

THE NEVADA CLEAN AIR BULLETIN

Department of Motor Vehicles

MANAGEMENT SERVICES
AND
PROGRAMS DIVISION



555 WRIGHT WAY

CARSON CITY NV 89711

A NEVADA I/M PROGRAM INFORMATIONAL NEWSLETTER
FIRST QUARTER 2002

EMISSION DEVICE TAMPERING INSPECTIONS

Recently emission inspectors have contacted us asking why there is no longer a tampering inspection for emission devices on vehicles subject to the OBDII inspection.



OBDII equipped vehicles have monitors that check the emission control systems. If a vehicle has a system monitor not set, a "not ready" prompt will appear. Essentially the vehicle is getting a check of it's emission control devices done by the OBDII system. So, this is one fewer task that emission inspectors have to perform when inspecting OBDII vehicles.

Used vehicles being displayed for sale by dealerships will continue to be inspected by teams made up of investigators and emission technicians. DMV has obtained

costs for portable OBDII scanners, which can be used by emission technicians inspecting vehicles on used car lots. This will allow the inspections to be conducted in accordance with the OBDII testing procedures.

WORLDWIDE CONSUMABLE ITEMS

The California Bureau of Automotive Repair has approved aftermarket consumable items for the Worldwide 5000 series emissions analyzer. Emission stations are strongly advised to use consumable products that are either Worldwide original equipment or CABAR approved aftermarket items. Failure to use these items may cause the four year warranty that came with the NV2000 analyzers to be voided!

Consumable products include items such as calibration gases, sample hoses, flex probes, filters etc.

It should be noted that the new OBDII software included

graphics of sample filters. This graphic will be updated by Worldwide, due to additional sample filters now being available and marketed for use.

You can obtain the latest information on aftermarket consumable products for Worldwide 5000 series emission analyzers by logging onto the CABAR Website. The website address for CABAR is: <http://www.smogcheck.ca.gov>.

Your local emission control lab has information about where emission station owners can purchase consumable items for the Worldwide 5000 series emission analyzers. Management Services Program Officer Allen Nicholson can also provide this information to station owners.

The telephone number for the Las Vegas Emission Test Lab is (702) 486-4981. The telephone number for the Reno Emission Test Lab is (775) 684-3581. Allen Nicholson can be reached at (775) 684-4841.



**NEVADA DMV
VISITED BY
CAIRO, EGYPT**

Dignitaries from Cairo, Egypt visited the Nevada DMV Emissions Control Office in Reno on March 14th and 15th, 2002.

The dignitaries from Cairo are studying several of the heavy duty and light duty diesel emission control programs across the United States.

DMV representatives presented Nevada's emission testing requirements for light and heavy-duty diesel vehicles. DMV staff also held field trips with the dignitaries and tested some heavy duty diesel vehicles for emissions at the Weigh Station on Interstate 80 near Mustang. The group from Egypt also observed an emission inspection performed on a light duty vehicle at Sierra Diesel Injection. The DMV would like to thank Ron Cathy and the staff at Sierra Diesel Injection for the hospitality that they provided to our visitors from Egypt.

A few years ago Nevada DMV had visitors from Hong Kong, China. It is quite obvious that efforts for clean air are now something that is being addressed worldwide, not only in the United States.

**ENVIRONMENTAL
COMMISSION MEETING**

On March 8, 2002 the Environmental Commission held a meeting in Reno. One of the topics on the agenda was a

request from the Nevada Division of Environmental Protection to amend the Nevada Administrative Codes to make OBDII testing mandatory, instead of being only a contingency measure.

Representatives of the Nevada Division of Environmental Protection and Department of Motor Vehicles gave testimony to the environmental commission members. The commission voted to approve the proposed amendment to the Nevada Administrative Codes. OBDII testing is now a mandatory testing procedure in Clark and Washoe Counties for 1996 and newer light duty vehicles.

Discussion about the Nevada Heavy Duty Diesel Program also was on the agenda. Lengthy discussion about the current programs performance was heard. It is possible that Nevada may move forward to adopt the 40/55 percent opacity standards for heavy duty diesel vehicles. Many states have already adopted these standards. Further discussion about this program may take place at upcoming Advisory Committee for Vehicle Emissions Meetings.

A NOTE OF THANKS

We would like to thank all of the emission station owners and emission inspectors for their time completing the performance surveys recently sent out.

Both Compliance Enforcement and Management Services Divisions obtained very valuable information, from the surveys.

