



**Minutes of the Advisory Board on
Automotive Affairs**
held on February 01, 2006 at 10:00 am
at the Washoe County Department of Wildlife, Room B
1100 Valley Rd. Reno, NV. 89512

*These minutes are prepared in compliance with NRS 247.035. Text is in summarized rather than verbatim format.
For complete contents, please refer to meeting tapes on file at the Nevada Department of Motor Vehicles.*

**THIS MEETING WAS PROPERLY NOTICED AND POSTED IN THE FOLLOWING
LOCATIONS ON JANUARY 25, 2006.**

DMV
555 Wright Way
Carson City, NV. 89711

Nevada
State Library
100 N. Stewart St.
Carson City, NV. 89701

Department of Motor
Vehicles
2701 E. Sahara
Las Vegas, NV. 89104

Department of Motor
Vehicles
305 Galletti Way
Reno, NV. 89512

DMV Website
www.dmvnv.com

1. Call to Order

- A. Troy Dillard called to order the meeting of the Advisory Board on Automotive Affairs at 10:05 am.
- B. Troy notified the Committee that he would not be following the order of the agenda.
- C. Committee introductions took place along with the public that was present.

MEMBERS PRESENT:

Dick Mills, Pick -N- Pull
Michael Spears, Collision Authority
Robert Ellis, B&E Auto Auction
Steve Yarborough, Sierra Service Station Co.
Steven Craig, AAA Nevada
Susan Fisher, Consumer
Troy Dillard, DMV-CED

INTERESTED PARTIES:

Assemblyman Bob McCleary, Nevada Legislature

2. AB-416 Discussion – Duties and Responsibilities (Agenda topic 4)

A. Troy initiated discussion of the duties and responsibilities of the board as defined in AB-416. Topics of discussion are:

- **Persons**
 - The board make-up is
 - One representative of the Department of Motor Vehicles
 - One representative of licensed operators of body shops
 - One representative of licensed automobile wreckers
 - One representative of registered garage men
 - One representative of licensed operators of salvage pools
 - Two representatives of the general public
 - The Department of Motor Vehicles has also been tasked with providing the Administrative Support to the Board.
- **Terms**
 - The Length of terms is four years. The initial staggering was introduced by appointment of board members for two years and others for four. The appointment of board members is staggered to help with the fulfillment of vacancies.
- **Elections**
 - The board is charged with electing a chairman and vice-chairman among its membership on an annual basis. The terms are for one year. If the Chairman becomes unavailable, the vice-chairman is to fill that position for the remainder of the term.
- **Meetings**
 - The board is to meet twice a year and upon the call of the chairman.
- **Per diem**
 - As board members you are entitled to per diem rates.
- **Responsibilities**
 - There are five responsibilities of the board:
 - Study Regulation of the industry as it pertains to licensure or registration and disciplinary action against such persons.
 - Analyze complaints provided to the Department of Motor Vehicles by the Consumer Affairs Division. The effective Statues are 598.985 and 598.098. (The Department needs to consult with the Attorney General on this responsibility. The board is charged with this duty and responsibility, however within NRS 598.985, Consumer Affairs provides to the Department complaints and if it falls within certain guidelines the Department is compelled to comply with NRS 598.098 which means we are not allowed to disclose that information.)

- Make recommendations to the Department regarding regulation or proposed legislation pertaining to the issues of analyzing and setting regulations or analyzing compliance.
- On or before January 15th of each Legislative year. The report of the board's activities is to be submitted to the Governor and to the Legislative Council Bureau.
- The board is to perform any duty assigned by the Department.

