



## 2021 ACTIVITY REPORT

### MOTOR VEHICLE INSPECTION AND MAINTENANCE PROGRAM

### NEVADA DEPARTMENT OF MOTOR VEHICLES COMPLIANCE ENFORCEMENT DIVISION

### PROGRAM OVERVIEW AND EMISSION TESTING STATISTICS

CALENDAR YEAR 2021  
v1.1

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## THE NEVADA MOTOR VEHICLE EMISSION PROGRAM

Per Nevada Revised Statute (NRS) [445B.760](#), it is the responsibility of the Nevada Department of Motor Vehicles (DMV) to ensure that emission compliance is maintained for the operation of motor vehicles in urban areas of Washoe and Clark counties. Nevada operates a vehicle emission Inspection/Maintenance Program and requires that compliance with emissions be met for qualifying vehicles in these counties prior to registration being issued.

Emission inspections are required annually for all gasoline powered motor vehicles with a model year of 1968 or newer. Emission inspections are also required annually for diesel powered motor vehicles with a model year of 1968 or newer that have a manufactured gross vehicle weight (GVW) of 14,000 pounds or less. Exceptions allow “new” vehicles to obtain an emission inspection on the fourth registration cycle. New hybrid vehicles are exempt from obtaining an emission inspection for five model years. Motor vehicles that operate on propane, compressed natural gas (CNG), methane, butane and diesel-powered motor vehicles that have a GVW of 14,001 pounds or more are exempt from the emission inspection.

The DMV has 39 positions dedicated to the Emission Control Program. There were no positional changes in 2021.

Position Title	Number of Employees
DMV Services Manager	1
Management Analyst	1
Program Officer	2
Environmental Scientist	1
Supervising Emission Control Officer	2
Administrative Assistant	3
Emission Control Technician	16
Compliance Enforcement Investigator	10
Supervisory Compliance Enforcement Investigator	1
IT Professional	2
<b>Total Number of Employees</b>	<b>39</b>

### GASOLINE POWERED MOTOR VEHICLES

**Two-Speed Idle Inspections:** 1968 through 1995 light duty gasoline powered vehicles and 1968 or newer heavy duty gasoline powered vehicles are tested for exhaust emission compliance by the traditional two-speed idle test procedure. 1968 through 1980 model year vehicles are visually inspected for a proper gas cap. 1981 and newer model year vehicles receive a visual inspection for tampering of the catalytic converter, air injection system, exhaust gas recirculation valve, fuel inlet restrictor and gas cap.

**On-Board Diagnostics II (OBDII):** 1996 and newer light-duty gasoline powered vehicles are inspected for emission compliance through the OBDII system.

**Visual Smoke:** A visual inspection for exhaust smoke and crankcase blow-by is conducted on all 1968 and newer model year vehicles that are subject to emission testing.

### LIGHT-DUTY DIESEL POWERED MOTOR VEHICLES

1968 and newer light duty diesel powered vehicles are emissions inspected for exhaust opacity on a dynamometer. The dynamometer is operated in a steady state mode using load and speed specifications as prescribed in state regulation. The opacity meter is used in a continuous mode to measure the exhaust opacity. A visual tampering inspection of all emission devices is conducted on 1981 and newer model year motor vehicles. All 1968 and newer model year vehicles are visually inspected for a proper gas cap.

### EMISSION STATION CLASSIFICATIONS

There are two classifications of emission stations, Authorized Inspection Stations and Authorized Stations:

[NRS 445B.710](#) defines an “authorized inspection station” as a station licensed by the Department of Motor Vehicles for inspecting motor vehicles and devices for the control of pollution for compliance with this chapter or any applicable federal regulation or regulation of the Commission. Authorized inspection stations are also referred to as 1G stations.

[NRS 445B.720](#) defines an “authorized station” as a station licensed by the Department of Motor Vehicles for inspecting motor vehicles and devices for the control of pollution for compliance with this chapter or any applicable federal regulation or regulation of the Commission and for installing, repairing and adjusting such devices to meet the Commission’s requirements. Authorized stations are also referred to as 2G stations.

There were a total of 193 active authorized inspection stations statewide in 2021. These stations are licensed and authorized to complete emission testing for the motoring public. There were 235 active authorized stations statewide in 2021. These stations are licensed to complete emission testing, installation, repair and adjustments of such emission devices for the motoring public.

There were 26 active governmental fleet stations in 2021. These locations are licensed and authorized to complete emission testing on government vehicles registered to a government entity.

There were 3 active referee stations statewide in 2021. These locations are operated by the Nevada DMV to perform challenge testing.

STATION INFORMATION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
TOTAL STATIONS IN OPERATION STATEWIDE	471	463	462	463	461	460	462	462	457	459	461	457
TOTAL STATIONS IN OPERATION WASHOE COUNTY	113	111	110	110	109	109	109	108	107	107	107	106
TOTAL STATIONS IN OPERATION CLARK COUNTY	358	352	352	353	352	351	353	354	350	352	354	351

STATIONS OUT OF SERVICE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTALS
STATEWIDE TOTALS	21	11	4	7	45	26	31	47	39	39	13	14	297
WASHOE COUNTY TOTALS	9	2	4	7	9	4	4	5	6	4	2	3	59
CLARK COUNTY TOTALS	12	9	0	0	36	22	27	42	33	35	11	11	238

### EMISSION INSPECTOR CLASSIFICATIONS

There are two classifications for approved emission inspectors. Class 1 approved inspectors, also referred to as a 1G approved inspector and class 2 approved inspectors, also referred to as a 2G approved inspector.

To become a “1G” approved inspector, individuals must first attend training courses that are conducted by the DMV and private training vendors. Applicants must then pass a written exam and a practical exam, which is administered by the DMV.

To become a “2G” approved inspector, applicants must first meet all “1G” requirements and then pass a written motor vehicle emission diagnostic and repair exam. This exam is administered by the DMV.

Each approved inspector license is valid for a period of 24 months. To renew a license, an approved inspector must attend updated training designated for their specific certification and pass the re-certification exam.

There were 1,755 approved inspectors licensed to test vehicles for emission compliance in Nevada.

INSPECTORS STATEWIDE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTALS
THAT WERE SUSPENDED FROM TESTING AS A RESULT OF COVERT AUDITS	0	1	1	0	0	0	1	2	1	2	0	0	8
THAT WERE FIRED AS A RESULT OF COVERT AUDITS	0	0	0	0	0	0	0	0	0	0	0	0	0
THAT RECEIVED FINES AS A RESULT OF COVERT AUDITS	1	1	1	7	4	2	8	6	1	2	0	1	34

## EMISSION TEST EQUIPMENT

[NRS 445B.785](#) requires the State to prescribe emission testing equipment to inspect gasoline powered vehicles. This equipment includes the use of the NV 2000 approved analyzers, defined by Nevada Administrative Code (NAC) [NAC 445B.5052](#).

There were 525 active lanes capable of inspecting gasoline powered motor vehicles in the state of Nevada.

### EMISSION TEST EQUIPMENT: APPROVED EMISSION TESTING EQUIPMENT

Per [NRS 445B.795](#) testing is required for certain motor vehicles powered by diesel engines. [NRS 445B.785](#) requires the State to prescribe emission testing equipment to inspect diesel powered vehicles. This equipment includes a dynamometer and opacity meter for the measurement of smoke opacity as required by [NAC 445B.587](#).

Per [NAC 445B.589](#) a printout of the exhaust obtained from the opacity meter must be submitted to the Department with the emission certificate. The opacity standards are based on the elevation of where the vehicle is being inspected.

There were 24 lanes capable of emission testing diesel powered motor vehicles in the state of Nevada.

<b>DIESEL VEHICLES UNDER 14,001 POUNDS</b>		
<b>DYNAMOMETERS</b>		
<b>Manufacturer Name</b>	<b>Contact Information</b>	<b>Approved Dynamometer Models</b>
MD Mustang Dynamometer	2300 Pinnacle Pkwy Twinsburg, Ohio 44087  Ph: (330) 963-5400  Fax: (330) 425-3310	MD – 250 MD – AWD – 500 (SE & DE) MD – 750 MD – 1000 MD – 1100 (SE & DE) MD – 1750 (SE & DE)
Superflow Dynamometer	3512 N. Tejon Colorado Springs, CO 80907  Ph: (800) 471-7701  Fax: (949) 786-3966	849
<b>OPACITY METERS</b>		
<b>Manufacturer Name</b>	<b>Contact Information</b>	<b>Approved Opacity Meter Models</b>
Bosch Opacity Meters	H. G. Makelim Co. 219 Shaw So. San Francisco, CA 94080  Ph: (650) 873-4757  Fax: (650) 873-8685	RTT 100
Wager Opacity Meters	Robert Wager Corporation 570 Montroyal Road Rural Hall Rural Hall, NC 27045  Ph: (800) 562-7024  Fax: (336) 969-6375	6500
<b>OPACITY METER AND DYNAMOMETER SYSTEM</b>		
<b>Manufacturer Name</b>	<b>Contact Information</b>	<b>Approved Models</b>
Worldwide Environmental Products	1100 W. Beacon St. Brea, CA 92821 United States  Ph: (800) 832-SMOG  Fax: (714) 990-3100	6000D, only Clayton Roller Sets – minimum 7,000 lb. Axel Rating

## ANALYZER STATISTICS

ANALYZER INFORMATION	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
TOTAL ANALYZERS IN OPERATION STATEWIDE	563	557	559	558	551	550	551	557	551	550	551	550
TOTAL ANALYZERS IN OPERATION WASHOE COUNTY	154	153	154	154	151	150	150	151	150	149	148	150
TOTAL ANALYZERS IN OPERATION CLARK COUNTY	409	404	405	404	400	400	401	406	401	401	403	400

ANALYZERS OUT OF SERVICE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTALS
STATEWIDE TOTALS	32	12	8	15	61	26	37	55	43	42	18	24	373
WASHOE COUNTY TOTALS	15	3	8	15	13	7	6	11	13	10	3	7	111
CLARK COUNTY TOTALS	17	9	0	0	48	19	31	44	30	32	15	17	262

ANALYZER ACCURACY AUDITS WASHOE COUNTY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTALS
TOTAL ANALYZER AUDITS	117	146	147	147	147	147	147	147	145	144	145	144	1723
PASS AUDIT	102	143	140	132	134	140	141	136	132	134	142	137	1613
FAIL AUDIT	15	3	7	15	13	7	6	11	13	10	3	7	110
PERCENTAGE PASSED	87%	98%	95%	90%	91%	95%	96%	93%	91%	93%	98%	95%	94%
PERCENTAGE FAILED	13%	2%	5%	10%	9%	5%	4%	7%	9%	7%	2%	5%	6%

ANALYZER ACCURACY AUDITS CLARK COUNTY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTALS
TOTAL ANALYZER AUDITS	202	56	0	0	391	407	405	394	355	387	371	391	3359
PASS AUDIT	185	47	0	0	349	384	377	356	333	361	357	378	3127
FAIL AUDIT	17	9	0	0	42	23	28	38	22	26	14	13	232
PERCENTAGE PASSED	92%	84%	0%	0%	89%	94%	93%	90%	94%	93%	96%	96.7%	93%
PERCENTAGE FAILED	8%	16%	0%	0%	11%	6%	7%	10%	6%	7%	4%	3.3%	7%

### HEAVY DUTY DIESEL EMISSION STANDARDS

[NRS 445B.780](#) requires the regulation of emissions from heavy duty motor vehicles. Trucks and buses with a gross vehicle weight rating of 14,001 pounds or more are not required to undergo annual emission inspections. However, they must adhere to opacity standards for visible smoke. While traveling in Nevada, the required air quality standards are enforced statewide. Vehicles registered in other states are not exempt.

### HEAVY DUTY DIESEL ENFORCEMENT

Nevada has a Heavy-Duty Diesel Enforcement Team. This team is compiled of sworn peace officers that conduct periodic inspections at highway check-sites and weigh stations to verify compliance is being met. These team members have earned and maintain certifications to calibrate, maintain and employ mobile equipment. This allows the team to conduct field inspections as well as conduct courtesy inspections of Nevada based fleets at the request of fleet owners.

### GOVERNMENT VEHICLE EMISSION TESTING

[NRS 445B.595](#) requires that governmental vehicles registered in the urban areas of Washoe and Clark counties complete emission testing yearly. [NAC 445B.461](#) requires that any state agency or political subdivision, in complying with [NAC 445B.400](#) to [445B.735](#), inclusive, submit to the Department annually a list, in a form prescribed by the Department of those motor vehicles which are assigned government license plates by the Department. The list must contain vehicle emission test results and fleet compliance must be 100%, as required by the Federal Environmental Protection Agency.

It is the policy of the Department to mail two letters each year to government agencies requesting compliance with annual emission testing. Audits are performed randomly on government vehicles to verify compliance with emission testing requirements. Any government agency found to be out of compliance will be contacted by a member of the Compliance Enforcement Division and the government agency will be required to meet compliance.

Regulatory requirements for government owned vehicles may be accessed through the following link: <http://leg.state.nv.us/Register/2009Register/R014-09A.pdf>

## EMISSION WAIVERS

Per [NRS 445B.825](#) if a vehicle has failed an initial emission test, it must be repaired and pass a second test in order to be eligible for registration. If repairs are made to the vehicle and the vehicle fails a second test, it may be eligible for a waiver. Eligibility requires the vehicle owner to meet the following requirements that are specific to the county the vehicle is based in.

### Gasoline Emission Waiver Requirements

If the vehicle still fails after being repaired, it may be eligible for a waiver. The vehicle must fail by having carbon monoxide and/or hydrocarbon levels exceeding standards for all heavy-duty vehicles and all light duty vehicles with a model year from 1968-1995 or an illuminated "check engine" lamp for 1996 and newer light duty vehicles.

#### Clark County

The vehicle must be repaired by a 2G licensed authorized station to be eligible for a waiver. The waiver application must include receipts from the station showing that at least \$450 has been spent on parts other than a catalytic converter, fuel inlet restrictor, air injection system, or on labor other than emission testing if the repairs evidenced by the receipt were directly related to the deficiency in emissions. If the vehicle is not repaired at an authorized 2G station, it will not be eligible for a waiver, regardless of the cost incurred.

#### Washoe County

Waiver repairs may be made by a 2G licensed authorized station or the vehicle owner. Vehicles repaired at a non-2G garage are not eligible for a waiver.

If the vehicle is repaired at a 2G station, an application for a waiver must include receipts from the station showing that at least \$200 has been spent on parts, other than a catalytic converter, fuel inlet restrictor, air injection system, or on labor other than emission testing if the repairs evidenced by the receipt were directly related to the deficiency in emissions.

If the vehicle is repaired by the owner, the application must include receipts or other evidence that at least \$200 has been spent on parts other than a catalytic converter, fuel inlet restrictor or air injection system purchased within 14 days after the initial emission test.

In order for a waiver to be requested, the vehicle must have failed the initial test, the financial limit required to obtain a waiver must have been met and the vehicle must have had a second failing test. The second failing test must reflect that the vehicle is failing for hydrocarbons/carbon monoxide or an illuminated "check engine" lamp. Both failed certificates and receipts for all repair work must be submitted to the DMV Emission Test Facility when requesting a waiver.

**Note:** Waivers will not be issued to vehicles eligible for a warranty coverage, smoking vehicles (vehicle must be repaired with no limit on cost) or emission device tampering (vehicle must be repaired with no limit on cost).

Emission components could be covered under warranty for up to 8 years or 80,000 miles, whichever occurs first, under federal law.

### Diesel Emission Waiver Requirements

Diesel powered vehicles 1968 or newer, which are unable to meet the emission standard, may qualify for a waiver issued by the DMV.

If the vehicle is repaired by a shop, a \$750 minimum repair cost for parts and labor other than the replacement of a removed, modified, or disconnected emission control device. The \$750 minimum also excludes the cost of the emission tests. All repair receipts must be dated within fourteen (14) days after the first initial failed emission test.

A \$500.00 minimum repair cost for parts will be considered for owner-repaired vehicles. Replacement costs for emission control devices are excluded. There will be no allowance for labor costs on self-repaired vehicles. All receipts for the parts only, must be dated within fourteen (14) days after the first initial failed emission test.



## SMOKING VEHICLES



A vehicle which emits visible smoke will not pass an emission inspection and does not qualify for any waiver. Law enforcement may issue citations for visible smoke.

The Nevada DMV also operates the Smog Spotter program to encourage the public to report smoking vehicles online or by telephone.

<a href="http://SmogSpotter.com">SmogSpotter.com</a>	(844) 363-7664 (844-END-SMOG) Statewide
(702) 642-7664 (642-SMOG) in Las Vegas	(775) 686-7664 (686-SMOG) in Reno

The DMV will investigate reports on any vehicle with a Nevada registration, including heavy-duty diesel trucks and vehicles based in rural areas.

After receiving a Smog Spotter report, the DMV's Compliance Enforcement Division sends an advisory letter to the registered owner of the smoking vehicle. If the letter does not require the vehicle to be inspected at the DMV Emissions Lab, the registered owner must check the vehicle and make any necessary repairs to reduce excessive emissions.

If law enforcement or DMV staff makes a report, the registered owner will be instructed to present the vehicle at a DMV Emissions Control Lab for inspection.

Failure to comply can result in cancellation of the vehicle's registration or a hold on its registration renewal.

Law enforcement officers may issue citations for excessive smoke under several laws including [NRS 484D.415](#): "The engine and power mechanism of every motor vehicle shall be so equipped and adjusted as to prevent the escape of excessive fumes or smoke."

Smoking vehicles data for calendar year 2021:

STATEWIDE	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Totals
Reported Vehicles	189	353	448	465	365	536	445	536	508	485	558	364	5252
Letters from CED	99	197	230	243	170	267	181	293	236	267	329	190	2702

WASHOE COUNTY	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Totals
Reported Vehicles	64	116	154	203	126	188	184	163	167	133	111	73	1682
Letters from CED	32	57	72	85	44	66	51	58	59	46	52	27	649

CLARK COUNTY	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Totals
Reported Vehicles	125	237	294	262	239	348	261	373	341	352	447	291	3570
Letters from CED	67	140	158	158	126	201	130	235	177	221	277	163	2053

## EMISSION CONTROL RESIDENCY AFFIDAVITS

[NAC 445B.591](#) and [NAC 445B.5915](#) requires that the Department supply a form for the registration of a vehicle that is not currently located in one of the Nevada emission program areas and is subject to an annual emission inspection.

If a vehicle is temporarily used and maintained in the state of Nevada, in an area or county that does not require an emission inspection; a registrant may register the vehicle or renew the current registration by completing the Emission Control Exemption Application (EC-008).

If a vehicle is temporarily used and maintained outside of the state of Nevada, the registrant must provide a passing emissions certificate from the state where the vehicle is located. If the state where the vehicle is located has no emission program, an Emission Control Exemption Application (EC-008) must be completed.

The registration application or registration renewal notice must be accompanied by the exemption application. These documents can be submitted in person or by mail. If the documents are being submitted by mail the registrant must include a check, money order, or credit card authorization form in the exact amount of the registration fee. All documents must be postmarked prior to the expiration of the current registration.

This application is available on the agency website at: <https://dmvnev.com/pdfforms/ec008.pdf>

Each completed application is forwarded to the applicable region's Supervisory Emission Control Officer in the Compliance Enforcement Division for review of any potential emission evaders.

Any questionable applications are referred to the Investigative Unit of the Compliance Enforcement Division.

## EMISSION CONTROL EVADER PROGRAM

The Compliance Enforcement Division implemented an Emission Control Evader Program in December of 2010.

Each completed Emission Control Exemption Application (EC-008) is forwarded to the applicable region's Supervisory Emission Control Officer in the Compliance Enforcement Division for review of any potential emission evaders.

Any questionable applications are referred to the Investigative Unit of the Compliance Enforcement Division.

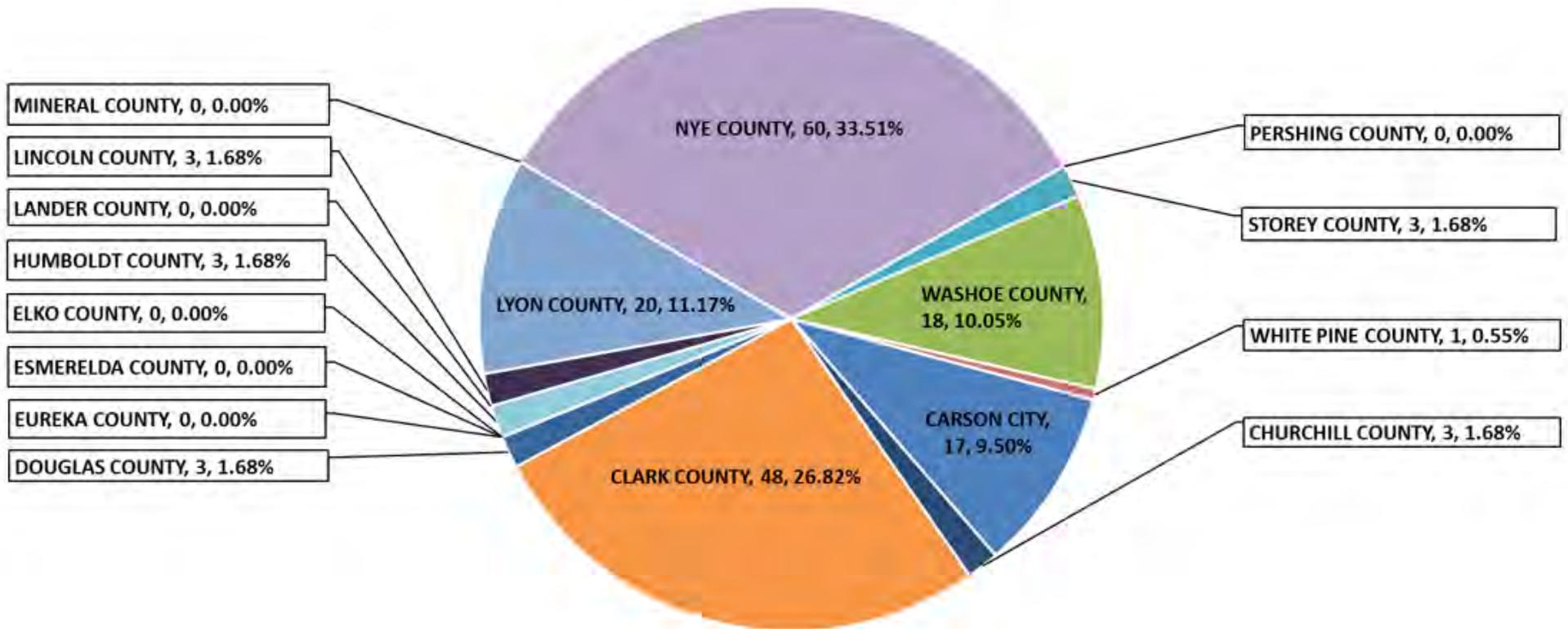
Compliance Enforcement Investigators monitor the address of record for the vehicle to determine its status. When a potential evader is found, a case number is assigned.

Regulatory action is initiated towards any vehicle found not in compliance with Nevada emission requirements. If it is found that a customer committed fraud, the investigator will issue a citation.

The customer has the right to a hearing as provided in Nevada Revised Statutes (NRS). Once the case is settled, the vehicle is brought into compliance with an emission test.

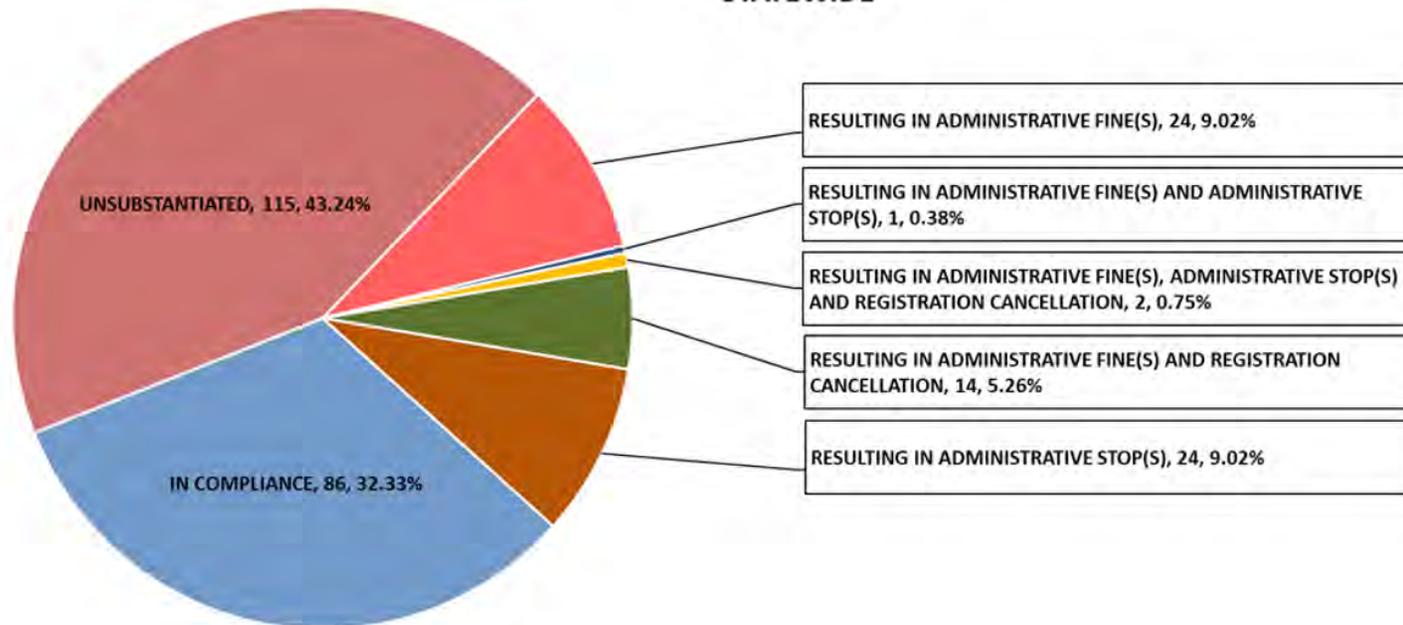
<b>2021 EVADER PROGRAM BY COUNTY IN DETAIL</b>			
<b>COUNTY</b>	<b>NUMBER OF CASES</b>	<b>FINE AMOUNT TOTAL</b>	<b>AMOUNT PAID TOTAL</b>
CARSON CITY	17	\$1,000.00	\$250.00
CHURCHILL COUNTY	3	\$0.00	\$0.00
CLARK COUNTY	48	\$1,250.00	\$250.00
DOUGLAS COUNTY	3	\$500.00	\$0.00
ELKO COUNTY	0	\$0.00	\$0.00
ESMERELDA COUNTY	0	\$0.00	\$0.00
EUREKA COUNTY	0	\$0.00	\$0.00
HUMBOLDT COUNTY	3	\$0.00	\$0.00
LANDER COUNTY	0	\$0.00	\$0.00
LINCOLN COUNTY	3	\$500.00	\$500.00
LYON COUNTY	20	\$500.00	\$250.00
MINERAL COUNTY	0	\$0.00	\$0.00
NYE COUNTY	60	\$9,500.00	\$5,250.00
PERSHING COUNTY	0	\$0.00	\$0.00
STOREY COUNTY	3	\$250.00	\$0.00
WASHOE COUNTY	18	\$250.00	\$0.00
WHITE PINE COUNTY	1	\$0.00	\$0.00
<b>COUNTY TOTALS:</b>	<b>179</b>	<b>\$13,750.00</b>	<b>\$6,500.00</b>

## 2021 EVADER PROGRAM BY COUNTY



2021 EVADER PROGRAM - STATEWIDE IN DETAIL										
DISPOSITION	NUMBER	FINE	FINE	AMOUNT	AMOUNT	HEARING	HEARING	HEARING	TOTAL NUMBER	PERCENTAGES
RESULTING IN ADMINISTRATIVE FINE(S)	1	\$250.00	\$250.00	\$0.00	\$0.00	9/29/2020	11/16/2020	Dismissed	24	9.02%
	1	\$250.00	\$250.00	\$250.00	\$250.00	9/23/2020	10/12/2020	Affirmed		
	1	\$500.00	\$500.00	\$0.00	\$0.00	11/30/2020	2/8/2021			
	2	\$250.00	\$500.00	\$0.00	\$0.00					
	3	\$500.00	\$1,500.00	\$500.00	\$1,500.00					
	16	\$250.00	\$4,000.00	\$250.00	\$4,000.00					
RESULTING IN ADMINISTRATIVE FINE(S) AND ADMINISTRATIVE STOP(S)	1	\$250.00	\$250.00	\$250.00	\$250.00				1	0.38%
RESULTING IN ADMINISTRATIVE FINE(S), ADMINISTRATIVE STOP(S) AND REGISTRATION CANCELLATION	2	\$250.00	\$500.00	\$0.00	\$0.00				2	0.75%
RESULTING IN ADMINISTRATIVE FINE(S) AND REGISTRATION CANCELLATION	1	\$250.00	\$250.00	\$0.00	\$0.00	1/6/2020	8/4/2020	Affirmed	14	5.26%
	3	\$250.00	\$750.00	\$250.00	\$750.00					
	10	\$250.00	\$2,500.00	\$0.00	\$0.00					
RESULTING IN ADMINISTRATIVE STOP(S)	24	\$0.00	\$0.00	\$0.00	\$0.00				24	9.02%
IN COMPLIANCE	86	\$0.00	\$0.00	\$0.00	\$0.00				86	32.33%
UNSUBSTANTIATED	115	\$0.00	\$0.00	\$0.00	\$0.00				115	43.24%
<b>TOTALS</b>	<b>266</b>		<b>\$11,250.00</b>		<b>\$6,750.00</b>				<b>266</b>	<b>100.00%</b>

### 2021 EVADER PROGRAM STATEWIDE



## REPLICA VEHICLES

Per [NRS 445B.759](#) replica vehicles are exempt from emission requirements.

