

TEXAS DEPARTMENT OF PUBLIC SAFETY

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September 5, 2008



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Advisory Notice To All Vehicle Inspection Stations Providing Emissions Testing

COMMISSION
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In order to comply with U.S. Environmental Protection Agency (EPA) requirements, the Texas Department of Public Safety (DPS), along with the Texas Commission on Environmental Quality (TCEQ), are implementing two changes to on-board diagnostic (OBD) vehicle emissions testing requirements.

DPS and TCEQ will implement the following two OBD vehicle emissions testing changes on October 15, 2008.

Change #1: OBD Monitor Reduction for Model Year (MY) 2001 & Newer

Current Texas OBD Testing Requirements: All vehicles MY 1996 and newer fail the emissions test if more than **two** OBD readiness monitors are set to *Not Ready*.

EPA Requirements:

- OBD equipped vehicles MY 1996 through MY 2000 shall fail the emissions test in an I/M program if more than **two** OBD monitors are set to *Not Ready*, and
- OBD equipped vehicles MY 2001 and newer shall fail the emissions test if more than **one** OBD monitor is set to *Not Ready*.

- **Program Change:** In order to comply with EPA requirements, Texas will reduce the failure criteria for OBD equipped vehicles MY 2001 and newer to more than **ONE** Monitor set to *Not Ready*.

Program Impact: With this change, we expect the Not Ready failure rate for these vehicles to increase. This change in the OBD testing requirements will not require any software or hardware changes to emissions analyzers and will occur during normal communications with the Texas Information Management System (TIMS).

Change #2: Rejection of Vehicles Reporting "FAILURE TO COMMUNICATE"

Current Texas OBD Testing Requirements: OBD equipped vehicles MY 1996 and newer that fail to communicate with the emissions testing analyzer transition from an OBD emissions test to a tailpipe emissions test.

EPA Requirements: All OBD equipped vehicles shall fail the emissions test in an I/M program if the vehicle connector is missing, has been tampered with, or is otherwise inoperable. As the "failure to communicate" is caused either by an inoperable OBD vehicle connector or an emissions analyzer component failure, the vehicle should be rejected from testing.

- **Program Change:** In order to comply with EPA requirements, Texas will no longer transition to a tailpipe test for "failure to communicate" with the OBD system. These vehicles will be "Rejected" from emissions testing at the beginning of the OBD test sequence.

Program Impact:

- No inspection fee may be charged by the station when a vehicle is "Rejected" from the OBD emissions test.
- Vehicles equipped with the Controller Area Network (CAN) OBD system will no longer transition to a tailpipe test when the analyzer is not equipped with CAN compatible software and hardware.
 - Stations with analyzers that are not CAN compatible may contact their respective analyzer manufacturer for details on obtaining the CAN upgrade.
- This change in the OBD testing requirements will not require any manufacturer software change to emissions analyzers and will occur during normal communications with TIMS.

Sincerely,

A handwritten signature in black ink, appearing to read 'Danny W. Knauth'.

Danny W. Knauth, Captain
Vehicle Inspection Bureau