



INSPECTION UPDATE

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Inspection Update is a publication produced by Massachusetts Vehicle Check; a joint program of the Massachusetts Department of Environmental Protection (MassDEP), the Registry of Motor Vehicles (RMV) and Parsons Commercial Technology Group, Inc.

OSHA Awards Distinguished Safety and Health Status to the Massachusetts Vehicle Check Program Management Office

In July 2011, Brenda Gordon, Area Director for the U.S. Department of Labor Occupational Safety and Health Administration (OSHA), visited the Massachusetts Vehicle Check Program Management Office in Braintree to award it Star Status in OSHA's Voluntary Protection Program (VPP).

The VPP recognizes employers and workers in private industry and federal agencies that have implemented effective safety and health management systems, and that maintain injury and illness rates below national Bureau of Labor Statistics averages for their respective industries. In VPP, management, employees and OSHA work cooperatively and proactively to prevent fatalities, injuries and illnesses through a system focused on hazard prevention and control, worksite analysis and training.

To celebrate this achievement, Parsons held a flag raising ceremony where Tom Nesbit, Parsons Program Manager, said: "I am thrilled that OSHA has chosen to recognize the Massachusetts Vehicle Check Program Management Office as the first decentralized vehicle inspection program in the United States with VPP Star Status. We have a great team that is committed to both employee and motorist safety."



Flag raising ceremony attendees pictured from left to right: Jim Sands, PARCOMM Sector Manager; Tom Nesbit, Parsons Program Manager; Mark LaFrance, RMV Vehicle Safety and Compliance Services Program Manager; Christine Kirby, Deputy Division Director, MassDEP Transportation Programs; Paul Davis, MassDEP Inspection & Maintenance Program Branch Chief; Michael Byrne, RMV Deputy Registrar; Haskins Hobson, Parsons Deputy Program Manager; and Lory Thompson, PARCOMM Sector Health and Safety Manager.

Representatives from the Massachusetts Department of Transportation Registry of Motor Vehicles (RMV) Division, the Massachusetts Department of Environmental Protection (MassDEP), and Parsons Commercial Technologies (PARCOMM) joined the Parsons Massachusetts Vehicle Check Program staff to recognize this accomplishment.

In the Commonwealth, OSHA has awarded VPP Star Status to only 38 work sites. To participate in the VPP, employers must submit an application to OSHA and undergo a rigorous onsite evaluation by a team of safety and health professionals. Participants are re-evaluated every three to five years to remain in the program. VPP participants are exempt from OSHA programmed inspections during the time that they maintain their VPP status.

For more information about the VPP, please visit: <http://www.osha.gov/dcsp/vpp/index.html>

Inspection Equipment Update

During the past year, the Massachusetts Vehicle Check Program has completed its developed new workstation components that are more durable and resistant to conditions found in inspection stations. These new components include:

- an improved 25-foot USB cable with a thicker gauge, strengthened casing and additional strain relief; and
- a custom clamshell device to secure USB cables to the EASE interface device that prevents future damage to the EASE interface device USB port.

► Clamshell Equipment Upgrades

Figure 1 below shows the fully assembled clamshell kit.



Figure 1, Clamshell Assembly

The USB and OBD connector cables feature increased thicknesses for added reliability. The cables are now braided for improved grounding and noise reduction.

Figure 2 below shows the signal amplifier fitted with strengthened black casing for added protection. When in use, the vents are illuminated by red light.



Figure 2, Modified Cable Signal Amplifier

Figure 3 below shows a secured clamshell reliably securing the USB cable to the OBD-II vehicle interface. The incoming USB cable features lengthened strain relief.

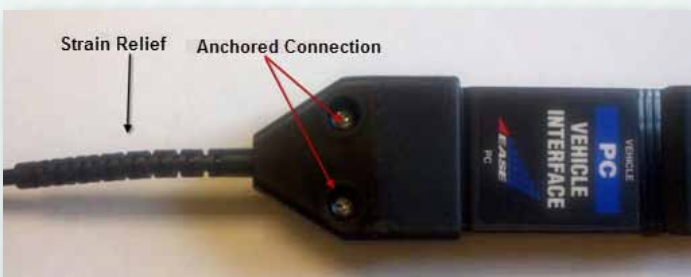


Figure 3, Attached Clamshell and Lengthened Strain Relief

Strain relief is lengthened on the OBD-II connector cable as shown in Figure 4 below.



