

**The State of New Jersey
Department of Environmental Protection**

2004 Annual Report

**New Jersey Enhanced Inspection and Maintenance (I/M) Program
Emissions-Related Results From Gasoline-Fueled Motor Vehicles**

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Table of Contents

List of Tables.....	iii
List of Figures.....	iii
List of Appendices.....	iv
Acronyms and Abbreviations.....	v
Executive Summary	1
I. Purpose	3
II. Introduction	4
III. Data Analysis and Reporting	9
A. Test Data Report	11
Total Emissions Inspections	13
Initial Emission Inspections.....	15
OBDII Inspections.....	17
Roadside Inspections.....	24
Emission Re-Inspections	25
Waivers.....	27
Tests With No Known Final Outcome	29
Emissions Repair	31
Program Evaluation Testing.....	33
B. Quality Assurance Report.....	34
C. Quality Control Report	38
D. Enforcement Report.....	42

List of Tables

Table 1: Year 2004 Key Statistics	2
Table 2: New Jersey's Centralized Inspection Facilities	6
Table 3: Total Emissions Inspections	13
Table 4: Initial Pass and Fail Rates by Emission Test Type	16
Table 5: Initial Pass/Fail Summary by OBDII Test Component	20
Table 6: Comparison of Initial OBDII and Gas Cap Test Results	21
Table 7: OBDII Malfunction Indicator Light (MIL) Test Results.....	22
Table 8: Roadside Inspections	24
Table 9: Initially Failed Tests Failing/Passing First Retest by Emission Test Type	26
Table 10: Initially Failed Vehicles Passing Second or Subsequent Retest by Emission Test Type	26
Table 11: Waiver Report by Model Year and Vehicle Type	28
Table 12: Initially Failed Tests with No Known Final Outcome by Test Type	29
Table 13: Tests With No Known Final Outcome.....	30
Table 14: First Retest Fail/Pass Rates by Emission Test Type	31
Table 15: Emission Reductions from Repair of Vehicles Initially Failing the ASM5015 Exhaust Emissions Test.....	32
Table 16: Overt Performance Audits	34
Table 17: Covert Performance Audits	35
Table 18: False Pass Results From Covert Performance Audits	36
Table 19: Overall Covert Performance Audit Results	36
Table 20: Fines and Hearings	37
Table 21: Decentralized Initial Equipment Audit Summary.....	39
Table 22: Centralized Initial Equipment Audit Summary	40
Table 23: CIF Initial Equipment Audit Pass/Fail Rates by Station	41
Table 24: Inspection Sticker Enforcement.....	43

List of Figures

Figure 1: New Jersey Inspection and Maintenance Facilities.....	7
Figure 2: Total Emissions Inspections – Centralized/Decentralized Split	14

List of Appendices

Appendix I Test Data Report Tables and Figures

Part A	Total Emission Inspections
Part B	Initial Emission Test Volume & Failure Rate by Model Year and Station Type
Part C	Initial Emission Test Volume & Failure Rate by Centralized Inspection Facility
Part D	Initial Emission Inspection Volume by Model Year and Vehicle Type
Part E	Initial Emission Inspection Failures by Test Type
Part F	On-Board Diagnostics II (OBDII) Inspections
Part G	Initially Failed Vehicles Passing/Failing Emission Inspection First Retest by Test Type
Part H	Initially Failed Vehicles Passing Second or Subsequent Emission Inspection Retest by Test Type
Part I	Waivers
Part J	Tests With No Known Final Outcome
Part K	First Retest Emission Inspection Passes and Failures by Test Type
Part L	Average Change in Vehicle Emission Levels After Repairs

Appendix II Create Date Report

Appendix III Centralized Inspection Facility Equipment Audit Report

Appendix IV Compliance Sticker Survey Report

Appendix V USEPA's "Performing Onboard Diagnostic System Checks as Part of a Vehicle Inspection and Maintenance Program", June 2001, Available Electronically Upon Request

Acronyms and Abbreviations

ASM	Acceleration Simulation Mode
CIF	Centralized Inspection Facility
CO	Carbon monoxide
ERF	Emission Repair Facility
ERT	Emission Repair Technician
Fed. Reg.	Federal Register
HC	Hydrocarbons
I/M	Inspection and Maintenance
MIT	Mobile Inspection Team
MY	Model Year
NAAQS	National Ambient Air Quality Standards
NJDEP	New Jersey Department of Environmental Protection
NJMVC	New Jersey Motor Vehicle Commission
NJDOT	New Jersey Department of Transportation
NO	Nitric Oxide
NO _x	Oxides of Nitrogen
OBDII	On-Board Diagnostics Generation II
PIF	Private Inspection Facility
PFF	Private Fleet Facility
ppm	parts per million
RPM	Revolutions per Minute
SIP	State Implementation Plan
SIF	Specialty Inspection Facility
USEPA	United States Environmental Protection Agency
VID	Vehicle Inspection Database
VIN	Vehicle Identification Number
VOC	Volatile Organic Compounds

Executive Summary

This report fulfills the annual reporting requirements at 40 CFR 51.366, the data analysis and reporting section of the United States Environmental Protection Agency's (USEPA's) final rule on inspection and maintenance program requirements, revised July 1, 2004. This report covers calendar year 2004 (January 1, 2004 through December 31, 2004). It is specific to the emissions portion of the State's enhanced Inspection and Maintenance (I/M) program; no statistical information on the safety portion of the State's inspection program is included.

The report provides summary statistics and evaluations of the following four data reporting areas: test data, quality assurance, quality control, and enforcement. The test data section includes information on the number and types of inspections performed at both the centralized network and the decentralized network, and the final outcomes of those inspections. The quality assurance and quality control sections present data and results of inspector performance audits and inspection equipment audits for both the centralized and decentralized networks. Finally, the enforcement section provides a description of New Jersey's program enforcement measures and the results of program compliance surveys.

A summary of the key statistics of each of the above reporting areas for the year 2004 is presented in Table 1.

Table 1: Year 2004 Key Statistics

Number of Total Emission Inspections	2,563,675
Total Emission Inspections – Centralized/Decentralized Split	72%/28%
Total Emission Inspections – Initial/Reinspection Split	78%/22%
Number of Initial Emission Inspections	1,990,506
Overall Initial Emission Failure Rate	13.2%
Centralized Initial Emission Failure Rate	13.6%
Decentralized Initial Emission Failure Rate	11.7%
OBDII 1 st Retest Pass Rate	80.2%
ASM 1 st Retest Pass Rate	77.6%
Emission Reductions from Repairing to the ASM5015 Exhaust Emissions Test	
Hydrocarbons (HC)	54.1%
Carbon Monoxide (CO)	63.6%
Nitrogen Oxides (NOx)	43.7%
Number of Waivers Issued	129
Waiver Rate (as % of Initial Emission Inspections)	0.006%
Sticker Compliance Rate	95.8%
Overall CIF Covert Performance Audit Fail Rate*	18.2%
Overall PIF Covert Performance Audit Fail Rate*	40.6%
CIF Equipment Audit Fail Rate	27.0%
PIF Equipment Audit Fail Rate	17.0%

* An overall covert performance audit includes safety and credentials components in addition to emissions.

I. Purpose

This report fulfills the annual reporting requirements at 40 CFR 51.366, the data analysis and reporting section of the United States Environmental Protection Agency's (USEPA's) rule on inspection and maintenance program requirements, revised July 1, 2004.

40 CFR 51.366 was designed to allow for monitoring and evaluation of the program by program management and the USEPA. It also provides a basis for reporting various information on the types of program activities performed and their final outcomes. This information includes summary statistics and evaluations of the enforcement mechanisms, the quality assurance system, the quality control program, and the testing element. This report covers calendar year 2004 (January 1, 2004 through December 31, 2004).

II. Introduction

In accordance with the requirements of the Clean Air Act, the State of New Jersey implemented an enhanced inspection and maintenance (I/M) program on December 13, 1999. At that time, the enhanced I/M program was designed to detect gasoline-fueled motor vehicles operating with excessive emissions under test conditions that represented more realistic driving conditions compared to New Jersey's previous basic I/M program, through implementation of a dynamometer-based tailpipe test known as the Acceleration Simulation Mode 5015 (ASM5015). In addition, the ASM5015 test inspected vehicles to detect excess emissions of nitric oxide (NO), a pollutant that was not measured as part of the basic I/M program. Oxides of nitrogen (NO_x) and volatile organic compounds (VOCs¹) are precursors to the formation of ozone.

The Clean Air Act also requires I/M programs to incorporate on-board diagnostic (OBD) testing as part of vehicle emission testing. All model year 1996 and newer light-duty vehicles and trucks have an advanced powertrain control computer which uses second generation OBD technology (OBDII) to manage and monitor the operation of the engine and transmission. The OBDII system monitors virtually every component that can affect the emission performance of the vehicle. If a problem is detected, the OBDII system illuminates a warning lamp on the vehicle instrument panel (Malfunction Indicator Light, or MIL) to alert the driver. The system will also store important information (Diagnostic Trouble Codes, or DTCs) about the detected malfunction so that a repair technician can accurately find and fix the problem.

States were originally required by the USEPA to begin OBDII testing on January 1, 2002, but states that showed good cause were allowed up to an additional 12 months delay. This flexibility was granted to states to better meet local needs, to update requirements based upon technological advances, and to optimize program efficiency and cost effectiveness.

New Jersey conducted OBDII pilot testing on vehicles of model year 1996 and newer from March through May of 2003 and July through August 3, 2003. Although vehicles that failed the OBDII pilot test were given an automatic pass for that portion of the emissions inspection, motorists were made aware of any failures found and advised to make repairs. This OBDII pilot testing effort was instrumental in the resulting relatively smooth transition to official OBDII testing that New Jersey experienced.

On August 4, 2003, through a model year phase-in approach, official OBDII testing of model year 1998 and newer vehicles began. Official OBDII testing of vehicles of model

¹ VOCs are a subset of the hydrocarbons (HCs) category of pollutants, and HCs are directly measured by the enhanced I/M test analyzers. Similarly, nitric oxide (NO), a subset of the NO_x category of pollutants, is measured by the enhanced I/M test analyzers.

year 1996 and 1997 began on January 12, 2004².

New Jersey's enhanced I/M program is biennial, requiring vehicles to be inspected once every other year. In addition, the first four model years (i.e. new vehicles) are exempt from inspection in any given year.

The enhanced I/M program network design in New Jersey is a hybrid system with both centralized (test-only) and decentralized (test-and-repair) inspection facilities. Parsons, a private company under contract with the State, operates the centralized portion of the inspection network (centralized inspection facilities or CIFs) for the State.

There are 31 CIFs located throughout the State, consisting of a combined total of 124 inspection lanes. Of these 124 inspection lanes, one is also capable of the inspection of All Wheel Drive (AWD) vehicles using an Acceleration Simulation Mode (ASM) 5015 exhaust emission test, and three lanes are also adapted for and switchable to Mass Emission Transient Testing (METT) for program evaluation purposes.

In addition, the State has three (3) specialty sites (Specialty Inspection Facilities, or SIFs), consisting of one lane each. These are where specialized inspections are conducted and customer disputes are resolved. These specialty sites are run by the State and are not in general use for inspection purposes.

The 31 CIFs range from individual one-lane stations (of which there are four (4) in the State) to one eight (8) lane station. Table 2 lists each of the centralized facilities within the State and the total number of lanes in each facility.

² Some 2004 and newer model year vehicles use the Controller Area Network (CAN) OBDII protocol. As the State's OBDII testing equipment was unable to communicate with CAN protocol vehicles in the year 2004, the OBDII test on these vehicles was bypassed to an ASM5015 tailpipe emissions test throughout the entire year.

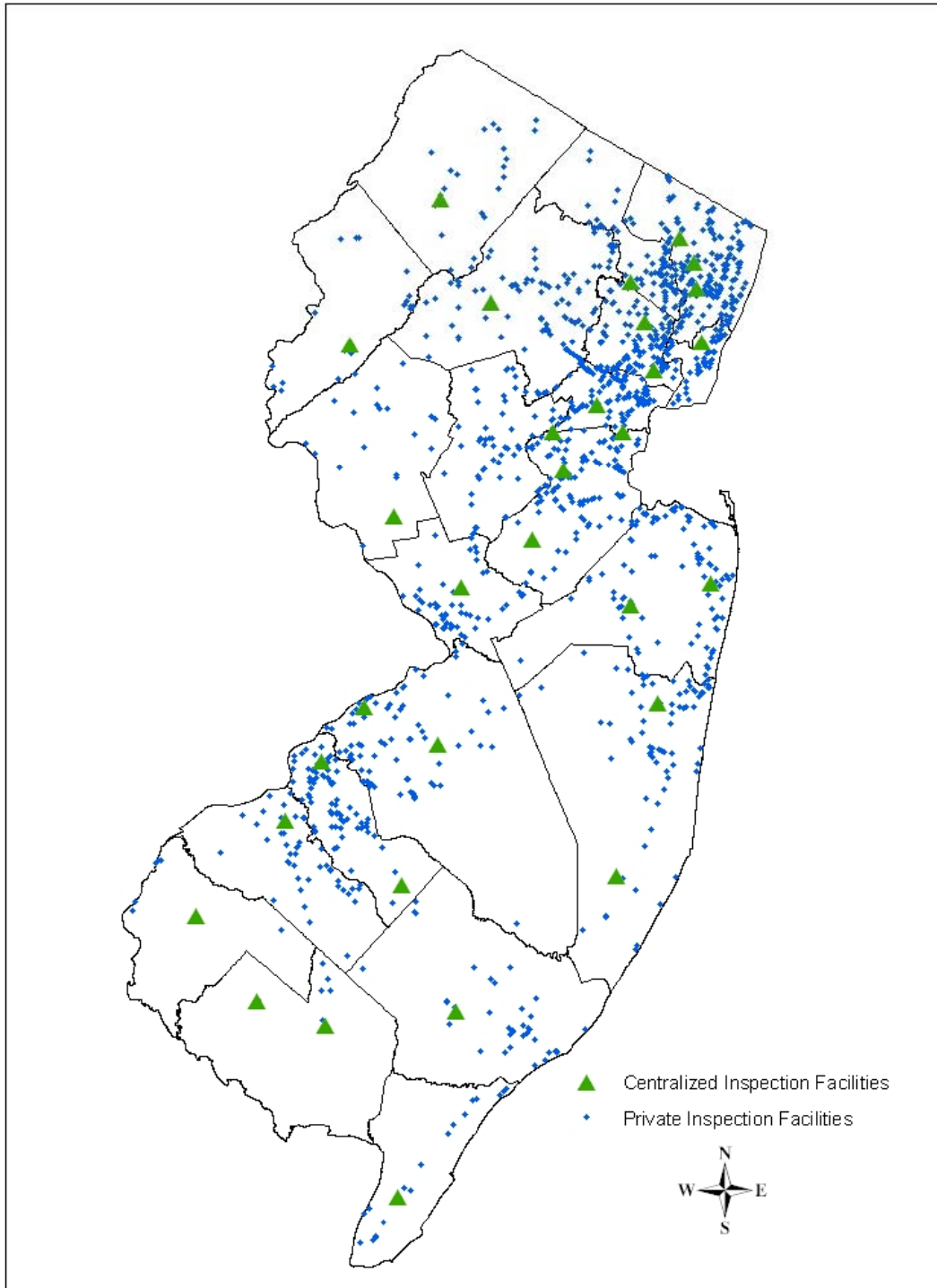
Table 2: New Jersey's Centralized Inspection Facilities

Centralized Inspection Facility	# of Lanes
Baker's Basin	6
Bridgeton	1
Cape May	1
Cherry Hill	6
Delanco	3
Deptford	4
Eatontown	6
Flemington	3
Freehold	6
Kilmer	6
Lakewood	6
Lodi	5
Manahawkin	3
Mays Landing	4
Millville	2
Montclair	2
Newark	5
Newton	2
Paramus	5
Plainfield	3
Rahway	6
Randolph	6
Ridgewood	2
Salem	1
Secaucus	6
South Brunswick	6
Southampton	4
Washington	1
Wayne	8
Westfield	2
Winslow	3
Total	124

The decentralized network is comprised of privately owned and operated Private Inspection Facilities (PIFs) and Private Fleet Facilities (PFFs) that are licensed by the New Jersey Motor Vehicle Commission (NJMVC) to perform vehicle inspections. The PFFs perform inspections only on their own fleet of vehicles, while the PIFs perform inspections on citizens' vehicles. In 2004, there were 1,403 decentralized facilities operating in the State at some point during the year, and 29 operating only a portion of the year.

Figure 1 shows the locations of the CIFs and PIFs in New Jersey.

Figure 1: New Jersey Inspection and Maintenance Facilities



In addition, the NJMVC registers Emission Repair Facilities (ERFs) to perform emission-related repairs on vehicles that fail the emissions portion of the enhanced I/M test. All such emission failure-related repairs must be made by an ERF and are recorded to the Vehicle Inspection Database (VID) upon re-inspection. An ERF is required to have at least one certified Emission Repair Technician (ERT), specially trained in motor vehicle emissions repair, to perform or supervise these repairs. Alternatively, vehicle owners are permitted to make repairs to their own vehicles for reinspection purposes.

As of December 31, 2004, there were 1,914 registered ERFs. In addition, 1,403 licensed PIFs and 77 licensed PFFs remained active. Of all these facilities, 1,217 were registered and licensed as both ERFs and PIFs. Alternatively, 186 facilities were licensed only as PIFs, while 697 were registered only as ERFs.

