

Recognition Criteria to Change July 1, 2005

L1 Certification Test Deadline Approaching

Effective July 2005, recognition will reflect Wisconsin administrative rule Trans 131, §131.04(c) (2), which specifies that repair technicians possess either ASE L1 certification, WISETECH certification, or equivalent in order for their repairs to count toward repair waiver limits. If a technician possesses "other" training, it will be compared to the course content of ASE L1 and WISETECH to determine if it is equivalent.

There are currently four classes of WISETECH being run through Gateway Technical College and Milwaukee Area Technical College. As more classes become available, information will be sent to all repair facilities that have registered with the program. Check the back of this newsletter for contact information.

ASE now offers both paper/pencil and computer-based versions of the L1 certification test. For general L1 certification information, call ASE at 877-ASE-TECH or 703-669-6600. You can find additional information on L1 certification and testing at 222.asecert.org.

A Look at the Diagnostic Trouble Codes Present in OBDII Failures

What is the most common OBDII failure? A look at the 2004 OBDII failures revealed the ten most common Diagnostic Trouble Codes present in the fleet of failed vehicles. A vehicle can fail with only one DTC or with multiple DTCs. The following chart reveals the most common DTCs found in OBDII failures. In subsequent issues of the Analyzer, the top ten trouble codes will be reviewed. Fortunately, over 90% of the OBDII equipped vehicles that fail the inspection are repaired correctly the first time.

DTC	#	Description
P0401	1695	Exhaust Gas Recirculation Flow Malfunction
P0420	1639	Catalyst System Efficiency Below Threshold (Bank 1)
P0301	1506	Cylinder 1 Misfire Detected
P0133	1339	Oxygen Sensor Circuit Slow Response (Bank 1, Sensor 1)
P0171	1319	System Too Lean (Bank 1)
P0300	1184	Random/Multiple Cylinder Misfire Detected
P0440	946	Evaporative Emission Control System Malfunction
P0141	710	Oxygen Sensor Heater Circuit Malfunction (Bank 1, Sensor 2)
P0134	593	Oxygen Sensor Circuit No Activity Detected (Bank 1, Sensor 1)
P0442	490	Evaporative Emission Control System Leak Detected (Small Leak)

Emission Testing—A Year in Review

The Wisconsin Vehicle Inspection Program saw several changes in 2004. The most significant change to the program was the legislative change which took effect in June that exempted new vehicles from the testing requirement. That change can explain the dramatic drop of testing volume.

Failure Rate Comparisons

The failure rates in 2004 when compared to 2003 are a study of contrasts. The overall failure rate declined in 2004 to 13.5%. One reason for this decline was that IM240 tests failures declined 3%. While IM240 repairs are still challenging, more vehicles are being repaired successfully as the retest failure rate declined nearly 2 percent.

The overall volume of idle tests continues to decline but the failure rate has risen. Most vehicles are given an IM240 or OBD test and only given the alternate idle inspection when specific conditions are present.

In regards to the OBD failure rate, since the 1996 model year cars are nearly 10 years old, their failure rate is increasing. Fortunately, the retest passing rate is still high indicating that the repair industry is effectively identifying and repairing OBDII failures.

Waiver Rates

In 2004, 2,294 vehicles were waived from the testing requirement. This is the lowest number of waivers in the programs history which extends back to 1984. The lower number of

waivers can be attributed to the waiver requirement that prevents waivers to be granted if the check engine light is on. While this affects all model year vehicles with check engine lights commanded on, it has a high impact on vehicles failing the OBDII inspection. For those vehicles, the only waiver option is a diagnostic waiver, which is granted at a technical assistance center after determining that the cause of failure is a design defect and not a mechanical or electrical issue within the vehicle.

Repair Costs

The average cost of successfully repairing a vehicle after the first failure at a repair facility was \$306.28. This was a slight increase of \$1.45 over the 2003 average. The average IM240 repair cost was the highest at \$322.32 and the idle inspection average repair cost was the lowest at \$283.48.

Trends

The failure rate for OBDII vehicles will continue to increase as the OBDII fleet ages while the IM240 failure rate could be reduced further if retest failure rate continues to decline. Waivers should continue to decline also as the number of OBDII equipped vehicles continues to rise. The need for cost effective repairs will continue to be the dominant issue for the program. That will drive the need for training for the repair technicians to keep abreast of the newer technology vehicles that have begun to dominate the fleet.