❖ **Questions from the Committee regarding duties and responsibilities:**

- **Q.** The first responsibility that the Committee is charged with, does the Department of Motor Vehicles have to bring any proposed Regulations that pertain to this Committee before it for comments?
- **A.** (Troy) No. The board is charge with reviewing and making recommendations to the Department of Motor Vehicles. It would be Troy's hope that the Department could bring almost anything that the Department is proposing to the board for its recommendation, approval and comments, However it is not a requirement for the Department to submit it to the Board for approval.
- **Q.** When the Department of Motor Vehicles is working on proposed Regulations will it be possible for the board to review it and provide comment?
- **A.** (Troy) I think that is fine as long as the discussions take place within compliance of Open Meeting Law (OML)
- **Q.** Troy can a consumer make a complaint directly to the Board?
- **A.** (Troy) My interpretation is we are required to meet in the open meeting and certainly during the open forum a complaint could be reported to the board, but for that complaint to receive any action by the Department, it will have to come to the Department. This is an open forum and certainly the consumers may bring their issues to the Board.

B. The portion of the industry that this Committee is set for as far as the Compliance Enforcement Division goes is a single budget account. All of the funds for licensing, fines, fees and salvage titles all go into this account. This account is fee funded. In last Legislative Session the Governors budget stated that through the Compliance Enforcement Division, account 4690 is responsible for ensuring compliance with Nevada laws and regulations as provided for under Chapter 487 of the Nevada Revised Statutes and the Nevada Administrative Code as they relate to the business activity of automobile wreckers, salvage pools, body shops and registration of automobile repair garages. Through education, audit and enforcement, eliminating unfair competitive and business practices while safeguarding the financial well being of Nevada citizens by protecting property interest in vehicles and reducing instances of fraud and misrepresentation in connection with repair, salvage and disposal of motor vehicles.

The programs biennial activities are funded through an appropriation from the account for regulation of salvage pool, automobiles wreckers, body shops and garages. This too is fee funded. The funding is primarily through collections of licensing fees. The public

purpose in critical need of the activities covered under this budget account ensure vehicle owner's interests are protected by preventing illegitimate dismantling, scraping or final processing of vehicles. The final processing of vehicles is not used to facilitate auto theft activities and consumers have protection as they relate to vehicle repairs.

❖ **Questions from the Committee regarding funding**

- **Q.** Does this budget that you are referring to have any inference to the emission control program?
- **A.** (Troy) No. The emissions control program is a completely separate budget. The emissions are not part of this boards charter to address.
- **Q.** Is the emissions control program regulated by garage registration? You would need a garage to have an emission control program; there is a cross over.
- **A.** (Troy) Not entirely. If you are performing any of the additional services over and above the 1G, which is a test only station you may have a smog hut to only perform tests and you are only required to have an emission station license. You do not need a garage license. If you cross over and do any of the automotive repairs than you need to have a garage license/registration. We do not require both licenses.

New Task:

- Troy will consult with the Attorney General on the disclosure of consumer complaints.
- Troy will research Statue on emission stations requiring garage licenses.

3. Adoption of Bylaws

- A. The bylaws were reviewed by the Committee and the following changes were requested:
 - **8.0** The minutes will be recorded by the secretary who is a representative of the department...Strike secretary out and change the language to... recording of the minutes by the secretary who is not elected into term.
 - **2.0** On A-D if compared with the bill it is A-E. There is a missing requirement in the purpose under A. The wording should be copied directly from the bill.
- B. Once changes have been made revised copies of the Committee bylaws will be redistributed for review and adoption and the next meeting.

New Task:

- Ivie Harper will make the requested changes to the bylaws and email them out to the Committee for review.
- Agenda topic Adoption of Bylaws will be placed on the next meeting agenda.

4. Board of Commissions Manual/Open Meeting Law Manual (Agenda item 5)

A. Copies of the Open Meeting Law Manual last updated in December of 2005 were distributed to the Committee Members. This manual outlines how the State governs the actions of Boards and Commissions. This boards responsibilities are very limited. It is not set to write Regulation or approve them. It only reviews and makes recommendations. The OML Manual explains some of the Legislative process, duties of a Chairman, guidelines for proper discussion of meeting topics, posting of meetings and formal voting quorums. It is highly recommended that all issues be discussed before the board at the board meetings, not through email, over the phone or in person. If you have information that needs to be distributed to all members, please contact Ivie Harper and she will control how information gets distributed to other board members.

