

The Analyzer

THE WISCONSIN VEHICLE INSPECTION PROGRAM

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Summer 2014

Breathe Easier—Thanks to The Wisconsin Vehicle Inspection Program

Reducing motor vehicle emissions plays a large role in improving regional air quality. Along with reformulated gasoline use, the Wisconsin Vehicle Inspection Program (WVIP) is Wisconsin’s most significant vehicle emission reduction program, and one that contributes to improved air quality in the entire upper Midwest.

The Wisconsin Department of Natural Resources (DNR) estimates that the program achieved the following reductions in on-road motor vehicle emissions during 2013:

- ◆ Volatile organic compounds (VOC) emissions reduced by 2.31 tons per summer weekday, or 7.0%.
- ◆ Oxides of nitrogen (NOx) emissions reduced by 3.98 tons per summer weekday, or 5.7%.
- ◆ Carbon monoxide (CO) emissions reduced by 32.56 tons per summer weekday, or 8.8%.

Over time, the WVIP has contributed to the following air quality advances in Wisconsin:

Ozone: Ground-level ozone concentrations in southeastern Wisconsin have dropped significantly over the past 20 years. During 1990, the 1-hour ozone “design value” (a calculated measurement used to evaluate compliance with the 1-hour ozone standard) for southeastern Wisconsin was 0.19 parts per million (ppm). This value was high enough that six southeastern Wisconsin counties were classified as a severe ozone nonattainment area under the 1990 Clean Air Act (CAA) amendments. Other eastern Wisconsin counties were assigned less severe nonattainment designations.

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Paperwork Required For Emission Testing

Customers are notified of emission testing requirements on the renewal notice. However, it is not necessary to present the actual renewal notice at the time of testing.

Other acceptable documents for testing are:

- ◆ Certificate of registration
- ◆ Wisconsin title or Confirmation of Ownership document
- ◆ Prior inspection report
- ◆ Letter from department
- ◆ MV2016 Substitute Renewal Notice

Blank Substitute Renewal Notices can be reprinted for customers through the emission’s analyzer. They can be found through the following menus: Utilities: Documents Viewing/Printing: View/Print Documents: Substitute Renewal Notice.

Inside this issue:

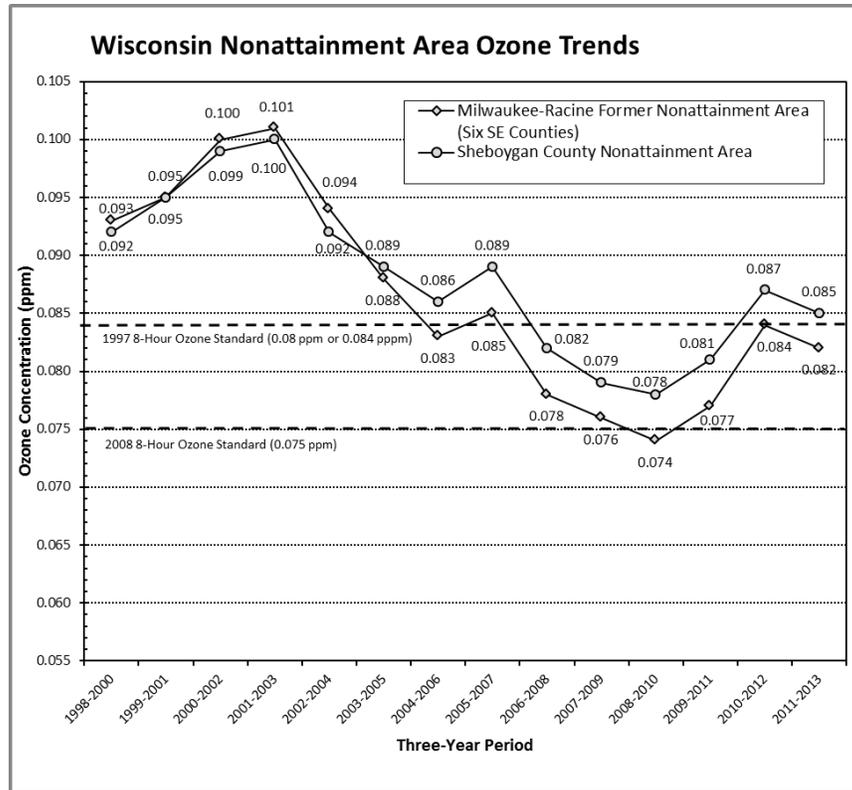
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BREATHE EASIER (CONT FROM PAGE 1)

By 2001, the 1-hour design value for southeastern Wisconsin had dropped to 0.12 ppm, meeting the 1-hour ozone standard. All Wisconsin counties are now monitoring ozone concentrations below this level.

More recently, the U.S. EPA has been implementing more stringent ozone standards, using an 8-hour averaging period. This “8-hour ozone standard” was originally set at 0.084 ppm in 1997. It was revised in 2008 to 0.075 ppm, based on updated information on the health effects of ozone. As shown in the following graph, ozone concentrations have continued to decline since 2000.



