If Your Vehicle Didn't Pass

Here's What to Do



VEIP
Let's Clear The Air

1. Speak to the Customer Service Representative

All VEIP test facilities have a customer service representative (CSR) available during most hours of operation who can answer questions about a test failure or other aspects of VEIP. Talk to the CSR before leaving the facility.

2. Review your Vehicle Emissions Certificate/Diagnostic Report

It will identify the problem areas and provide a guide for the necessary repairs.

3. Reasons why your vehicle failed may be:

For any test:

- Removal, alteration, or tampering of emissions control equipment, including modifications of the on-board diagnostics (OBD) system.

For the On-Board Diagnostics (OBD) test:

- The vehicle's on-board diagnostics (OBD) system has identified one or more malfunctioning emissions control components and has stored one or more Diagnostic.
- Trouble Codes (DTCs).
- The vehicle's Malfunction Indicator Light (MIL) on the dashboard is not functioning properly.
- The vehicle's OBD system cannot communicate with the VEIP test equipment.
- The OBD system is unable to communicate with all required monitors.

PLEASE NOTE: The vehicle must be driven for one (1) week to "reset" the OBD system after repairs, before returning for a VEIP retest. If your monitors continue to be unset on multiple test attempts, your vehicle could fail.

For the Idle Exhaust Emissions test:

- Emissions of hydrocarbons (HC) and/or carbon monoxide (CO) exceed test standards.
- Gas cap failure.
  - The gas cap is leaking, damaged, or the wrong cap for the vehicle.
  - The gas cap must be replaced because it is not properly controlling hydrocarbon (HC) emissions from the fuel tank.
- Sample dilution failure.
  - The CO + CO2 measurement was less than 6%, indicating that a valid exhaust sample could not be taken from the vehicle.
  - The vehicle has leaks in the exhaust system or improper engine adjustments.

For a Hydrocarbon (HC) failure, some likely causes for high readings may be:

- Air to fuel mixture too lean or too rich.
- Positive Crankcase Ventilation (PCV) valve not functioning properly.
- Vacuum leak.
- Exhaust Gas Re-circulation System (EGR) not functioning properly.
- Ignition timing not properly set.
- One or more spark plugs not performing as they should.
- Catalytic converter partially clogged or not functioning properly.
- Ignition system parts not working properly
- Internal engine parts or equipment not functioning.
- Various engine sensors not functioning.

For a Carbon Monoxide (CO) failure, some likely causes for high readings may be:

- Air to fuel mixture too rich.
- Idle speed not correct.
- Air filter partially clogged.
- Choke not operating properly.
- Positive Crankcase Ventilation (PCV) valve not functioning properly.
- Air or fuel problems, other equipment or engine malfunctions.
- Catalytic converter partially clogged or not properly functioning.
- Dirty engine oil needs changing.
- Various engine sensors not functioning.

4. Determine if the repairs are covered by warranty

Depending on the age and mileage of your vehicle, emissions repairs may be covered by the manufacturer. Check the owner's manual, see your dealership, or call the manufacturer's customer service department for warranty information.

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5. Have your vehicle repaired

- Give the vehicle emissions certificate/diagnostic report to your mechanic. It will help your mechanic determine what caused the vehicle to fail.
- Certain repair facilities are certified to perform emissions work and offer approved emissions analyzers, OBD diagnostic equipment and trained personnel. A list of these Certified Emissions Repair Facilities (CERFs) is available at each VEIP station and online at https://mde.maryland.gov/CERFs.
- For OBD failures, the vehicle's on-board diagnostic system will need to be checked using a scan test tool. Most repair facilities have such scan tools.
- For do-it-yourself repairs, refer to your owner's manual or other guides which may help you correct problems. There is also a decal in the engine compartment which contains the manufacturer's tune-up specifications.
- Federal and State law prohibit the removal or alteration of emissions control equipment.
- Repair information on the reverse side of the emissions certificate/ diagnostic report must be completed by the mechanic or person who did the repair work.
- Bring the complete certificate/diagnostic report with you when you return for a re-inspection.

6. Emissions related repairs:

- Emissions related repairs to engine systems, subsystems or components include but are not limited to:
  - Air Induction
  - PCV
  - Air Injection
  - Ignition
  - Evaporative Emissions
  - Fuel Delivery
  - Engine Mechanical
  - EGR
  - Catalytic Converter
  - Cooling
  - Electronic Engine Controls
  - Idle Speed Controls
- Other emissions related repairs:
  - Emissions diagnostic work when performed in conjunction with emissions related repairs.
  - Hoses, gaskets, brackets, clamps or other accessories used in emissions related repairs.
  - Internal engine parts or repairs that affect vehicle emissions.
  - Oil and filter change.

7. Have your vehicle re-inspected

After repairs, get a free re-inspection by the "valid through" date on your vehicle emissions certificate/diagnostic report. After that date, a $30 late fee will be assessed, and increases by $30 for every four weeks (28 days) the vehicle is late for re-inspection. Additional re-inspections after the first free re-inspection cost $30 each.

8. If your vehicle can't pass after repair, a waiver may be available

- An application for a waiver, located on the back of the vehicle emissions certificate/ diagnostic report may be submitted after a vehicle fails the test, undergoes a repair, and fails the test again.
- Itemized original receipts or invoices must be submitted, along with the application indicating the minimum repair cost of $450 has been spent for emissions related repairs.
- The emissions related repairs must be made up to 30 days before initial test and up to 120 days after the last inspection.
- Your vehicle will be visually inspected by a Customer Service Representative to verify repairs and presence of emissions equipment.
- A waiver will not be issued if any emissions control devices are disconnected or removed.
- Federal and State laws may not allow repairs to the exhaust system beyond the catalytic converter to count towards a waiver.
- A waiver is valid for the balance of your 2-year test cycle.

For more information:

Call 410-768-7000 or (TTY) 301-792-4563

Or visit www.MVA.Maryland.gov or www.MDE.Maryland.gov

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MDOT Maryland Department of Transportation Motor Vehicle Administration

Maryland Department of the Environment