The Analyzer

WISCONSIN VEHICLE INSPECTION PROGRAM

WIVIP HELP LINE
(866)623-8378

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Waiver Repair Cost Limit to Increase July 1st

The repair cost limit for all model year vehicles subject to emissions testing increased from $855 to $868, effective July 1, 2015. This figure is adjusted annually by the DNR per NR 485.045.

Vehicles subject to emissions testing that continue to fail may be eligible for a cost waiver if actual costs of emission related repairs exceed the repair cost limit. Only repairs that are related to the vehicle's cause of failure can be used to apply for a cost waiver. Costs covered by any warranty or costs to repair/replace emission control equipment that has been removed, modified or disconnected are excluded.

The owner must have emission related repairs on the vehicle at a recognized repair facility or by a recognized automotive emission auto repair technician to qualify for waiver consideration.

A list of recognized repair facilities can be found on the program website.

Trans 131.02(39) includes franchised NEW car dealerships as recognized repair facilities.

Inside this issue:

Recognized Repair Facility Certifications

There are many benefits to becoming a recognized repair facility. Recognized repair facilities closest to a testing station are printed and given to motorists at the time their vehicle fails. Only repairs performed at a recognized repair facility can be considered in issuing a cost waiver at Technical Assistance Centers (TAC).

If your repair facility employs at least one technician with either an ASE L1 certification, a WISETECH certification or is a new car dealership, your facility is one step away from becoming a recognized facility. Included in this newsletter is an application for becoming a Recognized Repair Facility. Just complete the information and send copies of your technicians' certifications to Opus Inspection.

Once recognized, your inspection facility will appear on the wisconsinvip.org website as well as handouts to failed vehicle owners. Recognition status can be lost if you let your ASE certifications expire.

ASE L1 Certification credentials are valid for five years, and expire June 30 or December 31, depending on when certification was earned. More information regarding the ASE recertification process can be found at www.ase.com.

Technician ASE L1 Certification Status: Update Opus by October 1, 2015

Opus is currently reviewing the certifications of technicians that had previously registered with the program. Please check the status of your technician's L1 status and send updated certificate information with the Emissions Repair Facility Profile, found on page 4 of this newsletter. If we do not have current L1 information by October 1st, and you do not have a technician with WISETECH certification, your facility will lose its "Recognized" status.

Helpful Hints to Reset Readiness Monitors

The following was developed by the diagnostic technicians of the Wisconsin Vehicle Inspection Program. If you are having difficulties setting readiness monitors, following this sequence should improve your success rate.

1. **Talk to Your Customer**
   A. Ask your customer what type of fuel they are using. Studies have shown that some flex-fuel vehicles will disable certain monitors when ethanol blends over 10% are used (also additives)

   B. Ask your customer what kind of driving habits they have. Lead footing, frequent braking, and inconstant speeds will cause issues. Sometimes switching drivers helps.

2. **Review Information Sources**
   A. Check for TSBs and Recalls (ie reflashes). Some good sources include:

      - International Automotive Technician Network (iATN)
      - National Highway and Traffic Safety Administration (NHTSA)

   B. Check enabling criteria. Some vehicles require specific enabling criteria like accessories, idling times, temperatures and speeds. The TACs have resources to assist you in determining what enabling criteria might be applicable.

   C. Some vehicles may need 2 warm-up cycles and/or cold starts for certain monitors. (See enabling criteria)

   D. Some vehicles will not run evaporative monitors in cold weather (usually temps less than 40°), or hot weather, above 85°. Most EVAP monitors run on cold start-up.

3. **Scan The Vehicle**
   A. Use a temp gun to make sure coolant temperature is correct (not too low or high) and matches scan data. This is a common issue for Saturns with unset readiness monitors.

   B. Shifted fuel trims have been known to cause issues with monitors and may not necessarily illuminate MIL.

   C. Make sure gas gauge works and fuel is between 15-85%

   D. Even when MIL is not illuminated, a pending code can stop monitors from setting. If possible, check MODE 6 data PIDs. They may indicate 1 trip failures.

4. **Drive The Vehicle**
   A. Unless dyne is available, two people are recommended. Use enabling criteria along with specific drive cycle if available. Drive cycles may be found on manufacturer websites, owners manuals or on the internet.

If these measures do not reset the monitor, there are other issues preventing the monitors from resetting that need to be addressed.

