

# Are your customers **READY?**

## Setting readiness is part of effective repairs



Monitor readiness is as much a part of the OBD II test as the ALDL or the DTCs. If a vehicle is repaired but can not pass the test because of incomplete monitors, not only does it reflect poorly on the shop that made the repairs, but it further frustrates the customer and adds at least one extra trip to the emissions testing site.

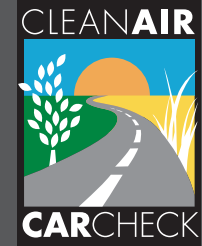
In a perfect world, the repair facility would set the monitors and get the vehicle retested before returning it to the customer. Understanding that this scenario is not always

practical, the next best thing a shop can do is spend some time educating their customers about how to go about achieving monitor readiness before retesting. If possible, give your customers detailed instructions on what type of driving and how much driving is necessary to complete the monitors.

Through Clean Air Car Check's customer service hotline repair technicians and customers can get manufacturer specified drive cycles and enabling criteria that can chart the course to achieving readiness. For more information call 1-888-240-1684 (toll-free) or 219-661-8269 (local). 📞



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 1171 Breuckman Dr.  
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## Indiana Certified Emission Repair Technician Training Scheduled for Spring

### Limited Space Available

Clean Air Car Check is offering local repair techs an opportunity to enroll in training to become an Indiana Certified Emission Repair Technician.

The ICERT curriculum includes 60 hours of training for the diagnosis and repair of both OBD I and OBD II vehicles. The course also covers the proper usage of diagnostic equipment such as five gas analyzers and oscilloscopes. The course includes both a classroom portion, as well as hands-on time.

The class will be led by returning instructors Ken Zanders and John Yelkich.

To be eligible for enrollment, technicians must already have A-8 certification from ASE and achieve L1 certification before they can become a fully credentialed Indiana Certified Emission Repair Technician. In addition to technicians who meet these minimum qualifications, the course is also open to technicians who already hold ICERT certification, but wish to update their skills.

Upon successful completion of the ICERT class, the shops that employ newly certified technicians

can request a shop inspection to see if they qualify to be included on the Indiana Certified Emission Repair Facility list that is distributed to all customers whose vehicles fail the emissions test.

#### 2008 ICERT Information

##### **OBD I**

March 1, 8, 15, 22

##### **OBD II**

April 5, 12, 19, 26

Class time: 8 a.m. – 4 p.m.

Cost: \$225 due at first class

Lunch is provided for all eight class dates. Attendance in all eight classes is required.

All classes are held at the Envirotest Systems Training Center located at 1171 Breuckman Dr., Suite B, Crown Point, Indiana.

For more information, or to enroll in the upcoming course, call John Yelkich at 219-661-5456. 📞

# Clean Air Car Check welcomes John Yelkich, Diagnostic Technician

John Yelkich joined the Clean Air Car Check team in January as the program's new Diagnostic Technician.

John is available to work with the repair industry to serve as a resource on technical and automotive issues. He is available through our Customer Service Hotline to assist both technicians and motorists. You can also expect to see future Tech Night events presented by John.

John brings over 20 years of experience in the automotive industry to his new role. His previous positions run the gamut from hands-on technician to service manager to his most recent position as an automotive instructor for General Motors. At GM, John delivered certification training to automotive repair technicians and developed curriculum for those training courses. He holds the rank of General Motors World Class Technician, ASE Master Tech and Advanced Level Specialist.

In addition to his training experience with GM, John also co-presented the Indiana Certified Emission



John Yelkich

Repair Technician certification training for Clean Air Car Check in 2007. He will also serve as a co-instructor for the 2008 ICERT class that is forming for this spring.

John can be reached directly by calling 219-661-5456. You can also reach him through the Clean Air Car Check website, [www.cleancarccheck.com](http://www.cleancarccheck.com), or email him directly at [john.yelkich@esph.com](mailto:john.yelkich@esph.com).

## The accuracy of the Vehicle Emission Repair Index (VERI) depends on you

The VERI report is compiled and published twice a year and includes 12 months of data. The report includes the number of repairs completed and the number of retests passed for all Indiana Certified Emission Repair Facilities and other area repair facilities that have completed more than 25 emission-related repairs.