Figure 4, Lengthened Strain Relief on OBD-II Cable

The OBD-II connector is now populated with only the nine functional pins instead of 16 total pins.

► Distribution of Upgraded OBD Cables and Clamshells

1. Distribution of the new style of On-Board Diagnostics (OBD) cables and clamshell began in early August.
2. All kits shipped to inspection stations will have the clamshell pre-attached. The warehouse will not ship singular cables or interfaces. Only a fully assembled kit will be shipped that includes long cable, short cable, interface and clamshell.
3. All field service representatives (FSRs) have an inventory of clamshells in their vehicles and, at all stations they visit, FSRs will be attaching the clamshells to existing OBD cables, regardless of the workstation issue.

► Clamshell Repair or Replacement

Please be aware of and adhere to the following:

1. Stations should not disassemble the clamshell unless directed by the Technical Help Desk staff or an FSR.
2. We will not ship singular parts to inspection stations unless they would like to purchase a part. Customers may contact the Technical Help Desk at 1-877-834-4677 for purchase instructions.

Software Releases Planned for Fall

The Massachusetts Vehicle Check Program will be releasing several workstation software updates this fall. Upcoming changes include the following:

- Allowing licensed inspectors employed at new car dealerships to use the pre-delivery inspection workstations to perform inspections.
- Refinements of the On-Board Diagnostics (OBD) bulb check procedure.

(Continued on page 3)

Reprogramming, J2534, and You! G Truglia, Parsons Inspector/Repair Technician Training Development Manager

The purpose of today's reprogramming is to update the Engine Control Module/Powertrain Control Module (ECM/PCM) with the most up-to-date information. This article will discuss the generic J2534 unit and how to use it. Let's get started.

Reprogramming is something you have seen for years right on your own Windows computers. Those updates fix minor or major PC flaws just like ECM/PCM updates fix vehicle flaws. In fact, reprogramming can change the onboard computer's default settings to compensate for wear and tear. It can even compensate for variations in fuel quality or severe operating conditions. Because of this, reprogramming is taking the place of some hardware upgrades.

For example, changing the way the computer interprets an improperly calibrated sensor input eliminates the need to install a new sensor. A similar "fix" can be used to modify the behavior of actuators. For example, injectors may be commanded ON longer during cranking to improve starting in engines with air intake deposits.

So, what is J2534 and what does it have to do with reprogramming? J2534 is the regulation standard for installing software in onboard light duty vehicle computers. It sometimes goes by the following names: ECU Reprogramming, Flash Programming, Pass-Thru Programming, Calibration Updating and Software Updates.

J2534 was created for aftermarket shops as a means to repair vehicle emissions systems without purchasing original equipment manufacturers' (OEM) scan tools. This has not prevented some OEMs such as Toyota and Volvo from using the J2534 interface as their OE reprogramming and scan tool.

Before reprogramming any computer always check technical service bulletins (TSBs) and the Calibration information to see if a new update will fix the problem. The example to the right is for a Chrysler 300C TSB that had an emission problem. This TSB is very important

(Continued from page 2)

- Firmware update for the OBD scan tool to improve communication rates.
- Vehicle identification number and gross vehicle weight rating decoder improvements.
- New hybrid electric vehicle exceptions for engine revolutions per minute measurements.

When your workstation indicates that a new version of software is available, please take the time to download and install the update so that you have the most current version available. If you have any questions about downloading or installing these software updates, please contact the Technical Help Desk at 1-877-834-4677.

Vehicle: Technical Service Bulletins
Recall - PCM Replacement Reprogramming

May 2004

Dealer Service Instructions for:

Emissions Recall No. 125 - Replace PCM and Install Correct Software

Models

2005	(LX)	Chrysler 300C
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NOTE:
This recall applies only to the above vehicles equipped with a 5.7L engine (sales code EZA) built from January 15, 2004 through March 9, 2004 (MDH 011517 through 030906).

