



Weber County I/M Bulletin

477 23rd Street Ogden UT, 84401

August 25, 2006

To: Weber County I/M certified test/test and repair technicians, managers, and station owners.

Please post a copy of this technical bulletin by your analyzer for easy reference and ensure all certified technicians read it. Also included in this bulletin are answers to some of most commonly asked questions, please refer to this bulletin before you call us.

First off, we would like to introduce our new and existing staff. Brian Cowan is the I/M program Manager and brings knowledge and experience from working in Salt Lake County's I/M Program. He is a Licensed Environmental Health Scientist and has a B.S. degree in Zoology. Scott Braeden is our Lead Auditor and has a background in retail automotive management, worked as an ASE certified technician, and has a B.S. degree in Automotive Technology. Gordon Smith is our second Auditor and has extensive knowledge in our I/M program, he also has an Associates degree in Automotive Technology. Elaine Wendt is our third Auditor and she worked at the Davis County I/M Technical Center for four years as a Lane Leader. Elaine also has an Associates degree in Automotive Technology. We will no longer have a secretary in our program, however, there will always be an Auditor in the office that will be able to certify/recertify technicians, perform scheduled I/M tests, answer technical questions, sell certificates and paper, etc.

New Phone Numbers:

Main Office 399-7140

Scott Braeden 399-7143

Gordon Smith 399-7142

Elaine Wendt 399-7141

NEW/RECERTIFICATION CLASSES AND TRAINING

As stated in the previous bulletin, we will be conducting all training and certification classes at the Weber County Emissions Center. New technicians will be required to purchase a Technician Training Manual for \$45; included in that fee will be the written and practical exams. After passing both exams, a permit may be purchased for \$25 and will be valid for one year.

Technician Recertification will consist of a practical exam and some verbal questions pertaining to proper test procedures and analyzer troubleshooting. The fee is \$20 if permit is still valid, \$40 if it is expired. Call any of our phone numbers to set up an appointment.

ANALYZER SERVICE CONTRACTS

In the past ESP has been the only choice for analyzer repairs. Systech International is a new company based out of Salt Lake and they offer most of the same services that ESP does. Weber County will not recommend one company over the other, however, please read the attached letter from ESP. If you would like more information about either company, call them at 866-OBD-TEST for Systech International or 800-695-4377 for ESP.

CLEAN SCANNING/CLEAN PIPING

Clean Scanning/Clean Piping is the practice of substituting a known passing vehicle for a failing vehicle during an emission test, or substituting a vehicle which is not the vehicle matching the data entered into the Analyzer.

**Let this Bulletin serve as a FINAL NOTICE! Clean Scanning/
Clean Piping will result in a 6 month suspension for tester and
station for 1st occurrence and revocation for 2nd occurrence!**

ANALYZER LEAK CHECK

The Analyzer must pass a Leak Check. Place a leak check cap on the probe tip. Kinking the hose, plugging the fittings, or clamping the analyzer hose is not the proper method for passing the required Leak Check. An analyzer will be locked out until repaired if it fails on an audit.

TWO SPEED IDLE BYPASS

The following vehicles can be tested using a Two Speed Idle bypass code.

All 1996 Subaru's: Enter code 101

All 1996-98 Mitsubishi's: Enter code 444

1996 Volvo 850 Turbo: Enter code 120

Under no circumstance may any other vehicle be passed using a two speed idle bypass code. Our auditors will be looking for this and a violation will result in a three month suspension for the tester and station.

OBDII TESTING

1. Locate the diagnostic connector link (DLC).
2. With the ignition in the *off* position, plug in the analyzer OBDII cable.
3. Follow the analyzer prompts and complete the test.
4. The ignition must be *off* when unplugging the DLC.
5. Failure to follow the first four steps correctly will trip the circuit breaker for the C.A.N. module. A "hard reboot" will then be required.
6. If the analyzer will not communicate with a vehicle most likely the C.A.N. module circuit tripped, requiring a "hard reboot."
7. Retest the vehicle, in most cases this will allow communications between the vehicle and the analyzer.
8. On occasion, you will find a vehicle that has a genuine no-communication problem. These vehicles will require repair before a test can be performed.