### CLASSIC AND OLD TIMER VEHICLES

The passage of Assembly Bill 2, effective October 1, 2012, allows vehicles registered with Classic Vehicle, Classic Rod, or Old Timer license plates, that are driven 5,000 miles or less per year exemption from emissions testing. A form is required to be submitted yearly in order for a registrant to maintain this exemption.

<b>Classic Vehicle License Plate Application:</b>	<a href="http://www.dmvnv.com/pdf/forms/sp34.pdf">http://www.dmvnv.com/pdf/forms/sp34.pdf</a>
<b>Classic Rod License Plate Application:</b>	<a href="http://www.dmvnv.com/pdf/forms/sp20.pdf">http://www.dmvnv.com/pdf/forms/sp20.pdf</a>
<b>Old Timer License Plate Application:</b>	<a href="http://www.dmvnv.com/pdf/forms/sp12.pdf">http://www.dmvnv.com/pdf/forms/sp12.pdf</a>
<b>Odometer Certification Form:</b>	<a href="https://dmvnm.com/pdf/forms/ec018.pdf">https://dmvnm.com/pdf/forms/ec018.pdf</a>
<b>Information Sheet:</b>	<a href="https://dmvnm.com/pdf/forms/ec019.pdf">https://dmvnm.com/pdf/forms/ec019.pdf</a>

### APPROVED INSPECTORS – NEW APPLICANT AUTHORITY

[NAC 445B.485](#) specifies the prerequisites for licensing of new applicants to obtain approved inspector authority. [NAC 445B.486](#) specifies the examination process of applicants requesting such licensing and authority.

NEW 1G APPLICANTS STATEWIDE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
TOTAL WRITTEN TESTS	22	29	38	42	28	43	26	28	24	45	55	11	391
PASSED	16	24	34	38	25	33	22	25	21	35	41	9	323
FAILED	6	5	4	4	3	10	4	3	3	10	14	2	68
PERCENTAGE PASSED	73%	83%	89%	90%	89%	77%	85%	89%	87.5%	78%	75%	82%	83%
PERCENTAGE FAILED	27%	17%	11%	10%	11%	23%	15%	11%	12.5%	22%	25%	18%	17%

NEW 1G APPLICANTS WASHOE COUNTY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
TOTAL WRITTEN TESTS	1	5	12	10	5	10	11	3	3	12	14	1	87
PASSED	1	5	12	9	5	8	10	3	3	9	12	1	78
FAILED	0	0	0	1	0	2	1	0	0	3	2	0	9
PERCENTAGE PASSED	100%	100%	100%	90%	100%	80%	91%	100%	100%	75%	86%	100%	90%
PERCENTAGE FAILED	0%	0%	0%	10%	0%	20%	9%	0%	0%	25%	14%	0%	10%

NEW 1G APPLICANTS CLARK COUNTY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
TOTAL WRITTEN TESTS	21	24	26	32	23	33	15	25	21	33	41	10	304
PASSED	15	19	22	29	20	25	12	22	18	26	29	8	245
FAILED	6	5	4	3	3	8	3	3	3	7	12	2	59
PERCENTAGE PASSED	71%	79%	85%	91%	87%	76%	80%	88%	86%	79%	71%	80%	81%
PERCENTAGE FAILED	29%	21%	15%	9%	13%	24%	20%	12%	14%	21%	29%	20%	19%

NEW 1G APPLICANTS STATEWIDE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
TOTAL PRACTICAL TESTS	26	18	19	19	29	28	27	37	15	18	19	33	288
PASSED	18	11	14	12	24	24	21	30	13	16	11	15	209
FAILED	8	7	5	7	5	4	6	7	2	2	8	18	79
PERCENTAGE PASSED	69%	61%	74%	63%	83%	86%	78%	81%	87%	89%	58%	45%	73%
PERCENTAGE FAILED	31%	39%	26%	37%	17%	14%	22%	19%	13%	11%	42%	55%	27%

NEW 1G APPLICANTS WASHOE COUNTY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
TOTAL PRACTICAL TESTS	11	2	1	11	8	8	3	19	3	5	8	9	88
PASSED	7	1	0	6	5	6	0	13	2	5	5	5	55
FAILED	4	1	1	5	3	2	3	6	1	0	3	4	33
PERCENTAGE PASSED	64%	50%	0%	55%	62.5%	75%	0%	68%	67%	100%	62.5%	56%	62.5%
PERCENTAGE FAILED	36%	50%	100%	45%	37.5%	25%	100%	32%	33%	0%	37.5%	44%	37.5%

NEW 1G APPLICANTS CLARK COUNTY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
TOTAL PRACTICAL TESTS	15	16	18	8	21	20	24	18	12	13	11	24	200
PASSED	11	10	14	6	19	18	21	17	11	11	6	10	154
FAILED	4	6	4	2	2	2	3	1	1	2	5	14	46
PERCENTAGE PASSED	73%	62.5%	78%	75%	90%	90%	87.5%	94%	92%	84.6%	55%	41.7%	77%
PERCENTAGE FAILED	27%	37.5%	22%	25%	10%	10%	12.5%	6%	8%	15.4%	45%	58.3%	23%

NEW 2G APPLICANTS STATEWIDE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
TOTAL WRITTEN TESTS	6	9	8	4	10	10	11	14	16	4	1	7	100
PASSED	0	5	5	0	2	3	3	5	7	3	0	3	36
FAILED	6	4	3	4	8	7	8	9	9	1	1	4	64
PERCENTAGE PASSED	0%	56%	62.5%	0%	20%	30%	27%	36%	44%	75%	0%	43%	36%
PERCENTAGE FAILED	100%	44%	37.5%	100%	80%	70%	73%	64%	56%	25%	100%	57%	64%

NEW 2G APPLICANTS WASHOE COUNTY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
TOTAL WRITTEN TESTS	1	1	0	2	6	3	5	2	1	0	1	0	22
PASSED	0	0	0	0	0	2	2	1	0	0	0	0	5
FAILED	1	1	0	2	6	1	3	1	1	0	1	0	17
PERCENTAGE PASSED	0%	0%	0%	0%	0%	67%	40%	50%	0%	0%	0%	0%	23%
PERCENTAGE FAILED	100%	100%	0%	100%	100%	33%	60%	50%	100%	0%	100%	0%	77%

NEW 2G APPLICANTS CLARK COUNTY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
TOTAL WRITTEN TESTS	5	8	8	2	4	7	6	12	15	4	0	7	78
PASSED	0	5	5	0	2	1	1	4	7	3	0	3	31
FAILED	5	3	3	2	2	6	5	8	8	1	0	4	47
PERCENTAGE PASSED	0%	62.5%	62.5%	0%	50%	14%	16.7%	33%	47%	75%	0%	43%	40%
PERCENTAGE FAILED	100%	37.5%	37.5%	100%	50%	86%	83.3%	67%	53%	25%	0%	57%	60%

## APPROVED INSPECTORS – RECERTIFICATION AUTHORITY

[NAC 445B.497](#) specifies the requirements for recertification and renewal of authority for approved inspectors.

1G INSPECTOR RENEWAL STATEWIDE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
TOTAL WRITTEN TESTS	50	67	84	49	54	76	31	37	42	35	56	36	617
PASSED	49	61	82	49	53	74	31	37	41	34	56	36	603
FAILED	1	6	2	0	1	2	0	0	1	1	0	0	14
PERCENTAGE PASSED	98%	91%	98%	100%	98%	97%	100%	100%	98%	97%	100%	100%	98%
PERCENTAGE FAILED	2%	9%	2%	0%	2%	3%	0%	0%	2%	3%	0%	0%	2%

1G INSPECTOR RENEWAL WASHOE COUNTY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
TOTAL WRITTEN TESTS	10	12	22	14	26	23	7	10	15	8	19	5	171
PASSED	9	12	22	14	26	23	7	10	15	7	19	5	169
FAILED	1	0	0	0	0	0	0	0	0	1	0	0	2
PERCENTAGE PASSED	90%	100%	100%	100%	100%	100%	100%	100%	100%	87.5%	100%	100%	99%
PERCENTAGE FAILED	10%	0%	0%	0%	0%	0%	0%	0%	0%	12.5%	0%	0%	1%

1G INSPECTOR RENEWAL CLARK COUNTY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
TOTAL WRITTEN TESTS	40	55	62	35	28	53	24	27	27	27	37	31	446
PASSED	40	49	60	35	27	51	24	27	26	27	37	31	434
FAILED	0	6	2	0	1	2	0	0	1	0	0	0	12
PERCENTAGE PASSED	100%	89%	97%	100%	96%	96%	100%	100%	96%	100%	100%	100%	97%
PERCENTAGE FAILED	0%	11%	3%	0%	4%	4%	0%	0%	4%	0%	0%	0%	3%

All persons applying for licensing as a 1G inspector for the first time must either complete an authorized 1G 20-hour course or be currently certified by the National Institute for Automotive Service Excellence (ASE) in either A8 - Engine Performance, or L-1 Advanced Engine Performance.

<b>Approved Training Providers</b> <b>1G 20 Hour and 2G 40 Hour and 2G 20 Hour Update Classes</b>	
<b>Automotive Emissions Solutions</b> Charlie Robertson and Dave Robertson 4425 E. Sahara Ave, #42 Las Vegas, NV 89104 (702) 900-8392 1G 20 Hour, 2G 40 Hour, 2G 20 Hour Classes	<b>Automotive Training and Diagnostic Systems</b> Matthew Aumick 6450 W. Craig Road (Doctor Auto) Las Vegas, NV 89108 (702) 682-1481 1G 20 Hour Class, 2G 40 Hour, 2G 20 Hour Classes
<b>Community College of Southern Nevada</b> James Bull 3200 E. Cheyenne Ave North Las Vegas, NV 89030 (702) 651-4198 1G 20 Hour Class	<b>Fast Path Automotive Training</b> Alan Franz 2235 Le Conte Ave Henderson, NV 89074 www.fastpathat.com (725) 207-6938 1G 20 Hour Class
<b>Professional Automotive Training</b> (Frank's European Service) Tom Finneran 1931 N. Rainbow Blvd. Las Vegas, NV 89108 (702) 395-5263 professionalautomotivetraining.net 1G 20 Hour, 2G 40 Hour, 2G 20 Hour Classes 1G 20 Hour, 2G 20 Hour, 2G 12 Hour Classes	<b>Smog Busters Certification Class</b> Tanner Rasmussen 2711 E. Sahara Ave Las Vegas, NV 89104 (702) 436-5346 1G 20 Hour Class
<b>Truckee Meadows Community College</b> Sam Byington 475 Edison Way Reno, NV 89502 (775) 857-4956 1G 20 Hour, 2G 40 Hour, 2G 20 Hour Classes	

The following approved classes may be used to satisfy the class 2 "2G" approved emission inspector 12 hours of training requirement. In addition to attending 12 hours of training, approved class 2 "2G" inspectors must also take and pass the Department's class 2G renewal examination. The Automotive Service Excellence L-1 certification exam results may be used in lieu of the departments renewal examination to renew the Class 2G license if taken within 12 months of renewal date.

1. **AC Delco:** Instructor led classes, except basic electrical. The course certificate of completion document must indicate how many hours the individual attended toward the 12 hour minimum training requirement.
2. **Carquest:** Instructor led classes, except brake and climate control. The course certificate of completion document must indicate how many hours the individual attended toward the 12 hour minimum training requirement.
3. **ATG Training Seminars:** The course certificate of completion document must indicate how many hours the individual attended toward the 12 hour minimum training requirement.
4. **ITS Classes (on an individual basis):** The course certificate of completion document must indicate how many hours the individual attended toward the 12 hour minimum training requirement.
5. **Napa (instructor-led onsite training) classes listed below:** The course certificate of completion document must indicate how many hours the individual attended toward the 12 hour minimum training requirement.
  - a. Labscope Diagnostics I and II
  - b. Ford EEC V Diagnostics
  - c. Ford Trucks, Fuel Injection
  - d. GM Trucks, Central Port Injection
  - e. GM Trucks, Fuel Injection Diagnostics
  - f. GM Trucks, Featuring OBDII Part 1 and Part 2
  - g. Toyota Fuel Injection
6. **O'Reilly (instructor-led onsite training) classes listed below:** The course certificate of completion document must indicate how many hours the individual attended toward the 12 hour minimum training requirement.
  - a. Ford Drivability Solutions (Master Technician Series)

- b. GM Drivability Solutions (Master Technician Series)
- c. Diagnosing the Top Toyota Drivability Problems (Master Technician Series)
- d. Rapid Diagnostics: Going Beyond the Code (Master Technician Series)
- e. Asian Import Drivability Solutions (Real World Training Series)
- f. EVAP Code Diagnosis (Real World Training Series)
- g. 10 Modes to Fix Codes (Real World Training Series)
- h. Diagnose and Repair Vehicle Networks (Real World Training Series)
- i. Induction System Diagnosis and Repair (Real World Training Series)

7. **Lexus Engine Control Systems II:** The course certificate of completion document must indicate how many hours the individual attended toward the 12 hour minimum training requirement.

**Note:** Only original certificates or letters will be accepted for proof of training and must include an original signature by a representative of the training provider as well as the number of hours attended.

### AUTHORIZED STATIONS: OVERT AUDIT AUTHORITY

[NAC 445B.472](#) specifies the requirements of test stations to include the records of inspections and repairs, inspection of place of business and audit of exhaust gas analyzers.

### AUTHORIZED STATIONS: OVERT AUDIT AUTHORITY/OTHER ITEMS INSPECTED AT MINIMUM EACH MONTH

[NAC 445B.469](#) specifies the requirements that each authorized station or authorized inspection station must meet regarding the posting of signs and placards.

[NAC 445B.470](#) specifies the display of licenses and the availability of any reference information.

[NAC 445B.471](#) specifies the advertising provisions set forth by the department for test stations regarding advertising and certain informational material for the public.

OVERT AUDITS WASHOE COUNTY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
TOTAL STATIONS RECEIVING OVERT AUDITS	90	111	110	110	109	109	109	108	107	107	107	106	1283
TOTAL STATIONS NOT RECEIVING OVERT AUDITS	23	0	0	0	0	0	0	0	0	0	0	0	23
PASS AUDIT	81	89	94	103	100	95	105	103	101	103	105	103	1182
FAIL AUDIT	9	22	16	7	9	14	4	5	6	4	2	3	101
PERCENTAGE PASSED	90%	80%	85%	94%	92%	87%	96%	95%	94%	96%	98%	97%	92%
PERCENTAGE FAILED	10%	20%	15%	6%	8%	13%	4%	5%	6%	4%	2%	3%	8%
TOTAL STATIONS CLOSED DUE TO OVERT AUDITS	4	2	2	0	0	0	0	0	0	0	0	0	8

OVERT AUDITS CLARK COUNTY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
TOTAL STATIONS RECEIVING OVERT AUDITS	181	54	0	0	352	351	353	354	350	352	354	351	3052
TOTAL STATIONS NOT RECEIVING OVERT AUDITS	177	298	352	353	0	0	0	0	0	0	0	0	1180
PASS AUDIT	169	45	0	0	314	327	326	312	317	323	342	339	2814
FAIL AUDIT	12	9	0	0	38	24	27	42	33	29	12	12	238
PERCENTAGE PASSED	93%	83%	0%	0%	89%	93%	92%	88%	91%	92%	97%	97%	92%
PERCENTAGE FAILED	7%	17%	0%	0%	11%	7%	8%	12%	9%	8%	3%	3%	8%
TOTAL STATIONS CLOSED DUE TO OVERT AUDITS	1	1	0	0	2	0	1	2	2	2	0	0	11

[NAC 445B.474](#) specifies the terms for test stations that fail to employ approved inspectors.

[NAC 445B.475](#) specifies the requirements for employees of authorized stations or class 2 fleet stations.

[NAC 445B.480](#) specifies the requirements concerning business days and hours of operation, request for variances and notification upon absence of approved inspector for test stations.

## INSPECTION OF TEST STATIONS AND APPROVED INSPECTORS' COVERT AUDIT AUTHORITY

COVERT AUDITS STATEWIDE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTALS
TOTAL STATIONS RECEIVING COVERT AUDITS	48	48	48	48	38	56	49	52	48	48	48	48	579
TOTAL STATIONS NOT RECEIVING COVERT AUDITS	423	415	414	415	423	404	413	410	409	411	413	409	4959
TOTAL STATIONS CLOSED AS A RESULT OF A COVERT AUDIT	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL NUMBER OF COVERT AUDITS WITH VEHICLE SET FAIL PER TEST TYPE	3	3	3	2	3	2	2	2	2	2	2	2	28
TOTAL NUMBER OF COVERT AUDITS WITH VEHICLE SET FAIL TWO OR MORE TEST TYPES	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL NUMBER OF COVERT AUDITS RESULTING IN A FALSE PASS TEST TYPE	1	2	2	3	5	2	7	5	1	5	0	1	34
TOTAL NUMBER OF COVERT AUDITS WITH FALSE PASS FOR TWO OR MORE TEST TYPES	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL NUMBER OF COVERT AUDITS THAT RESULTED IN VIOLATIONS	5	3	3	7	4	3	9	9	6	5	0	2	56
TOTAL NUMBER OF VEHICLES AVAILABLE FOR COVERT AUDITS	2	3	2	2	3	2	2	2	2	2	2	2	26
PERCENTAGE OF STATIONS RECEIVING COVERT AUDITS	10%	10%	10%	10%	8%	12%	11%	11%	11%	10%	10%	11%	10%
PERCENTAGE OF STATIONS NOT RECEIVING COVERT AUDITS	90%	90%	90%	90%	92%	88%	89%	89%	89%	90%	90%	89%	90%

COVERT AUDITS WASHOE COUNTY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTALS
TOTAL STATIONS RECEIVING COVERT AUDITS	16	16	16	16	17	16	16	28	16	16	16	16	205
TOTAL STATIONS NOT RECEIVING COVERT AUDITS	97	95	94	94	92	93	93	80	91	91	91	90	1101
TOTAL STATIONS CLOSED AS A RESULT OF A COVERT AUDIT	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL NUMBER OF COVERT AUDITS WITH VEHICLE SET FAIL PER TEST TYPE	2	2	2	1	1	1	1	1	1	1	1	1	15
TOTAL NUMBER OF COVERT AUDITS WITH VEHICLE SET FAIL TWO OR MORE TEST TYPES	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL NUMBER OF COVERT AUDITS RESULTING IN A FALSE PASS TEST TYPE	1	2	2	3	3	2	7	5	1	5	0	1	32
TOTAL NUMBER OF COVERT AUDITS WITH FALSE PASS FOR TWO OR MORE TEST TYPES	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL NUMBER OF COVERT AUDITS THAT RESULTED IN VIOLATIONS	3	2	2	7	3	2	5	9	4	5	0	2	44
TOTAL NUMBER OF VEHICLES AVAILABLE FOR COVERT AUDITS	1	1	1	1	1	1	1	1	1	1	1	1	12
PERCENTAGE OF STATIONS RECEIVING COVERT AUDITS	14%	14%	15%	15%	16%	15%	15%	26%	15%	15%	15%	15%	16%
PERCENTAGE OF STATIONS NOT RECEIVING COVERT AUDITS	86%	86%	85%	85%	84%	85%	85%	74%	85%	85%	85%	85%	84%

COVERT AUDITS CLARK COUNTY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTALS
TOTAL STATIONS RECEIVING COVERT AUDITS	32	32	32	32	21	40	33	24	32	32	32	32	374
TOTAL STATIONS NOT RECEIVING COVERT AUDITS	326	320	320	321	331	311	320	330	318	320	322	319	3858
TOTAL STATIONS CLOSED AS A RESULT OF A COVERT AUDIT	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL NUMBER OF COVERT AUDITS WITH VEHICLE SET FAIL PER TEST TYPE	1	1	1	1	2	1	1	1	1	1	1	1	13
TOTAL NUMBER OF COVERT AUDITS WITH VEHICLE SET FAIL TWO OR MORE TEST TYPES	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL NUMBER OF COVERT AUDITS RESULTING IN A FALSE PASS TEST TYPE	0	0	0	0	2	0	0	0	0	0	0	0	2
TOTAL NUMBER OF COVERT AUDITS WITH FALSE PASS FOR TWO OR MORE TEST TYPES	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL NUMBER OF COVERT AUDITS THAT RESULTED IN VIOLATIONS	2	1	1	0	1	1	4	0	2	0	0	0	12
TOTAL NUMBER OF VEHICLES AVAILABLE FOR COVERT AUDITS	1	2	1	1	2	1	1	1	1	1	1	1	14
PERCENTAGE OF STATIONS RECEIVING COVERT AUDITS	9%	9%	9%	9%	6%	11%	9%	7%	9%	9%	9%	9%	9%
PERCENTAGE OF STATIONS NOT RECEIVING COVERT AUDITS	91%	91%	91%	91%	94%	89%	91%	93%	91%	91%	91%	91%	91%

[NAC 445B.7015](#) specifies the requirements of annual and additional inspections.

[NAC 445B.7025](#) specifies the alteration of emission control systems of vehicles used to conduct inspections.

[NAC 445B.7035](#) specifies the requirements of preliminary written notices for violation and re-inspection of vehicles.

[NAC 445B.7045](#) specifies the administrative fines and other penalties for certain violations.

### EMISSION TEST COMPLIANCE

The Nevada Department of Motor Vehicles uses a registration denial-based enforcement program to regulate emission testing compliance. Vehicles registered in Clark and Washoe counties are required to obtain an annual passing emission certificate prior to vehicle registration or registration renewal. If a vehicle fails to obtain a passing emission certificate and does not meet the requirements to obtain a waiver, the vehicle registration or registration renewal is not issued.

There was a total of 1,895,092 vehicles registered in Clark and Washoe counties subject to the Emission Control Program in 2021. In 2021, there was an emission testing compliance rate of 85.56%.

Total Tests Completed	Total Number of Passing Tests Completed	Total Number of Failing Tests Completed	Total Number of Vehicles Registered in Clark and Washoe Counties Subject to the Emission Control Program	Compliance Rate
1,661,218	1,621,459	39,759	1,895,092	85.56%

### .5% ROADSIDE TESTING WITH A REMOTE SENSOR DEVICE STUDY

Remote Sensor Testing allows for a vehicle to obtain an emission test while simply driving from one destination to another. Remote Sensor Testing uses laser technology to test the emissions that are being emitted from a vehicle. It then records the vehicles license plate number, the vehicle emission levels and submits them electronically to the Department in a statistical report format.

The Nevada Department of Motor Vehicles conducts an annual .5% Remote Sensor Testing Study that lasts for five days and captures .5% of the vehicles located in Clark County. The Department analyzes the results of the study and notifies those Nevada registrants whose vehicles are not meeting emission standards. The completion of this study meets the enhancement requirements for Clark Counties State Implementation Plan (SIP).

In 2021, the .5% study was conducted from November 15, 2021 to November 19, 2021. There was a total of 72,376 vehicles tested during this time frame. Of these vehicles, 27,971 received valid testing results and 44,405 received invalid testing results. Of the 27,971 valid test results, 23,240 were performed on vehicles registered in the state of Nevada and 4,731 were performed on vehicles registered in a different jurisdiction.

Remote Sensing		
Remote Sensing was performed in the Las Vegas area November 15, 2021 through November 19, 2021 at the following locations:		
Test Date	Site Number	Site Location
November 15, 2021	OPUS H3A	Boulder Highway to North Bound I-515
November 15, 2021	OPUS H4	Exit from I-15 to West Flamingo
November 16, 2021	OPUS O1	Las Vegas Blvd. to North Bound I-15
November 16, 2021	OPUS O5	Exit from I-15 to East Flamingo
November 17, 2021	OPUS H2	US 95 South Bound to West Bound Summerlin Pkwy.
November 17, 2021	OPUS 10	I-515/US95 North Bound to I-15 North Bound
November 18, 2021	OPUS H1	Exit from East Bound I-215 to North Bound I-15
November 18, 2021	OPUS O6	East Charleston Road to North Bound 515
November 19, 2021	OPUS O1	Las Vegas Blvd. to North Bound I-15
November 19, 2021	OPUS O3	North Bound I-215 to South Bound I-15

A total of 72,376 exhaust readings were captured during this cycle of Remote Sensing.  
 A total of 27,971 (38.64%) readings are validated.  
 Of the 27,971 accurate readings, 23,240 (83.09%) readings are validated with Nevada license plate numbers.

