

The Analyzer



THE WISCONSIN VEHICLE INSPECTION PROGRAM

WIVIP HELP LINE
(866)623-8378

Top Story

Volume 2, Issue 8
April 2026

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Jeff Gahan leads upcoming quarterly seminar on April 15th.

Topic covers vehicle CAN diagnostic networks

Our next quarterly seminar will be held on Wednesday April 15th from 6:00 p.m. to 8:00 p.m. at MATC's Mequon Campus automotive center (5555 Highland Rd, Mequon, WI 53092).

Join us for a focused training session designed for automotive technicians on vehicle CAN diagnostic networks and their role in modern computer-controlled vehicles. This session will cover how modules communicate across



Photo credit: Mike Daury

the CAN bus, how data is shared and prioritized, and how network faults can impact vehicle performance. We'll also explore practical diagnostic strategies, including network testing, fault isolation, and scan tool analysis, to help technicians diagnose and repair CAN-related issues.

The seminar is free to attend. Please RSVP to WImanagement@opusinspection.com or call (262) 641-5217.

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Don't forget to ask emission inspection and core business customers if they would like their registration renewed.



Benefits to becoming a Recognized Repair Facility with the Wisconsin Vehicle Inspection Program

Motorists in southeastern Wisconsin seek emissions related repairs for vehicles that cannot pass the emissions inspection, a biennial requirement for most vehicles to complete registration renewal or at the time a vehicle changes ownership.

A repair business achieves recognition if it has at least one technician with advanced emissions related training (see details below) and has completed the registration process with the Wisconsin Vehicle Inspection Program (WVIP).

Repair facilities meeting recognition criteria can realize the following advantages:

- ◆ **Increased business:** Accurate repairs yield satisfied customers and word-of-mouth referrals from family and friends.
- ◆ **Free advertising:** Only a list of recognized repair facilities is provided to motorists at the time of the vehicle's failure or rejection. There is also a special section on the program website (<https://www.wisconsinvip2.org/>) that lists [recognized repair facilities](#).
- ◆ **Increased credibility:** A recognized repair facility is one of a select group of repair facilities distinguished for having technicians with advanced emissions repair training.
- ◆ **Standing out:** Only DTC-related emissions repair work performed at a recognized repair facility is eligible for waiver consideration.



How to become recognized

If your facility employs at least one technician with ASE L1 certification, or is a franchised new car dealership, it is one step away from becoming a recognized repair facility.

You may register your facility, free of charge, with the Wisconsin Vehicle Inspection Program (WVIP) by completing the [application](#) (listed under Forms and Downloads on the program website).

Once recognized, your facility will appear on the [WVIP](#) website, as well as on handouts to customers.

If you would like to become recognized, but need to be certified or recertify, you can find information regarding the ASE process at www.ase.com.

If you need to order supplies or replacement stickers and you would prefer to email Opus, please send to

WImanagement@opusinspection.com.



The Inspector's Bay—Useful Reminders

Monitors that are “not ready” are the primary cause of emissions inspection REJECT results

WIVIP WISCONSIN VEHICLE INSPECTION PROGRAM		STATE OF WISCONSIN VEHICLE INSPECTION REPORT			
FINAL RESULT	REJECTED			Version: 20.05.02  3333333333333333	
ANALYZER ID	INSPECTOR NAME	INSPECTOR ID	STATION NUMBER	TEST FEE	

Emissions components have been monitored through OBD-II since 1996. Specific conditions must be met before the emissions control devices can be monitored. Because of this, a monitor in the vehicle may not be ready. In general, to receive a PASS result, only one monitor can be “not ready” for vehicles manufactured after 2000. Up to two monitors can be “not ready” for vehicles manufactured between 1996 and 2000. The top reasons monitors are “not ready” include the following:

- ◆ Drive cycle not completed. Refer to the owner’s manual or manufacturer’s website for information on completing drive cycles.
- ◆ The gas cap may be loose, missing, or leaking, requiring the cap to be checked or replaced.
- ◆ A pending issue may lead to a monitor not setting, even when the Malfunction Indicator Light (MIL) is not illuminated.
- ◆ EVAP monitor only—the vehicle’s fuel level should be between $\frac{1}{4}$ and $\frac{3}{4}$ full when performing the drive cycle. Also, the ambient temperature has to be between 40 and 90 degrees, F.
- ◆ Clearing the MIL and erasing stored codes with a scan tool will also reset all monitors to “not ready.”
- ◆ If the vehicle’s battery was replaced or disconnected, possibly during storage, all monitors will clear, and a drive cycle will need to be completed to put them in the ready mode.
- ◆ Recent vehicle maintenance may have required the battery to be disconnected.

Manufacturers are always looking for ways to improve their vehicles, and reprogramming of the vehicle’s electronic control module with an update from the original equipment manufacturer may be required. If a manufacturer identifies an issue with original equipment emissions hardware or software, they will release an update. In some cases, the updated computer program is required for monitors to be set, especially if hardware has been replaced. Check with the vehicle manufacturer for more details. Emissions related recalls can also be found at www.epa.gov/recalls/emissions-related-recalls-light-duty-cars-and-trucks.



The Inspector's Bay—Useful Reminders

What is an analyzer message?

What are the messages that appear on screen prior to an emissions test?

Messages that appear instantly after logging in just before an inspection provide important information about changes, issues within the network (such as registration or testing data), support communications, and other important news about the Wisconsin Vehicle Inspection Program (WIVIP).

Why does the Opus system send messages through the analyzer?

The Opus system utilizes the analyzer as communication tool for important inspection information. We want to keep all network inspectors informed. These messages come directly to you and the rest of the network immediately. Messages save you from having to check emails, contact Opus team members, or use other methods to troubleshoot issues or get help with problems that could be affecting your testing or renewal capabilities.

When will I see these messages?

Messages could be posted at any time and are shown to you after the biometric login for an emissions test.

What happens if I miss the message while I am off or on vacation?

If you are not around during the time a message is posted, the message will still be displayed for 30 days after posting and when you log in. If you return to some messages, please still read them to see if issues have been resolved. The Opus system will always send an update message once an issue is resolved. If unsure, contact us.

Bottom line, if a message pops up when you log into the inspection system please take the time to read it and take any necessary actions. If unsure about how the message applies to you or you otherwise need clarification, please call the Opus support line at (262) 641-5217.

Interested in joining the WIVIP team as a PIF?

It's easy! Contact Bob Patzer

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Email: Bob.Patzer@Opusinspection.com