



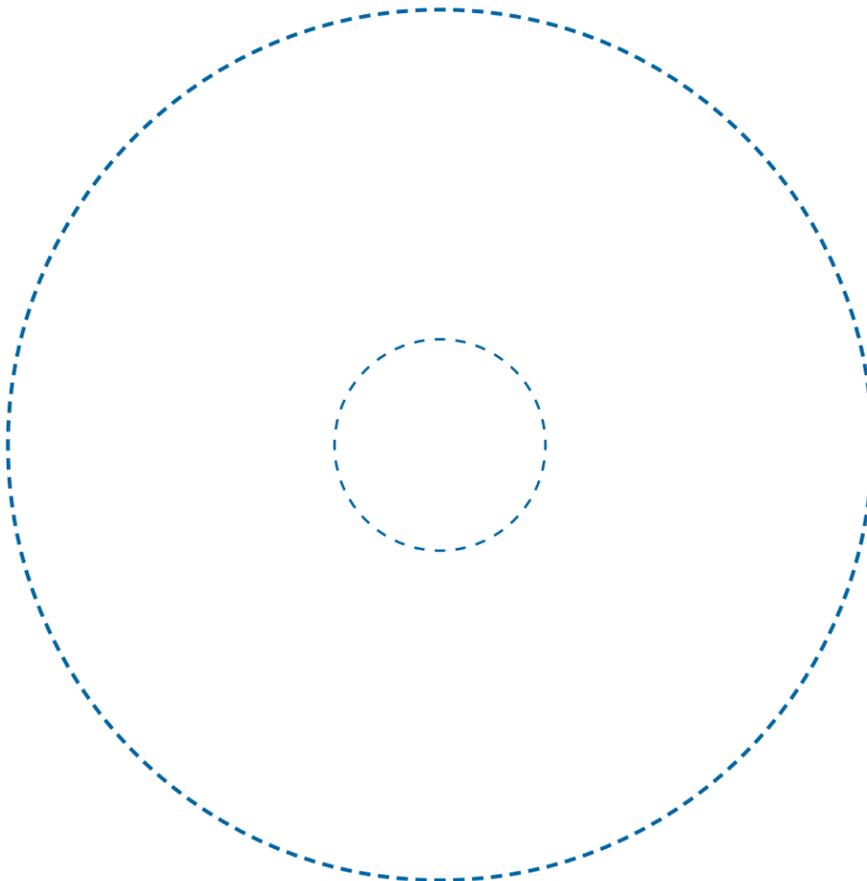
Emissions Control System Training Information

Ohio EPA is working with our master trainers to compile a list of classes for emissions control system repair training currently available to northeast Ohio repair technicians – both online computer training and on-site seminar and/or hands-on training.

Ohio EPA will be posting current training opportunities on our Web site at <http://www.ohiocheck.org> within the next

several weeks. Additional course information will be added as our trainers provide us with details of these classes. If you know of a class opportunity involving motor vehicle emissions control system repairs, please send the course information to Ohio EPA. Ohio EPA will evaluate the course and, if approved, place the recommended course on our Web site.

The attached CD is meant to provide you with a comprehensive overview of Mode 06. For additional copies of this CD, contact Envirotec Systems at 330.963.4464.



To start the presentation, click on Main Index, then click on Mode 06, move through the presentation by clicking "Next Slide".

Ohio EvCheck
Mobile Sources Section
 Ohio EPA
 P.O. Box 1049
 Columbus, OH 43216-1049

CLASSES AVAILABLE

In an attempt to provide every assistance we can with improving your educational background, we have scheduled several convenient classes that you can attend. Please attend one of the classes below to complete your education about important topics:

Saturday, August 29, 2009:

HYBRID TRAINING

Class topics include hybrid familiarization, vehicle maintenance procedures, high voltage shut off procedures, high voltage circuit and electronics testing, scan tool parameters, pin point voltage testing and pattern failures.

8 a.m. to 3 p.m., Cost \$100

Wednesday, September 2 -

Thursday, September 3, 2009:

DIAGNOSING DOMESTIC AND ASIAN VEHICLE EVAP AND EGR CIRCUITS

Both classes are pre-registration only as they are both hands-on and space is limited.

Cost \$100

In addition, there will be other training opportunities offered this fall; go to www.ohiocheck.org for more information.



Volume 15, No. 5 Summer 2009

Step-by-Step Guide to Mode 06

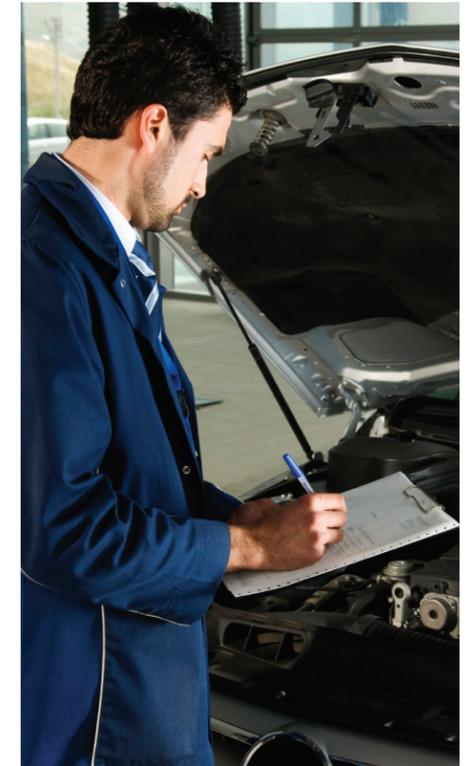
by John Forro, E-Check Master Trainer and owner of AST Training

