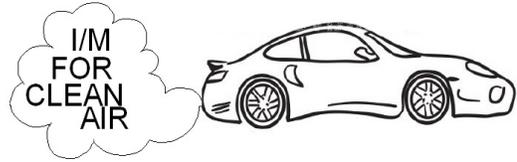


UTAH COUNTY TECHNICAL BULLETIN
September, 2011-3



H.B. 221

On July 1, 2011 House Bill 221 changed the eligibility requirements for Vintage Vehicle registration from 40 years old, to 30 years old. Vehicles registered as “Vintage” are exempt from emission inspection requirements as well as safety requirements. The new definition is as follows:

“Vintage Vehicle” means a motor vehicle that is 30 years old or older, from the current year, primarily a collector’s item, and used for participation in club activities, exhibitions, tours, parades, occasional transportation, and similar uses, but that is not used for general daily transportation.

ESP EQUIPMENT UPGRADE

A new 3 year contract has been finalized with ESP to upgrade existing analyzers and provide a service agreement to maintain new and existing equipment. The cost of this mandatory upgrade is \$1,550.00 per analyzer. For uninterrupted testing, stations must have this upgrade installed no later than January 1, 2012. ESP will be notifying stations in the near future with details about the implementation schedule and payment options.

Most of the analyzer features listed in the last tech bulletin, in addition to other enhancements, will be included in this upgrade. Additional details will be made available as we proceed through the software development and ordinance approval process.

STATION/TECHNICIAN UPDATES

We’re in the process of developing some online training to prepare stations/technicians for the many major program changes scheduled to take effect January 2012. The training will include a summary of the I/M Ordinance changes, the equipment upgrade, the changes to testing procedures and the diesel testing information.

An online presentation, in several different formats, will be available for download and each certified technician will receive a printed supplement for their handbook.

PLAIN CERTIFICATE PAPER

The new system will send real-time test records to the tax commission. Because of this, the need for additional layers of security will no longer be necessary for the printed certificate. After the upgrade, your analyzer will print a boarder and County Logo on all certificates. We will begin phasing out the preprinted certificate paper sometime in October and you will no longer receive paper with your certificate numbers. Certificate fees will be adjusted when the county no longer supplies paper. Once the supply of security paper is exhausted stations will use inexpensive plain printer paper that is available at many local retailers.

CERTIFICATE PURCHASES AFTER UPGRADE

ESP will be handling all certificate purchases after your analyzer has been upgraded. The county will not be able to sell stations any certificates after your analyzer upgrade has been completed. Payment options will be determined by ESP and stations that are currently setup on the Utah County billing system will need to make other arrangements with ESP. All certificate transactions will be through electronic fund transfer so purchasing certificates by check or cash may not be possible. The upside of this is that stations will receive their certificates immediately after they order them.

CERTIFICATE FEE ADJUSTMENT

The current \$2.25 certificate fee has remained unchanged for 16 years while our operating costs have steadily increased. The Utah County Commissioners have recently approved a fee increase to \$3.25 per certificate. The amount of this increase is equal to an inflationary adjustment to our 1995 fee. This fee increase takes effect January 1, 2012 and stations will be assessed an additional \$1.00 fee on all certificates on-hand as of January 1, 2012 12:01 a.m. that were previously purchased at the old price.

RECIPROCITY

We are currently on track to have reciprocity among the four Utah I/M counties as of January 1, 2012. A standardized four-county test procedure has been recommended as well as a penalty schedule, waiver requirement, engine change policy and mechanic certification exchange policy. This means that any I/M station will be able to test any year vehicle registered in any county. The recommendations from the subcommittee still need to be adopted by each of the counties governing bodies but everything looks good at this point.

KEYWORD SEARCH FUNCTION ADDED

FYI: A keyword search function has been added to our online Tech Bulletin page. Try it out!

<http://www.utahcountyonline.org/Dept/HealthEnvirAir/VehicleEmissions/TechBulletins/TechBulletinList.asp>

TECH TIP # VE0054 2004 Dodge/Jeep Bogus DTC's

Some 2004 Dodge Dakotas and Ram Trucks, along with Jeep Liberty and Cherokee models - all with 3.7L engines - may illuminate the MIL and log P0116. The coolant sensor code may be accompanied by assorted misfire codes, oxygen sensor related codes and erroneous fuel system codes, all with no driveability symptoms present.

According to the folks at Dodge/Jeep, all these gremlins are the direct result of software glitches in the PCM and reprogramming the module with updated software files is the only reliable fix.

Vehicle involved are Ram Trucks built before 4/13/04, Dakotas built before 4/20/04 and Liberty's and Cherokees built before 4/1/04.