

## Pennsylvania Emissions Inspection Publication

### VEHICLE COMMUNICATION

#### How to test vehicles that do not communicate with the OBD 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. Attempt a minimum of three times at communicating with the vehicle.**

**3. Prior to the third attempt, disconnect the test cable from the vehicle and...**

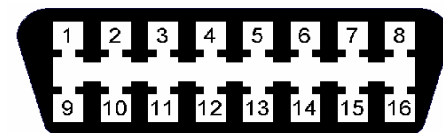
A. Inspect the ANALYZER TEST CABLE for the following:

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

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

B. Inspect the VEHICLE'S 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 end up being the result of no voltage supply to pin #16 (possibly a blown fuse).

**SIDEBAR:** 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 their 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 utilize the same pin for ground. Therefore, an aftermarket scan tool may communicate with vehicle but the OBD analyzer does not. Recommendation... check all three Pins (#16 fulltime battery voltage, #4 Chassis Ground, #5 PCM Ground) during any Non-Communication diagnosis.

**4. 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.

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

**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](http://www.drivecleanpa.state.pa.us)



## e-SAFETY Program

Attention all Safety Stations. Very soon PennDOT will be conducting the e-SAFETY pilot at 35 safety stations across the Commonwealth. The pilot stations will be testing the e-SAFETY web-based application as well as the ability to transmit safety inspection data to the Safety Inspection Information Database (SIID) from partnering shop management software.

Mid to late summer every safety station in the Commonwealth (67 counties) will receive a packet of information explaining how to participate. The main purpose of the e-SAFETY program is to provide PennDOT with the means to assess and maximize the benefits of the Safety inspection program through data collection.

If you are concerned about protecting your customer's personal information, Verizon Business is contractually bound to protect safety data and to release the data only to PennDOT. Any software vendors interested in participating in e-SAFETY will be required to sign a contract with Verizon Business to ensure that your customer's information is protected.

Watch for more information to come.

## Testing vehicles in as-received condition

**Vehicles should be tested in as-received condition, even if you know that the vehicle may be rejected for readiness and/or fail..... WHY?**

- 1) It is required by chapter 177 Emissions Inspection Program Regulations, 177.201 "Vehicles shall be tested in as-received condition".
- 2) In the event that a station may need to escalate an issue to the call center; there must be a test result on file. We can not properly assist a station with an issue if the vehicle has never been tested.
- 3) "Testing" the Vehicle – The vehicle must be tested in the actual "test mode" of the analyzer for the result to be on file. **NOT** in "training mode" and **NOT** using a scan tool. Training Mode and Scan tools do not produce a test result.
- 4) Stations should:
  - ✓ **TEST** the vehicle in as-received condition.
  - ✓ **REPAIR** the vehicle (only if necessary).
  - ✓ **DRIVE** the vehicle to bring it into ready status, many vehicles may need to be driven through a series of specific driving conditions (drive cycles) to make the vehicle ready.
  - ✓ **RE-TEST** the vehicle.
  - ✓ **ESCALATE** the issue to the station call center at 1-888-265-5909 for further assistance (if necessary).

## Sticker Number Entry Errors

If an emissions inspector enters an incorrect emissions sticker number (one that does not match the sticker affixed to the windshield).

- The correct sticker number should be entered into the emissions equipment using the replacement sticker screen.
- *It is recommended that the inspector make duplicate copies of the Sticker Issuance Report (SIR) with the correct sticker number, any voided sticker, and the replacement sticker number for the station's documentation of the error.*

If an emissions inspector enters a correct sticker number, but the sticker becomes unusable (torn, damaged, etc.) and cannot be affixed to the windshield.

- You must void the sticker using the "Void Sticker" option in the emissions equipment sticker menu. You must retain the unusable sticker and a copy of the voided sticker report as documentation. The sticker being affixed to the windshield should then be entered using the "Replacement Sticker" menu option.
- When entering the sticker information, use the unusable sticker as the "old" sticker and the sticker being affixed to the windshield as the "new" sticker. Documentation of this transaction can also be retained with the unusable sticker.

Should you encounter other errors not covered in this material, you should contact your Quality Assurance Officer or call the Station Operator Hotline for guidance.

## Adding & Deleting Technicians from the Analyzer

Anytime you want to add or delete inspectors from your emissions analyzer, you must fax over the following documents to your regional office:

- 1) A cover sheet clearly indicating:
  - Your station name
  - Your station number
  - Your contact name
  - Your contact number
- 2) A photocopy of the Certified Emissions Inspector's License for each inspector being added.
- 3) A photocopy of the Certified Inspector's Driver's License for each inspector being added.
- 4) A photocopy of the updated emission technician list form that lists all Certified Inspector(s).

Once you have completed these steps, wait until the end of the day and perform a Data File Refresh on your analyzer. This will update your inspectors.

**Philadelphia Regional Office Fax #: 215-793-1061**

Counties: Lehigh, Northampton, Bucks, Chester, Delaware, Montgomery & Philadelphia

**Harrisburg Regional Office Fax #: 717-565-7570**

Counties: Cambria, Blair, Centre, Lycoming, Luzerne, Lackawanna, Berks, Cumberland, Dauphin, Lancaster, Lebanon & York

**Pittsburgh Regional Office Fax #: 724-742-955**

Counties: Erie, Mercer, Allegheny, Beaver, Washington & Westmoreland



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



### Routing Slip

**Circulate to:**

- Shop Foreman
- Service Manager
- Service Advisor
- Emissions Inspector
- Technician

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## Things You Should Know...

### Documents that must be kept on file when issuing a waiver

- ❖ The following documents must be kept on file when a waiver is issued:
  - 1) Two failed VIR's (initial test & re-test)
    - VIR's must be for a true failure, not a readiness failure.
  - 2) Receipts for emission related repairs totaling \$150 or more for emissions related repairs associated with the cause of failure. These repairs shall have been performed no more than 60 days prior to the initial test.
  - 3) Completed repair data form.

### Diesel Testing

- ❖ Vehicles Registered in the 25 Emissions Counties: Diesels are exempt from emissions testing.
  - ❖ Vehicles Registered in the 42 Non-I/M Counties: Diesels **are** included in the visual anti-tampering check as part of the Enhanced Safety inspection.
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