RSD Reading Results (Nevada Plated Vehicles)						
Test Date	Total RSD Tests Performed	Carbon Monoxide Readings Validated with License Plate Number	Average Carbon Monoxide Percentage (%) with Valid License Plate Number	0 - 1.20% Carbon Monoxide with Valid License Plate Number	1.21% or Greater Carbon Monoxide Percentage with Valid License Plate Number	Vehicles Exceeding 1.20% Cut-Point Percentage (%)
11/15/2021	8,797	789	26.67%	754	35	4.44%
11/16/2021	11,626	4,984	12.35%	4,925	59	1.18%
11/17/2021	19,185	6,447	11.44%	6,392	55	0.85%
11/18/2021	18,039	6,487	11.19%	6,416	71	1.09%
11/19/2021	14,729	4,533	13.47%	4,471	62	1.37%
<b>Totals/Averages:</b>	<b>72,376</b>	<b>23,240</b>	<b>15.02%</b>	<b>22,958</b>	<b>282</b>	<b>1.79%</b>

Test Date	Total RSD Tests Performed	Hydrocarbon Readings Validated with License Plate Number	Average Hydrocarbon Parts Per Million (PPM), with Valid License	0 - 220 PPM Hydrocarbons, with Valid License Plate	221 PPM or Greater Hydrocarbons with Valid License Plate	Vehicles Exceeding 220 PPM Cut-Point Percentage (%)
11/15/2021	8,797	789	19.288	768	21	2.66%
11/16/2021	11,626	4,984	7.360	4,941	43	0.86%
11/17/2021	19,185	6,447	7.015	6,406	41	0.64%
11/18/2021	18,039	6,487	4.628	6,438	49	0.76%
11/19/2021	14,729	4,533	2.165	4,510	23	0.51%
<b>Totals/Averages:</b>	<b>72,376</b>	<b>23,240</b>	<b>8.091</b>	<b>23,063</b>	<b>177</b>	<b>1.08%</b>

Fleet Data - Validated License Plates													
Test Date	AK	AL	AR	AZ	CA	CO	CT	FL	GA	HI	IA	ID	IL
11/15/2021	1	0	0	13	64	6	1	2	0	0	1	2	2
11/16/2021	2	5	5	129	542	26	4	72	12	4	3	9	17
11/17/2021	2	2	5	132	312	22	2	41	10	5	3	24	14
11/18/2021	2	4	5	77	414	24	6	39	3	9	1	7	19
11/19/2021	5	5	3	174	731	35	2	94	9	3	3	15	22
<b>Totals</b>	<b>12</b>	<b>16</b>	<b>18</b>	<b>525</b>	<b>2,063</b>	<b>113</b>	<b>15</b>	<b>248</b>	<b>34</b>	<b>21</b>	<b>11</b>	<b>57</b>	<b>74</b>
<b>Averages</b>	<b>0.25%</b>	<b>0.34%</b>	<b>0.38%</b>	<b>11.10%</b>	<b>43.61%</b>	<b>2.39%</b>	<b>0.32%</b>	<b>5.24%</b>	<b>0.72%</b>	<b>0.45%</b>	<b>0.23%</b>	<b>1.20%</b>	<b>1.56%</b>

Test Date	IN	KS	KY	LA	MA	MD	ME	MI	MN	MO	MS	MT	NC
11/15/2021	1	0	0	1	0	0	0	2	3	0	0	1	2
11/16/2021	14	3	1	6	6	7	0	9	4	4	3	3	5
11/17/2021	11	8	1	9	5	10	1	9	8	2	0	10	7
11/18/2021	14	5	1	0	3	4	0	9	4	8	3	8	3
11/19/2021	6	5	6	5	6	6	3	8	14	4	1	5	4
<b>Totals</b>	<b>46</b>	<b>21</b>	<b>9</b>	<b>21</b>	<b>20</b>	<b>27</b>	<b>4</b>	<b>37</b>	<b>33</b>	<b>18</b>	<b>7</b>	<b>27</b>	<b>21</b>
<b>Averages</b>	<b>0.97%</b>	<b>0.45%</b>	<b>0.19%</b>	<b>0.45%</b>	<b>0.42%</b>	<b>0.57%</b>	<b>0.08%</b>	<b>0.78%</b>	<b>0.70%</b>	<b>0.38%</b>	<b>0.15%</b>	<b>0.57%</b>	<b>0.45%</b>

Test Date	ND	NE	NH	NJ	NM	NY	OH	OK	OR	PA	RI	SC	SD
11/15/2021	2	0	0	0	1	2	2	2	3	1	0	0	1
11/16/2021	1	1	1	4	9	12	17	9	19	4	1	0	2
11/17/2021	2	4	0	8	7	9	11	14	24	5	0	4	6
11/18/2021	3	3	1	9	7	7	11	7	20	7	0	5	2
11/19/2021	2	3	2	5	11	8	14	7	28	9	1	6	5
<b>Totals</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>26</b>	<b>35</b>	<b>38</b>	<b>55</b>	<b>39</b>	<b>94</b>	<b>26</b>	<b>2</b>	<b>15</b>	<b>16</b>
<b>Averages</b>	<b>0.21%</b>	<b>0.23%</b>	<b>0.08%</b>	<b>0.55%</b>	<b>0.74%</b>	<b>0.80%</b>	<b>1.16%</b>	<b>0.82%</b>	<b>1.99%</b>	<b>0.55%</b>	<b>0.04%</b>	<b>0.32%</b>	<b>0.34%</b>

Test Date	TN	TX	UT	VA	VT	WA	WI	WV	WY	Total Tests
11/15/2021	3	12	16	3	0	4	1	0	1	156
11/16/2021	21	52	100	7	0	36	11	1	7	1,210
11/17/2021	15	42	82	9	0	37	6	1	3	944
11/18/2021	9	46	54	8	2	30	6	1	3	913
11/19/2021	13	51	97	10	0	48	5	0	9	1,508
<b>Totals</b>	<b>61</b>	<b>203</b>	<b>349</b>	<b>37</b>	<b>2</b>	<b>155</b>	<b>29</b>	<b>3</b>	<b>23</b>	<b>4,731</b>
<b>Averages</b>	<b>1.29%</b>	<b>4.29%</b>	<b>7.38%</b>	<b>0.78%</b>	<b>0.04%</b>	<b>3.28%</b>	<b>0.61%</b>	<b>0.06%</b>	<b>0.49%</b>	

34.73% of out-of-state vehicles that traveled through the remote sensors, were registered in non-border states to Nevada.

## CONTINUOUS MONITORING

Continuous Monitoring (CM) is a voluntary program that electronically monitors Fleet vehicle emissions on a continuous basis, authorized by [NRS 445B.767](#). This program applies to Fleet vehicles that are subject to annual emission inspections. Continuous Monitoring occurs when an electronic monitoring device is connected to the Onboard Diagnostic (OBDII) Data Link Connector (DLC) of a vehicle. Approved electronic monitoring equipment provided by a Nevada Certified Service Provider must be utilized when participating in the Continuous Monitoring Program.

For a Service Provider to become Nevada Certified, the Service Provider must obtain OBDII device certification by providing the electronic Onboard Diagnostic equipment to the Nevada Department of Motor Vehicles, at no cost, for testing and approval. The electronic Onboard Diagnostic equipment must have the ability to monitor and transmit all required elements of the Fleet vehicle's emissions on a continuous basis to the Service Provider, who then pushes the data to the DMV daily. The Service Provider must also submit a completed Application for Participation (EC-041) and Agreement (EC-043) with proof of identity to the DMV. The DMV conducts a series of tests on the device provided and analyzes all data and documentation prior to certification of OBDII device and Service Provider.

For a Fleet to participate in the Continuous Monitoring Program, the Fleet Participant must have a registered Fleet with the Nevada DMV. The Fleet Participant is required to provide proof of identity, a Fleet Agreement (EC-044) and Application for Participation (EC-041), completed in full by the collaborating Fleet Participant and Certified Service Provider. The Fleet Participant will submit all required documentation to the Certified Service Provider. The Certified Service Provider will then submit all required documentation to the DMV for processing.

Approved electronic monitoring equipment (OBDII devices) provided by a Nevada Certified Service Provider can be utilized when participating in Continuous Monitoring. All gasoline powered vehicles with a model year of 2008 and newer, that have current Nevada registration and are equipped with an OBDII port permitting electronic monitoring qualify to participate in the Continuous Monitoring Program. Any vehicles participating in the Continuous Monitoring Program cannot apply for a waiver of standards from emissions.

In 2021, the DMV implemented the Continuous Monitoring Program, certifying 1 Service Provider and approving 1 Fleet Participant. A total of 26 vehicles were enrolled in the Continuous Monitoring Program, of which, 23 vehicles met the full requirements of the Continuous Monitoring Program, enabling the issuance of a Continuous Monitoring Vehicle Inspection Report.

### Key Events and Electronic Notifications

DMV Continuous Monitoring software checks for certain Key Events for each vehicle record received: Two (2) Key Events are for the Service Provider and four (4) Key Events are for the Fleet Manager/Registered Owner. Each Key Event triggers an Electronic Notification to be sent. A total of three notifications are sent prior termination of participation in the Continuous Monitoring Program.

1. Un-enrollment of Vehicle: Notification sent to the Service Provider when a vehicle has been un-enrolled from the Continuous Monitoring Program, but the Service Provider continues to send the vehicles records.
2. Submission of Erroneous Electronic Data: Notification sent to the Service Provider when the DMV receives erroneous electronic data from the Service Providers data management system.
3. Presence of Anomalous Data: Notification sent to the Fleet Manager/Registered Owner when the DMV receives data for a vehicle that includes the presence of anomalous data. This notification requires the vehicle to obtain a vehicles inspection at a DMV Emission Control Lab within 14 days or it will be terminated from the program.
4. Malfunction Indicator Lamp (MIL) On: Notification sent to the Fleet Manager/Registered Owner when the DMV receives data for a vehicle identifying that the MIL has been commanded "On". This notification requires the vehicle to obtain diagnosis and repair. The MIL must be "Off" and Monitor Readiness must be achieved within 45 days or the vehicle will be terminated from the program.
5. Lack of Vehicle Reporting: Notification sent to the Fleet Manager/Registered Owner when the DMV has not received any valid electronic records for a vehicle. This notification requires a valid electronic record to be submitted to the DMV within 60 days or the vehicle will be terminated from the program.
6. Failure to Achieve Readiness: Notification sent to the Fleet Manager/Registered Owner when the DMV receives a record indicating that a vehicle has failed to achieve readiness. This notification requires monitor readiness to be achieved for the vehicle within 30 days or the vehicle will be terminated from the program.

Continuous Monitoring Participation Statistics for Calendar Year 2021:

<b>STATEWIDE CONTINUOUS MONITORING PARTICIPATION STATISTICS</b>	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
NUMBER OF PARTICIPATING CERTIFIED SERVICE PROVIDERS	1	1	1	1	1	1	1	1	1	1	1	1
NUMBER OF CERTIFIED SERVICE PROVIDERS TERMINATED FROM PARTICIPATION	0	0	0	0	0	0	0	0	0	0	0	0
NUMBER OF PARTICIPATING FLEET PARTICIPANTS	1	1	1	1	1	1	1	1	1	1	1	1
NUMBER OF FLEET PARTICIPANTS TERMINATED FROM PARTICIPATION	0	0	0	0	0	0	0	0	0	0	0	0
NUMBER OF ENROLLED VEHICLES	23	23	23	23	23	23	23	23	23	23	23	23
NUMBER OF ENROLLED VEHICLES IN COMPLIANCE WITH DATA REPORTING REQUIREMENTS	23	23	23	23	23	23	23	23	23	23	23	23
NUMBER OF ENROLLED VEHICLES NOT IN COMPLIANCE WITH DATA REPORTING REQUIREMENTS	0	0	0	0	0	0	0	0	0	0	0	0

<b>WASHOE COUNTY CONTINUOUS MONITORING PARTICIPATION STATISTICS</b>	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
NUMBER OF PARTICIPATING CERTIFIED SERVICE PROVIDERS	0	0	0	0	0	0	0	0	0	0	0	0
NUMBER OF CERTIFIED SERVICE PROVIDERS TERMINATED FROM PARTICIPATION	0	0	0	0	0	0	0	0	0	0	0	0
NUMBER OF PARTICIPATING FLEET PARTICIPANTS	0	0	0	0	0	0	0	0	0	0	0	0
NUMBER OF FLEET PARTICIPANTS TERMINATED FROM PARTICIPATION	0	0	0	0	0	0	0	0	0	0	0	0
NUMBER OF ENROLLED VEHICLES	0	0	0	0	0	0	0	0	0	0	0	0
NUMBER OF ENROLLED VEHICLES IN COMPLIANCE WITH DATA REPORTING REQUIREMENTS	0	0	0	0	0	0	0	0	0	0	0	0
NUMBER OF ENROLLED VEHICLES NOT IN COMPLIANCE WITH DATA REPORTING REQUIREMENTS	0	0	0	0	0	0	0	0	0	0	0	0

<b>CLARK COUNTY CONTINUOUS MONITORING PARTICIPATION STATISTICS</b>	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec
NUMBER OF PARTICIPATING CERTIFIED SERVICE PROVIDERS	1	1	1	1	1	1	1	1	1	1	1	1
NUMBER OF CERTIFIED SERVICE PROVIDERS TERMINATED FROM PARTICIPATION	0	0	0	0	0	0	0	0	0	0	0	0
NUMBER OF PARTICIPATING FLEET PARTICIPANTS	1	1	1	1	1	1	1	1	1	1	1	1
NUMBER OF FLEET PARTICIPANTS TERMINATED FROM PARTICIPATION	0	0	0	0	0	0	0	0	0	0	0	0
NUMBER OF ENROLLED VEHICLES	23	23	23	23	23	23	23	23	23	23	23	23
NUMBER OF ENROLLED VEHICLES IN COMPLIANCE WITH DATA REPORTING REQUIREMENTS	23	23	23	23	23	23	23	23	23	23	23	23
NUMBER OF ENROLLED VEHICLES NOT IN COMPLIANCE WITH DATA REPORTING REQUIREMENTS	0	0	0	0	0	0	0	0	0	0	0	0

Continuous Monitoring Key Event Statistics for Calendar Year 2021:

<b>STATEWIDE CONTINUOUS MONITORING KEY EVENT STATISTICS</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>April</b>	<b>May</b>	<b>June</b>	<b>July</b>	<b>Aug</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Totals</b>
KEY EVENT 1 - ANOMALOUS DATA	0	0	0	0	1	1	0	0	0	0	0	0	2
KEY EVENT 2 - MIL LIGHT	0	0	0	0	0	0	0	0	0	0	0	0	0
KEY EVENT 3 - LACK OF REPORTING	0	0	0	0	0	0	0	3	0	19	0	0	22
KEY EVENT 4 - FAILURE TO ACHIEVE READINESS	0	0	0	0	0	0	0	0	0	0	0	0	0
CONTINUOUS MONITORING VEHICLE INSPECTION REPORTS ISSUED	0	0	0	0	0	0	0	0	0	0	0	23	23

<b>WASHOE COUNTY CONTINUOUS MONITORING KEY EVENT STATISTICS</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>April</b>	<b>May</b>	<b>June</b>	<b>July</b>	<b>Aug</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Totals</b>
KEY EVENT 1 - ANOMALOUS DATA	0	0	0	0	0	0	0	0	0	0	0	0	0
KEY EVENT 2 - MIL LIGHT	0	0	0	0	0	0	0	0	0	0	0	0	0
KEY EVENT 3 - LACK OF REPORTING	0	0	0	0	0	0	0	0	0	0	0	0	0
KEY EVENT 4 - FAILURE TO ACHIEVE READINESS	0	0	0	0	0	0	0	0	0	0	0	0	0
CONTINUOUS MONITORING VEHICLE INSPECTION REPORTS ISSUED	0	0	0	0	0	0	0	0	0	0	0	0	0

<b>CLARK COUNTY CONTINUOUS MONITORING KEY EVENT STATISTICS</b>	<b>Jan</b>	<b>Feb</b>	<b>Mar</b>	<b>April</b>	<b>May</b>	<b>June</b>	<b>July</b>	<b>Aug</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Totals</b>
KEY EVENT 1 - ANOMALOUS DATA	0	0	0	0	1	1	0	0	0	0	0	0	2
KEY EVENT 2 - MIL LIGHT	0	0	0	0	0	0	0	0	0	0	0	0	0
KEY EVENT 3 - LACK OF REPORTING	0	0	0	0	0	0	0	3	0	19	0	0	22
KEY EVENT 4 - FAILURE TO ACHIEVE READINESS	0	0	0	0	0	0	0	0	0	0	0	0	0
CONTINUOUS MONITORING VEHICLE INSPECTION REPORTS ISSUED	0	0	0	0	0	0	0	0	0	0	0	23	23

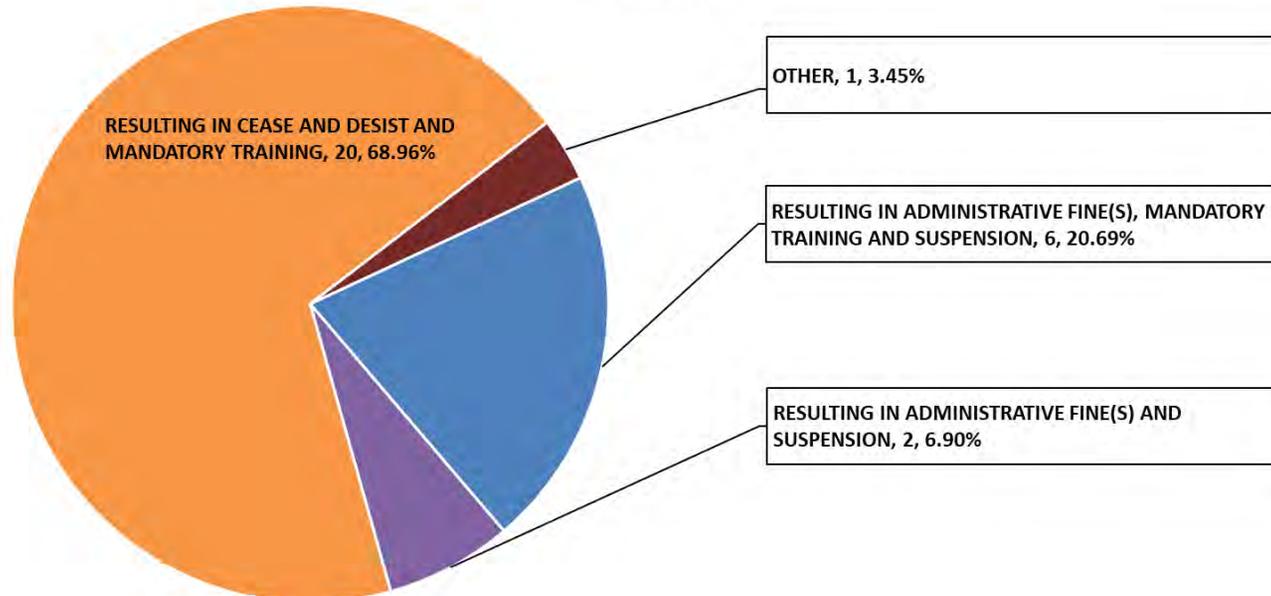
## MISCELLANEOUS PROVISIONS

[NAC 445B.727](#) specifies all administrative fines and other penalties.

Administrative fines and other penalties occurring for inspectors in 2021:

2021 INSPECTOR CITATIONS - STATEWIDE IN DETAIL							
DISPOSITION	NUMBER OF CASES	FINE AMOUNT	FINE AMOUNT TOTAL	AMOUNT PAID	AMOUNT PAID TOTAL	TOTAL NUMBER OF CASES BY DISPOSITION	PERCENTAGES OF INSPECTOR CITATIONS
RESULTING IN ADMINISTRATIVE FINE(S), MANDATORY TRAINING AND SUSPENSION	1 2 3	\$250.00 \$250.00 \$0.00	\$250.00 \$500.00 \$0.00	\$0.00 \$250.00 \$0.00	\$0.00 \$500.00 \$0.00	6	20.69%
RESULTING IN ADMINISTRATIVE FINE(S) AND SUSPENSION	1 1	\$0.00 \$500.00	\$0.00 \$500.00	\$0.00 \$500.00	\$0.00 \$500.00	2	6.90%
RESULTING IN CEASE AND DESIST AND MANDATORY TRAINING	16 4	\$0.00 \$0.00	\$0.00 \$0.00	\$0.00 \$0.00	\$0.00 \$0.00	20	68.96%
OTHER	1	\$0.00	\$0.00	\$0.00	\$0.00	1	3.45%
<b>TOTALS</b>	<b>29</b>	<b>\$1,000.00</b>	<b>\$1,250.00</b>	<b>\$750.00</b>	<b>\$1,000.00</b>	<b>29</b>	<b>100.00%</b>

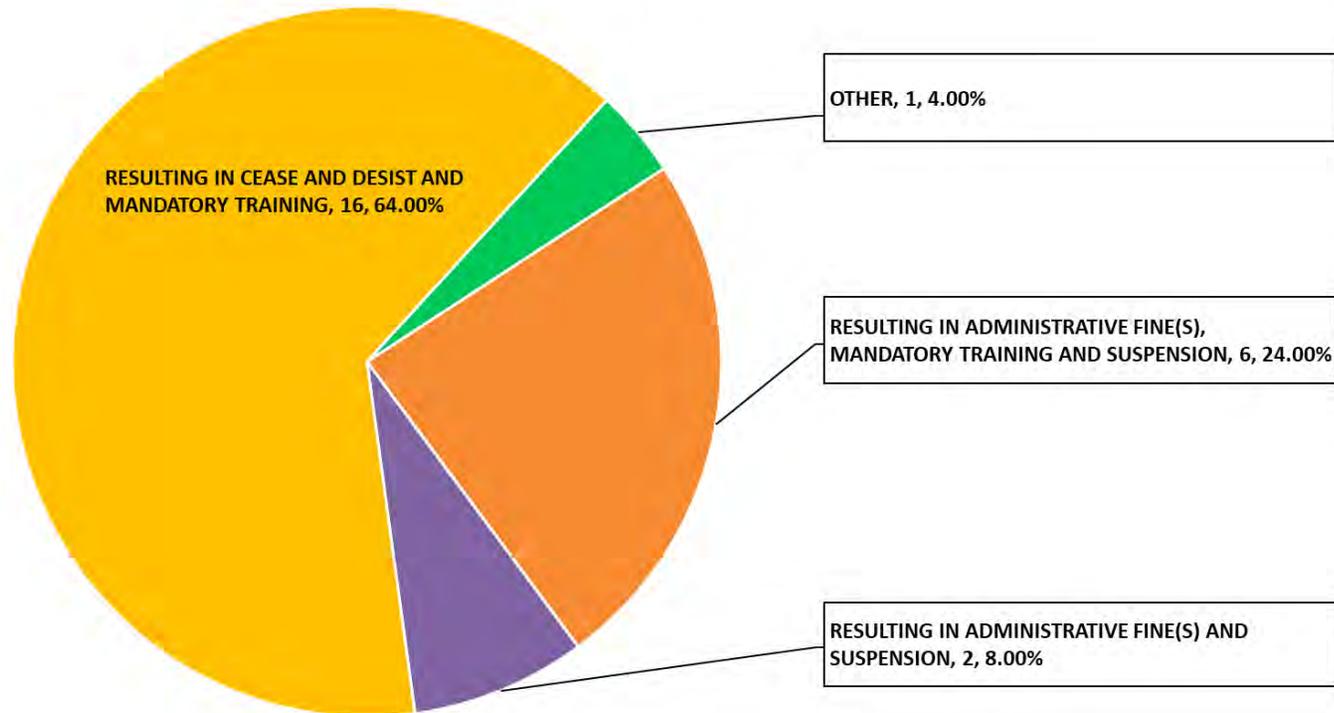
### 2021 INSPECTOR CITATIONS STATEWIDE



2021 INSPECTOR CITATIONS - WASHOE COUNTY IN DETAIL							
DISPOSITION	NUMBER OF CASES	FINE AMOUNT	FINE AMOUNT TOTAL	AMOUNT PAID	AMOUNT PAID TOTAL	TOTAL NUMBER OF CASES BY DISPOSITION	PERCENTAGES OF INSPECTOR CITATIONS
RESULTING IN ADMINISTRATIVE FINE(S), MANDATORY TRAINING AND SUSPENSION	1	\$250.00	\$250.00	\$0.00	\$0.00	6	24.00%
	2	\$250.00	\$500.00	\$250.00	\$500.00		
	3	\$0.00	\$0.00	\$0.00	\$0.00		
RESULTING IN ADMINISTRATIVE FINE(S) AND SUSPENSION	1	\$0.00	\$0.00	\$0.00	\$0.00	2	8.00%
	1	\$500.00	\$500.00	\$500.00	\$500.00		
RESULTING IN CEASE AND DESIST AND MANDATORY TRAINING	16	\$0.00	\$0.00	\$0.00	\$0.00	16	64.00%
OTHER	1	\$0.00	\$0.00	\$0.00	\$0.00	1	4.00%
<b>TOTALS</b>	<b>25</b>	<b>\$1,000.00</b>	<b>\$1,250.00</b>	<b>\$750.00</b>	<b>\$1,000.00</b>	<b>25</b>	<b>100.00%</b>

In northern Nevada, cases are only opened on inspectors found to be in violation based upon a covert audit.

### 2021 INSPECTOR CITATIONS WASHOE COUNTY



2021 INSPECTOR CITATIONS - CLARK COUNTY IN DETAIL							
DISPOSITION	NUMBER OF CASES	FINE AMOUNT	FINE AMOUNT TOTAL	AMOUNT PAID	AMOUNT PAID TOTAL	TOTAL NUMBER OF CASES BY DISPOSITION	PERCENTAGES OF INSPECTOR CITATIONS
RESULTING IN CEASE AND DESIST AND MANDATORY TRAINING	4	\$0.00	\$0.00	\$0.00	\$0.00	4	100.00%
<b>TOTALS</b>	<b>4</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>4</b>	<b>100.00%</b>

In southern Nevada, cases are opened on inspectors when a covert audit is conducted.