Subject

The Powertrain Control Module (PCM) on about 200 of the above vehicles was inadvertently programmed with incorrect software that can cause the On-Board Diagnostic (OBD) system to malfunction.

Repair

The PCM must be replaced with a generic PCM which must be programmed (flashed) with the correct software calibration.

because it reveals that we cannot turn that check-engine light off without it.

Remember, no matter how much experience and tools we have, we cannot fix a vehicle by changing parts if it needs an update.

If you want to get into the reprogramming business you will need to have the following: laptop or PC, internet connection, J2534 tool, subscription to an OEM website (or purchase a one or more day access pass to the OEM Web site), and the vehicle that needs the update. How do I get the OEM subscription, you ask? Go to www.NASTF.org and select OEM Web sites from the tabs on the left of their page.

Now, how do we actually do a reflash? The first step is to download the updated data from the OEM website to your laptop. After that, you connect the J2534 tool between the laptop and the vehicle Diagnostic link Connector (DLC).

Here's a GM reprogramming example. From www.acdelcotds.com/acdelco/action/home, select the "Service and Programming Information" link. The next step is to make sure you select TIS2Web Service Programming for J2534, fill out the form, pay a fee, then download the program and install it into the vehicle's computer.

• **Tis2Web - Service Programming**
(GM and Saturn)
This option is for use with J-2534 devices
Includes: Service programming software

[Subscribe Now](#)

Reprogramming Tip: When you do a reflash, it is very important to use a battery maintainer. A maintainer is in reality a special battery charger that maintains battery voltage with very low AC voltage output. You cannot use a battery pack because it will not maintain the proper battery voltage. I recommend the ATS ECharger, the Fronius, or the Midtronics GR8 battery maintainer, and I never reprogram any vehicle without using one of these chargers.



Motorist Assistance Center (MAC) Success Story

A 2008 General Motors (GM) medium-duty gasoline-powered truck failed its emissions inspection for On-Board Diagnostics (OBD) non-communication. A repair technician called the nearest MAC for assistance because the technician thought there may have been an issue with the workstation. The truck was communicating normally with a variety of scan tools in global (generic) and enhanced modes, but wouldn't complete either an actual OBD test or a manual OBD scan on two inspection workstations.

Using a GM Tech-II OBD scan tool, Rob Waterman, the West Springfield MAC L-1 technician verified that the truck had no Diagnostic Trouble Codes (DTCs) in any module and that it communicated normally.



Rob Waterman, West Springfield MAC L-1, inspects a vehicle's emissions control system while providing motorist assistance.

He then verified that the vehicle wouldn't complete either an actual OBD test or a manual OBD scan. He plugged a Mastertech OBD scan tool with controller area network (CAN) interface and explored the generic data and functions. OBD communication was normal, there were no DTCs, and all non-continuous readiness monitors were complete, including the evaporative system (EVAP) and catalyst (CAT) monitors.

Rob Waterman contacted John Morrissey, MAC Manager, and discussed his findings. Based on their combined experience, they suspected that the truck may not be OBD-II compliant. As a result, the workstation software might have been aborting the OBD tests, thereby making it seem like an OBD non-communication issue. They researched the vehicle's inspection history and found that the GM passed its OBD-II inspection the previous year with the correct vehicle identification number (VIN) and a parameter identification (PID) count of 44. When it failed in 2011, the workstation captured the same VIN but showed a PID count of 33. The PID count is a total of the number of global or generic PIDs; this count should not change.

Model year 2008 was the first production year that gasoline-powered vehicles in the 8,500 to 14,000 lb. gross vehicle weight rating (GVWR) class were federally required to be OBD-II compliant. Although this fact did not explain how the GM passed in 2010, the L-1 wondered if this truck might somehow have been manufactured to meet 2007 model year emission requirements. The L-1 examined the Vehicle Emission Control Information (VECI) label on the underside of the hood. The VECI label indicated the vehicle

was manufactured to meet 2008 model year California and Federal medium-duty ultra-low emissions vehicle (ULEV) standards so the GM truck should have been OBD-II compliant.

