

SENATE TRANSPORTATION COMMITTEE

MINUTES OF MEETING

Thursday, March 22, 1973

The meeting was called to order at 3:50 p.m.

Senator Warren Monroe was in the Chair.

PRESENT WERE:     Senator Warren Monroe                     Senator Carl Dodge  
                  Senator Richard Blakemore                 Senator Archie Pozzi  
                  Senator William Raggio

ABSENT:            Senator Joe Neal                             Senator Helen Herr

ALSO PRESENT WERE:

Howard Hill	Department of Motor Vehicles
Freddie Little	" " "
Richard Bortolin	" " "
Leonard Winkelman	" " "
John Ciardella	" " "
James Lambert	" " "

ACTION WAS TAKEN ON THE FOLLOWING BILLS:

AB 89\*

John Ciardella testified as to the purpose of this bill. He suggested that it be amended on Line 11 to read: "...delivering] selling any vehicle [described in subsection 1, before sell-....."

Senator Blakemore moved "Do Pass with Amendment"  
Senator Dodge seconded.  
Motion carried.

AB 94\*

John Ciardella testified as to the purpose of this bill.

Senator Pozzi moved "Do Pass."  
Seconded by Senator Blakemore.  
Motion carried.

AB 159\*

James Lambert testified as to the purpose of this bill.

Senator Dodge moved "Do Hold."  
Seconded by Senator Raggio.  
Motion carried.

AB 220\*

James Lambert testified as to the purpose of this bill.

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Senator Monroe asked that AB 220 be held until after dispensation of AB 39. So agreed by the committee.

SB 463

As Senator Raggio informed the committee that he had had a request from the T.V. people who wanted to testify on this bill, it was brought back to committee and hearing was set for Tuesday, March 27, 1973.

SB 37\*

Senator Monroe moved we refuse to concur with the Assembly amendments to SB 37.

Seconded by Senator Dodge.

Motion carried.

Joint Meeting

At 4:40 p.m. the meeting became a joint hearing of the Assembly Commerce Committee and the Senate Transportation Committee to hear SB 388, AB 88, AB 296.

The meeting was then chaired by Assemblyman Ross Prince.

THOSE PRESENT WERE:    Senator Warren Monroe                      Senator Carl Dodge  
                                 Senator Richard Blakemore                      Senator Archie Pozzi  
                                 Senator William Raggio                              Assemblyman Ross Prince  
                                 Assemblyman Al Wittenberg                      Assemblyman Danial Demers  
                                 Assemblyman Robert Robinson                      Assemblyman Tim Hafen

ABSENT:                      Senator Helen Herr                              Senator Joe Neal  
                                 Assemblyman Joe Dini                              Assemblyman Wm. Bickerstaff  
                                 Assemblyman Randy Capurro                      Assemblyman Roy Torvinen

ALSO PRESENT WERE:

Mel Krush	Jackson & Farmer	1830 Glendale, Sparks
Charles Jackson	" "	1830 Glendale, Sparks
Rod Head	International Harvester	Sparks, Nevada
Orrin Freeman	Freeman Equipment	Reno, Nevada
Kenneth Goodwill	Drive Line Service	Reno, Nevada
Earl Klingersmith	7-11 Garage	Las Vegas, Nevada
Earl J. Klingersmith	7-11 Garage	Las Vegas, Nevada
B. M. Edge	James Bay Motor	Fallon, Nevada
Dorothy Anderson	Anderson Automotive	Carson City, Nevada
Daryl Capurro	Nevada Federation of Automobile Dealers Association	
Bob Guinn	Nevada Motor Transport Association	
Lee Vanderburg	Reynolds & Reynolds	Reno, Nevada
John C. Hope	Scott Motor Company	Reno, Nevada
Elmo Hartman	National Tow	Reno, Nevada
Edward A Devere	Mike's Tow Service	Sparks, Nevada
Wayne Hildebrandt	Southwest Kenworth	Sparks, Nevada
Gary Bartlett	Bartlett Ford	Reno, Nevada
Tom Green	Barlett Ford	Reno, Nevada