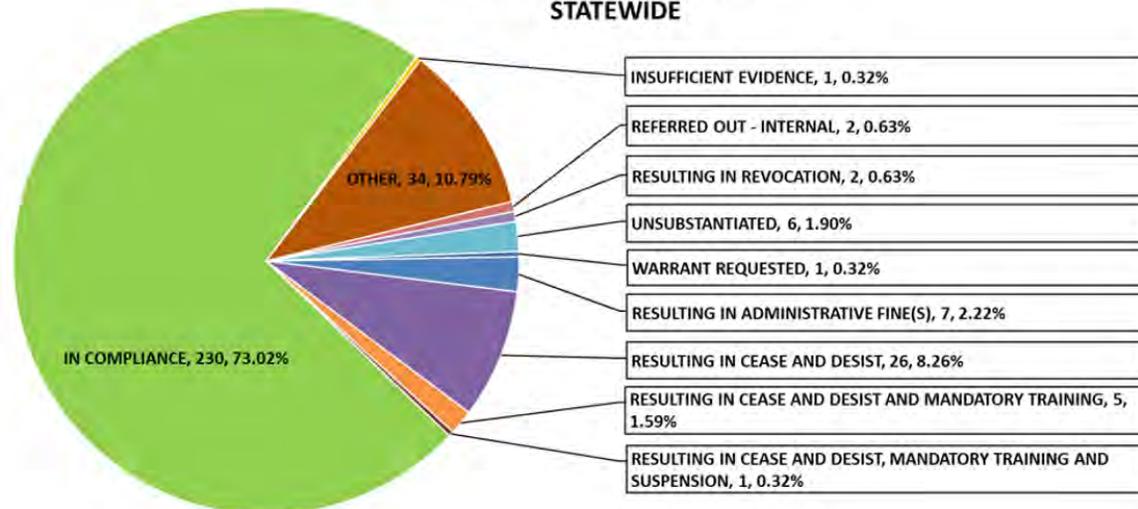
**2021 INSPECTOR CITATIONS  
CLARK COUNTY**



Administrative fines and other penalties occurring for Emission Stations in 2021:

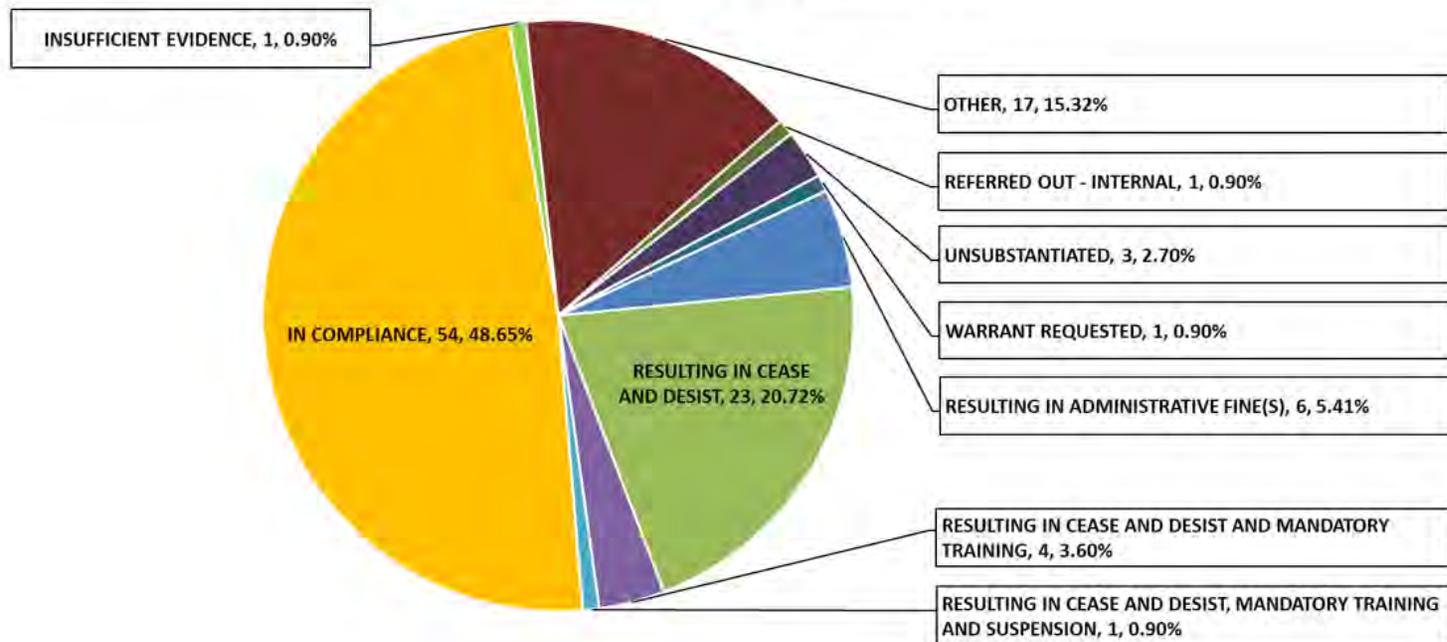
2021 STATION CITATIONS - STATEWIDE IN DETAIL							
DISPOSITION	NUMBER OF CASES	FINE AMOUNT	FINE AMOUNT TOTAL	AMOUNT PAID	AMOUNT PAID TOTAL	TOTAL NUMBER OF CASES BY DISPOSITION	PERCENTAGES OF STATION CITATIONS
RESULTING IN ADMINISTRATIVE FINE(S)	1	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	7	2.22%
	5	\$250.00	\$1,250.00	\$250.00	\$1,250.00		
	1	\$250.00	\$250.00	\$0.00	\$0.00		
RESULTING IN CEASE AND DESIST	23	\$0.00	\$0.00	\$0.00	\$0.00	26	8.26%
	3	\$0.00	\$0.00	\$0.00	\$0.00		
RESULTING IN CEASE AND DESIST AND MANDATORY TRAINING	4	\$0.00	\$0.00	\$0.00	\$0.00	5	1.59%
	1	\$0.00	\$0.00	\$0.00	\$0.00		
RESULTING IN CEASE AND DESIST, MANDATORY TRAINING AND SUSPENSION	1	\$0.00	\$0.00	\$0.00	\$0.00	1	0.32%
IN COMPLIANCE	54	\$0.00	\$0.00	\$0.00	\$0.00	230	73.02%
	176	\$0.00	\$0.00	\$0.00	\$0.00		
INSUFFICIENT EVIDENCE	1	\$0.00	\$0.00	\$0.00	\$0.00	1	0.32%
OTHER	17	\$0.00	\$0.00	\$0.00	\$0.00	34	10.79%
	17	\$0.00	\$0.00	\$0.00	\$0.00		
REFERRED OUT - INTERNAL	1	\$0.00	\$0.00	\$0.00	\$0.00	2	0.63%
	1	\$0.00	\$0.00	\$0.00	\$0.00		
RESULTING IN REVOCATION	2	\$0.00	\$0.00	\$0.00	\$0.00	2	0.63%
UNSUBSTANTIATED	3	\$0.00	\$0.00	\$0.00	\$0.00	6	1.90%
	3	\$0.00	\$0.00	\$0.00	\$0.00		
WARRANT REQUESTED	1	\$0.00	\$0.00	\$0.00	\$0.00	1	0.32%
<b>TOTALS</b>	<b>315</b>		<b>\$2,500.00</b>		<b>\$2,250.00</b>	<b>315</b>	<b>100.00%</b>

2021 STATION CITATIONS STATEWIDE



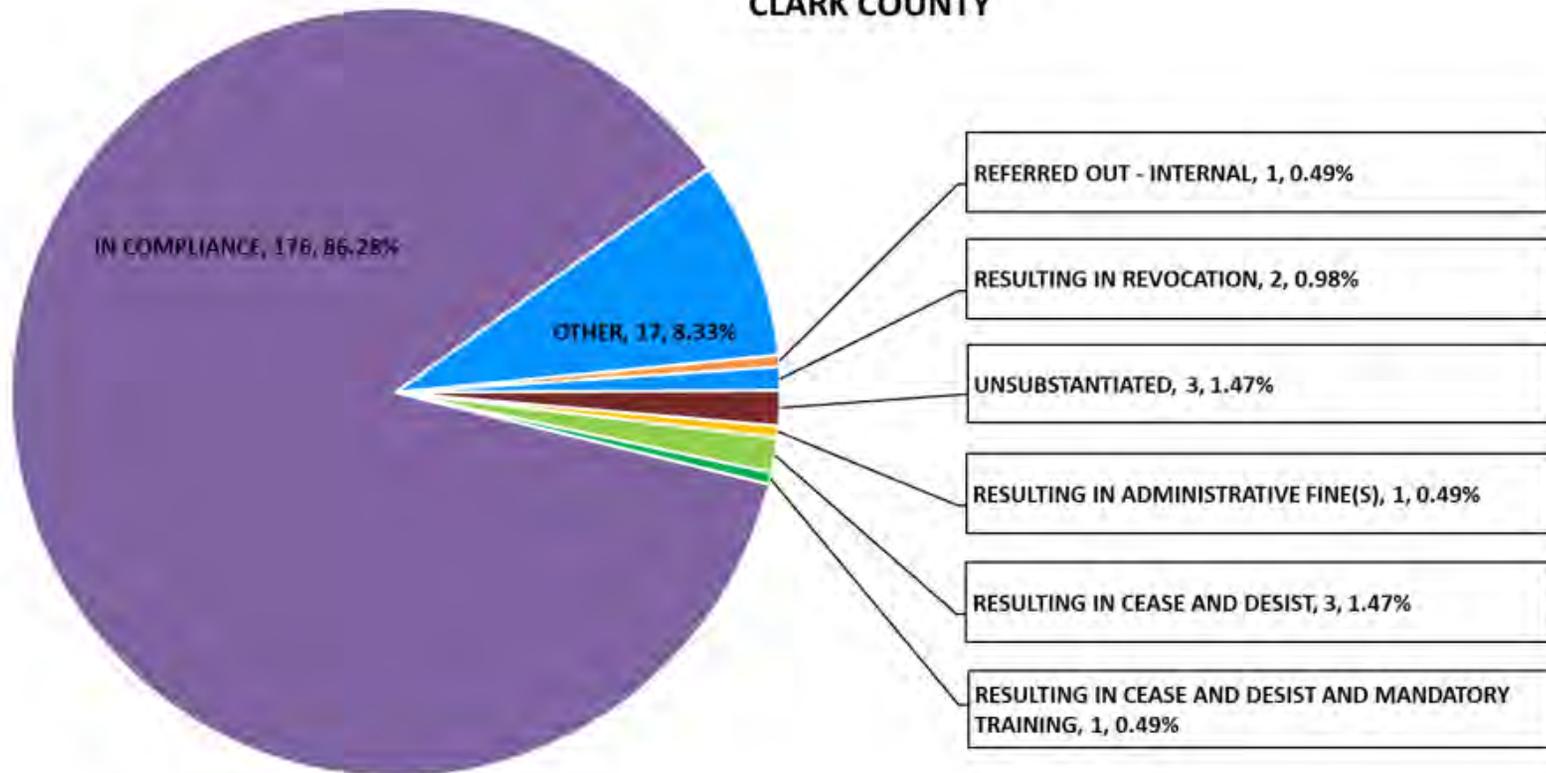
2021 STATION CITATIONS - WASHOE COUNTY IN DETAIL							
DISPOSITION	NUMBER OF CASES	FINE AMOUNT	FINE AMOUNT TOTAL	AMOUNT PAID	AMOUNT PAID TOTAL	TOTAL NUMBER OF CASES BY DISPOSITION	PERCENTAGES OF STATION CITATIONS
RESULTING IN ADMINISTRATIVE FINE(S)	1	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	6	5.41%
	5	\$250.00	\$1,250.00	\$250.00	\$1,250.00		
RESULTING IN CEASE AND DESIST	23	\$0.00	\$0.00	\$0.00	\$0.00	23	20.72%
RESULTING IN CEASE AND DESIST AND MANDATORY TRAINING	4	\$0.00	\$0.00	\$0.00	\$0.00	4	3.60%
RESULTING IN CEASE AND DESIST, MANDATORY TRAINING AND SUSPENSION	1	\$0.00	\$0.00	\$0.00	\$0.00	1	0.90%
IN COMPLIANCE	54	\$0.00	\$0.00	\$0.00	\$0.00	54	48.65%
INSUFFICIENT EVIDENCE	1	\$0.00	\$0.00	\$0.00	\$0.00	1	0.90%
OTHER	17	\$0.00	\$0.00	\$0.00	\$0.00	17	15.32%
REFERRED OUT - INTERNAL	1	\$0.00	\$0.00	\$0.00	\$0.00	1	0.90%
UNSUBSTANTIATED	3	\$0.00	\$0.00	\$0.00	\$0.00	3	2.70%
WARRANT REQUESTED	1	\$0.00	\$0.00	\$0.00	\$0.00	1	0.90%
<b>TOTALS</b>	<b>111</b>		<b>\$2,250.00</b>		<b>\$2,250.00</b>	<b>111</b>	<b>100.00%</b>

**2021 STATION CITATIONS  
WASHOE COUNTY**



2021 STATION CITATIONS - CLARK COUNTY IN DETAIL							
DISPOSITION	NUMBER OF CASES	FINE AMOUNT	FINE AMOUNT TOTAL	AMOUNT PAID	AMOUNT PAID TOTAL	TOTAL NUMBER OF CASES BY DISPOSITION	PERCENTAGES OF STATION CITATIONS
RESULTING IN ADMINISTRATIVE FINE(S)	1	\$250.00	\$250.00	\$0.00	\$0.00	1	0.49%
RESULTING IN CEASE AND DESIST	3	\$0.00	\$0.00	\$0.00	\$0.00	3	1.47%
RESULTING IN CEASE AND DESIST AND MANDATORY TRAINING	1	\$0.00	\$0.00	\$0.00	\$0.00	1	0.49%
IN COMPLIANCE	176	\$0.00	\$0.00	\$0.00	\$0.00	176	86.28%
OTHER	17	\$0.00	\$0.00	\$0.00	\$0.00	17	8.33%
REFERRED OUT - INTERNAL	1	\$0.00	\$0.00	\$0.00	\$0.00	1	0.49%
RESULTING IN REVOCATION	2	\$0.00	\$0.00	\$0.00	\$0.00	2	0.98%
UNSUBSTANTIATED	3	\$0.00	\$0.00	\$0.00	\$0.00	3	1.47%
<b>TOTALS</b>	<b>204</b>		<b>\$250.00</b>		<b>\$0.00</b>	<b>204</b>	<b>100.00%</b>

**2021 STATION CITATIONS  
CLARK COUNTY**



## LIGHT DUTY GASOLINE VEHICLE EMISSION TEST STATISTICS

2021 STATEWIDE - LIGHT DUTY GASOLINE POWERED VEHICLES								
Year	Total Initial Inspections	Passing Initial Inspection	Failing Initial Inspection	Percent Failing Initial Inspections	Total Re-Inspection	Passing Initial Re-Inspection	Failing Initial Re-Inspection	Percent Failing Initial Re-Inspection
1968	145	94	51	35.17%	33	21	12	36.36%
1969	168	107	61	36.31%	35	24	11	31.43%
1970	139	92	47	33.81%	32	22	10	31.25%
1971	112	75	37	33.04%	22	15	7	31.82%
1972	177	126	51	28.81%	36	23	13	36.11%
1973	129	84	45	34.88%	22	14	8	36.36%
1974	96	63	33	34.38%	21	16	5	23.81%
1975	72	46	26	36.11%	18	8	10	55.56%
1976	126	86	40	31.75%	22	16	6	27.27%
1977	154	104	50	32.47%	26	14	12	46.15%
1978	220	147	73	33.18%	49	30	19	38.78%
1979	193	140	53	27.46%	28	15	13	46.43%
1980	134	116	18	13.43%	10	9	1	10.00%
1981	134	101	33	24.63%	18	13	5	27.78%
1982	122	109	13	10.66%	7	3	4	57.14%
1983	149	112	37	24.83%	25	15	10	40.00%
1984	304	234	70	23.03%	42	22	20	47.62%
1985	380	297	83	21.84%	44	27	17	38.64%
1986	654	541	113	17.28%	85	62	23	27.06%
1987	820	693	127	15.49%	76	50	26	34.21%
1988	1113	964	149	13.39%	95	66	29	30.53%
1989	1575	1354	221	14.03%	149	102	47	31.54%
1990	2121	1885	236	11.13%	163	118	45	27.61%
1991	2627	2344	283	10.77%	201	144	57	28.36%
1992	2995	2715	280	9.35%	196	134	62	31.63%
1993	3869	3497	372	9.61%	258	172	86	33.33%
1994	5703	5170	533	9.35%	366	254	112	30.60%
1995	7567	6995	572	7.56%	397	282	115	28.97%
1996	7977	7541	436	5.47%	281	235	46	16.37%
1997	12342	11708	634	5.14%	403	333	70	17.37%
1998	15183	14383	800	5.27%	495	427	68	13.74%
1999	19837	18890	947	4.77%	601	508	93	15.47%
2000	26295	24982	1313	4.99%	813	715	98	12.05%
2001	28744	27061	1683	5.86%	900	769	131	14.56%
2002	35919	33966	1953	5.44%	1091	929	162	14.85%
2003	43094	41059	2035	4.72%	1168	1013	155	13.27%
2004	51195	49057	2138	4.18%	1277	1127	150	11.75%
2005	58501	56289	2212	3.78%	1284	1135	149	11.60%
2006	62740	60406	2334	3.72%	1374	1207	167	12.15%
2007	67409	65256	2153	3.19%	1314	1179	135	10.27%
2008	60516	58800	1716	2.84%	1033	928	105	10.16%
2009	39996	39043	953	2.38%	588	524	64	10.88%
2010	50937	49859	1078	2.12%	684	622	62	9.06%
2011	57661	56540	1121	1.94%	715	658	57	7.97%
2012	73529	72222	1307	1.78%	860	785	75	8.72%
2013	93122	91816	1306	1.40%	821	755	66	8.04%
2014	99905	98732	1173	1.17%	753	702	51	6.77%
2015	115703	114636	1067	0.92%	713	675	38	5.33%
2016	115003	114072	931	0.81%	623	578	45	7.22%
2017	121474	120795	679	0.56%	486	460	26	5.35%
2018	120653	120256	397	0.33%	290	276	14	4.83%
2019	99594	99284	310	0.31%	246	237	9	3.66%
2020	23485	23439	46	0.20%	35	33	2	5.71%
2021	4542	4535	7	0.15%	4	4	0	0.00%
2022	109	109	0	0.00%	0	0	0	0.00%
<b>Grand Totals</b>	1,537,463	1,503,027	34,436	2.24%	21,328	18,505	2,823	13.24%
<b>Totals for Model Year 1968 - 1995</b>	31,998	28,291	3,707	11.59%	2,476	1,691	785	31.70%
<b>Totals for Model Year 1996 - Newest</b>	1,505,465	1,474,736	30,729	2.04%	18,852	16,814	2,038	10.81%

**2021 STATEWIDE - LIGHT DUTY GASOLINE POWERED VEHICLES**

<b>Year</b>	<b>Total Subsequent-Inspections</b>	<b>Passing Subsequent-Inspections</b>	<b>Failing Subsequent-Inspections</b>	<b>Percent Failing Subsequent-Inspections</b>	<b>No Known Formal Outcome</b>	<b>Rejected</b>	<b>Percent Rejected</b>
1968	11	7	4	36.36%	19	2	1.38%
1969	17	7	10	58.82%	23	0	0.00%
1970	16	4	12	75.00%	23	0	0.00%
1971	8	4	4	50.00%	12	1	0.89%
1972	11	9	2	18.18%	17	2	1.13%
1973	9	5	4	44.44%	14	0	0.00%
1974	5	1	4	80.00%	9	2	2.08%
1975	11	7	4	36.36%	17	0	0.00%
1976	10	6	4	40.00%	10	2	1.59%
1977	13	8	5	38.46%	19	1	0.65%
1978	23	15	8	34.78%	27	0	0.00%
1979	23	11	12	52.17%	27	1	0.52%
1980	1	1	0	0.00%	2	2	1.49%
1981	6	1	5	83.33%	11	0	0.00%
1982	3	2	1	33.33%	5	1	0.82%
1983	13	7	6	46.15%	18	2	1.34%
1984	28	14	14	50.00%	37	1	0.33%
1985	30	9	21	70.00%	41	7	1.84%
1986	28	17	11	39.29%	40	6	0.92%
1987	25	18	7	28.00%	43	11	1.34%
1988	29	18	11	37.93%	52	8	0.72%
1989	54	30	24	44.44%	81	9	0.57%
1990	43	24	19	44.19%	70	20	0.94%
1991	67	38	29	43.28%	97	29	1.10%
1992	68	40	28	41.18%	105	35	1.17%
1993	116	68	48	41.38%	151	23	0.59%
1994	138	75	63	45.65%	203	61	1.07%
1995	138	65	73	52.90%	219	71	0.94%
1996	76	58	18	23.68%	131	671	8.41%
1997	112	98	14	12.50%	193	1139	9.23%
1998	154	129	25	16.23%	262	1763	11.61%
1999	158	124	34	21.52%	324	1962	9.89%
2000	226	185	41	18.14%	415	2563	9.75%
2001	404	345	59	14.60%	839	6073	21.13%
2002	473	403	70	14.80%	885	6261	17.43%
2003	475	412	63	13.26%	840	6503	15.09%
2004	424	370	54	12.74%	819	6838	13.36%
2005	502	441	61	12.15%	890	7210	12.32%
2006	501	422	79	15.77%	958	6438	10.26%
2007	422	353	69	16.35%	815	5844	8.67%
2008	340	296	44	12.94%	619	4698	7.76%
2009	169	141	28	16.57%	365	2545	6.36%
2010	176	155	21	11.93%	400	2784	5.47%
2011	201	185	16	7.96%	331	2909	5.05%
2012	229	214	15	6.55%	407	3571	4.86%
2013	243	224	19	7.82%	456	3865	4.15%
2014	218	203	15	6.88%	357	3322	3.33%
2015	195	183	12	6.15%	327	3284	2.84%
2016	176	169	7	3.98%	272	2597	2.26%
2017	101	100	1	0.99%	164	2676	2.20%
2018	61	58	3	4.92%	84	2641	2.19%
2019	45	42	3	6.67%	60	2138	2.15%
2020	4	4	0	0.00%	4	678	2.89%
2021	0	0	0	0.00%	1	155	3.41%
2022	0	0	0	0.00%	0	4	3.67%
<b>Grand Totals</b>	7,029	5,825	1,204	17.13%	12,610	91,429	5.95%
<b>Totals for Model Year 1968 - 1995</b>	944	511	433	45.87%	1,392	297	0.93%
<b>Totals for Model Year 1996 - Newest</b>	6,085	5,314	771	12.67%	11,218	91,132	6.05%

2021 STATEWIDE - LIGHT DUTY GASOLINE POWERED VEHICLES					
Year	Multiples Pass	OBD Passing Initial Re-Inspection	TSI Passing Initial Re-Inspection	OBD Failing Initial Re-Inspection	TSI Failing Initial Re-Inspection
1968	0	0	20	0	12
1969	0	0	24	0	11
1970	0	0	24	0	9
1971	1	0	15	0	7
1972	0	0	22	0	13
1973	1	0	15	0	8
1974	1	0	16	0	4
1975	1	0	8	0	9
1976	0	0	16	0	6
1977	0	0	14	0	12
1978	1	0	29	0	18
1979	0	0	14	0	12
1980	0	0	9	0	1
1981	0	0	12	0	5
1982	0	0	3	0	4
1983	0	0	13	0	11
1984	1	0	21	0	21
1985	1	0	25	0	17
1986	2	0	59	0	23
1987	1	0	48	0	26
1988	1	0	65	0	29
1989	1	0	98	0	49
1990	3	0	118	0	45
1991	5	0	143	0	57
1992	4	0	134	0	64
1993	3	0	170	0	86
1994	9	0	251	0	112
1995	9	0	278	0	114
1996	7	232	0	46	0
1997	8	330	0	70	0
1998	19	425	0	68	0
1999	26	500	0	95	0
2000	37	707	0	98	0
2001	34	765	0	132	0
2002	39	922	0	162	0
2003	49	1001	0	155	0
2004	42	1122	0	150	0
2005	53	1133	0	149	0
2006	68	1203	0	167	0
2007	49	1177	0	135	0
2008	46	925	0	105	0
2009	18	524	0	64	0
2010	25	621	0	62	0
2011	28	657	0	57	0
2012	25	782	0	75	0
2013	26	754	0	66	0
2014	23	701	0	51	0
2015	22	674	0	38	0
2016	20	578	0	45	0
2017	18	459	0	25	0
2018	18	276	0	14	0
2019	5	237	0	9	0
2020	2	33	0	2	0
2021	0	4	0	0	0
2022	0	0	0	0	0
<b>Grand Totals</b>	752	16,742	1,664	2,040	785
<b>Totals for Model Year 1968 - 1995</b>	45	0	1,664	0	785
<b>Totals for Model Year 1996 - Newest</b>	707	16,742	0	2,040	0

2021 STATEWIDE - LIGHT DUTY GASOLINE POWERED VEHICLES					
Year	OBD Passing Initial Subsequent-Inspection	TSI Failing Initial Subsequent-Inspection	MIL On and No Codes	MIL On and Codes	MIL Off and Codes
1968	0	7	0	0	0
1969	0	7	0	0	0
1970	0	4	0	0	0
1971	0	4	0	0	0
1972	0	9	0	0	0
1973	0	5	0	0	0
1974	0	1	0	0	0
1975	0	6	0	0	0
1976	0	6	0	0	0
1977	0	7	0	0	0
1978	0	14	0	0	0
1979	0	9	0	0	0
1980	0	1	0	0	0
1981	0	1	0	0	0
1982	0	2	0	0	0
1983	0	6	0	0	0
1984	0	13	0	0	0
1985	0	9	0	0	0
1986	0	13	0	0	0
1987	0	18	0	0	0
1988	0	18	0	0	0
1989	0	27	0	0	0
1990	0	23	0	0	0
1991	0	38	0	0	0
1992	0	40	0	0	0
1993	0	67	0	0	0
1994	0	75	0	0	0
1995	0	65	0	0	0
1996	57	0	5	536	980
1997	96	0	0	738	1599
1998	127	0	1	952	2217
1999	123	0	3	1140	2483
2000	185	0	5	1609	3718
2001	342	0	5	2197	4113
2002	401	0	15	2501	5310
2003	412	0	13	2587	6373
2004	370	0	5	2699	7136
2005	441	0	11	2763	7422
2006	422	0	13	2973	8416
2007	353	0	15	2605	7552
2008	296	0	5	2108	5926
2009	141	0	4	1140	3382
2010	154	0	10	1279	3803
2011	185	0	4	1277	3725
2012	214	0	3	1478	4576
2013	224	0	2	1512	5278
2014	203	0	4	1301	4817
2015	183	0	2	1141	4245
2016	169	0	0	976	3504
2017	100	0	8	649	2931
2018	58	0	0	372	2229
2019	42	0	1	226	1801
2020	4	0	0	24	464
2021	0	0	0	5	131
2022	0	0	0	0	2
<b>Grand Totals</b>	5,302	495	134	36,788	104,133
<b>Totals for Model Year 1968 - 1995</b>	0	495	0	0	0
<b>Totals for Model Year 1996 - Newest</b>	5,302	0	134	36,788	104,133

