

# THE NEVADA CLEAN AIR BULLETIN

State of Nevada  
Department of Motor Vehicles

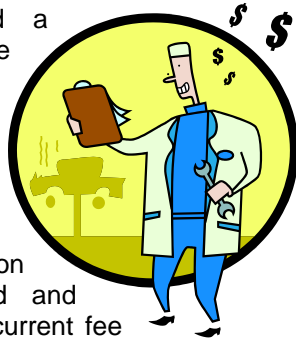


## A NEVADA I/M PROGRAM INFORMATIONAL NEWSLETTER

### FEE STRUCTURE SURVEY

Article By: Lloyd Nelson

DMV recently conducted a survey regarding the process to determine annual maximum fees. This process is documented in Nevada Administrative Codes 445B.599 and 445B.600. Numerous emission station operators were contacted and asked if they thought the current fee structure was fair to both the industry and motorist's needs. The survey was being conducted as a follow up to motorist complaints regarding inspection fees for OBDII vehicles. A few motorists have complained that it costs too much for an OBDII vehicle emission test because the test only takes a few minutes to perform.



Some of the recommendations from the industry:

- Perhaps a standard fee should be set by the State, similar to that of utility providers. The State should set a uniform fee that would be charged at each emission station.
- To eliminate these regulations altogether. Allow the fee base to be market driven.

A couple of other issues were also brought forth by the industry. These issues involve overhead to run an emission station. Motorist most likely are not aware of some of these issues, therefore a perception exists that there is not much overhead to operating station.

Some issues involve:

- The cost of replacement analyzer "consumable" components (filters, etc.)
- The cost of analyzer repairs when out of warranty.
- The cost of inspector training to stay abreast of new technology.

It is true that the on-analyzer time is averaging about two minutes for an OBDII vehicle emission test. Overall the process is very straightforward. However, it takes time when an OBDII vehicle **fails** an emission test. For instance, informing motorists why their vehicle was not ready to be emission tested due to unset monitors, what a trouble code is etc. Some of the upcoming vehicle technology may add time to perform an OBDII emission test. Some of this new technology includes vehicles with keyless ignition and hybrids, which may require special test procedures adding time to the inspection process.

While reviewing the surveys returned to DMV late last year it became obvious that many emission stations charge much less than the maximum allowed fees. Motorists can obtain an emission test for an OBDII vehicle at a much lower cost by shopping prices.

After evaluating all of the information gathered while researching this issue, DMV (at this time) is not going to pursue any amendments to, nor eliminate the fee process found in NAC 445B.599 and 445B.600

<b>State</b>	<b>Annual</b>	<b>Bi-ennial</b>	<b>Affected vehicles</b>	<b>Model years tested</b>	<b>Test fee</b>	<b>Notes</b>
Alaska		X	210,000	1968> Anchorage Newest 2 yrs. Exempt 1975> Fairbanks Newest 2yrs. Exempt	\$50Cap Anchorage / \$18 Cert Fee MKT Driven Fairbanks / \$20 Cert Fee	
Arizona		X	1,200,00	1967> Newest 5 yrs Exempt	Phoenix: \$27 Enhanced & OBD Tucson: \$11.75 All Tests	Enhanced/OBD: Bi-ennial basic: Phoenix Annual: Tucson
California		X	24,000,000	1975> Newest 6 yrs Exempt/4 yrs transfer	MKT Driven with \$8.25 Certificate fee	
Colorado	X	X	2,100,000	All newest 4 yrs exempt	\$24.25 Enhanced test / \$15 Max '81 <Basic	82>Biennial 81<Annual
Connecticut		X	18,00,000	24 yrs old > Newest 4 yrs exempt	\$20 All tests	
Delaware		X	700,000	1968> Newest 5 yrs exempt	NONE	
District of Columbia	X	X	500,000	1984> Newest 4 yrs exempt	\$30 All Tests	Commercial Vehicles Annual
Georgia	X		2,000,000	Rolling 24 yrs Newest 3 yrs exempt	\$10 Min. to \$25 Max most @ \$25	
Idaho	X		250,000	1965> First yr exempt	\$15 Max	
Illinois		X	4,800,000	1968>	None to Illinois residents unless voluntarily	
Indiana		X	475,000	1976> Newest 4 yrs exempt	None	
Kentucky	X	X	478,000	1968>	\$11 Jeffeson CTY \$20 Northern KY	*Jefferson CTY: Annual Northern KY: Biennial *Program terminated 10-31-03
Louisiana	X		261,338	1980> Up to 10,000 lbs.		
Maine	X		180,000	1973>	\$9.50 1995< \$12.50 1996>	
Maryland		X	2,400,000	1977> Newest 2 yrs exempt	\$14 all tests	
Massachusetts		X	3,900,000	1984> Newest 2 yrs exempt	\$29 all tests	
Missouri		X	1,300,000	1971> Newest 2yrs exempt	\$24 Enhanced \$10.50 Basic	Enhanced: Bi-ennial Basic: Annual
Nevada	X		1,300,000	1968> Exempt until 3 <sup>rd</sup> registration cycle	\$35.06 Light Duty Max Cap	Light duty insp. Ave: \$22.00