- **Q.** Since we do not vote on the Department of Motor Vehicles Proposed Regulations, if they are sent to us are we able to provide feed back individually or will that be in violation of the OML?
- **A.** (Troy) I feel that the Board should vote on a recommendation whether the Board is able to recommend or not. If the Board was to recommend and vote in support of all or part of post Legislation or Regulatory change being proposed by the Department, the Board will be acting as an official capacity and should do that. We should keep it a rule that we vote on any recommendations as a body. That will give the buy in from the Representatives of the industry.
- **Q.** Will the Committee meetings coincide with Legislation? Does the Departments Regulations have to be submitted by a certain date and then our meetings will fall shortly after that?
- **A.** (Troy) The Boards charge is two meetings a year. My preference would be to set those up within a Fiscal year because the Boards expenses come out of budget account 4690 and this is how the account is set up. There are a couple of items on the agenda that we will be addressing later this afternoon that I would like to ask the Board to consider and make a recommendation to the Department at the next meeting. So I am going to request that our next meeting be held in May of this year because of Legislative guidelines. Beyond that meeting, it gets very complicated; there are deadlines for budget bills and non-budget bills vs. agency bills. Then the Assemblymen and Senators are able to submit bills even after the Session opens. There might be something that the Board is recommending that the Department will not be able to do. The Department is limited in the number of Bills they are able to submit, so we might need to seek Assemblymen and Senators to help with the Boards recommendations. You are also able to do that independently as a citizen.
- ❖ **Suggestion:** Assemblyman Bob McCleary suggested that the Committee also keep in mind that Transportation and Homeland Security might also be willing to allow this Committee to use their BDR's.

B. The Nevada Commission on Ethics requires for all Board Members to sign an Ethics acknowledgement form and submit it to the Commission on Ethics. If everyone signs the form today it will be submitted in one package.

New Task:

- Ivie will submit the Ethic Acknowledgement forms signed by the Committee to the Nevada Commission on Ethics.

5. Member Travel and Per Diem (Agenda topic 8)

- A. Each member of the Board is entitled to Per Diem. The Per Diem is the same as the State Officers. The Per Diem rates are \$5.50 for breakfast, \$6.50 for lunch and \$14.00 for dinner. There is a \$2.00 a day incidental. If the Board was to hold a two-day meeting then the State lodging is \$58.00 a night. Whenever possible the Department would like to arrange directly the airline travel when the Board meets. Since there is a 50/50 split among the Board, it is suggested that one meeting is held in the South and the other in the North. All meeting and travel arrangements will go through Ivie Harper and then Margaret Harrison. If any of the Board members are interested in reimbursement for travel expenses they will need to fill out the form provided to them today and submit it to Ivie Harper to have their information processed.

New Task:

- Ivie will submit all of the Per Diem forms provided back by the Committee Members to Margaret Harrison for processing.

6. Business License Fee and Budget Longevity (Agenda item 7)

- A. There is funding received in this account. The Licensing fee under the existing businesses is roughly \$150,000.00 a year, which is the \$300.00 licensing fee's for the licenses and the \$25.00 fee for registration of the registrants. The salvage title fee's also come into this account and that is about \$258,000.00 per year. The reserve of the account which is what was there that was not allotted for was about \$476,000.00 that carried over for this year.
- B. There was a request made by the Department that was approved in the last budget session. At the time of the request there were only two sworn investigators tied to this budget and 5 staff members that handled the salvage titles. The Department requested two additional non-sworn investigators be added to the account due to the workload that was primarily related to the addition of the garage industry in 1997. It is the investigators duty to go out and verify that the businesses are operating within Regulation. They are to make certain that the businesses understand what the requirements are and that they comply with them. The Department has not been able to do these inspections since 1997 when the garage compliance was added into the account.
- **Q.** What is the difference between a sworn and non-sworn investigator?
 - **A.** (Troy) Any violations of the Statue are criminal in nature. They are subject to criminal prosecution. The Department is usually looking at intent to make that determination. If we feel that we are able to prove that they are acting with intent to

defraud, etc. we will pursue it through a criminal process. This is not just Administrative. We will go after the business Administrator if it is fraud and remove the business from the industry if they are found to be committing fraud.