Rob Waterman returned to the vehicle to take a closer look. When he selected the Mastertech's global "OBD Evaluations" menu, the data screen was blank, which was a red flag. He then reconnected the GM Tech-II scan tool and pulled all the powertrain calibration numbers from the powertrain control module (PCM) and transmission controller. Next he visited GM's online free calibration page (<http://tis2web.service.gm.com/tis2web>) to see if the calibrations he had retrieved from the vehicle were correct for the vehicle's VIN.

On the GM Web site, users could choose "with RPO Option C7J," or "without RPO Option C7J." When he chose "with the RPO Option C7J" option, he verified that the calibrations were correct and current. While there, he looked at the calibration list for the "without RPO Option C7J" option and found a slightly different calibration list. He scoured the truck for the RPO label and didn't find one. With a bit more research, Rob Waterman determined that the GM's VIN did not contain the characters "C7J." At this point, he knew that the vehicle somehow had the incorrect PCM calibration, one that was most likely for a similar, but non-OBD-II compliant, vehicle.

To confirm his suspected diagnosis, Rob Waterman used the Tech-II scan tool "Diagnostic Test Status" menu option. That function gives a lengthy list and current status of all diagnostic trouble codes (DTCs) appropriate to the module or system being communicated with. The DTC list skipped straight from P0308, a misfire DTC, to P0500, a vehicle speed sensor DTC, without listing a single DTC in the P0400 to P0499 Auxiliary Emissions Controls range. So, with its current calibration, the GM vehicle couldn't set any EVAP or CAT DTCs, even though its EVAP and CAT monitors were complete. This discovery was the final confirmation that the GM vehicle wasn't OBD-II compliant.

Based on this diagnosis, he advised the repair technician to re-flash the PCM with the correct calibration package. Once that was completed, the GM vehicle communicated properly with the inspection workstation. To reset the monitors and retest the vehicle, all the motorist or repair technician had to do was drive the vehicle.

West Springfield MAC Update

The Summer 2011 edition of the Inspection Update Newsletter reported on the destruction of the West Springfield Motorist Assistance Center (MAC) location by a tornado on June 1. Massachusetts Vehicle Check has reopened the West Springfield MAC at a new location. If you are in the West Springfield area and need any technical assistance, please call the Technical Help Desk at 1-877-834-4677 and make an appointment to visit our new MAC location.

Inspection Update Profile with Paul Davis, MassDEP

Q. How did you become the MassDEP I&M Program Branch Chief?

A. I started with the I&M Program in September 1999, just one week before the rollout of the previous Enhanced Emission and Safety Inspection Program. I became the I&M Branch Chief in 2003 after other I&M Program staff members transitioned to new responsibilities



**Paul Davis, MassDEP
Inspection &
Maintenance (I&M)
Program Branch Chief**

Q. How are Motorist Assistance Center (MAC) Referrals helping motorists with readiness issues?

A. MAC referrals for repeated unset readiness monitors have been tremendously successful in helping motorists and repairers with challenging readiness issues. When motorists have been trying for two or more weeks to get their vehicles "Ready" and receive three or more "Not Ready" turnaways for their efforts, it is time to get them out of the loop of whatever they are doing and provide them with some extra help.

Should the MAC L-1 technician find a vehicle-related problem, the L-1 will advise the motorist that the vehicle will need some repairs to solve their readiness issues, provide them a simple explanation of the problem, recommend their repairer contact the MAC, and provide MAC contact information. The goal of our MAC referral process is to get technicians speaking to technicians, to make the MAC's findings available to the repairer, and not rely on the motorist to accurately convey technical information.

Q. What trends does MassDEP see with vehicle tampering and/or reprogramming?

A. We see a very small percentage of vehicles that appear to have been tampered with, including inappropriate changes made to vehicle programming. There are several reasons why this happens, including:

- The motorist installs an aftermarket product that claims an increase in power and/or fuel economy.
- A vehicle that has been tampered with is registered in Massachusetts for the first time either because a new resident is moving here or a current resident has purchased an out-of-state vehicle.
- Repairs are done improperly, particularly when a new Powertrain Control Module (PCM) is installed.
- Occasionally, vehicle manufacturers release vehicle software updates that cause unintended changes to vehicle programming.

