

**Wheels:** An e-mail from Charles asks, "I hope you can give me advice on how to fix my 1992 Honda Accord (over 200,000 miles) to pass E-Check. When my Honda failed E-Check recently, I went back and read the articles I had collected on passing the emissions test, including those written by you. (New spark plugs, air filter, oil change, driving over 20 miles, etc.) The first time the CO (carbon monoxide) was 72, NO<sub>x</sub> (nitrogen) was 2883. After the third time, the garage I went to cleaned the EGR passages and the CO was 78, the NO<sub>x</sub> was 1442. I got a waiver from the E-Check station since I spent over \$500.00. I have three questions for you.

1. How long is this waiver good for one year or two?
2. How will I pass E-Check the next time? Does the catalytic converter/exhaust system have to be replaced to pass?
3. Does this mean I would have to take the vehicle to a licensed Ohio E-Check repair facility for repair?

Any suggestions on what to do since the car is still running fine except for a small oil leak?

**Halderman:** 1. I think your waiver is good for two years. I think the problem is still due to a lack of exhaust gas recirculation (EGR). When you stated that the EGR passages were cleaned, I hope that meant that the plugs were drilled out and the passages cleaned and new plugs installed. The NO<sub>x</sub> reading is still way too high. 2. To be able to pass E-Check the next time, the root cause of the excessive NO<sub>x</sub> emissions has to be found and corrected. Oxides of nitrogen (NO<sub>x</sub>) are formed if the engine is running too lean or too hot. An air leak (vacuum leak) or a clogged fuel filter could cause the engine to operate too lean. A clogged radiator or defective water pump could cause the engine to operate too hot. 3. Do you have to take your vehicle to a licensed Ohio E-Check repair facility? The answer is no, not officially, but I would highly recommend that you do so. The service technicians at a licensed Ohio E-Check repair facility have the necessary training and test equipment to accurately diagnose and repair your vehicle.

The usual procedure that most Ohio E-Check repair facilities will follow includes testing your vehicle to establish a base line so that improvement in emissions can be documented.

One of the most common procedures to correct emission NO<sub>x</sub> failure is to perform a thorough decarbonization. Expect to pay about \$100 for the primary inspection and about \$100 for a decarbonization.

