

P1000 Code & IM Readiness

- ❑ **"P1000" code. Don't look at P1000 as a fault code.** I/M programs look at a set of I/M Readiness flags that tell which OBD monitors a vehicle has, and which have been run since codes were last cleared (or battery disconnected).
 - ❑ EPA's OBD Technical Guidance, applicable to testing of 1996 and later Model Year light duty vehicles (\leq 8500 lbs. GVWR) allows:
 - ✓ no more than two unset readiness monitors for 1996 through 2000 Model Year vehicles
 - ✓ and no more than one unset readiness monitor for 2001 and newer Model Year vehicles.
 - ✓ Note that the Guidance is not applicable to vehicles which exceed 8500 lbs GVWR. States are, however, allowed to conduct such testing, but readiness criteria for either rejection from testing or pass/fail determination may vary among states.
 - ❑ **Not all monitors need to be run in order to get through an I/M test.** When you eliminate the P1000, it means all monitors have been run, even though the EPA requirement could have allowed up to two monitors to be not ready.
- *To run all the monitors when it is not necessary, is a waste of time and resources.**