

UTAH COUNTY TECHNICAL BULLETIN

April, 2010-2



UTAH2011 UPDATE

We're entering into the second quarter of 2010 and unfortunately don't have any new information regarding the next generation of testing equipment. Currently we're in a holding pattern until Salt Lake County chooses a new vendor. Once their selection is made we can move forward with our selection process. As the weeks or months pass by the implementation target date may move accordingly.

GVWR ENTRY

As a reminder, anything other than a passenger car needs to have GVWR entered into the inspection data. As a general rule, SUVs, Vans, Minivans, Small Pickups, Full size Pickups or Jeeps are NOT considered passenger cars.

PROPER TEST PER GVWR

Accurate GVWR must be entered to assure that the proper test procedure is used for a particular vehicle. Never enter a lower GVWR for a heavy duty vehicle and perform an OBDII test unless you are specifically instructed to do so from our office.

UNDERSTANDING THE VLT

Some stations have commented they feel the newest Vehicle Lookup Table (VLT) has fewer vehicles than the previous one. In reality, 1350 additional files were added to the already 26,215 files for a total of 27,565 unique combinations of vehicles by Year, Make, Model, Engine and Transmission.

Question: So why does it seem like there are fewer matches found now ?

Answer: Because there are fewer matches to the tax commission lookup table.

It appears that when the Tax Commission removed owner information from the renewal notice they added additional subcategory or style information to the vehicle model field. (Eg. LSI, GT, GXE, etc) Unfortunately the Sierra Research VLT that is widely used in the I/M industry does not match whatever table the Tax Commission is using. When the analyzer fails to match the information scanned or entered with it's own internal lookup table you get a big red screen saying "The vehicle under test is not in the lookup table". This warning results in no VLT information pre-populating the next fields and the analyzer performs a default, or standard, test procedure.

So here's the work around. When you see this red screen select "continue" at the bottom. On the next two screens select "previous". Now you may edit the model by pressing backspace, or better yet press the F4 key to see a drop-down menu. Select the model that is closest to the actual vehicle model you are testing. Proceed as usual with the remainder of the test.

NO FIRST TEST - Waiver-

We're still talking with quite a few vehicle owners that are asking for repair waivers but they don't have a first test failure. In many of these instances they're telling us that the inspector told them to do repairs for the MIL illumination before they'll test the vehicle. **Always perform an initial inspection before any repairs are performed.**

FORD EASY FUEL™

Beginning in 2007 the Ford Motor Company started using a cap-less fuel filler system on select models. They are currently expanding the use of this system across the North American model line. If you haven't seen one of these yet, you will soon. At first glance it looks like the gas cap is missing. Upon closer examination you'll notice the words "Easy Fuel" on the upper part of the filler neck and the words "NO CAP" on the lower portion. There is an optional locking fuel plug available and an available rubber fuel plug for use in dusty conditions. These "fuel plugs" do not need to be present in order to pass the visual inspection.

The actual sealing portion, or fuel cap, of the system is below the flapper portion of the filler neck. This system is an approved fuel vapor sealing system and should be marked "pass" during the gas cap portion of the visual tampering inspection.



NOTE: Stant also makes an aftermarket Instant-Fill or NASCAR™ fuel cap available for most makes and models. This type of gas cap is also acceptable but should be suspect if EVAP codes are present.

TECH TIP # VE0050

OBDII Alternative Test Procedure Not Working

If you're testing one of the common OBDII deficient vehicles (Mitsubishi, Subaru, Volvo, Hyundai, Nissan, etc.) and the alternative test procedure (ignoring readiness monitors) is not kicking in, check the **Model** entry. For example: We had a station scan a renewal card which entered a 1996 Nissan Sentra EX. This is a non-existent model and does not match the lookup table, therefore the alternative test procedure was not used. However by deleting the "EX" and leaving only 1996 Nissan Sentra the correct test was performed and the readiness monitors were ignored.