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James Cashman	Cashman Cadillac	Las Vegas, Nevada
Andrew Butti	Butti Motors	Carson City, Nevada
Ace Grulli	Grulli Motors	Yerington
Bob Schendel	Crescent Garage	Yerington
Don Hellwinkel	C.O.D. Garage	Minden
Jerry Inez	Anderson Ford	Fallon
Howard Henning	Anderson Ford	Fallon
Burton Keller	Keller's Garage	Sparks
Don Rogers	Don's Garage	Fallon
Pat Clark	Pat Clark Pontiac	Las Vegas
Walt Epprecht	Las Vegas Dodge	Las Vegas
Noel Clark	Public Service Commission,	Carson City
Dick Bryan	Senator	Las Vegas
G. Hall	Public Service Commission,	Carson City
James Lien	Nevada State Tax Commission	
Howard Hill	Department of Motor Vehicles	
Freddie Little	Department of Motor Vehicles	
Richard Bortolin	Department of Motor Vehicles	
Leonard Winkelman	Department of Motor Vehicles	
John Ciardella	Department of Motor Vehicles	
James Lambert	Chief, Nevada Highway Patrol	
E. J. Silva	Department of Motor Vehicles	

ACTION WAS THEN TAKEN ON THE FOLLOWING BILLS:

AB 88\*

Robert Guinn suggested to Chairman Prince that AB 296 and SB 388 be heard first, as changes that were to be made in AB 88 depended on what happened to AB 296 and SB 388.

AB 296\*

Peter Holden of the Washoe County District Attorney's Office.

"Mr. Wittenberg has introduced this bill at our request. AB 296 is basically a bill which will regulate automobile repair."

"Section 4, Page 2, provides that when an individual takes an automobile into a garage for repair, he shall be furnished with an estimate of the gross cost of the repair, signed by the individual making the estimate. This estimate will be on behalf of the garage owner and binding upon him. There is no breakdown in this estimate. It will be a ball-park figure. In the event of further inspection, it becomes apparent to the garage owner or his agent that it will be necessary to exceed this estimate, the garage owner or his agent will be required to notify the person, either the legal owner or the person requesting the repair; notify him of the amount the estimate will be revised and get his authorization, which may be verbal. It will not be necessary for the customer to come back to the garage and sign a new estimate form."

"The law specifically provides until the garage man receives this authorization, he may not do work in excess of the original estimate.

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"This bill, in the event the customer decides that he is unable to handle the original estimate, then he is put under obligation to take immediate possession of his car. If he does not do so, the garage owner has legal right to charge him a storage fee.

"Now, section 7 is a waiver section. In most reputable garages, the garage owner has a working relationship with his customer. The customer trusts the garage owner to the full extent. In these cases, the customer may sign a waiver of his right to receive an estimate.

"We have in section 8 spelled out specifically what we think the waiver should include. We want it to be perfectly clear to the customer, exactly what he is signing at the time he is signing it.

"Subsection 2 of Section 8 provides that the waiver shall be a separate, independent piece of paper. In other words, it may not be a rubber stamp for repair work.

"Section 9 is a verbatim repetition from existing law 47035. There is nothing new here, just says that upon returning the vehicle to the customer, the owner is required to give him an itemized statement.

"Section 10 requires that the garage owner shall retain copies of any statement required by Section 4 through 9, as an ordinary business record for the period of one year. (Estimate, work order, waiver, etc.)

"Section 11 provides that in those instances where the garage owner is going to replace any part or accessory for which a charge is made, the garage man shall give the man requesting that work the opportunity to take possession of the replaced parts. For example, take an engine block, there is a certain trade-in value; if the engine block has to be replaced, then this law says that the garage man must give the car owner the opportunity to keep the old engine block. If the customer exercises that option, then the garage owner will be fully within his right to charge the customer the difference he will be losing on his trade-in.

"Section 13 is the penalty section. It provides for a penalty of \$2500.00 for each violation. There have been no misdemeanor penalties attached to this bill. The \$2500.00 penalty is a civil penalty.

"The reason that we are interested in this bill, is that in the last eight months we have received 700 affidavited complaints. 31% of these has been in the area of automobile repair, or approximately 200. This is our most crucial area. The next highest category only occupies 16%. So you can see we do have a problem here."

Mr. Holden then gave many examples of the complaints that had been received in affidavit form by his office. He also stated that this bill was to protect the legitimate owner, as well as the customer. That there are some repair places taking such advantage of their customers, and are thereby giving the legitimate garage owners a bad name.

"I would submit to you that we are placing a certain burden on the industry in that he will be required to fill out certain forms and be required to maintain certain forms, but gentlemen, this industry, due to the

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"deprecation of these few individuals, has become so smeared that it has lost the public trust to such an extent that I will submit to you that this is a burden that the industry is going to have to bear just to put itself back into the good graces of the public.

Dr. Robinson stated that he wondered if we were not duplicating our efforts in view of bills that they have before the Assembly Commerce in consumer affairs, that if some of these were amended, would they not give sufficient teeth to get the people who are bad in the motor repair industry, or are we going to have to write a special bill for every single industry in Nevada.