The CIF/PIF hybrid network provides New Jersey's motorists a choice as to where to have their vehicles inspected, and if necessary, re-inspected. In calendar year 2004, the CIFs performed 1,839,140 emission inspections, or approximately 72 percent of the over 2.5 million total emission inspections performed. The PIFs performed 706,753 emission inspections, or approximately 28 percent of the total emission inspections performed.

The total emission inspection volume includes initial inspections and re-inspections for those vehicles that failed either their initial inspection or a subsequent re-inspection. Also included are roadside inspections of vehicles by NJMVC's Mobile Inspection Teams (MITs), and the inspection of vehicles that failed an on-road inspection and are required to be repaired and re-inspected at a licensed inspection facility as a result of that on-road failure.

For more detailed statistics regarding the inspections performed during the year 2004, please refer to Section III.A. – Test Data Report, and Appendix I – Test Data Report Tables and Figures.

III. Data Analysis and Reporting

New Jersey's enhanced I/M program is biennial, requiring vehicles to be inspected once every other year. In addition, the first four model years (i.e. new vehicles) are exempt from inspection in any given year.

The biennial test frequency was initially implemented at enhanced program startup in 1999 by requiring all odd model year vehicles to be inspected in the odd calendar years and all even model year vehicles to be inspected in the even calendar years. The result is a "sawtooth" effect whenever the program's statistical data is graphically presented by model year. For the year 2004 data, the "sawtooth" effect is evident in the fact that the even model years have a significantly higher inspection volume than the odd model years (see Appendix I, Part D, Figure D-2).

In addition, the data presented in this document and its appendices is based on "create date" rather than actual "test date." This means that the data is sorted by the date it was received by the Vehicle Inspection Database (VID) rather than by the actual date the inspection was performed. In most cases, this date is the same. In fact, for the CIFs, which are on-line to the VID continuously when in operation, there are very few cases where the dates differ, and these are cases where there were VID interruptions with the CIF. However, it is possible for a PIF to perform a series of inspections without transmitting those inspection results to the VID immediately.³ As demonstrated by the monthly reports in Appendix II⁴, the number of inspection facilities not transmitting inspection records to the VID on the same date the inspection was performed is minimal.

Various anomalies also exist within the data itself. Most of these anomalies are the result of how the data is summarized and queried for use in this report. For instance, some discrepancies in the totals presented in this section may be the result of how the State retrieves data from the VID. If the inspector is unable to determine any piece of information about a vehicle at the time of inspection, the system is designed to leave that field in the inspection record blank. For example, if the vehicle category (LDGV, LDGT1, etc.) cannot be determined, the vehicle category field is left blank, but the remainder of the record containing the inspection results remains valid. However, if the field requested as part of the query is invalid or null (that is, the field is blank) for any given inspection record, the retrieval process ignores that record as not existing for the purposes of that specific query. If the system was then queried using another set of criteria (for example, inspection type - initial, re-inspection, etc.) for which the record had information, it would

³ The VID has a parameter for each PIF that sets a limit based on time and number of inspections. If this limit is exceeded, the PIF is locked out until records are transmitted. Through the year 2004, this parameter has never been changed for any PIF, nor has any PIF been locked out for a violation of this default setting.

⁴ Appendix II contains monthly reports that show: 1) the number of inspection facilities with create dates greater than or equal to 24 hours (1 day) from the test date, and 2) those facilities with create dates greater than or equal to 120 hours (5 days) from the test date.

be included in this query result. Therefore, depending on which field one selects for a query, the total numbers will vary slightly.

In addition to the query anomalies, certain reports have summaries that do not match due to the report architecture. For example, the sum of the emission component test failures is usually greater than the total number of emissions inspections because one emissions inspection can produce multiple component test failures.

However, a scenario occurs when analyzing reinspections that may cause the sum of the emission component tests to actually be lower than the total number of emissions inspections. The overall number of initial emission inspection failures includes those vehicles that failed the emission inspection automatically due to a safety reason (i.e. unsafe tires for an ASM5015 test) which inhibited emission testing. These vehicles will not receive any type of emission test until a passing subsequent inspection which rectifies the safety prohibition. When the initial inspection data is broken down by test type, these failures are not included, since they never received an emission test during the initial inspection.

Another factor affecting the reinspection results is that those vehicles that are “unclassified” (i.e. model year or vehicle type) at their initial inspection are often, upon reinspection, re-classified into the correct model year or vehicle type. This sometimes causes the retest pass rate to exceed 100%, which we have capped at 100% in the applicable tables in this report.

40 CFR 51.366 of the USEPA's final rule for the implementation of an enhanced I/M program covers data analysis and reporting. Specifically, this section requires the submission of annual reports to the USEPA to allow for monitoring and evaluation of the program. These reports must provide information regarding the types of program activities performed and their final outcomes, including summary statistics and effectiveness evaluations of the enforcement mechanism, the quality assurance system, the quality control program, and the testing elements. 40 CFR 51.366 is divided into four (4) data reporting areas: test data, quality assurance, quality control, and enforcement. As such, the remainder of this report discusses each of the areas in detail.

A. Test Data Report

This report includes statistical data from the fifth year of operation of New Jersey's enhanced gasoline-fueled I/M program. The report includes information on the number and types of inspections performed at both the centralized network and the decentralized network, and the final outcomes of these inspections. This report is specific to the emissions portion of the State's I/M program; no statistical information on the safety portion of the State's inspection program is included in this report.

Many of the inspection results in this report are presented by vehicle type. For the purpose of this analysis, the gasoline-fueled vehicle type categories are as follows:

Light-Duty Gasoline-Fueled Vehicles (LDGVs): vehicles fueled on gasoline, which have a Gross Vehicle Weight Rating (GVWR), up to 8500 lb. (passenger cars).

Light-Duty Gasoline-Fueled Trucks 1 (LDGT1s): trucks fueled on gasoline, which have a GVWR up to 6000 lb. (e.g., pick-ups, minivans, passenger vans, and sport-utility vehicles).

Light-Duty Gasoline-Fueled Trucks 2 (LDGT2s): trucks fueled on gasoline that have a GVWR of 6001-8500 lb. (heavier version of LDGT1s; the categories are modeled separately because numerically different emission standards are established under the Clean Air Act (CAA) for LDGT1s and LDGT2s).

Heavy-Duty Gasoline-Fueled Vehicles (HDGVs): vehicles fueled on gasoline which have a GVWR of 8501 lb. and higher and are equipped with heavy-duty gas engines.

There are four types of emission-related tests performed in New Jersey. They are the OBDII test, which is predictive and does not measure exhaust pollutants, and the three tailpipe exhaust emissions tests - the ASM5015 test, the 2500 revolutions per minute (RPM) test, and the idle test.

The OBDII test was implemented in New Jersey on August 4, 2003 for all model year 1998 and newer LDGVs, LDGT1s, and LDGT2s. OBDII testing of model year 1996 and 1997 LDGVs, LDGT1s, and LDGT2s began on January 12, 2004. Additionally, the first four model years (i.e. new vehicles) in any given year are exempt from inspection.

The ASM5015 test is performed on all model year 1981 through 1995 LDGVs, LDGT1s, and LDGT2s that are amenable to dynamometer testing. In addition, LDGVs, LDGT1s, and LDGT2s of model year 1996 and newer that are unable to be OBDII-tested (i.e. OBDII bypasses) are ASM5015-tested. The ASM5015 exhaust emission test measures vehicle tailpipe emissions of hydrocarbons (HC), carbon monoxide (CO) and nitric oxide

(NO) while the vehicle is driven on a dynamometer under load at a steady state speed of 15 mph.

The 2500 RPM test is performed on those model year 1981 through 1995 LDGVs, LDGT1s, and LDGT2s that are not amenable to dynamometer testing (i.e., full time four wheel drive vehicles or vehicles with non-switchable traction control). This test measures vehicle tailpipe emissions of HC and CO while the vehicle's engine is not in gear and the engine speed is increased from idle to 2500 RPM.

Finally, the idle test is performed on pre-1981 LDGVs, LDGT1s, and LDGT2s, as well as all HDGVs regardless of model year. The idle test measures vehicle tailpipe emissions of HC and CO while the engine idles. The idle test is the test that was previously given to all vehicles under the State's basic I/M program prior to December 13, 1999.

The remainder of this section is divided into separate topics: total emission inspections, initial emission inspections, OBDII inspections, random roadside inspections, emission re-inspections, waivers, tests with no known final outcome, emission repairs, and program evaluation testing. Each of these topics presents data and figures representing inspection volumes and percentages for the year 2004.

Total Emissions Inspections

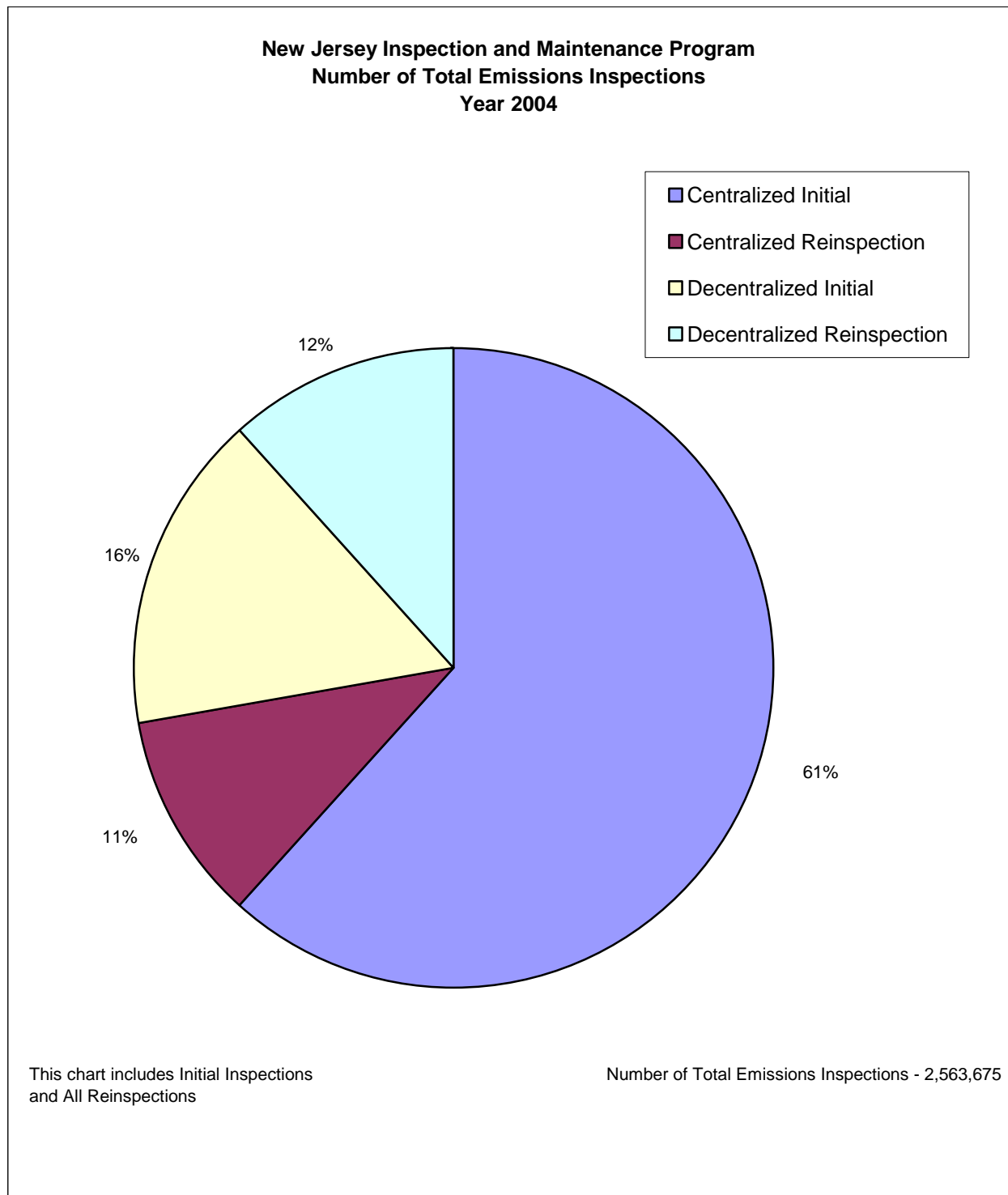
There were 2,563,675 total emissions inspections performed in New Jersey during calendar year 2004. This includes initial inspections and all re-inspections. Of the total emissions inspections performed, 1,990,506 (77.6 percent) were initial inspections, and 573,169 (22.4 percent) were re-inspections (first re-inspections and second and subsequent re-inspections). Table 3 provides a detailed summary of the total emissions inspections performed.

Table 3: Total Emissions Inspections

Test Station	Data	Initial	Reinspection	Grand Total
Centralized Inspection Facility	# of Inspections	1,569,396	269,744	1,839,140
	# Fail	211,739	64,684	276,423
	# Pass	1,357,657	205,060	1,562,717
Private Inspection Facility	# of Inspections	405,575	301,178	706,753
	# Fail	47,655	24,678	72,333
	# Pass	357,920	276,500	634,420
Private Fleet Facility	# of Inspections	5,111	938	6,049
	# Fail	339	129	468
	# Pass	4,772	809	5,581
Specialty Inspection Facility	# of Inspections	41	112	153
	# Fail	12	35	47
	# Pass	29	77	106
Mobile Inspection Team	# of Inspections	10,383	1,197	11,580
	# Fail	2,382	498	2,880
	# Pass	8,001	699	8,700
Total # of inspections		1,990,506	573,169	2,563,675
Total # Fail		262,127	90,024	352,151
Total # Pass		1,728,379	483,145	2,211,524
% of Grand Total # of Inspections		77.6%	22.4%	

Of the total number of emissions inspections, 1,850,873 (72.2 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 712,802 (27.8 percent) were performed by the decentralized network (PIFs and PFFs). A graphical representation of this centralized/decentralized split is shown in Figure 2.

Figure 2: Total Emissions Inspections – Centralized/Decentralized Split



Initial Emission Inspections

Initial overall emission inspection results by model year and station type for the year 2004 are shown in Appendix I – Part B. There were 1,990,506 initial overall emission inspections conducted in New Jersey in the year 2004. Of the total number of initial overall emission inspections, 1,579,800 (79.4%) were performed by the centralized network, while the remaining 410,706 (20.6%) were performed by the decentralized network.

The initial overall emission failure rate for the entire network was 13.2%. The centralized initial overall emission failure rate was 13.6% and the decentralized initial overall emission failure rate was 11.7%.

A further look at the initial overall emission inspection results by each individual CIF is presented in Appendix I – Part C. The initial overall emission failure rates at the CIFs ranged from 7.5% (Ridgewood) to 22.0% (Newark). The highest volume CIF was Wayne (eight lanes), with a total of 90,048 initial overall emission inspections and a 12.1% initial overall emission failure rate, and the lowest was Bridgeton (one lane), with a total of 12,251 initial overall emission inspections and an 18.0% initial overall emission failure rate.

A breakdown of the initial emission inspection volume by model year and vehicle type is presented in Appendix I – Part D. The initial emission inspection volume consisted of:

1,288,259 (64.7%) LDGVs,
492,226 (24.7%) LDGT1s,
147,013 (7.4%) LDGT2s,
50,457 (2.5%) HDGVs, and
12,551 (0.6%) vehicles of unknown type⁵

An overall emission inspection consists of several components. These components include an OBDII test or a tailpipe exhaust emission test (ASM5015, 2500 RPM, or idle), and three additional emission-related tests that vehicles may be subjected to. The three additional emission-related tests are a visual anti-tampering inspection (also called the catalytic converter check), a visible smoke inspection, and an evaporative gas cap inspection.

The visual anti-tampering inspection, or catalytic converter check, is performed on all 1975 and later model year vehicles originally equipped with a catalytic converter. It is designed to ensure the presence of a catalytic converter. The visible smoke inspection is

⁵ Vehicles of unknown type are those whose classification could not be clearly determined from the data. This occurs mainly due to a software discrepancy between the vehicle weight class and the registration database.

performed on all gasoline-fueled vehicles, regardless of model year, and checks for the presence of any visible continuous smoke emitted from either the tailpipe or the crankcase. The evaporative gas cap inspection is performed on all 1971 and later vehicles originally equipped with a sealed gas cap. This test is designed to detect any leaks in the gas cap itself or the cap seal by pressurizing the cap and monitoring the pressure decay or flow rate over time.

Of the 1,990,506 initial overall emission inspections, 1,728,379 (86.8%) passed, while 262,127 (13.2%) failed at least one emission inspection component. Table 4 shows the number of passes and pass rate and the number of failures and fail rate for each initial emission inspection test type. As some initial overall emission inspections resulted in multiple test type failures, Table 4 reflects multiple counting of any such inspection.

Table 4: Initial Pass and Fail Rates by Emission Test Type

Test Type	# Pass	Pass Rate	# Fail	Fail Rate
OBDII	1,092,624	92.7%	85,853	7.3%
ASM5015	577,849	87.5%	82,432	12.5%
2500 RPM	34,149	86.4%	5,391	13.6%
Idle	70,449	90.4%	7,492	9.6%
Gas Cap	1,898,698	97.1%	55,732	2.9%
Catalytic Converter	1,975,072	99.95%	928	0.05%
Visible Smoke	1,974,237	99.2%	15,763	0.8%

More detailed information on the initial emission inspection passes and failures by test type is presented by model year and vehicle type in Appendix I – Part E.