**2021 WASHOE COUNTY - LIGHT DUTY GASOLINE POWERED VEHICLES**

<b>Year</b>	<b>Total Initial Inspections</b>	<b>Passing Initial Inspection</b>	<b>Failing Initial Inspection</b>	<b>Percent Failing Initial Inspections</b>	<b>Total Re-Inspection</b>	<b>Passing Initial Re-Inspection</b>	<b>Failing Initial Re-Inspection</b>	<b>Percent Failing Initial Re-Inspection</b>
1968	62	44	18	29.03%	12	8	4	33.33%
1969	67	47	20	29.85%	11	11	0	0.00%
1970	71	49	22	30.99%	15	13	2	13.33%
1971	54	35	19	35.19%	11	8	3	27.27%
1972	93	65	28	30.11%	23	14	9	39.13%
1973	59	41	18	30.51%	10	7	3	30.00%
1974	49	38	11	22.45%	7	5	2	28.57%
1975	31	20	11	35.48%	9	3	6	66.67%
1976	54	37	17	31.48%	10	8	2	20.00%
1977	65	48	17	26.15%	10	5	5	50.00%
1978	83	56	27	32.53%	22	14	8	36.36%
1979	74	51	23	31.08%	11	7	4	36.36%
1980	56	47	9	16.07%	6	5	1	16.67%
1981	63	53	10	15.87%	8	5	3	37.50%
1982	51	45	6	11.76%	2	1	1	50.00%
1983	51	38	13	25.49%	7	6	1	14.29%
1984	136	101	35	25.74%	24	12	12	50.00%
1985	166	131	35	21.08%	19	10	9	47.37%
1986	272	221	51	18.75%	39	29	10	25.64%
1987	348	298	50	14.37%	30	18	12	40.00%
1988	413	356	57	13.80%	32	22	10	31.25%
1989	653	577	76	11.64%	52	35	17	32.69%
1990	835	748	87	10.42%	61	43	18	29.51%
1991	935	859	76	8.13%	52	32	20	38.46%
1992	1074	996	78	7.26%	54	31	23	42.59%
1993	1428	1319	109	7.63%	66	45	21	31.82%
1994	1924	1758	166	8.63%	109	77	32	29.36%
1995	2450	2287	163	6.65%	111	83	28	25.23%
1996	2468	2346	122	4.94%	83	68	15	18.07%
1997	3627	3445	182	5.02%	108	93	15	13.89%
1998	4375	4158	217	4.96%	130	110	20	15.38%
1999	5354	5118	236	4.41%	139	123	16	11.51%
2000	6502	6192	310	4.77%	184	164	20	10.87%
2001	7185	6823	362	5.04%	184	165	19	10.33%
2002	8610	8147	463	5.38%	249	213	36	14.46%
2003	9654	9232	422	4.37%	241	205	36	14.94%
2004	11055	10658	397	3.59%	215	188	27	12.56%
2005	12303	11904	399	3.24%	235	206	29	12.34%
2006	12903	12478	425	3.29%	233	200	33	14.16%
2007	13123	12813	310	2.36%	190	175	15	7.89%
2008	11667	11423	244	2.09%	149	135	14	9.40%
2009	7374	7212	162	2.20%	91	87	4	4.40%
2010	9611	9449	162	1.69%	83	79	4	4.82%
2011	10970	10832	138	1.26%	83	75	8	9.64%
2012	13288	13115	173	1.30%	111	101	10	9.01%
2013	16340	16149	191	1.17%	109	98	11	10.09%
2014	17760	17591	169	0.95%	103	100	3	2.91%
2015	20434	20295	139	0.68%	94	92	2	2.13%
2016	20922	20809	113	0.54%	68	63	5	7.35%
2017	22584	22484	100	0.44%	70	65	5	7.14%
2018	21770	21717	53	0.24%	32	30	2	6.25%
2019	18132	18087	45	0.25%	29	28	1	3.45%
2020	4255	4251	4	0.09%	4	4	0	0.00%
2021	1032	1031	1	0.10%	1	1	0	0.00%
2022	23	23	0	0.00%	0	0	0	0.00%
<b>Grand Totals</b>	304,938	298,147	6,791	2.23%	4,041	3,425	616	15.24%
<b>Totals for Model Year 1968 - 1995</b>	11,617	10,365	1,252	10.78%	823	557	266	32.32%
<b>Totals for Model Year 1996 - Newest</b>	293,321	287,782	5,539	1.89%	3,218	2,868	350	10.88%

**2021 WASHOE COUNTY - LIGHT DUTY GASOLINE POWERED VEHICLES**

<b>Year</b>	<b>Total Subsequent-Inspections</b>	<b>Passing Subsequent-Inspections</b>	<b>Failing Subsequent-Inspections</b>	<b>Percent Failing Subsequent-Inspections</b>	<b>No Known Formal Outcome</b>	<b>Rejected</b>	<b>Percent Rejected</b>
1968	2	1	1	50.00%	7	1	1.61%
1969	0	0	0	0.00%	2	0	0.00%
1970	4	1	3	75.00%	6	0	0.00%
1971	5	2	3	60.00%	6	0	0.00%
1972	7	6	1	14.29%	10	1	1.08%
1973	4	2	2	50.00%	5	0	0.00%
1974	2	0	2	100.00%	4	1	2.04%
1975	8	5	3	37.50%	11	0	0.00%
1976	3	2	1	33.33%	3	1	1.85%
1977	7	2	5	71.43%	11	0	0.00%
1978	7	5	2	28.57%	10	0	0.00%
1979	4	3	1	25.00%	5	0	0.00%
1980	1	1	0	0.00%	2	2	3.57%
1981	5	1	4	80.00%	7	0	0.00%
1982	0	0	0	0.00%	1	0	0.00%
1983	1	1	0	0.00%	2	0	0.00%
1984	13	7	6	46.15%	20	1	0.74%
1985	9	5	4	44.44%	15	3	1.81%
1986	12	6	6	50.00%	19	1	0.37%
1987	10	10	0	0.00%	18	4	1.15%
1988	11	6	5	45.45%	18	3	0.73%
1989	15	11	4	26.67%	24	3	0.46%
1990	13	8	5	38.46%	27	7	0.84%
1991	20	14	6	30.00%	30	9	0.96%
1992	17	13	4	23.53%	31	8	0.74%
1993	32	17	15	46.88%	43	7	0.49%
1994	29	20	9	31.03%	50	18	0.94%
1995	26	13	13	50.00%	53	17	0.69%
1996	20	13	7	35.00%	45	152	6.16%
1997	32	31	1	3.13%	51	344	9.48%
1998	47	41	6	12.77%	82	472	10.79%
1999	40	33	7	17.50%	84	489	9.13%
2000	50	42	8	16.00%	104	583	8.97%
2001	73	64	9	12.33%	153	1345	18.72%
2002	112	101	11	9.82%	213	1348	15.66%
2003	101	91	10	9.90%	192	1180	12.22%
2004	84	73	11	13.10%	177	1297	11.73%
2005	84	76	8	9.52%	162	1251	10.17%
2006	108	91	17	15.74%	204	1090	8.45%
2007	70	63	7	10.00%	126	1036	7.89%
2008	44	41	3	6.82%	98	789	6.76%
2009	27	27	0	0.00%	64	380	5.15%
2010	32	27	5	15.63%	68	417	4.34%
2011	37	36	1	2.70%	54	470	4.28%
2012	27	26	1	3.70%	48	552	4.15%
2013	41	36	5	12.20%	92	577	3.53%
2014	31	28	3	9.68%	57	543	3.06%
2015	26	26	0	0.00%	39	543	2.66%
2016	23	21	2	8.70%	32	478	2.28%
2017	15	14	1	6.67%	22	554	2.45%
2018	9	8	1	11.11%	14	471	2.16%
2019	9	9	0	0.00%	16	371	2.05%
2020	0	0	0	0.00%	0	156	3.67%
2021	0	0	0	0.00%	0	35	3.39%
2022	0	0	0	0.00%	0	1	4.35%
<b>Grand Totals</b>	1,409	1,180	229	16.25%	2,637	17,011	5.58%
<b>Totals for Model Year 1968 - 1995</b>	267	162	105	39.33%	440	87	0.75%
<b>Totals for Model Year 1996 - Newest</b>	1,142	1,018	124	10.86%	2,197	16,924	5.77%

2021 WASHOE COUNTY - LIGHT DUTY GASOLINE POWERED VEHICLES					
Year	Multiples Pass	OBD Passing Initial Re-Inspection	TSI Passing Initial Re-Inspection	OBD Failing Initial Re-Inspection	TSI Failing Initial Re-Inspection
1968	0	0	8	0	4
1969	0	0	11	0	0
1970	0	0	15	0	2
1971	0	0	8	0	3
1972	0	0	13	0	9
1973	1	0	7	0	3
1974	0	0	5	0	1
1975	0	0	3	0	6
1976	0	0	8	0	2
1977	0	0	5	0	5
1978	1	0	13	0	8
1979	0	0	6	0	4
1980	0	0	5	0	1
1981	0	0	4	0	3
1982	0	0	1	0	1
1983	0	0	6	0	1
1984	0	0	11	0	12
1985	0	0	9	0	9
1986	1	0	27	0	8
1987	0	0	18	0	12
1988	0	0	22	0	10
1989	1	0	33	0	17
1990	1	0	43	0	18
1991	1	0	32	0	20
1992	1	0	31	0	24
1993	2	0	43	0	21
1994	1	0	78	0	32
1995	2	0	83	0	28
1996	2	67	0	15	0
1997	2	91	0	15	0
1998	3	110	0	20	0
1999	7	123	0	16	0
2000	9	163	0	20	0
2001	9	164	0	20	0
2002	7	212	0	36	0
2003	4	201	0	36	0
2004	6	187	0	27	0
2005	7	205	0	29	0
2006	7	200	0	33	0
2007	6	175	0	15	0
2008	7	135	0	14	0
2009	1	87	0	4	0
2010	5	79	0	4	0
2011	1	75	0	8	0
2012	2	101	0	10	0
2013	3	98	0	11	0
2014	2	100	0	3	0
2015	1	92	0	2	0
2016	1	63	0	5	0
2017	5	65	0	4	0
2018	2	30	0	2	0
2019	1	28	0	1	0
2020	0	4	0	0	0
2021	0	1	0	0	0
2022	0	0	0	0	0
<b>Grand Totals</b>	112	2,856	548	350	264
<b>Totals for Model Year 1968 - 1995</b>	12	0	548	0	264
<b>Totals for Model Year 1996 - Newest</b>	100	2,856	0	350	0

2021 WASHOE COUNTY - LIGHT DUTY GASOLINE POWERED VEHICLES					
Year	OBD Passing Initial Subsequent-Inspection	TSI Failing Initial Subsequent-Inspection	MIL On and No Codes	MIL On and Codes	MIL Off and Codes
1968	0	1	0	0	0
1969	0	0	0	0	0
1970	0	1	0	0	0
1971	0	2	0	0	0
1972	0	6	0	0	0
1973	0	2	0	0	0
1974	0	0	0	0	0
1975	0	5	0	0	0
1976	0	2	0	0	0
1977	0	1	0	0	0
1978	0	5	0	0	0
1979	0	3	0	0	0
1980	0	1	0	0	0
1981	0	1	0	0	0
1982	0	0	0	0	0
1983	0	1	0	0	0
1984	0	7	0	0	0
1985	0	5	0	0	0
1986	0	3	0	0	0
1987	0	10	0	0	0
1988	0	6	0	0	0
1989	0	11	0	0	0
1990	0	8	0	0	0
1991	0	14	0	0	0
1992	0	14	0	0	0
1993	0	17	0	0	0
1994	0	20	0	0	0
1995	0	13	0	0	0
1996	13	0	1	156	281
1997	30	0	0	206	466
1998	41	0	0	256	635
1999	33	0	2	284	628
2000	42	0	1	388	851
2001	63	0	1	471	975
2002	101	0	2	597	1204
2003	91	0	2	530	1395
2004	73	0	1	514	1462
2005	76	0	2	533	1453
2006	91	0	2	559	1656
2007	63	0	1	387	1309
2008	41	0	1	320	1039
2009	27	0	0	188	558
2010	27	0	1	196	629
2011	36	0	3	167	594
2012	26	0	0	207	754
2013	36	0	0	247	818
2014	28	0	0	193	828
2015	26	0	0	154	655
2016	21	0	0	133	554
2017	14	0	0	108	500
2018	8	0	0	56	333
2019	9	0	0	49	337
2020	0	0	0	3	109
2021	0	0	0	1	30
2022	0	0	0	0	0
<b>Grand Totals</b>	1,016	159	20	6,903	20,053
<b>Totals for Model Year 1968 - 1995</b>	0	159	0	0	0
<b>Totals for Model Year 1996 - Newest</b>	1,016	0	20	6,903	20,053

**2021 CLARK COUNTY - LIGHT DUTY GASOLINE POWERED VEHICLES**

<b>Year</b>	<b>Total Initial Inspections</b>	<b>Passing Initial Inspection</b>	<b>Failing Initial Inspection</b>	<b>Percent Failing Initial Inspections</b>	<b>Total Re-Inspection</b>	<b>Passing Initial Re-Inspection</b>	<b>Failing Initial Re-Inspection</b>	<b>Percent Failing Initial Re-Inspection</b>
1968	83	50	33	39.76%	21	13	8	38.10%
1969	101	60	41	40.59%	24	13	11	45.83%
1970	68	43	25	36.76%	17	9	8	47.06%
1971	58	40	18	31.03%	11	7	4	36.36%
1972	84	61	23	27.38%	13	9	4	30.77%
1973	70	43	27	38.57%	12	7	5	41.67%
1974	47	25	22	46.81%	14	11	3	21.43%
1975	41	26	15	36.59%	9	5	4	44.44%
1976	72	49	23	31.94%	12	8	4	33.33%
1977	89	56	33	37.08%	16	9	7	43.75%
1978	137	91	46	33.58%	27	16	11	40.74%
1979	119	89	30	25.21%	17	8	9	52.94%
1980	78	69	9	11.54%	4	4	0	0.00%
1981	71	48	23	32.39%	10	8	2	20.00%
1982	71	64	7	9.86%	5	2	3	60.00%
1983	98	74	24	24.49%	18	9	9	50.00%
1984	168	133	35	20.83%	18	10	8	44.44%
1985	214	166	48	22.43%	25	17	8	32.00%
1986	382	320	62	16.23%	46	33	13	28.26%
1987	472	395	77	16.31%	46	32	14	30.43%
1988	700	608	92	13.14%	63	44	19	30.16%
1989	922	777	145	15.73%	97	67	30	30.93%
1990	1286	1137	149	11.59%	102	75	27	26.47%
1991	1692	1485	207	12.23%	149	112	37	24.83%
1992	1921	1719	202	10.52%	142	103	39	27.46%
1993	2441	2178	263	10.77%	192	127	65	33.85%
1994	3779	3412	367	9.71%	257	177	80	31.13%
1995	5117	4708	409	7.99%	286	199	87	30.42%
1996	5509	5195	314	5.70%	198	167	31	15.66%
1997	8715	8263	452	5.19%	295	240	55	18.64%
1998	10808	10225	583	5.39%	365	317	48	13.15%
1999	14483	13772	711	4.91%	462	385	77	16.67%
2000	19793	18790	1003	5.07%	629	551	78	12.40%
2001	21559	20238	1321	6.13%	716	604	112	15.64%
2002	27309	25819	1490	5.46%	842	716	126	14.96%
2003	33440	31827	1613	4.82%	927	808	119	12.84%
2004	40140	38399	1741	4.34%	1062	939	123	11.58%
2005	46198	44385	1813	3.92%	1049	929	120	11.44%
2006	49837	47928	1909	3.83%	1141	1007	134	11.74%
2007	54286	52443	1843	3.39%	1124	1004	120	10.68%
2008	48849	47377	1472	3.01%	884	793	91	10.29%
2009	32622	31831	791	2.42%	497	437	60	12.07%
2010	41326	40410	916	2.22%	601	543	58	9.65%
2011	46691	45708	983	2.11%	632	583	49	7.75%
2012	60241	59107	1134	1.88%	749	684	65	8.68%
2013	76782	75667	1115	1.45%	712	657	55	7.72%
2014	82145	81141	1004	1.22%	650	602	48	7.38%
2015	95269	94341	928	0.97%	619	583	36	5.82%
2016	94081	93263	818	0.87%	555	515	40	7.21%
2017	98890	98311	579	0.59%	416	395	21	5.05%
2018	98883	98539	344	0.35%	258	246	12	4.65%
2019	81462	81197	265	0.33%	217	209	8	3.69%
2020	19230	19188	42	0.22%	31	29	2	6.45%
2021	3510	3504	6	0.17%	3	3	0	0.00%
2022	86	86	0	0.00%	0	0	0	0.00%
<b>Grand Totals</b>	1,232,525	1,204,880	27,645	2.24%	17,287	15,080	2,207	12.77%
<b>Totals for Model Year 1968 - 1995</b>	20,381	17,926	2,455	12.05%	1,653	1,134	519	31.40%
<b>Totals for Model Year 1996 - Newest</b>	1,212,144	1,186,954	25,190	2.08%	15,634	13,946	1,688	10.80%

**2021 CLARK COUNTY - LIGHT DUTY GASOLINE POWERED VEHICLES**

<b>Year</b>	<b>Total Subsequent-Inspections</b>	<b>Passing Subsequent-Inspections</b>	<b>Failing Subsequent-Inspections</b>	<b>Percent Failing Subsequent-Inspections</b>	<b>No Known Formal Outcome</b>	<b>Rejected</b>	<b>Percent Rejected</b>
1968	9	6	3	33.33%	12	1	1.20%
1969	17	7	10	58.82%	21	0	0.00%
1970	12	3	9	75.00%	17	0	0.00%
1971	3	2	1	33.33%	6	1	1.72%
1972	4	3	1	25.00%	7	1	1.19%
1973	5	3	2	40.00%	9	0	0.00%
1974	3	1	2	66.67%	5	1	2.13%
1975	3	2	1	33.33%	6	0	0.00%
1976	7	4	3	42.86%	7	1	1.39%
1977	6	6	0	0.00%	8	1	1.12%
1978	16	10	6	37.50%	17	0	0.00%
1979	19	8	11	57.89%	22	1	0.84%
1980	0	0	0	0.00%	0	0	0.00%
1981	1	0	1	100.00%	4	0	0.00%
1982	3	2	1	33.33%	4	1	1.41%
1983	12	6	6	50.00%	16	2	2.04%
1984	15	7	8	53.33%	17	0	0.00%
1985	21	4	17	80.95%	26	4	1.87%
1986	16	11	5	31.25%	21	5	1.31%
1987	15	8	7	46.67%	25	7	1.48%
1988	18	12	6	33.33%	34	5	0.71%
1989	39	19	20	51.28%	57	6	0.65%
1990	30	16	14	46.67%	43	13	1.01%
1991	47	24	23	48.94%	67	20	1.18%
1992	51	27	24	47.06%	74	27	1.41%
1993	84	51	33	39.29%	108	16	0.66%
1994	109	55	54	49.54%	153	43	1.14%
1995	112	52	60	53.57%	166	54	1.06%
1996	56	45	11	19.64%	86	519	9.42%
1997	80	67	13	16.25%	142	795	9.12%
1998	107	88	19	17.76%	180	1291	11.94%
1999	118	91	27	22.88%	240	1473	10.17%
2000	176	143	33	18.75%	311	1980	10.00%
2001	331	281	50	15.11%	686	4728	21.93%
2002	361	302	59	16.34%	672	4913	17.99%
2003	374	321	53	14.17%	648	5323	15.92%
2004	340	297	43	12.65%	642	5541	13.80%
2005	418	365	53	12.68%	728	5959	12.90%
2006	393	331	62	15.78%	754	5348	10.73%
2007	352	290	62	17.61%	689	4808	8.86%
2008	296	255	41	13.85%	521	3909	8.00%
2009	142	114	28	19.72%	301	2165	6.64%
2010	144	128	16	11.11%	332	2367	5.73%
2011	164	149	15	9.15%	277	2439	5.22%
2012	202	188	14	6.93%	359	3019	5.01%
2013	202	188	14	6.93%	364	3288	4.28%
2014	187	175	12	6.42%	300	2779	3.38%
2015	169	157	12	7.10%	288	2741	2.88%
2016	153	148	5	3.27%	240	2119	2.25%
2017	86	86	0	0.00%	142	2122	2.15%
2018	52	50	2	3.85%	70	2170	2.19%
2019	36	33	3	8.33%	44	1767	2.17%
2020	4	4	0	0.00%	4	522	2.71%
2021	0	0	0	0.00%	1	120	3.42%
2022	0	0	0	0.00%	0	3	3.49%
<b>Grand Totals</b>	5,620	4,645	975	17.35%	9,973	74,418	6.04%
<b>Totals for Model Year 1968 - 1995</b>	677	349	328	48.45%	952	210	1.03%
<b>Totals for Model Year 1996 - Newest</b>	4,943	4,296	647	13.09%	9,021	74,208	6.12%

**2021 CLARK COUNTY - LIGHT DUTY GASOLINE POWERED VEHICLES**

<b>Year</b>	<b>Multiples Pass</b>	<b>OBD Passing Initial Re-Inspection</b>	<b>TSI Passing Initial Re-Inspection</b>	<b>OBD Failing Initial Re-Inspection</b>	<b>TSI Failing Initial Re-Inspection</b>
1968	0	0	12	0	8
1969	0	0	13	0	11
1970	0	0	9	0	7
1971	1	0	7	0	4
1972	0	0	9	0	4
1973	0	0	8	0	5
1974	1	0	11	0	3
1975	1	0	5	0	3
1976	0	0	8	0	4
1977	0	0	9	0	7
1978	0	0	16	0	10
1979	0	0	8	0	8
1980	0	0	4	0	0
1981	0	0	8	0	2
1982	0	0	2	0	3
1983	0	0	7	0	10
1984	1	0	10	0	9
1985	1	0	16	0	8
1986	1	0	32	0	15
1987	1	0	30	0	14
1988	1	0	43	0	19
1989	0	0	65	0	32
1990	2	0	75	0	27
1991	4	0	111	0	37
1992	3	0	103	0	40
1993	1	0	127	0	65
1994	8	0	173	0	80
1995	7	0	195	0	86
1996	5	165	0	31	0
1997	6	239	0	55	0
1998	16	315	0	48	0
1999	19	377	0	79	0
2000	28	544	0	78	0
2001	25	601	0	112	0
2002	32	710	0	126	0
2003	45	800	0	119	0
2004	36	935	0	123	0
2005	46	928	0	120	0
2006	61	1003	0	134	0
2007	43	1002	0	120	0
2008	39	790	0	91	0
2009	17	437	0	60	0
2010	20	542	0	58	0
2011	27	582	0	49	0
2012	23	681	0	65	0
2013	23	656	0	55	0
2014	21	601	0	48	0
2015	21	582	0	36	0
2016	19	515	0	40	0
2017	13	394	0	21	0
2018	16	246	0	12	0
2019	4	209	0	8	0
2020	2	29	0	2	0
2021	0	3	0	0	0
2022	0	0	0	0	0
<b>Grand Totals</b>	640	13,886	1,116	1,690	521
<b>Totals for Model Year 1968 - 1995</b>	33	0	1,116	0	521
<b>Totals for Model Year 1996 - Newest</b>	607	13,886	0	1,690	0

**2021 CLARK COUNTY - LIGHT DUTY GASOLINE POWERED VEHICLES**

<b>Year</b>	<b>OBD Passing Initial Subsequent-Inspection</b>	<b>TSI Failing Initial Subsequent-Inspection</b>	<b>MIL On and No Codes</b>	<b>MIL On and Codes</b>	<b>MIL Off and Codes</b>
1968	0	6	0	0	0
1969	0	7	0	0	0
1970	0	3	0	0	0
1971	0	2	0	0	0
1972	0	3	0	0	0
1973	0	3	0	0	0
1974	0	1	0	0	0
1975	0	1	0	0	0
1976	0	4	0	0	0
1977	0	6	0	0	0
1978	0	9	0	0	0
1979	0	6	0	0	0
1980	0	0	0	0	0
1981	0	0	0	0	0
1982	0	2	0	0	0
1983	0	5	0	0	0
1984	0	6	0	0	0
1985	0	4	0	0	0
1986	0	10	0	0	0
1987	0	8	0	0	0
1988	0	12	0	0	0
1989	0	16	0	0	0
1990	0	15	0	0	0
1991	0	24	0	0	0
1992	0	26	0	0	0
1993	0	50	0	0	0
1994	0	55	0	0	0
1995	0	52	0	0	0
1996	44	0	4	380	699
1997	66	0	0	532	1133
1998	86	0	1	696	1582
1999	90	0	1	856	1855
2000	143	0	4	1221	2867
2001	279	0	4	1726	3138
2002	300	0	13	1904	4106
2003	321	0	11	2057	4978
2004	297	0	4	2185	5674
2005	365	0	9	2230	5969
2006	331	0	11	2414	6760
2007	290	0	14	2218	6243
2008	255	0	4	1788	4887
2009	114	0	4	952	2824
2010	127	0	9	1083	3174
2011	149	0	1	1110	3131
2012	188	0	3	1271	3822
2013	188	0	2	1265	4460
2014	175	0	4	1108	3989
2015	157	0	2	987	3590
2016	148	0	0	843	2950
2017	86	0	8	541	2431
2018	50	0	0	316	1896
2019	33	0	1	177	1464
2020	4	0	0	21	355
2021	0	0	0	4	101
2022	0	0	0	0	2
<b>Grand Totals</b>	4,286	336	114	29,885	84,080
<b>Totals for Model Year 1968 - 1995</b>	0	336	0	0	0
<b>Totals for Model Year 1996 - Newest</b>	4,286	0	114	29,885	84,080

