THE
NEVADA CLEAN AIR BULLETIN

Department of Motor Vehicles - Compliance Enforcement Division
Reno, Nevada

INFORMATIONAL NEWSLETTER 2025

Clear Skies, Open Ears

Join the emissions conversation

Behind every smog check and emissions test in Nevada, there's more than just machines and mandates, there's a conversation. And guess what? You're invited to be part of it.

Welcome to the Advisory Committee on the Control of Emissions from Motor Vehicles, Nevada's not-so-secret weapon in the quest for cleaner air and smarter vehicle compliance. But this isn't just a government gig. It's a collaborative space where your voice, your experience, and your ideas can help shape the future of emissions testing in our state.

Why should you get involved?

If you:

- Run a Test Station
- Repair vehicles
- Train technicians
- Help customers with emissions-related issues

…then this committee's work directly impacts you!

By getting involved, you can:

- Stay ahead of regulatory changes
- Share real-world challenges and solutions
- Help shape practical, effective standards

You might not have a formal seat at the table, but your voice absolutely belongs in the room.

How to join the conversation

Getting involved is easy and encouraged! Here's how you can plug in:

- Attend quarterly meetings (in person or virtually)
- Speak during public comment to share your insights
- Submit written feedback or suggest future agenda topics
- Follow along with posted agendas and meeting minutes

Everything's public and transparent, so you can catch up anytime or plan ahead with confidence.
https://dmv.nv.gov/publicmeetings.htm

Want more info?

Reach out to:

Jessica Warren,
Administrative Assistant II
Nevada Dept. of Motor Vehicles
9155 Double Diamond Parkway
Reno, NV 89521
(775) 684-3553
jwarren@dmv.nv.gov

Let's clear the air – together!

Don't Skip a Step

Every emissions test plays a part in protecting Nevada's air, and it all starts with following the analyzer prompts. These on-screen instructions aren't just part of the process; they *are* the process. Designed for accuracy and consistency, they help inspectors deliver reliable results, maintain compliance, and uphold public trust. Skipping them may seem small in the moment, but the consequences can be big, for your station, your equipment, and the environment.

Why prompts matter - and what happens when they're ignored

Analyzer prompts are built to ensure inspections are accurate, compliant, and trustworthy. Following them protects more than just the process, it safeguards your license, your equipment, and Nevada's air quality.

Here's what's at stake

- Regulatory Compliance: Analyzer prompts are aligned with inspection regulations. Skipping them can lead to enforcement actions and administrative sanctions.
- Accurate Results: Each step ensures valid, reliable testing. Skipping steps can result in false passes or failures, requiring costly retests.
- Data Integrity: Following all prompts ensures complete and accurate data entry.
- Incomplete or corrupted records compromise the state's emissions database.
- Public Trust: Vehicle owners rely on fair, consistent inspections. Ignoring prompts can damage your station's reputation and customer confidence.
- Financial Impact: Retests, fines, and lost business due to poor reviews or failed inspections can directly affect your bottom line.
- Environment Consequences: Incorrectly passing high-emitting vehicles contributes to air pollution and undermines Nevada's clean air goals.

Protect your analyzer

Following prompts also protects the equipment you rely on:

- Improper Sequencing: Skipping steps can strain sensors and pumps.
- Component Stress: Warm-up and stabilization prompts prevent overheating and extend component life.
- Data Corruption: Following all prompts ensures clean records; skipping them risks corrupted files and resets.
- Calibration Drift: Following all prompts help maintain accuracy. Ignoring them can require costly recalibration.
- Increased Maintenance: Repeated misuse leads to breakdowns and higher repair costs.

Final Reminder

Every step you take during an emission inspection matters, not just for compliance, but for the bigger picture. By following analyzer prompts exactly as they appear, you're helping ensure cleaner air, safer communities, and a stronger inspection program. It's a small action with a big impact. So, take the time, trust the process, and do it right - every prompt, every time.

