



INSPECTION UPDATE

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Program Statistics

PROGRAM NEWS

Program Stats In Review

2025 MA Vehicle Check Program Station & Inspector Violation Statistics

Massachusetts licensed inspection stations and inspectors performed over 5 million vehicle inspections in 2025. The vast majority of which are conducted properly and according to established procedures.

Below are some of our program's 2025 collaboration milestones—achievements that would not have been possible without your collective teamwork and dedication.

- Completed 5,178,253 paid inspections, exceeding the previous year's inspections.
- Supported 2,350 inspectors through initial certification or recertification training, strengthening field readiness and compliance statewide.
- Supported over 1,650 inspectors using the Test Interrupt software to help ensure the vehicle was receiving the correct inspection.
- Visited 1,760 stations, serving 1,844 workstations. Delivered over 13,000 pieces of equipment and replaced more than 7,500 items.
- Supported our local community by collecting food for donation to area food pantries and raising funds to benefit the Atlantis Charter School of Fall River clothing drive and Second Chance Animal Services.

As in past years, we are providing the violation statistics for 2025 as a guide to you for requirements that may be overlooked during an inspection. This information will allow you to be even more successful in 2026.

2025 Violation Statistics	Count
Violations Issued to Inspectors	203
Violations Issued to Stations	214
Inspector Privileges Revoked	12
Inspectors Required to Retrain	1
Inspectors Suspended	127
Stations Suspended	141

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2025 Top 10 Violations Issued to Stations & Inspectors

1. Issuing a certificate of inspection without performing a complete inspection
2. Failure to comply with any of the vehicle inspection Rules and Regulations
3. Falsification or Alteration of recorded data pertaining to inspection
4. Failure to affix Certificate of Inspection or Rejection to the Motor Vehicle
5. Unauthorized Person Performing Inspections
6. Engaging in Fraudulent Practices or conduct during the inspection of motor vehicles
7. Failure to maintain adequate security of Inspection Stickers
8. Failure to inspect during posted hours
9. Failure to perform complete Inspection in designated Bay
10. Failure to maintain inspection bay in proper manner

UDS is coming, are you ready?

A new diagnostic protocol is coming to our industry called “Unified Diagnostic Services” or “UDS” for short. The Society of Automotive Engineers designation for this protocol is ISO-14229. You may also see it referred to as SAE J1979-2.

Why are we getting a new diagnostic protocol?

For OBDII generic communications, we use a 5-digit alpha-numeric code, i.e. P0300, P0420, etc. OBDII was required for all cars and light trucks starting in 1996. In the 30 years since the introduction of OBDII codes, the use of the codes has expanded greatly. We are getting close to running out of possible 5-digit codes.

How does UDS help?

OBD Diagnostic Trouble CodesThe new UDS protocol will expand current 5-digit codes to 7-digit codes. This change will expand the list of possible codes and will provide more specific failure information to technicians to aid with MIL (malfunction indicator lamp) diagnostics and emissions monitors. Figure 1 is an image of what the codes may look like on an inspection report. Currently, this is a work in progress and what you see here may change.

OBD Diagnostic Trouble Codes		
P0142-11	P0195-1C	P0234-00
OBD Permanent Fault Codes		
P0142-11	P0357-13	P0A22-11

Figure 1 – DTCs displayed on an inspection report

What vehicles are affected?

Currently UDS is available on a limited number of vehicles. There are 6 model year 2025 Ford/Lincoln vehicles that are UDS compliant. Starting with model year 2026, there are a lot more vehicles that are UDS compliant. Vehicles include some BMWs, Hondas, GMs, Mercedes-Benzes, and Subarus. Not all models of these vehicle makes are UDS, but as the manufacturers come out with updated models, you will likely see them adopt UDS with the new redesign. **UDS is required in all vehicles Model Year 2028 and up.**

How will UDS affect the vehicle inspection program?