Since meteorology (especially temperature) has a strong influence on ozone concentrations, the values are elevated for the three-year periods including hot summers. In particular, the years 2002, 2006, 2011 and 2012 had very hot summers.

As a result of the declining ozone concentrations, the areas of Wisconsin still in nonattainment for ozone are now limited to Sheboygan County and part of Kenosha County. The WVIP will play an important, ongoing role in the state's efforts to attain the more stringent 8-hour ozone standard in those areas and to maintain attainment throughout all of eastern Wisconsin.

Carbon Monoxide: Between 1977 and 1984, southeastern Wisconsin exceeded the federal carbon monoxide standard 35 times. Since the program's implementation in 1984, southeastern Wisconsin has not exceeded this standard even once.

Credit for these air quality improvements goes to various state and federal ozone control measures implemented both in Wisconsin and other states. Aside from Wisconsin's and neighboring states' vehicle inspection and maintenance programs, these include reformulated gasoline, national emission standards for new motor vehicles, utility and industrial source controls, and gasoline vapor recovery controls.

Testing Tips

Non-Communication Rejects: Generic versus Manufacturer Specific Communication Protocols

One portion of the vehicle's emission inspection involves verifying that the vehicle's on-board computer can communicate with the emission's analyzer utilizing a generic communication's protocol. Federal OBDII regulations require that all vehicles are designed to communicate in the generic mode. Vehicles are also able to communicate in a manufacturer's specific protocol, **which explains why a vehicle may be able to communicate with your scan tool in your repair facility but not with the emission's analyzer.**

When a vehicle has difficulty communicating with the emission analyzer using generic communication protocol, the inspector attempts two additional times to establish communications with the vehicle. The procedure used to test a vehicle experiencing communication difficulties is:

- ◆ Attempt to establish communications three consecutive times with the vehicle's OBDII PCM utilizing generic communications protocol.
- ◆ Verify the test equipment functionality by connecting the OBD cable to OBD verification port to verify equipment functionality.

If a vehicle is unable to communicate with the testing equipment utilizing the generic mode, the final test result is a non-communication reject.

TESTING ANALYZERS USE GENERIC COMMUNICATION PROTOCOL. IF A VEHICLE CANNOT COMMUNICATE AFTER MULTIPLE ATTEMPTS IN THE GENERIC MODE, IT WILL RECEIVE A NON-COMMUNICATION REJECT TEST RESULT.



Weight Waivers

If a 1996—2006 model year SUV or Light Duty Truck has been registered at a gross vehicle weight of 8,500 lbs gvwr or less, the motorist will receive a notice to have the vehicle inspected. When the vehicle arrives at the test station, the inspector must verify the gross vehicle weight as exceeding 8500 gvwr and issue a weight waiver. It is important to correctly identify the vehicle's gross vehicle weight prior to issuing the weight waiver.

- ◆ The vehicle must be present to issue a weight waiver.
- ◆ Verify the vehicle VIN and plate on the vehicle with the paperwork.
- ◆ Do not plug in to the vehicle's DLC during the issuance of a weight waiver.
- ◆ Enter the correct vehicle GVWR from the door frame.
- ◆ If the door has been replaced or the GVWR sticker is missing, call Hot Line (866) OBD-TEST to get GVWR information.

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Wisconsin Statute 341.05(19) allows operation of a vehicle to and from inspection station with expired or suspended vehicle registration

341.05(19)
(19) The vehicle is a repaired salvage vehicle operated to or from a location where it is to be inspected as required by s . 342.07, or is an unregistered vehicle operated to or from a location where it is to be inspected as required by s . 110.20 (Emission inspection statute)

Customer Need More Time For Repairs?

If your customer's vehicle failed the emission test and their vehicle's plates are expired or soon to expire, they may be eligible to purchase temporary plates to legally operate the vehicle.

30-Day Temporary Plates

DMV allows the issuance of three 30 day temporary plates to give the customer additional time for repair of the vehicle.

- ◆ The first temporary plate may be issued regardless of plate expiration date; however, if a temporary plate is requested 90 days after plate expiration only one temporary plate may be issued.
- ◆ A second and third temporary plates may be issued if additional time is needed to complete repairs and they are issued within 90 days from the date the permanent plate expires. (Example: Permanent plate expires 7/31/2014—temp plate can be issued within 90 day window 7/31/14 to 10/29/14.

A temporary plate can be purchased by mail or in person at the emissions testing facility or DMV customer service centers that offer temporary license plates. There is a \$3 charge for the temporary plate and an additional counter fee if purchased at either a DMV center or test station.

*A temporary plate **cannot be issued** when the plate being renewed is suspended or unpaid judgments exist .*

30-Day Extension (Change of Ownership—beyond 45 days)

If your customer's vehicle was recently purchased or newly registered in Wisconsin, a one-time 30-day extension beyond the original emissions test due date listed in the IM 45-day letter. When an IM 45-day letter has been sent, a one-time 30-day extension may be granted if an IM suspension is not yet on the plate; no application is required.

Customers may call the Wisconsin Vehicle Inspection Program Help Line at 1-866-OBD-TEST (1-866-623-8378) to obtain a 30-day extension over the phone.

