



Weber County I/M Bulletin

477 23rd Street
Ogden UT, 84401
September 25, 2026

To: Weber County I/M certified test/test and repair technicians, managers, and owners. Post a copy of this technical bulletin by your analyzer for easy reference and ensure all certified technicians, managers, and owners read it.

NEW REGULATION: END OF TWO-SPEED IDLE TESTING (TSI)

The Weber-Morgan Board of Health adopted a new regulation on September 22nd, 2025, to eliminate TSI emission testing in Weber County. Starting October 1st, 2026, vehicles registered in Weber County that previously required a TSI-style emission test will be exempt from emission testing requirements.

Below is a list of newly exempted vehicles by model year and weight. This information can also be found in the new regulation adopted September 22nd, 2025, a copy of which is available on the Department's website.

www.webermorganhealth.gov/services/environmental-health/regulations/

Model Year	Weight	Ignition Type	Exempt under new regulation
1968-1995	All	All	Yes
1996-2007	8,501 and up	Spark Only	Yes
2008-Current	14,001 and up	Spark Only	Yes

ANALYZER CHANGES: TSI OBSOLESCENCE

The decision to do away with TSI testing boiled down to two main factors: one, the program cost outweighed the environmental benefit achieved, with less than 5% of the aggregate fleet receiving a TSI-style test, and two, the gas bench is no longer in production.

In response to changes in the regulation and obsolete components, Opus will be rolling out a software update around the beginning of next year that will disable the analyzer's TSI hardware. **Opus is unable to continue support for any of the analyzer's TSI hardware.** Any questions or concerns related to the end of support/disabling of TSI hardware in the analyzer should be directed to Opus. They can be reached at 801-904-2054.

WHAT TO DO: THE DMV IS REQUIRING A TEST FOR AN EXEMPT VEHICLE.

The DMV was unable to automatically exempt 1996 to current TSI vehicles. This means that upon renewal, the DMV's system will still require a certificate of compliance for registration. To address this issue, the Department has a manual process to permanently remove the testing requirement for the affected vehicle. You'll need to direct the owner to scan the QR code below or visit: <https://webercountyutah.gov/forms/health/emission-exemption-request/index.php>. On that site, the owner will fill out a web-based application for exemption. The Department will process the application and contact the owner, letting them know the requirement is removed. Owners should allow 72 business hours for processing.

This application is only for vehicles exempted by the regulation. The process is web-based; there are no in-person options to apply. **PLEASE DO NOT SEND OWNERS TO APPLY IN PERSON!** If an owner requires assistance with the application process, provide them with the Department's phone number: 801-399-7140. We're more than happy to

assist! All vehicles must be registered in Weber County. If a vehicle is registered in a county other than Weber, direct the owner to contact the health department in that jurisdiction.



ANALYZER CHANGES: UNIFIED DIAGNOSTIC SERVICES

Unified Diagnostic Services, or OBD on UDS, is the latest evolution of OBD. This new standard, SAE 1979-2/3, will replace the current standard SAE 1979-1. SAE 1979-2/3 is currently being phased in by vehicle manufacturers, starting with the 2025 model year. The phase-in period should be completed by the 2027 model year, with all vehicles supporting UDS.

There are no changes to a vehicle's diagnostic port associated with UDS; however, the current analyzer software doesn't support SAE 1979-2/3's new method of communication. This means 2025 model year vehicles (and newer) that support UDS are unable to communicate with the analyzer and will generate a failed test result due to no communication.

Opus will be releasing a software update that will allow the analyzer to comply with the new standard. Opus **estimates** that the software will be ready to deploy around October of this year. In the meantime, if you encounter a 2025 or newer vehicle that's experiencing a no communication condition, feel free to contact the department by phone or provide our phone number to the vehicle owner: 801-399-7140. **DO NOT SEND YOUR CUSTOMER TO THE DEPARTMENT WITHOUT AN APPOINTMENT!**

BULLETIN GUIDANCE

The automotive industry is in a state of constant and rapid evolution. The Department uses I/M bulletins to address and communicate how industry changes should be handled within the scope of the Weber Morgan Health Department's Regulation for Motor Vehicle Inspection and Maintenance Program. Because change is constant, there may be times when information contained in a current bulletin conflicts with information in a previous bulletin. If these circumstances occur, the information contained in the current bulletin always supersedes the information published in previous bulletins. If you have questions or feel the guidance provided in a bulletin isn't clear, please reach out to the Department.