Currently, the Massachusetts Vehicle Check workstation cannot communicate with UDS vehicles. Once a new UDS vehicle is detected, the workstation software is adjusted to skip trying to communicate with these vehicles to avoid wasting time. These vehicles will only receive a safety test until the inspection workstations are updated. The MVC Team is currently working on updates to the inspection workstation to allow communication with these vehicles. There will be no charge for any software or hardware updates. It is anticipated that all workstations will receive updates in the Spring of 2026 allowing the workstation to communicate with UDS vehicles.

Is there anything else that I need to know?

All scan tools that you try to use on these UDS vehicles will require updates to communicate effectively. Depending on the age of your scan tools, some may not be able to be updated, while others may need a software update and possibly additional hardware. We anticipate that newly released scan tools will only need a software update.

As time goes on, scan tool manufacturers will provide solutions to allow shops to communicate with and repair these vehicles. If you are currently shopping for a scan tool, it would be a good idea to confirm if the tool is UDS compliant yet or not.

MAC CORNER

MAC article

MAC Corner, Use of aftermarket remote start caused repeated emissions readiness failures.

A Motorist Assistance Center (MAC) recently diagnosed a 2013 Freightliner Sprinter that repeatedly failed inspection due to incomplete readiness monitors. The Vehicle Inspection Reports (VIRs) consistently showed very few monitors in ready status, sometimes none at all. Additionally, the vehicle displayed unusually low mileage and warm-up cycle counts since the last code clear.

OBD Readiness Monitor Results		OBD Additional Data	
NMHC Catalyst	NOT READY	Miles Since Code Clearing	1
NOx/SCR After-Treatment	NOT READY	Warm-Ups Since Code Clearing	1
ISO/SAE Reserved		Pin 16 Voltage	14.1
Boost Pressure System	NOT READY	OBD Diagnostic Trouble Codes	
ISO/SAE Reserved			
Exhaust Gas Sensor	NOT READY		
PM Filter	NOT READY		
EGR and/or VVT System	NOT READY	OBD Permanent Fault Codes	

The MAC questioned whether someone had been clearing Diagnostic Trouble Codes (DTCs) with a scan tool or repeatedly disconnecting the battery prior to inspection attempts, possibly to extinguish a check engine light. The customer denied any such activity, stating he'd only been driving the vehicle normally and attempting periodic inspections.

The MAC technician initially suspected a Keep Alive Memory (KAM) fault. For reference, KAM is the PCM's non-volatile memory that retains diagnostic data between key cycles. When drive cycle history and monitor completion status are not retained during key-off periods, KAM failure is the likely culprit.

Typical causes for the computer not being able to maintain its KAM could be:

- Battery disconnected (intentional service work or loose terminal)
- Dead or severely discharged battery
- Battery replacement
- Poor battery connections (corroded terminals, loose ground)
- Main power or KAM fuse pulled/blown
- Voltage drops during cranking (weak battery, failing starter)
- In some cases, a clear-code event is initiated by a scan tool or reprogramming / reflashing specific modules.
- Or in the case of this vehicle, an aftermarket remote start device was clearing the computer's memory.

Diagnosis Process

The MAC technician had the customer drive the vehicle to the facility for an appointment, with specific instructions to leave the engine running upon arrival. This allowed us to verify whether monitors had completed during the drive.

A MASS17 diagnostic OBD test was performed using the MAC's workstation, which showed:

- Boost pressure monitor: Ready (diesel-specific monitor)
- Warm-up cycles since last code clear: 1
- Miles since last code clear: 8

The technician then shut off the vehicle. Under normal circumstances, if a KAM issue stemmed from a power supply fault or internal PCM failure, the computer would typically lose its memory at this point—monitors would reset to "not ready" status, and warm-up cycles plus mileage since DTCs would drop to zero.

That didn't happen. When the ignition was cycled off and the vehicle restarted, the PCM retained all previous data.

However, the technician noticed something significant: the customer's keychain included a dongle for what appeared to be an aftermarket remote start system.