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New Hampshire	X		1,000,000	1980>	Not available	
New Jersey		X	4,800,000	All vehicles	Not available	
New Mexico		X	450,000	1975> Up to newest 4 yrs exempt	\$19 average	75-85: Annual 86>: Biennial
New York	X		9,700,000	25 yrs old and newest 2yrs exempt	Upstate: \$4 Downstate: \$25	
North Carolina	X		2,500,000	25 yrs old and current yrs exempt	\$23.50 Max / \$6.50 Certificate Fee	
Ohio		X	4,200,000	25 yrs old and Newest 2 yrs exempt	\$19.50 first passing then 3 <sup>rd</sup> or more retests	
Oregon		X	1,000,000	Portland 1975> Medford 20 yrs old and newer	\$21 certificate in Portland \$10 certificate in Medford	
Pennsylvania	X		3,500,000	1975>9,000 pounds or less current yr exempt driven less than 5,000 miles per year exempt	Market driven	Annual mileage inspection to verify 5,000 mile exemption qualification
Rhode island		X	7,000	25 yrs old and newer	\$47 all tests	
Tennessee	X		676,572	1975> up to 8,500 pounds	\$10 cash	
Texas	X			24 yrs old and newer Newest 2 yrs exempt		
Utah	X		1,000,000	1968>Newest 1 yr exempt	\$15 to \$25 depending on what county	
Vermont	X		500,000	1996>		
Virginia		X	1,400,000	25 yrs old and newer Newest 2 yrs exempt	\$28 Max	Dirty Screen RSD
Washington		X	3,000,000	25 yrs old and newer Newest 5 yrs exempt	\$15 no charge first retest	
Wisconsin		X	700,000	1968>Newest 4 yrs exempt	No cost initial and first 2 retests	
<b>Total</b>	<b>16</b>	<b>21</b>				

## **ANALYZER PRINTER REPLACEMENT**

Article By: Lloyd Nelson



DMV has recently received inquiries from station operators about self-replacement of analyzer printers if the analyzer is out of warranty. DMV researched the feasibility of station operators replacing printers themselves and learned that there are issues that need to be considered.

DMV asked Worldwide Environmental Products (WEP) if it is feasible for station operators to replace a printer themselves. Bert Alderete, Service Manager at WEP advised that if someone attempts to install a printer not compatible with the NV2000 emissions analyzer, problems related to printer drivers could be experienced.

After researching this issue, DMV suggests not attempting a self-replacement of a printer unless you have confirmed through WEP that the printer you intend to install is compatible with and meets the technical specifications for the NV2000 analyzer. Printers are a rather expensive item to purchase and we would not like having a station operator waste their money on something that they cannot use.

## **REPORTING OF EMISSION TEST FEES**

Article By: Gerald Howry

Attention all Emission Station owners and business principals. The DMV Emission Control Labs are in the process of updating the list of current emission test fees charged by Authorized Inspection Stations (1G) and Authorized Stations (2G) pursuant to NAC 445B.598, NAC 445B.599 and NAC 445B.600. Emission stations may receive a letter requesting that they submit the current fees they are charging for an emissions test

Stations may charge any amount up to the maximum fee allowed by the department but may not change their fee without first submitting a fee change request to the department. The department will then send a written acknowledgement of the fee change to the station. It is important that all stations respond to the fee charge request. NAC 445B.600 requires all stations to submit any new fee charges to the department in writing.

## **OBDII TESTABILITY ISSUES**

Article By: Lloyd Nelson & Gerald Howry

Mazda recently released a service bulletin regarding all 2003 – 2004 Mazda6 models and 2005 Mazda6 2.3L. The bulletin notes that these models may have a false Malfunction Indicator Light illumination with multiple U – code data trouble codes. The bulletin explains that when connecting or disconnecting any scan tool equipment (including emission test equipment) to the data link connector the ignition switch must be in the OFF position, otherwise, the Malfunction Indicator Light may come ON and false CAN communication DTC codes may be set in the different CAN bus modules. The bulletin information has been included in the Departments 1G training class. A copy of the Mazda TSB is available for review at your local DMV Emission Control Office.