OBDII Inspections

OBDII testing of model year 1998 and newer LDGVs, LDGT1s, and LDGT2s was implemented on August 4, 2003, and OBDII testing of model year 1996 and 1997 LDGVs, LDGT1s, and LDGT2s was implemented on January 12, 2004⁶.

The OBDII system monitors virtually every component that can affect the emission performance of the vehicle. If a problem is detected, the OBDII system illuminates a warning lamp (Malfunction Indicator Light, or MIL) on the vehicle instrument panel to alert the driver. The system will also store important information (Diagnostic Trouble Codes, or DTCs) about the detected malfunction so that a repair technician can accurately find and fix the problem.

The OBDII test allows inspectors to read a vehicle's OBDII computer to determine if there have been any malfunctions in the emissions-related systems, and replaces the traditional tailpipe emissions test for these vehicles. The OBDII test also ensures that the OBDII system itself is functioning properly.

Components of the OBDII Test

The OBDII test encompasses a visual check of the dashboard display function and status and an electronic examination of the OBDII computer itself. It consists of the following individual components: the Malfunction Indicator Light (MIL) bulb check, the data link connector (DLC) status, the vehicle readiness status, the MIL status (whether commanded on or off), and the Diagnostic Trouble Codes (DTCs) check for those vehicles with MILs commanded on.

In New Jersey, the DLC status is checked first; if the DLC is damaged, missing, or obstructed, the motor vehicle has failed the OBDII test. If the DLC is present and accessible, the OBDII analyzer is connected to the DLC with the motor vehicle's engine turned off. The MIL bulb check test is then performed by briefly turning the motor vehicle ignition system to the Key On Engine Off (KOEO) position. If the MIL is not functional, the motor vehicle has failed the OBDII test.

For the remainder of the OBDII test, the motor vehicle is then started and left running (Key On Engine Running, or KOER) to allow the OBDII analyzer to attempt to communicate with the motor vehicle's OBDII system. If the analyzer cannot successfully communicate with the motor vehicle's OBDII system, the motor vehicle has failed the OBDII test. There are some vehicles of certain makes and models that have known

⁶ Some 2004 and newer model year vehicles use the Controller Area Network (CAN) OBDII protocol. As the State's OBDII testing equipment was unable to communicate with CAN protocol vehicles in the year 2004, the OBDII test on these vehicles was bypassed to an ASM5015 tailpipe emissions test throughout the entire year.

OBDII communication problems. These vehicles are exempt from OBDII testing and instead are given an ASM5015 tailpipe emissions test. This is explained in more detail further in this section.

If the OBDII analyzer successfully communicates with the motor vehicle OBDII system, it will then retrieve stored information relating to the identification of the motor vehicle and any malfunctions recorded by the OBDII system. If the analyzer determines that the OBDII system or the motor vehicle is malfunctioning, the motor vehicle has failed the OBDII test. During this component of the OBDII test, the MIL command status is the ultimate determinant of pass/fail status. If the MIL status (as indicated by the OBDII analyzer) is commanded on, the motor vehicle has failed the OBDII test. If a vehicle has DTCs present and the MIL status (as indicated by the OBDII analyzer) is commanded off, the motor vehicle does not fail the OBDII test.

If the analyzer indicates that the motor vehicle does not meet the USEPA's criteria for "readiness", that is, if the vehicle's OBDII system does not indicate that the critical number of supported readiness monitors have been set, the motor vehicle is deemed "not ready" for an OBDII test and has failed the OBDII test. There are certain makes and models of vehicles that have known readiness problems. These vehicles are exempt from the readiness component of the OBDII test, but still subject to all of the other components of the OBDII test. This is explained in more detail further in this section.

If the analyzer indicates that the motor vehicle is deemed "ready" and determines that all components of the OBDII system are functioning properly, and the OBDII system is not indicating any malfunctions of the motor vehicle, then the motor vehicle has passed the OBDII test.

Exemptions from Readiness and/or OBDII

The OBDII system monitors the status of up to eleven emission control related subsystems by performing either continuous or periodic functional tests of specific components and vehicle conditions. The periodic, or non-continuous, monitors only run after a certain set of conditions has been met. The algorithms for running these non-continuous monitors are unique to each motor vehicle manufacturer and involve such things as ambient temperature as well as driving conditions.

When a motor vehicle is OBDII-tested, these monitors can appear as either "ready" (the monitor has been evaluated), "not ready" (the monitor has not been evaluated), or "not applicable" (the motor vehicle is not equipped with the monitor in question).

In New Jersey, the USEPA's document "Performing Onboard Diagnostic System Checks as Part of a Vehicle Inspection and Maintenance Program", June 2001, (see Appendix V) is followed. This guidance allows two monitors to be "not ready" for model year 1996

through 2000 motor vehicles and one monitor to be “not ready” for model year 2001 and newer motor vehicles. Motor vehicles not ready fail the OBDII test.

For those OBDII motor vehicles with known readiness problems (from USEPA OBDII guidance), New Jersey maintains a lookup table on the inspection analyzers that will ignore readiness status on those vehicles. Motor vehicles exempted from readiness still get an OBDII test, but the readiness result is ignored.

This lookup table is also used to exempt motor vehicles with known communications problems from the OBDII test. For those vehicles unable to communicate, the MIL itself, rather than the MIL command status, is used to determine pass/fail status. If the MIL illuminates continuously or flashes in KOER position, the vehicle has failed the OBDII test. Otherwise, the vehicle will get the ASM5015 tailpipe exhaust emissions test.

New Jersey also has mechanisms available to the centralized (CIF) and decentralized (PIF) networks to manually "bypass" the OBDII test (and run an ASM5015 test) for those motor vehicles that they have demonstrated they can't get ready or can't communicate with. For the PIF network, each time the bypass is used, the PIF Inspector is required to fill out and fax an OBDII Bypass Form to the NJDEP explaining why it was used. The NJDEP monitors the bypasses closely to ensure that it is not widely abused.

During the year 2004, there were 3,983 OBDII tests bypassed by the PIF network, which is approximately 0.34% of the total number of initial OBDII tests. Of these, 3 were bypassed to an idle test which all passed, 806 were bypassed to the 2500 RPM test and resulted in a 5.0% failure rate, and 3,174 were bypassed to the ASM5015 test, resulting in a 6.2% failure rate. The overall failure rate for PIF bypasses was 6.0%.

A slightly modified bypass option is available to the CIF Inspectors who don't have the time and diagnostic tools to verify communications, run drive cycles, etc. like a PIF garage can. Most of the OBDII tests bypassed by the CIF network were 2004 and newer model year vehicles that use the Controller Area Network (CAN) OBDII protocol. As the State's OBDII testing equipment was unable to communicate with CAN protocol vehicles in the year 2004, the OBDII test on these vehicles was automatically bypassed to an ASM5015 tailpipe emissions test. Other non-CAN-related bypasses for the CIF network are handled by telephone between the State and its centralized contractor, Parsons, on a real time case-by-case basis.

In the year 2004, there were 6,534 OBDII tests bypassed by the CIF network, which is approximately 0.55% of the total number of initial OBDII tests. Of these, 470 were bypassed to the 2500 RPM test and resulted in a 0.4% failure rate, and 6,064 were bypassed to the ASM5015 test, resulting in a 1.8% failure rate. The overall failure rate for the CIF bypasses was 1.7%. This low failure rate is due to the high percentage of new model year vehicles that were bypassed.

These bypass mechanisms for the PIF and CIF networks serve as acceptable alternative inspection methods for the undocumented and one-of-a-kind OBDII problem vehicles, and allow the State to look for pattern communications problems with certain vehicles or analyzers.

Summary of OBDII Test Data

There were a total of 1,178,477 initial OBDII tests in the year 2004. Of these, 1,161,185 (98.5%) passed either initially or a first or subsequent retest, and approximately 17,292 (1.5%) failed and dropped out of the inspection cycle without ever having passed. This information is presented in more detail by model year and vehicle type in Appendix I - Part F, Table F-1.

As stated earlier, an OBDII test encompasses several different test components. These include the bulb check, the key-on-engine-running (KOER) MIL check, the DLC check, the communications check, the MIL command status, and the readiness status. Of the 1,178,477 initial overall OBDII tests, 1,092,624 (92.7%) passed, while 85,853 (7.3%) failed at least one OBDII test component. Table 5 shows the initial pass/fail summary for the overall OBDII test and for each individual component of the OBDII test. As some initial overall OBDII tests resulted in multiple OBDII component failures, Table 5 reflects multiple counting of any such test.

Table 5: Initial Pass/Fail Summary by OBDII Test Component

Component	# Initial Tests	# Pass	Pass Rate	# Fail	Fail Rate
Overall	1,178,477	1,092,624	92.7%	85,853	7.3%
Bulb Check	1,178,477	1,169,785	99.3%	8,692	0.7%
KOER MIL Check	994,053	960,132	96.6%	33,921	3.4%
DLC Check	1,178,477	1,175,595	99.8%	2,882	0.2%
Communication	1,167,348	1,161,875	99.5%	5,473	0.5%
Readiness Status	1,161,904	1,137,804	97.9%	24,100	2.1%
MIL Command Status	1,161,384	1,106,804	95.3%	54,580	4.7%

In Table 5, the number of initial KOER MIL checks is less than the number of overall initial OBDII tests due to a disparity in how this check is performed in the CIF versus PIF software. At CIFs, the KOER MIL check is always performed as a matter of procedure as directed by the software. At the PIFs, the KOER MIL check is only performed when certain other OBDII conditions are met, such as communications failure or exempt from OBDII. Therefore, all CIF OBDII records should have a KOER MIL check result, but most PIF records will not. This is not an error, but is a design difference resulting from the operational needs of the CIFs.

The number of initial communication checks is also less than the number of overall initial OBDII tests because there are some vehicles of certain makes and models that have known OBDII communications problems and are therefore exempt from the communications, MIL command status, and readiness components of the OBDII test. These vehicles are given an ASM5015 tailpipe emissions test as long as they passed the KOER MIL check component of the OBDII test.

A final nuance in Table 5 is that the number of initial readiness checks would normally equal the number of initial MIL command status checks. However, in the year 2004, the inspection software generated an automatic readiness result of “pass” to those vehicles exempt from readiness. OBDII testing of 1996 and 1997 model year vehicles began in 2004, and these model years have a higher percentage of readiness-exempted vehicles. In the year 2004, there were 520 readiness-exempted vehicles that were defaulted to a “pass” result for the readiness check, but never went on to the MIL command status check because they failed for a previous portion of the OBDII test, i.e. DLC check or communications.

The initial OBDII pass/fail summary data by component is presented in more detail by model year and vehicle type in Appendix I - Part F, Table F-2.

Initial OBDII and Gas Cap Test Results

There were 1,146,675 initial tests for both OBDII and gas cap. Table 6 presents a direct comparison of the results of these two tests.

Table 6: Comparison of Initial OBDII and Gas Cap Test Results

Scenario	# of Tests	% of Tests
Passed Both OBDII and Gas Cap	1,107,729	96.6%
Passed OBDII and Failed Gas Cap	28,639	2.5%
Failed OBDII and Passed Gas Cap	9,707	0.8%
Failed Both OBDII and Gas Cap	600	0.05%
Totals	1,146,675	100%

More detailed information on OBDII and gas cap testing by model year and vehicle type is presented in Appendix I - Part F, Table F-3.

MIL Command Status Versus Presence of DTCs

There were 1,161,384 initial OBDII MIL command status checks. This number is less than the total number of initial OBDII tests because vehicles that fail for the DLC or communications portion of the OBDII test would not continue on to the MIL command status check. In addition, vehicles that receive the bulb check, KOER MIL check, and DLC check, but are then exempt for the remainder of the OBDII inspection due to a

known communications problem, are not given a MIL command status check. Table 7 presents the results of the OBDII MIL command status checks in comparison to the presence of DTCs.

Table 7: OBDII Malfunction Indicator Light (MIL) Test Results

Scenario	# of Tests	% of Tests
MIL Off with No DTCs	1,106,797	95.3%
MIL Off with DTCs	7	0.001%
MIL On with No DTCs	650	0.06%
MIL On with DTCs	53,930	4.6%
Totals	1,161,384	100%

More detailed information on OBDII MIL command status checks by model year and vehicle type is presented in Appendix I - Part F, Table F-4.

Readiness Status and Unset Monitors

There were 1,161,904 initial readiness checks. This number would normally equal the number of initial MIL command status checks. However, in the year 2004, the inspection software generated an automatic readiness result of “pass” to those vehicles exempt from readiness. OBDII testing of 1996 and 1997 model year vehicles began in 2004, and these model years have a higher percentage of readiness-exempted vehicles. In the year 2004, there were 520 readiness-exempted vehicles that were defaulted to a “pass” result for the readiness check, but never went on to the MIL command status check because they failed for a previous portion of the OBDII test, i.e. DLC or communications.

Of the initial readiness checks, 1,104,413 (95.1%) had all monitors set, while 57,491 (4.9%) had not ready monitors. This number with not ready monitors are not necessarily failures, as model year 1996 through 2000 vehicles are allowed up to two not ready monitors, while model year 2001 and newer vehicles are allowed up to one not ready monitor. Taking these allowances into consideration, there were 24,100 actual readiness failures, for a readiness failure rate of 2.1%. More detailed information on readiness status by model year and vehicle type is presented in Appendix I - Part F, Table F-5.

OBDII Test Failures Switched to Tailpipe Testing

In the year 2004, there were 2,407 OBDII failures that were switched to tailpipe testing upon retest. This situation mainly occurs when a vehicle fails the OBDII test at a CIF and then is re-tested at a PIF. The reason this occurs varies, but can generally be grouped into one of the following categories:

By-Passes: The vehicle should have been on the OBDII exemption list when initially tested, but wasn't recognized due to a variant year/make/or model Inspector entry that differed from that appearing on the exemption list. It is then recognized at the retest.

Communications: The PIF is unable to communicate with the vehicle's OBDII system. This could be due to a vehicle that needed to be added to the exemption list, or again, a variant in the year/make/or model Inspector entry that differed from that appearing on the exemption list. In another communications scenario, a PIF's inspection analyzer may not communicate, but a generic scan tool will. In this case a by-pass of the OBDII test is allowed.

Procedural Issues: Some Inspectors initially had difficulty recognizing OBDII vehicles during rollout of the program.

Of the 2,407 OBDII failures switched to tailpipe testing, 2,320 (96.4%) passed the first or subsequent tailpipe retest, while 87 (3.6%) failed tailpipe testing and dropped out of the inspection cycle without ever having passed. This information is presented in more detail by model year and vehicle type in Appendix I - Part F, Table F-6.

OBDII-only Pilot Lanes

During the year 2004, the State and Parsons began to pilot test "OBDII-only" lanes. Three of the existing CIF lanes (located in the Deptford, Flemington, and Newark stations) were designated as OBDII-only, in the interest of increasing throughput times for the growing population of 1996 and newer (OBDII) model year vehicles, and decreasing the stress on some of the aging ASM5015 equipment in the CIFs. The OBDII-only pilot lane study became an on-going project once implemented, and continued throughout the year 2004.

Analyses showed that average test times for the OBDII-only designated lanes (which still occasionally performed some ASM tests) were lower by anywhere from 2-6 minutes than the other lanes still performing a greater number of ASM tests.

Roadside Inspections

Roadside inspections are conducted in New Jersey by MVC's Mobile Inspection Teams (MITs). The MITs perform either an idle test (if the vehicle is a pre-1981 model year), a 2500 RPM test (if the vehicle is a 1981 through 1995 model year), or an OBDII test (if the vehicle is a 1996 or newer model year).

A total of 11,580 MIT inspections were performed in the year 2004. Of these, 10,958 received an emissions test as part of the inspection. Of the roadside emission inspections, 8,699 (79.4%) vehicles passed while 2,259 (20.6%) failed. Those failing any portion of a roadside inspection (safety or emissions) require repair and re-inspection at an authorized inspection facility (either CIF or PIF). Table 8 shows the pass/fail breakdown of MIT inspections for the safety portion of the inspection only, the emissions portion of the inspection only, and for the overall inspection (safety and emissions combined).

Table 8: Roadside Inspections

Inspection Component	# of Inspections	#Pass	# Fail	Fail Rate
Overall (Safety & Emissions Combined)	11,580	4,375	7,205	62.2%
Safety Portion Only	11,580	5,084	6,496	56.1%
Emission Portion Only	10,958	8,699	2,259	20.6%

It is important to note that the failure rate for roadside inspections is so high because the selected vehicles are targeted. Most vehicles pulled over for inspection have obvious safety violations, such as cracked windshields or bald tires, or they have an expired windshield inspection sticker.

Emission Re-Inspections

There were 262,127 (13.2%) overall initial emission inspection failures out of the 1,990,506 total initial overall emission inspections conducted in the year 2004. Vehicles failing their initial inspection are required to be repaired and re-inspected. In some cases, initially failed vehicles required multiple re-inspections before either passing or receiving a waiver from the inspection requirements.

For the purposes of this report, the re-inspection data is analyzed by emission inspection test type (i.e., OBDII test, ASM5015 test, 2500 RPM test, idle test, gas cap, catalytic converter, and visible smoke). Re-inspections are also broken down into two categories: first re-tests, and second or subsequent re-tests.