## HEAVY DUTY GASOLINE VEHICLE EMISSION TEST STATISTICS

2021 STATEWIDE - HEAVY DUTY GASOLINE POWERED VEHICLES								
Year	Total Initial Inspections	Passing Initial Inspection	Failing Initial Inspection	Percent Failing Initial Inspections	Total Re-Inspection	Passing Initial Re-Inspection	Failing Initial Re-Inspection	Percent Failing Initial Re-Inspection
1968	1	1	0	0.00%	1	1	0	0.00%
1969	3	2	1	33.33%	1	1	0	0.00%
1970	5	2	3	60.00%	3	3	0	0.00%
1971	4	3	1	25.00%	1	0	1	100.00%
1972	5	4	1	20.00%	1	1	0	0.00%
1973	17	11	6	35.29%	5	4	1	20.00%
1974	11	5	6	54.55%	5	2	3	60.00%
1975	14	10	4	28.57%	3	0	3	100.00%
1976	22	19	3	13.64%	0	0	0	0.00%
1977	26	23	3	11.54%	1	1	0	0.00%
1978	42	30	12	28.57%	11	8	3	27.27%
1979	42	39	3	7.14%	4	2	2	50.00%
1980	14	11	3	21.43%	2	2	0	0.00%
1981	18	15	3	16.67%	1	1	0	0.00%
1982	32	26	6	18.75%	5	5	0	0.00%
1983	33	25	8	24.24%	6	5	1	16.67%
1984	64	50	14	21.88%	4	2	2	50.00%
1985	62	50	12	19.35%	5	4	1	20.00%
1986	63	42	21	33.33%	17	12	5	29.41%
1987	79	66	13	16.46%	9	9	0	0.00%
1988	124	109	15	12.10%	8	8	0	0.00%
1989	236	220	16	6.78%	18	13	5	27.78%
1990	264	238	26	9.85%	17	14	3	17.65%
1991	223	215	8	3.59%	6	5	1	16.67%
1992	282	269	13	4.61%	11	7	4	36.36%
1993	327	310	17	5.20%	14	11	3	21.43%
1994	530	512	18	3.40%	17	15	2	11.76%
1995	655	637	18	2.75%	16	13	3	18.75%
1996	687	658	29	4.22%	20	16	4	20.00%
1997	892	869	23	2.58%	21	16	5	23.81%
1998	793	776	17	2.14%	14	13	1	7.14%
1999	1415	1371	44	3.11%	34	25	9	26.47%
2000	1616	1582	34	2.10%	29	25	4	13.79%
2001	1848	1813	35	1.89%	27	23	4	14.81%
2002	1620	1586	34	2.10%	30	27	3	10.00%
2003	2328	2306	22	0.95%	24	21	3	12.50%
2004	2315	2302	13	0.56%	14	14	0	0.00%
2005	2133	2122	11	0.52%	9	8	1	11.11%
2006	2397	2380	17	0.71%	21	19	2	9.52%
2007	1769	1761	8	0.45%	8	8	0	0.00%
2008	1425	1413	12	0.84%	12	12	0	0.00%
2009	641	638	3	0.47%	2	2	0	0.00%
2010	660	658	2	0.30%	1	1	0	0.00%
2011	962	961	1	0.10%	2	2	0	0.00%
2012	1274	1269	5	0.39%	5	4	1	20.00%
2013	1289	1284	5	0.39%	4	4	0	0.00%
2014	1602	1595	7	0.44%	7	6	1	14.29%
2015	2363	2361	2	0.08%	2	2	0	0.00%
2016	2711	2707	4	0.15%	2	2	0	0.00%
2017	3117	3109	8	0.26%	9	8	1	11.11%
2018	2962	2960	2	0.07%	0	0	0	0.00%
2019	2923	2919	4	0.14%	4	4	0	0.00%
2020	472	472	0	0.00%	0	0	0	0.00%
2021	77	77	0	0.00%	0	0	0	0.00%
2022	2	2	0	0.00%	0	0	0	0.00%
<b>Grand Totals</b>	45,491	44,895	596	1.31%	493	411	82	16.63%
<b>Totals for Model Year 1968 - 1995</b>	3,198	2,944	254	7.94%	192	149	43	22.40%
<b>Totals for Model Year 1996 - Newest</b>	42,293	41,951	342	0.81%	301	262	39	12.96%

2021 STATEWIDE - HEAVY DUTY GASOLINE POWERED VEHICLES							
Year	Total Subsequent-Inspections	Passing Subsequent-Inspections	Failing Subsequent-Inspections	Percent Failing Subsequent-Inspections	No Known Formal Outcome	Rejected	Percent Rejected
1968	0	0	0	0.00%	0	0	0.00%
1969	0	0	0	0.00%	0	0	0.00%
1970	0	0	0	0.00%	0	0	0.00%
1971	1	1	0	0.00%	1	0	0.00%
1972	0	0	0	0.00%	0	0	0.00%
1973	1	1	0	0.00%	2	0	0.00%
1974	3	1	2	66.67%	5	0	0.00%
1975	5	2	3	60.00%	6	1	7.14%
1976	0	0	0	0.00%	0	0	0.00%
1977	1	1	0	0.00%	0	1	3.85%
1978	4	1	3	75.00%	6	0	0.00%
1979	4	2	2	50.00%	5	0	0.00%
1980	0	0	0	0.00%	0	0	0.00%
1981	0	0	0	0.00%	0	0	0.00%
1982	0	0	0	0.00%	0	1	3.13%
1983	1	1	0	0.00%	1	0	0.00%
1984	5	1	4	80.00%	7	1	1.56%
1985	2	1	1	50.00%	2	2	3.23%
1986	5	5	0	0.00%	5	0	0.00%
1987	0	0	0	0.00%	1	1	1.27%
1988	0	0	0	0.00%	1	1	0.81%
1989	10	5	5	50.00%	10	0	0.00%
1990	4	2	2	50.00%	5	1	0.38%
1991	1	1	0	0.00%	1	0	0.00%
1992	5	3	2	40.00%	6	3	1.06%
1993	5	4	1	20.00%	5	1	0.31%
1994	1	1	0	0.00%	2	3	0.57%
1995	1	1	0	0.00%	5	5	0.76%
1996	3	3	0	0.00%	4	0	0.00%
1997	4	3	1	25.00%	6	0	0.00%
1998	7	4	3	42.86%	7	1	0.13%
1999	10	6	4	40.00%	14	1	0.07%
2000	3	2	1	33.33%	6	1	0.06%
2001	7	6	1	14.29%	10	4	0.22%
2002	5	4	1	20.00%	4	3	0.19%
2003	4	3	1	25.00%	4	1	0.04%
2004	0	0	0	0.00%	0	1	0.04%
2005	1	1	0	0.00%	3	4	0.19%
2006	4	1	3	75.00%	5	4	0.17%
2007	0	0	0	0.00%	0	1	0.06%
2008	0	0	0	0.00%	0	2	0.14%
2009	0	0	0	0.00%	0	0	0.00%
2010	1	1	0	0.00%	0	1	0.15%
2011	0	0	0	0.00%	0	1	0.10%
2012	2	1	1	50.00%	2	1	0.08%
2013	0	0	0	0.00%	0	0	0.00%
2014	1	1	0	0.00%	1	2	0.12%
2015	0	0	0	0.00%	0	1	0.04%
2016	0	0	0	0.00%	0	1	0.04%
2017	0	0	0	0.00%	1	2	0.06%
2018	0	0	0	0.00%	0	6	0.20%
2019	0	0	0	0.00%	0	1	0.03%
2020	0	0	0	0.00%	0	2	0.42%
2021	0	0	0	0.00%	0	0	0.00%
2022	0	0	0	0.00%	0	0	0.00%
<b>Grand Totals</b>	111	70	41	36.94%	143	62	0.14%
<b>Totals for Model Year 1968 - 1995</b>	59	34	25	42.37%	76	21	0.66%
<b>Totals for Model Year 1996 - Newest</b>	52	36	16	30.77%	67	41	0.10%

2021 STATEWIDE - HEAVY DUTY GASOLINE POWERED VEHICLES					
Year	Multiples Pass	OBD Passing Initial Re-Inspection	TSI Passing Initial Re-Inspection	OBD Failing Initial Re-Inspection	TSI Failing Initial Re-Inspection
1968	0	0	2	0	0
1969	0	0	1	0	0
1970	0	0	1	0	1
1971	0	0	0	0	1
1972	0	0	2	0	0
1973	0	0	3	0	1
1974	0	0	2	0	4
1975	0	0	0	0	4
1976	0	0	0	0	0
1977	0	0	1	0	0
1978	0	0	9	0	4
1979	1	0	3	0	3
1980	0	0	2	0	0
1981	0	0	2	0	0
1982	0	0	5	0	0
1983	0	0	7	0	0
1984	0	0	3	0	1
1985	0	0	6	0	1
1986	1	0	15	0	5
1987	0	0	11	0	0
1988	0	0	9	0	0
1989	0	0	17	0	3
1990	1	0	14	0	3
1991	0	0	6	0	1
1992	0	0	7	0	2
1993	0	0	13	0	3
1994	1	0	18	0	2
1995	0	0	17	0	4
1996	2	0	19	0	4
1997	0	0	19	0	5
1998	0	0	15	0	1
1999	1	0	33	0	7
2000	0	0	33	0	4
2001	0	0	27	0	3
2002	2	0	34	0	3
2003	1	0	33	0	3
2004	1	0	19	0	0
2005	1	0	10	0	1
2006	1	0	23	0	2
2007	0	0	10	0	0
2008	0	0	15	0	0
2009	0	0	2	0	0
2010	1	0	2	0	0
2011	0	0	3	0	0
2012	0	0	7	0	1
2013	0	0	5	0	0
2014	0	0	7	0	1
2015	0	0	3	0	0
2016	0	0	2	0	0
2017	0	0	9	0	2
2018	1	0	0	0	0
2019	0	0	4	0	0
2020	0	0	0	0	0
2021	0	0	0	0	0
2022	0	0	0	0	0
<b>Grand Totals</b>	15	0	510	0	80
<b>Totals for Model Year 1968 - 1995</b>	4	0	176	0	43
<b>Totals for Model Year 1996 - Newest</b>	11	0	334	0	37

2021 STATEWIDE - HEAVY DUTY GASOLINE POWERED VEHICLES					
Year	OBD Passing Initial Subsequent-Inspection	TSI Failing Initial Subsequent-Inspection	MIL On and No Codes	MIL On and Codes	MIL Off and Codes
1968	0	0	0	0	0
1969	0	0	0	0	0
1970	0	0	0	0	0
1971	0	1	0	0	0
1972	0	0	0	0	0
1973	0	1	0	0	0
1974	0	1	0	0	0
1975	0	3	0	0	0
1976	0	0	0	0	0
1977	0	2	0	0	0
1978	0	2	0	0	0
1979	0	4	0	0	0
1980	0	0	0	0	0
1981	0	0	0	0	0
1982	0	0	0	0	0
1983	0	2	0	0	0
1984	0	2	0	0	0
1985	0	1	0	0	0
1986	0	9	0	0	0
1987	0	0	0	0	0
1988	0	0	0	0	0
1989	0	8	0	0	0
1990	0	3	0	0	0
1991	0	1	0	0	0
1992	0	3	0	0	0
1993	0	5	0	0	0
1994	0	1	0	0	0
1995	0	1	0	0	0
1996	0	4	0	1	0
1997	0	5	0	0	0
1998	0	6	0	0	0
1999	0	7	0	3	0
2000	0	2	0	0	0
2001	0	9	0	2	4
2002	0	6	0	1	1
2003	0	3	0	2	0
2004	0	0	0	0	1
2005	0	1	0	1	1
2006	0	1	0	0	3
2007	0	0	0	0	0
2008	0	0	0	0	0
2009	0	0	0	0	0
2010	0	2	0	1	2
2011	0	0	0	0	0
2012	0	1	0	0	1
2013	0	0	0	0	0
2014	0	1	0	0	1
2015	0	0	0	0	0
2016	0	0	0	0	0
2017	0	0	0	0	0
2018	0	0	0	0	0
2019	0	0	0	0	0
2020	0	0	0	0	0
2021	0	0	0	0	0
2022	0	0	0	0	0
<b>Grand Totals</b>	0	98	0	11	14
<b>Totals for Model Year 1968 - 1995</b>	0	50	0	0	0
<b>Totals for Model Year 1996 - Newest</b>	0	48	0	11	14

**2021 WASHOE COUNTY - HEAVY DUTY GASOLINE POWERED VEHICLES**

<b>Year</b>	<b>Total Initial Inspections</b>	<b>Passing Initial Inspection</b>	<b>Failing Initial Inspection</b>	<b>Percent Failing Initial Inspections</b>	<b>Total Re-Inspection</b>	<b>Passing Initial Re-Inspection</b>	<b>Failing Initial Re-Inspection</b>	<b>Percent Failing Initial Re-Inspection</b>
1968	1	1	0	0.00%	0	0	0	0.00%
1969	3	2	1	33.33%	1	1	0	0.00%
1970	4	2	2	50.00%	2	2	0	0.00%
1971	4	3	1	25.00%	1	0	1	100.00%
1972	3	2	1	33.33%	1	1	0	0.00%
1973	10	6	4	40.00%	3	2	1	33.33%
1974	8	3	5	62.50%	5	2	3	60.00%
1975	8	5	3	37.50%	2	0	2	100.00%
1976	16	14	2	12.50%	0	0	0	0.00%
1977	15	15	0	0.00%	0	0	0	0.00%
1978	27	21	6	22.22%	5	3	2	40.00%
1979	25	23	2	8.00%	2	2	0	0.00%
1980	9	8	1	11.11%	1	1	0	0.00%
1981	9	8	1	11.11%	1	1	0	0.00%
1982	17	13	4	23.53%	3	3	0	0.00%
1983	14	12	2	14.29%	0	0	0	0.00%
1984	36	27	9	25.00%	2	2	0	0.00%
1985	36	29	7	19.44%	1	1	0	0.00%
1986	39	28	11	28.21%	10	9	1	10.00%
1987	48	40	8	16.67%	4	4	0	0.00%
1988	65	58	7	10.77%	4	4	0	0.00%
1989	147	141	6	4.08%	6	4	2	33.33%
1990	154	142	12	7.79%	6	6	0	0.00%
1991	135	131	4	2.96%	3	3	0	0.00%
1992	169	162	7	4.14%	5	3	2	40.00%
1993	165	159	6	3.64%	4	4	0	0.00%
1994	246	239	7	2.85%	4	3	1	25.00%
1995	312	305	7	2.24%	6	6	0	0.00%
1996	315	306	9	2.86%	5	4	1	20.00%
1997	368	357	11	2.99%	11	7	4	36.36%
1998	345	339	6	1.74%	4	3	1	25.00%
1999	568	554	14	2.46%	9	8	1	11.11%
2000	588	580	8	1.36%	6	5	1	16.67%
2001	711	696	15	2.11%	10	8	2	20.00%
2002	585	574	11	1.88%	7	7	0	0.00%
2003	715	709	6	0.84%	7	7	0	0.00%
2004	685	682	3	0.44%	3	3	0	0.00%
2005	619	616	3	0.48%	3	2	1	33.33%
2006	704	702	2	0.28%	2	2	0	0.00%
2007	444	443	1	0.23%	0	0	0	0.00%
2008	386	384	2	0.52%	2	2	0	0.00%
2009	183	183	0	0.00%	0	0	0	0.00%
2010	195	194	1	0.51%	0	0	0	0.00%
2011	282	282	0	0.00%	0	0	0	0.00%
2012	394	393	1	0.25%	0	0	0	0.00%
2013	372	370	2	0.54%	0	0	0	0.00%
2014	492	489	3	0.61%	2	1	1	50.00%
2015	739	738	1	0.14%	0	0	0	0.00%
2016	724	722	2	0.28%	1	1	0	0.00%
2017	854	852	2	0.23%	3	2	1	33.33%
2018	739	738	1	0.14%	0	0	0	0.00%
2019	767	766	1	0.13%	1	1	0	0.00%
2020	164	164	0	0.00%	0	0	0	0.00%
2021	31	31	0	0.00%	0	0	0	0.00%
2022	1	1	0	0.00%	0	0	0	0.00%
<b>Grand Totals</b>	14,695	14,464	231	1.57%	158	130	28	17.72%
<b>Totals for Model Year 1968 - 1995</b>	1,725	1,599	126	7.30%	82	67	15	18.29%
<b>Totals for Model Year 1996 - Newest</b>	12,970	12,865	105	0.81%	76	63	13	17.11%

**2021 WASHOE COUNTY - HEAVY DUTY GASOLINE POWERED VEHICLES**

<b>Year</b>	<b>Total Subsequent-Inspections</b>	<b>Passing Subsequent-Inspections</b>	<b>Failing Subsequent-Inspections</b>	<b>Percent Failing Subsequent-Inspections</b>	<b>No Known Formal Outcome</b>	<b>Rejected</b>	<b>Percent Rejected</b>
1968	0	0	0	0.00%	0	0	0.00%
1969	0	0	0	0.00%	0	0	0.00%
1970	0	0	0	0.00%	0	0	0.00%
1971	1	1	0	0.00%	1	0	0.00%
1972	0	0	0	0.00%	0	0	0.00%
1973	1	1	0	0.00%	2	0	0.00%
1974	3	1	2	66.67%	5	0	0.00%
1975	3	1	2	66.67%	4	1	12.50%
1976	0	0	0	0.00%	0	0	0.00%
1977	1	1	0	0.00%	0	1	6.67%
1978	1	0	1	100.00%	3	0	0.00%
1979	0	0	0	0.00%	1	0	0.00%
1980	0	0	0	0.00%	0	0	0.00%
1981	0	0	0	0.00%	0	0	0.00%
1982	0	0	0	0.00%	0	0	0.00%
1983	0	0	0	0.00%	0	0	0.00%
1984	0	0	0	0.00%	0	1	2.78%
1985	0	0	0	0.00%	0	0	0.00%
1986	1	1	0	0.00%	1	0	0.00%
1987	0	0	0	0.00%	1	0	0.00%
1988	0	0	0	0.00%	0	1	1.54%
1989	1	1	0	0.00%	2	0	0.00%
1990	0	0	0	0.00%	0	0	0.00%
1991	0	0	0	0.00%	0	0	0.00%
1992	2	1	1	50.00%	3	1	0.59%
1993	0	0	0	0.00%	0	0	0.00%
1994	1	1	0	0.00%	1	2	0.81%
1995	0	0	0	0.00%	0	2	0.64%
1996	1	1	0	0.00%	1	0	0.00%
1997	2	2	0	0.00%	4	0	0.00%
1998	4	1	3	75.00%	4	0	0.00%
1999	2	0	2	100.00%	3	1	0.18%
2000	2	1	1	50.00%	2	0	0.00%
2001	2	2	0	0.00%	2	3	0.42%
2002	0	0	0	0.00%	0	0	0.00%
2003	0	0	0	0.00%	0	0	0.00%
2004	0	0	0	0.00%	0	0	0.00%
2005	1	1	0	0.00%	1	1	0.16%
2006	0	0	0	0.00%	0	0	0.00%
2007	0	0	0	0.00%	0	1	0.23%
2008	0	0	0	0.00%	0	0	0.00%
2009	0	0	0	0.00%	0	0	0.00%
2010	0	0	0	0.00%	0	0	0.00%
2011	0	0	0	0.00%	0	0	0.00%
2012	0	0	0	0.00%	0	0	0.00%
2013	0	0	0	0.00%	0	0	0.00%
2014	1	1	0	0.00%	1	1	0.20%
2015	0	0	0	0.00%	0	0	0.00%
2016	0	0	0	0.00%	0	0	0.00%
2017	0	0	0	0.00%	1	1	0.12%
2018	0	0	0	0.00%	0	0	0.00%
2019	0	0	0	0.00%	0	0	0.00%
2020	0	0	0	0.00%	0	1	0.61%
2021	0	0	0	0.00%	0	0	0.00%
2022	0	0	0	0.00%	0	0	0.00%
<b>Grand Totals</b>	30	18	12	40.00%	43	18	0.12%
<b>Totals for Model Year 1968 - 1995</b>	15	9	6	40.00%	24	9	0.52%
<b>Totals for Model Year 1996 - Newest</b>	15	9	6	40.00%	19	9	0.07%

**2021 WASHOE COUNTY - HEAVY DUTY GASOLINE POWERED VEHICLES**

<b>Year</b>	<b>Multiples Pass</b>	<b>OBD Passing Initial Re-Inspection</b>	<b>TSI Passing Initial Re-Inspection</b>	<b>OBD Failing Initial Re-Inspection</b>	<b>TSI Failing Initial Re-Inspection</b>
1968	0	0	0	0	0
1969	0	0	1	0	0
1970	0	0	0	0	0
1971	0	0	0	0	1
1972	0	0	2	0	0
1973	0	0	2	0	1
1974	0	0	2	0	4
1975	0	0	0	0	2
1976	0	0	0	0	0
1977	0	0	0	0	0
1978	0	0	4	0	2
1979	1	0	3	0	0
1980	0	0	1	0	0
1981	0	0	2	0	0
1982	0	0	3	0	0
1983	0	0	0	0	0
1984	0	0	3	0	0
1985	0	0	2	0	0
1986	0	0	11	0	3
1987	0	0	4	0	0
1988	0	0	4	0	0
1989	0	0	6	0	2
1990	0	0	6	0	0
1991	0	0	3	0	0
1992	0	0	3	0	1
1993	0	0	6	0	0
1994	0	0	2	0	1
1995	0	0	6	0	0
1996	0	0	5	0	1
1997	0	0	9	0	4
1998	0	0	3	0	1
1999	0	0	8	0	1
2000	0	0	6	0	1
2001	0	0	9	0	1
2002	0	0	8	0	0
2003	0	0	11	0	0
2004	0	0	4	0	0
2005	0	0	3	0	1
2006	1	0	2	0	0
2007	0	0	0	0	0
2008	0	0	2	0	0
2009	0	0	0	0	0
2010	0	0	0	0	0
2011	0	0	0	0	0
2012	0	0	0	0	0
2013	0	0	0	0	0
2014	0	0	1	0	1
2015	0	0	0	0	0
2016	0	0	1	0	0
2017	0	0	2	0	2
2018	0	0	0	0	0
2019	0	0	1	0	0
2020	0	0	0	0	0
2021	0	0	0	0	0
2022	0	0	0	0	0
<b>Grand Totals</b>	2	0	151	0	30
<b>Totals for Model Year 1968 - 1995</b>	1	0	76	0	17
<b>Totals for Model Year 1996 - Newest</b>	1	0	75	0	13

2021 WASHOE COUNTY - HEAVY DUTY GASOLINE POWERED VEHICLES					
Year	OBD Passing Initial Subsequent-Inspection	TSI Failing Initial Subsequent-Inspection	MIL On and No Codes	MIL On and Codes	MIL Off and Codes
1968	0	0	0	0	0
1969	0	0	0	0	0
1970	0	0	0	0	0
1971	0	1	0	0	0
1972	0	0	0	0	0
1973	0	1	0	0	0
1974	0	1	0	0	0
1975	0	1	0	0	0
1976	0	0	0	0	0
1977	0	2	0	0	0
1978	0	0	0	0	0
1979	0	0	0	0	0
1980	0	0	0	0	0
1981	0	0	0	0	0
1982	0	0	0	0	0
1983	0	0	0	0	0
1984	0	0	0	0	0
1985	0	0	0	0	0
1986	0	4	0	0	0
1987	0	0	0	0	0
1988	0	0	0	0	0
1989	0	1	0	0	0
1990	0	0	0	0	0
1991	0	0	0	0	0
1992	0	0	0	0	0
1993	0	0	0	0	0
1994	0	1	0	0	0
1995	0	0	0	0	0
1996	0	1	0	0	0
1997	0	3	0	0	0
1998	0	1	0	0	0
1999	0	0	0	0	0
2000	0	1	0	0	0
2001	0	3	0	1	0
2002	0	0	0	0	0
2003	0	0	0	0	0
2004	0	0	0	0	1
2005	0	1	0	0	0
2006	0	0	0	0	0
2007	0	0	0	0	0
2008	0	0	0	0	0
2009	0	0	0	0	0
2010	0	0	0	0	0
2011	0	0	0	0	0
2012	0	0	0	0	0
2013	0	0	0	0	0
2014	0	1	0	0	1
2015	0	0	0	0	0
2016	0	0	0	0	0
2017	0	0	0	0	0
2018	0	0	0	0	0
2019	0	0	0	0	0
2020	0	0	0	0	0
2021	0	0	0	0	0
2022	0	0	0	0	0
<b>Grand Totals</b>	0	23	0	1	2
<b>Totals for Model Year 1968 - 1995</b>	0	12	0	0	0
<b>Totals for Model Year 1996 - Newest</b>	0	11	0	1	2

**2021 CLARK COUNTY - HEAVY DUTY GASOLINE POWERED VEHICLES**

<b>Year</b>	<b>Total Initial Inspections</b>	<b>Passing Initial Inspection</b>	<b>Failing Initial Inspection</b>	<b>Percent Failing Initial Inspections</b>	<b>Total Re-Inspection</b>	<b>Passing Initial Re-Inspection</b>	<b>Failing Initial Re-Inspection</b>	<b>Percent Failing Initial Re-Inspection</b>
1968	0	0	0	0.00%	1	1	0	0.00%
1969	0	0	0	0.00%	0	0	0	0.00%
1970	1	0	1	100.00%	1	1	0	0.00%
1971	0	0	0	0.00%	0	0	0	0.00%
1972	2	2	0	0.00%	0	0	0	0.00%
1973	7	5	2	28.57%	2	2	0	0.00%
1974	3	2	1	33.33%	0	0	0	0.00%
1975	6	5	1	16.67%	1	0	1	100.00%
1976	6	5	1	16.67%	0	0	0	0.00%
1977	11	8	3	27.27%	1	1	0	0.00%
1978	15	9	6	40.00%	6	5	1	16.67%
1979	17	16	1	5.88%	2	0	2	100.00%
1980	5	3	2	40.00%	1	1	0	0.00%
1981	9	7	2	22.22%	0	0	0	0.00%
1982	15	13	2	13.33%	2	2	0	0.00%
1983	19	13	6	31.58%	6	5	1	16.67%
1984	28	23	5	17.86%	2	0	2	100.00%
1985	26	21	5	19.23%	4	3	1	25.00%
1986	24	14	10	41.67%	7	3	4	57.14%
1987	31	26	5	16.13%	5	5	0	0.00%
1988	59	51	8	13.56%	4	4	0	0.00%
1989	89	79	10	11.24%	12	9	3	25.00%
1990	110	96	14	12.73%	11	8	3	27.27%
1991	88	84	4	4.55%	3	2	1	33.33%
1992	113	107	6	5.31%	6	4	2	33.33%
1993	162	151	11	6.79%	10	7	3	30.00%
1994	284	273	11	3.87%	13	12	1	7.69%
1995	343	332	11	3.21%	10	7	3	30.00%
1996	372	352	20	5.38%	15	12	3	20.00%
1997	524	512	12	2.29%	10	9	1	10.00%
1998	448	437	11	2.46%	10	10	0	0.00%
1999	847	817	30	3.54%	25	17	8	32.00%
2000	1028	1002	26	2.53%	23	20	3	13.04%
2001	1137	1117	20	1.76%	17	15	2	11.76%
2002	1035	1012	23	2.22%	23	20	3	13.04%
2003	1613	1597	16	0.99%	17	14	3	17.65%
2004	1630	1620	10	0.61%	11	11	0	0.00%
2005	1514	1506	8	0.53%	6	6	0	0.00%
2006	1693	1678	15	0.89%	19	17	2	10.53%
2007	1325	1318	7	0.53%	8	8	0	0.00%
2008	1039	1029	10	0.96%	10	10	0	0.00%
2009	458	455	3	0.66%	2	2	0	0.00%
2010	465	464	1	0.22%	1	1	0	0.00%
2011	680	679	1	0.15%	2	2	0	0.00%
2012	880	876	4	0.45%	5	4	1	20.00%
2013	917	914	3	0.33%	4	4	0	0.00%
2014	1110	1106	4	0.36%	5	5	0	0.00%
2015	1624	1623	1	0.06%	2	2	0	0.00%
2016	1987	1985	2	0.10%	1	1	0	0.00%
2017	2263	2257	6	0.27%	6	6	0	0.00%
2018	2223	2222	1	0.04%	0	0	0	0.00%
2019	2156	2153	3	0.14%	3	3	0	0.00%
2020	308	308	0	0.00%	0	0	0	0.00%
2021	46	46	0	0.00%	0	0	0	0.00%
2022	1	1	0	0.00%	0	0	0	0.00%
<b>Grand Totals</b>	<b>30,796</b>	<b>30,431</b>	<b>365</b>	<b>1.19%</b>	<b>335</b>	<b>281</b>	<b>54</b>	<b>16.12%</b>
<b>Totals for Model Year 1968 - 1995</b>	<b>1,473</b>	<b>1,345</b>	<b>128</b>	<b>8.69%</b>	<b>110</b>	<b>82</b>	<b>28</b>	<b>25.45%</b>
<b>Totals for Model Year 1996 - Newest</b>	<b>29,323</b>	<b>29,086</b>	<b>237</b>	<b>0.81%</b>	<b>225</b>	<b>199</b>	<b>26</b>	<b>11.56%</b>

