

## Information About the New Cost Waiver Criteria

Effective July 1, 2009, the Wisconsin Vehicle Inspection Program once again has the ability to issue cost waivers. A waiver allows a vehicle owner to complete vehicle registration without “passing” an emission inspection. However, the criteria for receiving a cost waiver have changed slightly and the following information provides you with an overview of the requirements.

Under certain conditions, vehicle owners can apply for a waiver if a vehicle continues to fail the emissions test. The station manager at any inspection facility can conduct a waiver review to determine eligibility. A motorist is eligible for a waiver when the following conditions are met:

1. The vehicle has failed an emissions test and following repair and retest, it still does not meet test requirements. Repairs made over 180 days prior to the expiration of the license plate cannot be applied to the waiver repair cost limit.
2. The vehicle must pass a waiver emission equipment inspection to determine if emission control equipment is missing, modified, or disconnected. This is a ten-point equipment inspection that includes:

Positive Crankcase Ventilation (PCV) System	Air Injection (AIR) System	Thermostatic Air Cleaner (TAC)
Catalytic Converter (CAT)	Oxygen Sensor (O2)	Gas Cap (CAP)
Fuel Filler Restrictor (FFR)	Evaporative (EVAP) System	
Exhaust Gas Recirculation (EGR) System	The Malfunction Indicator Light (MIL)	

3. The Vehicle Inspection Report is presented to the Waiver Inspector at the time a waiver is requested. The REPAIR DATA section of this report is completed in accordance with instructions provided on the report form. Motorists must bring their vehicle and itemized receipts for parts and labor to verify the emission related repairs.
4. For vehicles which exceed the terms of the manufacturer's emission performance or defect warranty coverage at the time of the scheduled emission inspection, the owner must have emission related repairs performed on the vehicle at a recognized repair facility. A repair technician will be eligible for recognition by the Vehicle Inspection Program if they have L1, WISETECH, or other accepted training. A repair facility is recognized if it employs at least one recognized technician.

*Continued on page 2*



### Important Changes Effective October 1, 2009

#### New Operating Hours:

Mon., Tues., Thurs., Fri: 8:30 a.m.—5:30 p.m.  
 Saturday: 8:00 a.m.—1:00 p.m.

*All Stations Closed Wednesdays, Sundays and Holidays*

#### Cedarburg and Burlington Station Closures:

The Cedarburg (7420 W. Sycamore Drive) and Burlington (800 Krift Avenue) testing stations will be closed permanently. Please see the website at [www.wivip.com](http://www.wivip.com) for alternate station locations.

Continued from page 1

5. The actual costs of emission related repairs and adjustments exceeds the repair cost limit for that vehicle's model year and county of domicile. Costs covered by any warranty or costs to repair/replace emission control equipment that has been removed, modified, or disconnected are excluded. ***For vehicles registered and kept in Washington, Ozaukee, Waukesha, Milwaukee, Racine and Kenosha Counties, the repair cost limit for all model year vehicles subject to testing is \$787 effective for calendar year 2009. This figure is adjusted annually by the DNR per NR 485.045. For vehicles registered and kept in Sheboygan County, the repair cost limit is \$200.***

## Repair Receipts

The waiver inspector needs to verify repair costs. That review requires an examination of both the repair receipt and the vehicle. The waiver investigator checks repair receipts:

- ◆ To identify emission related repairs
- ◆ To identify the cost of those repairs, and
- ◆ To determine if possible warranty repairs have been included.

To be acceptable for cost waiver consideration, repairs made after the initial failure or repairs performed within 180 days of license plate expiration may be included. Receipts should include all of the following information:

- ◆ Name, address and phone number of the repair facility
- ◆ Model year, make, model and license plate of the vehicle repaired
- ◆ Itemized parts and labor
- ◆ Repair cost total (including applicable sales tax and shop fees)
- ◆ Date of repairs

Receipts should contain all of the above information, but the investigator may use discretion in reviewing receipts. For example, a receipt that includes a VIN rather than a license plate number could be acceptable.

All receipts accepted for waivers that are issued are stamped to identify them as “used” so they cannot be used again.

NOTE: Acceptable repairs include emission related parts, the labor to install the parts, diagnostic work as well as tax and shop supply fees. Estimates or fraudulent receipts are not acceptable. Costs covered by warranty are also not acceptable. Costs to repair or replace emission control equipment that has been removed, modified, disconnected or not properly maintained, as discovered during prior waiver emission equipment inspections, are excluded.

Waiver investigators will attempt to make phone contact with the repair facility if there are questions about receipts – either form or content – at the time of waiver determination. The technicians at the Technical Assistance Center (TAC) may also be used as a resource to resolve repair or receipt questions.

## Emission Related Repairs

Only repairs that are related to the vehicle’s cause of failure can be used to apply for a cost waiver. Vehicle manufacturers may use different terms for items that perform similar functions. If you have questions on what is an emission related repair, please contact a Station Manager at any inspection station for further information.

## Questions?

If you have any questions regarding waiver requirements, please call either the Technical Assistance Hotline at 414-358-3905 or 800-335-5088.