Vehicle re-programming and/or tampering typically interferes with the proper operation of the OBD system and leads to higher emissions. By getting these problems corrected, we assure the motoring public that all vehicles have properly working emissions control systems and are contributing equally toward cleaner air.

Q. What should inspectors be aware of that can improve the Program's effectiveness?

A. Vehicle inspectors should be aware of the following factors:

1. Understand the importance of training: The vehicle industry is constantly changing, and staying current will make you a more valuable inspector. Every year vehicles are becoming more complex, both for emissions and safety. I recommend that inspectors make their own professional training goals, such as working toward National Institute for Automotive Service Excellence (ASE) certifications or learning about new on-board diagnostic (OBD) or safety systems.

2. Pay attention to your inspection workstation and treat it right: Your inspection equipment is the bread and butter of your inspection business. If it fails, not only will your customers be inconvenienced, but they may choose another inspection station. If something is not working right, call the Technical Help Desk at 1-877-834-4677 before it breaks and leaves you completely down.

3. To help get and keep customers, develop your communication skills: What do you tell motorists who pass their inspections that will encourage them to bring their car back to your shop next year? For example, do they know you provide fair inspections so that, when their son or daughter buys a car, you will be able to tell them whether it has serious problems and should be returned to the seller? Do you communicate to motorists whose vehicles have bad ball joints the hazard this issue could cause their families and neighbors?

Q. What should Registered Emissions Repair Technicians be aware of as newer model vehicles deteriorate and begin to fail the OBD inspection?

A. Repairers should obtain information from as many resources as possible, including Motor, Mitchell OnDemand, ALLDATA, and iATN. Unless your business is limited to classic or antique cars, the Chilton's manual on the shelf is not the way to go in today's automotive field. Variable valve timing, turbo charging, direct injection, nine-speed transmissions and engine stop-start systems are all examples of how automakers are meeting new federal emissions and fuel economy standards. When you throw in a dose of parallel hybrid, serial

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Inspection Procedure Reminders

► Incorrect Odometer Readings

The Registry of Motor Vehicles (RMV) reminds all inspectors to accurately enter the vehicle odometer reading for all inspected vehicles. Vehicle insurance companies and used vehicle consumer protection services rely on annual odometer readings as proof of the vehicle's "low mileage" insurance discount or recommended purchase value. Inspectors that incorrectly enter the odometer reading can cause their customers to lose their "low mileage" insurance rates or to lose vehicle resale value when they attempt to sell it. Stations that continue to enter vehicle odometer readings incorrectly may receive written violations from the RMV.

► Incorrect Gross Vehicle Weight Rating (GVWR)

The RMV has been reviewing inspection records and noticed that several inspectors are not entering the GVWR correctly. This has led to some vehicles failing On-Board Diagnostic (OBD) tests that they were never designed to pass. Once a vehicle fails an OBD test, the software requires an OBD test at re-inspection. A system override is required to correct the inspector error, delaying the re-inspection and inconveniencing the customer.

Vehicle Type	Passenger
Vehicle Year	2000
Vehicle Make	Volvo
Vehicle Model	CONVE
Fuel Type	D = Diesel
GVWR	8500

Press <ENTER> to Continue

The GVWR you have entered for this vehicle is incorrect. Please enter the GVWR as displayed on the vehicle's doorjamb.

Press <Enter> to Continue

Safety Inspection: Non Commercial

Press <ESC> to cancel

Vehicles with a GVWR of over 8,500 lbs. are not subject to an OBD test until model year 2007 for diesels and 2008 for gasoline. If an older vehicle with a GVWR over 8,500 lbs. has its decoded GVWR incorrectly changed to 8,500 lbs. or less, it will be given an OBD test that it should not receive.