As a reminder, stations and their personnel are bound by the subject matter contained in Department-produced bulletins. Failure to comply with the subject matter contained in a bulletin can incur enforcement of the regulation's penalty schedule. See section 5.0 of the Weber Morgan Health Department Regulation for Motor Vehicle Inspection and Maintenance Program below.

5.0 SCOPE

*It shall be unlawful for any person not to comply with any policy, procedure, **technical bulletin**, regulation or ordinance promulgated by the County and/or the Department unless expressly waived by this Regulation.*

REGULATION VIOLATIONS

Pictures:

Five years have passed, coupled with extensive coaching, since the deployment of the still image camera. Despite this, there's a large volume of photos being submitted in which catalytic converters aren't visible, or labels can't be read. **All photos taken during a test have the opportunity to be viewed by the technician before being submitted. Please**

review your pictures! Photographs of exhaust manifolds where the body of the cat is not visible, pictures of labels that can't be read due to the overall small size of the picture, poor angle, or blurriness will trigger enforcement of the penalty schedule.

Institutional & Civic Credibility:

For over a year, the Department has seen a large uptick in the volume of technicians whose personal vehicles are tampered but registered for on-road use. This has been achieved by means of a fraudulent registration or by seeking out a willing party to "pass" the noncompliant vehicle. All these actions are a violation of the county regulation, state law, and federal law. The Department views willful violations of the regulation for personal gain as a major conflict of interest. Depending on the method of fraud, technicians can expect to have their inspector's license suspended or revoked, a \$1000 civil penalty issued, or their vehicle registration revoked. In some cases, the technician's fraudulent actions cause their employer (station) to receive an NOV in addition to the technician's penalties.

COMMUNICATION: BEST PRACTICES

Recently, there's been an influx of customers referred to the Department who have "no clue" why they were referred. When questioned, they have no idea why the vehicle failed, just that they were "instructed by the station" to come to the Department. It is poor customer service to hand a failed test to the customer and direct them to the Department for further explanation. Explaining the results of an emission test to a customer is the responsibility of the testing technician. This isn't to say the Department isn't a resource. We are always available to both customers and technicians when further insight is required. **PLEASE** take the same time and effort with your customer as **you would expect** as a customer.

Good communication with the public is essential to foster trust in both the emission testing program and your business. When a vehicle fails, the station should communicate to the customer the findings of the emissions inspection, not just that "the vehicle didn't pass". By taking the time to communicate properly, you'll create trust and loyalty between yourself, your station, and the customer. In addition to proper verbal communication, the Department strongly recommends making concise notes as to the nature of the failure at the bottom of the VIR. This should be done whenever a failed or aborted test is generated. Not everyone is auto-savvy, and providing written notes for the customer to reference will aid them in repairs.

TECHNICAL DISCUSSION: COMMUNICATION FAILURE

"OBD Communications Failed" indicates that no communication occurred between the vehicle and the analyzer. When this error is encountered, the analyzer prompts the technician to turn off the engine, remove the ignition key, and then press ok; at this point, a 12-second timer counts down, and when complete, the technician is instructed to try again. This routine will occur 3 times before a failed test result is generated.

The most common cause of this error is weak pin tension at the vehicle's OBD connector. Weak pin tension occurs when the spring-loaded contact inside the female pin located in the vehicle's OBD connector is worn or fatigued. This condition causes the female pin not to contact the male pin on the analyzer cable. Symptoms of weak pin tension include intermittent communication, communication with one OBD device but not another, and no communication at all.

When troubleshooting a communication issue between a vehicle and the analyzer, a good first step is to perform an OBD Check in the Analyzer Maintenance Menu. Before performing the check, make sure the thumb screws that secure the OBD cable to the analyzer's serial port are tight and that the cable is properly seated. A passing result will rule out the analyzer as the source of communication failure, and focus can be turned to the vehicle.

Another prevalent cause of communication failures is geo trackers. Most geo trackers connect to the vehicle's OBD port using a "Y" pass-through harness (Y cable). A typical Y cable has 3 connectors. End 1 of the Y cable has a male OBD port that replaces the factory port. End 2 of the Y cable has a female OBD port receptacle for the factory port to plug into. End 3 of the Y cable plugs into the geo tracker itself. Geo trackers installed in this manner commonly have 2 issues. The first is the End 1 on the Y cable; that's the end with the replacement male OBD port. The male port used is not the same shape as the vehicle's factory port, allowing the analyzer's cable to be plugged in upside down. The second is the Y cable itself; the Y cable allows both the geo tracker and the analyzer to attempt to communicate with the vehicle PCM simultaneously, something the PCM can't do.

