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VOLUME 1

Clean Air

focus

AN INFORMATIONAL NEWSLETTER FROM THE STATE OF NEVADA—DEPARTMENT OF MOTOR VEHICLES.
COMPLIANCE ENFORCEMENT DIVISION
555 WRIGHT WAY, CARSON CITY, NV 89711

"There's so much pollution in the air now that if it weren't for our lungs there'd be no place to put it all." ~Robert Orben

PURCHASING VEHICLE INSPECTION REPORTS ONLINE

There has been some very rare instances where we have found Vehicle Inspection Reports purchased online fail to populate into the station's file in the Vehicle Inspection Database. We've been able to correct the problem for the Station Manager when this has happened, but it is much easier to trace the problem when the Emission Station Manager prints the receipt sent by email once the transaction is complete.

We recommended that Station Managers only click once on the "SUBMIT" button and enter an email address when purchasing Vehicle Inspection Reports (VIRS) online, so a confirmation of the purchase can be sent. Or, if email is not available to the Emission Station Manager, another option is to create a screenshot of the confirmation screen once the transaction is complete and save it to a Word document.

VERIFYING MIL LAMP OPERATION ON VEHICLES WITH KEYLESS IGNITION

Information on how to verify operation of the Malfunction Indicator Lamp on vehicles with Keyless Ignition Systems can be found on the OBD Clearinghouse website, which is designed and maintained by Weber State University. Here is an Internet address which will take you to the website section which contains information regarding vehicles that have Keyless Ignition systems. A PDF copy of the document may be either printed or saved for as-needed reference:

<http://www.obdclearinghouse.com/index.php?body=can>

The OBD Clearinghouse website is a great resource for all of us working in the motor vehicle emission test and repair field. We encourage you to take a look at the website and use some of the tools which are available.

<http://www.obdclearinghouse.com/index.php?body=main>





¹EMISSION TEST DATA CALENDAR YEAR 2009

¹A COMPLETE ELECTRONIC 2009 PASS/FAIL/REJECT
REPORT IS AVAILABLE UPON REQUEST
EMAIL: lnelson@dmv.nv.gov

**THOUGHT
YOU MIGHT
LIKE TO
KNOW...**

Initial Tests (Light Duty)	Total Tests	Passed	Failed	% Fail
Southern Nevada	986,198	938,747	47,451	4.81 %
Northern Nevada	247,293	235,567	11,726	4.74 %
Totals	1,233,491	1,174,314	59,177	4.80 %

Re -Tests (Light Duty)	Total Tests	Passed	Failed	% Fail
Southern Nevada	37,710	33,614	4,096	10.86 %
Northern Nevada	8,690	7,625	1,065	12.26 %
Totals	46,400	41,539	5,161	11.12 %

Initial Tests (Heavy Duty)	Total Tests	Passed	Failed	% Fail
Southern Nevada	27,950	27,021	929	3.32%
Northern Nevada	13,566	13,109	457	3.37%
Totals	41,516	40,130	1,386	3.34%

Re -Tests (Heavy Duty)	Total Tests	Passed	Failed	% Fail
Southern Nevada	994	848	96	10.17%
Northern Nevada	357	324	33	9.24%
Totals	1,351	1,172	129	9.55%

...that a 1G Approved Inspector can challenge the 2G written exam? Interest seems to be waning for new individuals who want to become certified to inspect and repair vehicles for emissions.

Think about giving the exam a try!

LAS VEGAS:
702-486-4986

RENO:
775-684-3581

CALL YOUR LOCAL DMV OFFICE LISTED ABOVE TO SCHEDULE A 2G TEST DATE.



HOURS OF OPERATION

Nevada Administrative Code 445B.480 states that a test station (other than one that is licensed as a fleet facility) shall post and adhere to regular business hours and test any motor vehicle presented for testing unless there are safety related reasons. The regulation further defines regular business hours to be 8am to 5pm Monday through Friday. For a test station operated by a sole employee, if the location closes during regular business hours a sign must be posted advising when it will re-open.



