

Another Year!

It is a new year for us and we are looking forward to supplying training to the industry. It will be interesting to see what changes may or may not happen to smog check this coming year. Last year we saw the full implementation of BAR-OIS so we doubt it will be as big as that.

We know it is getting more difficult to repair the BAR97 EIS and costly. Not sure if this year we will get an expected time line for the life of this machine but it appears it will still be around for a least a few more years. Those service contracts are also very expensive. You do have another option, the ESP Gen3 rents for about the same price as a service contract!

The Gen3 is available to most through a no-commitment rental agreement; cancel at any time. When you rent the Gen3 you get a parts and labor service agreement for the analyzer and dynamometer.



Yes you heard that right; they will supply a service contract under the rental agreement for your current working dynamometer. There are also free consumables including calibration gas, sample system filters and toner cartridge (Zero Air not included). This machine is the only new analyzer certified by BAR in over ten years. At \$425 per month it may be a better option in some cases than repairing the BAR97. Get in touch with Jesse for details: (559) 288-4378.

ASE L1 Test Results to be delayed in 2016

Some changes came to the L1 test. A new Composite Vehicle Type 4 (CV4) reference booklet will be introduced in January 2016. This means that test results will be delayed between January 2016 and June 2016. So if your L1 is expired and you need to renew your EI repair license between January and May of 2016, you may not be able to renew it until after ASE posts your grade in June.

- The L1 certification and recertification tests will require the use of the new Composite Vehicle type 4 (CV4).
- The L1 certification and recertification tests will consist of 75 questions and have a 180 minutes (3 hour) time limit (after June the questions go back to 50).
- All L1 test results will generate an immediate "notice of completion" document. You will not receive a pass/fail score report at the test center and your myASE profile will show "Score Pending".
- Official pass/fail test results for L1 tests will **NOT BE AVAILABLE UNTIL JUNE 2016.**

Remember you cannot mix our Advanced Engine Performance class (L1) with an ASE A6 and A8 to meet BAR requirements. You must take all three Diagnostic and Repair courses from us to get a single BAR certificate that is good for 5 years. A selfish plug here, you will learn from Jesse a lot more diagnostic techniques that can help you fix vehicles than you will just by taking a test.



The Tip Stop

This will be a new addition to our newsletter – “The Tip Stop” is where we will provide repair or inspection tips we have come across from Techs in the industry. Jesse and I get a lot of great repair tips during our classes that should be shared; we will keep them anonymous so feel free to share your repair or inspection experiences with us.



One of the techs called and was having trouble running the monitors on a 2004 Jaguar after repairs. The EVAP and CCM (Comprehensive Component Monitor) would not complete. We knew that the vehicle should pass with the EVAP incomplete, but thought it odd the CCM would not run. We could not find a TSB concerning this problem, but with some research a notice from Jaguar was found on the OBD Clearinghouse website concerning the problem. It stated in part:

“Although there are a number of monitors that must run before comprehensive component monitoring is set to ready, Jaguar’s experience is that the most likely reason that an affected vehicle does not report the comprehensive component monitoring is complete is because the evaporative emission system 0.020 inch leak check has not yet completed. On these particular cars, Jaguar tied the “comprehensive components” monitor readiness to essentially every diagnostic that was not associated with one

of the other readiness monitors including the 0.020 inch leak check.”

What this means is the CCM will not complete unless the EVAP has run. Because the vehicle would pass an OIS test if only the EVAP was not run, we wondered would the BAR/OIS ignore the CCM on this vehicle if only the EVAP was not complete. The tech ran another test and the vehicle passed while ignoring the CCM monitor. This vehicle is not currently on the BAR OBD Reference Guide list as ignoring the CCM but the OIS did.

The affected vehicles are:

- Jaguar X-Type 2002 to 2007 2.5 and 3.0 Liter V6.
- Jaguar S-Type 2003 to 2005 3.0 Liter V6, 4.2 Liter V8.
- Jaguar XJ 2004 to 2005 4.2 Liter V8.
- Jaguar XK 2003 to 2006 4.2 Liter V8.

The lesson here is the OBD Clearinghouse has some good information (vehicle OEM database) and after clearing codes and a drive cycle is performed, but a particular monitor has not run, do another BAR/OIS test to make sure it is required to run.

Have a Great 2016!

Jerry Esmay

