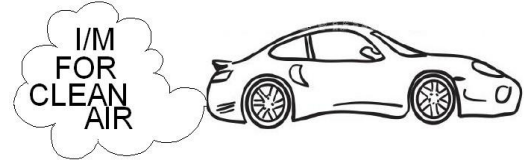


UTAH COUNTY TECHNICAL BULLETIN
August, 2026-2



Implementation of H.B.22

Recent legislation has passed that will make significant changes to our I/M Program. With implementation of H.B. 22 all 1995 and older vehicles will be exempt from emission testing. Vehicles that were not OBD compliant at the time of manufacturing will also be exempt. This includes gasoline powered vehicles 1996-2007 with a GVWR of 8501 pounds or higher, all vehicles with a GVWR of 14,001 and higher, and many gray market vehicles.

All non-OBD vehicles will require a procedure to be reported to the DMV. These vehicles may still require a one-time inspection by our staff so they can be documented as exempt. Any vehicle that requires an emission test for registration before October 1, 2026, will still need to be tested. More information on the exemption submission procedure will be provided as it becomes available.

Tamper Inspections Proper Procedure

When a vehicle fails the visual tamper portion of the test, we have observed several instances of incorrect tampering documentation. Technicians are selecting YES for “Other Tampering” and “Yes” for “O2 Sensors” when an O2 extender is present. Although this still results in the vehicle failing the I/M test, it is not the correct procedure.

Accurate data entry is essential for our reporting to the EPA. Any tampering involving an O2 sensor must be recorded NO under “O2 Sensor.” The “Other Tampering” category is reserved for tampering that does not fall within a specific defined category, such as tuners, software modifications to the ECU, or other OBD defeat devices. It is important to read and understand the visual tampering question the tablet is asking before selecting your answer.

Failure to follow proper procedures may result in a formal warning, suspension, or revocation of the technician and/or station license.

A screenshot example of the correct way to fail O2 Sensor extenders is included on the next page.

Utah County

Vehicle Inspection Program



Test Mode: **TEST**
Inspector: **UET000015**
Plate: **NP**
Lock Out: 
Start: **11:26:16 AM**
Time: **11:29:45**
Duration: **00:03:29**

Gas Visual Anti-Tampering Inspection

Are the decal-indicated devices present and apparently operable on the vehicle?

Typically required on passenger cars 1998 and newer, and light duty trucks starting in 2003 depending on make (earlier for CA certified vehicles)	Catalytic Converter :			☐
Typically required on passenger cars 1998 and newer, and light duty trucks starting in 2003 depending on make (earlier for CA certified vehicles)	Exhaust Gas Recirculation (EGR) System :			☐
Typically required on passenger cars 2006 and newer, and light duty trucks starting in 2007 depending on make	Positive Crankcase Ventilation (PCV) Valve System :			☐
Typically required on Dodge light duty trucks 2007.5 to 2012	Evaporative Emission Control (EVAP) System :			☐
Typically required on passenger cars 2010 and newer, and light duty trucks starting in 2011 (2013 for Dodge)	Air Injection System (Pulse Air or Air Pump) :			☐
Typically required on most passenger cars 1998 and newer, and Dodge light duty trucks 2007.5 and newer	O2 Sensor :	No		☐
Is there any other tampering? Entering YES will fail the inspection.	Is there any other Tampering?	No		☐

Press 'Camera' button to capture photos

Continue
Abort
Help

Daily Tablet Reboots

We have received numerous reports of tablets malfunctioning in various ways. In the majority of cases, simply restarting the tablet resolves the issue, including communication errors with both the vehicle's OBD network and the VID. If your tablet has not been restarted for several days or weeks, it may begin to develop glitches. We recommend restarting the tablet each morning before performing the first test. This helps prevent problems caused by long intervals between reboots and ensures that any necessary updates are properly installed. If you lose communication with the VID, it may also be necessary to restart your router. However, this only needs to be done when needed, not on a daily basis.

Discontinuation of the Mitchell Emission Control Application Guide

A correction needs to be made regarding the last TSB (2026-1). As of 2026, the Mitchell Emissions Control Application Guide is no longer being published. Stations using a 2025 Mitchell guide may continue to use it until the end of 2027. After that point, stations will need to either purchase a current Motor Application Guide or subscribe to Prodemand.