Don't Skip the Purge!
Protecting Analyzer Accuracy and Ensuring Compliance

In emissions testing, precision isn't optional, it's essential. And that precision begins with a clean, well-maintained exhaust gas analyzer. One of the most critical yet often overlooked maintenance steps is regular purging. Without it, residual gases, moisture, and contaminants can accumulate inside the analyzer, leading to inaccurate readings, sensor degradation, and potential regulatory violations.

This article outlines why consistent purging is vital, how it directly affects the accuracy of two-speed idle tests, and what best practices every Nevada emissions station should follow to maintain compliance and equipment integrity.

Why purging matters:

Exhaust gas analyzers are engineered to sample, measure, and purge exhaust gases. The purge cycle serves several key functions:

- Prevents condensation buildup
- Clears residual gases from the sampling system
- Protects sensors from prolonged exposure to corrosive or high-moisture gases

When purging is skipped or delayed, the analyzer's internal environment becomes unstable, leading to a range of performance and reliability issues.

Consequences of infrequent purging

Issue	Impact on Analyzer
Condensation Buildup	Moisture can corrode internal components, especially sensors and circuit boards
Sensor Contamination / Saturation	Degrades sensor accuracy and shortens lifespan
Air Leaks or Pressure Imbalance	Causes pressure inconsistencies and false readings
Inaccurate Gas Readings	Residual gases skew CO, CO_2, HC, and O_2 values
Clogged Filters or Water Traps	Reduces airflow efficiency and increases maintenance needs
Calibration Drift	Leads to inconsistent results and more frequent recalibration

Signs of purge failure:

Technicians should watch for these real-world indicators that purging is not occurring as it should:

- Unstable or drifting readings after warm-up
- High O_2 readings on catalytic converter-equipped vehicles
- Low CO, CO_2, and HC values across multiple tests
- Visible condensation in sample lines or water traps
- Frequent sensor faults or error codes

Purging Best Practices:

To maintain analyzer performance and ensure valid test results:

- Purge between every vehicle test
- Purge at regular intervals throughout the day - even when not testing
- Inspect and clean water traps and filters daily
- Verify purge valve operation during routine maintenance
- Follow manufacturer-recommended purge cycles and maintenance schedules
- Ensure air pressure is maintained between 80-100 PSI for optimal purge performance
- For best results, install an air/water separator between the compressor and analyzer to prevent moisture intrusion

The role of purging in two-speed idle tests:

The two-speed idle test, a key component of Nevada's emissions inspection program, measures exhaust emissions at:

- Low idle (typically 600 - 1,000 RPM)
- High idle (typically 2,500 RPM)

It evaluates concentrations of:

- Carbon monoxide (CO)
- Hydrocarbons (HC)
- Carbon dioxide (CO_2)
- Oxygen (O_2)

Accurate readings depend on a clean, calibrated sampling system - something only consistent purging can ensure.

How poor purging skews test results:

Issues from Lack of Purging	Effect on Two-Speed Idle Test
Residual Exhaust Gases	Skewed readings - especially elevated CO or HC at low idle
Sensor contamination /saturation	Sluggish response or false pass/fail results
Condensation buildup	Diluted samples, erratic O_2 readings, or sensor damage
Calibration Drift	Inconsistent results between low and high idle phases
Pressure imbalance or leaks	Unstable flow rates, leading to test aborts or invalid results

Real-world consequences: failure to purge regularly can result in:

- False failures: Vehicles may fail due to artificially high HC or CO readings.
- False passes: Contaminated sensors may underreport emissions
- Test aborts: Analyzer may trigger abort codes due to unstable readings.
- Regulatory non-compliance: Stations may be flagged for inconsistent or invalid test data

Final recommendations:

To ensure valid and compliant emissions testing:

- Purge between every test and periodically throughout the day
- Monitor and maintain water traps and filters
- Verify purge valve operation during daily checks
- Follow manufacturer protocols and NAC 445B.5075 service standards.
- Regular maintenance helps keep your machine in **$ervice**, reducing downtime and costly repairs

Bottom line:

Regular purging isn't just good practice - it's a regulatory and operational necessity. By following proper purge protocols, stations can protect their equipment, ensure accurate test results, and maintain compliance with Nevada's Emissions Standards.

