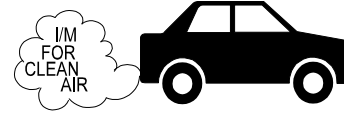


**UTAH COUNTY TECHNICAL BULLETIN**  
**1999-4**



**I/M TESTING FEE**

On November 16<sup>th</sup> the Utah County Commission listened to input from I/M station representatives concerning a new I/M fee. The proposals ranged from a \$20 ceiling to allowing each station to set their own fee. The County Commission will again meet on December 14<sup>th</sup> at 9:00 a.m. to hear from the public concerning I/M test fees. The meeting will be in the Utah County Commission Chambers at 100 East Center Street, Provo. If you have any question or comments they should be directed to the Utah County Commission Office at 370-8136 or you may call our office at 343-4600.

**2000 CERTIFICATION COURSE DATES**

The Bureau of Air Quality Programs will again be teaching the I/M technician certification course. We appreciate the work that UVSC has done over the last year in teaching the course. However, we want to be better acquainted with the new technicians entering the program so we will be teaching the course instead of UVSC.

Due to the new analyzers and On Board Diagnostic, the curriculum will be changed and delay the implementation of class availability until February. The classes will be limited to 9 people per class and classes will be added as deemed necessary. The following list is a course schedule for the year 2000. Passing a pre-test will still be required for enrollment in the 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 14-18

April 10-14

June 12-16

August 14-18

October 16-20

December 11-15

**UTAH 2000 ANALYZERS**

We are in the final stages of the Utah2000 analyzer certification. There will undoubtedly be some additional software glitches that will require updates after the analyzers are in use. However we hope to have a working analyzer available for station use sometime in mid December. We encourage technicians and station owners to provide input and suggestion for improving upon existing software. Please be aware that it is not possible to include all requests for software changes, we will listen to your suggestions and add as many changes as practical.

**IN WITH THE NEW / OUT WITH THE OLD**

As soon as certified Utah2000 software package is available and installed in your analyzer, please call our office for further instructions. We will be getting stations up and running on a first-called first-served basis. If you have ordered a new analyzer but have not received it by December 27<sup>th</sup> please notify our office.

**NOTICE: To avoid late fees all stations remaining in the program must pay their station permit renewal fees before December 31<sup>st</sup> 1999**

### **NEW UVSC CLASSES AVAILABLE**

We have been working closely with UVSC and Bob Campbell to develop a new advanced emission technician training class. In the past an advanced emission technician class has been offered. This will still be available but it has been enhanced with additional OBDII materials. For those of you who have already attended the original course and do not want to go through it again there will be a stand alone OBDII class available for a short time. For more information contact Katrina Davis at 222-8349 (option 3)

Although we don't require this training for certified emission mechanics we **strongly** recommend it. This type of training **is** required to become a certified repair technician.

### **TECH TIP**

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

#### **TECH TIP # VE0027**

#### **Chrysler**

#### **No-start diagnostics**

Down the road, a 1997 Chrysler product may come in on the hook, dead as a doornail. Once you get into your no-start routine, a DTC may show up for either the crankshaft sensor (\$28) or the camshaft sensor (\$01). But be careful here of the ol' switcheroo. Chrysler explains that the *good* sensor of the two may set the DTC, while the *bad* sensor doesn't make a peep.

Here's why:

Its possible for the bad sensor to generate a signal strong enough at Engine off/Key On that the controller interprets it as legitimate. But because the engine isn't running, the good sensor obviously doesn't generate a signal. The controller, however, expects corresponding pulses from both sensors, so mistakenly condemns the good sensor and lets the bad sensor off th hook.

To nail the bad sensor, use a scan tool to see if either the crank or cam sensor is producing a signal with the key on. Note that Chrysler's DRB III scan tool has a No Start monitor that should display no response or LOST from both sensors under normal conditions.