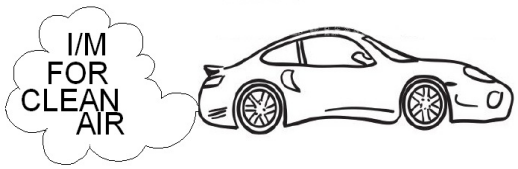
http://www.utahcountyonline.org/Dept/HealthEnvirAir/VehicleEmissions/index.asp

UTAH COUNTY TECHNICAL BULLETIN
April, 2014-2



SOFTWARE VERSION 1.48

Software version 1.48 corrects several minor issues, they are:

1. The occasional problem with the auto-zero and HC hangup check on CNG/LNG vehicles whereby the analyzer stops responding. This has been corrected.

2. The screen prompt wording for 1996-98 HD vehicles has changed from "Does this vehicle have an OBDII connector?" to " Is this vehicle OBDII compliant?". There are vehicles out there that have OBDII type connectors but are OBDI protocol. Technicians should look at the emission control label or the application manual to determine if the vehicle is OBDII compliant.
Note: The analyzer is unable to read the engine RPM signal through the ALDL if the vehicle is OBDI .

RPM GLITCH ON DUAL FUELED VEHICLES

We're aware of another random glitch that seems to be related to the Vetronics firmware rather than the ESP software. There are several easy "work arounds" for this glitch so we're not currently planning any fix. Here is the problem scenario and your options to work around it:

Scenario: On dual fuel vehicles that require turning the key off while switching fuels (such as the Chevy Cavalier) the analyzer may lose the RPM signal and be unable to re-acquire it after restarting the vehicle. There are no options for changing the RPM pickup in this portion of the inspection.

Solution 1: On these vehicles use the inductive or non-contact RPM lead rather than the OBDII cable.
Solution 2: Abort the test and perform a retest, this seems to allow RPM to be read from the ALDL.
Solution 3: Unplug the OBDII cable from the vehicle, use a paper clip or other object to press the reset button on the Vetronics OBDII module on the back of the analyzer. Wait 10-15 seconds then plug the cable back into the car. The analyzer should re-acquire the RPM signal and you can continue the test.

REGISTRATION RENEWAL BARCODE

A lot of you have been patiently waiting for a fix to allow scanning of the registration renewal barcode like we used to be able to do. Unfortunately the slick system we once had may never work again. We had no prior warning from the Tax Commission that the barcode was being changed. After it was changed we were told that the change was made to accommodate their new system and that there were no considerations given to other agencies that used the barcode. The current barcode only contains the decal number issued to the vehicle during the last registration cycle, there is no additional information embedded in the barcode. The Tax Commission also indicated that they have no plans to change it back to contain VIN and plate like it did before.

The quickest way to begin an inspection is to scan the barcode from last years VIR. Your other options are to manually enter the VIN or try to scan it from the vehicle.

TEST PROCEDURE VARIATIONS

Beginning with software version 1.47 there are several different test procedures used on 1996 and newer vehicles depending on the model year, GVWR or fuel type. This chart should help clarify which test procedure you should expect to perform.

MY	GVWR	Fuel	Test procedure
1996 +	<8501	G	OBDII
1996-2004	< 8501	N, NG, L, LG	Hybrid ODBII + TSI
2005 +	<8501	N, NG, L, LG	ODBII
1996-1998	8501-14,000	G, N, NG, L, LG	Hybrid ODBII + TSI w/option to select not OBD compliant.
1999-2007	8501-14,000	G, N, NG, L, LG	Hybrid ODBII + TSI
2008 +	8501-14,000	G, N, NG, L, LG	ODBII
1996 +	14,001 +	G, N, NG, L, LG	TSI

G = Gasoline / N = Dedicated CNG / NG = CNG bi-fuel with gasoline / L = Dedicated LPG / LG = LPG bi-fuel with gasoline

THE FUTURE OF OUR TEST EQUIPMENT

It's hard to believe but we're now in the final year of our current contract with Opus Inspection (ESP). We've heard from several station owners that are curious about the future of their testing equipment.

We have recently entered into contract negotiations with Opus Inspection to extend our current contract for another two years. We've been quite impressed with the capabilities and durability of our old ESP analyzers. Although we have experienced a few system hiccups over the past 3 years our system has performed better than many systems in other I/M programs across the country.

One of our primary goals for the contract extension is to maintain the current level of service and support without any increase costs to the station owner. The new contract may include hardware and software upgrades as well as additional data retrieval and reporting capabilities on the VID side. Again, we do not expect any costs associated with the upgrades to be passed on to the station owner. Although this is good news now, ESP has already indicated that replacement part obsolescence may prevent them from providing support for our existing equipment past the 2017 time line.

TECH TIP VE0065

Other common causes for persistent not-ready status

Okay, we know that **Thermostats** are about the number 1 reason why a car won't get ready but what is another common cause ? **Pending DTC's** are something we see quite often preventing readiness monitors from running. Remember, on a two trip monitor a pending DTC will be set the first time the ECM sees the fault, the next time the fault is seen an active DTC is set. During the time between the pending DTC and the active DTC the ECM may suspend monitoring of other systems. Pending DTC's don't jump right out at you, you must go looking for them. Use your scan tool to search for pending DTC's, if you find any perform diagnostics and, if needed, repairs on that system first.