The Contract You Didn't Know You Had

Signed or not, you're covered 👍

If you've purchased or leased an approved exhaust gas analyzer directly from a manufacturer, you may not realize it but you're already in a legally binding contract. Under Nevada Administrative Code (NAC) NAC 445B.5065 and NAC 445B.5075, manufacturers are required to provide a written warranty and a full suite of services to the original purchaser or lessee. This obligation exists by law, not by signature.

What the statutory warranty includes:

- 4-years of coverage for all parts, labor, and services
- 2-year renewal option upon request
- Required services such as installation, calibration, inspector training, on-site repairs within 2 business days, and temporary replacement analyzers

This is known as a **statutory contract**, a legally enforceable agreement, created by regulation. Even if you have never signed a separate document, the manufacturer is bound to these terms.

What it doesn't cover:

- Resold analyzers: If you bought your analyzer from another business owner, the statutory warranty does not transfer to you.
- Expired warranties: If the original purchaser declined the 2-year renewal, the manufacturer is no longer obligated to provide services.

Voluntary support still available:

Even if your statutory warranty has expired or you purchased a resold analyzer, support options may still be available – though not guaranteed. Many manufacturers, such as Worldwide Environmental Products (WEP), offer paid service agreements to secondary owners or expired warranty holders. These agreements typically include ongoing maintenance, calibration, and on-site service.

WEP's current voluntary support options include:

1. Annual service agreements (post-warranty):
   - Multiple payment options are available, including monthly and annual plans.
   - Pre-Contract Inspection Requirement: If the analyzer is over five years old and not currently under contract, a technician must inspect it to ensure it's in good working order before a new agreement can be offered.
2. Rental Option:
   A rental option includes on-site service and a month-to-month commitment.
3. New Equipment Purchase:
   New Equipment Purchase includes a 4-year warranty, with financing available upon request.

While these services are not required by law, they are designed to help stations maintain compliance and performance, especially for older analyzers that may be out of spec or unsupported.

For pricing and cost details related to voluntary service agreements or equipment purchases, please contact the manufacturer directly. Costs may vary depending on the age and condition of the analyzer, as well as the selected service plan.

Summary:		
Scenario	**Statutory Coverage**	**Service Priority**
Original purchaser (within 4 years)	Yes	High
Renewal accepted (years 5–6, 7-8, etc.)	Yes	High
Resold unit	No	Low
No renewal after 4 years	No	Low

For full legal text, visit the Nevada Administrative Code 445B.5065 and 445B.5075.

One Drawer, One Year:
What That Limited Warrantee Really Covers

Some emissions stations have recently asked: *"If I only have a 1-year warranty on the operating system update inside the analyzer drawer, what does that actually cover?"* The answer is: only that drawer and its software - nothing more.

What's Covered:

- The operating system update and the drawer hardware it resides in.
- Defects or malfunctions specific to that drawer/software within the 1-year period.
- A 1-year limited warranty, which starts on the date of installation by a certified Worldwide Field Services Technician.

What's Not Covered:

- The rest of the analyzer (e.g., sensors, display, calibration systems).
- Statutory services like on-site repairs, training, or temporary replacements.
- Any protections under NAC 445B.5065 or NAC 445B.5075, which apply only to the original purchaser or lessee of the full analyzer.

Final Thoughts:

While the 1-year warranty offers peace of mind for the updated drawer and software, it's important to understand its limits. This coverage does not extend to the rest of the analyzer or includes statutory protections unless you've purchased or leased a full unit. For stations relying on long-term analyzer performance, exploring extended service agreements or full statutory coverage may be worth considering. *To get* pricing or explore broader coverage options, check with the manufacturer or your authorized service provider. Knowing what's covered, and what's not, can help you plan ahead and avoid unexpected downtime.

