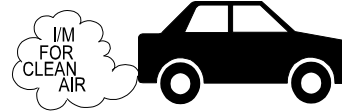


UTAH COUNTY TECHNICAL BULLETIN
2000-2



VEHICLE WARM-UP

Typically the cold winter months result in vehicle warm-up difficulties. Many of the challenge tests we perform during these months result in passing readings. We usually conclude that the vehicle was not at operating temperature when the original test was performed. Vehicles that have come short distances to your shop or have been parked at your facility may require additional driving time. In either case, make sure that the vehicle is at operating temperature prior to performing the inspection.

NOTE: OBDII vehicles do not need to be warmed-up prior to the inspection unless a two speed idle test will be performed.

ANALYZER UPDATE

Software version 1.14 has been conditionally certified for use in the stations. This is still considered beta software and we expect to see some (hopefully only minor) problems. We would appreciate your input about any problems you feel should be addressed regarding the analyzer software.

All comments must be submitted to us in writing: e-mail at: ucso.danac@state.ut.us or snail mail at: 3255 North Main Street, Spanish Fork, 84660, hand delivered to our office, or to one of the auditors, or FAX at 343-4619. When describing problems about a test sequence please provide as much detail as possible. As a minimum you must include the following information:

- 1) The software version used when it occurred.(available at the upper left corner of the screen)
- 2) The vehicle model year, make, model, engine, trans, GVWR etc.
- 3) At what stage of the test it occurred.
- 4) What the final outcome was.
- 5) A copy of the VIR if possible.

If you find a critical problem that will not allow you to perform a test properly call our office for further instructions. With all other problems you identify follow the above procedure.

CERTIFICATE NUMBERS

For the time being certificate numbers will be manually entered by the operator through the station manager menu. Under no circumstance shall any numbers be entered for certificates unless issued by our department, or Highway Patrol for safety inspections. If you make a mistake during certificate number entry you can easily void those numbers within the same menu and then load the correct numbers.

Warning: Use of fraudulent certificate numbers will result in swift and severe action against station owners !

ALTERNATIVE TEST PROCEDURES

There are 7 alternative test procedures contained within the UTAH2000 program. These test procedures are triggered by data entry such as model year, model, make, trans, etc. Probably the best known is the BMW, Volvo, Peugeot ZF Transmission problem. Stations will now be able to perform inspections on these vehicles without fear of damaging the transmission. On these vehicles the test procedure includes an idle only test sequence. Make sure the vehicle is warmed up before the test and remember **never** elevate the idle RPM above manufacturer specification with the transmission in park or drive. Follow the on-screen instructions for all test sequences.

OBDII BYPASS

For approximately the first year of the new program the OBDII test will be an “advisory” test. This means that 1996 and newer vehicles will be tested using the OBDII test protocol. Failures will be recorded and the vehicle owner will be advised to take the vehicle to the dealership for follow-up repairs (possibly covered by warranty). The technician may perform a re-inspection on the vehicle and bypass the OBDII test and perform a two speed idle test on the vehicle. The two speed idle test result can then be used for determining emissions compliance. To do this the technician must enter a TSB number. Listed below are the TSB numbers that should be used. Choose the TSB that best describes the condition preventing the vehicle from being tested using the OBDII procedure.

101 = 1996 Subaru (non compliant)
102 = One or more flags not ready.
103 = Unable to establish communications.
104 = One or more DTC's.

105 = No MIL with key on.
106 = MIL command on with no light
107 = 1996 and newer Chrysler vehicles.
108 = Other (call for authorization)

SAFETY INSPECTION NUMBERS

The new analyzers will require that you enter a series of certificate numbers for safety inspections. The numbers will be stored as inventory in the analyzer and deducted from inventory each time a safety, or safety/emission combination passes. These numbers may be entered from complete books or a partial book. However, if you enter an entire book of numbers and then find it necessary to hand write a safety certificate, you will need to “void” that number from the analyzer inventory in order to prevent the number from being issued to multiple inspections.

TECH TIP

The following is a reprint from **-MOTOR-** magazine.

TECH TIP # VE0029

Where's the air pump? If you've ever had trouble locating the secondary air injection system pump on a 1997 or newer Volkswagen Golf or Jetta with the 2.8-liter narrow-angle V6 (Engine Code AAA), it's under the intake manifold runners. This may not be so obvious, because this engine is packed so tightly into its engine bay.