

# 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 THIRD QUARTER 2003

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### **OBD II Failures-Who to send to the Emission Lab**

**DO** send vehicles that will not communicate with your analyzer **AFTER** you double check the connectors and push the OBD II reset button on the back of the analyzer.

**DO** send vehicles when you can't locate the OBD II connector **AFTER** you exhaust all reasonable means of locating it. It is recommended that all stations have a copy of the ARI laminated quick reference chart for locating OBD II connectors.

### **OBD II Failures-Who not to send to the Emission Lab**

**DO NOT SEND** vehicles that have failed for incomplete readiness monitors. If the vehicle is not on the list of OBD II vehicles with testability issues, advise the customer that the vehicle needs to be driven up to 7 days under variable conditions in order to complete the Drive Cycle and then be retested. If the vehicle still doesn't complete the monitors, the vehicle must be repaired by a 2G Authorized Station or their dealer. Remember, it is okay to ask the customer if the battery has been disconnected recently, or if a recent service has been performed that would require the vehicle to complete the monitors before being tested.

**DO NOT SEND** vehicles with obviously missing, damaged or disconnected OBD II connectors. If it is obvious the connector is in need of repair or replacement, advise the customer that the vehicle must be repaired, regardless of cost, to be testable and advise them to go to a 2G Authorized Station or their dealer. If they have further questions they may contact the Emissions Lab.

**DO NOT SEND** vehicles that have failed for MIL light illuminated or trouble codes set. Please advise the customer that the vehicle has failed the OBD II test and the vehicle must be repaired by a 2G Authorized Station or their dealer. If they have further questions they may contact the Emissions Lab.

**PLEASE ADVISE** all customers with failing VIRs the vehicle must be repaired by a 2G Authorized Station or their dealer and then be retested before the vehicle can be registered. If they have further questions please refer them to the Emissions Lab.

**REMEMBER** that some OBD II system components are covered by the vehicle emissions warranty for as long as 8 years or 80,000 miles. Check with the local dealer to be sure the problem is not covered under the vehicle emissions warranty before you charge a customer for repair or replacement of emissions related components. For additional information, visit the following website, <http://www.epa.gov/oms/consumer/warr95fs.txt> to check on Federal requirements for emissions warranty coverage. It is recommended to familiarize yourself with the manufacturer's warranty policies for the vehicles that you repair and service.

**ALSO REMEMBER TO CALL** the Emissions Lab prior to sending a customer as the problem may be resolved on the phone without inconveniencing the customer.

**ANY** customer with emissions related questions that you are unsure of should be directed to the Emissions Lab.

*Article by Jerry Howry, Emission Technician, Reno*

## PROPER ANALYZER CALIBRATION

By scanning the Bar Code on the gas bottles prior to calibration you could be entering the wrong gas values. Some of the Bar Code labels on the gas bottles are incorrect and input the wrong gas values into the analyzer, which leads to an improper calibration. Make sure you either enter the calibration gas values for both the high and low gas bottles manually or check the Status Screen after you calibrate and compare the gas values stored to the gas values on the bottles. If they are not the same you will have to recalibrate your analyzer using the correct values from the bottles. Don't forget that all gas bottles are not the same and most have different gas values. Don't risk being locked out during your monthly audit due to improper entry of gas values into your analyzer. If you do not know how to manually enter the gas values contact your local WorldWide representative or your local Emission lab for instructions.

*Article by Jerry Howry, Emission Technician, Reno*

## FORD'S HYBRID-ELECTRIC ESCAPE SUV

Ford Motor Co. has decided not to introduce a limited number of its gasoline-electric hybrid Escape sport utility vehicles to fleet customers by the end of this year. Ford will be conducting its own testing for high mileage usage and durability. When Ford Motor Co. has satisfactorily completed its testing of this new hybrid it will be set for retail sale—as soon as the summer of 2004.

## TOYOTA'S HYBRID LEXUS SUV

Toyota Motor Co. is scheduled to introduce the highly touted Lexus RX330 hybrid SUV for sale next year. The RX330 is reported to have a 6-cylinder engine and combined front and back electric engines. It is reported to have more power than Lexus' 8-cylinder conventional model and have the fuel efficiency of a small Corolla sedan and achieve 0 to 60 in less than 10 seconds. It has also been reported that Toyota is working on a hybrid Highlander SUV for release possibly next year.

## GENERAL MOTORS-MILD HYBRIDS

General Motors has reportedly announced that it will begin introduction of its mild-hybrid version of the Sierra and Silverado full size pickup trucks by the end of this year. These mild-hybrids use the electric motor to start the internal combustion engine and recharge the batteries but does not propel the vehicle. It reportedly is planned that Saturn will produce a full hybrid compact-size SUV sometime next year.

## TOYOTA AND HONDA HYBRID VEHICLES

Toyota and Honda Motor Co. are the only automakers to have hybrid-electric vehicles in the market to date. It is reported that this month, a new generation of the Prius hybrid will be on the showroom floor. The new hybrid technology is to achieve better fuel economy than the first generation Prius and faster acceleration. (approx. 55 mph)

The new Prius is to be a mid-sized sedan. The current Prius is a compact.

## HYUNDAI'S FUEL-CELL SUV VEHICLE

It has been reported that Hyundai Motor Co. is working to develop a new fuel cell power plant capable of operating in freezing conditions. The only emission from fuel-cell vehicles is water and the fuel cell stacks must be moist to operate, cold winter driving is a major concern. Hyundai is working on a freezing cold capable power plant to integrate into a sport utility vehicle. Hyundai is hoping to have the fuel cell vehicle available to fleet operators by sometime in 2004 with limited retail availability by 2010.