- **Q.** Does that have to go through the court system at all?
- **A.** (Troy) If the Department is able to prove there is fraud then we move straight to revocation instead of sanctions for violations. We remove them Administratively. They are entitled to due process and that gets complicated. They are removed from the Industry on what is called a “Summary Suspension” which is my Authority under the Director and potentially my Chief Investigators depending on the situation. If we do that we automatically set a hearing for them within 30 days. At that time they are able to present their side of the case to a Hearings Officer (An Administrative Law Judge) and then he rules and we go from there. If the Departments side is upheld, there is an appeal process through the District Court. If the Department goes through a revocation action without a summary suspension the business receives a notice notifying them they are able to apply for a Hearing with 30 days. If they do not apply within 30 days, the action is upheld and the revocation becomes permanent.

C. The Department anticipated an increase in the number of registrants for garages. The projection for licensing fee increase was 7,000 or so, which is only \$25.00 per registrant.

- **Q.** Why are garages obtaining registration fees and other business licenses like body shops and salvage pools?
- **A.** (Steve Yarborough) Initially Consumer Affairs was handling the complaints from the Consumers. The testimony at the time was the number of garages paying the registration fees the amount was 3,000. The budgets that were submitted were more than adequate for the duties prescribed at that time. The purpose of the registration fee was to make sure that the business were operating with a legitimate business license within their city or county. It allowed a way to track a consumer complaint and enforced the requirement that the garages must post for the consumer the laws pertaining to auto repairs. At the same time it also educated the garage man of its responsibilities with regards to work order estimates, proper completion of work order/paper work, notification to the customer and so forth. There was never any intent to go into licensing. So that fee is based on what it cost to administer a registration.
- **Q.** Are the fifteen hundred licensed repair shops and garages governed by the DMV?
- **A.** (Troy) Yes they are. There is a shared responsibility over the garage registrants between The Consumer Affairs Division and the DMV.
- **Q.** Do you have the money to do the inspections on these businesses?
- **A.** (Troy) No

D. In the last Legislative Session the Governor stated that he would not sign any Bill that had an increase in fees. The Department did put on record that they will return next session to address the issue. The Department is looking at increasing licensing fees across the board for all that they regulate. This is the only account that is in trouble. This

account is expending more than it is taking in. From the Department's perspective the \$300.00 licensing fee that the industry was paying prior to the addition of the garages was satisfactory. The budget was healthy and all of the compliance investigations were accomplished. The projections that were made for the additions of the garages were off. Effectively, the licensing fees that were being paid by the remaining part of the industry are supplementing the investigations that are being done on the garage side. Even though the Department had the two non-sworn investigator positions approved, the registrants still do not pay for the resources they use. The Department feels that there is a fee equity issue that needs to be addressed and this is one of the issues that is before the Board today. The Department is requesting a recommendation from the Committee. Currently, a registered garage is \$25.00 and a licensee is \$300.00. It is a pure number issue. We are down to only five salvage pools, 50 wreckers and 150 body shops statewide. The problem is the Department is not able to get out there and make sure these numbers are accurate. The two additional non-sworn investigator positions were not effective until October and unable to be filled until November. There then was a transfer and a retirement. No real results from the additional manpower have been seen yet.

- E. The Committee requested a copy of the actual budget as far as what the salaries are for review.
- F. When looking at the responsibilities of the Board. Number D, analyzing a complaint, the Board can analyze all of the complaints received either by the Department directly or through consumer affairs. What the Department will do is provide to the Board for each of the meetings, the total number of complaints that have been received outside the Department.
 - **Q.** Are we going to have a breakdown of the nature of the complaint?
 - **A.** (Troy) Sort of. The Department is having trouble with the software that tracks these cases. If a business is in violation of 5 different things we are only able to track the primary violation presently. The Department will not have the software upgrade for at least another year from now. However, we are able to get the primary complaint reason.
 - **Q.** Are they able to log whether it is justified or un-justified?
 - **A.** (Troy) The Department logs what the outcome of the investigation is. You would not only know if it was justified but you would also have the resolution.
- ❖ **Suggestion:** The Committee also recommended contacting Triple AAA and the Better Business Bureau for their Complaint information.
- **Q.** Can you tell me what is the definition for an "Authorized Dealer?" If you are a motorcycle dealer and you provide motorcycle repairs and sale parts, are you considered an authorized dealer?
- **A.** (Troy) The issue is jurisdiction. If you go into a garage and have your car repaired and something goes wrong, the consumer can file a complaint with the Department and the garage is required to be registered with us because the business falls under our jurisdiction. If you go in to a motorcycle repair shop to have your motorcycle repaired and something goes wrong, there is no requirement for motorcycle repair

