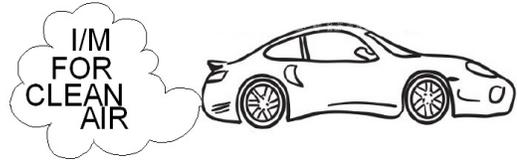


**UTAH COUNTY TECHNICAL BULLETIN**  
**January, 2012-1**



**A WORD ABOUT USED EQUIPMENT**

The ESP equipment upgrade contract included all existing analyzers registered in Utah County during 2011. Analyzers that were not active in the Utah County I/M program during 2011 are not eligible for the upgrade. Weber and Davis Counties opted out of the contract so those analyzers would not be eligible for an upgrade either. Any additional analyzer added to the Utah County I/M Program after January 1, 2012 must be new, or factory refurbished equipment meeting the current equipment standards including any software or hardware updates.

Used equipment may continue to change ownership within our program and may be used by the new owner if the equipment was previously upgraded during the REDeploy program.

**ANALYZER SOFTWARE UPDATE**

Now that all analyzers are using the new VID system we're working on improving the efficiency of the system. We'll be implementing several enhancements that will streamline the test sequence while reducing test times. There will also be changes to the auto zero sequence and elimination of the auto zero function while testing OBDII vehicles. As always, we encourage your input and suggestions for improving the Utah County I/M program.

**THE ANALYZER AND YOUR INTERNET CONNECTION**

ESP is responsible for maintaining the analyzer portion of your new system. Station owners are responsible for maintaining everything past the first connection outside the analyzer.

Occasional extended wait times should not be cause for alarm as these would be considered normal in a properly functioning system. However, if you consistently notice long wait times this may be an indication of an internet connection problem. Most of the communication issues we're seeing are a result of sub-standard internet service.

Although the analyzer is using the internet to transmit and receive data it is not a PC with a web browser. The analyzer's TCP/IP coding is much more sensitive to packet loss than a web browser is. ESP is experimenting with a few different configuration tweaks which, if helpful, may be included in a future software update.

If you frequently experience long communication times ( longer than 30 seconds), ping failure or "communication complete with errors" message, you should ask your ISP (Internet Service Provider) to test your line for problems. If they are unable to resolve the problem, you may want to consider changing providers. The typical begin test/end test communication durations are averaging 18-22 seconds with a properly functioning analyzer/internet connection.

## **IMPORTANCE OF CUSTOMER AND EQUIPMENT NUMBERS**

In order for ESP's automated certificate purchase and service request system to work properly you must enter an accurate customer number and analyzer serial number. All requests are accepted but if you mistakenly enter either number incorrectly the request is kicked out of the automated process and must be finished with human intervention. Obviously, an entry error on your part will delay ESP's response to the request.

Most of the certificate purchase delays we're seeing are a result of inaccurate customer or unit serial number entry. Stations will eventually get their certificates once ESP figures out who you are and what your analyzer number is. If you're not sure of these numbers you may call our office. We have access to these numbers but stations should keep this information handy because you'll need them anytime you contact ESP, either through their online store or by telephone.

FYI - Certificate purchases online are averaging 11 minutes from the time the order is placed to the time the certificates are available for download.

**IMPORTANT REMINDER** - Certificates will not show up in your analyzer inventory until either an inspection, or a data file refresh is performed.

## **HIGH PRESSURE ZERO AIR**

Praxair offers a cost effective high pressure cylinder of BAR97 zero air as an alternative to the disposable cylinders. Their part number is MS BAR 97 ZA-K. These are stocked in SLC and may be added to their Provo warehouse if there's sufficient local demand. For more information contact Kelly Bird at 1-800-225-8247. You will also need a pressure regulator which is available from ESP or numerous other sources. ESP recommends 80 PSI delivery pressure.

There may be other local sources of high pressure zero air but Praxair is the only one we currently know of. Any supplier may be used as long as the cylinder contents meets BAR97 specifications.

### **TECH TIP # VE0058** **EVAP monitor won't get ready**

EVAP monitors are one of the toughest of all the OBDII monitors to set, especially during winter months. Ambient air temperatures needs to be within a narrow window as well as fuel tank levels need to be between 1/4 and 3/4.

If the fuel gauge on the car doesn't work, the ECM doesn't know if the fuel level is within the enable criteria window. The result is the EVAP monitor remains in a "not ready" state.

Note: Fixing the fuel gauge would be considered an emissions related repair in this situation.