

**UTAH COUNTY TECHNICAL BULLETIN**  
**2000-5**



**UTAH 2000 ANALYZER SURVEY**

The Utah County Commission Office recently did their own independent survey regarding the UTAH2000 emission analyzer and the station/mechanic satisfaction rating. The results of that survey have been summarized and are enclosed with this bulletin. The overall analyzer rating on a scale of 1-5 was 2.67. This overall rating was lower than we would like to see, but considering the problems we have had to overcome during program startup, it's not surprising. We will continue to work with the manufacturer to correct problems and improve the analyzer.

**ANALYZER WARRANTY**

Many station owners have expressed their concern over the expiration of the one year service contract provided with each new analyzer. We have negotiated with ESP to tentatively extend the warranty coverage period for analyzers purchased prior to May 15, 2000. Any analyzer purchased prior to May 15 would receive warranty coverage through May 15, 2001. Analyzers purchased after May 15, 2000 will have an expiration date one year from the date of purchase. Each station should receive an official notice from ESP regarding this change.

**OBDII BYPASS**

OBDII bypass code 107 is no longer valid. The analyzer is now reading Chrysler vehicles correctly. Technicians risk disciplinary action if they enter any code other than one of the 7 approved OBDII bypass codes.

**FRAUDULENT CERTIFICATE NUMBERS**

We are currently investigating station certificate number usage compared to certificate numbers purchased. It is a violation of section 13.0 of Utah County Ordinance No. 1995-28 and a Class B misdemeanor for any person to issue any imitation or counterfeit certificate numbers. Stations are to load only once those numbers sold by our Department to that individual station. Under no circumstance should any station load duplicate, bogus, fraudulent, counterfeit, or other I/M station numbers into their certificate inventory.

**UNACCESSIBLE OBDII LINK**

1996 and newer vehicles are considered to be in an untestable condition if the OBDII diagnostic link is inaccessible because aftermarket equipment ie (trailer brake controllers, stereo equipment, etc) has blocked access to the link. The vehicle owner is responsible for providing access to this link. If the owner wants you to move the aftermarket equipment out of the way you may charge reasonable and customary shop fees for doing this after the owner has approved such work and has been informed of the additional fee.

**ANALYZER PHONE LINES**

Many station owners have expressed their concern regarding payment for an additional phone line that the county has not been using to communicate with their analyzer. This issue is a serious concern for us as well. The communication hardware and software should have been operational months ago. We are waiting for new dialer hardware and software version 1.24 which should be here within 2 weeks.

Stations were allowed to increase their inspection fees to compensate for additional expenses incurred, such as phone lines. Regardless of whether the county uses the phone line or not, the stations may pass the additional expense of the phone line on to the consumer.

### **MECHANIC RECERTIFICATION REMINDER**

All mechanics must fill out an application and pay their appropriate recertification fees prior to December 31, 2000. We urge you to come into our office as soon as possible to complete this. If you don't know when you expire or how much you owe, please call our office at 343-4600.

### **OBD FAILURE TO COMMUNICATE**

The current software has a major glitch that we have been unable to pinpoint and correct. It happens only randomly and is not repeatable in all instances. You can prevent it from happening by following these instructions. If you test an OBDII vehicle and receive the message "Unable to Initialize Vehicle Communications!" you **must** select "Retry" 3 times and follow the instructions until the analyzer completes the inspection. If you select "Exit" the test will be aborted and the analyzer will write a corrupt file for that vehicle. Once the vehicle record is corrupt the analyzer will **never** print a certificate on that vehicle, regardless of whether the vehicle passes another OBD test or two speed idle test. VOID will be printed on all subsequent tests performed on that vehicle.

### **TECH TIP**

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

#### **TECH TIP # VE0032**

##### **Ford Motor Co. MIL on, DTCs stored**

You may find DTCs P0136, P0138 and/or P0141 stored in memory on some 1996-98 Contours/ Mystiques with the 2.5-liter DOHC (VIN L) V6 and the CD4E transaxle. Ford says this may be caused by the rear Catalyst Monitor Sensor (CMS) wiring coming into contact with the link shaft. Over time, the sensor wire chafe through and the MIL comes on. The fix is to install a revised CMS that routes the wiring away from the link shaft. Order Part Nos. F6CZ-9G444-BA (CMS), W700465-S305 (clip/bracket) and W7002190S300 (clip/connector). On installation, do your best to keep all the wiring, harnesses and connectors out of harm's way.