2021 CLARK COUNTY - HEAVY DUTY GASOLINE POWERED VEHICLES							
Year	Total Subsequent-Inspections	Passing Subsequent-Inspections	Failing Subsequent-Inspections	Percent Failing Subsequent-Inspections	No Known Formal Outcome	Rejected	Percent Rejected
1968	0	0	0	0.00%	0	0	0.00%
1969	0	0	0	0.00%	0	0	0.00%
1970	0	0	0	0.00%	0	0	0.00%
1971	0	0	0	0.00%	0	0	0.00%
1972	0	0	0	0.00%	0	0	0.00%
1973	0	0	0	0.00%	0	0	0.00%
1974	0	0	0	0.00%	0	0	0.00%
1975	2	1	1	50.00%	2	0	0.00%
1976	0	0	0	0.00%	0	0	0.00%
1977	0	0	0	0.00%	0	0	0.00%
1978	3	1	2	66.67%	3	0	0.00%
1979	4	2	2	50.00%	4	0	0.00%
1980	0	0	0	0.00%	0	0	0.00%
1981	0	0	0	0.00%	0	0	0.00%
1982	0	0	0	0.00%	0	1	6.67%
1983	1	1	0	0.00%	1	0	0.00%
1984	5	1	4	80.00%	7	0	0.00%
1985	2	1	1	50.00%	2	2	7.69%
1986	4	4	0	0.00%	4	0	0.00%
1987	0	0	0	0.00%	0	1	3.23%
1988	0	0	0	0.00%	1	0	0.00%
1989	9	4	5	55.56%	8	0	0.00%
1990	4	2	2	50.00%	5	1	0.91%
1991	1	1	0	0.00%	1	0	0.00%
1992	3	2	1	33.33%	3	2	1.77%
1993	5	4	1	20.00%	5	1	0.62%
1994	0	0	0	0.00%	1	1	0.35%
1995	1	1	0	0.00%	5	3	0.87%
1996	2	2	0	0.00%	3	0	0.00%
1997	2	1	1	50.00%	2	0	0.00%
1998	3	3	0	0.00%	3	1	0.22%
1999	8	6	2	25.00%	11	0	0.00%
2000	1	1	0	0.00%	4	1	0.10%
2001	5	4	1	20.00%	8	1	0.09%
2002	5	4	1	20.00%	4	3	0.29%
2003	4	3	1	25.00%	4	1	0.06%
2004	0	0	0	0.00%	0	1	0.06%
2005	0	0	0	0.00%	2	3	0.20%
2006	4	1	3	75.00%	5	4	0.24%
2007	0	0	0	0.00%	0	0	0.00%
2008	0	0	0	0.00%	0	2	0.19%
2009	0	0	0	0.00%	0	0	0.00%
2010	1	1	0	0.00%	0	1	0.22%
2011	0	0	0	0.00%	0	1	0.15%
2012	2	1	1	50.00%	2	1	0.11%
2013	0	0	0	0.00%	0	0	0.00%
2014	0	0	0	0.00%	0	1	0.09%
2015	0	0	0	0.00%	0	1	0.06%
2015	0	0	0	0.00%	0	1	0.05%
2016	0	0	0	0.00%	0	1	0.04%
2018	0	0	0	0.00%	0	6	0.27%
2019	0	0	0	0.00%	0	1	0.05%
2020	0	0	0	0.00%	0	1	0.32%
2021	0	0	0	0.00%	0	0	0.00%
2022	0	0	0	0.00%	0	0	0.00%
<b>Grand Totals</b>	81	52	29	35.80%	100	44	0.14%
<b>Totals for Model Year 1968 - 1995</b>	44	25	19	43.18%	52	12	0.81%
<b>Totals for Model Year 1996 - Newest</b>	37	27	10	27.03%	48	32	0.11%

**2021 CLARK COUNTY - HEAVY DUTY GASOLINE POWERED VEHICLES**

<b>Year</b>	<b>Multiples Pass</b>	<b>OBD Passing Initial Re-Inspection</b>	<b>TSI Passing Initial Re-Inspection</b>	<b>OBD Failing Initial Re-Inspection</b>	<b>TSI Failing Initial Re-Inspection</b>
1968	0	0	2	0	0
1969	0	0	0	0	0
1970	0	0	1	0	1
1971	0	0	0	0	0
1972	0	0	0	0	0
1973	0	0	1	0	0
1974	0	0	0	0	0
1975	0	0	0	0	2
1976	0	0	0	0	0
1977	0	0	1	0	0
1978	0	0	5	0	2
1979	0	0	0	0	3
1980	0	0	1	0	0
1981	0	0	0	0	0
1982	0	0	2	0	0
1983	0	0	7	0	0
1984	0	0	0	0	1
1985	0	0	4	0	1
1986	1	0	4	0	2
1987	0	0	7	0	0
1988	0	0	5	0	0
1989	0	0	11	0	1
1990	1	0	8	0	3
1991	0	0	3	0	1
1992	0	0	4	0	1
1993	0	0	7	0	3
1994	1	0	16	0	1
1995	0	0	11	0	4
1996	2	0	14	0	3
1997	0	0	10	0	1
1998	0	0	12	0	0
1999	1	0	25	0	6
2000	0	0	27	0	3
2001	0	0	18	0	2
2002	2	0	26	0	3
2003	1	0	22	0	3
2004	1	0	15	0	0
2005	1	0	7	0	0
2006	0	0	21	0	2
2007	0	0	10	0	0
2008	0	0	13	0	0
2009	0	0	2	0	0
2010	1	0	2	0	0
2011	0	0	3	0	0
2012	0	0	7	0	1
2013	0	0	5	0	0
2014	0	0	6	0	0
2015	0	0	3	0	0
2015	0	0	1	0	0
2016	0	0	7	0	0
2018	1	0	0	0	0
2019	0	0	3	0	0
2020	0	0	0	0	0
2021	0	0	0	0	0
2022	0	0	0	0	0
<b>Grand Totals</b>	13	0	359	0	50
<b>Totals for Model Year 1968 - 1995</b>	3	0	100	0	26
<b>Totals for Model Year 1996 - Newest</b>	10	0	259	0	24

**2021 CLARK COUNTY - HEAVY DUTY GASOLINE POWERED VEHICLES**

<b>Year</b>	<b>OBD Passing Initial Subsequent-Inspection</b>	<b>TSI Failing Initial Subsequent-Inspection</b>	<b>MIL On and No Codes</b>	<b>MIL On and Codes</b>	<b>MIL Off and Codes</b>
1968	0	0	0	0	0
1969	0	0	0	0	0
1970	0	0	0	0	0
1971	0	0	0	0	0
1972	0	0	0	0	0
1973	0	0	0	0	0
1974	0	0	0	0	0
1975	0	2	0	0	0
1976	0	0	0	0	0
1977	0	0	0	0	0
1978	0	2	0	0	0
1979	0	4	0	0	0
1980	0	0	0	0	0
1981	0	0	0	0	0
1982	0	0	0	0	0
1983	0	2	0	0	0
1984	0	2	0	0	0
1985	0	1	0	0	0
1986	0	5	0	0	0
1987	0	0	0	0	0
1988	0	0	0	0	0
1989	0	7	0	0	0
1990	0	3	0	0	0
1991	0	1	0	0	0
1992	0	3	0	0	0
1993	0	5	0	0	0
1994	0	0	0	0	0
1995	0	1	0	0	0
1996	0	3	0	1	0
1997	0	2	0	0	0
1998	0	5	0	0	0
1999	0	7	0	3	0
2000	0	1	0	0	0
2001	0	6	0	1	4
2002	0	6	0	1	1
2003	0	3	0	2	0
2004	0	0	0	0	0
2005	0	0	0	1	1
2006	0	1	0	0	3
2007	0	0	0	0	0
2008	0	0	0	0	0
2009	0	0	0	0	0
2010	0	2	0	1	2
2011	0	0	0	0	0
2012	0	1	0	0	1
2013	0	0	0	0	0
2014	0	0	0	0	0
2015	0	0	0	0	0
2015	0	0	0	0	0
2016	0	0	0	0	0
2018	0	0	0	0	0
2019	0	0	0	0	0
2020	0	0	0	0	0
2021	0	0	0	0	0
2022	0	0	0	0	0
<b>Grand Totals</b>	0	75	0	10	12
<b>Totals for Model Year 1968 - 1995</b>	0	38	0	0	0
<b>Totals for Model Year 1996 - Newest</b>	0	37	0	10	12

## DIESEL VEHICLE EMISSION TEST STATISTICS

2021 STATEWIDE - DIESEL POWERED VEHICLES								
Year	Total Initial Inspections	Passing Initial Inspection	Failing Initial Inspection	Percent Failing Initial Inspections	Total Re-Inspection	Passing Initial Re-Inspection	Failing Initial Re-Inspection	Percent Failing Re-Inspection
1968	0	0	0	0.00%	0	0	0	0.00%
1969	0	0	0	0.00%	0	0	0	0.00%
1970	0	0	0	0.00%	0	0	0	0.00%
1971	0	0	0	0.00%	0	0	0	0.00%
1972	2	2	0	0.00%	0	0	0	0.00%
1973	0	0	0	0.00%	0	0	0	0.00%
1974	1	0	1	100.00%	1	1	0	0.00%
1975	1	1	0	0.00%	0	0	0	0.00%
1976	1	1	0	0.00%	0	0	0	0.00%
1977	1	1	0	0.00%	0	0	0	0.00%
1978	3	3	0	0.00%	0	0	0	0.00%
1979	10	9	1	10.00%	1	1	0	0.00%
1980	4	4	0	0.00%	0	0	0	0.00%
1981	11	11	0	0.00%	0	0	0	0.00%
1982	16	16	0	0.00%	0	0	0	0.00%
1983	32	32	0	0.00%	0	0	0	0.00%
1984	46	42	4	8.70%	3	2	1	33.33%
1985	40	40	0	0.00%	0	0	0	0.00%
1986	39	37	2	5.13%	1	1	0	0.00%
1987	35	35	0	0.00%	0	0	0	0.00%
1988	18	18	0	0.00%	0	0	0	0.00%
1989	37	37	0	0.00%	0	0	0	0.00%
1990	69	69	0	0.00%	0	0	0	0.00%
1991	57	57	0	0.00%	0	0	0	0.00%
1992	77	73	4	5.19%	1	1	0	0.00%
1993	138	135	3	2.17%	1	0	1	100.00%
1994	149	146	3	2.01%	1	1	0	0.00%
1995	263	253	10	3.80%	5	5	0	0.00%
1996	378	364	14	3.70%	6	5	1	16.67%
1997	567	538	29	5.11%	21	20	1	4.76%
1998	246	242	4	1.63%	3	3	0	0.00%
1999	1086	1071	15	1.38%	10	10	0	0.00%
2000	1048	1044	4	0.38%	3	2	1	33.33%
2001	1608	1600	8	0.50%	4	4	0	0.00%
2002	1763	1748	15	0.85%	10	8	2	20.00%
2003	1979	1945	34	1.72%	19	17	2	10.53%
2004	2461	2412	49	1.99%	37	35	2	5.41%
2005	2707	2661	46	1.70%	32	28	4	12.50%
2006	3404	3339	65	1.91%	45	41	4	8.89%
2007	2032	1981	51	2.51%	35	28	7	20.00%
2008	1893	1850	43	2.27%	24	19	5	20.83%
2009	602	592	10	1.66%	7	6	1	14.29%
2010	604	589	15	2.48%	6	5	1	16.67%
2011	1426	1409	17	1.19%	9	9	0	0.00%
2012	2027	2011	16	0.79%	8	7	1	12.50%
2013	1708	1689	19	1.11%	11	10	1	9.09%
2014	2660	2645	15	0.56%	11	11	0	0.00%
2015	3528	3520	8	0.23%	4	4	0	0.00%
2016	3555	3546	9	0.25%	6	6	0	0.00%
2017	3498	3486	12	0.34%	7	6	1	14.29%
2018	3792	3783	9	0.24%	7	7	0	0.00%
2019	2591	2586	5	0.19%	4	4	0	0.00%
2020	571	571	0	0.00%	0	0	0	0.00%
2021	149	149	0	0.00%	0	0	0	0.00%
2022	5	5	0	0.00%	0	0	0	0.00%
<b>Grand Totals</b>	48,938	48,398	540	1.10%	343	307	36	10.50%
<b>Totals for Model Year 1968 - 1995</b>	1,050	1,022	28	2.67%	14	12	2	14.29%
<b>Totals for Model Year 1996 - Newest</b>	47,888	47,376	512	1.07%	329	295	34	10.33%

2021 STATEWIDE - DIESEL POWERED VEHICLES							
Year	Total Subsequent-Inspections	Passing Subsequent-Inspections	Failing Subsequent-Inspections	Percent Failing Subsequent-Inspections	No Known Formal Outcome	Rejected	Percent Rejected
1968	0	0	0	0.00%	0	0	0.00%
1969	0	0	0	0.00%	0	0	0.00%
1970	0	0	0	0.00%	0	0	0.00%
1971	0	0	0	0.00%	0	0	0.00%
1972	0	0	0	0.00%	0	0	0.00%
1973	0	0	0	0.00%	0	0	0.00%
1974	0	0	0	0.00%	0	0	0.00%
1975	0	0	0	0.00%	0	0	0.00%
1976	0	0	0	0.00%	0	0	0.00%
1977	0	0	0	0.00%	0	0	0.00%
1978	0	0	0	0.00%	0	0	0.00%
1979	0	0	0	0.00%	0	0	0.00%
1980	0	0	0	0.00%	0	0	0.00%
1981	0	0	0	0.00%	0	0	0.00%
1982	0	0	0	0.00%	0	0	0.00%
1983	0	0	0	0.00%	0	0	0.00%
1984	1	1	0	0.00%	0	1	2.17%
1985	0	0	0	0.00%	0	0	0.00%
1986	0	0	0	0.00%	0	0	0.00%
1987	0	0	0	0.00%	0	0	0.00%
1988	0	0	0	0.00%	0	0	0.00%
1989	0	0	0	0.00%	0	0	0.00%
1990	0	0	0	0.00%	1	0	0.00%
1991	0	0	0	0.00%	0	0	0.00%
1992	0	0	0	0.00%	0	0	0.00%
1993	1	1	0	0.00%	0	1	0.72%
1994	0	0	0	0.00%	0	0	0.00%
1995	0	0	0	0.00%	0	0	0.00%
1996	1	1	0	0.00%	1	1	0.26%
1997	0	0	0	0.00%	0	2	0.35%
1998	0	0	0	0.00%	0	0	0.00%
1999	0	0	0	0.00%	0	0	0.00%
2000	0	0	0	0.00%	0	2	0.19%
2001	0	0	0	0.00%	0	0	0.00%
2002	0	0	0	0.00%	1	2	0.11%
2003	2	2	0	0.00%	1	2	0.10%
2004	3	2	1	33.33%	2	6	0.24%
2005	3	3	0	0.00%	0	7	0.26%
2006	3	3	0	0.00%	2	8	0.24%
2007	2	2	0	0.00%	0	9	0.44%
2008	3	3	0	0.00%	0	7	0.37%
2009	1	1	0	0.00%	2	2	0.33%
2010	0	0	0	0.00%	1	1	0.17%
2011	0	0	0	0.00%	0	0	0.00%
2012	0	0	0	0.00%	0	2	0.10%
2013	1	1	0	0.00%	0	1	0.06%
2014	1	1	0	0.00%	0	1	0.04%
2015	0	0	0	0.00%	0	0	0.00%
2016	0	0	0	0.00%	0	1	0.03%
2017	0	0	0	0.00%	0	1	0.03%
2018	0	0	0	0.00%	0	0	0.00%
2019	0	0	0	0.00%	0	0	0.00%
2020	0	0	0	0.00%	0	0	0.00%
2021	0	0	0	0.00%	0	0	0.00%
2022	0	0	0	0.00%	0	0	0.00%
<b>Grand Totals</b>	22	21	1	4.55%	11	57	0.12%
<b>Totals for Model Year 1968 - 1995</b>	2	2	0	0.00%	1	2	0.19%
<b>Totals for Model Year 1996 - Newest</b>	20	19	1	5.00%	10	55	0.11%

**2021 STATEWIDE - DIESEL POWERED VEHICLES**

<b>Year</b>	<b>Multiples Pass</b>	<b>OBD Passing Initial Re-Inspection</b>	<b>TSI Passing Initial Re-Inspection</b>	<b>OBD Failing Initial Re-Inspection</b>	<b>TSI Failing Initial Re-Inspection</b>
1968	0	0	0	0	0
1969	0	0	0	0	0
1970	0	0	0	0	0
1971	0	0	0	0	0
1972	0	0	0	0	0
1973	0	0	0	0	0
1974	0	0	0	0	0
1975	0	0	0	0	0
1976	0	0	0	0	0
1977	0	0	0	0	0
1978	0	0	0	0	0
1979	0	0	0	0	0
1980	0	0	0	0	0
1981	0	0	0	0	0
1982	0	0	0	0	0
1983	0	0	0	0	0
1984	0	0	0	0	0
1985	0	0	0	0	0
1986	0	0	0	0	0
1987	0	0	0	0	0
1988	0	0	0	0	0
1989	0	0	0	0	0
1990	0	0	0	0	0
1991	0	0	0	0	0
1992	0	0	0	0	0
1993	0	0	0	0	0
1994	0	0	0	0	0
1995	0	0	0	0	0
1996	0	0	0	0	0
1997	0	0	0	0	0
1998	0	0	0	0	0
1999	0	0	0	0	0
2000	0	0	0	0	0
2001	0	0	0	0	0
2002	0	0	0	0	0
2003	0	0	0	0	0
2004	0	0	0	0	0
2005	0	0	0	0	0
2006	0	0	0	0	0
2007	0	0	0	0	0
2008	0	0	0	0	0
2009	0	0	0	0	0
2010	0	0	0	0	0
2011	0	0	0	0	0
2012	0	0	0	0	0
2013	0	0	0	0	0
2014	0	0	0	0	0
2015	0	0	0	0	0
2016	0	0	0	0	0
2017	0	0	0	0	0
2018	0	0	0	0	0
2019	0	0	0	0	0
2020	0	0	0	0	0
2021	0	0	0	0	0
2022	0	0	0	0	0
<b>Grand Totals</b>	0	0	0	0	0
<b>Totals for Model Year 1968 - 1995</b>	0	0	0	0	0
<b>Totals for Model Year 1996 - Newest</b>	0	0	0	0	0

**2021 STATEWIDE - DIESEL POWERED VEHICLES**

<b>Year</b>	<b>OBD Passing Initial Subsequent-Inspection</b>	<b>TSI Failing Initial Subsequent-Inspection</b>	<b>MIL On and No Codes</b>	<b>MIL On and Codes</b>	<b>MIL Off and Codes</b>
1968	0	0	0	0	0
1969	0	0	0	0	0
1970	0	0	0	0	0
1971	0	0	0	0	0
1972	0	0	0	0	0
1973	0	0	0	0	0
1974	0	0	0	0	0
1975	0	0	0	0	0
1976	0	0	0	0	0
1977	0	0	0	0	0
1978	0	0	0	0	0
1979	0	0	0	0	0
1980	0	0	0	0	0
1981	0	0	0	0	0
1982	0	0	0	0	0
1983	0	0	0	0	0
1984	0	0	0	0	0
1985	0	0	0	0	0
1986	0	0	0	0	0
1987	0	0	0	0	0
1988	0	0	0	0	0
1989	0	0	0	0	0
1990	0	0	0	0	0
1991	0	0	0	0	0
1992	0	0	0	0	0
1993	0	0	0	0	0
1994	0	0	0	0	0
1995	0	0	0	0	0
1996	0	0	0	0	0
1997	0	0	0	0	0
1998	0	0	0	0	0
1999	0	0	0	0	0
2000	0	0	0	0	0
2001	0	0	0	0	0
2002	0	0	0	0	0
2003	0	0	0	0	0
2004	0	0	0	0	0
2005	0	0	0	0	0
2006	0	0	0	0	0
2007	0	0	0	0	0
2008	0	0	0	0	0
2009	0	0	0	0	0
2010	0	0	0	0	0
2011	0	0	0	0	0
2012	0	0	0	0	0
2013	0	0	0	0	0
2014	0	0	0	0	0
2015	0	0	0	0	0
2016	0	0	0	0	0
2017	0	0	0	0	0
2018	0	0	0	0	0
2019	0	0	0	0	0
2020	0	0	0	0	0
2021	0	0	0	0	0
2022	0	0	0	0	0
<b>Grand Totals</b>	0	0	0	0	0
<b>Totals for Model Year 1968 - 1995</b>	0	0	0	0	0
<b>Totals for Model Year 1996 - Newest</b>	0	0	0	0	0

**2021 WASHOE COUNTY - DIESEL POWERED VEHICLES**

<b>Year</b>	<b>Total Initial Inspections</b>	<b>Passing Initial Inspection</b>	<b>Failing Initial Inspection</b>	<b>Percent Failing Initial Inspections</b>	<b>Total Re-Inspection</b>	<b>Passing Initial Re-Inspection</b>	<b>Failing Initial Re-Inspection</b>	<b>Percent Failing Initial Re-Inspection</b>
1968	0	0	0	0.00%	0	0	0	0.00%
1969	0	0	0	0.00%	0	0	0	0.00%
1970	0	0	0	0.00%	0	0	0	0.00%
1971	0	0	0	0.00%	0	0	0	0.00%
1972	2	2	0	0.00%	0	0	0	0.00%
1973	0	0	0	0.00%	0	0	0	0.00%
1974	1	0	1	100.00%	1	1	0	0.00%
1975	0	0	0	0.00%	0	0	0	0.00%
1976	1	1	0	0.00%	0	0	0	0.00%
1977	1	1	0	0.00%	0	0	0	0.00%
1978	3	3	0	0.00%	0	0	0	0.00%
1979	4	4	0	0.00%	0	0	0	0.00%
1980	3	3	0	0.00%	0	0	0	0.00%
1981	7	7	0	0.00%	0	0	0	0.00%
1982	7	7	0	0.00%	0	0	0	0.00%
1983	9	9	0	0.00%	0	0	0	0.00%
1984	24	21	3	12.50%	2	2	0	0.00%
1985	17	17	0	0.00%	0	0	0	0.00%
1986	13	12	1	7.69%	0	0	0	0.00%
1987	15	15	0	0.00%	0	0	0	0.00%
1988	13	13	0	0.00%	0	0	0	0.00%
1989	16	16	0	0.00%	0	0	0	0.00%
1990	28	28	0	0.00%	0	0	0	0.00%
1991	23	23	0	0.00%	0	0	0	0.00%
1992	46	44	2	4.35%	1	1	0	0.00%
1993	70	67	3	4.29%	1	0	1	100.00%
1994	55	55	0	0.00%	0	0	0	0.00%
1995	100	94	6	6.00%	3	3	0	0.00%
1996	163	150	13	7.98%	6	5	1	16.67%
1997	267	245	22	8.24%	15	14	1	6.67%
1998	105	102	3	2.86%	2	2	0	0.00%
1999	472	459	13	2.75%	8	8	0	0.00%
2000	457	457	0	0.00%	0	0	0	0.00%
2001	734	731	3	0.41%	1	1	0	0.00%
2002	820	807	13	1.59%	8	6	2	25.00%
2003	886	868	18	2.03%	11	9	2	18.18%
2004	1013	989	24	2.37%	16	15	1	6.25%
2005	1063	1038	25	2.35%	18	16	2	11.11%
2006	1225	1194	31	2.53%	18	15	3	16.67%
2007	702	680	22	3.13%	15	10	5	33.33%
2008	614	601	13	2.12%	8	8	0	0.00%
2009	185	180	5	2.70%	3	3	0	0.00%
2010	205	201	4	1.95%	3	2	1	33.33%
2011	514	510	4	0.78%	2	2	0	0.00%
2012	632	628	4	0.63%	4	4	0	0.00%
2013	547	535	12	2.19%	9	8	1	11.11%
2014	733	729	4	0.55%	3	3	0	0.00%
2015	1257	1250	7	0.56%	4	4	0	0.00%
2016	1194	1190	4	0.34%	2	2	0	0.00%
2017	1180	1175	5	0.42%	3	3	0	0.00%
2018	1315	1310	5	0.38%	3	3	0	0.00%
2019	993	991	2	0.20%	2	2	0	0.00%
2020	264	264	0	0.00%	0	0	0	0.00%
2021	69	69	0	0.00%	0	0	0	0.00%
2022	2	2	0	0.00%	0	0	0	0.00%
<b>Grand Totals</b>	18,069	17,797	272	1.51%	172	152	20	11.63%
<b>Totals for Model Year 1968 - 1995</b>	458	442	16	3.49%	8	7	1	12.50%
<b>Totals for Model Year 1996 - Newest</b>	17,611	17,355	256	1.45%	164	145	19	11.59%