There have been isolated instances where OBDII vehicles have failed the Nevada emission test because the Malfunction Illumination lamp did not work. Motorists then find that the light does work shortly thereafter. This situation does not seem to be manufacturer specific. NVDMV staff has contacted USEPA and other states to find out if other programs have experienced the intermittent illumination of OBDII vehicle Malfunction Illumination Lamps. Other states have advised that they have found some OBDII computers have to power down for up to 30 seconds before the MIL lamp can be checked during an emissions test. DMV is considering adding a prompt to the NV2000 test software which will provide for key off time, so the computer powers down before the lamp check is conducted. For the interim, please keep this issue in mind when performing an emissions test on OBDII vehicles. If you first find a MIL lamp not working, before failing the vehicle let the computer power down for 30 seconds and check the lamp again. You may save your customer the frustration of obtaining a false fail

emission test. And, the inconvenience of having another emission test performed on their vehicle.



**SAFETY REMINDER**

Article by: Gerald Howry

The Department is receiving a lot more complaints and reports from both customers and technicians about personal injury and property damage as a result of improper safety practices during an emission test.

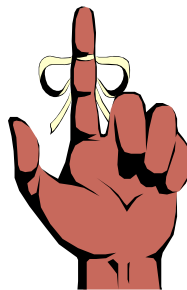
It is important to remember to use your wheel chocks on the DRIVE wheels of the vehicle. The DMV recommends that you do not use throttle rods and please be sure to get all the way into the vehicle while performing the test.

There have been too many reports of broken ankles due to vehicles jumping wheel chocks placed at non-drive wheels and leg injuries from people who leave a leg dangling out of the door and the vehicle dropping into drive during the test.

The property damage that results to the vehicle as well as other property is also an issue.

**So please remember:**

- **To set the parking brake**
- **Chock the drive wheels**
- **Get all of the way into the vehicle**
- **Apply the brake during the emission test**



**UPDATES...**

Article By: Lloyd Nelson

The following is Nevada's emission statistical overview of activities for calendar year 2004.

The statistics reported are for the initial inspections and re-test of light duty and heavy duty gasoline vehicles.



