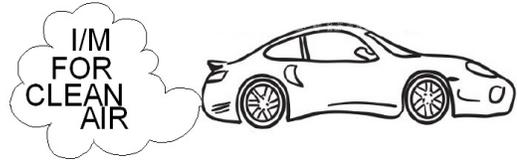


**UTAH COUNTY TECHNICAL BULLETIN**  
**March, 2012-2**



**ANALYZER HARD REBOOT**

A hard reboot (complete power off reset) of a computer can fix an amazing number of problems. If you're experiencing any unusual analyzer symptoms, perform an analyzer shutdown through the Main Menu. When the "restart" box appears turn the power switch off, wait 30 seconds then turn the power back on. We have seen this procedure fix many, many glitches, quirks and oddities.

We strongly advise stations to power down their analyzer when not in use over the weekend. The analyzer will perform much better overall with a fresh startup each week.

**SOFTWARE VERSION 1.40**

We are in the final stages of testing software version 1.40. If all goes well, we will be releasing this new version around mid-month. Here is a list of changes you may notice:

1. The analyzer shutdown procedure has been optimized to take less time.
2. The software will require a technician to select "continue" rather than default to it when the VIN mismatch message appears.(Some technicians were missing this message because pressing the enter key would continue past the warning screen)
3. The software will now allow a certification selection type of "gray market" and continue on with the inspection. (Previous software versions ended the test and instructed the tech to send the vehicle to the Technical Center for testing if gray market was selected)
4. 2008 and newer vehicles with GVWR of 8501 and greater will receive an OBDII inspection.

**WE NEED YOUR HELP**

Software version 1.40 also includes some additional logging capabilities. We have been looking for, but unsuccessfully finding, some annoying code whereby the analyzer will lockup and display a blank gray screen with the word "blank" right in the middle. If you see this little gremlin, please call our office. ESP will pull log files from your analyzer that will hopefully help them exterminate this bug.

**SAMPLE SYSTEM CONTAMINATION**

ESP has included a generous service agreement in our current contract. However there are several circumstances where the station owner would be responsible for some very expensive repairs. Sample system contamination from anti-freeze, oil, and other substances, which are easily detected, would not be covered under the current service agreement. Sucking foreign substances through the sample hose is the most common method of introducing contamination into the system but contamination can also be directly introduced into the IR Bench through calibration gas, particularly the zero air.

If anyone is contemplating using dirty shop air in place of true zero air, think again. Saving a few bucks on zero air may seem enticing but it can affect the integrity of the emissions test in addition to risking damage to the sample system. The cost of a new sample system is roughly equivalent to the cost of 100 disposable cylinders. Auditors will be checking for signs that anything other than pure zero air is being used to calibrate your analyzer.

**High pressure cylinders are still the most cost effective source for calibration zero air.**

(See Tech Bulletin 2012-1 for more information regarding high pressure cylinders)

### **RESULTS OF EMISSION RELATED BILLS FOR THE 2012 LEGISLATIVE SESSION**

**HB152** - This bill never made it out of committee. The language changed repeatedly throughout the session but the most recent version would have established a maximum cap, or limit, on emissions inspections fees of \$20.00 for OBDII and \$25.00 for TSI tests.

**HB407** - This bill has passed both House and Senate and will exempt vehicles for the first two years. The first emission test will be required when a vehicle reaches 3 years old, based on model year. Other emission testing exemptions will remain the same as they are currently.

### **CERTIFICATE INVENTORY LEVELS**

The automated certificate delivery system is working very well for the most part. However, nothing is 100 % reliable and several glitches have resulted in brief delays of certificate number delivery. Murphies Law is alive and well because these glitches seem to happen after hours, on weekends, or holidays when support staff are not readily available to resolve the issue promptly.

We strongly encourage stations to maintain a minimum of 1-2 days certificate inventory on hand to serve as a safety net in the event of a system hiccup. Low inventory warning settings may be set in the Station Manager menu.

**IMPORTANT REMINDER** - Certificates will not automatically show up in your analyzer inventory until either an inspection, or a data file refresh is performed after the download file has been created.

### **TECH TIP # VE0059**

#### **OBDII monitor won't get ready, check the brake light switch**

Why would a brake light switch prevent an OBDII emissions monitor from setting ready?

Several of the OBDII drive cycles look for vehicle deceleration and stopping for enable criteria. Well, to some vehicle manufacturers it made sense to use VSS (vehicle speed sensor) data for this determination, other manufacturers took a much simpler approach and decided to look at brake application using the brake light switch input.

In the later method, if the brake lights don't work, the computer may not know whether the car is stopped or not. Therefore the enable criteria can not be met for that trip, resulting in "not ready".