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The Breakthrough

The MAC's suspicion was immediately raised - he'd encountered problems with these systems before. The vehicle was shut down again, however, this time the remote start button was pressed. The vehicle started as expected, and the results were telling:

- Boost pressure monitor: Reset to "not ready"
- Warm-up cycles since code clear: 0
- Miles since code clear: 0

The remote start system was clearing the PCM's memory with every use.

The MAC had a conversation with the motorist, who was reluctant to believe the issue was caused by the remote start, and didn't want to remove it. He eventually agreed to stop using the remote start. A few weeks later, he made a return visit to the MAC, where another MASS17 diagnostic was performed. Good news! The vehicle had enough readymonitors, and no DTCs, and was ready to pass inspection.

OBD Readiness Monitor Results		OBD Additional Data	
NMHC Catalyst	READY	Miles Since Code Clearing	490
NOx/SCR After-Treatment	READY	Warm-Ups Since Code Clearing	15
ISO/SAE Reserved		Pin 16 Voltage	14.3
Boost Pressure System	READY	OBD Diagnostic Trouble Codes	
ISO/SAE Reserved			
Exhaust Gas Sensor	READY		
PM Filter	NOT READY		
EGR and/or VVT System	READY	OBD Permanent Fault Codes	

The takeaway is twofold: If you have a vehicle struggling with readiness, pay close attention to the information on the VIR's given to the motorist. If they're showing very few monitors ready, and a low amount of warm-ups and distance travelled since DTC's cleared, suspect an issue that's causing the computer to lose memory.

If you have a vehicle with an aftermarket device like a remote start, that may be an issue. Modern vehicles have complex computer networks, and anti-theft systems that need to be coaxed or bypassed for these devices to work and allow the vehicle to start without its proper ignition key or dongle. Using devices like this one can cause problems with the vehicles network systems.

INSPECTION GUIDANCE / REMINDERS

Vehicle Inspection Report (VIR) Printing by the Workstation

Reminder - VIR printing for passing Vehicle Inspections is **not required**.

This change went into effect on October 1, 2022, the stations are no longer required to provide a VIR to the motorist for an overall test result of Pass. VIRs no longer automatically print at the end of a vehicle test.

VIRs will automatically print for all vehicles that fail the inspection.

Consumable Usage Reminder

The change in 2022 has greatly reduce the use of paper, the usage of the VIR printer and the frequency level for replacing the VIR printer toner and the image cartridge.

Toner cartridges will be supplied according to your station's historical failure rate. Any additional cartridges requested without a corresponding change in failure rate will need to be purchased from Opus by the station.

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Reprinting VIR

VIRs can be printed from MA Vehicle Check home page by clicking on the black rectangular button “Print Vehicle Inspection Report” at the top of the page. VIRs can also be printed from the Dashboard. To do so, follow instructions below.

1. Click on the Station tab at the top of the screen
2. Select VIR Reprint.
 - a. You may reprint any VIR back to October 2017, by entering the vehicle’s VIN and the Plate Number.
 - b. Then click on SEARCH.

INSPECTOR REMINDERS

Inspector Training

The MVC Program offers Inspector training every month at many of our MAC locations. The training types and locations for the current month are determined by applications we received from the previous month.

The sooner we receive your application, the better we can assist you and ensure we offer the appropriate training courses for the following month.

The RMV provides inspector licenses to applicants who have:

- Completed certification training
- Applied for the Inspector License
- Paid all applicable fees
- Holds a Driver’s License for type of vehicle you will be inspecting

Steps to Becoming an Inspector:

1. Submit an Inspector License Application to the RMV.
 - You can complete the application online at the Online RMV Service Center
2. Submit Training Application to Opus
 - The application is available on our Program website:
Stations & Inspector Tab >> Stations and Inspectors Resources >> Inspector Training Application

REPAIR TECHNICIAN NEWS

The MVC Program will be offering the next 28-hour OBD training in the late spring of 2026. The training prepares technicians to diagnose and repair OBD-equipped vehicles. This is a free 28-hour course, consisting of 20 hours of classroom lecture and 8 hours of hands-on training and examination. For more information or to apply for enrollment in an OBD Diagnostics and Repair Training course, visit our [program website](#).