shops to be registered, so they do not fall under our jurisdiction. There is also an issue like that with Motor homes. The consumers do not have the same protections as they do with their vehicles. The Department is currently working on this piece of Legislation. This Legislation will have an impact on the Board because we do have to have them in by March 31st which will be before we are able to meet again. Once the draft is complete, I will have it sent out to the Board members for review and we will make it an agenda item for our next meeting, but the Bill itself will already have been submitted. We will still be able to make changes later in the process, but the rough will already be submitted.

New Task:

- Troy will email a copy of the budget to the members of the Committee to help them prepare their recommendation for the next meeting.
- Troy will provide listing of complaints for the Committee members to analyze at the next meeting.
- Troy will send out to the Committee for review the draft proposal of requiring motor home and motorcycle repair shops to register. An item for discussion will be placed on the next meeting agenda.
- The Committee will prepare recommendations and/or potential solutions to the problem with the budget. Committee recommendations will be placed on the next meetings agenda.
- Troy will provide a print out of the exact numbers of licensees at the next meeting.

7. Garage Registration Vs. license (Agenda item 6)

A. Since garages have been added into the account the Department has not done any unlicensed activity investigations on the licenses. All Investigations have been on garage registrations. The investigators have not had the time or manpower to go out and check the shops to verify they are properly licensed. This has been an impact and a major part of budget issues. To date we currently have 283 body shops, 65 wreckers, 4 salvage pools licensed and 1501 garages registered with the Department.

- **Q.** What do they consider a garage? Is there a definition of it? Would a tune up place be considered a garage?
- **A.** (Troy) – Under most circumstances yes.

NRS 487.540 “Garage” defined.

A garage as defined in this chapter

1. “Garage” means a business establishment, sole proprietorship, firm, corporation, association or other legal entity that performs any of the following services on motor vehicles:

- (a) Repair of the:
 - (1) Engine;

- (2) Brake system;
- (3) Transmission system;
- (4) Drive train system;
- (5) Heating and air-conditioning system;
- (6) Cooling system; or
- (7) Muffler and exhaust system;
- (b) Engine tune up;
- (c) Diagnostic testing;
- (d) Alignment; or
- (e) Oil change and lubrication.

2. "Garage" does not include a business establishment, sole proprietorship, firm, corporation, association or other legal entity that does not perform services on motor vehicles for members of the general public.

- **Q.** If someone just does windshield installation, are they considered a garage or a body shop?
- **A.** (Troy) They are not considered either a body shop or garage. They would need to have a county or city business license.

NRS 487.550 "Motor vehicle" defined. "Motor vehicle" means:

- 1. A passenger car as defined in [NRS 482.087](#);
- 2. A mini motor home as defined in [NRS 482.066](#);
- 3. A motor home as defined in [NRS 482.071](#);
- 4. A recreational vehicle as defined in [NRS 482.101](#); and
- 5. A motortruck as defined in [NRS 482.073](#) if the gross weight of the vehicle is 10,000 pounds or less.

- **Q.** Do businesses like camping world that only does repairs on motor homes or travel trailers and those types of things require to be licensed?
- **A.** (Troy) They do not require to be licensed unless the garage that is doing the repairs fits the definition of Chapter 482 of what a motor home is or what a recreational vehicle is.

C. The Department is proposing changing the Legislation. The garages that perform the same functions of what is now a garage then they should be added to the garages. Once the draft language has been created it will be distributed to the members of the Committee for review, and then placed on the next meetings agenda for discussion.

