

UTAH COUNTY TECHNICAL BULLETIN
1999-2



UTAH 2000 ANALYZERS

We're still on schedule for having Utah 2000 analyzers available this fall. There were three equipment manufacturers, SPX, ESP and Worldwide, that submitted proposals. After careful evaluation the ESP proposal was chosen as the best overall proposal. Final contract negotiations are being worked out and a contract should be signed soon. The price looks like it will be within our original estimates. The proposed five year warranty included in the purchase price would have added \$4400.00 to the overall cost of the analyzer. For this reason, only one year warranties will be included in the base price with the option to purchase extended service contracts.

TAMPER DETECTION CLASS

Our tamper detection class is still being offered to anyone who would like to voluntarily enroll. Tuition is \$25.00 for those students. This class is still mandatory for anyone passing a tampered vehicle. Tuition for these people is \$50.00. The tamper detection class will be held from 3:00-6:00 p.m. on the 2nd and 4th Tuesday of each month, depending on enrollment size. Enrollment is accomplished by paying the appropriate tuition fee in advance of the class.

ENGINE CHANGE VERIFICATION

Vehicles that received engine change verification forms prior to July 1991 are still tested at our facility to the standards for the engine year. However, if the owner replaces the engine again (regardless of the engine year) he must install all emission control devices that came on that year vehicle from the factory. We are asking for your help in verifying the engine numbers on these vehicles. If an owner comes to your shop and requests an engine number verification, please fill out our form, that they should provide. This form along with others are available for download from our web site. Some engines may require that the starter motor be removed in order to see the engine block number. Stations may charge reasonable labor rates for performing this engine number verification.

GRAY MARKET VEHICLE TESTING

In an attempt to simplify gray market vehicle testing we have changed our policy again. Effective immediately any station may test a motor vehicle that was manufactured for sale outside the United States if the vehicle emission control equipment is equivalent to the comparable US vehicle. You are no longer required to verify that the vehicle has been previously registered in the US. **DO NOT** use the emission control label on these vehicles to determine the appropriate emissions equipment required. You **MUST** use an approved equipment application manual to make this determination. If the vehicle is missing any equipment it must be failed for the tampering inspection.

BUREAU OF AIR QUALITY PROGRAMS WEB SITE

Visit our web site at: <http://www.co.utah.ut.us/dept/health/Air.htm> This site contains information about the air quality programs and has often used forms available for download.

OBDII TECHNICAL TRAINING

OBDII is an integral part of the Utah2000 analyzer. This technology is here to stay and the future success of our emissions testing program is depending heavily on it. We strongly encourage all technicians to pursue OBDII technical training. It is offered by all vehicle manufacturers service training centers and UVSC is finalizing an OBD generic curriculum for classes beginning this fall. Contact your training coordinator or Bob Campbell at UVSC 222-8243 or 222-8349.

TECH TIP

The following is a reprint from *-MOTOR-* magazine.

TECH TIP # VE0025

Intermittent MIL, DTC P0107

If you have a customer with a 1996 2.4 liter (VIN T) equipped Chevy Cavalier/Pontiac Sunfire who drives in hilly terrain or at high altitudes a lot, you may have already solved the puzzle of why the MIL intermittently illuminates and a DTC P0107 (MAP sensor circuit low voltage) intermittently stores in the PCM. This applies to those models with the Hydra-matic 4T40-E automatic transaxle, but really isn't accompanied by any specific driveability concerns.

Here's the scoop: This calibration is sensitive to long periods of closed throttle (0% TPS signal) at speeds between 38 and 42 mph. These are exactly the conditions encountered when descending a long grade in mountainous terrain while using engine braking in Drive or 3rd gear. So GM has come up with revised software calibrations that get "flashed" into the existing PROM and solve all the problems