

UTAH COUNTY TECHNICAL BULLETIN
2001-1



TECH BULLETINS and YOU

Station owner/managers are responsible for the distribution of technical bulletins to all certified I/M mechanics in their shop. It is also your responsibility to keep all tech bulletins on file for future reference. These bulletins contain important update information regarding policy changes, problem areas (or potential problem areas) and helpful tips pertaining to the vehicle emissions program. Once new policies are established or existing policies are changed and the information is printed in a bulletin, the changes become effective and they will be enforced.

It has always been our goal as a department to improve air quality in Utah Valley and assist I/M stations in providing a service for their customers. Many of the paragraphs within these bulletins mention the possibility of permit suspension. It has never been our intention to use these bulletins to threaten or intimidate stations or mechanics but rather it is a means for us to remind stations of their responsibilities in the I/M program and the consequences they face if they are unable or unwilling to perform inspections correctly. Unfortunately, there are a few stations that may be in the program for the wrong reasons. These stations, if left to do as they choose, have the ability to undermine the integrity of the I/M program and damage the credibility of the auto repair industry. This is why we are constantly analyzing test data, performing undercover audits, performing station audits, training and testing technicians, etc. By far, the majority of the stations support the I/M program and take the necessary steps needed to insure that their inspections are performed correctly. We appreciate this and would like to say **THANK YOU**.

ANALYZER/HOST COMMUNICATIONS

Congratulations! We're seeing around 85-90% communication success rate nightly. We understand and expect occasional failed communications with random analyzers. We're all human and sometimes we have unavoidable circumstances come up or we just plain forget to plug-in and shutdown the analyzer. However, if we have not been able to connect to a particular station's analyzer for two weeks or longer, there's a problem that needs to be corrected. Stations can tell if they have had a good communication the previous night because during analyzer restart you'll see a message "processing county files". This means we have had a successful session. If there's a technical problem with your analyzer or phone line we are more than willing to work with you to resolve the problem quickly. If the problem is caused by repeated operator negligence you may experience analyzer downtime until a successful communication has transpired.

OBDII UPDATE

In the last bulletin we included an overview of the proposed changes to the OBDII test procedure we'll be implementing the beginning of 2001. It's probably not too surprising that the software is not going to be ready for our January 1, 2001 implementation date. Rather than take temporary measures to manually modify the test procedure at the station we have chosen to continue testing these vehicles as we have during 2000.

NOTICE: Current OBDII test procedures should be followed until the new software has been approved and installed in your analyzer.

APPLICATION MANUAL UPDATES

It's time to check your Emission Control Application Guide date. By March 2001, all manuals must

be 2000 edition or newer. Your station auditor will be checking these along with other items and notifying stations of violations.

2001 CERTIFICATION COURSE DATES

The following is a tentative course date schedule for the year 2001. Additional Courses may be scheduled if deemed necessary. Passing a pre-test will be required for enrollment in a class. Pre-tests will be administered at our office between 9:00am and 3:00pm Monday thru Fridays excluding holidays. Picture I.D. is required.

February 12-16

April 16-20

June 11-15

August 13-17

October 15-19

December 10-14

INCORRECT CERTIFICATE NUMBERS

We're still seeing far too many incorrect certificate numbers issued by stations. Most of the time it appears to be a clerical error whereas a valid series of numbers have been used and then re-loaded into the analyzer. Less often we have found "Bogus" numbers entered into the analyzer inventory. Also safety certificate numbers sometimes find their way into the emissions certificate inventory.

Stations issuing duplicate, bogus, or incorrect certificate numbers will be billed for any such certificates issued. Stations that have repeat offenses will have their station permit suspended.

Station owners may want to limit access to the station manager functions where certificate numbers are loaded. Currently most analyzers still have the factory default access code in them resulting in the certificate inventory area being available to all technicians.

TECH TIP

The following is a reprint from *-Motor-* Magazine.

Everyone here at Air Quality wishes you a Joyful and Prosperous New Year

TECH TIP # VE0034

Toyota

Buzzing evap canister

Should you ever get a complaint of a buzzing noise coming from the engine compartment after shutdown on a 1995-96 Tacoma or 1996 4Runner, be aware that Toyota has come up with a new outlet hose for the evap canister that incorporates a 50cc air chamber to keep it quiet. To begin the fix, chuck the original hose connected between the E port on the canister and the steel pipe. Then, wipe the side of the canister clean, preferably with some alcohol. Grab the new hose with integral chamber and peel the backing paper off the adhesive-laden mating surface on the chamber. Hook up the chamber hose end to the E port, then attach the chamber by pressing the sticky mating surface to the side of the canister. Finally, hook up the other hose end to the steel pipe.