



I/M Update

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Pennsylvania Emissions Inspection Publication

Reminders

- Ordering Inspection Stickers:
Beginning October 1, 2011, the Department will be issuing the new 2012-13 safety & emissions inspection stickers. Between now and October 1, you should be careful not to order more stickers than necessary to perform annual inspections through December 31, 2011.
Note: Two different annual campaigns can be used at the same time, but current year campaign can only be used until 12/31.
- Visual & Gas Cap Testing Pittsburgh & Philadelphia Regions:
Effective January 1, 2012 all 1975 – 1986 vehicles require the Visual & Gas Cap Test only.
Note: The software in the TSI & ASM equipment will incorrectly direct the inspector to perform a tailpipe test. The gas cap and visual test can only be performed on OBD II or visual equipment.

Important Program Information

- Title Numbers:
MV-4ST: All Vehicles being inspected with an “MV-4ST” Temporary registration should have a title number. That number must be entered into the analyzer when testing.
MV-1: Vehicles being inspected with an “MV-1” temporary registration may not have a title number. For these vehicles, you should enter all “9’s” for the title number when testing.
- Registration Numbers (Plate Numbers):
Dealers must use a dealer tag for the registration number on the VIR – entering the words “NONE” or “DEALER” is not acceptable.
- Purchasing a Vehicle from a Non-I/M County:
Customers who reside in an emissions county & purchase a vehicle that does not display a valid emissions inspection sticker have 10 days after the date of sale, resale or entry into the Commonwealth to have an emissions inspection performed and a sticker displayed on the vehicle.177.103 (a)



Call the Station
Operator Hot Line:
1-888-265-5909

For answers or help with:

**Enrollment into the
Emissions Program**

**Network Connections &
Operations**

**Analyzer problems, user
ID, password & system
access**

VIID application problems

VIID database problems

Readiness Issues

You or your customers
may call the Customer
Hot Line: 1-800-265-0921

For answers or help with:

Waivers

Exemptions

Complaints

**General Program
Information**

Drive Clean Website:

Visit us on the web at
www.drivecleanpa.state.pa.us



- **Equipment Service Calls:**
Whenever attempting to schedule a service call with an Emissions Equipment Manufacturer please contact them at their main service phone number directly. Do not attempt to contact the service tech that normally comes to your station as they may not respond in the required time frame.

Note: If the equipment manufacturer does not respond within the required period of 1 business day you may contact the Emissions Station Operator Hotline at 1-888-265-5909 for assistance.

- **Entering the Incorrect Mileage during Testing:**
When the incorrect mileage has been entered during testing, the test should be re-run and the correct mileage should be entered. If the vehicle has already left the station before a correction could be made, please contact the Station Operator Hotline at 1-888-265-5909 for further advisement.

- **Replacement Stickers:**
When issuing a replacement sticker, stations are required by regulations (both Safety & Emissions) to write "replacement" on the back of the sticker.

For Safety & Emissions replacement stickers, write the original sticker's mileage and the original sticker's date on the back of the replacement sticker along with the word "replacement".

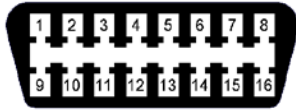
In the emissions analyzer, enter the current odometer reading for the day that you are issuing the replacement sticker. (The current date will be automatically entered by the analyzer).

Note: In the MV-431/480 and e-SAFETY application, record the original sticker's mileage as the OLD odometer reading. Record the current odometer reading and current date for the day you are issuing the replacement sticker.

- **Registration Card Mix Up During Testing:**
It is imperative that technicians are using the correct registration card for the vehicle that they are testing; this should be the first step in any inspection.
Prior to the first call to the VIID verify the VIN on the registration card against the VIN plate on the vehicle and the VIN on the screen of the analyzer during testing. If they all match up, then proceed with testing.

Note: Should a technician scan the wrong registration card; please contact the Station Operator Hotline at 1-888-265-5909 for further advisement.

No-Comm TIPS:



TIP #1

One of the most common phone calls into our hotline regarding Non-communication usually starts out by the inspector stating that their personal scan tool communicates with the vehicle but the OBD analyzer does not. One reason is that there are multiple grounds in the vehicles DLC connector (Pins 4 & 5) and not all OBD scanners use the same pin(s) for ground.

Hence, an aftermarket scan tool may communicate with the vehicle, but the OBD analyzer does not. Recommendation...

check all three pins:
Pin #16 – 12v (KOEO & KOER)

Pin #4 – Chassis Ground

Pin #5 – PCM Ground

TIP #2

Loose pins cause communication issues. Tighten ALL of the female pins inside the vehicles DLC connector using a pair of jeweler's needle-nose or similar pliers.

Remember, in addition to the power & ground pins all analyzers & scan tools require two (2) additional pins to communicate with the Engine Control Module.

OBD Vehicle Communication

How to test vehicles that do not Communicate with the Analyzer

1. **Ensure all screen prompts on the analyzer are followed to the letter.**

NOTE: Certain vehicles will not communicate properly, for example:

- If the key is not cycled OFF/ON for a minimum of 30 seconds.
- If the vehicle is not restarted prior to connection of the DLC.
- If this is the first or only attempt at communication (some vehicles may not communicate on the first attempt).

2. **Perform a minimum of three (3) attempts to communicate with the vehicle.**

3. **Prior to the third attempt, disconnect the test cable from the vehicle and...Inspect the ANALYZER TEST CABLE for the following:**

- Corrosion
- Oxidation
- Broken or Bent Pins
- Worn, stretched, degraded test cable and/or cable ends

NOTE: Indication of worn out or degraded cable may include a sudden and/or significant increase in no-comms, unexpected test results, etc...

4. **Inspect the VEHICLES 16-PIN DLC for the following:**

- Individual female contacts of DLC pins spread apart
- Proper voltage at Pin #16 (Battery Positive - fulltime)
- Proper grounds at Pins #4 (Chassis Ground) & #5 (PCM Ground).

NOTE: We have found that many of the no-comms are the result of no voltage supply to pin #16 (possibly a blown fuse).

5. **Resolve / Repair any issues with the DLC Link and or cables and continue with the test.**

NOTE: Repairing / Replacing a blown fuse for the DLC, a bad ground, a degraded cable does not place you in jeopardy of violating the test as-received specification (177.201) of the Vehicle Emissions Regulation. Why?, Because you are not changing the outcome of the test. Vehicle communication is required in order to successfully determine the current MIL command, Readiness, & DTC status.

6. **If the vehicle still does not communicate, proceed with a non-communication result.**



Pennsylvania Emissions Team
Regional Office
401 Commerce Park Drive
Cranberry Township, PA 16066

Routing Slip

Circulate to:

- Shop Foreman
- Service Manager
- Service Advisor



STOP HANDWRITING YOUR MV-431 & MV-480 INSPECTION REPORTS TODAY!



**ENROLL IN PENNDOT'S e-SAFETY PROGRAM AND START ENTERING YOUR
MV-431 & MV-480 SAFETY INSPECTION DATA TODAY!**

**FOR MORE INFO ON THE BENEFITS OF e-SAFETY
OR TO ENROLL VISIT e-SAFETY:**

<https://esafety.appsolgrp.com>

