

UTAH COUNTY TECHNICAL BULLETIN
2000-1



I/M TESTING FEE

The County Commission chose not to set a maximum fee but rather to allow “free market” pricing to establish the test fee. What this means is that shops may charge whatever amount they feel appropriate for them to cover their cost of performing an inspection. The feeling is that competition between shops may actually draw the average price of a test down to an amount equal too or lower than existing fees. Time will tell. This pricing structure will be reviewed annually to determine if abuse is occurring. There is the potential here for misuse and we will be closely monitoring it. **The effective date of the new ordinance is March 1, 2000. Stations may not increase their fees until this date.** Also, when stations increase their fees they must post their new maximum fee in a conspicuous location where customers can easily see it. In addition, the vehicle owner must be told verbally prior to a test being performed the amount that they will be charged. The price must be displayed and verbally given regardless of whether it is an increase or decrease. There is a \$10.00 maximum fee for the test if you neglect either having the sign or conveying the verbal notification.

ANALYZER UPDATE

We’re hoping for a usable software version being available the later part of January. ESP representatives will be installing the final software version and will provide training at that time. After this has occurred an auditor will come and setup the analyzer with station/technician information and finalize the installation. The new analyzer requires that the auditor enter emission and safety inspector information into the analyzer to enable an inspector to do emissions and safety. Please have your safety inspector’s information (name, number, expiration date) available for the auditor when he arrives.

NEW UTAH2000 CERTIFICATES

The new analyzer does not use the same type certificates we have used in the past. Therefore stations will need to purchase new certificates before the new analyzer may be used. These certificates are available now and cost \$2.25 each and are purchased in quantities of 100. Credit will be given for any unused UTAH91 certificates left on-hand when the auditor removes from service your old analyzer on March 1, 2000.

TELEPHONE LINES

The required telephone lines as described in the previous bulletin will need to be installed in the shops by March 1, 2000. Prior to March 1st analyzers will work in a stand-alone mode without being connected to a phone line so stations will be able to use their analyzer until this date if they are waiting for phone lines to be installed.

OPTIONAL EQUIPMENT INTERFACE

Any third party computer interface with the UTAH2000 analyzer, either physical or electronic, is strictly prohibited. We have had several inquiries about running Alldata, Mitchell OD, Diagnostic tools, etc. from the analyzer computer. In order for any of these options to be used we must have from the analyzer manufacturer (ESP) a prototype unit submitted for certification. Certification would involve testing by our department of the analyzer/option interface to assure that analyzer integrity is maintained and no negative impact on the emissions portion of the analyzer occurs. Currently we are not aware of any options offered by ESP other than the engine analyzer which does not interface with the analyzer.

GRAY MARKET TESTING

The recent changes to Utah County's gray market vehicle testing procedures has resulted in differences between our policy and the other counties. Gray market vehicles that meet the requirements outlined in bulletin 1999-2 may be tested with the UTAH2000 analyzer. However, you must enter "no label" when asked. If "gray market" is selected you will not be allowed to continue. A message will appear instructing you to refer the vehicle to the Tech Center.

OBDII MIL STATUS

During the OBDII test portion of the inspection you will be asked a question whether or not the MIL is on with the key on/engine off. You must pay close attention when you turn the ignition to the on position. Some manufacturers turn the light on and leave it on until the vehicle is started. Other manufacturers turn the light on only momentarily, this serves as the bulb check. If the light comes on at all when the key is turned on, engine off, this is a "yes". If you answer "no" for MIL status the vehicle will fail regardless of OBDII status.

TECH TIP

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

TECH TIP # VE0028

False DTC P0121.

This may be the code you find when diagnosing the following 1997 cars whose MIL has come on with an elevated idle speed: Buick Century and Skylark; Chevrolet Lumina, Monte Carlo, Malibu and Venture; Oldsmobile Achieva, Cutlass, Cutlass Supreme and Silhouette; and Pontiac Grand Am, Grand Prix and Trans Sport-all with the 3100 or 3400 pushrod V6 (VINs M and E). The cause of the illuminated MIL is a too-sensitive diagnostic check in the PCM. In other words, the DTC P0121 sets prematurely for no reason. The fix is to perform a flash reprogramming with an updated calibration. If you find that the car already has the latest calibration, revert to routine diagnostics to figure out what's going on.