



Weber County I/M Bulletin

477 23rd Street Ogden UT, 84401

February 7, 2019

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 testers, managers, and owners read it.

This bulletin supersedes all previous bulletins, please remove and recycle all bulletins with a date prior to February 7, 2019

2019 Test Requirements

Vehicle Model Year	Emission Inspection
2019	Not required
2018	Not required
2017	Required
2016	Not required
2015	Required
2014	Not required
2013 to 1968	Required
1967 and older	Not required

Emission Control Systems Application Guide

All I/M Stations are required to have a current paper Emission Control Systems Application Guide for I/M technician reference. The Emission Control Systems Application Guide must be updated every four years. In 2019 an Emission Control Systems Application Guide that is dated 2016, 2017, 2018 or 2019 will be allowed through 2019. Paper Emission Control Systems Application Guides can be purchased from Motor by calling 1-800-4A-MOTOR or Mitchell by calling 1-888-724-6742.

The paper Emission Control Systems Application Guides may not be reproduced through any form such as electronic, photocopying, or any other recording device. **Each Station must have an original copy of a paper Emission Control Systems Application Guide in good condition.**

Becoming a Certified Tester

There are two paths potential testers can take to become certified. The change will allow experienced automotive technicians the ability to become certified quickly and will provide individuals without automotive experience the necessary training to enter the program.

Option 1: Pass the pretest with an 80%. Individuals can take the pretest twice in a 12-month period. The required pretest is roughly 50 questions and focuses on general automotive and emission component knowledge. Anyone who would like to take the free pretest can come into the Weber County Emission Center between 8:15 a.m. & 4:00 p.m. Monday through Friday.

Option 2: Individuals without automotive experience or who have failed the pretest twice can enroll in the Ogden-Weber Technical College's 16-hour Vehicle Emissions Fundamentals course. After successful completion of the course the individual will be allowed to take the pretest again, but will be allowed to pass with a 70%. Enroll at the main campus in the Student Services Building 200 N. Washington Blvd. (801) 627-8463.

Individuals who have passed the Ogden-Weber Technical College course will be able to take the pretest three times for free; each subsequent retest will cost \$20. Individuals must wait at least one week in between tests.

After successful completion of Option 1 or 2, the individual is required to purchase a Technician Certification Training Manual for \$45; included in that fee is the cost of the first try on the written and practical exams. Each subsequent retest will cost \$20. Individuals must wait at least one week in between tests.

After passing both exams, a permit must be purchased for \$25 to become certified.

Weber County I/M Technician Training Class

An optional 3-4 hr. class is put on by the Weber County I/M Program on the first Wednesday of every month at 8:30 a.m. The class is designed for technicians that are required to attend a mandatory retraining class by the department and it also helps the technician prepare for the pretest and the final open book exam. The cost of the class is \$25.

There is no need to call and register for the class. If you plan to attend please arrive by 8:15 a.m. the morning of the class.

Inspection Procedure

Section 9.23 of the Weber-Morgan Health Department Regulation for Motor Vehicle Inspection and Maintenance Program states “When a vehicle owner requests an Inspection, the Tester/Technician shall perform the inspection in the testing mode of the approved Analyzer. Performing a screening test (or pre-test) in the manual mode of the approved Analyzer or on a non-approved analyzer shall be a violation of this Regulation if the vehicle owner requested an inspection. **Adjustments or repairs shall not be made prior to a requested inspection.**”

We’ve had a number of motorists come in requesting a waiver, but unfortunately they don’t qualify because the vehicles were not tested as required by the Regulation for Motor Vehicle Inspection and Maintenance Program.

One of the most common complaints is that the vehicle comes in for an emission test with the check engine light illuminated and the motorist gets sold a diagnostic instead of performing the emission inspection as requested.

Error Code 047

The analyzer software is looking at the catalytic converter and oxygen sensor monitors. If one or two of these monitors are “Not Supported”, the analyzer will display a screen that say’s “Error Code 047” with a message to contact the I/M Tech Center for a bypass/authorization code.

There are a few reasons for the non-supportive monitors:

- OBD II software is not OBD II compliant
- Monitors not supported because of the fuel type the vehicle is operating on
- OBD II software problem and requires a factory software update

An authorization code may be issued to CNG vehicles that are California Air Resource Board (CARB) or Environmental Protection Agency (EPA) compliant.

If the vehicle is OBD II compliant and it is not a CNG vehicle, there is a possible issue with the vehicles OBD II software. The department requires these vehicles to be referred to the manufacturer dealership to have the software verified and updated to factory settings.

Powertrain Codes

If the MIL is commanded on for a transmission code, it is emissions related. OBD II is required to monitor all powertrain components that effect emissions, or provide diagnostic input or receive commands from the PCM.

The transmission controls the amount of power going from the engine to the wheels. If the transmission is not working properly, the efficiency of the power transfer will be degraded.

Simply stated, the engine of a vehicle with a malfunctioning transmission will have to work harder to provide the same amount of vehicle speed. A harder working engine will require more fuel which will result in higher emissions.