The key to accuracy for this report is the proper completion of the Repair Data Form (RDF). The RDF asks for the repair facility's information, including the Federal Tax ID number. Clean Air Car Check uses the Tax ID number to track repair effectiveness. If the incorrect Tax ID number is being used repair facilities may not be receiving full credit for their successful repairs.

In an audit of RDF files, we found more than half of the shops on the VERI report using multiple Tax ID numbers. Sometimes the incorrect numbers were hard to spot because they were caused, most likely,

by a simple mistake. Often it seemed that numbers were being transposed, 89 instead of 98, for example. Other times, it appeared each different technician at a shop was using a different number. And in a few cases it appeared that the shop had no idea what the correct number was. One shop in particular had used 17 different Tax ID numbers in the last year.

The upcoming VERI reflects the total RDF and passing test counts for all the variations of the Tax ID numbers used for each specific shop. In the future, Clean Air Car Check will only include those RDFs submitted with the correct Tax ID number.

If you are unsure about which number to use when completing the RDF, call the Clean Air Car Check Customer Service Hotline at 1-888-240-1684 (toll-free) or 219-661-8269 (local).



## Spotlight on: Mode 6

By John Yelkich,  
Diagnostic Technician,  
Clean Air Car Check

One of the topics touched on in the ICERT Training, and the focus of this article, is Mode Six. What, exactly, is Mode Six? And for that matter, what is a mode? OBD II vehicles possess the ability to allow a technician to access vehicle data with a scan tool. The scan tool can either access most of the manufacturer-specific, or enhanced data, or a less complete, or generic, set of data parameters. For instance, the Tech II, with the correct software, can access nearly all the data available on General Motors vehicles. The Master Tech, though it looks very similar, may not be able to access the same information with the same speed and may also not carry the same bi-directional capabilities. A law outlined by SAE J1979, standardizes the minimum requirements for scan tool access on the generic side of OBD II. This access is broken down into modes. Modes are nothing more than requested groupings of information, data and tests. The modes, listed by their numbers, are as follows:

- Mode 1:** Request for current powertrain diagnostic data including: engine parameters, MIL status and readiness codes
- Mode 2:** Request for powertrain freeze frame data
- Mode 3:** Request for emission-related powertrain diagnostic trouble codes
- Mode 4:** Clear/Reset emission-related diagnostic information including MIL status, DTC's freeze frame and readiness codes
- Mode 5:** Request oxygen sensor monitor test results
- Mode 6:** Request latest on-board monitoring test results for non-continuous monitor systems (i.e., catalyst, EGR, EVAP, etc.)
- Mode 7:** Request latest on-board monitoring test results for continuous monitor systems (i.e., fuel trim, misfire, comprehensive components)

You may also see bi-directional testing listed as Mode 8 depending on your source of information. Let's concentrate only on Mode Six. Non-continuous monitor test results allow us, as technicians, to determine if the PCM has run a test yet and if the vehicle component has passed or failed that test. All vehicles have the ability to allow access to Mode Six information but not all scan tools will be able to obtain that information even if they have access to it. You will need to determine if your scan tool has the ability to obtain Mode Six information. And while that may seem easy at first, it can be made more difficult due to the fact that your scan tool will not refer to the information as Mode Six data! One extremely good source of information listing the modes and various scan tools' ability to access that information was written in October 2000, by Arvon L. Mitcham, Lead Project Engineer, On-Board Diagnostics Certification and Compliance Division, Office of Transportation and Air Quality, U.S. Environmental Protection Agency entitled: On-Board Diagnostic Hand-Held Scan Tool Technology: Adherence to the Society of Automotive Engineers Requirements for Scan Tools and an Evaluation of Overall Scan Tool Capability. That paper can be found at the EPA website: [www.epa.gov](http://www.epa.gov).

In the next installment of *Technically Speaking* we will discuss how Mode Six data can help your shop make the correct repair on the first attempt. If you have the time, please read Mr. Mitcham's paper and see if your scan tool is listed and what type of information you have access to.