- **Q.** Troy, are you saying that you only have half of the shops registered that need to be registered?
- **A.** We don't know that for sure. In the testimony back in 1997 there was 3,000.
- **Q.** How much of an increase do you think that you will need to meet your budgetary demand?
- **A.** I only have a guesstimate. I cannot say if it will be enough or too much. Any impact on the registration fee has more fluctuation for this account that impacts the licensing fees because of the numbers that we are dealing with. Once we get the

staffing out in the field and start investigating then we might have a clearer idea. If I told you today that its \$100.00 and we register an additional 500 garages then my answer would be \$75.00 after that takes place because that is how large the impact would be to this particular account. We are not looking at growing a reserve in this account; we are only looking at paying the expenses of it. So off of some very in general figures, I would say \$100.00 to the garages, if we leave the licenses at \$300.00. If we drop the fee to the licensees, than it would have to be more to the garages.

- **Q.** If you are adding in additional garage registrations, you will also be adding in additional garages. Wouldn't this mean you would also need additional compliance or investigators to conduct investigations? Would this be another increase?
- **A.** The projection for the increase in compliance is not high because these are garages already operating outside of the requirements. The Department is not projecting huge increases because the garages are already out there, they just are not complying with the requirements therefore this budget account is not getting the revenues it needs to support itself. I will get a copy of the Legislative approved budget to show what the income and expenditures are then we can prepare some projections on a change in fee to the industry. I feel that the job can get done with the four positions we have once they are filled. We just need to make sure we have enough revenue coming in to continue on that path without expanding.

D. In 1997 the law passed. The Compliance Inspectors did their initial inspections in 1998 and came across 637 unlicensed activity cases for garages and 846 in compliance during this period of time. This equated to 98% of the workload being on the garage side. This is not because there are not issues on the Licensees side; there is not the manpower to do the investigations.

- **Q.** What is the breakdown?
- **A.** Unlicensed activity versus the general 4690. This is chapter 487 issues, whether that is fraud, violations of regulatory controls, anything else that falls in 4690.
- **Q.** What is the breakdown in the industries?
- **A.** Wrecking averages are 1998 – 128 then down in the 40's. Body shops averages are starting in 1998 – 200,53,157,60,127,60,101 and 30. Garages are consistently in the 400 mark plus work order complaints are 30,45,70,100 and 104. For unlicensed activity cases in the garage industry are 42,56,218,154 and 217. This is how we are tracking the number of cases. We can break down the number of cases further if you need any specific looks at a particular area.

E. The Salvage title fee of \$10.00 is also a part of this budget. This brings in a quarter of a million dollars in revenue. The Expenditures in that budget are \$210,000.00. The left over is currently supplementing the licensees and registrant program. The revenue not used in this account becomes the reserve at the end of the biennium and it carries over to the next biennium. The problem is if there was a change in the salvage title fee that lowered the amount then the salvage title will only be covering its cost and then there will be a shortfall, which will cause an issue with the enforcing of Regulations and

handling of investigations. With the two positions that have been added to handle the workload is now reducing that reserve and it is drying up. There will be no reserve left to carry forward to the next biennium.

- F. This Committee needs to figure out what the number of revenue is to cover the expenses of this account. In the projections there needs to be more revenue than expenditures in case there is a decrease in businesses and the revenues drop. The expenses in this budget are your manpower and those are not high.
- G. The Department would like to place additional restrictions on the garages. The Department is hoping to disallow the transfer of principals over from spouses or children and add grounds for denials. This would help to remove the bad business. Troy will meet with the Attorney General to get an opinion. The Department will also review the Regulation to see how they may change it and enforce it.
- H. The fine structure that is set up in NRS 487.990 puts a Max of 2,500 per incident. In current language it states, "Entitled there to" that, means "We Must". There needs to be a change made in the wording and an addition to allow grounds of revocation.

NRS 487.990 Administrative fines; opportunity for hearing; deposit of fines collected; delegation of authority to impose and collect fines; injunctions and other remedies; enforcement proceedings.