## OBD TEST PROCEDURES

During recent covert audits of southern Nevada stations, with a vehicle that has had the MIL made inoperative, about 75% of the inspectors ignored the part of the test that asks them to visually verify MIL operation.

So far all that has been happening is remedial training and warning them. This may change soon and fines may be levied.

### *NAC 445B.727 Administrative fines.*

*1. Except as otherwise provided in subsections 2 and 3, if the department imposes administrative fines pursuant to the provisions of [NRS 445B.835](#), it will impose such fines for violations occurring within the 3-year period immediately preceding the most recent offense according to the following schedule:*

*(a) For a first offense, a fine of not less than \$100 nor more than \$500.*

*(b) For a second offense, a fine of not less than \$500 nor more than \$1,000.*

*(c) For a third offense, a fine of not less than \$1,000 nor more than \$1,500.*

*(d) For a fourth or subsequent offense, a fine of not less than \$1,500 nor more than \$2,500.*

*For the purposes of paragraphs (b), (c) and (d) of this subsection, a cease and desist order issued by the department shall be deemed to be a first offense.*

Remember during an inspection you must follow all screen prompts or it is a violation.

It is also noted that while we have been testing OBD in Nevada for some time now, it has only recently become pass or fail, no tailpipe test on OBD II equipped vehicles.

Therefore, find on the following page, the NAC sections involved. It may be helpful if these could be posted at the analyzers.

*Article by Hal Greene, Training Officer, L.V.*

**PROCEDURE FOR LIGHT-DUTY VEHICLES WITH MODEL YEAR OF 1996  
OR NEWER**

**NAC 445B.5805 Inspection of vehicle: Procedure for light-duty vehicles with model year of 1996 or newer. ([NRS 445B.785](#))**

1. The provisions of this section apply to inspections of light-duty motor vehicles with a model year of 1996 or newer.
2. After the owner or operator of a motor vehicle subject to the provisions of this section requests an inspection, the inspector shall:
  - (a) Turn the ignition switch to the off position for at least 12 seconds.
  - (b) Locate the data-link connector for the vehicle and connect the test equipment.
  - (c) Visually inspect the operation of the malfunction illumination light while turning the ignition switch to the run position with the engine off.
  - (d) Start the vehicle and, with the engine running, establish communication with the certified on-board diagnostic system installed in the vehicle.
  - (e) Visually inspect the vehicle to determine whether the malfunction illumination light is commanded on.
  - (f) Review the emission readiness code status.
  - (g) Retrieve all data trouble codes that are present.
3. The inspector shall complete each test and issue a vehicle inspection report indicating whether or not the vehicle passes the inspection.
4. The inspector shall issue a vehicle inspection report indicating that the vehicle did not pass the inspection if:
  - (a) The vehicle has a malfunction illumination light that fails to illuminate during a visual inspection while the ignition switch is turned to the run position with the engine off,
  - (b) The vehicle has its malfunction illumination light commanded on continuously,
  - (c) The vehicle has a data-link connector that is missing, has been tampered with or is inoperable, including related electrical circuitry,
  - (d) There is no serial data communication from the certified on-board diagnostic system installed in the vehicle,
  - (e) The vehicle has a model year of 2001 or newer and has more than one unset readiness indicator,
  - (f) The vehicle has a model year of 1996 to 2000, inclusive, and has more than two unset readiness indicators; or
  - (g) Smoke is visible in the exhaust emissions from the vehicle with the engine speed at idle.

**ATTENTION ALL INSPECTORS AND STATION OWNERS**

THE DEPARTMENT HAS BEEN RECEIVING NUMEROUS COMPLAINTS FROM THE PUBLIC CONCERNING THE EMISSION TEST RESULTS NOT BEING TRANSMITTED IN A TIMELY MANNER. AFTER THOROUGH INVESTIGATION IT HAS BEEN DISCOVERED THAT SOME STATIONS ARE TESTING OFFLINE. THIS SLOWS DOWN THE TRANSMITTAL TIME AND DELAYS THE CUSTOMER FROM RENEWING THEIR REGISTRATION ON-LINE OR AT A DMV OFFICE.

PLEASE ABANDON THIS PRACTICE, UNLESS IT IS ABSOLUTELY NECESSARY. THE PURPOSE OF ELECTRONIC TRANSMITTAL IS TO SPEED UP THE PROCESS. DO NOT SEND EMISSION TESTS THROUGH THE SYSTEM IN BATCH FORM. THIS PRACTICE IS NOT ADVANTAGEOUS TO ANYONE.

YOUR COOPERATION WILL BE APPRECIATED AND ANTICIPATED.

The Labor Rate Survey will be mailed out to all stations on October 1,<sup>st</sup> it is to your advantage that you return the survey questionnaire within 30 days.

**Clark County Tests Performed**

Year	May	Jun	Jul	Aug
2002	<b>74,599</b>	<b>67,839</b>	<b>76,928</b>	<b>77,715</b>
2003	<b>79,184</b>	<b>76,980</b>	<b>80,515</b>	<b>81,032</b>

**Washoe County Tests Performed**

Year	May	Jun	Jul	Aug
2002	<b>22,013</b>	<b>20,223</b>	<b>22,731</b>	<b>22,874</b>
2003	<b>22,418</b>	<b>22,297</b>	<b>23,573</b>	<b>24,059</b>