If your station chooses to use Prodemand, certified technicians will be required to demonstrate how to locate specific emissions equipment applications during station audits.

VIN Verification and VIN Mismatch

We are still receiving a high volume of calls related to VIN mismatches. This is a reminder that it is the technician's responsibility to verify the VIN on every vehicle being tested. The OBD VIN and the dash or door

label VIN do not always match. The technician must ensure they are testing the correct vehicle and that the VIN entered into the tablet matches the vehicle exactly. Even a single incorrect digit will prevent the vehicle owner from being able to register their vehicle.

The only remedy for an incorrect VIN entry is to retest the vehicle at the station's expense. Please refer to TSB 2026-1 for the proper procedures regarding VIN mismatches.

Mobile Emissions

Beginning in April of 2026, Utah County has approved a mobile emissions program. Technicians that wish to conduct mobile emissions tests must attend a Mobile Emissions Certification course. This is a single class that covers the requirements of mobile emission testing. Mobile Emissions classes will be held once a month. If we do not have at least 5 technicians sign up, the class will be cancelled and rescheduled for the following month. Station owners that wish to become a mobile station will need to apply for a mobile station license and attend the class. Current stationary stations are not permitted to conduct mobile testing, unless they have obtained mobile testing certification and received the proper permit.

Fraudulent Receipts

There have been several instances in which vehicle owners have applied for a waiver using receipts for repair work that was supposedly completed. Upon inspection, it was clear that the repairs had not actually been performed. In some cases, vehicle owners have attempted to submit estimates instead of proof of completed work. However, we have also encountered situations where owners presented written receipts for work that clearly had not been done. The Utah County Vehicle Emissions Ordinance includes provisions for penalties against any shop that issues false receipts for customers attempting to qualify for a waiver.

Failing a Passing Vehicle

Recently, a vehicle was sent to the Tech Center because the VIN "looked weird." The vehicle had been failed for Other Tampering based solely on the VIN's appearance. After our inspection, we confirmed that the VIN was valid and that the vehicle should have passed the emissions test.

Incorrectly failing a vehicle that should pass carries a strict penalty.

At the time of the incident, we attempted to contact the station responsible for the incorrect failure but were unable to reach anyone through the station's phone tree. In this case, we were eventually able to contact the manager directly, allowing the station to correct the mistake before any penalties were issued.

For future reference, if we must contact a station to address an error and are met with an obstructive or time-consuming phone tree, we will issue the violation instead. We are willing to help stations correct mistakes, but we do not have the capacity to navigate complex automated menus to reach emissions personnel. Stations using phone-tree systems should ensure that the Department has a direct line for timely communication.

Regulatory Reference –

12.1.8 The Department may deny, suspend, revoke, or refuse to renew a certificate if an applicant or Technician:

- (a) knowingly provides false or misleading information;
- (b) conducts fraudulent or inaccurate tests;
- (c) issues or denies Certificates of Compliance contrary to these regulations;

- (d) allows a non-certified person to perform any part of the inspection;
- (e) engages in hostile, intimidating, or insubordinate behavior toward Department staff, station management, or members of the public in connection with emissions inspection or program activities;
- (f) otherwise violates any provisions of these regulations.
- (g) Violations of this section are subject to the penalties established in Appendix D.

Add a Keyboard and Mouse

You may add a USB wired or wireless keyboard and mouse to your tablet docking station. Using these peripherals makes navigating the tablet's screens and entering data much easier than relying solely on the tablet's touch screen. Although these add-ons are not provided by Opus, there are affordable options available that stations may purchase independently.

Tech Tip

When visually inspecting 2001-2004 GMC and Chevrolet Duramax Diesels, the emissions certification determines what equipment these trucks were equipped with. If the certification is Federal the truck would not have been equipped with a DOC or EGR. If the certification is California the truck would have had both a DOC and an EGR System. In many cases the emissions decal is missing or unreadable. If this is the case, you can look in the glove box for the RPO code to determine certification. RPO code FE9 indicates Federal emissions certification. RPO code YF5 indicates California emissions certification. If both the decal and the RPO code chart are missing, it is the responsibility of the vehicle owner to provide documentation of certification, which can be obtained from the dealership.