### WISETECH PATCHES AVAILABLE

***Technicians who have successfully completed a WISETECH class are eligible to receive two program patches free of charge. To request your patches, contact us at (414) 358-3900 x6117 or via the WVIP website feedback form: [www.wvip.com](http://www.wvip.com).***



## New Vehicles Added To Testing Fleet January 1, 2010

### MY 2007 and Newer Diesel Fueled Vehicles and Heavy Duty Trucks Up To 14,000 lbs GVWR

Effective January 1, 2010, the emission testing requirement will be extended to all diesel fueled vehicles and heavy duty trucks up to 14000 lbs gvwr that are model year 2007 and newer. The vehicles will need to comply with the requirements every other year at the time of their registration renewal as well as at the time they change ownership, after they reach 5 model years old. Due to changes in these vehicles' design, they are all OBDII complaint.

*The following is more detailed information on the testing requirements for diesel fueled vehicles.*

#### How will diesel vehicles be tested?

The testing requirement and procedure will be identical to gasoline fueled vehicles. The testing elements will be the following:

**Check Engine Light Bulb Test:** The inspector will perform a test to ensure that the vehicle's check engine light is functioning properly. This is accomplished by turning on the ignition key to the on position without starting the engine. The vehicle would fail this portion of the inspection if the check engine light does not illuminate.

**Communications:** The inspector will connect the testing equipment to the vehicle's onboard computer port (Diagnostic Link Connector). If the vehicle cannot communicate with the testing equipment, the vehicle will be rejected from further testing until this condition is corrected.

**Readiness Monitors:** If the testing equipment can communicate with the vehicle computer, then the OBD test can proceed. The testing equipment evaluates the readiness status of on-board system monitors. If the vehicle has more than 1 unset readiness monitor, it will be rejected from further testing until this condition is corrected.

**Check Engine Light Commanded On:** If the vehicle's check engine light is commanded on due to an emission component that is not functioning properly, then the Diagnostic Trouble Codes (DTC) are recorded and provided to the motorist. The vehicle will fail this portion of the inspection if the check engine light is commanded on. The vehicle will need to be repaired and brought back for retesting.

#### Where will diesel vehicles be tested?

The vehicles will be tested at the current emission inspection facilities.

#### Will there be special lanes and equipment to perform diesel tests?

No. The current testing equipment will be able to perform emission inspections on diesel fuelled vehicles. Each station has a high-bay door for larger vans and trucks.

#### What happens if a vehicle fails?

The vehicle will need to be repaired and brought back for a re-test. In order to complete the registration process, the vehicle will need to pass the inspection.

With OBDII compliant vehicles, the vehicle's OBD system monitors the function of emission control components. It alerts the vehicle operator to any detected need for emission related repair through an illuminated check engine light. In addition, when a malfunction occurs, diagnostic information will be stored in the engine's computer to assist in the diagnosis and repair of the malfunction. The Vehicle Inspection Program also has a Technical Assistance Hotline and facilities to help motorists and repair technicians identify causes of test failures.

#### Are warranties provided for diesel powered vehicles different than for gasoline powered vehicles?

Yes, but they vary considerably between vehicle makes. Consumers should check their owner's manual to determine what warranty coverage they were provided by the manufacturer.

#### Diesel Exhaust & Your Health

*Emissions from diesel-powered engines contain oxides of nitrogen (NOx), particulate matter and air toxics.*

- ◆ NOx is one of the main ingredients involved in the formation of ground-level ozone, which can trigger serious air pollution problems. In Wisconsin, over one third of NOx emissions come from mobile diesel-powered engines.
- ◆ Diesel exhaust contains tiny particles known as fine particulate matter. These tiny or "fine" particles are so small that several thousand of them could fit into the period at the end of this sentence. Diesel engines are now one of the largest sources of fine particulate matter. Fine particles in the air are a serious public health problem. They pose a significant health risk because they can pass through the nose and throat and become lodged in the lungs. Fine particles can cause lung damage and premature death. They can also aggravate respiratory conditions such as asthma and bronchitis.
- ◆ Diesel emissions also contain air toxics, a class of pollutants that cause negative health impacts including cancer and non-cancer effects. The USEPA has concluded that diesel exhaust is likely to be carcinogenic to humans at occupational and environmental (ambient) levels of exposures. Diesel exhaust contains air toxics that are known carcinogens. In addition to benzene, diesel exhaust contains formaldehyde, acetaldehyde, 1,3-butadiene, acrolein and dioxin.



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Division of Motor Vehicles  
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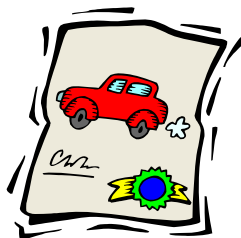
## Training Classes

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 414-358-3905 if you are aware of other training opportunities.



## WISETECH PROVIDERS

Margie Stewart  
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.SAE.ORG/ABOUT/PROGRAM  
OFFICES/STPO.HTM  
WWW.ASTTRAINING.COM

## **Wisconsin Technical Assistance Hotline**

**414-358-3905  
800-335-5088**

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