This Program is comprehensive and will cover essential skills such as OBD diagnostics, engine diagnostics, electrical repairs, and using the latest tools and technology. Whether you’re a beginner or have some experience, this training will provide the knowledge needed to excel in the automotive repair industry.

MASSACHUSETTS VEHICLE CHECK PROGRAM (MVC) SUPPORTING THE COMMUNITY

Food Pantries: The Heart of Local Hunger Relief

Massachusetts food pantries operate year-round, providing essential groceries, fresh produce, and meal support to residents in need across every region of the state. From the Greater Boston Food Bank’s network of more than 600 partner agencies to local pantries serving smaller communities, these organizations rely on consistent community support to meet growing demand.

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Food pantries aren't just vital during the holiday season — they are essential every month of the year. As the cost of living continues to rise and federal food assistance programs fluctuate, ongoing donations help ensure that individuals and families have reliable access to nutritious food when they need it most.

The MA Vehicle Check Program will continue hosting food drives to support food banks and pantries throughout Massachusetts. We encourage all of our network partners to join this effort by donating to a food pantry or hunger-relief organization of your choice and help strengthen communities across the Commonwealth. For added convenience, food donations will be accepted at all our Motorist Assistance Center locations.

Our latest recipient of our food drive is the [About 5 - Parish Cupboard in Springfield](#). The Parish Cupboard is a registered non-profit organization supporting families and individuals in West Springfield, Agawam, and Feeding Hills. Items were collected in both Shrewsbury and West Springfield.

IMPAC Meeting

Next IMPAC Meeting in March

Inspection and Maintenance Program Advisory Council (IMPAC)

IMPAC meets quarterly to provide you, the industry representatives an opportunity to learn about and discuss issues that are relevant and of consequence to their businesses and operations, including program and policy changes, training programs and advances in technology.

DATE: Tuesday, March 10, 2026

TIME: 12:30 p.m. to 2:00 p.m.

LOCATION: Virtual

Join Zoom Meeting

<https://us02web.zoom.us/j/86461778173?pwd=z84FcotOKwGziv41ecvGBoh6ePr8U.1>

Meeting ID: 864 6177 8173

Passcode: 035124

One tap mobile

+16469313860,,86461778173#,,, *035124# US

If you have questions regarding IMPAC or assistance with Zoom, please contact the Customer Assistance Center at 844-358-0135.

PROGRAM STATISTICS

MASSACHUSETTS VEHICLE CHECK PROGRAM AT A GLANCE October 31, 2025 through December 31, 2025		
Enforcement Statistics		Count
Violations Issued to Inspectors		57
Violations Issued to Stations		59
Inspector Privileges Revoked		3
Inspectors Required to Retrain		0
Inspectors Suspended		42
Stations Suspended		41
Customer Service Center Calls		Count
Motorist Calls Received		1,429
Inspection Station Calls Received		5,669
Inspector Training		Count
Initial Non-Commercial Inspectors Trained		399
Initial Commercial Inspectors Trained		80
Initial 7D Inspectors Trained		0
Initial Motorcycle Inspectors Trained		0
Licensed Stations		Count
Class A Stations		1,148
Class B Stations		243
Class C Stations		14
Class D Stations		281
Class E Stations		7
Class F Stations		49
Waivers and Repair Hardships		Count
Emissions Waivers Issued		1
Repair Hardships Issued		6
Inspections/Tests (Initial)	Count	Failure Rate
Non-Commercial Safety Inspections	1,036,612	6.5%
Commercial Safety Inspections	32,658	7.0%
7D Safety Inspections	7,493	3.1%
TNC Inspections	25,896	1.1%
OBD Emissions Tests	870,382	6.6%
Opacity Emissions Tests	10,590	3.1%