Transmission Codes

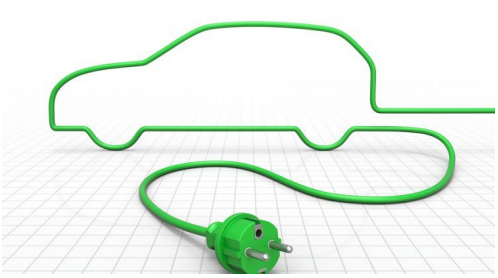
By Michael Hills, Engineer, Technical Services;
Division of Mobile Source Programs, Illinois EPA

P07**

If the MIL is commanded on for a transmission code, it is emissions related. OBDII is required to monitor all powertrain components that effect emissions, or provide diagnostic input, or receive commands from the PCM. The transmission controls the amount of power going from the engine to the wheels. If the transmission is not working properly, the efficiency of the power transfer will be degraded. Simply stated, the engine of a vehicle with a malfunctioning transmission will have to work harder to provide the same amount of vehicle speed. A harder working engine will require more fuel which will result in higher emissions. If the sensors that monitor the transmission are not functioning properly, the PCM cannot determine if the transmission is working properly, resulting in a "Command On" status, illuminating the MIL. The decision to include these sensors is made by the manufacturers.

Transmission codes can also indicate problems with engine misfire. Most vehicles detect misfire using a crankshaft position sensor to detect even a minute fluctuation in crankshaft acceleration and rotation. Shifting on rough roads can cause false readings. Therefore, some manufacturers unlock the torque-converter clutch when strong road vibration is detected. If the transmission is not functioning properly, the unlocking of the torque-converter might be triggered prematurely, resulting in an engine misfire that could go undetected.

Hybrids and Emission Testing



Hybrids are designed to meet strict emission standards and to provide improved fuel economy over conventional vehicles. Hybrid-electric vehicles are equipped with all the standard emissions control devices as any other vehicle. If any of these emission control devices should deteriorate or fail during the life of the vehicle, the emissions could potentially exceed allowable limits during gasoline operating periods.

The vehicle emissions test is designed to identify these potential emission control device problems before any significant emissions increases occur. By ensuring that hybrid emission-related problems are identified and then properly repaired, emission levels will remain low over the life of the vehicle.

Information from the California Bureau of Automotive Repair was used for this article.

5470 South Westridge Dr
New Berlin, WI 53151
262-641-5217 (voice)
262-641-5095 (fax)

EMISSION REPAIR FACILITY *PROFILE*

(please circle one)
UPDATE **NEWLY REGISTERED**

If you wish to register your repair facility with the vehicle inspection program or need to update your business record, please provide the following information for your repair facility. Mail the completed form with technician certifications to address above, or fax it to 262-641-5095, or scan to sue.krueger@opusinspection.com. A recognized repair facility is one that employs at least one technician with ASE L1 certification, WISETECH training, or other equivalent training. Please attach copies of documentation for each technician's training or certifications.

FACILITY INFORMATION:

Facility Name: _____

Street Address: _____

City: _____ State: _____ ZIP: _____

Main Business Phone #: ( ) _____ E-Mail: _____

Owner or Manager: _____ County: _____

TECHNICIAN INFORMATION

Name: *(First Name)* _____ *(Last Name)* _____

Certifications: Circle & Indicate Expiration Date

ASE L1	Expiration Date	ASE L2	Expiration Date	WISETECH	Date Graduated	School

Other: (Explain) _____

DIESEL CERTIFICATIONS: Please indicate if you have diesel certification for a specific make (Honda, Ford) of vehicle(s) you are certified to work on. List all that apply and attach diesel certification documentation to this application:

TECHNICIAN INFORMATION

Name: *(First Name)* _____ *(Last Name)* _____

Certifications: Circle & Indicate Expiration Date

ASE L1	Expiration Date	ASE L2	Expiration Date	WISETECH	Date Graduated	School

Other: (Explain) _____

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VERIFICATION

As owner/manager of this repair facility, I verify that my facility is actively engaged in the automotive repair business and that information provided is accurate. I understand that it is my responsibility to notify the Wisconsin Vehicle Inspection Program if my profile information changes.

_____ _____
Repair Facility Owner/Manager Date

OFFICIAL USE ONLY:

Recognized: YES NO Registration Number: | | | | | | | | | | |

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