OBDII – Not Ready

The vehicle must successfully and continuously run diagnostics on all systems which directly or indirectly contribute to the overall emissions of the vehicle. Also, all information must be learned and/or stored by the P.C.M. These self tests are referred to by various titles throughout the industry such as I/M Flags, Systems Status Indicators, Readiness Function Codes, etc. The Utah 2000 Analyzer will refer to them as OBDII Readiness Monitors.

OBDII Readiness Monitors indicate whether the vehicle has been able to successfully run tests on critical systems. If the vehicle does not run all self tests, the analyzer will record this data and print which tests have or have not run on the VIR. Readiness Monitors which indicate “Not Ready” do not necessarily mean there is a problem with the vehicle. It is very important to remember that OBDII Readiness Monitors simply indicate whether the vehicle has successfully performed its self tests. Readiness monitors do not indicate the results of those tests. The United States Environmental Protection Agency (USEPA) has allowed two (2) Not Readies for 1996-2000 vehicles and one (1) Not Ready for 2001 and newer vehicles. All Weber County analyzers have been updated to reflect USEPA changes.

The following acts will set the OBDII Readiness Monitors back to “Not Ready:

1. Battery disconnect- The loss of battery power to the P.C.M. will result in the loss of learned information. Once power is restored, the vehicle must be driven so all self testing can again be completed.
2. Extinguishing the M.I.L. or erasing one or more D.T.C.’s using a scan tool.
3. P.C.M. Power or ground has been interrupted or disconnected.

Advice the customer that it could take approximately one week for the vehicle to go through the manufacturer’s drive cycles before it will be ready for an emission test.

PROBLEMATIC VEHICLES

1996-2000 Hyundai: Some of these vehicles will have no communication. ESP has finally released a software update to fix the problem and we should have it installed by the end of October.

1996 Chrysler vehicles: These vehicles may clear readiness at key-off. These vehicles should be tested normally. If the vehicles are found to be "Not Ready," they should be referred to a qualified service provider so the OBD software can be updated. TSB-18-18-97.

2003 Mazda 6 and Miata: These models with erroneous MIL illumination are covered under emission recall campaigns. Vehicle owners will need to check with a local Mazda dealer.

1996 - 1997 Nissan: These vehicles may have a high degree of "Not Ready" for catalyst and evaporative monitors due to a "trip based" design. Nissan has provided driving cycles in its service information to allow monitors to operate. Nissan Technical Service Bulletin #NTB98-018, February 18, 1998.

1996-1998 Saab: These vehicles may have a high degree of "Not Ready" for catalyst and evaporative monitors due to a "trip based" design. Saab has provided driving cycles in its service information to allow monitors to operate.

1997 Toyota Tercel and Paseo: Sometimes these vehicles will never clear the evaporative monitor to "Ready." At this time no fix is available. Vehicles should be scanned using remaining readiness monitors.

1996-1998 Volvo vehicles (excluding 1996 '850 Turbo): These vehicles may have a high degree of "Not Ready" for catalyst and evaporative monitors due to a "trip based" design. Volvo has provided driving cycles in its Technical Service Bulletin #SB 2-23-0056.

2000 Mazda vehicles: These vehicles may have no OBDII communication. Send 2000 Mazda's with no communication to the Dealer for Re-programming, recall #86003.

EMISSION APPLICATION GUIDE

All I/M Testing and Repair Stations are required to have a current Emission Control Application Guide for I/M Tester Reference. Stations are also required to have access to current electronic or paper repair manuals. Auditors will be checking for Application Guides and repair manuals.

