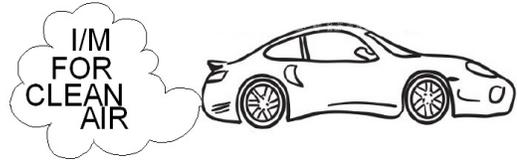


**UTAH COUNTY TECHNICAL BULLETIN**

**May, 2012-3**



**MID-YEAR SOFTWARE UPDATE**

Software version 1.42 is currently in the works. This release is expected sometime around mid-year and will include some noticeable changes for you, the end user.

Probably the most noticeable change will be the elimination of the vehicle owner information. You will no longer need to enter Name, Address, City, State, ZIP or State of registration. We have other sources for this information and have decided to protect the vehicle owners personal information. This change will also reduce the test times by eliminating many of the “begin test” communication sessions currently initiated after scanning a registration card.

Another change you’ll notice is the ability to search for a previous test record by VIN only, or VIN and plate together. Currently you must enter both VIN and plate which has resulted in many “no record found” results because the vehicle either had a different plate, or no plate, during a previous inspection.

This software version will also add the ability to read engine RPM through the OBDII connector on heavy duty vehicles that receive a tailpipe test.

**ENTERING DEALERSHIP PLATE NUMBERS**

Certificates issued to dealership vehicles are currently valid for 6 months. Validation will be extended to 11 months beginning January 1, 2013. Without ownership information on the certificate the DMV needs a way to identify certificates issued to auto dealerships. When performing an inspection for an auto dealer enter the state assigned DLXXXX number for the license plate on the vehicle. All legitimate dealerships have a “DL” number assigned to them. If you don’t know what the dealer number is you may find the information on this website:

[https://mved.utah.gov/mved/BUSDIR/mved\\_search.jsp](https://mved.utah.gov/mved/BUSDIR/mved_search.jsp)

**PCV SYSTEM INSPECTION**

During the PCV visual inspection you should be looking at the entire PCV system, not just the PCV valve. The PCV system may, or may not, have a “valve” in the system but all PCV systems are a sealed system. This means that all factory installed hoses need to be present for the system. Placing a chrome filter on the valve cover is tampering with the system because it is no longer a sealed system. Blowby gasses would be vented to the atmosphere rather than being burned in the combustion process.

**TESTING 2008 AND NEWER HEAVY DUTY VEHICLES OVER 14,001 GVWR**

There are a few vehicles in this group that are not OBDII compliant. These vehicles have very high GVWR ratings, well above the 14,001 cut off for EPA OBDII certification requirements. These vehicles may never run their readiness monitors. If you are testing a 2008 and newer heavy duty vehicle over 14,001 lbs you may use bypass code 208 to perform a tailpipe test. This little glitch will be corrected in the next software release.

## RESULTS OF EMISSION RELATED BILLS FROM THE 2012 LEGISLATIVE SESSION

The table below shows the impact that HB407 will have on our program beginning October 1, 2012. There are also some minor changes that will effect the I/M Program on January 1, 2013, at the same time there will be major changes to the Safety Program. We'll enclose another table showing these changes as we get closer to the end of 2012.

<b>Program after October 1, 2012</b>		
No change to safety inspections. Vehicles less than two years old are exempt from emission inspection.		
<b>Vehicle Model Year</b>	<b>Safety Inspection</b>	<b>** Emissions Inspection</b>
2012	*Yes	No
2011	No	No
2010	Yes	Yes
2009	No	No
2008	Yes	Yes
2007	No	No
2006	Yes	Yes
2005	No	Yes
2004 older	Yes	Yes

\* 1<sup>st</sup> year exemption with Manufacturers Statement of Origin (MSO), inspection required with change of ownership.

\*\* Vehicles 1967 and older are exempt from emission inspections.

### **TECH TIP # VE0060**

#### **Zero air bottle values are in PPM but analyzer fields are in percent**

When you go to change your zero air bottle you may notice that the label on the bottle gives the values in parts per million (PPM) but the analyzer fields require entries in percentage.

Zero air values really don't change between batches like other calibration gases do. The correct entries are:

HC PPM = 1  
CO % = 0.00  
CO2 % = 0.00  
O2 % = 20.9