

UTAH COUNTY TECHNICAL BULLETIN
2001-3



OBDII VEHICLES

We are in the process of compiling a list of vehicles that are having trouble communicating with the analyzers, as part of the OBDII test.

If you are experiencing communication problems with any vehicles that you are testing, we would like to see these vehicles at the Technical Center for a challenge test. We can then determine which vehicles are having problems, determine if these vehicles need repairs, and address the concerns of your customers and technicians. We will then be able to change the test procedure for certain vehicles that are having problems, if necessary. Please call with your concerns.

Some vehicles that we are seeing problems with are 1996 Chryslers with readiness retention. See this month's **TECH TIP** for the information for these cars.

OBDII UPDATE

We have another vehicle to add to our OBDII bypass list. **1996-1997 Volvos** are having a problem with the readiness flag retention. The approved code to bypass these vehicles will be **120**.

Whenever bypassing OBDII vehicles, even though we are doing a TSI (two speed idle) test, remember that the MIL must function and the MIL light can not be commanded on with the engine running. Check that no DTC's are present before proceeding with the bypass test.

2001 CERTIFICATION COURSE

All technicians enrolling in the course must first pass the pretest or complete the **ASE L1** or **ASE ENGINE PERFORMANCE** and **ASE ENGINE SYSTEMS** certification.

The pretest is given Monday through Friday, 8:30 a.m. to 3:00 p.m. here at our office in Spanish Fork. There is no charge for the pretest; you must have a picture ID. Course fee is \$70.00, with an additional \$20.00 fee to have the technician entered into the emission analyzer that he/she will be testing.

NOTE: We will schedule more classes if there is a demand for them. To date we have had a class every month since the first of the year.

MIL COMMANDED ON / KEY ON ENG. OFF

On some vehicles the MIL will be commanded on by the PCM with the **Key On Engine Off**, and will fail the OBDII test, for the MIL being commanded on by the PCM.

Follow the screen prompts and make sure the engine is running before continuing the I/M test. We have seen this situation on Volkswagens and Subarus. We are not sure what other vehicles may have this problem.

GM MIL NOT WORKING AFTER WARMUP

Also on some 1998 and newer GM vehicles the MIL will not bulb check after the vehicle is warm, until the key has been turned off for 30 seconds. Please give the PCM time to power down, then when the key is turned on the MIL will bulb check correctly. This way the vehicle will pass the first part of the OBDII test. **(is the MIL on with the key on)** As always we will inform you when we become aware of new issues.

TECH TIP # VE0036

SUBJECT: OBDII Readiness Code Retention, Federal Packages

NO: 18-18-97

MODELS: 1996 (FJ) Avenger/Sebring/Talon

1996 (JA) Cirrus/Stratus/Breeze

1996 (JX) Sebring Convertible

1996 (LH) Intrepid/Vision/Concorde/LHS

1996 (PL) Neon

NOTE: THIS INFORMATION APPLIES TO FEDERAL EMISSION PACKAGES ONLY(SALES CODE NAA)

DISCUSSION:

The On Board Diagnostics (OBD II) system includes a monitor called readiness codes. The readiness codes indicate that all OBD II diagnostic tests have been performed and that diagnostic trouble codes (DTC's) can be read. It has been determined that the codes may be cleared erroneously. Absence of readiness codes may cause owners to fail their emission inspection. To correct this condition, the Powertrain Control Module (PCM) must be reprogrammed (flash updated).

CURRENT BYPASS CODES TO DATE

1996 SUBARU ALL MODELS	101
1996-1997 MITSUBISHI ALL MODELS.....	110
1996-1997 VOLVO ALL MODELS.....	120

