

UTAH COUNTY TECHNICAL BULLETIN
1999-3



UTAH 2000 ANALYZERS

We're still on schedule for having the Utah 2000 analyzers available this fall. We are hoping to have the analyzer certified some time in November. The price of the basic unit is \$12,250.00. With the optional gas cap pressure tester to do Davis County tests the price will be \$12,650.00. If you choose to add the gas cap pressure tester at a later date the cost will be an additional \$600.00. We do not anticipate having to require gas cap testing in Utah County in the near future. If you would like additional information about purchase plans, options, etcetera. please contact Bob D'Elia, ESP Salt Lake City Office at 956-0600.

The Utah 2000 analyzers have several new features that should reduce the time it requires to perform an I/M inspection. Two speed idle tests will still be performed on the 1995 and older vehicles, however there will now be a shorter precondition cycle that results in additional "fast pass" inspections. OBDII testing will be performed on all 1996 and newer vehicles and eliminates the need to probe the tailpipe on these vehicles. Hand held bar code readers will be used to populate owner/vehicle information fields when bar codes are present. The certificate and VIR will be printed by a laser-jet printer and combined on a single page.

ENGINE CHANGE VERIFICATION

Only emission certified mechanics may fill out and sign the engine verification form. We have had two of the last three signed forms returned indicating that the number was re-verified when in fact it had not been done. By signing this form you are indicating that you have seen the block number and have written it down exactly as it appears on the engine. Falsification of this document as with any emissions document will result in disciplinary action being enforced by this office.

I/M TESTING FEE

With the arrival of the new emissions analyzer it has been suggested by this office that the I/M test fee would be increased from \$15 to possibly as much as \$20. However our office does not have the authority to change the test fee. Therefore, the possibility of a new test fee has also been discussed with our current Utah County Commissioners. All of our I/M fees are set by the Utah County Commissioners. In order to change the current emission's test fee, justification will need to be presented to the Board of Utah County Commissioners. If you have any questions or comments they should be directed to the Utah County Commission Office at 370-8136. This is also the number to call to make the I/M test fee an agenda item for Utah County Commission meeting.

VEHICLE CLASSIFICATION FOR ELCAMINO

Until recently we were under the impression that all El Camino's were certified as passenger

cars. This is not the case. After much research we have determined that up through model year 1980 they were considered passenger cars but beginning with the 1981 model they were certified as light-duty trucks. This will have an affect on the emission equipment installed by the manufacturer. Use the appropriate application table to determine tampering requirements.

“HANDS ON” PRACTICAL EXAM

All certified mechanics are required to perform an annual practical exam in front of an auditor, this may not be waived. This is a test to make sure you know how to perform the inspections properly and that poor habits have not been developed. This is also a good time for the auditor to inform you of any changes that have taken place in the program that you may not be aware of. If you have any questions about the program or about the future of the program this is a good time to ask. If serious mistakes are observed during this test and the auditor questions your ability to properly perform emissions inspections your permit renewal may be denied until a later date when you are able to pass a practical exam.

CERTIFIED EMISSION REPAIR STATION

For any who are still interested in becoming a certified repair station and have not yet done so, please fill out the information portion of the enclosed application. The next time your auditor visits he will check for the necessary equipment, verify the technician training, and complete the application. If you have any questions regarding repair station certification please contact Tom@343-4604.

TECH TIP

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

TECH TIP # VE0026

Hyundai False DTC.

Some Sonatas may repeatedly illuminate their MIL and set an oxygen sensor code. If it doesn't make any sense because the O2 sensor is working just fine, the cause is probably a bad alternator-to-engine ground and high resistance in the battery ground circuit. To clear things up, pull the alternator and clean its mounting ears and sleeve, plus the mounting points on the engine block. Lube all of these surfaces with dielectric grease. Then thoroughly clean the negative battery post and the battery ground cable's bellhousing mounting point.

Finally, replace the ground cable.