By now you have probably heard of Mode 06, or at least have tried using it to diagnose various types of OBD II vehicles. It seems that most people either have a firm grasp of how to use it and its fullest diagnostic potential for misfire, EVAP, EGR, O2 and catalyst failures or you may find it to be one of the most confusing things you have ever looked at! Although many information sources are now available giving you the TID (test identification), MID (monitor identification) and CID (component identification) meanings, no one really tells you exactly what to do with that information.

By now you have probably noticed that this latest issue of Tech Talk newsletter has a CD-ROM enclosed with it. This contains a wealth of information including Mode 06 guided diagnostics.

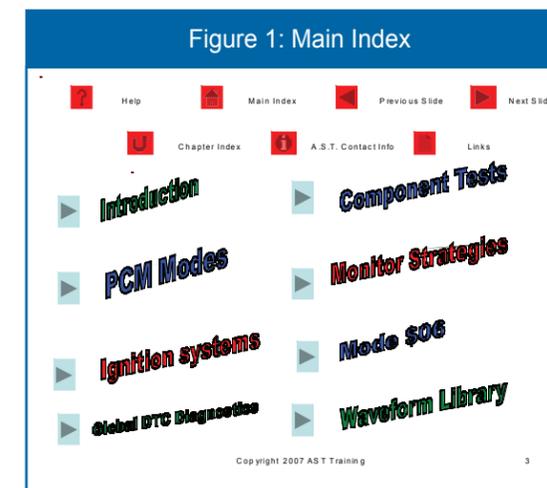
This information will lead you through using Mode 06 step by step and is the only information of its kind available in the automotive industry! Some sample screen shots have been included in this article for your review. We invite you to place the disc in your computer when you have the time to see all the valuable information that it contains. All files on the disc are hyperlinked together to make finding the information you need quick and easy.

On the back of this newsletter you will find classes that we are offering and their dates if you are interested in attending any of these please feel free to contact us at 330.220.8107 to register. All classes will be held at 1994 Pearl Road, Brunswick, Ohio 44212.