Mr. Holden answered by saying that they were preparing to sift legislation only in those areas where there is very low problems. In these areas, the best way to attack is not a comprehensive bill but a specific law which applies to the problem.

"The advantage of 296 over certain other bills is it provides for no licensing. There is no price tag attached to this bill."

Questions were then asked by Senator Pozzi on specifics of the bill, relating to estimates which the customer cannot carry and then because of problems the car would not run out of the garage. Senator Blakemore then asked questions and made remarks regarding proof of certain parts. Senator Raggio then asked questions as to how California treats this problem and Mr. Holden said that they treated it as a separate bureaucracy, such as SB 501, the bill that Senator Neal has introduced.

Mr. Holden remarked that there were now 31 or 32 states with automobile repair laws.

Senator Raggio asked if the Washoe County District Attorney's office endorsed this bill, and Mr. Holden answered yes. Mr. Holden did not have specific communications with the other D.A.'s offices throughout the state to see if they endorsed the bill. Clark County had endorsed the original draft of the bill.

Dr. Robinson asked how picayunish this bill was going to get. Did it mean that any time you had a windshield wiper blade changed or the oil changed that the customer would have to go through all these forms, etc.

Mr. Holden said that the customer did not have to do anything, but yes, the garage owner would have to fill out one of these forms with an estimate unless the customer had signed the waiver form.

Mr. Wittenberg then commented that it would be a bother to sign a form for six quarts of oil, but for your own protection when going into an unfamiliar garage, it is worth it.

Senator Blakemore remarked that if there was only 5% of the dealers involved in bad consumer practices, then it seemed to him that this bill was a little

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far reaching and would seem to pose a burden on the many to get at the few.

Bob Guinn then stated that he had three or four witnesses in attendance who will let you see some of the practical problems that are involved here and why the industry does not want to go all the way with the bill and then he would like to tell the committee what we can do and what they are willing to do to try and help meet this problem half-way.

WALT EPPRECKT - LAS VEGAS: "I am a new car dealer in Las Vegas and an officer of the Nevada State Federation of Auto Dealer's Association. I would like to comment briefly on one burden this would put on us, especially in Las Vegas during June, July and August. Under the bill we would have to give an estimate of parts and labor. I certainly would not allow my people a ball-park estimate as this bill calls for. This is happening in California and the service writer, if he thinks it is going to cost \$50.00, he doesn't want any heat; so, he says it is going to be \$75.00; and somehow it ends up that the bill is \$75.00 when it should have cost \$50.00. I think this is very dangerous. Our problem in Las Vegas in June, July and August is that on any given day, we might process over 100 automobiles. There's no way that we could diagnose each one of these automobiles, giving a good estimate for parts and labor, and try to find these tourists in hotels and motels or where ever they might be, if we had a problem after we had given them the estimate. The policy in our shop is to try and take care of everyone who has a problem in Las Vegas and it would be impossible to take care of this many people if we had to live with this bill. That is just one facit of the bill that bothers me."

HOWARD HENNING - FALLON: "I represent Anderson Ford in Fallon and I would just like to say that I have fourteen employees, and if I have to write comprehensive estimates for every person who comes into my shop, I'm going to have to put on at least one more person. You can't possibly look up all those parts and do the work also, and this is going to cost me extra for either a new man or I'm going to have to raise my labor rates, just because of this new burden. Thank you."

DON HELLWINKEL - MINDEN: "I represent the C.O.D. Garage in Minden and with 62 years of heritage in the automobile industry, the first problem we run into (representing the small dealers) is that we do a lot of towing for tourists in the summer time. After we have towed the car in, they say fix it and they take off for where ever they may be going - Reno, Lake Tahoe, Carson - and then they say, "I'll be back in a week to pick it up." What do we do? Let the car sit until we catch up with him? On this towing business; would we have to make an estimate of a car out on the road, with say, a fender against the wheel or the wheel was bent, now, before I can tow his car in, I have to make an estimate, and I can't do that before I get back to the shop. The other thing that we run into is that most automobile dealers have what they call a service follow-up system. The customer brings his car to you and tells you that maybe on Monday morning he needs it for work, he'll pick it up that night; and he wants me to do what ever service is required. By this bill we would have to give him an estimate, after all the rigermerol he might take off for Carson or wherever

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and if I can't get a hold of him, when he comes back to pick up his car there is no way in the world I'm going to have it ready for him. The other problem I run into is that some of the big utilities in our area do not have maintenance shops - Continental Telephone and Sierra Pacific Power. They want their cars fixed on Saturday. They give us a list on Friday night, tell us what's wrong with it, they'll need it on Monday morning, and just say "fix it". They are in no way going to stick around and wait for me to give them an estimate. The other problem of the little dealer from out in the sticks is that say we do work up an estimate, give the fellow a price and then he approves it over the phone, after we have run him down, which might be 3 o'clock in the afternoon. The part has to come in from Reno or San Francisco. And we haven't got time enough to do that if we have to fool around all day trying to get the estimate okayed. Another thing that we have is that when you start wanting your customers sign estimates and waivers and such, I have a lot of people who think I didn't trust them."