**Initial Test Summary Report  
Heavy Duty Vehicles For Calendar Year 2004**

Model Year	Washoe County				Clark County				Statewide			
	Total Initial Tests	Initial Passing	Initial Failing	Failure Rate	Total Initial Tests	Initial Passing	Initial Failing	Failure Rate	Total Tests	Initial Passing	Initial Failing	Failure Rate
1968	22	18	4	18.2%	15	10	5	33.3%	37	28	9	24.3%
1969	27	24	3	11.1%	28	24	4	14.3%	55	48	7	12.7%
1970	32	26	6	18.8%	34	27	7	20.6%	66	53	13	19.7%
1971	46	34	12	26.1%	42	31	11	26.2%	89	66	23	25.8%
1972	68	52	16	23.5%	89	69	20	22.5%	158	121	37	23.4%
1973	111	82	29	26.1%	148	126	22	14.9%	261	209	52	19.9%
1974	72	59	13	18.1%	103	85	18	17.5%	176	144	32	18.2%
1975	76	64	12	15.8%	125	108	17	13.6%	201	172	29	14.4%
1976	160	131	29	18.1%	177	145	32	18.1%	337	276	61	18.1%
1977	215	182	33	15.3%	322	281	41	12.7%	537	463	74	13.8%
1978	283	242	41	14.5%	311	263	48	15.4%	595	505	90	15.1%
1979	253	212	41	16.2%	420	344	76	18.1%	673	556	117	17.4%
1980	162	127	35	21.6%	248	203	45	18.1%	411	331	80	19.5%
1981	158	134	24	15.2%	236	186	50	21.2%	396	322	74	18.7%
1982	152	135	17	11.2%	270	221	49	18.1%	423	357	66	15.6%
1987	373	340	33	8.8%	576	508	70	12.1%	952	849	103	10.8%
1984	305	264	41	13.4%	474	417	57	12.0%	780	682	98	12.6%
1985	406	351	55	13.5%	569	498	71	12.5%	976	849	127	13.0%
1986	415	372	43	10.4%	654	542	112	17.1%	1072	916	156	14.6%
1987	419	407	12	2.9%	638	613	25	3.9%	1066	1,020	47	4.5%
1988	477	440	37	7.8%	824	740	84	10.2%	1305	1,182	123	9.4%
1989	625	591	34	5.4%	1,035	971	64	6.2%	1,671	1,570	101	6.0%
1990	611	574	37	6.1%	989	927	62	6.3%	1,604	1,505	99	6.2%
1991	419	407	12	2.9%	638	613	25	3.9%	1,066	1,020	47	4.5%
1992	436	428	8	1.8%	732	698	34	4.6%	1,174	1,132	42	3.6%
1993	433	421	12	2.8%	709	687	22	3.1%	1,148	1,114	34	3.0%
1994	541	523	18	3.3%	1,023	986	37	3.6%	1,568	1,513	55	3.5%
1995	663	653	10	1.5%	1,563	1,524	39	2.5%	2,226	2,159	67	3.0%
1996	677	668	9	1.3%	1,434	1,404	30	2.1%	2,114	2,075	39	1.8%
1997	728	720	8	1.1%	1,464	1,442	22	1.5%	2,201	2,170	31	1.4%
1998	532	532	0	0.0%	1,231	1,211	20	1.6%	1,769	1,749	20	1.1%
1999	943	833	110	1.2%	1,829	1,812	17	0.9%	2,662	2,655	7	1.0%
2000	786	780	6	0.8%	1,757	1,731	26	1.5%	2,550	2,518	32	1.2%
2001	730	727	3	0.4%	1,894	1,884	10	0.5%	2,632	2,619	13	0.5%
2002	614	613	1	0.2%	1,478	1,473	5	0.3%	2,097	2,091	6	0.3%
2003	180	179	1	0.6%	422	422	0	0.0%	603	602	1	0.2%
2004	4	4	0	0.0%	20	20	0	0.0%	24	24	0	0.0%
2005	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%
<b>Totals</b>	<b>12,814</b>	<b>12,079</b>	<b>735</b>	<b>5.7%</b>	<b>23,910</b>	<b>22,619</b>	<b>1,291</b>	<b>5.4%</b>	<b>36,838</b>	<b>34,799</b>	<b>2,039</b>	<b>5.5%</b>