In addition to no communication, Y cables also cause packet loss, resulting in incomplete test data. Because of this, it's never permissible to test a vehicle through any aftermarket device. Testing through a geo tracker or aftermarket OBD device that can be seen during a visual inspection constitutes improper test procedures and is a violation of the regulation. All tests must be performed by connecting the analyzer directly to the vehicle's factory OBD port. Remember that the OBD port is part of the OBD category on the Visual Inspection Screen and should be inspected as part of the tampering inspection.

When a geo tracker is found during a visual inspection, ensure the key is in the off position and disconnect the geo tracker. If the geo tracker is installed in such a way that it's difficult or time-consuming to unplug, or you're not comfortable unplugging the geo tracker, leave the geo tracker installed and continue the test. Once you reach the "Diagnostic Link Connector (DLC)" screen, select "OBD Cable Connection Not Possible", then select continue. The "OBD Cable NOT Connected" screen will appear; select "Connector is inaccessible due to aftermarket equipment" and select continue. A failed test will generate. Sign and date the VIR, provide it to the customer, and instruct them that they'll have to provide access to the vehicle's factory OBD port.

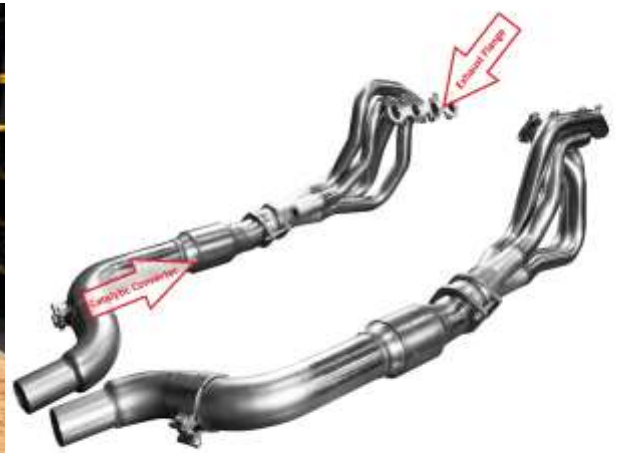
TECHNICAL DISCUSSION: AFTERMARKET HEADERS

Take a close look at the exhaust system pictures below this article. They're both for a 2015 Ford Mustang with a 5.0 V8 engine. The photo on the left is an OEM manifold/cat assembly, and the photo on the right is a performance aftermarket long tube header/cat assembly. Note how much closer the catalytic converter is to the exhaust flange on the OEM assembly when compared to the aftermarket assembly. The placement of a catalytic converter is critical for proper operation. Catalytic converters require heat to operate and use the heat generated by combustion (hot exhaust gas). When a converter is moved further away from the engine, temperatures decrease. The results can range from a converter that doesn't start operating when it should to a converter that doesn't operate at all.

For a vehicle to pass its emission test in Weber County, all catalytic converters must be intact and in the factory location. This means that most aftermarket headers are not permissible for on-road use and constitute a "Catalyst System Failure". Just like any other powertrain modification, headers are required to be CARB or EPA compliant for on-road use. Proof of compliance must be supplied by the owner and come from the manufacturer or seller before the headers can pass a visual inspection.

As always, the testing technician is required to match the compliance document provided by the owner to the part. Some manufacturers/sellers of off-road or race-use-only products imply compliance with EPA standards by highlighting the use of a compliant component in the assembly, such as a compliant catalytic converter, while simultaneously stating that the product is not for on-road use. Unfortunately, this practice is common. If a manufacture/seller states that a product is not for on-road use while implying that part of the product is compliant, then **the product is not compliant**. Please read compliance documents carefully and in their entirety!

The performance header/cat assembly picture below is a classic example. The description states that the converters are an "EPA-Certified solution that enhances exhaust flow while maintaining emissions compliance". This may be true for the converters only, not the rest of the product. Later in the ad, it clearly states that it's intended for "**off-road competition use only**". The ad is included at the back of this bulletin.



