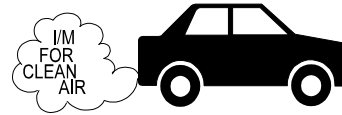


UTAH COUNTY TECHNICAL BULLETIN
2001-2



CHANGING CAL GAS BOTTLES

During a recent software update about half of all analyzers lost the calibration gas values from their default memory. Many stations called our office wondering what to do. This immediately sent up a red flag to us because every time you change gas bottles the new values need to be entered. It appears that this may not be happening. The zero air values will never change so we have included the values in this bulletin's tech tip for your future reference.

Remember to scan the gas values of any new calibration gas bottle you install in your analyzer

OBDII BYPASS AUTHORIZATION

There has been some concern expressed by stations about having to call our office to receive OBDII bypass codes. In reality, there will be very few bypass authorization codes issued. If a vehicle does not communicate during the inspection, the test is finished. Only these vehicles need to be referred to the challenge station so we can determine if it is a problem with the vehicle or the analyzer. If the vehicle has "not ready" status in excess of the allowed number, the test is finished. At that point the vehicle needs to be driven sufficient time to set the required tests to "ready" or the vehicle needs to be repaired.

TSI ON 1996 AND NEWER HEAVY DUTY VEHICLES

We still receive occasional calls from technicians caught off guard when a TSI (two speed idle) test is performed on a 1996 and newer vehicle. This is because heavy duty vehicles over 8500 lbs are not required to be OBDII compliant; therefore, they are not tested using this method. We have been asked if technicians may enter a lower GVWR on these vehicles if the emission label indicates that the vehicle is OBDII compliant. The answer is **No**. You are always required to enter the actual GVWR off of the vehicle. If these vehicles were tested by OBDII and failed, the manufacturer would be under no obligation to repair them. The vehicle manufacturer has voluntarily chosen to put OBDII diagnostic capabilities on these heavy duty models, but in some instances they are not fully functional systems.

OBDII BYPASS CODES

Code 101 (1996 Subarus) and Code 110 (1996-97 Mitsubishis) are the **only** codes that technicians are authorized to use on OBDII vehicles unless telephone authorization has been given by our office. All telephone authorizations are logged.

We regularly check the database for unauthorized OBDII bypass codes. If technicians enter unauthorized codes they are placing their mechanic permit and the station permit in jeopardy. Penalties for this offense range from warnings to revocation (depending on frequency and severity).

OBDII TEST SIGNATURE

Each OBDII vehicle leaves a unique test signature. We have methods of comparing this signature with the vehicle information entered during the inspection. If a technician plugs the OBDII connector into a different vehicle during the inspection, we will know. This is comparable to probing the wrong vehicle during an inspection and carries the same penalties which may include permit revocation.

OBDII REQUIRED TRAINING

All certified I/M technicians will be required to show proof of formal OBDII training completed since January 1999 in order to be re-certified in December of this year. This training must consist of at least 8 hours of classroom and hands-on time. Certificates of completion will be required as proof of this training.

Eligible OBDII training may be performed by vehicle manufacturer's training, UVSC or college classes, or private accredited training sources. Mechanic re-certification for 2002 may begin in November of this year if you have completed the required training. If training has not been completed by December 31, 2001 mechanic expiration dates will not be changed. Plan ahead, don't wait until the last minute to enroll and complete this important mandatory training.

SAFETY INSPECTOR INFORMATION

We have been using our host computer system to add new technicians into the station analyzers. We receive many calls from new technicians saying they are locked out from testing. In 99 percent of the cases it is because they have selected a combination safety **and** emissions inspection and they have received a warning message saying their permit has expired. This warning message is referring to their **Safety Inspection Permit** not the emissions permit. To double check this you can select an "emission only inspection". If the analyzer allows you to continue, this verifies that your emission technician information has been loaded into the analyzer. You may enter your safety inspector information through the station managers menu.

FEE SIGNS

All stations (Except Fleets) are required to have fee signs posted that are clearly visible to their customers. Signs must be a minimum of two square feet and have block lettering of at least 1 1/2 inches. Stations may charge different fees for two speed idle and OBDII but must post the maximum amount for each inspection. I/M fees cannot be discriminatory in that different fees are assessed dependent upon vehicle ownership, make or model, owner residence, etc. Stations may charge less than the posted maximum during sales, specials, or coupon discounts. Technicians are no longer required to verbally inform the vehicle owner of the inspection fee prior to inspection.

CERTIFICATION COURSE ATTENDANCE

Anyone enrolled in our mechanic certification course must arrive on time. If they arrive more than 15 minutes late they will be marked absent on the attendance sheet and be required to make up that entire session. If someone is absent 2 sessions they will be recycled and must attend the entire course start to finish. They will be required to wait until the next available class opening.

TECH TIP # VE0035

Zero Air Values

HC ppm propane= 0

CO% = 0.00

CO2% = 0.00

O2% = 20.7

Blenders lot # = 22222222

Blend Code = 33

Bar label # = PT52565555

Expiration Date = 12/31/2009