

UTAH COUNTY TECHNICAL BULLETIN

September, 2008-2



NEW BYPASS CODE FOR CNG/LPG VEHICLES

After extensive research regarding factory and converted vehicles manufactured during the 96-04 time period we have determined that many of these vehicles were removed from a “compliant” status and reclassified as “compliant with deficiencies”. This means that the OBDII system has been desensitized or deactivated and is no longer functioning as it was originally designed and therefore an OBDII test on these vehicles may be ineffective in determining exhaust emissions. A tailpipe inspection as defined in Appendix F of the regulations for these vehicles results in a more accurate indication of the actual emissions. (For more information on these vehicles see the CNG supplement 2008-2 sent with this Bulletin)

Effective immediately bypass code 201 should be used on all 1996-2004 dedicated gaseous fueled or bi-fueled vehicles. Stations do not need to get pre-authorization to use this code. This code does not apply to 2005 and newer vehicles. As with any bypass code used, the MIL may not be on while the vehicle is running. CNG/LPG vehicles with MIL illumination may be tested at the Tech Center if the stored DTC is a direct result of the alternative fuel conversion. DTC’s that are found to be unrelated to the conversion will need to be repaired. Only proven EPA or CARB certified conversions will be eligible for a repair waiver.

BI-FUEL/DUAL FUEL TAILPIPE TESTING

Because of the increased number of these vehicles we felt it would be beneficial to review the existing policy on testing Bi-fueled vehicles. Bi-fueled vehicles are to be tested on both fuels. When the analyzer screen asks for the fuel type, enter “P” for LPG or “N” for CNG. After the DIS screen you will be asked if the vehicle is Bi-fueled?, enter “Y”. Follow the instructions on the next screen regarding which fuels the vehicle runs on and which fuel it is running on presently. As always, a Bi-fuel system is considered operational until a major component has been removed from one of the fuel systems (usually a fuel tank or fuel cylinder). As always, Bi-fuel vehicles may only be charged one test fee.

NEW TIP: Many factory Bi-fuel vehicles do not allow the operator to select or choose which fuel to run. These vehicles must be “forced” to change fuels. There are several ways to do this without damaging the vehicle. If the main valve on the pressure cylinder is accessible, turn it off. If the valve is not accessible, shut the car off and remove the fuse that powers the CNG control module (usually it is clearly marked near the main fuse panel). Re-start the vehicle and it should now be running on the second fuel (providing there is fuel in the tank)

FEEES FOR TESTING LARGE VEHICLES

A few stations have asked if they may charge higher fees or charge a surcharge for testing oversized vehicles, particularly motorhomes. To answer this question look at section 6.10.2.1 where it states “Different fees may be assessed for the two-speed idle test and the OBD test. I/M fees must be uniformly applied and cannot be discriminatory in that different fees are assessed dependent upon vehicle ownership, vehicle type, owner residence, etc.”

Charging more for a large vehicle would violate this section because it would be discriminating against that vehicle type. Stations are required to post their customary emission test fee in clear view for the public. The fee posted must be the fee that a customer would normally pay without a temporary sale price or coupon.

ZERO AIR GENERATOR WILL NOW BE OPTIONAL

Since 1998 when we wrote the analyzer specs the cost of the Zero Air Generator (ZAG) has increased exponentially. Due to this fact we have decided to make the ZAG an option on all new and existing analyzers. Station owners may now choose how they get zero air to their sample systems. The choice will likely depend heavily on the test volume you see at your station. The options are; high pressure cylinders, disposable cylinders or a ZAG. Each source has it's own benefits depending on your situation.

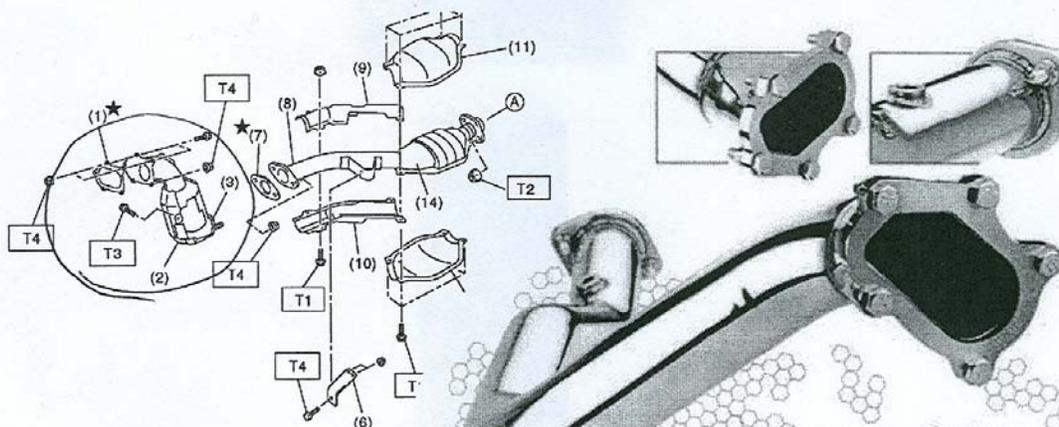
AGING EQUIPMENT AND SERVICE CONTRACTS

Although we are actively working on an equipment update it will realistically be several years down the road. Much of the current equipment has been in service over eight years now. As equipment ages we have noticed the frequency of required repairs generally increases. The total cost of repairs also seems to increase as the equipment ages. It is ultimately the station owners decision whether or not they carry an extended service contract on their equipment but we strongly encourage them to do so, especially as the analyzers reach the end of their useful life.

TECH TIP # VE0045

WARNING!!!

Recently, we have become aware of a number of 2002–2008 Subaru Imprezas WRX and STI models that have been modified with illegal aftermarket down pipes from the turbo. These down pipes are illegal because they replace the pre-catalytic converter system. Any vehicles equipped with this device should be marked "FAILED" during the emissions tampering inspection. Be aware of these illegal down pipes and fail them accordingly.



- (1) Gasket
- (2) Front catalytic converter
- (3) Center exhaust pipe (Front)