Starting with model years 2007 for diesel and 2008 for gasoline, vehicles up to 14,000 lbs. GVWR must receive an OBD test. If an inspector incorrectly changes a decoded GVWR from a rating above 14,000 lbs. to a rating less than 14,000 lbs. for these newer vehicles, the inspected vehicle will be given an OBD emissions test that it was not designed to pass.

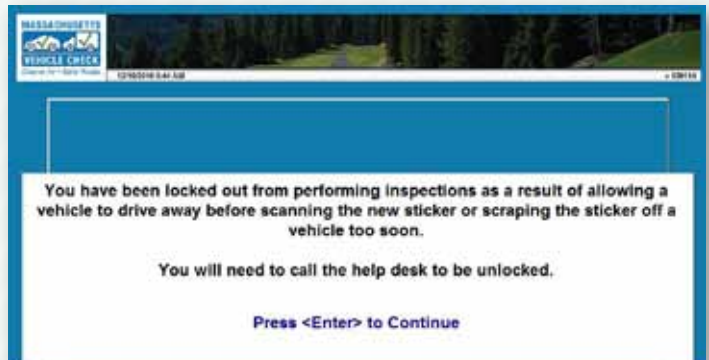
The correct procedure is to accept the GVWR that is decoded by the workstation software. If no GVWR is decoded, check

the vehicle's information plate, usually on the jamb of the driver's door. DO NOT rely on a vehicle's registration for the correct GVWR.

If you have any doubt about the GVWR that is decoded, please contact the Technical Help Desk at 1-877-834-4677 before making any changes or completing the inspection. Stations that continue to improperly change vehicle GVWRs may receive written violations from the RMV.

► Workstation Lockouts Due to Sticker Scanning

Since January 1, 2011, the Massachusetts Vehicle Check Program has monitored the frequency of automatic workstation lockouts related to end-of-test windshield sticker printing issues. In most cases, these lockouts are due to inspectors failing to properly follow the workstation screen instructions, including ensuring that the sticker is scanned prior to the vehicle leaving the inspection bay. When this occurs, the motorist may not receive the correct sticker on their windshield.



Because the program is focused on accurately recording the windshield sticker number assigned to each vehicle, the Massachusetts Vehicle Check Program is now researching those stations that have recorded a high number of workstation lockouts. This means that future calls to the Technical Help Desk regarding lockouts may require additional research by the RMV to find out what sticker was last printed and issued to a vehicle before the lockout can be cleared. This research may also require a station visit from a RMV field investigator.

To avoid lost time and inspection revenue, carefully read and follow all end-of-test windshield sticker printing instructions so that your workstation isn't locked out. If you have any questions about how to follow the end-of-test windshield sticker printing instructions, please review the Spring 2010 Inspection Update Newsletter article that described correct end-of-inspection procedures in greater detail or contact the Technical Help Desk at 1-877-834-4677.

Kit Cars Reminder

When inspecting kit cars or replica vehicles, remember to inform your customers to contact the Motorist Hotline at 1-866-941-6277 if their vehicles receive Motorist Assistance Center referrals.

Profile: Paul Davis

(Continued from page 5)

hybrid, through-the-road hybrid and new diesel technologies, you can see why information systems are the cornerstone for successfully treating the assortment of vehicles that can come to your shop.

Q. What is MassDEP's vision for Registered Emissions Repair Technician Training?

A. We rely on Registered Emissions Repair Technicians to be motorists best hope of getting their vehicles successfully repaired. Keeping current on training is the critical element for successful diagnosis and repair of emission test failures. To this end, there are three training elements for Registered Technicians, including:

1. **Mass Module:** We are updating the Mass Module to reflect the new OBD-only emissions test program. All new and current Registered Technicians will be required to complete the new Mass Module when it becomes available. This is an on-line course so it can be taken at your convenience.
2. **Advanced OBD Training:** This additional OBD training is required for all new Registered Tech candidates. This 28-hour training course is a combination of classroom and hands-on training designed to supplement skills needed for OBD-related diagnosis and repair. Current Registered Technicians may also benefit from the material presented in this course.
3. **Ongoing Training:** We will be rolling out an ongoing training requirement for Registered Technicians to make sure they are continuing to keep abreast of developments in the industry. In addition, Parsons will continue to provide semi-annual training sessions at the MACs for Registered Technicians. These sessions typically focus on the common types of emissions test failures and their successful diagnosis and repair.