Testing Data for 2003 and 2004

	2003	2004
All Test Types (pass/fail only)	795,852	716,241
Initial Tests Failure Rate	11.0%	11.0%
Retests Failure Rate	39.0%	35.2%
Overall Failure Rate	14.1%	13.5%
Avg. Repair Cost for 1 st Retest Pass	\$304.83	\$306.28
IM240 Tests (pass/fail only)	376,532	350,647
Initial IM240 Failure Rate	16.6%	14.5%
Retest IM240 Failure Rate	51.3%	49.4%
Overall Fail Rate IM240	22.5%	19.5%
Avg. Repair Cost for 1 st Retest pass	\$324.29	\$322.32

	2003	2004
Idle Tests (pass/fail only)	13,807	10,773
Initial Idle Failure Rate	7.6%	10.6%
Retest Idle Failure Rate	40.5%	41.3%
Overall Failure Rate Idle	10.2%	13.7%
Avg. Repair Cost for 1 st Retest Pass	\$320.73	\$283.48
OBD Tests (pass/fail only)	397,613	346,998
Initial Tests Failure Rate	4.4%	5.3%
Retest OBD Failure Rate	8.0%	7.0%
Avg. Repair Cost for 1 st Retest Pass	\$278.67	\$289.32
Overall OBD Failure Rate	4.5%	5.4%
Gas Cap Tests (pass/fail only)	699,188	634,035
Gas Cap Fail Rate Overall	2.2%	2.5%
Vehicle Waivers	3,355	2,294

Performance Monitoring Update

The Program is reducing the repair count cut-off for recognized shops to appear in future issues of the Blue Book. Effective with the next book, shops must perform at least one qualifying repair per six-month period in order to appear in the book.

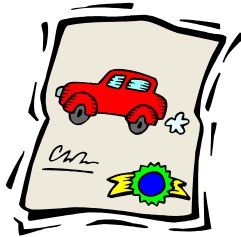
This change applies only to recognized shops. Unrecognized shops will continue to be listed only if they perform a minimum of six qualifying repair per six-month period. The change reflects concerns among motorists, repair shops, small dealerships and state offices that the book as constituted was not adequately serving motorists in outlying areas.

In either case your shop must be registered with the program in order to be listed in the Blue Book. Your shop is considered registered if you have submitted a complete profile form in the past 18 months. If you have not registered, use the enclosed Emission Repair Facility Profile to do so.

Once you register, you will receive an official Program stamp with a unique facility number. Use this stamp on VIRs to indicate that you have performed a complete repair. Complete directions will accompany this stamp. You can also call 414-358-3900 x117 or 800-678-7277 x117 for profile information or Chuck Rhodes at 414-266-1084 for questions on policies concerning the performance monitoring process.

Training Classes

As an ongoing service to the repair industry, The WIVIP Analyzer will publish a list of private and public training centers that offer courses in automotive repair technology.



The following is just a sampling of training courses available to you. The WIVIP Analyzer is not recommending any specific course and would encourage you to contact us at 414-266-1080 if you are aware of other training opportunities.

WISETECH PROVIDERS

Bill Meinecke
Waukesha County Technical College
800 Main Street
Pewaukee, WI 53072

262/896-2031

Margie Zamorski
Milwaukee Area Technical College
5555 West Highland Road
Mequon, WI 53092
262/238-2449

Ken Dotzler
Gateway Technical College
Racine Campus
1001 South Main Street
262/770-1713

Steve Hirshfeld
WisDOT
608-266-2267

Other Training

Tim Houghtaling
Automotive Seminars Inc.
800/450-0402

Wells Technical Services
Wells Manufacturing Corporation
920/929-6258
Technician Hotline (Free)
1-800-558-9770 Press 3

AUTOMOTIVE RELATED WEB SITES

WWW.CCAR-GREENLINK.ORG
WWW.I-ATN.COM
WWW.AUTO-TALK.COM
WWW.STS.SAE.ORG
WWW.ASTTRAINING.COM

The WIVIP Analyzer

Editing/Design: Susan Krueger, Envirotest Wisconsin, Inc. (ESC)

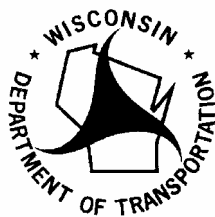
Technical Support Editors: Tom Fitzpatrick, Dane Osmonson, Steve Collelo, Ken Sorrells, Dan White, ESC; Steve Hirshfeld, Chuck Rhodes, WisDOT.

The WIVIP Analyzer is published by the Wisconsin Department of Transportation, Division of Motor Vehicles, Bureau of Vehicle Services, Inspection/Maintenance Section. Inquiries may be directed to Joe Paulick, c/o the Wisconsin Vehicle Inspection Program, 1150 North Alois Street, Milwaukee WI 53208

(1-414-266-1080) or
joseph.paulick@dot.state.wi.us

www.wivip.com

The information contained in this publication is for information purposes only.



Department of Transportation
Division of Motor Vehicles
MOTOR VEHICLE EMISSION
INSPECTION SECTION
1150 North Alois Street
Milwaukee, WI 53208

PRESORTED STANDARD
U.S. POSTAGE

PAID

MILWAUKEE, WI
PERMIT NO. 1758

Attention Service Manager