In addition, all re-inspection data is presented as a fraction of initially failed tests. By presenting the data in this manner, all initially failed tests can be tracked and grouped by number and fraction into one of the following final outcomes: passing a first retest, passing a second or subsequent retest, receiving a waiver, or dropping out of the cycle (i.e. failed and never returned and/or never received a passing emission inspection).

When analyzing the data by total test failures, there were 253,591 initially failed emission inspection tests in the year 2004. This number is simply the sum of the number of initially failed tests for each emission test type. Normally this number would be higher than the number of overall initial emission inspection failures (262,127), since a vehicle can fail more than one emission test type. However, the overall number of initial emission inspection failures includes those vehicles that failed the emission inspection automatically due to a safety reason that inhibited emission testing (i.e. unsafe tires for ASM5015 testing), and were not emission tested during the initial inspection. There were approximately 32,544 initial inspection failures of this type. When the inspection data is broken down by test type, these failures are not included, since they are emission tested only after a subsequent inspection rectifies the safety prohibition.

Table 9 shows the number of initial fails, number failing first retest, number passing first retest, percent failing first retest, and percent passing first retest for each emission test type for the year 2004. Note that the percentages failing and passing the first retest do not add up to 100% because they are shown as percentages of the number of initial failures, rather than the number of first retests.

Table 9: Initially Failed Tests Failing/Passing First Retest by Emission Test Type

Test Type	# Initial Fails	# Fail First Retest	# Pass First Retest	% Failing First Retest	% Passing First Retest
OBDII	85,853	14,550	58,802	17.0%	68.5%
ASM5015	82,432	14,590	50,500	17.7%	61.3%
2500 RPM	5,391	722	2,757	13.4%	51.1%
Idle	7,492	1,136	5,044	15.2%	67.3%
Gas Cap	55,732	1,152	49,252	2.1%	88.4%
Catalytic Converter	928	33	496	3.6%	53.4%
Visible Smoke	15,763	1,211	9,657	7.7%	61.3%
Total	253,591	33,394	176,508	13.2%	69.6%

Table 10 shows the number of initial fails and the number and percent of second or subsequent retest passes for each emission test type for the year 2004.

Table 10: Initially Failed Vehicles Passing Second or Subsequent Retest by Emission Test Type

Test Type	# Initial Fails	# Pass 2 nd or Subsequent Retest	% Pass 2 nd or Subsequent Retest
OBDII	85,853	9,903	11.5%
ASM5015	82,432	10,733	13.0%
2500 RPM	5,391	545	10.1%
Idle	7,492	885	11.8%
Gas Cap	55,732	929	1.7%
Catalytic Converter	928	46	5.0%
Visible Smoke	15,763	2,480	15.7%
Total	253,591	25,521	10.1%

Appendix I – Part G contains more detailed information on first re-tests by model year and vehicle type, while Appendix I – Part H contains more detailed information on second or subsequent re-tests by model year and vehicle type.

Waivers

In New Jersey, a vehicle that fails its ASM5015 exhaust emission test or its OBDII test can be waived from the inspection requirement. To receive a waiver, the vehicle must be able to pass an idle exhaust emission test (the inspection test used by the State for all vehicles in its basic I/M program, when no waivers were available), as well as the other emission-related component tests. In addition, the vehicle owner must have invested a minimum amount of monies toward emission-related repairs appropriate to the cause of the test failure. In the year 2004, that minimum cost expenditure was \$450.00.

In the case of repairs conducted by a registered ERF, both parts and labor costs may be applied towards a waiver. In the case of owner-performed repairs, only the cost of parts may be applied towards a waiver. Non-ERF or non-owner repairs are not eligible when applying for a waiver.

In the year 2004, a total of 129 vehicles were granted waivers after initially failing an ASM5015 exhaust emission test or an OBDII test. This accounts for only 0.08 percent of the 168,231 vehicles that initially failed the ASM5015 exhaust emission test or OBDII test. Table 11 shows more details on the waivers issued by model year and vehicle type.

Table 11: Waiver Report by Model Year and Vehicle Type

Model Year	Vehicles Initially Failing ASM5015 or OBD Test	Waivers Received		Waivers for LDGV Vehicles	Waivers for LDGT1 Vehicles	Waivers for LDGT2 Vehicles
		Number	%			
Unknown	63	0	0.00%	0	0	0
1981	317	0	0.00%	0	0	0
1982	824	1	0.12%	1	0	0
1983	631	0	0.00%	0	0	0
1984	2,694	3	0.11%	3	0	0
1985	1,798	3	0.17%	3	0	0
1986	5,569	8	0.14%	7	0	1
1987	3,338	4	0.12%	4	0	0
1988	8,696	14	0.16%	9	5	0
1989	4,385	1	0.02%	1	0	0
1990	10,798	7	0.06%	4	3	0
1991	6,444	11	0.17%	11	0	0
1992	14,500	21	0.14%	18	3	0
1993	6,500	10	0.15%	9	1	0
1994	11,171	9	0.08%	6	3	0
1995	4,356	5	0.11%	5	0	0
1996	24,743	14	0.06%	11	2	1
1997	12,640	7	0.06%	6	1	0
1998	16,921	6	0.04%	4	2	0
1999	8,743	3	0.03%	1	1	1
2000	12,265	1	0.01%	1	0	0
2001	6,717	0	0.00%	0	0	0
2002	2,509	1	0.04%	1	0	0
2003	958	0	0.00%	0	0	0
2004	541	0	0.00%	0	0	0
2005	110		0.00%	0	0	0
TOTAL	168,231	129	0.08%	105	21	3
% of Waivers Issued by Vehicle Type				81%	16%	2%

Report includes only inspection records where the vehicle failed the Initial ASM 5015 or OBD test.

Tests With No Known Final Outcome

As mentioned previously, some vehicles were subject to multiple re-inspections before either passing emission inspection or being waived from the inspection requirements.

Of the 253,591 initial emission inspection test failures, 176,508 (69.6%) passed a first retest, 25,521 (10.1%) passed a second or subsequent retest, 129 (0.08%) received a waiver, and 51,615 (20.4%) failed initial tests had no known final outcome (i.e. dropped out of the inspection cycle without ever having passed an emission test or received a waiver).

Table 12 shows the number of initial fails and the number and percent of “dropped” tests for each individual emission test type for the year 2004. A dropped test is a test with an initial result of fail that has no known final outcome, i.e. never returned and/or never received a pass or a waiver.

Table 12: Initially Failed Tests with No Known Final Outcome by Test Type

Test Type	# of Initial Tests	# Of Initial Fails	# Of Dropped Tests	% of Initial Fails Dropped	% of Initial Tests Dropped
OBDII	1,178,477	85,853	17,238	20.10%	1.46%
ASM5015	660,281	82,432	21,081	25.60%	3.19%
2500 RPM	39,540	5,391	2,083	38.60%	5.27%
Idle	77,941	7,492	1,572	21.00%	2.02%
Gas Cap	1,954,430	55,732	5,613	10.10%	0.29%
Catalytic Converter	1,976,000	928	392	42.20%	0.02%
Visible Smoke	1,990,000	15,763	3,636	23.10%	0.18%
Total	7,876,669	253,591	51,615	20.40%	0.66%

There was a total of 51,615 emissions tests with no known final outcome for the year 2004. This analysis takes into consideration vehicles inspected late in the year 2004 that returned for inspection in the early months of 2005. In the year 2004, there were 7,876,669 total initial emissions tests. This number is simply the sum of the number of initial tests for each emission test type (i.e. OBDII, ASM5015, 2500 RPM, idle, gas cap, catalytic converter, and visible smoke); there are usually multiple emissions tests per vehicle/inspection. As such, the overall drop rate (tests with no known final outcome) as a percentage of total initial emissions tests is 0.66%. This is not the actual number of vehicles dropped, but rather the number of dropped individual tests, which when combined comprise an emissions inspection of one vehicle.

Table 13 presents a detailed breakdown of this data by model year and vehicle type.

Table 13: Tests With No Known Final Outcome

Model Year	Overall # Tests Dropped	% of Total Tests Dropped	Vehicle Type				
			# LDGV Tests	# LDGT1 Tests	# LDGT2 Tests	# HDGV Tests	# Unknown Tests
Pre80/Unknown	1,232	2.39%	787	179	171	63	32
1980	183	0.35%	105	47	10	15	6
1981	211	0.41%	131	41	20	12	7
1982	306	0.59%	200	52	15	21	18
1983	372	0.72%	243	56	44	21	8
1984	1,105	2.14%	727	221	84	55	18
1985	996	1.93%	659	214	65	43	15
1986	2,148	4.16%	1,505	337	153	125	28
1987	1,674	3.24%	1,206	281	110	68	9
1988	3,272	6.34%	2,154	746	241	82	49
1989	2,048	3.97%	1,310	538	124	64	12
1990	3,678	7.13%	2,773	670	142	83	10
1991	2,615	5.07%	1,990	517	71	34	3
1992	4,426	8.58%	3,305	930	155	35	1
1993	2,417	4.68%	1,712	598	85	21	1
1994	3,500	6.78%	2,396	885	146	71	2
1995	1,692	3.28%	1,165	397	82	42	6
1996	6,582	12.75%	4,273	1,817	449	42	1
1997	3,415	6.62%	2,268	881	234	28	4
1998	3,469	6.72%	2,204	970	274	21	0
1999	1,871	3.62%	1,274	395	180	19	3
2000	2,142	4.15%	1,417	552	134	39	0
2001	1,256	2.43%	745	353	131	23	4
2002	580	1.12%	347	142	76	15	0
2003	202	0.39%	153	17	27	5	0
2004	167	0.32%	104	45	16	1	1
2005	56	0.11%	29	22	5	0	0
Totals	51,615	100.00%	35,182	11,903	3,244	1,048	238
Percent of Total			68.2%	23.1%	6.3%	2.0%	0.5%

Emissions Repair

An analysis of the first retest pass rate is presented here as an indicator of repair effectiveness. The data is presented as a fraction of the actual number of first retests conducted, rather than the number of initially failing tests. A higher first retest pass rate could indicate a more effective repair. Table 14 presents first retest fail and pass rates by emission test type.

Table 14: First Retest Fail/Pass Rates by Emission Test Type

Test Type	# First Retests	# Fail	# Pass	Fail Rate	Pass Rate
OBDII	73,359	14,550	58,802	19.8%	80.2%
ASM5015	65,090	14,590	50,500	22.4%	77.6%
2500 RPM	3,479	722	2,757	20.8%	79.2%
Idle	6,180	1,136	5,044	18.4%	81.6%
Gas Cap	50,404	1,152	49,252	2.3%	97.7%
Catalytic Converter	529	33	496	6.2%	93.8%
Visible Smoke	10,868	1,211	9,657	11.1%	88.9%

Additional information on first retest fail and pass rates by model year and vehicle type is presented in Appendix I – Part K.

In addition, average emission results prior to and after repairs were used to determine the effectiveness of repairs. The vehicles included in this analysis were those that failed the applicable exhaust emission test, were repaired, and subsequently passed a re-inspection.

For those vehicles which failed the ASM5015 exhaust emission test and were subsequently repaired to pass re-inspection, the program resulted in a 54.1 percent reduction in hydrocarbon emissions, a 63.6 percent reduction in carbon monoxide emissions and a 43.7 percent reduction in nitrogen oxide (NO_x) emissions. These are combined totals from those vehicles tested in both the CIFs and PIFs.

Table 15 presents a breakdown of the emissions reductions data by CIF and PIF. Emissions reductions are attributed to a CIF if both the “before” and “after” repair inspections were performed at a CIF, and to a PIF if both the “before” and “after” repair inspections were performed at a PIF.

Table 15: Emission Reductions from Repair of Vehicles Initially Failing the ASM5015 Exhaust Emissions Test

Facility Type	# Vehicles	Hydrocarbons	Carbon Monoxide	Nitrogen Oxide
CIF	18,563	34.6%	44.4%	27.4%
PIF	19,896	67.1%	78.9%	61.0%
Total	38,459	54.1%	63.6%	43.7%

A more detailed analysis by model year and vehicle type is presented in Appendix I – Part L.

Program Evaluation Testing

In the year 2004, New Jersey conducted both METT testing and roadside ASM5015 testing for program evaluation purposes. This testing occurred from June 1, 2004 through September 15, 2004.

The METT testing was conducted on vehicles selected from those waiting in line to be inspected at both the Cherry Hill and Bakers Basin CIFs. The METT data collected from each vehicle consisted of a minimum of two IM240 tests (to ensure that they were properly preconditioned), followed by an ASM5015 test. An OBDII test was also conducted on those vehicles of model year 1996 or newer. A total of 795 METT tests were conducted.

The roadside ASM5015 testing was performed using a Mobile Inspection Team (MIT) with a portable ASM5015 test system (analyzer and dynamometer) to collect emissions from a sample of on-road vehicles in New Jersey. The MIT unit was moved among various sites in northern, central, and southern New Jersey throughout the duration of the project, and the MIT personnel worked alongside the various local police departments to select and test the vehicles. A total of 340 tests were conducted.

Although the METT test data collection effort was fairly successful, logistical issues contributed to some sampling bias and the collection of an insufficient amount of roadside ASM5015 data. The detailed procedures, analyses, and resulting conclusions of this program evaluation testing can be found in their entirety in a separate report by the NJDEP entitled "Program Evaluation Report, New Jersey Enhanced Inspection and Maintenance (I/M) Program for Gasoline-Fueled Motor Vehicles", dated June 28, 2006, available upon request.

B. Quality Assurance Report

Every enhanced I/M program is required to have an on-going quality assurance program designed to discover, correct, and prevent fraud, waste, and abuse of the system. In addition, the quality assurance program should help the State assess whether or not inspection procedures are being properly implemented and are adequate to address the emissions problems for that area. New Jersey's quality assurance program primarily focuses on audits of the inspectors and the inspection process.

In New Jersey, overt and covert performance audits are conducted by the NJMVC at both the CIFs and the PIFs. Overt performance audits are open audits (i.e., the auditor's presence is known by the inspectors and facility management/owners) of the inspectors' performance of procedures and their ability to correctly apply vehicle characteristics to ensure the correct test and standards are used on the vehicle. Covert performance audits, on the other hand, allow the State to evaluate overall facility and inspector performance when the CIF or PIF is unaware they are being observed.

As discussed previously, in the year 2004, New Jersey's I/M program network consisted of 31 CIFs, with a combined total of 124 ASM lanes, and 1,403 licensed PIFs. Each of these facilities received at least one overt performance audit in 2004. This information is shown in Table 16. The NJMVC auditors generally conduct these performance audits by observing the inspectors under real world conditions and conducting record checks at the CIF and PIF facilities.

Table 16: Overt Performance Audits

	CIFs	PIFs
# receiving overt performance audits	31	1,403
# not receiving overt performance audits	0	0
# shut down as a result of overt performance audits	0	21

Covert performance audits are more time consuming and resource intensive. The covert vehicle is often set to fail inspection, so that the State already knows what the results of the inspection should be prior to the actual inspection. The test results are then monitored to see if the inspection results are correct to the conditions of the audit scenario. Covert audits can be conducted with the vehicle set to fail the appropriate exhaust emission test, the visual anti-tampering (catalytic converter) inspection, the evaporative gas cap inspection, or any combination of two or more of these inspections.

Covert performance audits detect one of two situations: either the vehicle fails inspection when it should have passed or the vehicle falsely passes inspection. The first situation, failing a vehicle that should have passed inspection, is most likely due to an equipment malfunction or poor inspector training and is a consumer protection issue. The covert audits from the year 2004 indicate that this first situation does not often occur.

The second situation, passing vehicles that should have failed inspection, occurs more often. This type of situation is indicative of the program not correctly identifying those vehicles that need repair, and therefore not successfully meeting its intended goal. A "false pass" happens when an inspected item that was intentionally set to fail inspection is passed by the inspector or the equipment through improper testing, equipment malfunction, or fraudulent activity (i.e., purposefully passing a vehicle even though the vehicle has a known emissions problem). The covert performance audits are specifically designed to detect and correct these situations, either through increased training, equipment repairs, and if necessary, disciplinary action for fraudulent activity.

In the year 2004, the NJMVC had 10 covert auditors and 50 covert vehicles available to conduct covert performance audits. During the year 2004, all 31 CIFs and 1,303 of the 1,403 PIFs received covert performance audits. A total of 1,159 covert audits were performed on the CIFs and 1,707 were performed on the PIFs.

Table 17 shows the number of covert performance audits set to fail the various emissions-related inspection components. Because a covert vehicle may be set to fail multiple components, the data in Table 17 reflects double counting of any such vehicle.

Table 17: Covert Performance Audits

Note: Data in this table reflects double counting of vehicles set to fail multiple components.		
	CIFs	PIFs
# conducted with the vehicle set to fail the exhaust test	2	9
# conducted with the vehicle set to fail OBDII test	285	391
# conducted with the vehicle set to fail the component check (catalyst)	116	143
# conducted with the vehicle set to fail the evaporative gas cap test	811	1,286
# conducted with the vehicle set to fail any combination of two or more of the above tests	130	214
# conducted with the vehicle not set to fail any emission inspection component	74	96
Total # of Covert Audits	1,159	1,707

Table 18 provides the breakdown by emissions-related component for those vehicles falsely passed during a covert performance audit. Because a covert performance audit may result in a false pass for multiple components, the data in Table 18 reflects double counting of any such audit.