Q. How is the Massachusetts Vehicle Check Program improving air quality for Commonwealth residents?

Although improvements in technology and materials have made newer vehicles much cleaner, increases in the number of vehicles and the miles they travel have offset some of those benefits. This makes it extremely important for residents to have well-maintained vehicles. By maintaining their vehicles, they are contributing to cleaner air.

Registered Emissions Repair Technician Update

The Massachusetts Vehicle Check Program recently finalized content for the Mass Module and the 28-hour On-Board Diagnostic (OBD) Repair Training, described in a Summer 2010 Inspection Update Newsletter article. If you are currently a Registered Emissions Repair Technician, or are interested in becoming a Registered Emissions Repair Technician, please look for the announcement of the availability of the Mass Module content later this fall.

If you are interested in becoming a Registered Emissions Repair Technician, you will need to review the Mass Module content and pass the free online exam with a score of 100 percent. You will also need to take and pass the 28-hour OBD Repair Training Course and achieve a score of 80 percent or higher. The course fee will be \$600. Finally, you will need to submit an application and a copy of your L-1 or L-2 or L-1/A9 Automotive Service Excellence (ASE) certifications to Parsons.

To apply to become a Registered Repair Technician, please print and send in a Registered Repair Technician application form, which can be downloaded via the program Web site: www.massvehiclecheck.state.ma.us/inspection_forms.html.

Existing Registered Emissions Repair Technicians will need to review the Mass Module content and pass the free online exam with a score of 100 percent. You may choose to take the 28-hour OBD Repair Training Course. Once this step is completed, you will need to attend one training seminar per year. Seminar course fees will be \$150.

Massachusetts Vehicle Check Contract Extension

At the June 2011 meeting of the Inspection and Maintenance Program Advisory Council (IMPAC), the Massachusetts Department of Transportation Registry of Motor Vehicles Division and Department of Environmental Protection announced that they had started discussions with Parsons regarding the first two-year contract extension option and related changes in costs to the Agencies and the inspection industry. This option would extend the existing contract's end date from September 30, 2013, to September 30, 2015.

Parsons presented the highlights of its cost proposal to the IMPAC meeting attendees. Any changes in costs would be in effect during the two-year extension period. The Agencies are currently considering the Parsons proposal, and are expecting to make a decision in Fall 2011.

All inspection and repair stations are welcome to attend IMPAC meetings to keep up to date with the latest program issues. For More informations about or the date of IMPAC meetings, please see the program website at : www.massvehiclecheck.state.ma.us/inspection_impac.html.

MASSACHUSETTS



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New OBD Cable Equipment and Workstation Lockout Prevention Reminders Inside!

Massachusetts Vehicle Check Program At A Glance

Program at a Glance			Enforcement Statistics	
	Count	Failure Rate		Count
Non-Commercial Safety Inspections	1,396,264	5.8%	Violations Issued to Inspectors	98
Commercial Safety Inspections	66,505	5.8%	Violations Issued to Stations	112
7D Safety Inspections	13,178	4.0%	Inspector Privileges Revoked	0
OBD Emissions Inspections	811,332	7.2%	Inspector Required to Retrain	6
Opacity Emissions Inspections	20,600	2.1%	Inspectors Suspended	20
Emissions Waivers Issued	1		Stations Suspended	21
Repair Hardship Extensions Issued	29		Penalties Assessed	\$84,000
Hotline and Training Statistics			Licensed Stations	
	Count			Count
Motorist Calls Received	3,846		Class A Stations	1,210
Inspection Station Calls Received	6,863		Class B Stations	185
Initial Non-Comm. Inspectors Trained	363		Class C Stations	36
Initial Commercial Inspectors Trained	75		Class D Stations	268
Initial 7D Inspectors Trained	8		Class E Stations	9
Initial Motorcycle Inspectors Trained	0		Registered Emissions Repair Shops	303

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