SENATOR DODGE: "How long do you think you would stay in business in your community if you were not handling your repair shop legitimately?"

MR. HELLWINKEL: "Not very long."

MR. GUINN: "One more witness we would like to bring up, and then I would like to come up."

JOHN POPE - SCOTT MOTOR COMPANY, RENO: "For about a year now we have been in touch with the Peninsula Area Dealers in San Francisco regarding how this bill has worked for them. The consensus is that they have made more profit in the service department since this bill went into effect than before, and the reason for it is very simple. If you come in with your car and we make an estimate, what is happening down there is that they are giving a higher estimate to cover themselves. The mechanic gets the repair order, he sees on there overhaul for a carburetor. All right, it doesn't say anything about a dash pot. He just sees the amount up there and these mechanics are pretty sharp, they know what an overhaul costs, so they put in a new dash pot whether it needs it or not, but they do this to build it up to the total of the estimate. This has cost the consumer more, it costs all of us money. As Mr. Holden said, there is only a 2 to 3% of the industry abusing the public. 90% are legitimate. Now, everyone is going to pay more to get at this 2 or 3%. It doesn't make sense to me."

ROBERT GUINN - REPRESENTING THE AUTOMOBILE DEALERS ASSOCIATION: First let me touch on SB388, which is a more comprehensive bill than AB 296, and in effect requires the Department of Motor Vehicles to license a garage repair shop in the State of Nevada. It does exclude service stations to a point. Now, there is no support at all for SB 388 because of the licensing. Now, on AB 296, with certain modifications, I am authorized to say, particularly on the part of the new car dealers, if you want to amend this bill to require that any time an individual requests an estimate, then it shall be done. Now, the contention of the industry is, that if we go on that basis we will probably not have more than 2 or 3% of the customers asking for the estimate. Nevertheless, in those areas where there is a problem, the independent repair shops, particularly on week-ends, that it will provide an umbrella there where at least we could start to work on the problem. It would be our sug-

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gestion that every repair shop be required to display a sign saying that the law requires them to submit an estimate if the customer desires. But specifically, we have a couple of things. We would like to rewrite this language concerning the waiver so that this would be given on an option or on a customer choice basis because as has been testified, with tourists and your inability to find them, we believe they themselves would like the opportunity to waive that call. We would like a clause that more specifically says that the warranty work is exempted. There are some questions here as to more precise language. So if you decide to proceed on this, at least for the people I represent, I am authorized to tell you we will go along on that basis. One other suggestion, the Department of Motor Vehicles and we do not always see eye to eye, but, we would rather see this retained in 487 rather than put it over in 598."

HOWARD HILL: Mr. Silva would like to speak for the Department of Motor Vehicles.

E. J. SILVA - DEPARTMENT OF MOTOR VEHICLES: "Just a short comment. I agree with Mr. Guinn in his suggestions with one exception. We feel it should remain in 598, not 487. 487 would place it under the jurisdiction of the Dealer Section of DMV, which I'm responsible for. I do see some implementation involved here as to enforcement and nothing was mentioned as to who was responsible for these signs. If it was put in 487, we would have to do it."

MR. HOLDEN: "If it is in 598, it would be enforced by your county district attorneys."

VIRGIL ANDERSON - A.A.A.: "First of all, in regard to the minor types of repairs, which is normally done at a service station, we would recommend that the oil change, tire change, etc., be exempt from the provisions of this bill. We feel that this would not only be burdensome to the business establishment itself but also to the public. We would like to have, and we think it is necessary, that the authorization for the repairs be granted to the insurance company as well. This is because a lot of people, after an accident, leave the car, go back to their homes, and leave the repairs problems to their insurance company. They should therefore be allowed authorization for these repairs."

MR. KELLER - SPARKS: We will go along with this if it is at the customer's request. There is one other thing we would like changed on Page 2, Line 20, to add "upon payment of current charges." So that someone can't come in after certain work has been done, and say give me my car for free, I don't want this other work done. Then in section 8, where it says that waivers are prepared by each garage man, I would like to amend that the Department of Motor Vehicles or the Printing Office supply these waivers.

MR. SILVA: "Since this is a non-producing revenue for the department, I don't believe we could justify putting out these forms."

