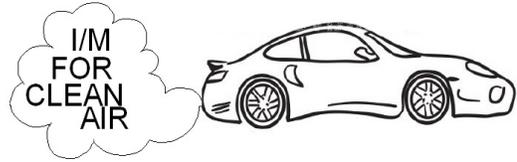


UTAH COUNTY TECHNICAL BULLETIN
July, 2011-2



ONLINE SURVEY RESULTS

We had high hopes that stations would use our online surveys to provide valuable feedback regarding current equipment problems and provide recommendations for future enhancements to the program. Unfortunately, there were only a few stations that responded to the last survey. With such a low response rate the information gathered does not represent an accurate depiction of the overall program. Therefore, future online surveys have been canceled.

Stations may, at any time, submit written comments or recommendations regarding the I/M Program to danac@utah.gov or stevea@utah.gov. Suggestions for future program updates should be submitted as soon as possible. We currently have 192 stations and preference will be given to suggestions that are cost effective and are beneficial to the majority of all I/M stations.

NEW EQUIPMENT UPDATE

Over the past year there have been many unforeseen factors that made selecting the right equipment vendor very difficult and complex. The final decision is based on federal requirements, state and local requirements, station owner needs and the cost to the motoring public.

Utah County has recently entered into contract negotiations with ESP to provide refurbishment and upgrades to our existing analyzers. ESP has submitted an attractive proposal which will provide the UTAH2000 analyzer the functionality, appearance and reliability of new equipment at a substantial cost savings. Once the functional specifications are complete and a contract is in place we will be able to provide stations with the exact details of the project. Hopefully this will happen in July. Our target date for full implementation is January 1, 2012.

NEW EQUIPMENT FEATURES

There are a number of software/hardware enhancements being proposed that would benefit stations directly. These have not been finalized yet but this will give you an idea of what you may see.

1. Eliminate dial-up modems and install high speed real-time internet communications. Stations that have a dedicated analog phone line will be able to cancel that line and realize an immediate cost savings.
2. Provide the ability for stations to purchase certificates 24/7 and have them loaded immediately after purchase. Certificates may be purchased by multiple methods (*ie: online, on the analyzer, from a smart phone, etc.*)
3. Provide the ability for stations to add or transfer technicians throughout the day (8:00 - 4:30 M-F)
4. Provide station managers the ability to run individualized station/technician reports for a particular date or date range.

5. Add the ability to test OBDII diesel vehicles.
6. Add the ability to receive, view and save technical bulletins and messages electronically.
7. Add the ability to retrieve vehicle/owner information directly from the Utah Tax Commission upon test initialization.
8. Receive refurbishment of existing equipment which includes a new 17" LCD monitor, high speed laser printer, new graphics, reconditioning of the sample system, new hard drive, software update, OBDII CAN module firmware update and changing from the zero air generator to zero air bottles. ESP will also replace hoses, cables, keyboards, cabinet components or other parts as needed on an individual basis.
9. Provide an all inclusive (excluding consumables) service contract for a period of 3 years from the time the equipment is refurbished.
10. Eliminate the analyzer lockouts caused by no communication for 15 days.

STATIONS WITH EXISTING SERVICE CONTRACTS

ESP has assured us that stations with current service contracts will receive a prorated refund on the unused portion of their contracts after the upgrade has been completed. Stations should feel confident in renewing their service contracts anytime prior to the update.

RECIPROCITY

In addition to equipment upgrades, we are working simultaneously with the other I/M counties to standardize the test procedure across the Wasatch Front. If this happens, stations will see the first major change to our I/M program in over a decade. In order for true reciprocity, changes will be required in nearly all aspects of our program. Tampering inspection requirements, waiver requirements, enforcement action, engine change policy and diesel testing are all program aspects that will be reviewed and standardized. Regulations will require updating, which means there will be public hearings held prior to adopting a new ordinance. Station owners and the public will have an opportunity to provide input regarding these changes.

TECH TIP # VE0053 2001-02 Honda (MIL on - no codes)

Some 2001-02 Civic models may turn on the MIL even though there are no driveability issues present. Furthermore, when you attempt to retrieve codes with a scanner to find out what's going on, you'll likely see "unknown DTC" on the display. Honda attributes both conditions to software gremlins in the PCM. Reprogramming the module with updated software files should eliminate further trouble.