**Initial Test Summary Report  
Light Duty Vehicles For Calendar Year 2004**

Model Year	Washoe County				Clark County				Statewide			
	Total Initial Tests	Initial Passing	Initial Failing	Failure Rate	Total Initial Tests	Initial Passing	Initial Failing	Failure Rate	Total Tests	Initial Passing	Initial Failing	Failure Rate
1968	522	366	166	31.8%	983	671	312	31.7%	1507	1,028	479	31.8%
1969	563	377	186	33.0%	1,171	829	342	29.2%	1738	1,208	530	30.5%
1970	601	420	181	30.1%	1,120	795	325	29.0%	1722	1,216	506	29.4%
1971	562	399	163	29.0%	1,048	752	296	28.2%	1615	1,153	462	28.6%
1972	760	557	203	26.7%	1,472	1,051	421	28.6%	2235	1,609	626	28.0%
1973	740	525	215	29.1%	1,455	1,032	423	29.1%	2197	1,558	639	29.1%
1974	700	502	198	28.3%	1,321	958	363	27.5%	2024	1,462	562	27.8%
1975	485	352	133	27.4%	1,050	768	282	26.9%	1540	1,121	419	27.2%
1976	841	614	227	27.0%	1,807	1,279	528	29.2%	2655	1,897	758	28.5%
1977	1,133	817	317	27.9%	2,549	1,896	653	25.6%	3684	2,713	971	26.4%
1978	1,524	1,096	428	28.1%	3,084	2,285	799	25.9%	4619	3,390	1,229	26.6%
1979	1,604	1,182	422	26.3%	3,667	2,753	914	24.9%	5277	3,938	1,339	25.4%
1980	896	697	199	22.2%	2,178	1,663	515	23.6%	3076	2,361	715	23.2%
1981	959	707	252	26.3%	2,409	1,823	586	24.3%	3372	2,532	840	24.9%
1982	1,014	731	283	27.9%	2,763	2,111	652	23.6%	3780	2,843	937	24.8%
1983	1,489	1,098	391	26.3%	4,016	3,181	835	20.8%	5514	4,283	1,231	22.3%
1984	2,675	2,039	636	23.8%	6,953	5,489	1,464	21.1%	9640	7,536	2,104	21.8%
1985	3,509	2,745	764	21.8%	9,834	7,881	1,953	19.9%	13,360	10,636	2,724	20.4%
1986	4,363	3,570	793	18.2%	11,987	10,813	1,174	9.8%	17,989	14,798	3,191	17.7%
1987	5,966	5,052	914	15.3%	15,675	13,274	2,401	15.3%	21,665	18,344	3,321	15.3%
1988	7,054	6,190	864	12.2%	19,949	17,458	2,491	12.5%	27,036	23,678	3,358	12.4%
1989	8,178	7,398	780	9.5%	24,978	22,315	2,663	10.7%	33,188	29,743	3,445	10.4%
1990	8,764	8,059	705	8.0%	27,723	25,237	2,486	9.0%	36,539	33,343	3,196	8.7%
1991	9,669	8,979	690	7.1%	30,802	28,576	2,226	7.2%	40,514	37,593	2,921	7.2%
1992	9,409	8,855	554	5.6%	31,855	29,768	2,087	6.6%	41,310	38,695	2,615	6.3%
1993	11,300	10,846	454	4.0%	37,799	35,836	1,963	5.2%	49,152	46,734	2,418	4.9%
1994	13,611	12,611	1,000	7.3%	45,460	43,779	1,681	3.7%	58,957	56,466	2,491	4.2%
1995	14,131	13,828	303	2.1%	53,070	51,407	1,663	3.1%	67,288	65,297	1,991	2.9%
1996	13,210	11,761	1,449	11.0%	51,485	44,409	7,076	13.7%	64,760	56,227	8,533	13.2%
1997	15,229	13,998	1,231	8.1%	61,588	54,968	6,620	10.7%	76,889	69,032	7,857	10.2%
1998	15,893	15,044	849	5.3%	62,718	56,575	6,143	9.8%	78,702	73,707	4,995	6.3%
1999	17,177	16,526	651	3.8%	70,711	67,637	3,074	4.3%	87,979	84,250	3,729	4.2%
2000	18,771	18,114	657	3.5%	84,026	80,928	3,098	3.7%	102,911	99,149	3,762	3.7%
2001	19,056	18,492	564	3.0%	85,832	83,108	2,724	3.2%	104,999	101,703	3,296	3.1%
2002	18,613	18,343	270	1.5%	91,820	90,219	1,601	1.7%	110,552	108,658	1,894	1.7%
2003	5,266	5,171	95	1.8%	24,750	24,308	442	1.8%	30,038	29,499	539	1.8%
2004	668	651	17	2.5%	1,942	1,866	76	3.9%	2,610	2,517	93	3.6%
2005	11	11	0	0.0%	31	29	2	6.5%	42	40	2	4.8%
<b>Totals</b>	<b>236,685</b>	<b>219,143</b>	<b>17,742</b>	<b>7.5%</b>	<b>884,181</b>	<b>821,727</b>	<b>62,454</b>	<b>7.1%</b>	<b>1,122,275</b>	<b>1,041,957</b>	<b>80,318</b>	<b>7.2%</b>

