



▶ To Clear or Not to Clear?.....1

○ Spring | ○ VOL. 1 | ○ 2009



▶ System upgrades coming soon!.....2



▶ Hydrocarbon Hang Up! How to get your analyzer past it! .2

# Clean Air

## focus

AN INFORMATIONAL NEWSLETTER FROM THE STATE OF NEVADA—DEPARTMENT OF MOTOR VEHICLES. COMPLIANCE ENFORCEMENT DIVISION 555 WRIGHT WAY, CARSON CITY, NV 89711

"The ultimate test of man's conscience may be his willingness to sacrifice something today for future generations whose words of thanks will not be heard."

Gaylord Nelson ex-governor of Wisconsin, co-founder of Earth Day

## To Clear...or Not to Clear?

By Hal Greene

Should you clear codes after emission work or leave them in place? To better serve your customers, consider these options.

### CLEAR CODES - (Advantages)

- Turns off MIL
- PCM will not use fault correction data to compensate for a fault that is not there.
- Customer happy initially because MIL is not lit.

### CLEAR CODES - (Disadvantages)

- All learned memory is erased.
- Vehicle cannot pass OBD II emission test immediately after repair.
- Technician must attempt to drive vehicle long enough to set monitors; or
- Technician must inform the customer of the drive cycle process and hope the monitors reset before the vehicle's registration runs out.

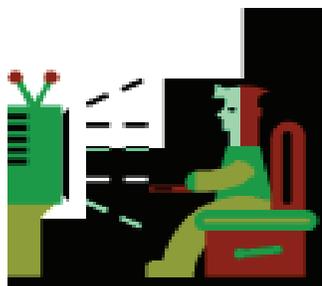
### DO NOT CLEAR CODES - (Advantages)

- Does not require all monitors to run since memory was not erased.
- When the vehicle turns off the MIL it proves that your repair was successful.
- If monitors run in time, the customer gets a passing report. If they don't, the customer gets a second fail rather than a "Reject" and can apply for a waiver.

### DO NOT CLEAR CODES (Disadvantages)

- Technician has to take the time to explain why the repair is complete but the MIL is still lit, when it is likely to go out, and how this gives the customer more options at DMV.

Sometimes the "easy way out" by clearing codes is not the best decision for your customer



## The Return of ET-Blast!

The ability to communicate with all analyzers at once was lost with the jump to the new VID. The CED Emissions Program is proud to announce a return to this quick and efficient method of communicating changes and system status. The new ET Messages system will send a notice to your screen to notify you that a communication from DMV has arrived in your mailbox. If you have questions on this process please contact Debbie at 775-684-4841.



# Ambient air pollutants can affect the analyzer

Thought you might like to know...

*You've tried everything you can think of but the hydrocarbon reading still reads too high!*

On the average, the 140 million cars in America are estimated to travel almost 4 billion miles in a day, and according to the [Department of Transportation](#), they use over 200 million gallons of gasoline doing it.

As many as 70,000 people nationwide may die prematurely from heart and lung disease aggravated by particulate air pollution.

Occasionally DMV staff receive calls from emission station operators who can't get their analyzers past the hydrocarbon hang-up test. The station operators have tried everything they know of and just cannot get the analyzer to work.

**Flushing the system with outside air just might correct the problem.**

Sometimes the hydrocarbon hang-up is caused by levels of hydrocarbon in the ambient air of the shop. There may be some auto detailing going on, or brake cleaner is being used on a regular basis near the analyzer. Things like this can cause the analyzer to fail the hydrocarbon hang-up test.

If you run into this problem with your emission analyzer, and all attempts to remedy the problem fail, try moving the analyzer near a bay door, leave the analyzer on four gas mode and place the probe in outside ambient air. There is a fairly good chance that flushing the system with outside air will correct this problem.

...the Department does not consider properly installed OBD-2 monitoring systems as tampering. There are at least three designs of these systems available, which are rapidly gaining popularity in the fleet industry. Stay tuned for more information regarding these new systems in a future newsletter!

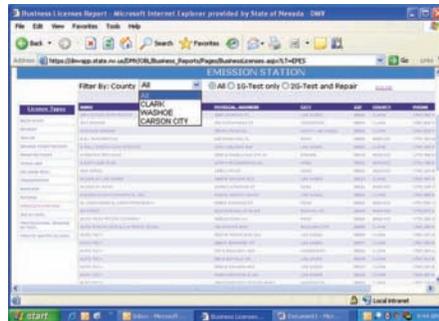
## SYSTEM UPGRADES COMING SOON

ET Message systems and automatic printing of the 2G Test and Repair station list are two upgrades coming in the near future.

Station managers and emission inspectors will have the capability of viewing ET Messages.

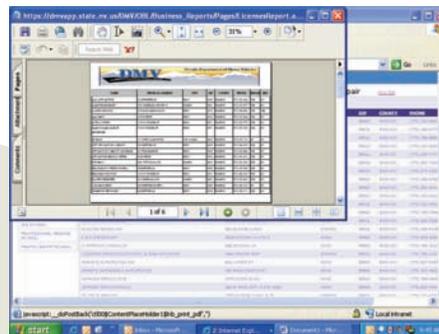
When a vehicle fails the emission test, a 2G list of stations will be printed for the respective county where the vehicle failed.

For the interim, you can print 2G lists from the DMV Website:



Step 2: Filter station list by county

Step 3: Select "Print PDF" and when list appears it is ready to print.



This list is dynamic, and is always up to date.

Step 1: Go to "2G Station Search"



Other improvements to the network are in evaluation at this time. At this time a new Failover system is in operation. This system will allow operation of the Vehicle Information Database when the Mainframe is not available. Sequel server upgrades are also in place, with more planned in the near future. The sequel server upgrades will help keep the VID operable when there are operating problems related to the Internet.

A small team of DMV programmers assigned to the emissions project is working very hard to improve the VID performance and availability, so that it is accessible 24 hrs a day, seven days a week. These programmers are very talented individuals, and very dedicated to the success of this project. Their efforts are very much appreciated by other DMV staff. We want you to know they work very hard so that you can test vehicles for emissions compliance!