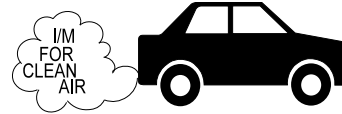


UTAH COUNTY TECHNICAL BULLETIN

March, 2007-1



BYPASS CODE 130 RESCINDED

ESP has completed their Vetronics firmware update in Utah County. This update resolves many of the known OBDII communication problems that have plagued the 1999 Hyundai vehicles as well as some Ford, Jaguar, Land Rover and Chrysler vehicles.

Therefore, bypass code 130 has been rescinded and may not be used.

OTHER KNOWN OBDII PROBLEMS

We have known for some time about an OBDII software glitch that improperly reads some Jeep and Chrysler vehicles. This glitch allows the Vetronics module to communicate with the body control module (BCM) instead of the power control module (PCM). The result is a readiness report that shows Comp as ready and all other components as not supported. The reporting status of the MIL command and any stored DTC's is also incorrect.

This problem has shown to be very random and inconsistent, making it impossible to reproduce and therefore impossible to correct. We have seen it quite often in 4.0 litre Jeep engines and some 5.2 litre engines in Jeep, Chrysler and Dodge products. Not all of these vehicles display this problem and a vehicle can work properly during one test and read incorrectly during another.

Here is the proper test procedure for these vehicle:

1. Perform the test as usual, with the following exceptions.
2. If the MIL **is not** illuminated while the engine is running, give the customer the certificate of compliance regardless of the OBDII readiness status.
3. If the MIL **is** illuminated while the engine is running and the analyzer prints a certificate of compliance, void the certificate and inform the vehicle owner that the vehicle fails the emissions inspection and repairs must be performed to the vehicle in order to extinguish the MIL or qualify for a waiver.

TSI TEST AFTER A BYPASS CODE WAS USED

You may notice the analyzer performing a two speed idle (TSI) test on an OBDII vehicle immediately following an inspection where a bypass code was used. This is an intermittent problem in the logic portion of the analyzers program and can be corrected by performing a hard reboot (power off cycle).

MOTOR PUBLICATIONS -new telephone number-

The new telephone number for Motor Publications is: 1-800-426-6867

REMEMBER WHAT'S AT RISK

Technicians and station owners need to remember how the actions of one technician can affect the station permit and the ability for their coworkers to perform inspections. Intentionally passing a vehicle is a serious violation and results in the harshest punishment. Each occurrence is counted as a separate violation and can quickly result in permit revocation.

You may review our penalty schedule and our vehicle emissions county ordinance by following the web address listed at the top of our tech bulletins and also at the bottom of all your station audit reports.

** Inspection Requirements - Gas Vehicles					
Renewal for 2006			Renewal for 2007		
Vehicle Model Year	Safety Inspection	Emission Inspection	Vehicle Model Year	Safety Inspection	Emission Inspection
2006	*Yes	*Yes	2007	*Yes	*Yes
2005	No	No	2006	No	No
2004	Yes	Yes	2005	Yes	Yes
2003	No	No	2004	No	No
2002	Yes	Yes	2003	Yes	Yes
2001	No	No	2002	No	No
2000	Yes	Yes	2001	Yes	Yes
1999	No	Yes	2000	No	Yes
1998 older	Yes	Yes	1999 older	Yes	Yes

* 1st year exemption with MSO. Inspection required with change of ownership

** Emissions & Safety Inspection required for first time registration of a **Salvaged Title Vehicle**

TECH TIP # VE0043
Not Ready - Check the obvious first

We have seen quite a few OBDII challenge tests because the vehicle is not ready. Many times the owner tells us that their mechanic has tried everything he can think of and has run out of ideas.

The first thing we look at in these instances are the BATTERY CABLES. Nine times out of ten, the battery cables are loose or severely corroded. Battery cable corrosion causes high resistance resulting in a voltage drop to the ECM. When the voltage drops below about 10V the computer memory, along with the readiness, resets. Sometimes a visual inspection does not reveal corrosion between the terminal and the post and requires removal of the cable for cleaning.

Help your customer and yourself by doing a THOROUGH inspection of the battery cables when you're fighting a car that won't get ready.