Table 18: False Pass Results From Covert Performance Audits

Note: Data in this table reflects double counting of audits falsely passing multiple components.		
	CIFs	PIFs
Total # of Covert Audits	1,159	1,707
# of audits resulting in a false pass for the exhaust test	0	4
# of audits resulting in a false pass for the OBDII test	33	68
# of audits resulting in a false pass for the component check (catalyst)	5	16
# of audits resulting in a false pass for the evaporative gas cap test	9	95
# of audits resulting in a false pass for any combination of two or more of the above tests	1	2
# of audits resulting in a false pass for any non-emissions related component	120	486
# of audits resulting in a proper inspection	948	1,014

In the year 2004, the overall covert performance audit failure rate for the entire network was 31.5%. These results encompass all aspects of the covert performance audits, and are not strictly related to emissions items only. The overall failure rate for the centralized network alone was 18.2%, while that for the decentralized network was 40.6%. This information is presented in Table 19.

Table 19: Overall Covert Performance Audit Results

Network	Total Audits	Number Fail	Failure Rate	Number Pass	Pass Rate
Centralized	1,159	211	18.2%	948	81.8%
Decentralized	1,707	693	40.6%	1,014	59.4%
Total	2,866	904	31.5%	1,962	68.5%

The overall covert audit failure rate for the decentralized network is much higher than that of the centralized network. However, it is important to note that the decentralized network covert audits are quite different than those of the centralized network, and they contain some elements, such as invoicing and bookkeeping checks, that are not applicable to the centralized network. There are also a significantly higher percentage of targeted audits performed in the decentralized network as compared to the centralized network. In addition, the decentralized network failure rate decreased by approximately 10.3% from the previous year of 2003.

New Jersey had 3,352 licensed inspectors conducting emission tests in both the CIFs and PIFs during the year 2004. Of these inspectors, 123 were suspended, fired, or otherwise prohibited from conducting emission inspections as a result of covert performance audits.

In addition, 29 inspectors were suspended, fired, or otherwise prohibited from testing for other causes (such as stealing/selling inspection stickers, official misconduct, fraudulent/improper record keeping, or overcharging for inspection). A total of 306 inspectors were fined during the year 2004.

The NJMVC conducted 896 hearings to consider adverse actions against inspectors and inspection facilities, and 553 of these hearings resulted in adverse actions against inspectors and inspection facilities. The remaining 343 resulted in no adverse action. A total of \$475,605 in fines was collected from either the State's centralized contractor, or from individual PIFs. The amount of the individual fine varies depending on the specific violation. Table 20 summarizes the results of all adjudicated actions only during the year 2004.

Table 20: Fines and Hearings

	Inspectors	Facilities
# suspended, fired, or otherwise prohibited from testing as a result of covert audits	123	23
# suspended, fired, or otherwise prohibited from testing for other causes	29	22
# that received fines	306	74
# of hearings held to consider adverse actions	789	107
# of hearings held resulting in adverse actions	466	87
Total amount collected in fines	\$301,155	\$174,450

C. Quality Control Report

New Jersey's quality control program is designed to ensure that emission measurement equipment is calibrated and maintained properly, and that inspection records, calibration records, and control charts are accurately created, recorded, and maintained. Unlike the quality assurance program discussed in Section B, the quality control program focuses more directly on the emission testing equipment and its performance, rather than the overall performance of the inspectors and the inspection process.

The primary component of New Jersey's quality control program is system-wide equipment audits. An equipment audit is an evaluation of the performance of the emission testing equipment itself. Since New Jersey's inspection system network is hybrid, consisting of both centralized and decentralized testing facilities, the quality control program is more complex than in other states.

A CIF equipment audit consists of the following tests: inspection of the weather station, system leak check, five (5) point gas analysis, zero air generator inspection, RPM adapter inspection, inspection of the OBDII reader, dynamometer coastdown inspection, dynamometer roll speed inspection, and gas cap audits. A PIF equipment audit is almost identical, but does not include the zero air generator inspection or the dynamometer roll speed inspection.

In New Jersey, there are five equipment manufacturers – ESP, Dynotech, Snap-On, SPX, and Worldwide - approved to provide and service inspection equipment to the PIFs. Each PIF is free to select their choice of one of these approved equipment vendors, depending on their individual needs and preferences. The NJMVC is responsible for performing audits of this equipment in the PIFs.

In the year 2004, the NJMVC conducted a total of 2,241 equipment audits at the PIFs. Of these, 2,040 were initial audits.

Of the 1,403 PIFs, 351 (25%) failed an equipment audit during the year and were shut down as a result (PIFs are immediately shut down upon failure of an equipment audit and are reinstated when the equipment is repaired). This number does not match the total number of equipment audit failures, as some PIFs may have received more than one audit during the year.

The overall initial decentralized equipment audit failure rate for the year 2004 was 17%. One way to look at the PIF equipment audit data is by equipment manufacturer rather than by individual PIF. Table 21 summarizes the decentralized network initial equipment audit results by equipment manufacturer.

Table 21: Decentralized Initial Equipment Audit Summary

Manufacturer	# Audits	# Fail	% Fail	# Pass	% Pass
ESP	720	171	24%	549	76%
Dynotech	77	45	58%	32	42%
Snap-On	664	56	8%	608	92%
SPX	415	29	7%	386	93%
Worldwide	164	52	32%	112	68%
Overall	2,040	353	17%	1687	83%

In the year 2003, the NJDEP had discovered that Dynotech had a component supply problem related to NOx cells. The manufacturer of the NOx cells had altered their design slightly, resulting in excessive NOx audit failures. Although the problem was subsequently addressed by modifications to the analyzer to ensure compatibility with the new NOx cell, it continued to affect the Dynotech equipment into 2004, as evidenced by the continued low audit pass rate for Dynotech in comparison to the other manufacturers. However, the Dynotech pass rate of 42% for 2004 was a considerable increase from its 2003 pass rate of 27%.

In 2004, the NJDEP performed 1,180 lane audits of the equipment in the CIFs. These audits are conducted on the lanes in "as-is" condition without prior notice to the centralized contractor, except for the 1 and 2 lane facilities, which are audited by appointment to avoid any impact on lane availability or vehicle throughput. In addition, audits are limited to non-peak periods and as such, are not conducted at the beginning or the end of each month.

A total of 32 of the 34 stations (94%), including the three state inspection facilities, failed at least one equipment audit during the year 2004. There were 2 stations (6%) that never failed an audit in 2004. When the emission testing equipment fails a particular test in an audit, a re-audit (re-evaluation of the emission testing equipment that failed the initial audit) is performed on the equipment for that particular test after the necessary repairs are completed. In general, most of the equipment that fails an audit in the CIFs requires only minor repairs to return to compliance. As such, these repairs are usually performed either during or directly after the audit, to avoid having a lane out of service for any length of time.

For the purposes of this report, only those CIF lanes where the equipment could not be repaired to pass a re-audit on the same day as the initial audit are classified “shutdown”. As shown in Table 22, 18 centralized stations (53%) had at least one lane shut down as a result of initial equipment audits during the year 2004. Lanes were shut down overnight an average of five (5) times per month in the year 2004.

Table 22: Centralized Initial Equipment Audit Summary

# of centralized stations	34
Total # of equipment audits	1,180
# of stations that have failed equipment audits	32
% of stations that have failed equipment audits	94%
# of stations with at least one lane shut down as a result of equipment audits	18
% of stations with at least one lane shut down as a result of equipment audits	53%
# of centralized lanes	124
# of lanes shut down at some point during the year as a result of equipment audits	35
% of lanes shut down at some point during the year as a result of equipment audits (the percent of the total number of centralized lanes)	28%

The overall initial centralized equipment audit failure rate for the year 2004 was 27%. A detailed breakdown of initial equipment audits by station is shown in Table 23. An additional breakdown by lane is presented in Appendix III.

Table 23: CIF Initial Equipment Audit Pass/Fail Rates by Station

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	1	1	100%	0	0%
Bakers Basin	47	23	49%	24	51%
Bridgeton	8	0	0%	8	100%
Cape May	11	5	45%	6	55%
Cherry Hill	58	2	3%	56	97%
Delanco	32	6	19%	26	81%
Deptford	43	6	14%	37	86%
Eatontown	44	13	30%	31	70%
Flemington	30	12	40%	18	60%
Freehold	46	5	11%	41	89%
Kilmer	47	8	17%	39	83%
Lakewood	50	15	30%	35	70%
Lodi	55	17	31%	38	69%
Manahawkin	29	5	17%	24	83%
Mays Landing	33	8	24%	25	76%
Millville	24	4	17%	20	83%
Montclair	22	6	27%	16	73%
Morristown Specialty	2	1	50%	1	50%
Newark	54	12	22%	42	78%
Newton	21	7	33%	14	67%
Paramus	51	22	43%	29	57%
Plainfield	24	14	58%	10	42%
Rahway	59	21	36%	38	64%
Randolph	61	15	25%	46	75%
Ridgewood	24	4	17%	20	83%
Salem	10	1	10%	9	90%
Secaucus	62	21	34%	41	66%
South Brunswick	45	15	33%	30	67%
Southampton	40	10	25%	30	75%
Washington	12	2	17%	10	83%
Wayne	78	27	35%	51	65%
Westfield	20	4	20%	16	80%
Winslow	35	6	17%	29	83%
Winslow Specialty	2	0	0%	2	100%
Totals	1180	318	27%	862	73%

D. Enforcement Report

New Jersey's inspection data is stored on a Vehicle Inspection Database (VID). As soon as an inspection is completed, the data collected on the VID is then summarized and transmitted to the NJMVC mainframe computer. This inspection summary record is designed for the State to use in determining vehicle compliance.

New Jersey currently uses a sticker-based enforcement program. Windshield stickers are placed on vehicles that meet the inspection requirements. An expired sticker or no sticker indicates non-compliance. Police in New Jersey are authorized to issue summonses to motorists for expired or missing windshield inspection stickers.

Inspection Sticker Compliance

As mentioned previously, New Jersey performed over 2.5 million inspections in the year 2004. During that year, the State conducted inspection sticker compliance surveys. A compliance survey is when vehicles are audited in a parking lot, or parked on the street, and compliance is determined by the inspection sticker expiration dates.

Both the NJDEP and the NJMVC conduct sticker surveys. The NJDEP sticker surveys are conducted on a regular monthly basis (an average of approximately 1,600 vehicles per month) throughout the year, while the NJMVC conducts one survey every six months (approximately 5,000 vehicles per survey). Both agencies conduct random surveys in various areas throughout the northern, central, and southern portions of the State. The NJMVC's overall compliance rate for the year 2004 was slightly lower (93.2%) than the NJDEP's (97.2%).

For the purposes of this report, both agencies' surveys were combined for an overall result. A total of 28,691 vehicles were surveyed in the year 2004. Of these, 27,477 (95.8%) were compliant with the program requirements. Detailed information on these sticker compliance surveys is presented in Appendix IV.

Inspection Sticker Enforcement

The NJMVC developed a sticker Standard Operating Procedure (SOP) to track all stickers assigned to inspection facilities. This SOP was designed to prevent fraudulent issuance of approval stickers and in the event of missing stickers, an avenue in determining which responsible party may have been last to handle them. Sticker inventory audits are conducted two times per year at the CIFs in addition to monthly audits of the PIFs. Administrative action is taken against the inspector and/or facility if warranted. Table 24 presents inspection sticker enforcement activity for the year 2004.

Table 24: Inspection Sticker Enforcement

Total # of compliance documents (stickers) issued to inspection stations	1,993,188
# of missing compliance documents (stickers)	5,611
# of time extensions & other exemptions granted to motorists	1,038

In New Jersey, motorists falsely registering vehicles outside of the program area is not a concern because the entire State is classified as an enhanced I/M area. Registering the vehicle outside of the program area would entail actually registering the vehicle in another state.

In addition, fuel type and weight class screening is conducted during the State's process of vehicle registration, thereby almost eliminating the possibility of motorists falsely changing fuel type or weight class to avoid complying with the program requirements.

APPENDIX I

TEST DATA REPORT TABLES AND FIGURES

**APPENDIX I -
PART A**

**TOTAL
EMISSION
INSPECTIONS**

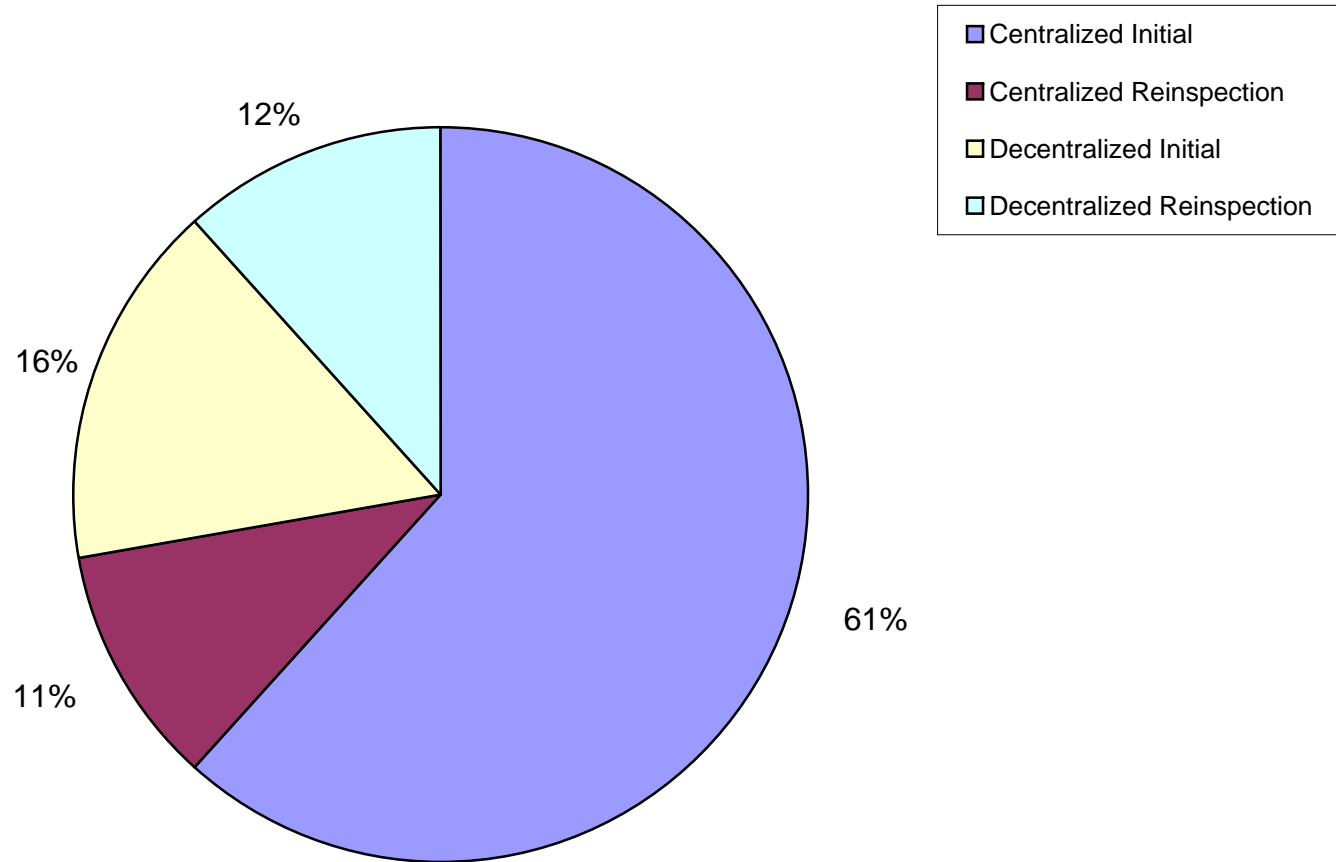
**New Jersey Enhanced Inspection and Maintenance Program
Summary of Total Emissions Inspections
Year 2004**

Test Station	Data	Initial	Reinspection	Grand Total
Centralized Inspection Facility	# of Inspections	1,569,396	269,744	1,839,140
	# Fail	211,739	64,684	276,423
	# Pass	1,357,657	205,060	1,562,717
Private Inspection Facility	# of Inspections	405,575	301,178	706,753
	# Fail	47,655	24,678	72,333
	# Pass	357,920	276,500	634,420
Private Fleet Facility	# of Inspections	5,111	938	6,049
	# Fail	339	129	468
	# Pass	4,772	809	5,581
Specialty Inspection Facility	# of Inspections	41	112	153
	# Fail	12	35	47
	# Pass	29	77	106
Mobile Inspection Team *Initial - 1st Inspection of 2004 Retest - 2nd or subsequent Insp 2004	# of Inspections	10,383	1,197	11,580
	# Fail	2,382	498	2,880
	# Pass	8,001	699	8,700
Total # of Inspections		1,990,506	573,169	2,563,675
Total # Fail		262,127	90,024	352,151
Total # Pass		1,728,379	483,145	2,211,524
% of Grand Total # of Inspections		77.6%	22.4%	

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	1,850,873	72.2%
Decentralized	712,802	27.8%
Total	2,563,675	