Temporary Exemptions

Another type of time extension is called a temporary exemption. These are available in the following circumstances:

- The customer needs more time to fix the vehicle
- The vehicle is temporarily being kept out of state or outside of the affected IM counties
- The vehicle owner is incapacitated and the vehicle is not being operated

If emission requirements are not met upon expiration of the temporary extension, the registration is suspended.

After registration has been suspended, the customer is legal to operate only to and from an emissions test facility.

State Statuette s. 341.05 (19) does allow operation of a vehicle with expired plates / registration for the sole purpose of inspection. Driving to either a salvage inspection or emissions inspection is permitted under this regulation.

Data Entry—Verify and Re-Verify To Ensure Accuracy

One of the most important responsibilities of emission inspectors is to ensure data accuracy. An incorrect VIN or plate can result in preventing a motorist from renewing their vehicle's registration or resulting in a plates suspension.

Verify and re-verify the vehicle and registration multiple times to ensure data accuracy:

- ◆ Match the VIN and Plate on the paperwork with the VIN and plate on the vehicle. The dashboard VIN is “king”.
- ◆ Check the VIN on the vehicle's dashboard with the data entry screen. Problems can occur by relying on the barcode on the door, as doors can be replaced.
- ◆ Verify and correct any errors in previous test data. For example: If the VIN was previously registered with a different plate, the plate will need to be changed on the data entry screen. Additionally, there could be an error in the previous data entry, such as using dashes in plates.
- ◆ Verify the vehicle type—Passenger Car, SUV, Van or Truck.
- ◆ Prior to handing the vehicle inspection report to the motorist, take one last chance to review the vehicle information. This is your last chance to verify the accuracy.



WITHOUT ACCURATE DATA ENTRY OF TEST AND REGISTRATION INFORMATION, MOTORISTS MAY BE PREVENTED FROM RENEWING THEIR VEHICLE'S REGISTRATION OR HAVE THEIR VEHICLE'S REGISTRATION SUSPENDED.

Registration Reminders—Data Accuracy Is Key

Accurate data entry during the registration process is critical to ensure that the motorist leaves your facility with a valid vehicle registration or properly issued temporary plate. The following reminders will help ensure you process registrations correctly.

- ◆ Verify the information on the look-up screen with the registration renewal document, the vehicle inspection report and the vehicle.
- ◆ Ask the motorist if they still live at the street address on the look-up screen.
- ◆ If changes are necessary to their address, make the appropriate changes to both the address and town/city that the vehicle is domiciled.
- ◆ Prior to processing payment, ensure that all of the information is correct and the correct payment type has been selected.
- ◆ Print out both the receipt and the Certificate of Registration. If there are any errors, call Opus at 262-641-5217 to receive instructions on how to revoke the registration. **Only same-day registrations can be revoked.**
- ◆ Issue the correct sticker. This is noted on the registration receipt that is printed with the certificate of registration.



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Checklist to Prepare Your Customer for A Cost Waiver Review—Part 2

In the Spring 2014 issue of the [WIVIP Analyzer](#), we discussed how you can help your customers prepare for a technical assistance center review to see if the repairs and vehicle meet the cost waiver criteria. In addition to the items discussed in the last issue, the following checklist can prepare your customer for a cost waiver review.

The customer will need to bring the following to the appointment:

- ◆ The vehicle for which the waiver is requested
- ◆ Previous vehicle inspection reports
- ◆ Invoices from all associated repairs These must meet the requirements for repair invoices, as defined in [Chapter ATCP 132, Wisconsin Administrative Code](#).

A cost waiver cannot be issued without these items:

- ◆ Vehicle does not meet the manufacturer's emission performance or defect warranty coverage
- ◆ Repair invoices match the plate and VIN of the vehicle
- ◆ Vehicle has failed two emissions tests (rejects do not count)
- ◆ Vehicle has passed an emission equipment inspection. Items checked include: MIL (KOEO), positive crankcase ventilation system, air system, thermostatic air cleaner, vapor canister, exhaust gas recirculation system, oxygen sensor, catalytic converter, fuel filler restrictor and fuel cap.
- ◆ Repair invoices are from a recognized repair facility. Exceptions: Catalytic Converters may be done by any repair facility as long as the customer has a copy of the warranty card. Transmission repairs may be done by a dedicated transmission shop.
- ◆ Actual cost of repairs to the vehicle meets or exceeds the \$855 waiver repair cost limit. This cost limit is adjusted annually in accordance to the consumer price index (CPI).
- ◆ Estimates for repairs or those covered under manufacturers warranty cannot be applied towards the waiver repair cost limit.
- ◆ Repair invoices are itemized, indicating parts, labor and sales tax.
- ◆ Invoices are dated within 180 days of the vehicle's registration expiration.
- ◆ Invoices are marked paid (waivers cannot be issued for estimates or unpaid receipts)
- ◆ Repairs are related to the emission inspection failure (DTCs on VIR)
- ◆ Repairs were not performed at the facility issuing the waiver.

**Please refer your customers to our program helpline at 866-OBD-TEST (866-623-8378)
for more information on cost waivers.**