UNDERHOOD DECAL/VISUAL TAMPERING

An important part of every emission test is visual tampering. Our Auditors will be checking the Vehicle Inspection Reports (VIRs) for correct visual tampering results. To determine what Emission Control Devices the vehicle was originally equipped with, the testing technician must always refer to the Emission Decal, which is located under the hood. All vehicles were equipped, when new, with an Emission Decal. If the Emission Decal has been removed or is not readable, the testing technician must then refer to an Emission Control Application Guide, which every I/M Station is required to

have. In every case, the Emission Decal will take precedence over an application guide. Therefore, the testing technician should always make a thorough search for the decal. Should a technician need to refer to the Emission Control Application Guide, special attention must be given to the vehicle's GVWR (Gross Vehicle Weight Rating), engine family, transmission application etc. After referring to the Emission Decal or Emission Control Application Guide, the technician must verify the applicable equipment remains properly installed and appears to be operating as designed. The results of the visual tampering test must then be entered into the Utah 2000 Analyzer, as prompted.

Important: The visual tampering test must be correctly completed on every vehicle, regardless of model year, or GVWR. Also, vehicles may be equipped differently. A thorough understanding of the Emission Decal and the Emission Control Application Guide is critical.

A frequently asked question is, "When is it ok' to tamper with a vehicle?" The answer is **NEVER**. Regardless of model year, GVWR or what the vehicle is used for, it is never permissible to tamper with or decertify a vehicle. Tampering or decertifying a vehicle is a violation of the Weber County I/M Regulation and the United States Clean Air Act, and is punishable by very severe penalties.

VEHICLE TAMPERING INSPECTION

All 1968 and newer vehicles require an accurate tampering inspection. When you find an emission control item missing or inoperable, the item will be failed. Use the information on the Emission Control Label located in the engine compartment to verify emission control configuration. When the label is missing, not legible, or the wrong label has been installed because body parts or components have been replaced, refer to an Emission Application Guide.

1968 through 1989 vehicles failing the tampering portion of the test and passing the appropriate Two Speed Idle Tail Pipe Test will pass the overall emission test.

1989 and newer vehicles failing the tampering portion of the test will fail the emission test. There are testers who do not understand the terminology of the tampering portion of the test, the following may help. More importantly,

read and understand the Technician Training Manual. All certified I/M testers will be tested on their knowledge of these emission control devices in their certification class.

Air Injection = AIR System, Secondary Air Smog Pump, etc.

Catalytic Converter = CAT, Catalyst etc.

EGR = Exhaust Gas Recirculation

Evaporative System = EVAP, Evaporative **PCV** = Positive Crankcase Ventilation

Gas Cap = Gas Tank Lid or Cap

DATA ENTRY ON VEHICLES WITHOUT A LICENSE PLATE

Do not use a dealer number, the word "none", "temp" etc. Instead, use the last six (6) digits of the Vehicle Identification Number (VIN) for license plate data.

CANADIAN VEHICLES

All 1998 and newer Canadian vehicles are considered by the EPA to conform with US EPA OBDII emissions requirements.

1996 and 1997 model year Canadian vehicles will have to pass the OBDII and Tampering Inspection. Failing vehicles will require repairing, reprogramming PCM and drive cycles as necessary to meet the Federal US EPA OBDII emissions and labeling requirements.

All 1988 through 1995 Canadian automobiles: Gasoline or diesel-fueled automobiles and light-duty trucks, and gasoline or diesel-fueled heavy-duty vehicles are considered by EPA to conform to U.S. emission requirements.

VERIFYING COMMUNICATION WITH COUNTY HOST

There are several ways to check your analyzer communication status. The first way is to watch the screen in the morning. After you select "Startup," there will be a "Menu" button. Select the "Menu" button and you should see a blue screen and the message "Processing County Files." This message means that a successful communication transpired the previous night.

Another way to check is from the "Inspection Menu." Select "Analyzer Information Menu," then select "Analyzer Status." Look at the "Last Network Access: date and time." This date and time is the last time the analyzer was restarted after a successful nightly communication. The date and time would normally be the time you turned on your analyzer on that morning.

If you suspect a communication failure, the first place to start is at the "Communication Diagnostic" option from the main menu. Perform both the "Dial Tone Test" and the "Modem Self Test." Failure of either test will require further diagnostics.

The most common causes of no communication are:

1. Analyzer not placed in "Shutdown" (communication) mode nightly.
2. Telephone line damaged or not connected (no dial tone).
3. Phone line interference caused by fax machine or credit card machine (carrier signal lost).
4. Modem needs to be reset. Turning the power button to the "off" position while the analyzer is in "Shutdown" mode does this.