**2021 WASHOE COUNTY - DIESEL POWERED VEHICLES**

<b>Year</b>	<b>Total Subsequent-Inspections</b>	<b>Passing Subsequent-Inspections</b>	<b>Failing Subsequent-Inspections</b>	<b>Percent Failing Subsequent-Inspections</b>	<b>No Known Formal Outcome</b>	<b>Rejected</b>	<b>Percent Rejected</b>
1968	0	0	0	0.00%	0	0	0.00%
1969	0	0	0	0.00%	0	0	0.00%
1970	0	0	0	0.00%	0	0	0.00%
1971	0	0	0	0.00%	0	0	0.00%
1972	0	0	0	0.00%	0	0	0.00%
1973	0	0	0	0.00%	0	0	0.00%
1974	0	0	0	0.00%	0	0	0.00%
1975	0	0	0	0.00%	0	0	0.00%
1976	0	0	0	0.00%	0	0	0.00%
1977	0	0	0	0.00%	0	0	0.00%
1978	0	0	0	0.00%	0	0	0.00%
1979	0	0	0	0.00%	0	0	0.00%
1980	0	0	0	0.00%	0	0	0.00%
1981	0	0	0	0.00%	0	0	0.00%
1982	0	0	0	0.00%	0	0	0.00%
1983	0	0	0	0.00%	0	0	0.00%
1984	0	0	0	0.00%	0	0	0.00%
1985	0	0	0	0.00%	0	0	0.00%
1986	0	0	0	0.00%	0	0	0.00%
1987	0	0	0	0.00%	0	0	0.00%
1988	0	0	0	0.00%	0	0	0.00%
1989	0	0	0	0.00%	0	0	0.00%
1990	0	0	0	0.00%	1	0	0.00%
1991	0	0	0	0.00%	0	0	0.00%
1992	0	0	0	0.00%	0	0	0.00%
1993	1	1	0	0.00%	0	1	1.43%
1994	0	0	0	0.00%	0	0	0.00%
1995	0	0	0	0.00%	0	0	0.00%
1996	1	1	0	0.00%	1	1	0.61%
1997	0	0	0	0.00%	0	2	0.75%
1998	0	0	0	0.00%	0	0	0.00%
1999	0	0	0	0.00%	0	0	0.00%
2000	0	0	0	0.00%	0	1	0.22%
2001	0	0	0	0.00%	0	0	0.00%
2002	0	0	0	0.00%	0	2	0.24%
2003	2	2	0	0.00%	1	2	0.23%
2004	2	1	1	50.00%	1	3	0.30%
2005	1	1	0	0.00%	0	2	0.19%
2006	2	2	0	0.00%	0	5	0.41%
2007	1	1	0	0.00%	0	6	0.85%
2008	0	0	0	0.00%	0	0	0.00%
2009	0	0	0	0.00%	0	0	0.00%
2010	0	0	0	0.00%	1	1	0.49%
2011	0	0	0	0.00%	0	0	0.00%
2012	0	0	0	0.00%	0	1	0.16%
2013	1	1	0	0.00%	0	1	0.18%
2014	0	0	0	0.00%	0	1	0.14%
2015	0	0	0	0.00%	0	0	0.00%
2016	0	0	0	0.00%	0	1	0.08%
2017	0	0	0	0.00%	0	0	0.00%
2018	0	0	0	0.00%	0	0	0.00%
2019	0	0	0	0.00%	0	0	0.00%
2020	0	0	0	0.00%	0	0	0.00%
2021	0	0	0	0.00%	0	0	0.00%
2022	0	0	0	0.00%	0	0	0.00%
<b>Grand Totals</b>	11	10	1	9.09%	5	30	0.17%
<b>Totals for Model Year 1968 - 1995</b>	1	1	0	0.00%	1	1	0.22%
<b>Totals for Model Year 1996 - Newest</b>	10	9	1	10.00%	4	29	0.16%

**2021 WASHOE COUNTY – DIESEL POWERED VEHICLES**

<b>Year</b>	<b>Multiples Pass</b>	<b>OBD Passing Initial Re-Inspection</b>	<b>TSI Passing Initial Re-Inspection</b>	<b>OBD Failing Initial Re-Inspection</b>	<b>TSI Failing Initial Re-Inspection</b>
1968	0	0	0	0	0
1969	0	0	0	0	0
1970	0	0	0	0	0
1971	0	0	0	0	0
1972	0	0	0	0	0
1973	0	0	0	0	0
1974	0	0	0	0	0
1975	0	0	0	0	0
1976	0	0	0	0	0
1977	0	0	0	0	0
1978	0	0	0	0	0
1979	0	0	0	0	0
1980	0	0	0	0	0
1981	0	0	0	0	0
1982	0	0	0	0	0
1983	0	0	0	0	0
1984	0	0	0	0	0
1985	0	0	0	0	0
1986	0	0	0	0	0
1987	0	0	0	0	0
1988	0	0	0	0	0
1989	0	0	0	0	0
1990	0	0	0	0	0
1991	0	0	0	0	0
1992	0	0	0	0	0
1993	0	0	0	0	0
1994	0	0	0	0	0
1995	0	0	0	0	0
1996	0	0	0	0	0
1997	0	0	0	0	0
1998	0	0	0	0	0
1999	0	0	0	0	0
2000	0	0	0	0	0
2001	0	0	0	0	0
2002	0	0	0	0	0
2003	0	0	0	0	0
2004	0	0	0	0	0
2005	0	0	0	0	0
2006	0	0	0	0	0
2007	0	0	0	0	0
2008	0	0	0	0	0
2009	0	0	0	0	0
2010	0	0	0	0	0
2011	0	0	0	0	0
2012	0	0	0	0	0
2013	0	0	0	0	0
2014	0	0	0	0	0
2015	0	0	0	0	0
2016	0	0	0	0	0
2017	0	0	0	0	0
2018	0	0	0	0	0
2019	0	0	0	0	0
2020	0	0	0	0	0
2021	0	0	0	0	0
2022	0	0	0	0	0
<b>Grand Totals</b>	0	0	0	0	0
<b>Totals for Model Year 1968 - 1995</b>	0	0	0	0	0
<b>Totals for Model Year 1996 - Newest</b>	0	0	0	0	0

**2021 WASHOE COUNTY - DIESEL POWERED VEHICLES**

<b>Year</b>	<b>OBD Passing Initial Subsequent-Inspection</b>	<b>TSI Failing Initial Subsequent-Inspection</b>	<b>MIL On and No Codes</b>	<b>MIL On and Codes</b>	<b>MIL Off and Codes</b>
1968	0	0	0	0	0
1969	0	0	0	0	0
1970	0	0	0	0	0
1971	0	0	0	0	0
1972	0	0	0	0	0
1973	0	0	0	0	0
1974	0	0	0	0	0
1975	0	0	0	0	0
1976	0	0	0	0	0
1977	0	0	0	0	0
1978	0	0	0	0	0
1979	0	0	0	0	0
1980	0	0	0	0	0
1981	0	0	0	0	0
1982	0	0	0	0	0
1983	0	0	0	0	0
1984	0	0	0	0	0
1985	0	0	0	0	0
1986	0	0	0	0	0
1987	0	0	0	0	0
1988	0	0	0	0	0
1989	0	0	0	0	0
1990	0	0	0	0	0
1991	0	0	0	0	0
1992	0	0	0	0	0
1993	0	0	0	0	0
1994	0	0	0	0	0
1995	0	0	0	0	0
1996	0	0	0	0	0
1997	0	0	0	0	0
1998	0	0	0	0	0
1999	0	0	0	0	0
2000	0	0	0	0	0
2001	0	0	0	0	0
2002	0	0	0	0	0
2003	0	0	0	0	0
2004	0	0	0	0	0
2005	0	0	0	0	0
2006	0	0	0	0	0
2007	0	0	0	0	0
2008	0	0	0	0	0
2009	0	0	0	0	0
2010	0	0	0	0	0
2011	0	0	0	0	0
2012	0	0	0	0	0
2013	0	0	0	0	0
2014	0	0	0	0	0
2015	0	0	0	0	0
2016	0	0	0	0	0
2017	0	0	0	0	0
2018	0	0	0	0	0
2019	0	0	0	0	0
2020	0	0	0	0	0
2021	0	0	0	0	0
2022	0	0	0	0	0
<b>Grand Totals</b>	0	0	0	0	0
<b>Totals for Model Year 1968 - 1995</b>	0	0	0	0	0
<b>Totals for Model Year 1996 - Newest</b>	0	0	0	0	0

**2021 CLARK COUNTY - DIESEL POWERED VEHICLES**

<b>Year</b>	<b>Total Initial Inspections</b>	<b>Passing Initial Inspection</b>	<b>Failing Initial Inspection</b>	<b>Percent Failing Initial Inspections</b>	<b>Total Re-Inspection</b>	<b>Passing Initial Re-Inspection</b>	<b>Failing Initial Re-Inspection</b>	<b>Percent Failing Initial Re-Inspection</b>
1968	0	0	0	0.00%	0	0	0	0.00%
1969	0	0	0	0.00%	0	0	0	0.00%
1970	0	0	0	0.00%	0	0	0	0.00%
1971	0	0	0	0.00%	0	0	0	0.00%
1972	0	0	0	0.00%	0	0	0	0.00%
1973	0	0	0	0.00%	0	0	0	0.00%
1974	0	0	0	0.00%	0	0	0	0.00%
1975	1	1	0	0.00%	0	0	0	0.00%
1976	0	0	0	0.00%	0	0	0	0.00%
1977	0	0	0	0.00%	0	0	0	0.00%
1978	0	0	0	0.00%	0	0	0	0.00%
1979	6	5	1	16.67%	1	1	0	0.00%
1980	1	1	0	0.00%	0	0	0	0.00%
1981	4	4	0	0.00%	0	0	0	0.00%
1982	9	9	0	0.00%	0	0	0	0.00%
1983	23	23	0	0.00%	0	0	0	0.00%
1984	22	21	1	4.55%	1	0	1	100.00%
1985	23	23	0	0.00%	0	0	0	0.00%
1986	26	25	1	3.85%	1	1	0	0.00%
1987	20	20	0	0.00%	0	0	0	0.00%
1988	5	5	0	0.00%	0	0	0	0.00%
1989	21	21	0	0.00%	0	0	0	0.00%
1990	41	41	0	0.00%	0	0	0	0.00%
1991	34	34	0	0.00%	0	0	0	0.00%
1992	31	29	2	6.45%	0	0	0	0.00%
1993	68	68	0	0.00%	0	0	0	0.00%
1994	94	91	3	3.19%	1	1	0	0.00%
1995	163	159	4	2.45%	2	2	0	0.00%
1996	215	214	1	0.47%	0	0	0	0.00%
1997	300	293	7	2.33%	6	6	0	0.00%
1998	141	140	1	0.71%	1	1	0	0.00%
1999	614	612	2	0.33%	2	2	0	0.00%
2000	591	587	4	0.68%	3	2	1	33.33%
2001	874	869	5	0.57%	3	3	0	0.00%
2002	943	941	2	0.21%	2	2	0	0.00%
2003	1093	1077	16	1.46%	8	8	0	0.00%
2004	1448	1423	25	1.73%	21	20	1	4.76%
2005	1644	1623	21	1.28%	14	12	2	14.29%
2006	2179	2145	34	1.56%	27	26	1	3.70%
2007	1330	1301	29	2.18%	20	18	2	10.00%
2008	1279	1249	30	2.35%	16	11	5	31.25%
2009	417	412	5	1.20%	4	3	1	25.00%
2010	399	388	11	2.76%	3	3	0	0.00%
2011	912	899	13	1.43%	7	7	0	0.00%
2012	1395	1383	12	0.86%	4	3	1	25.00%
2013	1161	1154	7	0.60%	2	2	0	0.00%
2014	1927	1916	11	0.57%	8	8	0	0.00%
2015	2271	2270	1	0.04%	0	0	0	0.00%
2016	2361	2356	5	0.21%	4	4	0	0.00%
2017	2318	2311	7	0.30%	4	3	1	25.00%
2018	2477	2473	4	0.16%	4	4	0	0.00%
2019	1598	1595	3	0.19%	2	2	0	0.00%
2020	307	307	0	0.00%	0	0	0	0.00%
2021	80	80	0	0.00%	0	0	0	0.00%
2022	3	3	0	0.00%	0	0	0	0.00%
<b>Grand Totals</b>	<b>30,869</b>	<b>30,601</b>	<b>268</b>	<b>0.87%</b>	<b>171</b>	<b>155</b>	<b>16</b>	<b>9.36%</b>
<b>Totals for Model Year 1968 - 1995</b>	<b>592</b>	<b>580</b>	<b>12</b>	<b>2.03%</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>16.67%</b>
<b>Totals for Model Year 1996 - Newest</b>	<b>30,277</b>	<b>30,021</b>	<b>256</b>	<b>0.85%</b>	<b>165</b>	<b>150</b>	<b>15</b>	<b>9.09%</b>

**2021 CLARK COUNTY - DIESEL POWERED VEHICLES**

<b>Year</b>	<b>Total Subsequent-Inspections</b>	<b>Passing Subsequent-Inspections</b>	<b>Failing Subsequent-Inspections</b>	<b>Percent Failing Subsequent-Inspections</b>	<b>No Known Formal Outcome</b>	<b>Rejected</b>	<b>Percent Rejected</b>
1968	0	0	0	0.00%	0	0	0.00%
1969	0	0	0	0.00%	0	0	0.00%
1970	0	0	0	0.00%	0	0	0.00%
1971	0	0	0	0.00%	0	0	0.00%
1972	0	0	0	0.00%	0	0	0.00%
1973	0	0	0	0.00%	0	0	0.00%
1974	0	0	0	0.00%	0	0	0.00%
1975	0	0	0	0.00%	0	0	0.00%
1976	0	0	0	0.00%	0	0	0.00%
1977	0	0	0	0.00%	0	0	0.00%
1978	0	0	0	0.00%	0	0	0.00%
1979	0	0	0	0.00%	0	0	0.00%
1980	0	0	0	0.00%	0	0	0.00%
1981	0	0	0	0.00%	0	0	0.00%
1982	0	0	0	0.00%	0	0	0.00%
1983	0	0	0	0.00%	0	0	0.00%
1984	1	1	0	0.00%	0	1	4.55%
1985	0	0	0	0.00%	0	0	0.00%
1986	0	0	0	0.00%	0	0	0.00%
1987	0	0	0	0.00%	0	0	0.00%
1988	0	0	0	0.00%	0	0	0.00%
1989	0	0	0	0.00%	0	0	0.00%
1990	0	0	0	0.00%	0	0	0.00%
1991	0	0	0	0.00%	0	0	0.00%
1992	0	0	0	0.00%	0	0	0.00%
1993	0	0	0	0.00%	0	0	0.00%
1994	0	0	0	0.00%	0	0	0.00%
1995	0	0	0	0.00%	0	0	0.00%
1996	0	0	0	0.00%	0	0	0.00%
1997	0	0	0	0.00%	0	0	0.00%
1998	0	0	0	0.00%	0	0	0.00%
1999	0	0	0	0.00%	0	0	0.00%
2000	0	0	0	0.00%	0	1	0.17%
2001	0	0	0	0.00%	0	0	0.00%
2002	0	0	0	0.00%	1	0	0.00%
2003	0	0	0	0.00%	0	0	0.00%
2004	1	1	0	0.00%	1	3	0.21%
2005	2	2	0	0.00%	0	5	0.30%
2006	1	1	0	0.00%	2	3	0.14%
2007	1	1	0	0.00%	0	3	0.23%
2008	3	3	0	0.00%	0	7	0.55%
2009	1	1	0	0.00%	2	2	0.48%
2010	0	0	0	0.00%	0	0	0.00%
2011	0	0	0	0.00%	0	0	0.00%
2012	0	0	0	0.00%	0	1	0.07%
2013	0	0	0	0.00%	0	0	0.00%
2014	1	1	0	0.00%	0	0	0.00%
2015	0	0	0	0.00%	0	0	0.00%
2016	0	0	0	0.00%	0	0	0.00%
2017	0	0	0	0.00%	0	1	0.04%
2018	0	0	0	0.00%	0	0	0.00%
2019	0	0	0	0.00%	0	0	0.00%
2020	0	0	0	0.00%	0	0	0.00%
2021	0	0	0	0.00%	0	0	0.00%
2022	0	0	0	0.00%	0	0	0.00%
<b>Grand Totals</b>	11	11	0	0.00%	6	27	0.09%
<b>Totals for Model Year 1968 - 1995</b>	1	1	0	0.00%	0	1	0.17%
<b>Totals for Model Year 1996 - Newest</b>	10	10	0	0.00%	6	26	0.09%

**2021 CLARK COUNTY - DIESEL POWERED VEHICLES**

<b>Year</b>	<b>Multiples Pass</b>	<b>OBD Passing Initial Re-Inspection</b>	<b>TSI Passing Initial Re-Inspection</b>	<b>OBD Failing Initial Re-Inspection</b>	<b>TSI Failing Initial Re-Inspection</b>
1968	0	0	0	0	0
1969	0	0	0	0	0
1970	0	0	0	0	0
1971	0	0	0	0	0
1972	0	0	0	0	0
1973	0	0	0	0	0
1974	0	0	0	0	0
1975	0	0	0	0	0
1976	0	0	0	0	0
1977	0	0	0	0	0
1978	0	0	0	0	0
1979	0	0	0	0	0
1980	0	0	0	0	0
1981	0	0	0	0	0
1982	0	0	0	0	0
1983	0	0	0	0	0
1984	0	0	0	0	0
1985	0	0	0	0	0
1986	0	0	0	0	0
1987	0	0	0	0	0
1988	0	0	0	0	0
1989	0	0	0	0	0
1990	0	0	0	0	0
1991	0	0	0	0	0
1992	0	0	0	0	0
1993	0	0	0	0	0
1994	0	0	0	0	0
1995	0	0	0	0	0
1996	0	0	0	0	0
1997	0	0	0	0	0
1998	0	0	0	0	0
1999	0	0	0	0	0
2000	0	0	0	0	0
2001	0	0	0	0	0
2002	0	0	0	0	0
2003	0	0	0	0	0
2004	0	0	0	0	0
2005	0	0	0	0	0
2006	0	0	0	0	0
2007	0	0	0	0	0
2008	0	0	0	0	0
2009	0	0	0	0	0
2010	0	0	0	0	0
2011	0	0	0	0	0
2012	0	0	0	0	0
2013	0	0	0	0	0
2014	0	0	0	0	0
2015	0	0	0	0	0
2016	0	0	0	0	0
2017	0	0	0	0	0
2018	0	0	0	0	0
2019	0	0	0	0	0
2020	0	0	0	0	0
2021	0	0	0	0	0
2022	0	0	0	0	0
<b>Grand Totals</b>	0	0	0	0	0
<b>Totals for Model Year 1968 - 1995</b>	0	0	0	0	0
<b>Totals for Model Year 1996 - Newest</b>	0	0	0	0	0

**2021 CLARK COUNTY - DIESEL POWERED VEHICLES**

<b>Year</b>	<b>OBD Passing Initial Subsequent-Inspection</b>	<b>TSI Failing Initial Subsequent-Inspection</b>	<b>MIL On and No Codes</b>	<b>MIL On and Codes</b>	<b>MIL Off and Codes</b>
1968	0	0	0	0	0
1969	0	0	0	0	0
1970	0	0	0	0	0
1971	0	0	0	0	0
1972	0	0	0	0	0
1973	0	0	0	0	0
1974	0	0	0	0	0
1975	0	0	0	0	0
1976	0	0	0	0	0
1977	0	0	0	0	0
1978	0	0	0	0	0
1979	0	0	0	0	0
1980	0	0	0	0	0
1981	0	0	0	0	0
1982	0	0	0	0	0
1983	0	0	0	0	0
1984	0	0	0	0	0
1985	0	0	0	0	0
1986	0	0	0	0	0
1987	0	0	0	0	0
1988	0	0	0	0	0
1989	0	0	0	0	0
1990	0	0	0	0	0
1991	0	0	0	0	0
1992	0	0	0	0	0
1993	0	0	0	0	0
1994	0	0	0	0	0
1995	0	0	0	0	0
1996	0	0	0	0	0
1997	0	0	0	0	0
1998	0	0	0	0	0
1999	0	0	0	0	0
2000	0	0	0	0	0
2001	0	0	0	0	0
2002	0	0	0	0	0
2003	0	0	0	0	0
2004	0	0	0	0	0
2005	0	0	0	0	0
2006	0	0	0	0	0
2007	0	0	0	0	0
2008	0	0	0	0	0
2009	0	0	0	0	0
2010	0	0	0	0	0
2011	0	0	0	0	0
2012	0	0	0	0	0
2013	0	0	0	0	0
2014	0	0	0	0	0
2015	0	0	0	0	0
2016	0	0	0	0	0
2017	0	0	0	0	0
2018	0	0	0	0	0
2019	0	0	0	0	0
2020	0	0	0	0	0
2021	0	0	0	0	0
2022	0	0	0	0	0
<b>Grand Totals</b>	0	0	0	0	0
<b>Totals for Model Year 1968 - 1995</b>	0	0	0	0	0
<b>Totals for Model Year 1996 - Newest</b>	0	0	0	0	0

## SIP REQUIREMENTS

The SIP requirements are identical for both Clark and Washoe counties:

### §51.365 DATA COLLECTION

Vehicle test data storage and retrieval methods are enumerated. Test data include: inspection station and inspector identification; test record number; date of test; model year of vehicle; number of cylinders; odometer reading; category (initial test or retest); fuel type; vehicle preconditioning; tailpipe emissions as compared to standards for HC and CO; and visual inspection for tampering. Test results are expressed as either pass or fail. Information on the calibration check must be stored automatically by each analyzer.

### §51.366 DATA ANALYSIS AND REPORTING

Data analysis and reporting are the responsibility of the DMV as mandated by [NRS 445B.765](#) and [445B.810](#). The Nevada Division of Environmental Protection will assist the Department of Motor Vehicles (DMV) in submitting the annual report to the USEPA. The report will contain data analysis prepared by the DMV. A quality assurance report that provides basic statistics on the testing program for January through December of the previous year shall be submitted to the USEPA by July of each year as required by CFR Part 51.366.

The data report will include: a summary of types of tests and vehicles tested; failure rates including initial tests; retests and tailpipe emissions; and waiver rates for vehicle types and model years. Statistics will be used to help verify quality assurance and quality control for testing and enforcement. Procedures and regulations will be evaluated in the reports and subsequent measures will be taken to correct significant problems or weaknesses that may be revealed.

## LEGISLATIVE ISSUES ADDRESSED DURING CALENDAR YEAR 2021

In 2021, the Nevada Legislature approved the passage of Assembly Bill No. 349, making various changes to emission testing requirements.

Amendments were made to [NRS 482.381](#), [NRS 482.3814](#) and [NRS 482.3816](#). Existing law authorized special license plates and registration certificates to be issued to residents of Nevada for antique motor vehicles that qualify as Old Timer vehicles, classic rods or classic vehicles and provided that such vehicles are exempt from certain regulations governing exhaust emissions, fuel evaporative emissions and visible emissions of smoke from certain engines if the owner of the vehicle certifies to the Department of Motor Vehicles that the vehicle was not driven more than 5,000 miles during the immediately preceding year ([NRS 445B.760](#)). Amendments provide that such motor vehicles must not be used for general transportation, defined as being driven more than 5,000 miles during the immediately preceding year, but may be used for club activities, exhibitions, tours, parades, or similar activities and for such other uses as are necessary for the operation and maintenance of the vehicle. Amendments also provide that such motor vehicles not used for general transportation are exempt from the provisions governing the control of emissions from engines and that, if the owner of such a motor vehicle elects to use the motor vehicle for general transportation, he or she: (1) shall not be issued special license plates or a registration certificate; and (2) must comply with the provisions governing the control of emissions from engines. Existing law also required that such vehicles being used for general transportation and required to comply with the provisions governing the control of emissions from engines which fail the emissions test shall not be issued the special license plates for a period of 90 days after failing the emissions test. Amendments provide that this 90-day period is an exception to the prohibition for issuing a special license plate to a vehicle that is used for general transportation and requires that the motor vehicle must have proof satisfactory to the Department that the vehicle is covered by insurance that: (1) is designed or designated specifically for classic or antique vehicles; or (2) includes an endorsement that is designed or designated specifically for classic or antique vehicles prior to the issuance of special license plates.

[NRS 445B.785](#) was amended, decreasing the fee for issuance and renewal of an approved inspector's license for each additional location from \$10.00 to \$2.00. Existing law provided that an approved inspector is a person who is licensed by the Department to inspect motor vehicles and devices for the control of pollution for an authorized station or authorized inspection station ([NRS 445B.705](#)) and authorizes the Department, in cooperation with the State Environmental Commission, to adopt regulations which provide for any fee, bond or insurance which is necessary to carry out the provisions governing the control of emissions from engines ([NRS 445B.785](#)). Existing regulations established a \$25 fee for the initial issuance and biennial renewal of an inspector's license. If an approved inspector who has paid the \$25 fee wishes to be licensed at one or more locations in addition to the location for which the initial license was issued, existing regulations provide that the fee for the issuance and biennial renewal of an inspector's license for each additional location is \$10.00 ([NAC 445B.499](#)).

[NRS 445B.825](#) was amended, exempting new motor vehicles from the test of emissions conducted by the Department until the fourth registration of the vehicle, which is the first 3 years of the life of the motor vehicle and requires the Department to conduct the test annually after the fourth registration of the motor vehicle. Existing law requires the State Environmental Commission, in cooperation with the Department and any local air pollution control agency, to adopt regulations for the control of emissions from motor vehicles in areas designated by the Commission that are in any county whose population is 100,000 or more, currently Clark and Washoe Counties ([NRS 445B.770](#)). Existing law also authorizes the Commission to exempt designated classes of motor vehicles, including classes based upon the year of manufacture of motor vehicles, from having to comply with the emissions standards ([NRS 445B.825](#)). Existing regulations exempted new motor vehicles from compliance with emissions standards until the third registration of the vehicle, which was the first 2 years of the life of the motor vehicle ([NAC 445B.592](#)).

[NRS 445B.767](#) was amended, clarifying the Departments responsibility to charge an annual fee that is equal in amount to the fee for each form issued to a fleet station for each vehicle participating in a voluntary program that electronically monitors emission information, as opposed to specifying the requirements of existing law for the Department to charge an annual fee of \$6.00 for each vehicle electronically monitored.

[NRS 445B.830](#) was amended, authorizing the Board of County Commissioners for a county whose population is 100,000 or more, currently Clark and Washoe Counties, to impose by ordinance an additional fee for each form certifying emission control compliance and requires that a board that imposes such an additional fee notify the Department for the purposes of collecting and distributing the fee. Existing law requires a Board of County Commissioners, if the board is authorized to impose an additional fee for each form certifying emission control compliance, to ensure that 2 percent of any such fee is retained as a commission by the authorized station or authorized inspection station that performs the inspection pursuant to which the form certifying emission control compliance is issued ([NRS 445B.834](#)). Amendments require the Department: (1) upon receiving such a notification, to collect the additional fee on behalf of the county; (2) to account separately for the additional fee in the Pollution Control Account; and (3) to make quarterly distributions to each applicable county of money equal to the amount of the additional fees that were collected on behalf of the county. Amendments provide that, if such an additional fee is imposed, the board shall use the money received from the additional fee to support the programs of local air pollution control agencies to reduce emissions from a motor vehicle with at least 50 percent of such money being used to support the programs of local air pollution control agencies to reduce emissions from a motor vehicle for the benefit of historically underserved communities.