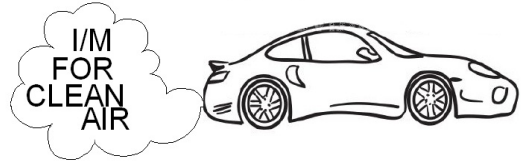


UTAH COUNTY TECHNICAL BULLETIN

January, 2011-1



ONLINE SURVEY AVAILABLE

We would like to gather some additional information from our inspection stations by using a series of online surveys. The first survey will be used to determine if some reported analyzer glitches are an isolated incident or are a more wide spread problem. The results from this survey will help us prioritize future software patches.

If we can gather useful information from this format we will continue these surveys in future tech bulletins. Some examples of future surveys may be: Station satisfaction with our department, Station satisfaction with ESP service, Station suggestions regarding future program changes, etc.

The surveys will be brief and you should be able to complete them in 2 minutes or less. The more responses we receive, the more useful the information will be. If you prefer a clickable link you will find one on our home page under "What's New".

Here is the URL for Survey #1: <http://www.surveymonkey.com/s/99XVKZ8>

VVT AND EGR VISUAL INSPECTIONS

More and more manufacturers are using Variable Valve Timing, or VVT, in place of conventional EGR systems to reduce Nox. The emissions decal on some of these vehicles list EGR as a component but there are no external components to visually inspect. This has raised many questions from technicians about the proper entry for EGR during the visual tampering inspection portion of the test.

As a certified I/M technician we expect you to use your best judgement based on the information you have at the time of the inspection. Some examples are: If you see an apparent functional EGR valve on the vehicle the appropriate visual entry is "PASS". If the vehicle label indicates an EGR and you see a block off plate where the valve should be the appropriate visual entry is "FAIL". If the decal indicates EGR and you see no signs of tampering and also see no EGR valve but assume or know the engine uses VVT the acceptable visual entries are either "PASS" or "N/A".

The bottom line is, we're not going to flag a mismatched visual/OBDII EGR data set on the newer vehicles. We'll be working on a list of vehicles using this VVT technology but currently there is no such list. As always, you may call our tech center with questions about this subject or any other issues.

NO SALES TAX ON INSPECTION FEES -reminder-

We occasionally see sales tax improperly charged on emission inspections. Typically it seems to happen at large dealerships or corporate franchise shops. However this could also happen at a small independent shop if a service writer, cashier or office staff are not aware that inspection fees are tax exempt. The first occurrence results in a warning letter to correct the oversight. If it happens a second time, the analyzer is locked out until all customers have been refunded the tax charged on inspections.

To read more about Utah tax laws that affect your business check out Publication 5 revised 6/10 titled Sales Tax Information for Vehicle & Watercraft Dealers and Body & Repair Shops at www.tax.utah.gov.

ACCURATE INSPECTION FEE ENTRY

Each new year we wonder what changes the legislative session may bring to our program. This year is no exception. We have been contacted by an economist from the Office of Legislative Fiscal Analyst requesting detailed information regarding the actual cost to the public for the emissions testing. We have no idea who the representative is or why he has requested this information but one can assume that inspection fees are being reviewed at a state level and changes may be forthcoming.

In order to give them the most accurate information possible we ask all stations to make sure the test fee entered into the analyzer is the actual fee you are charging your customers. Reinspection fees are filtered out so don't worry about changing a first reinspection fee to \$0.00.

FYI :

In 2010 the countywide average reported inspection fee was \$24.51 for both TSI and OBDII tests.

TECH TIP # VE0052 **dtcsearch.com**

The emissions analyzer will print a generic DTC definition on the VIR but does not provide a description for manufacturer specific DTC's. Most emission test stations have this information in their repair reference material but it sometimes can take awhile to locate the information.

We have found a very useful website that provides a quick and easy way to find generic and manufacturers specific DTC's. In addition to power train codes you can also lookup chassis, body and network codes. Although this website is very helpful it does have some limitations. We have had very good luck finding common manufacturer specific codes but have noticed some of the more obscure European makes may not show up during a search.

Go to www.dtcsearch.com and enter any B, C, P or U trouble code into the search box and click GO. The program will return a definition of the DTC number you entered, sorted by individual manufacturer. Click on "details" to receive more information about the code.