Your Analyzer, Our Program: Why Unauthorized Repairs Are Off Limits

The State of Nevada is issuing this notice in response to recent inquiries from licensed emissions inspection stations regarding unauthorized access to analyzer cabinets for self-repair or modification.

Why access is prohibited?

While we recognize that stations may own the physical analyzer, the internal programming, calibration protocols, and emissions testing logic are regulated assets, not private property. These components are secured to protect the integrity of Nevada's emissions testing program, and unauthorized access or tampering is strictly prohibited under NAC 445B.5055 and related provisions.

Allowing unverified modifications would:

- Compromise data accuracy and emissions compliance
- Violate chain-of-custody protections for test results
- Undermine public trust in the emissions program
- Expose the station to regulatory enforcement or decertification

Ownership vs. Authorization

Yes, you own the analyzer hardware. But the software, firmware, and emissions testing protocols embedded within it are licensed for use only within Nevada's regulated program.

If a station insists on accessing or modifying the analyzer's internal systems, the State's position is clear:

You are free to do so, but not while participating in the State's emissions program.

If you choose to bypass protections or decline authorized service, the analyzer will be disconnected from the program, and your station will no longer be permitted to conduct official emissions tests.

A final reminder

- Only manufacturer-authorized personnel are allowed to service, repair, or access secured analyzer components.
- Unauthorized access will result in immediate suspension from the emissions program and revocation of analyzer approval.
- If you wish to exit the program and re-purpose the analyzer for non-regulated use, you may do so, but it will be permanently deactivated from Nevada's emissions network.

Understanding the 120-Day Rule for Class 2 Inspectors: What Stations Need to know

Under NAC 445B.474, when a Class 2 approved inspector leaves a station, the station may continue operating for up to 120 days only if it meets **ALL** of the following conditions:

1. The station employs a Class 1 inspector during the grace period.
2. The departing Class 2 inspector worked on-site for at least 90 consecutive days prior to leaving.
3. The station notifies the Department within 2 working days of the Class 2 inspector's departure.

Important clarification:

The 120-day grace period applies only when the departing inspector was the station's only Class 2 inspector. If other Class 2 inspectors remain employed and working on-site, the station is not eligible for the grace period because it is still in compliance.

This grace period is designed to give the station time to hire a replacement, not to allow the inspector to work elsewhere temporarily.

What the 120-Day rule does not allow

- It is not a leave of absence for the Class 2 inspector.
- It is not a license to float between stations.
- It does not permit a Class 2 inspector to work at another location while their original station retains compliance under the 120-day rule.

If a Class 2 inspector leaves Station A and begins working at Station B, Station A is no longer in compliance unless it hires a new Class 2 inspector. The 120-day grace period applies only if the inspector is no longer employed, not temporarily reassigned.

Departments position:

If your Class 2 inspector is working elsewhere, they are no longer employed at your station. The 120-day grace period begins the moment they stop working on your premises. If you do not meet the conditions outlined in NAC 445B.474, your station must:

- Immediately cease emissions testing
- Remove or cover its authorized signage
- Notify the Department
- Surrender its license and supplies

In closing:

Understanding the intent and limitations of the 120-day rule is essential for maintaining compliance and avoiding unnecessary disruptions to your station's operations. This grace period is not a loophole; it's a temporary allowance designed to support stations during staffing transitions. Always ensure your station meets all regulatory requirements under NAC 445B.474, and when in doubt, consult with the Department for guidance.

Staying informed is the first step toward staying compliant. *For full regulatory text, visit* NAC 445B.474.

SUMMARY	
Scenario	**120-Day Grace Period Allowed?**
Class 2 inspector resigns or is terminated	Yes, if all conditions are met
Class 2 inspector takes vacation but remains employed	Yes, if still working at station
Class 2 inspector works at another station	No, original station is out of compliance
Station fails to notify Department within 2 days	No, grace period forfeited