There was no further testimony on this bill and Mr. Guinn was requested to rewrite as to his suggestions.



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SENATOR RAGGIO: Wanted to state that he felt that it should remain in 487, and gave legal reasons for same. There was some discussion with Mr. Silva. He still felt it should be in 487.

AB 88 Chairman Prince asked the feelings of those present on AB 88. E. J. Silva testified as to the purpose of writing this bill. Asked that it be deferred until action was taken on AB 296.

MR. GUINN: "If we do not do anything with AB 296, then there are some things in AB 88 that should be looked at."

AL WITTENBERG: "As the original introducer of AB 296, I would like to say I would like to get together with Mr. Guinn and get his suggestions for amendment and take it before our committee and from there let it progress."

SENATOR MONROE: The Senate has two bills which Mr. Guinn expressed complete opposition to and do we want to have any further discussion on SB 388 and SB 501?

SENATOR RAGGIO: "I think we should have Senator Bryan come in to testify on SB 388, since he did introduce the bill."

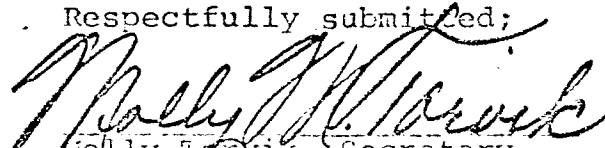
SENATOR BRYAN: "First, I would like to thank the committee for allowing me to attend this private ceremony - a funeral. The purpose of this bill, I think is rather obvious, on probably one of the single greatest consumer abuses. It is not my purpose to suggest that in the industry generally there is wide spread abuses but the few that have greatly abused the consumer; there should be some answer to these problems. My primary purpose is just to see that some type of protective remedies are available, and I don't harbor any exclusive believe that registration is the only way. I do believe that you will find that there is unauthorized repair that far exceeds what the original estimate was."

SENATOR POZZI: "Senator Bryan, was this bill patterned after any other state."

SENATOR BRYAN: "Yes it was. This, was, in effect, an attempt to bind the features of the California law."

There was some discussion between the Committee and Senator Bryan at this time and then the meeting was adjourned at 6:00 p.m.

Respectfully submitted;

  
Holly L. Ervik, Secretary  
Senate Transportation Comm.

APPROVED BY:

  
Senator Warren Monroe  
Vice Chairman

(REPRINTED WITH ADOPTED AMENDMENTS)

FIRST REPRINT

A. B. 89

ASSEMBLY BILL NO. 89—COMMITTEE ON  
TRANSPORTATION

JANUARY 24, 1973

Referred to Committee on Transportation

SUMMARY—Requires removal of license plates of another state or country before  
vehicle is sold or delivered in Nevada. Fiscal Note: No. (BDR 43-123)

EXPLANATION—Matter in *italics* is new; matter in brackets [ ] is  
material to be omitted.

AN ACT relating to the purchase of vehicles; requiring the removal of the license  
plates of another state or country after sale and turning such plates into the  
department of motor vehicles; and providing other matters properly relating  
thereto.

*The People of the State of Nevada, represented in Senate and Assembly,  
do enact as follows:*

- 1 SECTION 1. NRS 482.550 is hereby amended to read as follows:  
2 482.550 [1. It shall be unlawful to sell or deliver any used automo-  
3 bile or other vehicle, within the State of Nevada, when such vehicle is not  
4 registered in the State of Nevada and has displayed on it a vehicle license  
5 plate or plates issued by another state or nation, unless the vehicle is sold  
6 and delivered to a bona fide resident of another state or nation and the  
7 vehicle is to be immediately removed from the State of Nevada. The  
8 actual cost of licensing and registering the vehicle in Nevada shall be paid  
9 by the purchaser of the vehicle.]  
10 [2.] 1. Every person, firm, association or corporation [selling or  
11 delivering] *purchasing* any vehicle [described in subsection 1, before sell-  
12 ing or delivering such vehicle, shall] *which has displayed on it a vehicle*  
13 *license plate or plates issued by another state or nation, shall, after the*  
14 *sale and immediately upon accepting delivery or possession of such vehi-*  
15 *cle, remove from such vehicle any such license plate or plates, and turn*  
16 *in such plate or plates to the department [at the time of registration in the*  
17 *State of Nevada.] or an authorized agent of the department.*  
18 [3.] 2. Any person violating any provision of this section [shall be]  
19 *is guilty of a misdemeanor.*

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ASSEMBLY BILL NO. 94—COMMITTEE ON  
TRANSPORTATION

JANUARY 24, 1973

Referred to Committee on Transportation

SUMMARY—Defines terms used in vehicle registration sections of  
NRS. Fiscal Note: No. (BDR 43-100)



EXPLANATION—Matter in *italics* is new; matter in brackets [ ] is  
material to be omitted.

