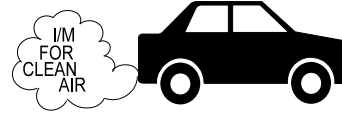


UTAH COUNTY TECHNICAL BULLETIN
2004-2



OBDII “CAN” UPDATE FOR ANALYZERS

The deadline for the CAN update is approaching. All analyzers need to be updated by January 1, 2005; there will be no exceptions. Stations will not be allowed to continue testing after January 1st if their CAN update has not been installed. Stations with multiple analyzers will need **ALL** of their analyzers updated. If you need to have your update performed, contact ESP at 1-877-956-0600.

2004 FORD CAN VEHICLES : UNABLE TO COMMUNICATE

Some stations that have already had their CAN update performed are experiencing intermittent problems communicating with some 2004 Ford/Mazda vehicles. We have determined that it is **NOT** a vehicle problem. V-tronics has confirmed that there is a problem with the current firmware of the new interface module. Analyzers with CAN will be updated at no cost once the new firmware is developed. Until then, a hard re-boot of the analyzer with at least a 5 minute power off cycle should reset the module and allow the analyzer to communicate with these vehicles. If this doesn't work, contact ESP and request a service call.

HANDS ON / PRACTICAL EXAM

Auditors are once again trying to get all the annual mechanic practicals completed before the end of the year. If you're not willing or not able to perform a practical before December 31st your mechanic permit will not be renewed and you will need to schedule an appointment at our technical center to complete your renewal requirements. You may call our office or ask your auditor if you're not sure about the status of this years exam.

SAFETY INSPECTION VIOLATIONS

Utah Highway Patrol officers occasionally stop by our technical center and perform safety “spot checks” on vehicles we're testing. They have also requested a copy of any passing safety inspection we see for a vehicle that has obvious safety violations. There have been a number of vehicles impounded at our facility by the Highway Patrol that had passing safety inspection certificates but had serious safety violations.

2005 HOLIDAY SCHEDULE

The Bureau of Air Quality office will be closed on the following days during 2005.

December 31, 2004	(New Years Day)	
January 17	(Human Rights Day)	September 5 (Labor Day)
February 21	(Presidents Day)	October 10 (Columbus Day)
May 30	(Memorial Day)	November 11 (Veterans Day)
July 4	(Independence Day)	November 24 (Thanksgiving Day)
July 25	(Pioneer Day)	December 26 (Christmas Day)

2005 CERTIFICATION COURSE DATES

The following is a tentative schedule for 2005 course dates. Classes will normally be limited to 9 students and may be canceled if less than 5 students are enrolled.

January	10-14, 18	May	9-16	September	12-19
February	7-14	June	13-20	October	11-18
March	7-14	July	11-18	November	14-21
April	11-18	August	8-15	December	12-19

** Inspection Requirements - Gas & Diesel Vehicles					
Needs Renewal in 2004			Needs renewal in 2005		
Vehicle Model Year	Safety Inspection	Emission Inspection	Vehicle Model Year	Safety Inspection	Emission Inspection
2004	*Yes	*Yes	2005	*Yes	*Yes
2003	No	No	2004	No	No
2002	Yes	Yes	2003	Yes	Yes
2001	No	No	2002	No	No
2000	Yes	Yes	2001	Yes	Yes
1999	No	No	2000	No	No
1998	Yes	Yes	1999	Yes	Yes
1997	No	Yes	1998	No	Yes
1996 older	Yes	Yes	1997 older	Yes	Yes

* 1st year exemption with MSO. Inspection required with change of ownership

** Emissions & Safety Inspection required for first time registration of a **Salvaged Title Vehicle**

TECH TIP # VE0038 **What DTC's Don't tell us**

A Diagnostic Trouble Code (DTC) **does not** tell the technician or owner what's wrong with the vehicle. OBDII systems have made it much easier to diagnose a problem but a DTC is intended to be used as a tool to direct a technician towards a system or component malfunction. Once the DTC is retrieved from a vehicle the technician should follow the manufacturers diagnostic flowchart or "trouble tree" to perform system tests. These tests usually include checking power and ground circuits, resistance in wiring or sensors, and a multitude of other items. All manufacturers have diagnostic procedures to follow when a DTC is stored. The bottom line is: Don't replace a component based solely on a stored DTC, follow through the diagnostic procedure to make sure your fix is an effective repair. Also, if possible, let the vehicle turn off the MIL after it has seen the problem no longer exists.