This [REDACTED] Long Tube Header and GREEN Catted Connection Pipe kit is the all-in-one solution to set your Mustang up for serious power potential with improved exhaust flow without sacrificing emissions compliance. This LTH kit fitting your 2015-2024 5.0L Mustang GT, Bullitt, Mach 1, or Dark Horse features 1-7/8" mandrel bent header primaries that merge into 3" collectors followed by 3" to stock diameter GREEN Catted Connection Pipes compatible with OEM or equal-diameter aftermarket exhaust systems. No more fabrication nightmares and endless online research to figure out what headers, midpipe, and catback exhaust will all be compatible on your vehicle. Not only will this kit improve performance thanks to its larger and longer primaries, patented scavenging spike collectors, and high-flow cats, but you'll gain a super aggressive tone and sound increase as well.

[REDACTED] Long Tube Headers: All of [REDACTED] Long Tube headers start with premium mandrel bent T304 stainless steel tubing for a precise fit, durability, performance in extreme temperatures, and corrosion resistance. The header flanges are laser cut from 3/8" thick steel for superior strength, and feature larger exhaust ports to help exhaust gases escape your combustion chamber. The primaries all converge on [REDACTED] patented spike collectors designed to maximize scavenging, optimize exhaust gas flow, and reduce turbulence. These headers are also proudly designed and manufactured in the USA and come with a limited lifetime warranty.

[REDACTED] GREEN Cats: [REDACTED] GREEN catalytic converters are engineered as an EPA-certified solution that enhances exhaust flow while maintaining emissions compliance. Available in three variations, GREEN, [REDACTED] GREEN, and [REDACTED] GREEN, each option is designed to match your vehicle's power level and performance goals. The GREEN and [REDACTED] GREEN converters use a 400 CPSI high-flow substrate, similar to OEM catalytic converters in emissions control, but optimized for improved flow and rated for forced-induction applications. The [REDACTED] GREEN converters are rated for up to 375 hp per cat (750 hp per pair), while the [REDACTED] GREEN version supports up to 425 hp per cat (850 hp per pair). For high-output builds, the [REDACTED] GREEN converters step up to a 300 CPSI high-flow substrate, allowing even greater exhaust efficiency and supporting up to 500 hp per cat (1,000 hp per pair). Another key advantage of [REDACTED] GREEN cats is their warranty coverage for factory forced-induction vehicles. On applications such as the supercharged GT500, GREEN cats include a limited 2-year warranty against defects or premature failure; coverage not offered on [REDACTED] non-GREEN high-flow cats installed on these vehicles.

Take your S550 or S650 5.0L Mustang's performance to the next level with [REDACTED] exhaust: engineered for uncompromising quality and performance.

Product Benefits:

- Complete Long Tube Header and Catted Connection Pipe kit
- Full mandrel bent Stainless Steel construction
- Improves exhaust flow for more horsepower potential
- EPA compliant GREEN Cats suitable for forced induction
- GREEN cats rated up to 375hp each (750hp total)
- Durable, 3/8" thick laser cut flanges
- Collectors feature [REDACTED] patented scavenging spike
- All necessary hardware included (gaskets, bolts, clamps, etc.)

About [REDACTED] continues to push the boundaries of header and exhaust manufacturing for a wide range of applications. From the street to the drag strip and even the circle track, [REDACTED] delivers premium stainless steel headers, downpipes, X- and H-pipes, connection kits, and full exhaust systems that add power with an aggressive sound to match. Committed to engineering excellence, every [REDACTED] product undergoes rigorous dyno and real-world testing to ensure superior fitment, performance, and sound quality. If you're looking for the best exhaust components in the industry for your Mustang, Explorer, F-150, or other Ford vehicle, look no further than [REDACTED].

Note: Most of [REDACTED] products are built to order with a typical lead time of 6-8 weeks, some products may take up to 12 weeks. Not guaranteed to prevent CEL on all vehicles, O2 spacers may be needed.

Warning: Not approved for sale in California or states that require a California E.O. #. This part has been designed and is intended for off-road application only. Installation of this part on a vehicle that is driven on public roads may violate U.S. and Canadian laws and regulations. Federal and several state and provincial laws prohibit the removal, modification or rendering inoperative of any part that affects emissions or safety on motor vehicles used on public streets or highways. [REDACTED] assumes no liability for any violations arising out of any federal, state or provincial emissions or safety requirements on motor vehicles arising out of the customer's modifications and/or use of [REDACTED] products. It is the responsibility of the customer to determine if their modified vehicle complies with applicable laws.

 **WARNING:** California Residents: Cancer and Reproductive Harm; www.p65warnings.ca.gov