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AN ACT defining terms used in the vehicle registration sections of chapter 482 of  
NRS; clarifying terms previously defined; and providing other matters properly  
relating thereto.

*The People of the State of Nevada, represented in Senate and Assembly,  
do enact as follows:*

- 1 SECTION 1. Chapter 482 of NRS is hereby amended by adding  
2 thereto the provisions set forth as sections 2 to 10, inclusive, of this act.  
3 SEC. 2. "*Chassis-mount camper*" means a portable unit designed to  
4 be permanently affixed to a truck chassis and cab, and so constructed as  
5 to provide temporary living quarters for travel, camping or recreational  
6 use.  
7 SEC. 3. "*Mini motor home*" means a vehicular-type unit designed for  
8 temporary living quarters for travel, camping or recreational use which is:  
9 1. A structure attached permanently on a self-propelled chassis; or  
10 2. A portable unit designed to be affixed permanently to a truck  
11 chassis with cab;  
12 which is designated as a mini motor home by the manufacturer.  
13 SEC. 4. "*Motor home*" means a structure:  
14 1. Attached permanently to a self-propelled motor vehicle chassis;  
15 2. Designed as a temporary dwelling for travel, recreation or camping  
16 use; and  
17 3. When assembled for the road, having a maximum body width of 8  
18 feet.  
19 SEC. 5. "*Recreational vehicle*" means a vehicular-type unit primarily  
20 designed as temporary living quarters for travel, recreational or camping  
21 use, which may be self-propelled, mounted upon, or drawn by, a motor  
22 vehicle.  
23 SEC. 6. "*Registered owner*" means an individual, firm, corporation or

ASSEMBLY BILL NO. 159—COMMITTEE  
ON TRANSPORTATION

JANUARY 31, 1973

Referred to Committee on Transportation

SUMMARY—Permits temporary roadblocks for vehicle inspection.  
Fiscal Note: No. (BDR 43-486)

EXPLANATION—Matter in *italics* is new; matter in brackets [ ] is material to be omitted.

AN ACT relating to traffic laws; providing for temporary roadblocks for vehicle inspection; and providing other matters properly relating thereto.

*The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:*

- 1 SECTION 1. NRS 484.359 is hereby amended to read as follows:  
2 484.359 1. For the purpose of this section, a "temporary roadblock"  
3 means any structure, device or means used by police officers for the pur-  
4 pose of controlling all traffic through a point on the highway whereby all  
5 vehicles may be slowed or stopped. [for the purpose of identifying the  
6 occupants.]  
7 2. The police officers in this state may establish, in their respective  
8 jurisdictions, or in other jurisdictions within the state, temporary road-  
9 blocks upon the highways of this state for the purpose of: [apprehending]  
10 (a) *Identifying the occupants of any vehicle.*  
11 (b) *Apprehending* persons known to such officers to be wanted for vio-  
12 lation of the laws of this state, or of any other state, or of the United  
13 States, and using the highways of this state for the purpose of escape.  
14 (c) *Effecting and verifying driver and vehicle compliance with the pro-*  
15 *visions prescribed in chapters 482 and 483 of NRS.*  
16 (d) *Effecting and verifying vehicle compliance with safety and equip-*  
17 *ment requirements prescribed in chapter 484 of NRS.*  
18 3. For the purpose of warning and protecting the traveling public,  
19 the minimum requirements to be met by such officers establishing tem-  
20 porary roadblocks are:  
21 (a) The temporary roadblock shall be established at a point on the  
22 highway clearly visible at a distance of not less than 100 yards in either  
23 direction.  
24 (b) At the point of the temporary roadblock, a sign shall be placed on

**A. B. 220**

**ASSEMBLY BILL NO. 220—MESSRS. GLOVER, SMALLEY, MAY,  
HOWARD, BICKERSTAFF, DINI, JACOBSEN AND DREYER**

FEBRUARY 5, 1973

Referred to Committee on Transportation

SUMMARY—Lowers cost of drivers' licenses for person 70 years or older and imposes a \$2 fee for obtaining a motorcycle endorsement. Fiscal Note: No. (BDR 43-470)

EXPLANATION—Matter in *italics* is new; matter in brackets [ ] is material to be omitted.

AN ACT relating to drivers' licenses; lowering fee imposed on persons 70 years or older to obtain a license; imposing a \$2 fee for obtaining a motorcycle endorsement; and providing other matters properly relating thereto.

