

UTAH COUNTY TECHNICAL BULLETIN

April, 2009-2



2009 ANALYZER UPDATE

We have completed our testing of the new analyzer software. ESP has been informed they may begin updating analyzers as station owners request it. The cost of this update is around \$545.00. ESP will be sending out a detailed description of the hardware and software changes. REMEMBER, all stations must have their new software installed no later than July 1, 2009. Lockouts will be set on those analyzers that have not received their update by July 1.

OBDII BYPASS CODES

With the new software comes elimination of the common bypass codes 101, 110, 120. These vehicles (Subarus, Mitsubishi's and Volvos) will now be tested the same as any other OBDII vehicle. Bypass code 201 will still apply to CNG vehicles up to 2004 model year. Other bypass codes will be rare and will only come from our office under special circumstances.

I/M INSPECTION FEES AVAILABLE ON THE INTERNET

We have provided a link on our web page showing all I/M station inspection fees. Consumers can now compare I/M test fees between stations. The highest fee is currently \$35.00 while the lowest is \$17.00. The majority of our inspection stations are charging \$25.00 for an emissions only test.

These test fees will be updated regularly based on your station audit information and the fee posted on your sign at the time of your last audit. If a station changes its fees between audits or decides to run a special price for an extended time please call our office and we will be glad to change your listed fee to reflect actual amounts. If you decide to change your fees you must also update your station fee sign.

AFTERMARKET CATALYTIC CONVERTERS

In the past, catalytic converters looked distinctly different and could easily be spotted during an under vehicle inspection. Today there are a number of aftermarket converters that look like mufflers, resonators or glass packs.

All aftermarket converter manufacturers are required by the EPA to provide a 5 year 50,000 mile warranty on their products. EPA also requires that manufacturer information be permanently affixed to the converter. The information on a converter shell may vary between manufacturers and the date of manufacture. At a very minimum the manufacturers two character code, the converter part number or series number, and the date of manufacture must be permanently attached.

The bottom line is: If you are trying to determine if what you're looking at is in fact a catalytic converter, it must have information stamped into the shell or an ID label welded to the shell. If this information is not present, the component you're looking at is not a certified catalytic converter.

HB0143S01

During the 2009 General Legislative Session, House Bill 143 passed, which will change some vehicle emission exemptions beginning January 1, 2010.

A “**Replica Vehicle**” (previously referred to as a kit car) means a Custom Vehicle or a Street Rod. The certificate of title for a replica vehicle will be the model year that the body of the vehicle resembles and shall indicate that the vehicle is a replica. These vehicles will be exempt from emissions inspection.

A “**Custom Vehicle**” is a vehicle that is at least 25 years old and of a model year after 1948 or was manufactured to resemble a vehicle that is at least 25 years old and of a model year after 1948 and has been altered from the manufacturer’s original design or has a body constructed of non-original materials.

A “**Street Rod**” is a vehicle that was manufactured in 1948 or before or was manufactured to resemble a vehicle that was manufactured in 1948 or before and has been altered from the manufacturer’s original design or has a body constructed of non-original materials.

Each of these vehicle classifications have very restrictive usage requirements and may not be used as daily transportation vehicles. Replica vehicles require a safety inspection.

To read this bill in its entirety see: <http://le.utah.gov/~2009/htmdoc/hbillhtm/HB0143S01.htm>

TECH TIP # VE0048

Did you know it’s illegal to clear a DTC without performing a repair?

Clearing a current DTC without performing any diagnostics or repairs is a violation of the Clean Air Act. MIL illumination is caused by a DTC being present. Clearing the DTC **does not** fix the problem. The MIL will illuminate again when the vehicle completes its appropriate trip.

If the problem goes away or is repaired the MIL will go out and the DTC will be moved to a history file. MIL illumination requires diagnostic procedures and appropriate repairs.

Don’t - Clear a DTC and tell the owner to drive the vehicle to see if the MIL comes back on.
Don’t - Tell the vehicle owner the MIL must be off before you can test the vehicle.
Don’t - Replace parts until you have performed diagnostics to confirm the part failure.

Do - Test the vehicle if the MIL is on.
Do - Perform diagnostics after the first test failure to determine the correct repair.
Do - Inform the vehicle owner that waiver requirements are listed on the back of all VIRs.