Vehicles with Programmers/ Chips

If you find a programmer/chip while performing the visual inspection on a test, you will need to determine if the product is CARB certified and/or has an Executive Order (EO) number. If you cannot determine if a programmer/chip is CARB certified or has a EO number while performing the I/M test, please ask the vehicle owner if they can provide certification documentation to you.

If you can't verify the CARB certification or an EO number and no documentation can be provided, fail the OBD portion of the visual tampering inspection.

If you are unsure on whether to pass or fail a vehicle, please call the Vehicle Emissions Center at 801-399-7140.

Two Speed Idle Test/Idle Mode

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 achieved without placing a load on the vehicle to decrease the RPM to the specified rate.

It is important that all two speed idle tests are performed at their specified idle speed (+/- 50 RPM). We are seeing cases where the idle speed is increased during or prior to the official emission test. Manually adjusting the idle mode is a violation of the Regulation for Motor Vehicle Inspection and Maintenance Program.

Section 4.2.16 states; "The vehicle being tested has been altered or tampered within any way so that it will either pass or fail the emissions test when it would not otherwise".

Compressed Natural Gas Vehicles

Only EPA or CARB certified conversion systems are approved to be installed on vehicles manufactured after 1994. The installation of a non-certified system is considered "tampering with a federally approved emission control system" by the EPA.

We are aware of non-certified systems being sold at shops in the area and also on the internet.

To obtain EPA or CARB certification for a specific engine/engine family, manufacturers of conversion systems must submit a converted vehicle to the EPA or CARB for lab testing. This will assure the emission requirements that the original manufacturer had to meet for certification are still being met.

These tests include the OBD system is still completely functional with MIL operation, DTC storage, and readiness monitoring. Non-certified systems DO NOT meet this standard and FAIL the tampering portion on the emissions test.

A conversion system can be installed on a new vehicle or vehicles already in use. EPA and CARB require the conversion manufacturer to provide the required documentation and training to the installers of their respective systems. Training is also available from training centers when offered. No EPA or CARB certified conversion system is sold to untrained or unapproved installers. CNG conversions should NOT be performed by unqualified technicians.

As a technician performing a test on an EPA or CARB certified vehicle: The conversion will have an additional under hood decal stating the certification status of the system (from EPA or CARB). This label must be on the vehicle and should be placed close to the OE emissions decal. The vehicle operator must have the certificate of conformity issued by the EPA which states the year of the vehicle and the vehicle model or engine family. The vehicle needs the decal and the certificate of conformity to pass the emissions test.

If the vehicle is 1993 and older you will perform the emissions test as a dual fueled vehicle without regards to certification status. If the decal and certificate of conformity are not present, or the vehicle is 1994 and newer equipped with a non-certified conversion system, you will still need to perform the emissions test. Do not forget to update the fuel type to CNG. In the visual inspection/tampering screen fail all devices. Charge the customer the emission fee.

If the customer has questions or requests a challenge test refer them to the department. They will need an appointment for any challenge test.

Smoking Vehicles

Have you noticed vehicles putting out excessive amounts of smoky exhaust while being driven? These vehicles are generally gross polluters and should have repairs performed to allow the vehicles to meet emission requirements.

If you see such a vehicle being driven and would like to report it for testing, please make note of the license plate number, a description of the vehicle (make and color, etc.), the location, the date and time when you saw the vehicle.

We do not accept anonymous complaints. Please provide your name and phone number. Your information will remain private and won't be disclosed to the public.

If you prefer, you can also call (801) 399-SMOG (7664) or <http://www.webermorganhealth.org/>

Utah Code 41-6a-1626(2)

Prevention of noise, smoke, and fumes -- Air pollution control devices.

(2) (a) Except while the engine is being warmed to the recommended operating temperature, the engine and power mechanism of a gasoline-powered motor vehicle may not emit visible contaminants during operation.

(b) (i) As used in this Subsection (2)(b), "heavy tow" means a tow that exceeds the vehicle's maximum tow weight.

(ii) A diesel engine manufactured on or after January 1, 2008, may not emit visible contaminants during operation:

(A) except while the engine is being warmed to the recommended operating temperature or under a heavy tow; or

(B) unless the diesel engine is in a vehicle with a manufacturer's gross vehicle weight rating in excess of 26,000 pounds.

(iii) A diesel engine manufactured before January 1, 2008, may not emit visible contaminants of a shade or density that obscures a contrasting background by more than 20%, for more than five consecutive seconds:

(A) except while the engine is being warmed to the recommended operating temperature or under a heavy tow;

VECI Label/Tampering

An important part of every emission test is the visual tampering inspection.

To determine what emission control devices the vehicle was originally equipped with, the technician must always refer to the Vehicle Emission Control Information (VECI) label, which is located under the hood. All vehicles were equipped with a VECI label when the vehicle was new. If the VECI label has been removed or is not readable, the technician must then refer to an emission control application guide, which every I/M Station is required to have.

Should a technician need to refer to the Emission Control Systems Application Guide, special attention must be given to the vehicle's gross vehicle weight rating (GVWR), engine family, transmission application etc. After referring to the VECI label or the Emission Control Systems 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 analyzer as prompted.

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

Technicians who are found performing incorrect visual tampering inspections will be required to attend a mandatory retraining class put on by the Weber County I/M Program.