1. The Department may impose an administrative fine, not to exceed \$2,500, for a violation of any provision of this chapter, or any rule, regulation or order adopted or issued pursuant thereto. The Department shall afford to any person so fined an opportunity for a hearing pursuant to the provisions of [NRS 233B.121](#).

2. Except as otherwise provided in subsection 3, all administrative fines collected by the Department pursuant to subsection 1 must be deposited with the State Treasurer for credit to the State General Fund.

3. The Department may delegate to a hearing officer or panel its authority to impose and collect administrative fines pursuant to subsection 1 and deposit the money collected with the State Treasurer for credit to the Account for Regulation of Salvage Pools, Automobile Wreckers, Body Shops and Garages.

4. In addition to any other remedy provided by this chapter, the Department may compel compliance with any provision of this chapter and any rule, regulation or order adopted or issued pursuant thereto, by injunction or other appropriate remedy and the Department may institute and maintain in the name of the State of Nevada any such enforcement proceedings.

New Task:

- Provide Legislative Approved budgets to all of the board members.
- Troy will have fiscal work up some projections for revenue changes. Troy will request that they are done with \$100.00 increase for the existing number of garage registrants and then at the number that was projected for the legislature.
- The Board requested that the Department draft Regulations for Regulatory Controls.

8. Salvage Title issues with Chapter 487 (Agenda item 9)

- A. AB 325 was the Salvage Title Bill that was passed two Sessions ago. This Bill was introduced by Assemblywoman Buckley and supported by Bob Ellis. The intent of this Bill is declaration of an unsafe vehicle. When the bill was introduced the testimony focused towards the industry not the consumers. This has created clarity issues within Regulation for the Department.
- B. The intent and wording within Regulation is not clear. A couple of issues the Department is running into is as the law reads a Salvage vehicle can be sold between private parties as long as there is disclosure and an RD 64 form (Certificate of Inspection/ Affidavit of Vehicle Construction) has been completed. Additionally, this law does not affect motorcycles and travel trailers because they are not considered register able vehicles. This was not the intent of the Bill and Regulation needs to be amended to include them.
- C. Due to the contradictions between NAC and NRS. The Department is currently working on some clean up issues and has planned to present them on BDR's at the next Legislative Session. Some of the clarifications the Department is making is:
- Before you may transfer interest you must make sure vehicle meets definition of owner and salvage title.
 - Must make disclosure of damage to buyer.
 - Must obtain salvage title.
 - Salvage Vehicle may only be sold to a body shop, wrecker or the DMV.
 - Only a dealer can buy or sell a salvage vehicle.
 - Disclosure and inspection needs to be made clear.
 - Clarify issues with lien sellers having the ability to purchase vehicles considered salvaged at auction and reselling them to the public. They are able to get around not making declaration because they are lien holders and it is not required.
- Q. How do we prevent the private party sales for salvage titles?
- A. (Troy) We need to change the wording of the Regulation to clarify its intent.
- Q. What is the turn around time on those salvage titles?
- A. (Troy) 5 Days.
- Q. What if you are interested in picking them up directly at the office? Do you print them same day? The 5-day turn around is not happening right now. Currently they are taking 2 – 3 weeks.
- A. That is an issue. I will check into the cost of a title printer for the DMV office.

New Task:

- Troy will email all Committee Members LCB File number R116-05.
- Troy will discuss the lien sale issue with Assemblywoman Buckley and have it placed on the next agenda as a discussion topic.

9. Election of Board members (Agenda Item 2)

- A. The Committee motioned to nominate Steve Yarborough with Sierra Service Stations as Chairman of the Advisory Board on Automotive Affairs. All were in favor and the motion carried.
- B. The Committee motioned the nomination of Michael Spears with Collision Authority as the Co-Chairman of the Advisory Board on Automotive Affairs. All were in favor and the motion carried.

10. Public Comment

- A. There were no comments from the public

11. Next Meeting and Adjournment

- A. The next Advisory Board on Automotive Affairs will be scheduled for a date of May 15th through May 26th. The meeting will be held in the North.
- B. Ivie Harper will reserve and secure a meeting location, date and time.
- C. The meeting adjourned at 3:20 pm.