*The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:*

- 1 SECTION 1. NRS 483.410 is hereby amended to read as follows:  
2 483.410 1. For every driver's license issued [a \$5 fee shall be  
3 charged.  
4 2. For ever reinstatement or duplication of a license or change of  
5 name or address the following fees shall be charged:  
6 Reinstatement of license after suspension, revocation or can-  
7 cellation..... \$5  
8 Duplicate license..... 1  
9 Change of name..... 1  
10 Change of address..... 1]  
11 *and service performed the following fees shall be charged:*  
12 *A license issued to persons 70 years of age or older..... \$3*  
13 *A license issued to all other persons..... 5*  
14 *Reinstatement of a license after suspension, revocation or*  
15 *cancellation..... 5*  
16 *A duplicate license, change of name, change of address or*  
17 *any combination..... 1*  
18 2. For every motorcycle endorsement to a driver's license a \$2 fee  
19 shall be charged.  
20 3. A penalty of \$5 shall be paid by each person renewing his license  
21 after it has expired for a period of 30 days or more as provided in NRS  
22 483.380 unless exempt under NRS 483.380.

SENATE BILL NO. 463—SENATOR HERR

MARCH 14, 1973

Referred to Committee on Transportation

SUMMARY—Permits members of press to have special motor vehicle license plates. Fiscal Note: No. (BDR 43-1575)



EXPLANATION—Matter in *italics* is new; matter in brackets [ ] is material to be omitted.

AN ACT relating to motor vehicle licensing; permitting the department of motor vehicles to issue special license plates to members of the press.

*The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:*

- 1 SECTION 1. Chapter 482 of NRS is hereby amended by adding  
2 thereto a new section which shall read as follows:  
3 1. *Any person, who is regularly employed or engaged as a bona fide*  
4 *newspaper, television or radio news editor, reporter or photographer,*  
5 *upon complying with the state motor vehicle laws relating to the registra-*  
6 *tion and licensing of motor vehicles and, upon the payment of a fee of \$3*  
7 *in addition to the regular license fee for plates as prescribed by law, shall*  
8 *be issued a license plate or plates, upon which, in lieu of the numbers*  
9 *otherwise prescribed by law, shall be inscribed the following:*  
10 (a) *Prefix letters "PP" within a shield or square at the left of the num-*  
11 *ber plate.*  
12 (b) *Following the letters a series of three numerals, commencing with*  
13 *"001."*  
14 2. *An affidavit from an appropriate news director, publisher or*  
15 *editor shall accompany each application, certifying the current employ-*  
16 *ment of such applicant.*  
17 3. *Such plate or plates may be used only on a private passenger car*  
18 *or on a noncommercial truck having a rated capacity of 1 ton or less.*  
19 4. *The special plates shall remain with the licensee until he leaves*  
20 *the employment of the certifying news director, publisher or editor, at*  
21 *which time they shall be returned by the licensee to the department for*  
22 *reissue or such other disposition as may be provided by department rules*  
23 *and regulations.*  
24 5. *The department shall make such rules and regulations as are nec-*  
25 *essary to ascertain compliance with all state license laws relating to use*  
26 *and operation of a motor vehicle before issuing such plates in lieu of the*

(REPRINTED WITH ADOPTED AMENDMENTS)

FIRST REPRINT

S. B. 87

SENATE BILL NO. 87—COMMITTEE ON TRANSPORTATION

JANUARY 24, 1973

Referred to Committee on Transportation

SUMMARY—Permits the department of motor vehicles to charge a fee for weighing vehicle. Fiscal Note: No. (BDR 43-119)

EXPLANATION—Matter in *italics* is new; matter in brackets [ ] is material to be omitted.

AN ACT permitting the department of motor vehicles to charge a fee for weighing vehicles; and providing other matters properly relating thereto.

*The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:*

- 1 SECTION 1. NRS 482.485 is hereby amended to read as follows:  
2 482.485 1. The provisions of chapter 582 of NRS (Public Weigh-  
3 masters) are hereby made applicable to this chapter.  
4 2. All motor vehicles required to be weighed under the provisions of  
5 this chapter shall be weighed by a public weighmaster under such rules  
6 and regulations as may be deemed advisable by the director and the sealer  
7 of weights and measures, and according to the provisions of chapter 582  
8 of NRS.  
9 3. *The department for registration purposes only shall be allowed to*  
10 *collect a fee, not to exceed \$1, for each vehicle weighed by the depart-*  
11 *ment.*  
12 4. From time to time, upon request of the director, the sealer of  
13 weights and measures shall appoint additional public weighmasters,  
14 according to the provisions of chapter 582 of NRS, as may be necessary  
15 to effectuate the purposes of this chapter.  
16 [4.] 5. Public weighmasters' certificates issued in states other than  
17 Nevada, when such certificates bear the seal of such weighmaster, may be  
18 accepted by the director as evidence of the weight of the motor vehicle  
19 for which a license is applied.  
20 SEC. 2. NRS 582.090 is hereby amended to read as follows:  
21 582.090 1. The state sealer of weights and measures shall designate  
22 a reasonable fee to be charged by public weighmasters for weighing. Such  
23 fee shall be retained by the public weighmaster as compensation for his  
24 services.