HARD REBOOT

If you are having problems communicating with 2003 and newer vehicles, communicating with the county host, or having printing problems, try a hard reboot and it will usually fix these problems.

1. Unplug the diagnostic connector from the vehicle.
2. Put the analyzer in shutdown mode.
3. Turn off the red button on the right side of the analyzer.
4. Pull the power plug from the AC outlet for 20 seconds.
5. Plug the cord back in and turn the analyzer on.

PRINTERS

It is the station manager's responsibility to ensure that the printer prints legibly. Stations should discontinue use if any part of the VIR is illegible. A station will also be locked out during an audit if the print is illegible after the second try.

If you need to replace your Okidata printer, you can replace it with the same printer or a Brother HL 2070 N, which requires no software or hardware changes and is available at most office supply stores for about \$170.

SMOKING VEHICLES

Please report all smoking vehicles to the I/M Center by calling 399-7140. Utah State Code, Section 41-6-147 (Smoking Vehicles) states: The engine and power mechanism of every gasoline powered motor vehicle may not emit visible contaminants during operation, except while the engine is being brought up to the recommended operating temperature."

It is your responsibility as an I/M Tester/Technician to inform the vehicle's owner/operator that you cannot test a smoking vehicle. Inform the owner/operator that they must have their vehicle repaired before they can have an emission test. If you have the ability to diagnose and repair the smoking problem, you may offer to do so.

Testing a smoking vehicle with your Utah 2000 Analyzer may damage the analyzer and cause you more downtime. It is also a violation of Weber County I/M Regulations and will result in a suspension of your I/M permit.

VEHICLE IDENTIFICATION NUMBER

Make sure you check the VIN prior to every emission test and retest. This is especially important in dealerships where vehicles look very similar. If we find discrepancies between fail/pass VIRs, we will not accept the excuse that you thought it was the same vehicle.

TWO SPEED IDLE TEST

We are seeing a lot of vehicles fail their initial idle portion of the test, then pass moments later by manually raising the idle. Vehicles need to pass the test by running at the manufacturer's specified idle speed. Manually raising the idle is considered tampering with the vehicle so that it will pass the emissions test when it would not otherwise. Violations will result in a 3 month suspension for tester and station.

COPY OF ESP LETTER

Environmental Systems Products

11 Kripes Road, East Granby, CT 06026-9720 P 860-392-2100 F 860-392-2105 www.esp-global.com
June 20, 2006

Brian Cowan
Weber-Morgan Health Department
477 23rd Street
Ogden, UT 84401

Gentleman:

ESP was recently informed that Systech International (STI) has begun to solicit service contracts for ESP equipment in your programs.

ESP does not have any relationship with STI for the purpose of providing either standard or proprietary replacement parts, or engineering/technical support for ESP systems. As such, we have no idea how they intend to fulfill commitments for technician training, replacement items or what will be the ultimate impact upon the emissions testing system and results. Certainly at some point the replacement with non-standard parts may impact the various certifications required for this equipment.

If non-ESP parts are used in our equipment, the performance of the equipment may degrade, resulting in excessive down-time and potentially inaccurate test results. Generic replacement parts, although appearing technically equivalent, are not always so when put into use in a real world environment. Even if certain parts initially operate in a substantially equivalent manner, significant problems can arise later, if and when hardware and/or software changes are made. If non-ESP parts are used, we would no longer be able to assure the integrity of this equipment and, accordingly, the test results themselves.

As a company we highly value the integrity of our equipment and allowing the use of non-genuine ESP parts could raise very serious performance issues in the future. This includes both hardware and software issues, as well as the ability to implement system upgrades. Our position is not unique in the I/M industry, as it is a common and accepted practice that the test equipment is maintained by the OEM with genuine OEM parts.

As such, ESP will be unable to provide you with any assurance of system performance, integrity or the compatibility of upgrades to those systems that have not been serviced or maintained by ESP technicians using ESP parts.

Please feel free to contact me if you have any questions.

Sincerely,

Carl H. Nord

VP North American Decentralized Marketing