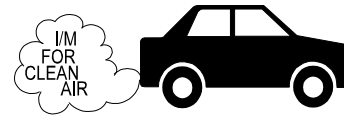


UTAH COUNTY TECHNICAL BULLETIN
2002-1



CREDIT CARDS

We now have the ability to accept MasterCard and Visa credit card payments for purchases such as certificates, permit fees, fee settlements, etc. Telephone orders for certificate purchases are now being accepted. Station and mechanic fees must be accompanied by an invoice and/or application; therefore, these transactions will **not** be conducted over the phone. Discover and American Express cards are not accepted at this time.

Important Reminder: Certificate orders must be placed before 4:00 p.m. to ensure delivery that night. Orders received after 4:00 p.m. may not be loaded until the following evening.

VERIFYING ANALYZER COMMUNICATION

There are several ways to check your analyzer communication status. The first way is to watch the screen in the morning after you select “**startup**”. Next there will be a “**Menu**” button. Once you select this you should see a blue screen and the message “**Processing County Files**”. This message means that a successful communication transpired the previous night. You would normally see this message Tuesday through Friday.

The second way to check is from the “**Inspection Menu**”. Select “**Analyzer Information Menu**”, then select “**Analyzer Status**”. Look at the “**Last Network Access:**” date and time. This date and time is the last time the analyzer was re-started after a successful nightly communication. The date and time would normally be the time you turned your analyzer on that morning.

MOST COMMON CAUSES OF NO COMMUNICATION

1. Analyzer not placed in Shutdown (communication) mode nightly.
2. Telephone line damaged or not connected (no dial tone)
3. Phone line interference caused by fax machine or credit card machine (carrier signal lost).
4. Modem needs to be re-set. (needs system power-off hard re-boot)

If you suspect a communication failure, the first place to start is at the “**Communication Diagnostics**” option from the main menu. Perform both “**Dial Tone Test**” and “**Modem Test**”. Failure of either test will require further diagnostics. **TIP:** *Try a power off hard re-boot first, this has fixed many problems in the past.*

2003 CERTIFICATION COURSE DATES

The following is a tentative schedule for 2003 course dates. Classes will normally be limited to 9 students and may be canceled if less than 5 students are enrolled.

January	13-21	May	12-19	September	15-22
February	10-18	June	9-16	October	14-21
March	10-17	July	14-21	November	12-19
April	14-21	August	11-18	December	8-15

OBDII UPDATE

Although the OBDII program has been a great success so far, we will see a new OBDII system being implemented on some 2003 model year vehicles. This new system is called Controller Area Network or “CAN” for short. By 2006 all vehicles produced will communicate through this type of network. At this point we have very little information about the new system. We do know that it is based on a much faster vehicle component communication baud rate and that additional diagnostics and trouble codes will be available to the technician.

This also means that an analyzer software and/or hardware update will be needed sometime in the near future. We have been in communication with ESP but have been unable to get any kind of cost estimate for this update. Vetronics, who builds the OBDII interface, is currently working with the vehicle manufacturers to build a CAN interface module that will work with the ESP UTAH2000 analyzer.

We will keep all stations posted as to the status of this situation. With these new OBDII systems being released into the market and no way to currently test them, we may have to implement temporary alternative test sequences for these vehicles.

CHANGES IN INSPECTION EXEMPTIONS

During the last legislative session H.B. 172, also known as the Harper bill, was passed. This bill changes the emission and safety inspection requirements. Below is a chart that shows which model year vehicles are exempt. Notice that safety inspection changes take effect on January 1, 2003 while **emission inspection changes take effect July 1, 2003**. Also note that safety inspections are performed every other year for the first 8 years while emissions inspections are performed every other year for the first 6 years. There are no changes to the Diesel Emission exemption; the first 3 model years are exempt.

2003 Safety and Emission Inspection Requirements (Gas vehicles)					
January 1, 2003			July 1, 2003		
Vehicle Model Year	Safety Inspection	Emissions Inspection	Vehicle Model Year	Safety Inspection	Emissions Inspection
2003	*Yes	*Yes	2003	*Yes	*Yes
2002	No	Yes	2002	No	No
2001	Yes	Yes	2001	Yes	Yes
2000	No	Yes	2000	No	No
1999	Yes	Yes	1999	Yes	Yes
1998	No	Yes	1998	No	No
1997	Yes	Yes	1997	Yes	Yes
1996	No	Yes	1996	No	Yes
1995 older	Yes	Yes	1995 older	Yes	Yes

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

TECH TIP

OBD II Tech Tip On some vehicles if the OBD II test is performed with the key on and **engine not running**, will fail the test for the MIL light commanded ON by the PCM and there are no DTC's present. There is nothing wrong with these vehicles other than the engine must be running while performing the communication portion of the OBD II test. Manufactures that we know of with this problem are as follows.

Volkswagen's
Subaru's
Cadillac Catera

If in your testing out there and you run into other vehicles with this problem please let us know. Thanks the management.