Table A-1

**New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2004**



This chart includes Initial Inspections
and All Reinspections

Number of Total Emissions Inspections - 2,563,675

Figure A-1

APPENDIX I - PART B

**INITIAL EMISSION
TEST VOLUME &
FAILURE RATE
BY MODEL YEAR &
STATION TYPE**

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2004

Model Yr	Station Type	# Insp	# Fail	Fail Rate	# Pass	Pass Rate
Pre80/Unknown	Centralized	6,377	2,680	42.0%	3,697	58.0%
Pre80/Unknown	Decentralized	8,831	1,654	18.7%	7,177	81.3%
1980	Centralized	1,456	491	33.7%	965	66.3%
1980	Decentralized	1,571	215	13.7%	1,356	86.3%
1981	Centralized	697	382	54.8%	315	45.2%
1981	Decentralized	873	154	17.6%	719	82.4%
1982	Centralized	2,095	918	43.8%	1,177	56.2%
1982	Decentralized	2,120	442	20.8%	1,678	79.2%
1983	Centralized	1,525	773	50.7%	752	49.3%
1983	Decentralized	1,458	266	18.2%	1,192	81.8%
1984	Centralized	7,327	3,030	41.4%	4,297	58.6%
1984	Decentralized	6,202	1,178	19.0%	5,024	81.0%
1985	Centralized	4,739	2,205	46.5%	2,534	53.5%
1985	Decentralized	4,290	784	18.3%	3,506	81.7%
1986	Centralized	20,233	6,961	34.4%	13,272	65.6%
1986	Decentralized	14,017	2,330	16.6%	11,687	83.4%
1987	Centralized	11,645	4,287	36.8%	7,358	63.2%
1987	Decentralized	8,799	1,383	15.7%	7,416	84.3%
1988	Centralized	38,945	11,004	28.3%	27,941	71.7%
1988	Decentralized	22,616	3,226	14.3%	19,390	85.7%
1989	Centralized	18,844	6,021	32.0%	12,823	68.0%
1989	Decentralized	12,028	1,611	13.4%	10,417	86.6%
1990	Centralized	61,329	14,486	23.6%	46,843	76.4%
1990	Decentralized	26,970	3,217	11.9%	23,753	88.1%
1991	Centralized	24,940	8,038	32.2%	16,902	67.8%
1991	Decentralized	13,309	2,039	15.3%	11,270	84.7%
1992	Centralized	86,201	18,991	22.0%	67,210	78.0%
1992	Decentralized	31,266	4,223	13.5%	27,043	86.5%
1993	Centralized	40,401	9,102	22.5%	31,299	77.5%
1993	Decentralized	17,061	2,085	12.2%	14,976	87.8%
1994	Centralized	136,727	18,563	13.6%	118,164	86.4%
1994	Decentralized	38,554	3,326	8.6%	35,228	91.4%
1995	Centralized	58,828	7,346	12.5%	51,482	87.5%
1995	Decentralized	20,296	1,555	7.7%	18,741	92.3%
1996	Centralized	150,997	23,599	15.6%	127,398	84.4%
1996	Decentralized	33,910	5,241	15.5%	28,669	84.5%
1997	Centralized	78,748	11,840	15.0%	66,908	85.0%
1997	Decentralized	18,834	2,820	15.0%	16,014	85.0%
1998	Centralized	192,977	17,618	9.1%	175,359	90.9%
1998	Decentralized	33,408	3,505	10.5%	29,903	89.5%
1999	Centralized	115,996	10,026	8.6%	105,970	91.4%
1999	Decentralized	20,411	1,837	9.0%	18,574	91.0%
2000	Centralized	253,379	18,140	7.2%	235,239	92.8%
2000	Decentralized	37,281	2,631	7.1%	34,650	92.9%

Table B (Page 1 of 2)

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2004**

Model Yr	Station Type	# Insp	# Fail	Fail Rate	# Pass	Pass Rate
2001	Centralized	124,096	10,492	8.5%	113,604	91.5%
2001	Decentralized	16,931	1,275	7.5%	15,656	92.5%
2002	Centralized	78,213	4,910	6.3%	73,303	93.7%
2002	Decentralized	10,982	513	4.7%	10,469	95.3%
2003	Centralized	46,009	1,614	3.5%	44,395	96.5%
2003	Decentralized	5,401	212	3.9%	5,189	96.1%
2004	Centralized	16,325	539	3.3%	15,786	96.7%
2004	Decentralized	2,939	229	7.8%	2,710	92.2%
2005	Centralized	751	74	9.9%	677	90.1%
2005	Decentralized	348	46	13.2%	302	86.8%
Total	Centralized	1,579,800	214,130	13.6%	1,365,670	86.4%
Total	Decentralized	410,706	47,997	11.7%	362,709	88.3%
Grand Total		1,990,506	262,127	13.2%	1,728,379	86.8%

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2004**

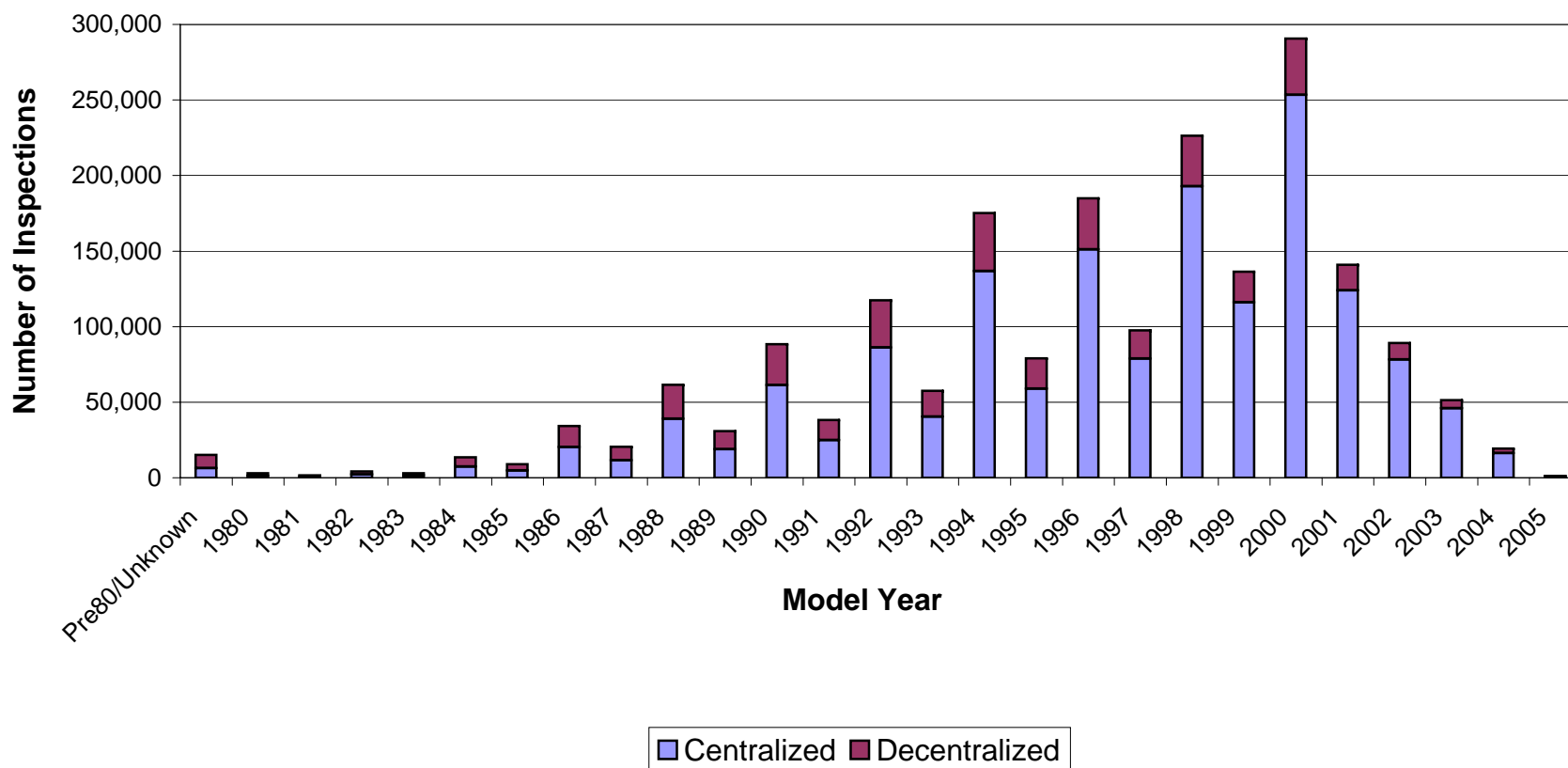


Figure B-1

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2004**

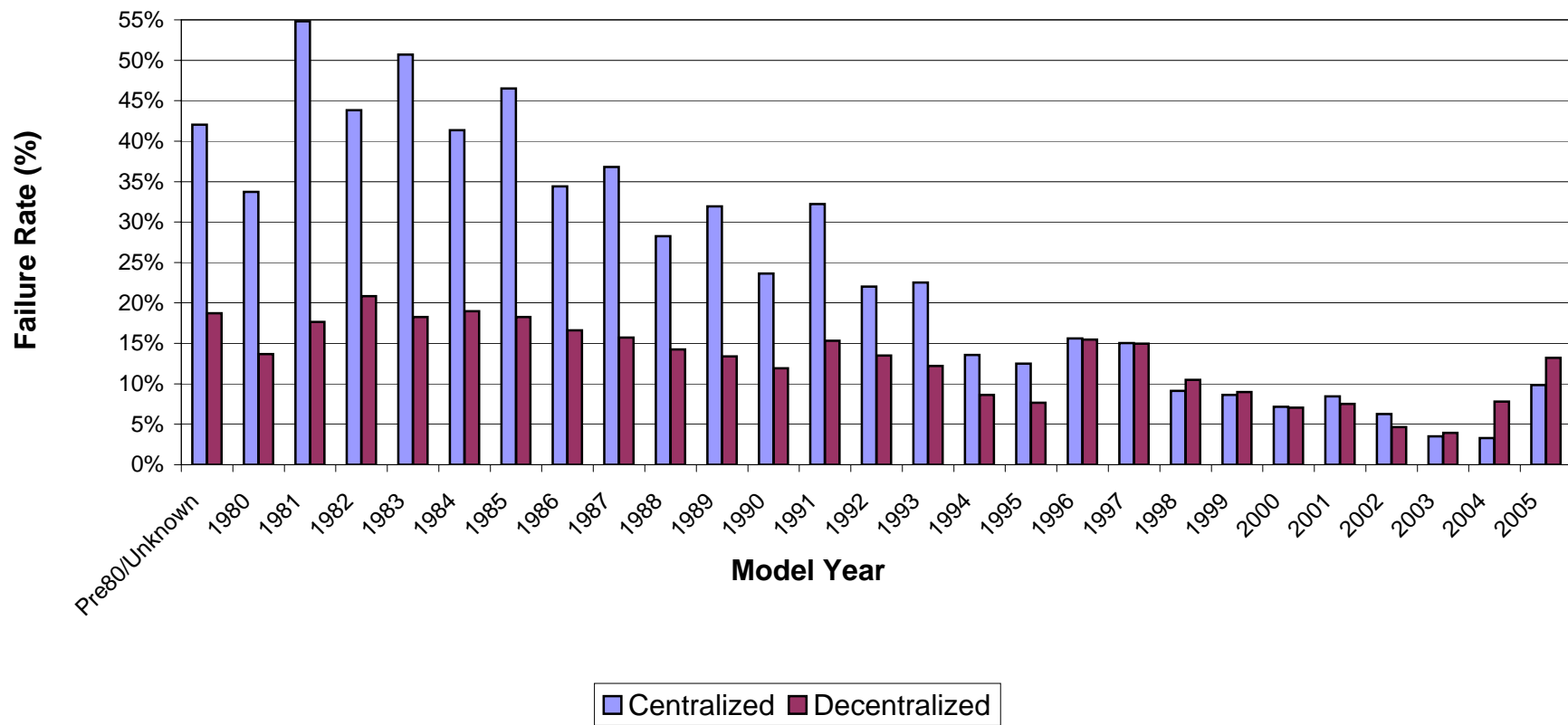


Figure B-2

APPENDIX I - PART C

INITIAL EMISSION TEST VOLUME & FAILURE RATE BY CENTRALIZED INSPECTION FACILITY

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspections - Centralized Inspection Facilities (CIFs)
Year 2004

STATION NAME	# of Lanes	Inspections	# Pass	# Fail	% Fail
BAKERS BASIN CIF	6	83,451	71,121	12,330	14.8%
BRIDGETON CIF	1	12,251	10,048	2,203	18.0%
CAPE MAY CIF	1	18,718	15,793	2,925	15.6%
CHERRY HILL CIF	6	79,770	67,856	11,914	14.9%
DELANCO CIF	3	34,076	28,989	5,087	14.9%
DEPTFORD CIF	4	68,209	57,959	10,250	15.0%
EATONTOWN CIF	6	79,404	69,929	9,475	11.9%
FLEMINGTON CIF	3	45,352	40,692	4,660	10.3%
FREEHOLD CIF	6	52,050	45,855	6,195	11.9%
KILMER CIF	6	67,999	59,913	8,086	11.9%
LAKEWOOD CIF	6	85,456	75,633	9,823	11.5%
LODI CIF	5	66,153	56,409	9,744	14.7%
MANAHAWKIN CIF	3	29,699	26,087	3,612	12.2%
MAYS LANDING CIF	4	46,926	39,930	6,996	14.9%
MILLVILLE CIF	2	30,378	24,653	5,725	18.8%
MONTCLAIR CIF	2	26,526	23,155	3,371	12.7%
NEWARK CIF	5	68,616	53,528	15,088	22.0%
NEWTON CIF	2	31,966	27,877	4,089	12.8%
PARAMUS CIF	5	70,178	62,588	7,590	10.8%
PLAINFIELD CIF	3	40,927	34,493	6,434	15.7%
RAHWAY CIF	6	64,688	54,864	9,824	15.2%
RANDOLPH CIF	6	83,985	75,165	8,820	10.5%
RIDGEWOOD CIF	2	23,656	21,893	1,763	7.5%
SALEM CIF	1	14,861	12,473	2,388	16.1%
SECAUCUS CIF	6	63,699	54,895	8,804	13.8%
SOUTH BRUNSWICK CIF	6	48,136	42,537	5,599	11.6%
SOUTHAMPTON CIF	4	49,052	42,838	6,214	12.7%
WASHINGTON CIF	1	18,954	16,790	2,164	11.4%
WAYNE CIF	8	90,048	79,132	10,916	12.1%
WESTFIELD CIF	2	31,336	28,399	2,937	9.4%
WINSLOW CIF	3	34,748	29,319	5,429	15.6%
UNKNOWN	Unknown	8,107	6,826	1,281	15.8%
TOTAL	124	1,569,375	1,357,639	211,736	13.5%