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ASSEMBLY BILL NO. 88—COMMITTEE ON  
TRANSPORTATION

JANUARY 24, 1973

Referred to Committee on Commerce

SUMMARY—Requires statement of fees for repairs or storage, authorization prior to towing for storage or repairing of a vehicle. Fiscal Note: No. (BDR 43-129)



EXPLANATION—Matter in *italics* is new; matter in brackets [ ] is material to be omitted.

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AN ACT relating to vehicles; requiring written authorization prior to repairing a vehicle, or towing it for storage; requiring a statement of charges when billing; requiring notification to the department of motor vehicles and any person with a property interest in the vehicle prior to enforcing a lien for storage, labor or materials; providing a penalty; and providing other matters properly relating thereto.

*The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:*

1 SECTION 1. Chapter 487 of NRS is hereby amended by adding  
2 thereto a new section which shall read as follows:

3 *As used in this chapter, unless a different meaning clearly appears in*  
4 *the context, "vehicle" means every device in, upon or by which any per-*  
5 *son or property is or may be transported or drawn upon a public highway*  
6 *except devices moved by human power or used exclusively upon station-*  
7 *ary rails.*

8 SEC. 2. NRS 487.035 is hereby amended to read as follows:

9 487.035 1. In every instance where charges are made for the repair  
10 of [an automobile the person] *a vehicle, written authorization must be*  
11 *obtained prior to commencing work or repairs. Any person making such*  
12 *charge shall present to the person [requesting] who requested the repairs*  
13 *or the person entitled to possession of the [automobile] vehicle, a state-*  
14 *ment of the charges containing the following information:*

15 (a) The name and signature of the person authorizing or requesting the  
16 repairs;

17 (b) A statement of the total charges;

18 (c) An itemization and description of all parts used to repair the auto-  
19 mobile indicating the charges made for each part;

20 (d) A statement of the charges made for labor; and

21 (e) A description of all other charges.



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ASSEMBLY BILL NO. 296—MESSRS. WITTENBERG, BARENGO, MRS. GOJACK, MESSRS. MELLO, BANNER, DREYER, SMITH, MISS FOOTE, MESSRS. GLOVER, SMALLEY, MRS. BROOKMAN, MESSRS. FRY, TORVINEN, HUFF, MRS. FORD, MESSRS. CAPURRO, BENNETT, CRAWFORD, ULLOM, SCHOFIELD, VERGIELS, CRADDOCK, HAYES, DEMERS, GETTO AND BREMNER

FEBRUARY 14, 1973

Referred to Committee on Commerce

SUMMARY—Prohibits unauthorized motor vehicle repair and requires cost estimates and statements of charges. Fiscal Note: No. (BDR 52-934)

EXPLANATION—Matter in *italics* is new; matter in brackets [ ] is material to be omitted.

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AN ACT relating to trade regulations and practices; prohibiting unauthorized motor vehicle repair; requiring cost estimates; providing for the return of replaced parts and accessories; restating the itemization of charges requirement; providing for civil relief; providing penalties; and providing other matters properly relating thereto

*The People of the State of Nevada, represented in Senate and Assembly, do enact as follows:*

- 1 SECTION 1. Chapter 598 of NRS is hereby amended by adding  
2 thereto the provisions set forth as sections 2 to 13, inclusive, of this act.  
3 SEC. 2. As used in sections 2 to 13, inclusive, of this act, unless the  
4 context otherwise requires:  
5 1. "Garage" means any business establishment, sole proprietorship,  
6 firm, corporation, association or other legal entity that engages in the  
7 business of repairing, modifying or performing maintenance work on  
8 motor vehicles.  
9 2. "Garageman" means any person who owns, operates, controls or  
10 manages a garage.  
11 3. "Motor Vehicle" means every self-propelled device in, upon or by  
12 which any person is or may be transported or drawn upon a public high-  
13 way, excepting devices used exclusively upon stationary rails or tracks.  
14 4. "Person" means any natural person, corporation, firm, association,  
15 partnership, agent, employee and other legal entity capable of having  
16 legal rights and responsibilities.  
17 SEC. 3. Whenever any garageman accepts or assumes control of a