The Department has received some written requests from emission station operators to re-evaluate this regulation requirement because it does not fit with some industry business models. Apparently some emission stations can provide better service to their customers by working a Saturday and Sunday and taking a weekday off. We are reviewing this regulation and may be holding a Workshop sometime in the near future to discuss possible amendments.

Upcoming Public Meetings related to the vehicle emission program can be viewed online at the following address: <http://www.dmvnv.com/publicmeetings.htm>

MAINTAINING CORRECT CLOCK TIME ON COMPUTERS

There is a clock validation built into the Light Duty Diesel data entry program. If the time on the computer used to enter diesel test data is off more than fifteen minutes from the central host computer, the data entry application will not work. If this occurs the time on the local data entry computer will need to be updated.

Also, remember to check if the correct time zone is set for your local data entry computer. If any of this data is not correct, it could definitely prevent the Light Duty Diesel data entry program from working.

EMISSION STATION AUDITS

Recently there has been an increase of emission stations re-installing OBDII Data Link Connector cables and exhaust probe tips found by a Department representative to be defective during an overt audit. Test stations re-installing defective analyzer components is a practice which has surfaced on and off for many years. The Department of Motor Vehicles auditors simply cannot tolerate this practice.

Please be advised that test stations can expect to be placed out of service when Department auditors discover that a previously noted defective analyzer component has been re-installed on an emissions analyzer. Test stations can expect to be placed out of service immediately, and auditors will not wait for test stations to replace the defective component. Twenty-four hours or more could pass before a recheck is performed on an analyzer placed out of service.

OVERT AUDITS NORTHERN REGION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR YEAR
TOTAL OVERT AUDITS	111	111	112	111	110	110	110	111	111	110	111	111	1,329
PASS AUDIT	107	105	109	107	105	105	106	105	105	105	106	105	1,270
FAIL AUDIT	4	6	3	4	5	5	4	6	6	5	5	6	59
PERCENTAGE PASSED	96%	95%	97%	94%	95%	95%	96%	95%	95%	95%	95%	95%	96%

Listed above are the overt audit results for Calendar Year 2009 in the Northern Region:

Listed below are the overt audit results for Calendar Year 2009 in the Southern Region:

OVERT AUDITS SOUTHERN REGION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL FOR YEAR
TOTAL OVERT AUDITS	285	297	308	292	308	303	288	305	277	284	304	303	3,567
PASS AUDIT	245	285	295	259	292	285	265	298	254	252	297	287	3,328
FAIL AUDIT	39	11	13	33	16	17	22	10	13	32	7	16	239
PERCENTAGE PASSED	86%	96%	96%	89%	95%	94%	92%	97%	92%	89%	98%	95%	94%

In addition to all other audit items (signage, reference materials, license posted etc), every emission analyzer receives an overt audit a minimum of once each calendar month, with an accuracy check performed a minimum of once every quarter of each calendar year.

RECENT REGULATION AMENDMENTS

Two regulation amendments became effective on June 30, 2010. The amendments affect the provisions related to program informational materials and criteria for participating in the vehicle registration renewal program. Local DMV emission program staff may be delivering copies of the regulation amendments to you, or they can be read online by going to the following links:

The revisions to vehicle registration renewal participation is in Chapter 482 of NAC:

<http://leg.state.nv.us/Register/2009Register/R116-09A.pdf>

The revisions to the provisions regarding program informational materials is in Chapter 445B of NAC:

<http://leg.state.nv.us/Register/2009Register/R208-09A.pdf>

As always, if you have questions regarding either of these regulation amendments, your local Emission Lab staff are ready to assist. In the Reno/Sparks area call 775-684-3580. In the Las Vegas/Henderson area call 702-486-4981.