Table C-1

**New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2004**

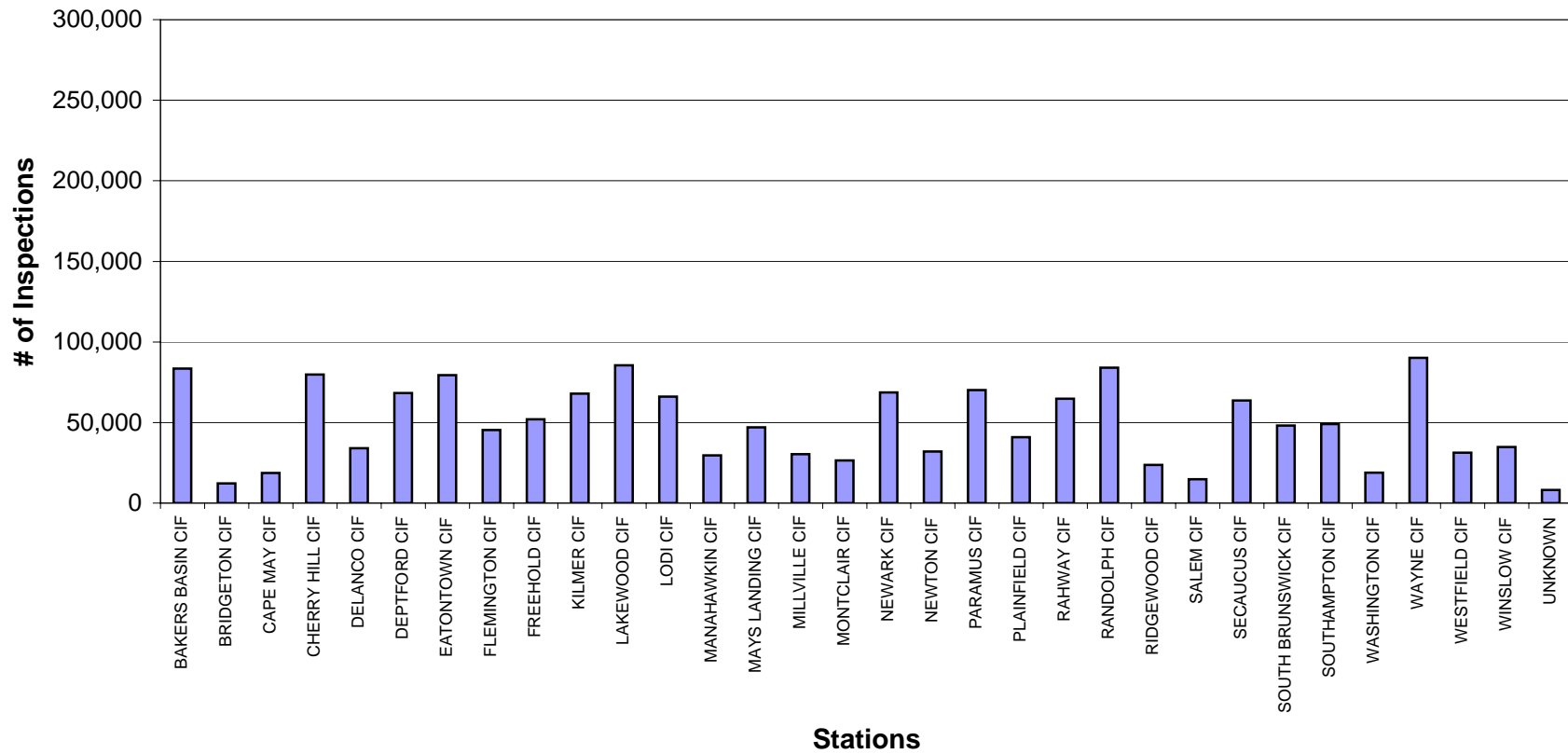


Figure C-1

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2004**

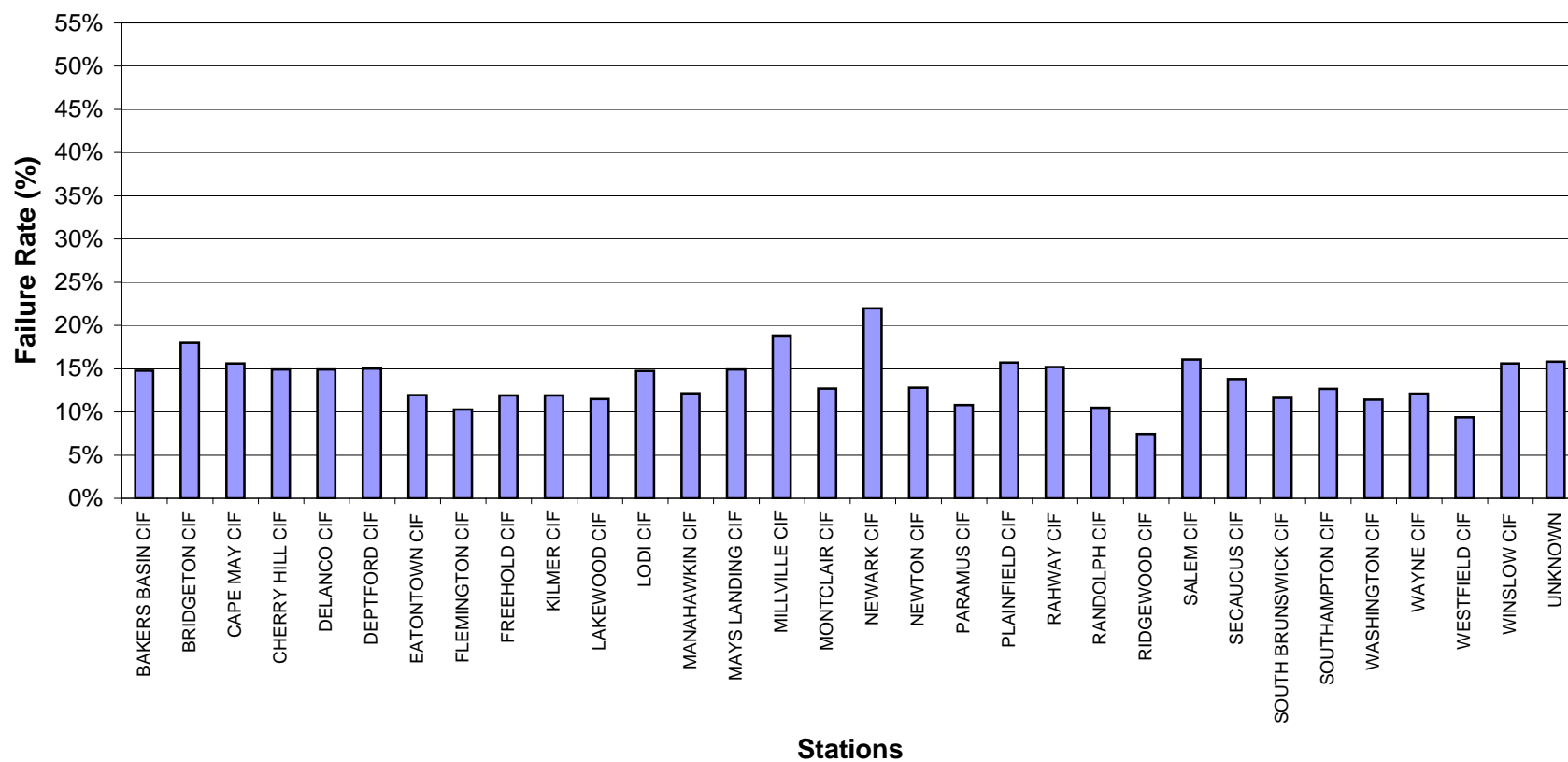


Figure C-2

**APPENDIX I -
PART D**

**INITIAL EMISSION
INSPECTION VOLUME
BY MODEL YEAR &
VEHICLE TYPE**

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Inspection Volume - Year 2004**

Model Year	# of Vehicles Tested					
	HDGV	LDGT1	LDGT2	LDGV	Unknown	Total
Pre 80/Unknown	981	2,001	1,337	10,371	518	15,208
1980	228	469	207	2,027	96	3,027
1981	169	327	88	929	57	1,570
1982	364	874	240	2,619	118	4,215
1983	252	645	264	1,737	85	2,983
1984	871	2,376	989	9,069	224	13,529
1985	721	1,847	652	5,612	197	9,029
1986	1,986	6,762	2,231	22,809	462	34,250
1987	1,073	4,510	1,391	13,187	283	20,444
1988	2,584	12,805	4,841	40,685	646	61,561
1989	1,483	6,358	2,227	20,507	297	30,872
1990	2,081	14,675	5,006	66,081	456	88,299
1991	765	8,116	1,409	27,799	160	38,249
1992	1,807	22,435	5,455	87,395	375	117,467
1993	1,082	13,152	2,733	40,289	206	57,462
1994	3,667	43,582	11,374	115,973	685	175,281
1995	2,222	19,926	5,233	51,360	383	79,124
1996	3,983	47,491	11,732	120,943	758	184,907
1997	2,368	26,350	6,845	61,488	531	97,582
1998	3,890	64,463	16,435	140,678	919	226,385
1999	3,092	33,852	14,317	84,252	894	136,407
2000	7,615	77,252	23,210	180,710	1,873	290,660
2001	3,143	36,659	12,768	87,523	934	141,027
2002	2,352	26,814	9,013	50,301	715	89,195
2003	1,109	12,887	5,021	31,968	425	51,410
2004	536	5,225	1,937	11,328	238	19,264
2005	33	373	58	619	16	1,099
Totals	50,457	492,226	147,013	1,288,259	12,551	1,990,506
% of Grand Total	2.5%	24.7%	7.4%	64.7%	0.6%	

HDGV - Heavy-Duty Gasoline Fueled Vehicle

LDGT1 - Light-Duty Gasoline-Fueled Truck 1 (GVWR up to 6000 lb)

LDGT2 - Light-Duty Gasoline-Fueled Truck 2 (GVWR 6001 - 8500 lb)

LDGV - Light-Duty Gasoline-Fueled Vehicle

Table D-1

**New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2004**

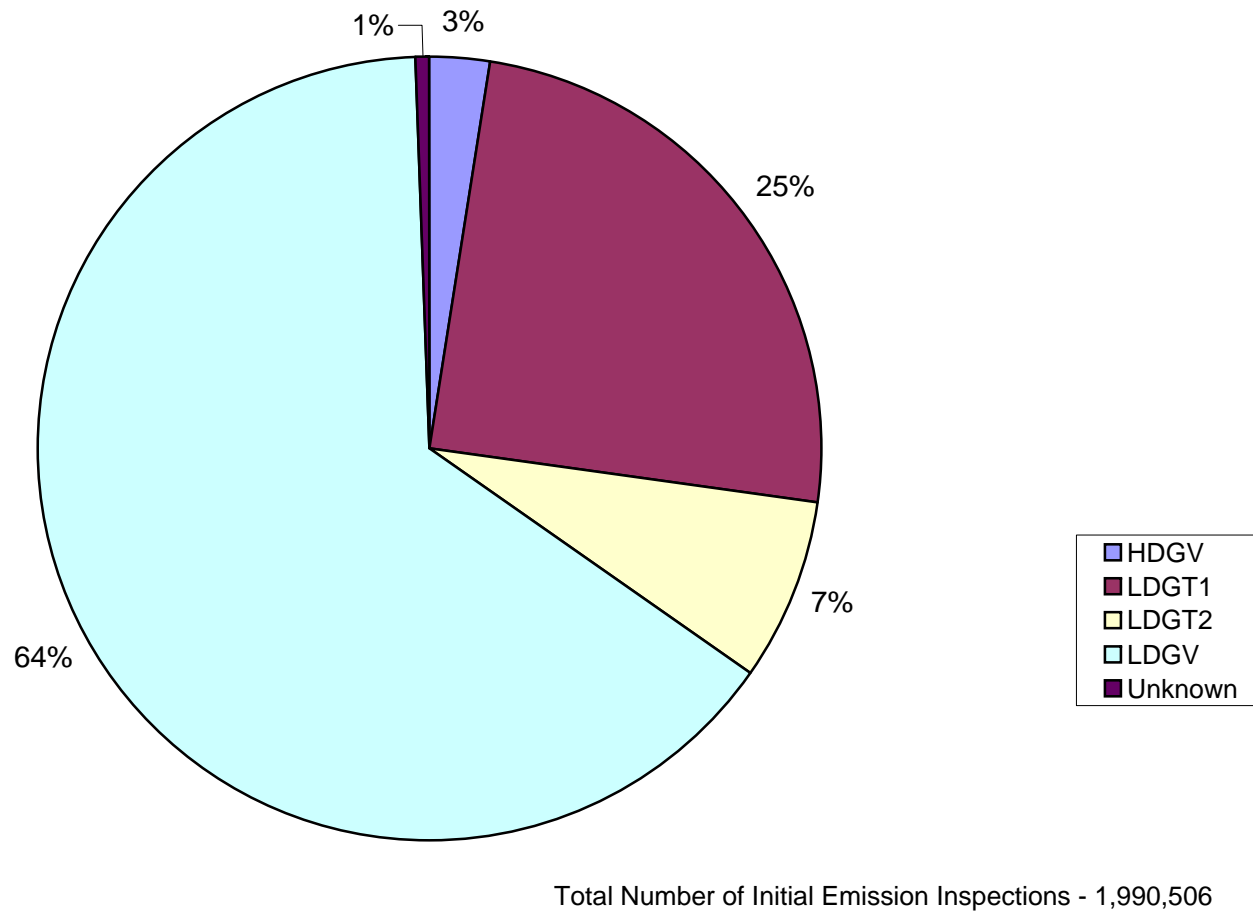


Figure D-1

**New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2004**

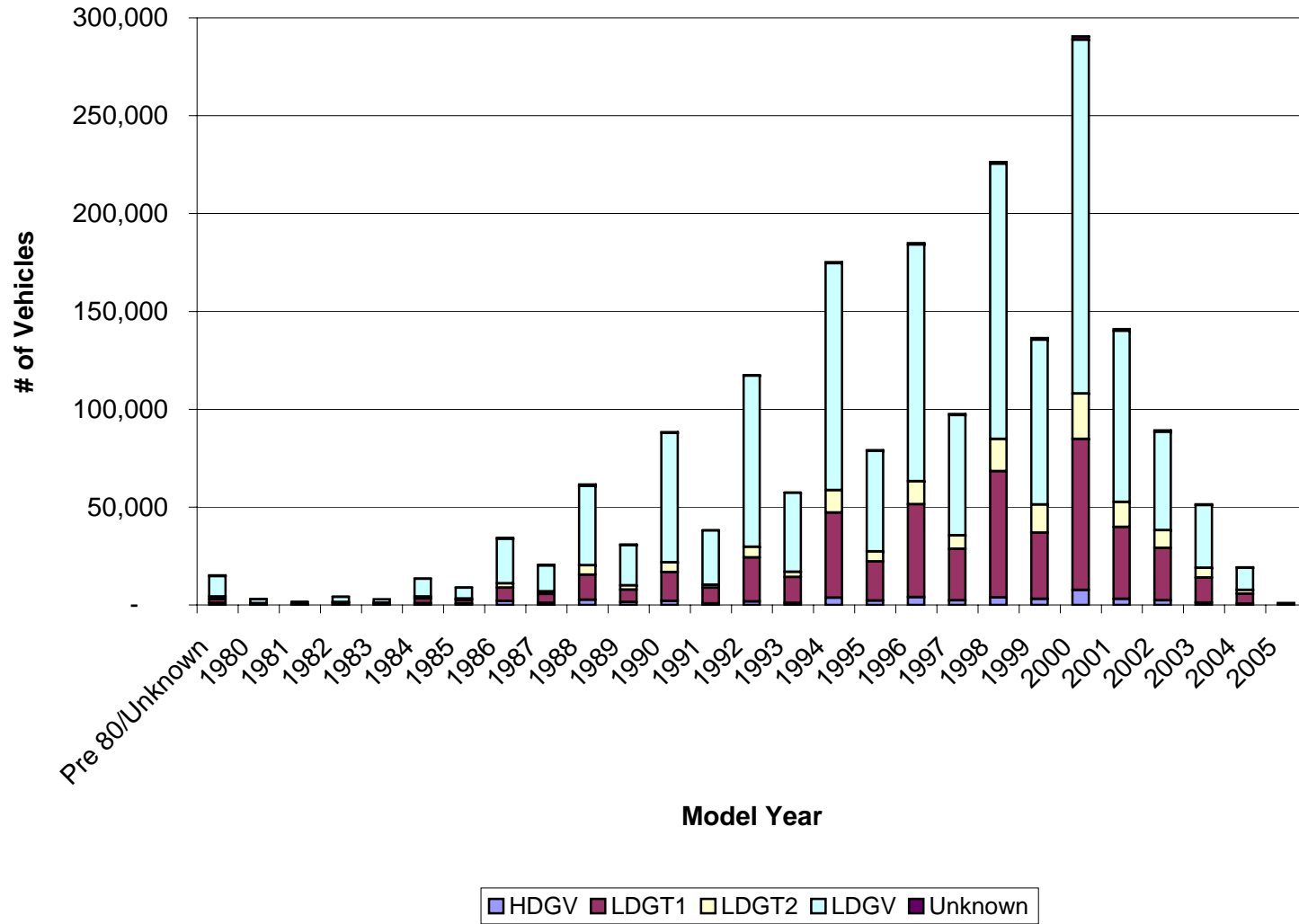


Figure D-2

**APPENDIX I -
PART E**

**INITIAL
EMISSION INSPECTION
FAILURES
BY TEST TYPE**

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Tests	OBD Fail	OBD Pass	OBD Fail Rate
Pre 80/Unknown	HDGV	981	219	762	22.3%	0	0	0	-
Pre 80/Unknown	LDGT1	2,001	583	1,418	29.1%	90	13	77	14.4%
Pre 80/Unknown	LDGT2	1,337	514	823	38.4%	32	6	26	18.8%
Pre 80/Unknown	LDGV	10,371	2,863	7,508	27.6%	194	30	164	15.5%
Pre 80/Unknown	Unknown	518	155	363	29.9%	0	0	0	-
1980	HDGV	228	48	180	21.1%	0	0	0	-
1980	LDGT1	469	146	323	31.1%	0	0	0	-
1980	LDGT2	207	61	146	29.5%	0	0	0	-
1980	LDGV	2,027	422	1,605	20.8%	0	0	0	-
1980	Unknown	96	29	67	30.2%	0	0	0	-
1981	HDGV	169	32	137	18.9%	0	0	0	-
1981	LDGT1	327	99	228	30.3%	0	0	0	-
1981	LDGT2	88	41	47	46.6%	0	0	0	-
1981	LDGV	929	349	580	37.6%	0	0	0	-
1981	Unknown	57	15	42	26.3%	0	0	0	-
1982	HDGV	364	90	274	24.7%	0	0	0	-
1982	LDGT1	874	242	632	27.7%	0	0	0	-
1982	LDGT2	240	73	167	30.4%	0	0	0	-
1982	LDGV	2,619	908	1,711	34.7%	0	0	0	-
1982	Unknown	118	47	71	39.8%	0	0	0	-
1983	HDGV	252	64	188	25.4%	0	0	0	-
1983	LDGT1	645	196	449	30.4%	0	0	0	-
1983	LDGT2	264	96	168	36.4%	0	0	0	-
1983	LDGV	1,737	656	1,081	37.8%	0	0	0	-
1983	Unknown	85	27	58	31.8%	0	0	0	-
1984	HDGV	871	235	636	27.0%	0	0	0	-
1984	LDGT1	2,376	740	1,636	31.1%	0	0	0	-
1984	LDGT2	989	313	676	31.6%	0	0	0	-
1984	LDGV	9,069	2,858	6,211	31.5%	0	0	0	-
1984	Unknown	224	62	162	27.7%	0	0	0	-
1985	HDGV	721	174	547	24.1%	0	0	0	-
1985	LDGT1	1,847	603	1,244	32.6%	0	0	0	-
1985	LDGT2	652	246	406	37.7%	0	0	0	-
1985	LDGV	5,612	1,899	3,713	33.8%	0	0	0	-
1985	Unknown	197	67	130	34.0%	0	0	0	-