**Reinspection Test Summary Report**  
Heavy Duty Vehicles Calendar Year 2004

Washoe County					Clark County					Statewide				
Model Year	Total Inspections	Passing	Failing	Failure Rate	Total Inspections	Passing	Failing	Failure Rate	Total Inspections	Passing	Failing	Failure Rate		
1968	4	4	0	0.0%	6	5	1	16.7%	10	9	1	10.0%		
1969	3	3	0	0.0%	6	5	1	16.7%	9	8	1	11.1%		
1970	5	5	0	0.0%	8	8	0	0.0%	13	13	0	0.0%		
1971	12	11	1	8.3%	12	9	3	25.0%	24	20	4	16.7%		
1972	9	8	1	11.1%	18	18	0	0.0%	28	27	1	3.6%		
1973	25	21	4	16.0%	19	17	2	10.5%	45	39	6	13.3%		
1974	14	13	1	7.1%	22	20	2	9.1%	38	34	4	10.5%		
1975	11	9	2	18.2%	9	8	1	11.1%	20	17	3	15.0%		
1976	30	28	2	6.7%	26	23	3	11.5%	56	51	5	8.9%		
1977	22	22	0	0.0%	44	44	0	0.0%	66	66	0	0.0%		
1978	32	30	2	6.3%	40	38	2	5.0%	73	69	4	5.5%		
1979	39	36	3	7.7%	70	64	6	8.6%	109	100	9	8.3%		
1980	31	31	0	0.0%	46	42	4	8.7%	77	73	4	5.2%		
1981	20	19	1	5.0%	44	43	1	2.3%	64	62	2	3.1%		
1982	18	16	2	11.1%	50	41	9	18.0%	68	57	11	16.2%		
1983	40	38	2	5.0%	459	422	37	8.1%	88	80	8	9.1%		
1984	36	32	4	11.1%	59	51	8	13.6%	95	83	12	12.6%		
1985	47	43	4	8.5%	77	71	6	7.8%	124	114	10	8.1%		
1986	52	45	7	13.5%	109	105	4	3.7%	161	150	11	6.8%		
1987	36	32	4	11.1%	81	74	7	8.6%	117	106	11	9.4%		
1988	37	35	2	5.4%	92	85	7	7.6%	129	120	9	7.0%		
1989	38	37	1	2.6%	75	71	4	5.3%	115	110	5	4.3%		
1990	37	29	8	21.6%	76	73	3	3.9%	113	102	11	9.7%		
1991	15	14	1	6.7%	24	22	2	8.3%	39	36	3	7.7%		
1992	13	11	2	15.4%	40	40	0	0.0%	65	61	4	6.2%		
1993	16	14	2	12.5%	38	34	4	10.5%	54	48	6	11.1%		
1994	26	22	4	15.4%	52	50	2	3.8%	78	72	6	7.7%		
1995	19	19	0	0.0%	50	48	2	4.0%	69	67	2	2.9%		
1996	15	15	0	0.0%	76	74	2	2.6%	92	89	3	3.3%		
1997	20	18	2	10.0%	53	53	0	0.0%	73	71	2	2.7%		
1998	12	11	1	8.3%	53	47	6	11.3%	65	58	7	10.8%		
1999	21	21	0	0.0%	62	60	2	3.2%	83	81	2	2.4%		
2000	31	0	31	100%	60	4	56	93.3%	95	81	14	14.7%		
2001	16	16	0	0.0%	51	51	0	0.0%	67	67	0	0.0%		
2002	15	14	1	6.7%	42	40	2	4.8%	57	54	3	5.3%		
2003	3	3	0	0.0%	7	7	0	0.0%	10	10	0	0.0%		
2004	0	0	0	0.0%	0	0	0	0.0%	0	0	0	0.0%		
2005	0	0	0	0.0%	0	0	0	0.0%	0	1	0	0.0%		
<b>Totals</b>	<b>821</b>	<b>756</b>	<b>65</b>	<b>7.9%</b>	<b>1,654</b>	<b>1,543</b>	<b>111</b>	<b>6.7%</b>	<b>2,482</b>	<b>2,305</b>	<b>177</b>	<b>7.1%</b>		

**PARTICIPATING REGISTRATION  
RENEWAL EMISSION STATIONS**

Article By: Lloyd Nelson

So far there are 24 emission stations participating in the registration renewal program. The Department of Motor Vehicles would appreciate it if station owners would consider participating in this program. This would provide

your customers with a convenient option for renewing their



vehicles registration. For December 2004 there were 1,079 transactions conducted at Reno area emission stations and 583 transactions conducted at Las Vegas area emission stations. To date a total of 18,745-registration renewal transactions have been conducted at Reno area emission stations and 31,403-registration renewal transaction conducted at Las Vegas emission stations.

The Department would like to find out why station owners and operators are electing to not participate in this program. If there is a specific program requirement that is preventing station owners from participating, please let us know. The program requirement will be evaluated to determine if there are any changes that can be made to make the program more receptive to the industry.

Please feel free to drop us a line:

Department of Motor Vehicles  
Management Services and Programs Division  
555 Wright Way  
Carson City, NV. 89711  
Attention: Ivie Harper