Understanding CD Graphics

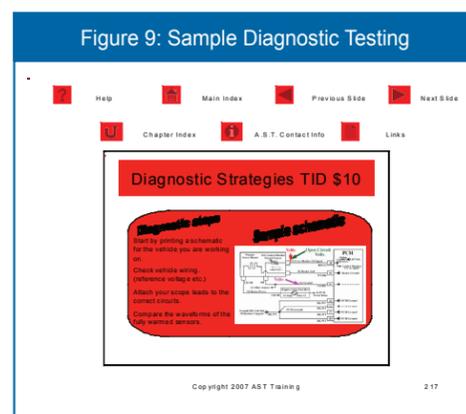
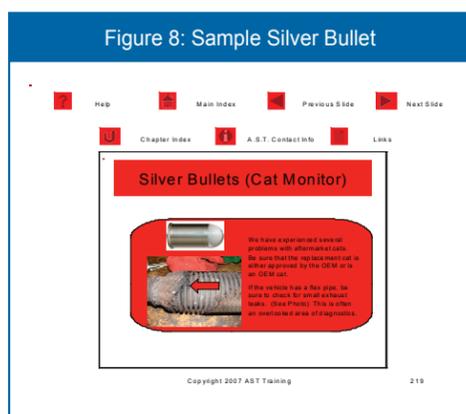
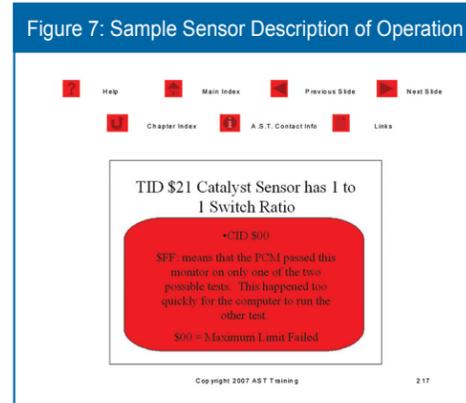
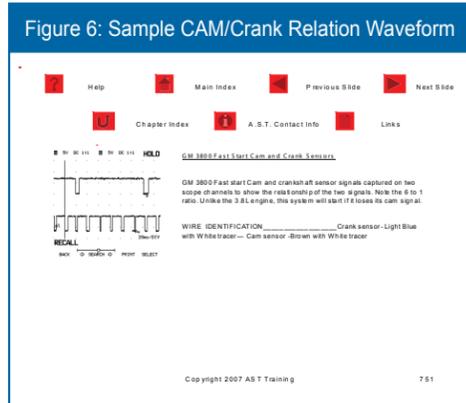
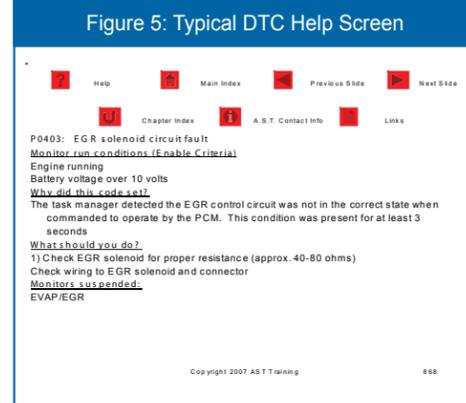
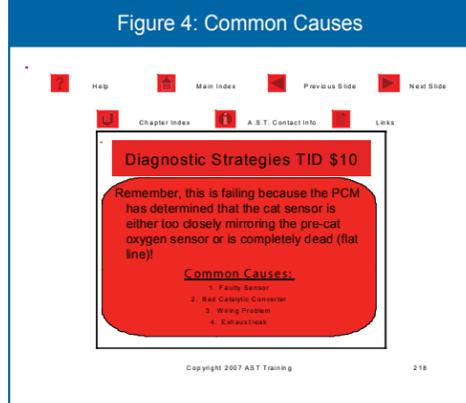
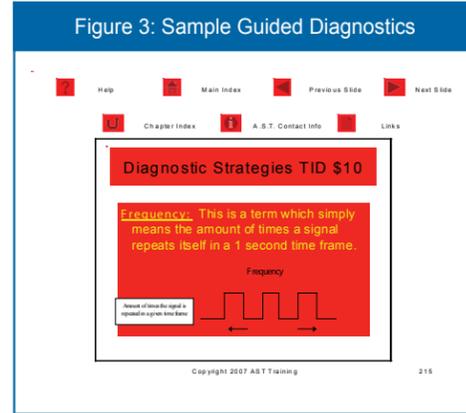
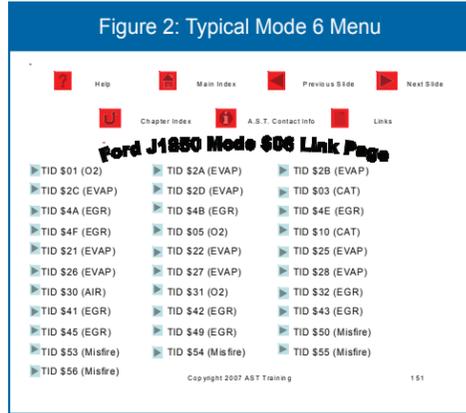
Below is a sample of the graphics that you will find on the CD-ROM attached to the back of this newsletter. We've made every attempt to make this graphics easy to understand. For additional CD graphics, see inside pages.



(Continued on page 2)

Inside This Issue

Step-by-Step Guide to Mode 06	1
Industry Q & A	3
Readiness Monitors and E-Check	3
Emissions Control System Training Information	4



Motor Vehicle Anti-tampering rules and regulations

Q: What is motor vehicle tampering?

A: In accordance with Ohio Revised Code 3704.16, tampering means “to remove permanently, bypass, defeat, or render inoperative, in whole or in part, any emission control system that is installed on or in a motor vehicle.” Installing a non-standard emissions control systems or hollowing out a catalytic converter are examples of tampering.

Q: My customer’s motor vehicle needs a new engine. What kind of engine can I put in the motor vehicle?

A: Engine-switched vehicles must comply with the federal Clean Air Act. Therefore, installation of a light-duty engine into a different light-duty vehicle is considered tampering unless the resulting configuration is identical (with regards to all emissions related parts, engine design parameters, and engine calibrations) to a certified configuration of the same or newer model year as the vehicle chassis.

Q: Can I remove a catalytic converter from a vehicle that is used for “off-road” driving only?

A: No. Under state and federal law, catalytic converters may not be removed or replaced with “converter replacement pipes.” A light-duty vehicle manufacturer certifies an engine chassis configuration as meeting the applicable emissions standards for motor vehicles manufactured in a given year, and it is not legal for anyone to “de-certify” a motor vehicle for “off-road” use.

If you have questions on motor vehicle tampering laws or engine-switches, please contact Ohio EPA’s Mobile Sources Section at 614.644.3059.

Readiness Monitors and E-Check

Motorists with vehicles that failed the emission test want to have their cars fixed and retested as quickly (and cheaply) as possible. To assist motorists with this goal, please keep the following in mind:

- If the vehicle’s computer is reset, the drive cycle should be performed on the vehicle so that the motorist may return directly to the testing station. If you do not perform the drive cycle, please advise the motorist to drive the vehicle normally for several days before returning to the testing station to ensure the vehicle is able to have a test!

- Vehicles that failed an OBD II E-Check test must pass the OBD II test. The vehicle may not receive the alternate tailpipe test.
- Do not erase the codes. Erasing codes also will erase all noncontinuous monitors and will require more time before the vehicle is ready for the OBD II retest.
- The catalyst monitor must be “ready” to ensure the vehicle may be tested.