

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 NOTICE

Labor Rate Survey Results Clark and Washoe Counties

The annual labor rate survey was conducted by the Department of Motor Vehicles, Emission Control Section, for both counties in the I/M Program. The Department is required by NAC 445B.599 to conduct a survey of authorized repair facilities, within the program, and determine the maximum fee that may be charged for the inspection and for issuing evidence of compliance. This is accomplished by taking 35% of the average hourly shop labor rate charged by the authorized stations within the county and rounding the result to the nearest 50 cents. A questionnaire was mailed to all authorized stations on October 1, 2003, for information regarding hourly labor rates charged for repairs to both light and heavy duty motor vehicles. Fifty percent of the stations surveyed in each county must respond with a completed questionnaire within 30 days or the survey will be considered void and no changes will be made.

Clark County Results: 51.53% Questionnaires Returned Washoe County Results: 57.30% Questionnaires Returned

Effective January 1, 2004

The maximum fees allowable for an initial emissions inspection are listed below:

GASOLINE

Clark County Light Duty

| | |
|--|----------------|
| Maximum Test Fee: | \$24.50 |
| VIR Certificate Fee: | \$ 6.00 |
| Electronic Transmission Surcharge Fee: | <u>\$ 2.06</u> |
| Total Fee: | \$32.56 |

Washoe County Light Duty

| | |
|--|----------------|
| Maximum Test Fee: | \$27.50 |
| VIR Certificate Fee: | \$ 6.00 |
| Electronic Transmission Surcharge Fee: | <u>\$ 2.06</u> |
| Total Fee: | \$35.56 |

Clark County Heavy Duty

| | |
|--|----------------|
| Maximum Test Fee: | \$27.00 |
| VIR Certificate Fee: | \$ 6.00 |
| Electronic Transmission Surcharge Fee: | <u>\$ 2.06</u> |
| Total Fee: | \$35.06 |

Washoe County Heavy Duty

| | |
|--|----------------|
| Maximum Test Fee: | \$29.00 |
| VIR Certificate Fee: | \$ 6.00 |
| Electronic Transmission Surcharge Fee: | <u>\$ 2.06</u> |
| Total Fee: | \$37.06 |

DIESEL

Clark County Light Duty

| | |
|----------------------|----------------|
| Maximum Test Fee: | \$33.00 |
| VIR Certificate Fee: | <u>\$ 6.00</u> |
| Total Fee: | \$39.00 |

Washoe County Light Duty

| | |
|----------------------|----------------|
| Maximum Test Fee: | \$30.00 |
| VIR Certificate Fee: | <u>\$ 6.00</u> |
| Total Fee: | \$36.00 |

CHRYSLER NO COMMS

Nevada Authorized Emission Control Stations have experienced an unusually high number of no communication with OBDII on some early 2000 model-year Chrysler Product vehicles equipped with 41TE/AE or 42LE automatic transaxles. These no-communication issues have been verified by the Northern Region DMV Emission Control Test Lab. A Technical Service Bulletin was released by Chrysler sometime ago, which involves erasing and reprogramming the TCM (Transmission Control Module) with new software. This reprogramming repair is covered under the warranty. Models affected, manufactured no later than October 1999 are:

GS-Chrysler Voyager
JA-Cirrus/Stratus/Breeze
JX-Sebring Convertible
NS-Town&Country/
Caravan/Voyager
PR-Prowler.

Should you have a customer with one of the above noted vehicles that fails to communicate with the NV2000 analyzer, please refer them to the nearest DMV Emissions Test Lab for further information on the reprogramming process. If the latest software has been installed and no other updates are available, another condition exists that will require further investigation. The possibility of a ground or fuse problem may still exist which can cause a no-communication problem. This issue is not something unique to Nevada's emission program. At the Automotive Service Association's Forum on Motor Vehicle Inspection and Maintenance, held in Las Vegas on November 5, 2003, other states made comment about having a large number of 2000 model year Chrysler vehicles that would not communicate with

their OBD equipment. Representatives from C.A.R.B. responded in a positive manner that this reprogramming process will help out with the non-communication problems being experienced in other states.

ABS WARNING LAMP

There have been isolated reports of the ABS brake system warning lamp turning on during the dynamometer inspection phase of the light duty diesel vehicle emission inspection. The vehicles most notably being reported with their ABS light turning on are Volkswagens. The National Center for Vehicle Emission Control and Safety has been contacted by DMV to find out what they have experienced during operation of ABS equipped vehicles on a dynamometer. NCVES instructors advise that normally they experience the ABS warning light turning off within a short period of time, once the vehicle is driven under normal road conditions. And, if the warning lamp does not turn off, another condition may exist which should be investigated, before routinely clearing the system with a scan tool. Hopefully within a few years time even diesel vehicles will be fully compliant OBD systems. Diesels appear to have a bright future for many years to come.

SENATE BILL 18

Senate Bill 18 was passed during the 2003 Legislative session. Senate Bill 189 authorizes the Department of Motor Vehicles to provide, by regulation, the process for conducting inspections of Authorized Emission Control Stations. Workshops have been scheduled to discuss potential language to fulfill Senate Bill 18 requirements. DMV staff encourage members of the

emission testing industry to attend these workshops. The dates for the workshops are:

NORTHERN REGION:

December 17, 2003, at 10:00 am.
To be held at the Northwest County Library on Robb Drive.

SOUTHERN REGION:

December 18, 2003, at 10:00 am.
To be held at the Spring Valley Library on South Jones Boulevard.

THANK YOU

A sincere THANK YOU to all station operators and inspectors that reported their NV2000 solenoid purge problems to DMV Programs Officer Allen Nicholson. A total of 37 analyzers were reported as having a problem. A report was provided to our equipment vendor and diagnostics are being conducted at this time by the vendor to locate and correct the problem. DMV staff members anticipate that the reason for the purge problem will be located and corrected in the very near future. We will keep the stations that reported the problem informed on any progress and corrective action.