**Reinspection Test Summary Report**  
Light Duty Vehicles For Calendar Year 2004

Washoe County					Clark County					Statewide				
Model Year	Total Inspections	Passing	Failing	Failure Rate	Total Inspections	Passing	Failing	Failure Rate	Total Inspections	Passing	Failing	Failure Rate		
1968	145	119	26	17.9%	259	239	20	7.7%	405	359	46	11.4%		
1969	171	135	36	21.1%	321	278	43	13.4%	494	415	79	16.0%		
1970	165	133	32	19.4%	272	247	25	9.2%	437	380	57	13.0%		
1971	144	122	22	15.3%	259	222	37	14.3%	403	356	47	11.7%		
1972	190	163	27	14.2%	377	339	38	10.1%	568	504	64	11.3%		
1973	183	156	27	14.8%	344	305	39	11.3%	528	463	65	12.3%		
1974	189	162	27	14.3%	330	296	34	10.3%	519	453	66	12.7%		
1975	143	112	31	21.7%	252	198	54	21.4%	396	331	65	16.4%		
1976	216	180	36	16.7%	475	417	58	12.2%	693	603	90	13.0%		
1977	277	225	52	18.8%	572	500	72	12.6%	851	741	110	12.9%		
1978	392	330	62	15.8%	707	604	103	14.6%	1,100	965	135	12.3%		
1979	405	319	86	21.2%	830	781	49	5.9%	1,237	1,048	189	15.3%		
1980	192	161	31	16.1%	471	427	44	9.3%	666	585	81	12.2%		
1981	234	179	55	23.5%	501	432	69	13.8%	736	637	99	13.5%		
1982	249	198	51	20.5%	571	477	94	16.5%	821	700	121	14.7%		
1983	386	285	101	26.2%	746	589	157	21.0%	1,135	939	196	17.3%		
1984	581	443	138	23.8%	1,305	1,104	201	15.4%	1,888	1,593	295	15.6%		
1985	735	579	156	21.2%	1,750	1,457	293	16.7%	2,488	2,131	357	14.3%		
1986	869	700	169	19.4%	2,200	1,904	296	13.5%	3,072	2,609	463	15.1%		
1987	939	757	182	19.4%	2,276	2,036	240	10.5%	3,219	2,740	479	14.9%		
1988	868	709	159	18.3%	2,345	2,031	314	13.4%	3,214	2,815	399	12.4%		
1989	809	669	140	17.3%	2,677	2,386	291	10.9%	3,490	3,035	455	13.0%		
1990	742	625	117	15.9%	2,565	2,333	232	9.0%	3,312	2,903	409	12.3%		
1991	728	610	118	16.2%	2,391	2,146	245	10.2%	3,120	2,770	350	11.2%		
1992	574	479	95	16.8%	2,359	2,124	235	10.0%	2,936	2,595	341	11.6%		
1993	571	491	80	14.0%	2,322	2,119	203	8.7%	2,894	2,578	316	10.9%		
1994	558	487	71	12.7%	2,243	2,076	167	7.4%	2,803	2,529	274	9.8%		
1995	480	432	48	10.0%	2,281	1,026	1,255	55.0%	2,767	2,552	215	7.8%		
1996	1,684	1,365	319	18.9%	8,405	7,343	1,062	12.6%	10,099	8,522	1,577	15.6%		
1997	1,566	1,325	241	15.4%	8,078	7,465	613	7.6%	9,649	8,346	1,303	13.5%		
1998	1,217	1,088	129	10.6%	5,557	5,236	321	5.8%	6,779	6,037	742	10.9%		
1999	1,074	980	94	8.8%	4,795	4,500	295	6.2%	5,870	5,455	415	7.1%		
2000	1,150	1,039	111	9.7%	5,253	4,957	296	5.6%	6,408	6,002	406	6.3%		
2001	1,123	1,051	72	6.4%	5,613	5,479	134	2.4%	6,744	6,374	370	5.5%		
2002	762	734	28	3.7%	4,348	4,309	39	0.9%	5,111	4,949	162	3.2%		
2003	185	175	10	5.4%	881	879	2	0.2%	1,067	1,018	49	4.6%		
2004	12	11	1	8.3%	48	48	0	0.0%	60	57	3	5.0%		
2005	0	0	0	0.0%	1	0	1	100%	1	1	0	0.0%		
<b>Totals</b>	<b>20,908</b>	<b>17,728</b>	<b>3,180</b>	<b>15.2%</b>	<b>76,979</b>	<b>69,309</b>	<b>7,670</b>	<b>10.0%</b>	<b>97,979</b>	<b>87,089</b>	<b>10,890</b>	<b>11.1%</b>		

<u>Month/Year</u>	<u>Cash</u>	<u>Check</u>	<u>Credit Cards</u>	<u>Total</u>
1.04	3	2	2	7
2.04	5	2	3	10
3.04	73	68	140	281
4.04	93	67	144	304
5.04	84	64	136	284
6.04	71	69	115	255
7.04	157	99	244	500
8.04	126	105	250	481
9.04	164	136	341	641
10.04	122	118	291	531
11.04	146	78	224	448
12.04	140	113	330	583
<b>Totals</b>	<b>1,184</b>	<b>921</b>	<b>2,220</b>	<b>4,325</b>