VEHICLE REGISTRATION RENEWALS FISCAL YEAR COMPARISON

MONTH	FY 2009	FY 2010	DIFFERENCE
JULY	3,208	6,563	+51%
AUGUST	3,245	6,520	+50%
SEPTEMBER	4,531	7,100	+36%
OCTOBER	4,927	6,769	+27%
NOVEMBER	4,638	5,973	+22%
DECEMBER	4,777	6,003	+20%
JANUARY	5,457	7,749	+30%
FEBRUARY	4,463	7,341	+39%
MARCH	5,822	8,992	+54%
APRIL	5,576	8,151	+46%
MAY	5,801	8,361	+44%
JUNE	5,793	8,928	+54%
TOTALS	58,238	88,450	+52%

Thank you to all emission stations who are participating in the vehicle registration renewal program!

Every time alternate renewal services are used, it reduces the lines at your local DMV office!

LATEST UPDATE ON DATA LOGGERS OR SIMILAR DEVICES

It is becoming more common to see devices connected to the vehicle's Data Link Connector (DLC) which do not have an alternate pass through DLC.

Here's some background on how data loggers are handled in the Nevada Emissions Program.

Nevada follows the USEPA OBDII guidance document with regards to the outcome of an emissions test. On page eight of the guidance document it states that a DLC found to be inaccessible will result in a Rejected test result. Emission inspectors are also trained to follow the analyzer prompts, which is a requirement found in the Nevada Administrative Code. One of those prompts says to inspect the vehicle in an "as received condition". If an emission test is officially started and the inspector discovers a data logger is connected to the vehicle's DLC which is not designed with an alternate connector, the inspector enters "not accessible" for the vehicle's OBDII-DLC status. A Reject (not failed) test result is then provided to the customer.

If the data logger used does not have the alternate DLC connector, the best advice to pass along to your clients would be to remove the data logger just before the inspector begins the emissions test and then immediately reinstall the data logger once the emissions test is complete. That way the vehicle will not be issued a Rejected test result, providing the other OBDII parameters are okay. DMV has advised to emission inspectors that it is best to have the vehicle owner or operator remove the data logger or similar device from the vehicle's DLC before starting the emissions test, if the device does not have an alternate pass through DLC. That way the inspector will not be held liable if something should happen to the data logging device or the vehicle's DLC connector.

If you have any questions please let us know.

<http://www.epa.gov/otaq/regs/im/obd/r01015.pdf>

(The above information was provided to an insurance company which offers OBDII data loggers used for insurance purposes. We felt the information would also be useful to the emission test stations & inspectors)

VEHICLE EMISSION TESTING UPDATES

A new report regarding Acura vehicles has been added to the OBD Clearinghouse website. The bulletin covers issues regarding communication with generic scan tools on 1997 Acura 2.5TL models. Honda has found that this Acura model vehicle may communicate with some, but not all generic scan tools. At this point we have not experienced any pattern issues with the Acura on the NV2000 emissions analyzers, so whether or not this will be an issue in Nevada is unknown. However, Honda mentions in their report that states may need to implement backup plans to assist owners of one of these Acura models.

If you do encounter a communication problem with one of these Acura vehicles while trying to conduct the emissions inspection, please refer your customer to the nearest DMV Emissions Test Lab. The Acura will be rechecked at the Emissions Lab. If vehicle to analyzer communication cannot be obtained at the Emissions Lab staff will help the customer with the registration process.

This Honda report may be viewed by accessing this web address:

<http://www.obdclearinghouse.com/>

Nissan very recently updated their System Readiness Test information for 1996 and 1997 model vehicles found in document NTB98-018d. Specifically, SRT drive pattern #23 on page 36 of the document has been revised. Monitors affected include the O2 Sensor Heater, EGR and Catalyst. The update to the drive patterns just might help turn these monitors to a “ready” status for your customer’s Nissan.

If you have any questions regarding either of the above vehicles, please feel free to contact your nearest DMV Emission Test Labs and speak with an Emission Control Technician.

Reno: (775) 684-3580

Las Vegas: (702) 486-4981