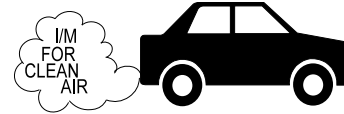


UTAH COUNTY TECHNICAL BULLETIN

November, 2008-3



FUTURE EQUIPMENT UPGRADE

Utah County has been participating in an I/M Advisory Board Subcommittee formed to evaluate current and future emission testing equipment needs. There are many new regulations and technologies currently being developed that may affect the date chosen to implement an equipment upgrade. After reviewing the current and proposed technologies a request for proposal will be written to award a contract for our new emissions test equipment. We are only in the preliminary stages of this process and know from previous upgrades that the entire process could take between 18 and 24 months after a contract is finalized. This means we are realistically looking at using our current equipment for the next 2 years or more.

2009 SOFTWARE UPDATE

In order to continue using our current equipment for the next few years several urgent issues need to be addressed now. ESP is currently working on a software update that should be finalized during the second quarter of 2009. Stations will be responsible to pay for this update and will not be allowed to continue testing after July 1, 2009 without it. The changes we are requesting have been kept to a minimum in order to keep costs to the stations at a minimum. The estimated cost is around \$600.00.

Key features of the new software version are:

1. Move the backup files from the current obsolete floppy disk drive to flash drive media. (This will eliminate floppy disk checking during calibration, errors, and lockouts.)
2. Add additional printer choices. (A USB port adapter and software changes will allow the use of many PCL3 or higher USB compatible printers, providing an almost unlimited choice of printers)
3. Eliminate the need to enter bypass codes on OBDII deficient vehicles. (Per EPA guidance, a table will be added to include Subarus, Mitsubishi's, Volvos, etc. These vehicles will no longer receive a tailpipe test.)
4. 2009 Vehicle Lookup Table (As requested by many stations, this is the licensed software from Sierra Research that includes all vehicle makes and models up to and including 2009 vehicles.)
5. Eliminate the Safety Inspection menu item. (As requested by the Highway Patrol)
6. Other (Perform a little house cleaning to get rid of some glitches and bugs that have been around for a while)

In addition to items 1-6 ESP will be offering wireless OBDII interface capability. Pricing for this option is not currently available. If you are interested in adding the OBDII wireless option, thus eliminating the vehicle interface cable please contact your ESP representative after January 1, 2009. Their number is 1-800-695-4377.

NEWLY REDESIGNED ANALYZER CABINET

The analyzer cabinet we are all familiar with has been discontinued. All new analyzers sold will be in a new modern, modular cabinet. The software and hardware is identical to our existing analyzer

CNG TECHNICIANS

Our office is contacted quite often by CNG vehicle owners searching for a repair facility that will work on their vehicle. We currently do not have a list of CNG qualified technicians in Utah County. If your business has an ASE or manufacturer certified CNG technician available who is willing to work on these vehicles please contact our office so we can add your business to our certified repair facility list. If you install EPA certified kits or have a CSA certified tank inspector we would also like to know.

DEFACING GOVERNMENT PROPERTY

We have had a few instances where a technician thought it would be cute to write comments on our undercover vehicle. We've seen writing on brake drums, drive lines and under the hood. Since the undercover vehicles are inspected by our staff prior to entering your shop and then again after it leaves your shop it really isn't difficult to prove who performed this vandalism. This type of activity is considered defacing government property and, if convicted, is a felony. After speaking with the Utah County Attorneys office they have agreed to pursue legal action on this type of violation. Please consider this your ONLY warning.

NO MORE BILLING FOR TECHNICIAN CLASS ENROLLMENT

In order to be fair to everyone we will no longer bill a technician class tuition fee to a station. Enrollment into a class will only be done after an attendance policy has been completed and the course tuition fee has been paid. Payment may be made by cash, check or credit/debit card. Billing will still be offered for certain other purchases.

TECH TIP # VE0046

Can't find the canister on a 1996 or newer vehicle ?

On some vehicles it is very difficult, if not impossible, to perform a visual inspection of the carbon canister and supporting hoses. Spend a reasonable amount of time examining for hoses, solenoids and the canister. You should not dismantle the vehicle in order to look at the canister. Instead, place the analyzer in manual mode, check for EVAP readiness and EVAP DTC's. If the EVAP monitors have run ready and there are no trouble codes you may use this information to assume that the system is present.

Use this information to complete the visual tampering portion of the inspection.