Registrations Renewed At Clark Cty Emission Stations  
Calendar Year 2004

<u>Month/Year</u>	<u>Cash</u>	<u>Check</u>	<u>Credit Cards</u>	<u>Total</u>
1.04	149	266	388	803
2.04	152	244	358	754
3.04	200	259	398	857
4.04	251	332	516	1,099
5.04	241	323	551	1,115
6.04	210	511	298	1,019
7.04	247	428	704	1,379
8.04	213	315	544	1,072
9.04	289	405	729	1,423
10.04	204	341	513	1,058
11.04	175	291	539	1,005
12.04	177	301	601	1,079
<b>Totals</b>	<b>2,508</b>	<b>4,016</b>	<b>6,139</b>	<b>12,663</b>

Registrations Renewed At Washoe Cty Emission Stations  
Calendar Year 2004

### REGULATION AMENDMENT

Article By: Lloyd Nelson



The Nevada Environmental Commission recently approved Temporary Regulations which amended the language found in Nevada Administrative Codes 445B.592, 445B.593 and 445B.594. The amendment to Nevada Administrative Code 445B.592, subsection six notes that only Heavy-duty vehicles **having a manufacturers gross vehicle weight rating**

**greater than 10,000 pounds** and powered by a diesel engine are exempt from the annual emission test.

The amendments to Nevada Administrative Codes 445B.593 and 445B.594 clarifies the emission areas within Clark and Washoe Counties. **A copy of the regulation and area maps follows:**

**Chapter 445B of NAC**  
**LCB File No. T002-05**  
**ADOPTED TEMPORARY REGULATION OF THE**  
**STATE ENVIRONMENTAL COMMISSION**  
**Filed with the Secretary of State on January 5, 2005**  
**Petition 2004-27**

**Explanation:** Matter in bold italics is new; matter in brackets [omitted material] is material to be omitted.

**AUTHORITY:** NRS 445B.210 and 445B.770

**Section 1.** NAC 445B.592 is hereby amended to read as follows:

**NAC 445B.592 Applicability of requirements for inspections and certain standards for emissions.** (NRS 445B.210, 445B.760, 445B.770, 445B.825) The provisions of subsection 3 of NAC 445B.576 and NAC 445B.593 to 445B.596, inclusive, do not apply to any:

1. Motorcycle or moped.
2. Motor vehicle which is subject to prorated registration pursuant to NRS 706.801 to 706.861, inclusive, and is not based in this State.
3. New motor vehicle until the third registration of the vehicle.
4. Motor vehicle permanently converted from gasoline to propane, compressed natural gas (CNG), methane or butane as a fuel.
5. Motor vehicle with a model year before 1968.
6. Heavy-duty motor vehicle *having a manufacturer's gross vehicle weight rating greater than 10,000 pounds and* powered by a diesel engine.

**Sec. 2.** NAC 445B.593 is hereby amended to read as follows:

**NAC 445B.593 Inspections required in Clark County.** (NRS 445B.210, 445B.770)

1. On or after October 1, 1983, persons who are registering or reregistering a used motor vehicle in Clark County *in and within 5 miles of the boundary of hydrographic basin 212, as established in Nevada's air quality state implementation plan, and inside the limits of the Boulder City line*, must provide evidence of compliance *with NAC 445B.400 to 445B.735* for those vehicles except for any which are *physically* based [at addresses serviced by one of the following post offices] *within the community of Goodsprings:*

- (a) Bunkerville;
- (b) Indian Springs;
- (c) Jean;
- (d) Goodsprings;
- (e) Logandale;
- (f) Mesquite;
- (g) Moapa.]

2. The Department will establish and maintain a list by zip code of the addresses [which] *that are included in this section and those that* are exempted from this section.

**Sec. 3.** NAC 445B.594 is hereby amended to read as follows:

**NAC 445B.594 Inspections required in Washoe County.** (NRS 445B.210, 445B.770)

1. On or after October 1, 1983, persons who are registering or reregistering used motor



vehicles in *the area of* Washoe County *that is south of the 40th degree of north latitude* must provide evidence of compliance *with NAC 445B.400 to 445B.735* for those vehicles except for any **[which]** *that are physically based within the following communities or* based at addresses serviced by one of the following post offices:

- (a) Crystal Bay;
- (b) Empire;
- (c) **[Gerlach;**
- (d)]** Nixon;
- [(e)]** (d) Wadsworth; **[or]**
- [(f)]**(e) Incline Village; **or**
- (f) Sutcliffe.**

2. The Department will establish and maintain a list by zip code of the addresses **[which]** *that are included in this section and those that* are exempted from this section.

