

OBD2training.com

Hosting an open forum for:

Purposed California Bureau of Auto Repair (BAR) Permanent DTC rule
forecast for 2018

The purposed rule suggests that a vehicle with permanent (non-clearable) DTC's successfully accomplish 30 Warm-up cycles and 500 miles to prove repair effectiveness.

This is a call for educators, instructors, A-level technicians and technical writers to come together to collaborate on ideas how best to approach the diagnosis and to validate the repairs of vehicles with P-DTCs. I envision this collaboration to be a 20-group or Mastermind group where professionals come together for the common good of our industry.

When: Tuesday December 12th 2017

Time: 6:00 – 9:00PM

Location: Gustafson Brothers Automotive Training Center

Address: [19161 Gothard Street Huntington Beach, CA 92648](#)

Please join us to establish a mission and game plan to get ahead of this new rule.

Please RSVP to Steve Caruso at email Steve@OBD2Training.com

Summary

This rule evolved from the **big data** discovery which found OBD readiness gaps for Evaporative monitors that had not completed on over half the vehicles being inspected. Because of a Federal rule the vehicles will typically pass the State's Smog Check / Emission inspections.

Federal regulations allow any one monitor to be "incomplete" during a vehicle emission inspection. The Evaporative control system, if not yet run to a Pass, could be defective and not performing to its original design standards, however, the vehicle will still pass a Smog Check / Emission inspection.

In many cases the OBD system can contain deteriorating sensors that are nearing the threshold for failure (but have not yet failed) causing a monitor to be suspended and not issue a judgement. A vehicle can have a faulty high emitting emission system such as a faulty Evaporative system and still pass the Smog Check / Emission inspection. For the sake of this article I will not get into the politics around this but rather focus on what the new rule means to the repair community and the public it serves.

In the proposed ruling, a vehicle fails a Smog check with any P-DTC that was set that have less than 30 warm-up cycles and 500 miles driven since the failure.

BAR stated that there will be special handling of problem vehicles while OEMs work on solutions to potential problems that may arise.

The question that I had with the 30/500 criteria is; how did the BAR determine the 30 warm up cycles and 500-mile criterion? Is there better way of verifying the repairs and monitors being run?

After some investigation, here is what I found:

A Committee was formed as a courtesy by the EPA to establish "best practices". The Committee members are a very capable group. Most are industry experts and very well respected subject matter experts.

The group was tasked with finding a solution to the loophole of the Evaporative monitor not running prior to a State's I/M emission test. The Federal law allows for the Evaporative monitor not to have run to "complete" and still pass the inspection process, if all else passes. The committee rule is a practical solution to confirm longevity of repairs. But, it will certainly be an inconvenience for the consumer when they wait until the last minute to repair & smog their vehicle and now the final inspection will be delayed by two weeks or more.

The technician's skill level in both diagnosis and verification of repairs will have to greatly improve to avoid any excessive time delays in running the monitors. Because of the new stringent criteria, telling the customer to "drive the vehicle" will not be a viable option.

Here is a look at the Committee's math:

They used an average driving distance of 12,000 miles a year or 1,000 miles per month. A typical 5-day a week driver will average 50 miles a day and 2 warm up cycles. The 30 full warm-up cycles & 500 miles will most likely be run within about 2 weeks. Currently, there are no provisions to allow for less time or miles.

When the OBD system determines that the vehicle is operating without any faults and meeting the purposed 30/500 / P-DTC criteria, the OIS will allow a vehicle to pass its inspection.

For validating repairs, the technician will have to determine by examining scan data before and after repairs, that the repairs have corrected the fault that set the code.

The technician will then need to determine whether to clear codes or allow natural healing of the system that had failed, after subsequent repairs. There are advantages and disadvantages to both types of code clearing which will be dependent on the system that set the code.

Scan tool clearing and natural healing can be the subject of other meetings where we can discuss which method is going to work the best.

As we prepare for this new ruling it will be necessary to collaborate, train and share information with the auto service industry, rule makers and educators, to be ahead of these changes.

During our meeting, investigating alternative solutions and constructive augments to the permanent DTC rule that we can submit at the next BAR BAG meeting in January 2018 should be part of our main focus.

Your inputs and comment are greatly encouraged.

I look forward to seeing you on December 12th.

Steve Caruso