Development of training and testing programs are two of the tasks carried out by the Management Services and Programs Division. Some

indicators show that certain areas of the training and testing programs need to be evaluated and updated. This is being done right now and should be completed in the very near future.

Again, we would like to thank everyone that completed the surveys. Asking our members of the industry to complete a performance indicator survey may be something that we ask the industry to do for the Department periodically from now on.

There is another project that certain industry members jointly conducted with staff members of the DMV Management Services and Programs Division. There were huge changes required to our program in order to kick off OBDII testing. First, a new electronic transmission database had to be designed by WorldCom. As all industry members are aware, new analyzers were required to test OBDII vehicles. Field-testing of both the new database and NV2000 analyzer software programs was essential before a complete roll out could be implemented. We appreciate the response from many of the station owners to allow us to use their facilities for beta testing. Although taking a little longer than expected, overall, the testing has gone very smooth with good feedback from the emission inspectors. In closing, thanks and "Kudos" to all of those that have worked with the DMV staff with these recent projects.



ODOMETER READINGS

The emission control staff has recently received a number of complaints from motorists that have had the incorrect odometer reading entered onto their emissions inspection. A few years ago this was not as big a problem as it currently is. Much of the emission testing data is now obtained by vehicle history reporting agencies. Individuals can obtain this information through various sources. If an individual obtains this information for a vehicle they are considering purchasing which, for instance has 50,000 miles and the last emission test reflects 140,000 miles a lot of questions come up. For instance, was the odometer rolled back? What action is taken against the inspector that made the mistake?

In summary, we ask that all emission inspectors put forth a little extra effort to make sure the correct odometer mileage is entered into the emission analyzer. Accuracy is very important in our program!



OBD II notes
By: Hal Greene
Training Officer

Evaporative Emissions Monitors sometimes run at engine shutdown possibly causing some

unintended consequences, such as if you are attempting to fill the fuel tank while the monitor is running the nozzle may shut off repeatedly or not until too late, causing a spit back condition or not filling the tank fully. This may occur due to the PCM trying to pressurize the tank to watch for leaks and purge capability. This may also set a DTC for EVAP, with no real problem. It may be necessary to leave the engine off for a minute to allow the test to run before removing the gas cap and filling the tank.

Oxygen Sensors:

OBD II vehicles have multiple oxygen sensors and that fact has led to misdiagnosis and replacement of the incorrect O2 sensor especially on V type engines. The rule of thumb is, Bank 1 sensor 1 means the sensor closest to the number one cylinder, however cylinder number 1 may be on the front right on one vehicle and on the back left on another. When in doubt, you may try unplugging the suspect sensor and see what code pops up.

Another possible diagnostic problem with OBD II O2 sensors is that they are monitored by the PCM and as part of the diagnostic some monitors send a known voltage down the sensor signal wire to test circuit integrity. If the signal voltage is tested at the same time this diagnostic is being run a false diagnosis of a short to voltage can result.

Can a slow oxygen sensor cause high NOx readings?

Yes! Even if CO and HC are within limits, if the O2 sensor does not switch quickly enough the TWC (Three Way Catalyst) will not be able to store and release oxygen properly which

will cause the catalyst to be ineffective with the respect to NOx.

According the Gus's law of Auto Repair; It's always the wrong wrench And Thoreau observed: men have become the tools of their tools.



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Clean Air Program!***

Listed below is a statistical comparison of emission test results for the first quarter of 2001 and 2002. As the number of tests indicate, there had been a decrease of 45,739 emission inspections performed in Clark County and 14,760 in Washoe County. This represents a 23.3% and 27.2% decrease in emission inspections in Clark and Washoe Counties respectively.

**CLARK COUNTY 1st
QUARTER 2001**

EMISSION TESTS PERFORMED: 196,423
 EMISSION TEST FAILURES 10,285
 OVERALL FAILURE RATE: 5.2%

**CLARK COUNTY 1ST
QUARTER 2002**

EMISSION TESTS PERFORMED: 150,684
 EMISSION TESTS FAILURES: 6,549
 OVERALL FAILURE RATE: 4.3%

**WASHOE COUNTY 1ST
QUARTER 2001**

EMISSION TESTS PERFORMED: 54,285
 EMISSION TEST FAILURES: 3,016
 OVERALL FAILURE RATE: 5.6%

**WASHOE COUNTY 1st
QUARTER 2002**

EMISSION TESTS PERFORMED: 39,525
 EMISSION TESTS FAILURES: 1,811
 OVERALL FAILURE RATE: 4.6%