

**UTAH COUNTY TECHNICAL BULLETIN**  
**2000-4**



**ANALYZER UPDATE**

Software version 1.16 is still being used by all stations. We have looked at version 1.17, 1.18, and 1.19. We didn't feel any of these updates were good enough for release to the stations.

**CERTIFIED REPAIR STATIONS**

The Bureau of Air Quality has compiled a list of Certified Repair Stations. This list will be published on the Utah County Web Site. The public will be referred to those stations that are certified to perform I/M repairs. If you have not completed an application, and would like to be on the list, please contact your station auditor. In the future, Utah County may require that waiver repairs only be performed at certified I/M stations.

**PRINTER TONER CARTRIDGE**

Replacement toner cartridges are not stocked at the local office supply stores. However, we have located a local supplier that stocks them. He will ship UPS to your station for around \$3.00. If you purchase three or more cartridges he will pay the shipping. As of this writing the cost per cartridge is \$25.65. This price may fluctuate slightly. He also emphasized "**DO NOT THROW AWAY YOUR OLD CARTRIDGE**". In the future he will refill them and save you additional \$\$.

Contact:

Laser Supply of Utah  
1160 S. State - Suite 160B  
Orem, Utah 84058  
226-1590

**DIS QUESTION**

During the emissions inspection the Utah2000 analyzer asks the question "Does this vehicle have a Distributorless Ignition System (DIS) ? ". Careful thought must go into this answer. There are many "distributorless" ignition systems out there that you must answer "no" to this question in order to get the correct reading. Only those vehicles that have two spark plug fires for each 4 crankshaft revolutions should receive the answer "yes". These, for example, would be GM systems with one coil for two cylinders and a "wasted spark" during the exhaust stroke. Ignition systems that do not have distributors but have individual coils for each cylinder would read ½ engine rpm if "yes" were answered for this question.

**NO PLATE**

If the vehicle you are testing does not have a license plate the analyzer prompts you to enter "NONE". **DO NOT** enter "none". This causes problems with the re-inspection logic. You will not have the information pre-loaded during a re-inspection. If a vehicle does not have a plate, has an out-of-state, or a dealer plate enter the last 6 digits of the VIN for the license number.

**CLASS SIZE RESTRICTION**

Because of our small classroom size we are limiting the number of students in our Certification Course to nine. Also, each station will be limited to two students per class.

**SAFETY INSPECTION**

Just so everyone knows, the analyzer assigns a certificate number to failed safety inspection vehicles. This is no different than hand writing a “reject” certificate. When the vehicle returns repaired, the analyzer looks back in history and prints a certificate with the original number on it. If you enter “none” for the plate and cannot recall the vehicle, the analyzer will use a new number resulting in two certificates being used for that vehicle. If performed properly only one certificate will be issued for each vehicle.

**REMEMBER: If you hand write a safety inspection don't forget to void it from your analyzer inventory if you're only using one book.**

### **OBDII BYPASS**

OBDII testing should be performed whenever possible on the 1996 and newer vehicles. OBD bypass should only be used if there is a communication problem, mil illumination, trouble code, or not ready status. If you experience problems other than these call for authorization. Be sure to inform the owner of a potential problem with their vehicle and that next year the OBD test will not be bypassed.

### **NOT READY MEANS ...**

Not ready status **DOES NOT** mean the vehicle fails OBD. Not ready means that all the test criteria have not been met for the vehicle to run it's test on that component or system. The system or component may be working properly but the computer just doesn't know because the test hasn't run yet. Readiness is a little tricky on some components because the test criteria is so specific. Vehicles must be at a certain temperature, speed, load, fuel level, etc..

### **SAFETY ONLY ON DIESEL**

In this software version (it will be fixed in a future update) the analyzer asks engine information during safety inspections. If you are performing an inspection on a diesel vehicle, use gasoline as the fuel type.

### **CONFUSING CERTIFICATE NUMBERS**

We've had many technicians ask why the certificate number does not match their inventory number. Well... It does, sort of. The printed cert number contains what type of test was initiated, what county the test was performed in, the certificate number from your inventory, and a one or two character check digit for security. This only applies for emissions or emission and safety combo. Safety only numbers are actual.

#### **TECH TIP # VE0031**

#### **V10 tach signal**

Several stations have sent vehicles with V10 engines to us because they couldn't get an accurate tach signal. Here's how to do it: Select 10 for number of cylinders, answer “ no” to DIS question, use the clip on inductive tach pick-up. It works!