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Tests	OBD Fail	OBD Pass	OBD Fail Rate
1986	HDGV	1,986	494	1,492	24.9%	0	0	0	-
1986	LDGT1	6,762	1,595	5,167	23.6%	0	0	0	-
1986	LDGT2	2,231	657	1,574	29.4%	0	0	0	-
1986	LDGV	22,809	6,375	16,434	27.9%	0	0	0	-
1986	Unknown	462	170	292	36.8%	0	0	0	-
1987	HDGV	1,073	256	817	23.9%	0	0	0	-
1987	LDGT1	4,510	1,037	3,473	23.0%	0	0	0	-
1987	LDGT2	1,391	389	1,002	28.0%	0	0	0	-
1987	LDGV	13,187	3,905	9,282	29.6%	0	0	0	-
1987	Unknown	283	83	200	29.3%	0	0	0	-
1988	HDGV	2,584	505	2,079	19.5%	0	0	0	-
1988	LDGT1	12,805	3,348	9,457	26.1%	0	0	0	-
1988	LDGT2	4,841	1,084	3,757	22.4%	0	0	0	-
1988	LDGV	40,685	9,088	31,597	22.3%	0	0	0	-
1988	Unknown	646	205	441	31.7%	0	0	0	-
1989	HDGV	1,483	284	1,199	19.2%	0	0	0	-
1989	LDGT1	6,358	1,909	4,449	30.0%	0	0	0	-
1989	LDGT2	2,227	510	1,717	22.9%	0	0	0	-
1989	LDGV	20,507	4,846	15,661	23.6%	0	0	0	-
1989	Unknown	297	83	214	27.9%	0	0	0	-
1990	HDGV	2,081	360	1,721	17.3%	0	0	0	-
1990	LDGT1	14,675	3,402	11,273	23.2%	0	0	0	-
1990	LDGT2	5,006	965	4,041	19.3%	0	0	0	-
1990	LDGV	66,081	12,876	53,205	19.5%	0	0	0	-
1990	Unknown	456	100	356	21.9%	0	0	0	-
1991	HDGV	765	110	655	14.4%	0	0	0	-
1991	LDGT1	8,116	2,044	6,072	25.2%	0	0	0	-
1991	LDGT2	1,409	361	1,048	25.6%	0	0	0	-
1991	LDGV	27,799	7,527	20,272	27.1%	0	0	0	-
1991	Unknown	160	35	125	21.9%	0	0	0	-
1992	HDGV	1,807	204	1,603	11.3%	0	0	0	-
1992	LDGT1	22,435	5,043	17,392	22.5%	0	0	0	-
1992	LDGT2	5,455	1,038	4,417	19.0%	0	0	0	-
1992	LDGV	87,395	16,863	70,532	19.3%	0	0	0	-
1992	Unknown	375	66	309	17.6%	0	0	0	-

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Tests	OBD Fail	OBD Pass	OBD Fail Rate
1993	HDGV	1,082	137	945	12.7%	0	0	0	-
1993	LDGT1	13,152	2,743	10,409	20.9%	0	0	0	-
1993	LDGT2	2,733	469	2,264	17.2%	0	0	0	-
1993	LDGV	40,289	7,809	32,480	19.4%	0	0	0	-
1993	Unknown	206	29	177	14.1%	0	0	0	-
1994	HDGV	3,667	347	3,320	9.5%	0	0	0	-
1994	LDGT1	43,582	5,962	37,620	13.7%	0	0	0	-
1994	LDGT2	11,374	1,327	10,047	11.7%	0	0	0	-
1994	LDGV	115,973	14,150	101,823	12.2%	0	0	0	-
1994	Unknown	685	103	582	15.0%	0	0	0	-
1995	HDGV	2,222	208	2,014	9.4%	0	0	0	-
1995	LDGT1	19,926	2,223	17,703	11.2%	0	0	0	-
1995	LDGT2	5,233	607	4,626	11.6%	0	0	0	-
1995	LDGV	51,360	5,809	45,551	11.3%	0	0	0	-
1995	Unknown	383	54	329	14.1%	0	0	0	-
1996	HDGV	3,983	313	3,670	7.9%	0	0	0	-
1996	LDGT1	47,491	8,307	39,184	17.5%	46,318	7,043	39,275	15.2%
1996	LDGT2	11,732	2,320	9,412	19.8%	11,436	2,077	9,359	18.2%
1996	LDGV	120,943	17,820	103,123	14.7%	118,085	15,449	102,636	13.1%
1996	Unknown	758	80	678	10.6%	30	4	26	13.3%
1997	HDGV	2,368	163	2,205	6.9%	0	0	0	-
1997	LDGT1	26,350	4,273	22,077	16.2%	25,177	3,663	21,514	14.5%
1997	LDGT2	6,845	1,070	5,775	15.6%	6,504	911	5,593	14.0%
1997	LDGV	61,488	9,094	52,394	14.8%	58,969	7,938	51,031	13.5%
1997	Unknown	531	60	471	11.3%	18	4	14	22.2%
1998	HDGV	3,890	144	3,746	3.7%	0	0	0	-
1998	LDGT1	64,463	6,193	58,270	9.6%	64,350	5,058	59,292	7.9%
1998	LDGT2	16,435	1,704	14,731	10.4%	16,400	1,461	14,939	8.9%
1998	LDGV	140,678	13,017	127,661	9.3%	140,377	10,393	129,984	7.4%
1998	Unknown	919	65	854	7.1%	35	2	33	5.7%
1999	HDGV	3,092	119	2,973	3.8%	0	0	0	-
1999	LDGT1	33,852	2,889	30,963	8.5%	33,789	2,183	31,606	6.5%
1999	LDGT2	14,317	1,136	13,181	7.9%	14,291	929	13,362	6.5%
1999	LDGV	84,252	7,656	76,596	9.1%	84,067	5,629	78,438	6.7%
1999	Unknown	894	63	831	7.0%	26	0	26	0.0%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Tests	OBD Fail	OBD Pass	OBD Fail Rate
2000	HDGV	7,615	237	7,378	3.1%	0	0	0	-
2000	LDGT1	77,252	5,750	71,502	7.4%	69,992	3,305	66,687	4.7%
2000	LDGT2	23,210	1,409	21,801	6.1%	23,145	804	22,341	3.5%
2000	LDGV	180,710	13,273	167,437	7.3%	176,557	8,124	168,433	4.6%
2000	Unknown	1,873	102	1,771	5.4%	65	5	60	7.7%
2001	HDGV	3,143	149	2,994	4.7%	0	0	0	-
2001	LDGT1	36,659	3,693	32,966	10.1%	36,595	1,973	34,622	5.4%
2001	LDGT2	12,768	1,282	11,486	10.0%	12,753	680	12,073	5.3%
2001	LDGV	87,523	6,577	80,946	7.5%	87,410	4,062	83,348	4.6%
2001	Unknown	934	66	868	7.1%	30	1	29	3.3%
2002	HDGV	2,352	58	2,294	2.5%	0	0	0	-
2002	LDGT1	26,814	1,929	24,885	7.2%	26,779	745	26,034	2.8%
2002	LDGT2	9,013	572	8,441	6.3%	8,989	302	8,687	3.4%
2002	LDGV	50,301	2,833	47,468	5.6%	50,240	1,461	48,779	2.9%
2002	Unknown	715	31	684	4.3%	19	1	18	5.3%
2003	HDGV	1,109	20	1,089	1.8%	0	0	0	-
2003	LDGT1	12,887	461	12,426	3.6%	12,865	176	12,689	1.4%
2003	LDGT2	5,021	178	4,843	3.5%	5,007	88	4,919	1.8%
2003	LDGV	31,968	1,163	30,805	3.6%	30,720	692	30,028	2.3%
2003	Unknown	425	4	421	0.9%	6	0	6	0.0%
2004	HDGV	536	8	528	1.5%	0	0	0	-
2004	LDGT1	5,225	192	5,033	3.7%	4,655	143	4,512	3.1%
2004	LDGT2	1,937	118	1,819	6.1%	1,673	72	1,601	4.3%
2004	LDGV	11,328	443	10,885	3.9%	9,981	317	9,664	3.2%
2004	Unknown	238	7	231	2.9%	2	0	2	0.0%
2005	HDGV	33	0	33	0.0%	0	0	0	-
2005	LDGT1	373	54	319	14.5%	276	49	227	17.8%
2005	LDGT2	58	11	47	19.0%	49	10	39	20.4%
2005	LDGV	619	54	565	8.7%	481	50	431	10.4%
2005	Unknown	16	1	15	6.3%	0	0	0	-
Totals		1,990,506	262,127	1,728,379	13.2%	1,178,477	85,853	1,092,624	7.3%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	ASM Tests	ASM Fail	ASM Pass	ASM Fail Rate	2500 Tests	2500 Fail	2500 Pass	2500 Fail Rate	Idle Tests	Idle Fail	Idle Pass	Idle Fail Rate
Pre 80/Unknown	HDGV	0	0	0	-	0	0	0	-	957	157	800	16.4%
Pre 80/Unknown	LDGT1	45	5	40	11.1%	23	5	18	21.7%	1,779	427	1,352	24.0%
Pre 80/Unknown	LDGT2	13	3	10	23.1%	6	3	3	50.0%	1,234	361	873	29.3%
Pre 80/Unknown	LDGV	101	6	95	5.9%	76	16	60	21.1%	9,703	2,201	7,502	22.7%
Pre 80/Unknown	Unknown	0	0	0	-	0	0	0	-	508	106	402	20.9%
1980	HDGV	0	0	0	-	0	0	0	-	227	44	183	19.4%
1980	LDGT1	0	0	0	-	0	0	0	-	451	100	351	22.2%
1980	LDGT2	0	0	0	-	0	0	0	-	198	38	160	19.2%
1980	LDGV	0	0	0	-	0	0	0	-	1,966	302	1,664	15.4%
1980	Unknown	0	0	0	-	0	0	0	-	94	24	70	25.5%
1981	HDGV	0	0	0	-	0	0	0	-	168	27	141	16.1%
1981	LDGT1	280	51	229	18.2%	22	4	18	18.2%	0	0	0	-
1981	LDGT2	65	21	44	32.3%	11	6	5	54.5%	0	0	0	-
1981	LDGV	804	245	559	30.5%	79	23	56	29.1%	0	0	0	-
1981	Unknown	0	0	0	-	0	0	0	-	54	12	42	22.2%
1982	HDGV	0	0	0	-	0	0	0	-	354	71	283	20.1%
1982	LDGT1	784	129	655	16.5%	33	15	18	45.5%	1	1	0	100.0%
1982	LDGT2	204	35	169	17.2%	15	5	10	33.3%	0	0	0	-
1982	LDGV	2,333	660	1,673	28.3%	148	32	116	21.6%	0	0	0	-
1982	Unknown	1	0	1	0.0%	2	1	1	50.0%	116	32	84	27.6%
1983	HDGV	0	0	0	-	0	0	0	-	240	51	189	21.3%
1983	LDGT1	561	90	471	16.0%	20	7	13	35.0%	0	0	0	-
1983	LDGT2	223	53	170	23.8%	17	6	11	35.3%	0	0	0	-
1983	LDGV	1,544	487	1,057	31.5%	85	17	68	20.0%	4	1	3	25.0%
1983	Unknown	3	1	2	33.3%	0	0	0	-	82	20	62	24.4%
1984	HDGV	0	0	0	-	0	0	0	-	845	179	666	21.2%
1984	LDGT1	2,108	461	1,647	21.9%	110	33	77	30.0%	0	0	0	-
1984	LDGT2	877	196	681	22.3%	43	8	35	18.6%	0	0	0	-
1984	LDGV	8,195	2,036	6,159	24.8%	332	65	267	19.6%	39	9	30	23.1%
1984	Unknown	4	1	3	25.0%	1	0	1	0.0%	221	46	175	20.8%
1985	HDGV	0	0	0	-	0	0	0	-	704	135	569	19.2%
1985	LDGT1	1,613	348	1,265	21.6%	76	22	54	28.9%	0	0	0	-
1985	LDGT2	551	134	417	24.3%	36	10	26	27.8%	0	0	0	-
1985	LDGV	4,962	1,315	3,647	26.5%	195	39	156	20.0%	20	4	16	20.0%
1985	Unknown	3	1	2	33.3%	2	0	2	0.0%	191	53	138	27.7%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	ASM Tests	ASM Fail	ASM Pass	ASM Fail Rate	2500 Tests	2500 Fail	2500 Pass	2500 Fail Rate	Idle Tests	Idle Fail	Idle Pass	Idle Fail Rate
1986	HDGV	0	0	0	-	0	0	0	-	1,939	380	1,559	19.6%
1986	LDGT1	6,144	853	5,291	13.9%	190	43	147	22.6%	0	0	0	-
1986	LDGT2	2,010	383	1,627	19.1%	88	27	61	30.7%	0	0	0	-
1986	LDGV	20,513	4,330	16,183	21.1%	726	138	588	19.0%	82	7	75	8.5%
1986	Unknown	15	3	12	20.0%	2	0	2	0.0%	446	130	316	29.1%
1987	HDGV	0	0	0	-	0	0	0	-	1,045	187	858	17.9%
1987	LDGT1	4,017	490	3,527	12.2%	142	42	100	29.6%	0	0	0	-
1987	LDGT2	1,232	214	1,018	17.4%	55	19	36	34.5%	0	0	0	-
1987	LDGV	11,844	2,634	9,210	22.2%	377	74	303	19.6%	68	8	60	11.8%
1987	Unknown	4	0	4	0.0%	2	1	1	50.0%	275	59	216	21.5%
1988	HDGV	0	0	0	-	0	0	0	-	2,532	375	2,157	14.8%
1988	LDGT1	11,749	2,271	9,478	19.3%	300	61	239	20.3%	0	0	0	-
1988	LDGT2	4,451	632	3,819	14.2%	135	24	111	17.8%	0	0	0	-
1988	LDGV	37,367	5,789	31,578	15.5%	991	160	831	16.1%	63	7	56	11.1%
1988	Unknown	23	4	19	17.4%	1	0	1	0.0%	633	151	482	23.9%
1989	HDGV	0	0	0	-	0	0	0	-	1,458	215	1,243	14.7%
1989	LDGT1	5,717	1,250	4,467	21.9%	185	39	146	21.1%	0	0	0	-
1989	LDGT2	2,039	316	1,723	15.5%	71	16	55	22.5%	0	0	0	-
1989	LDGV	18,609	2,816	15,793	15.1%	488	112	376	23.0%	21	4	17	19.0%
1989	Unknown	7	3	4	42.9%	0	0	0	-	291	58	233	19.9%
1990	HDGV	0	0	0	-	0	0	0	-	2,021	236	1,785	11.7%
1990	LDGT1	13,491	2,192	11,299	16.2%	435	71	364	16.3%	0	0	0	-
1990	LDGT2	4,646	555	4,091	11.9%	116	17	99	14.7%	0	0	0	-
1990	LDGV	61,056	8,047	53,009	13.2%	1,907	301	1,606	15.8%	39	6	33	15.4%
1990	Unknown	17	4	13	23.5%	7	1	6	14.3%	446	64	382	14.3%
1991	HDGV	0	0	0	-	0	0	0	-	747	77	670	10.3%
1991	LDGT1	7,235	1,284	5,951	17.7%	433	93	340	21.5%	0	0	0	-
1991	LDGT2	1,235	217	1,018	17.6%	106	24	82	22.6%	0	0	0	-
1991	LDGV	24,723	4,941	19,782	20.0%	1,348	232	1,116	17.2%	18	0	18	0.0%
1991	Unknown	6	2	4	33.3%	3	1	2	33.3%	158	24	134	15.2%
1992	HDGV	0	0	0	-	0	0	0	-	1,764	116	1,648	6.6%
1992	LDGT1	20,450	3,335	17,115	16.3%	919	162	757	17.6%	0	0	0	-
1992	LDGT2	4,996	634	4,362	12.7%	263	54	209	20.5%	0	0	0	-
1992	LDGV	77,830	10,526	67,304	13.5%	5,079	559	4,520	11.0%	26	4	22	15.4%
1992	Unknown	23	5	18	21.7%	4	0	4	0.0%	369	29	340	7.9%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	ASM Tests	ASM Fail	ASM Pass	ASM Fail Rate	2500 Tests	2500 Fail	2500 Pass	2500 Fail Rate	Idle Tests	Idle Fail	Idle Pass	Idle Fail Rate
1993	HDGV	0	0	0	-	0	0	0	-	1,056	85	971	8.0%
1993	LDGT1	11,125	1,551	9,574	13.9%	1,391	298	1,093	21.4%	0	0	0	-
1993	LDGT2	2,475	280	2,195	11.3%	177	38	139	21.5%	0	0	0	-
1993	LDGV	35,891	4,667	31,224	13.0%	2,342	368	1,974	15.7%	14	3	11	21.4%
1993	Unknown	15	2	13	13.3%	1	0	1	0.0%	206	15	191	7.3%
1994	HDGV	0	0	0	-	0	0	0	-	3,622	176	3,446	4.9%
1994	LDGT1	38,024	2,914	35,110	7.7%	4,136	769	3,367	18.6%	0	0	0	-
1994	LDGT2	10,472	714	9,758	6.8%	675	73	602	10.8%	0	0	0	-
1994	LDGV	105,143	7,542	97,601	7.2%	6,859	616	6,243	9.0%	22	5	17	22.7%
1994	Unknown	18	1	17	5.6%	4	0	4	0.0%	676	40	636	5.9%
1995	HDGV	0	0	0	-	0	0	0	-	2,194	128	2,066	5.8%
1995	LDGT1	17,564	1,173	16,391	6.7%	1,860	206	1,654	11.1%	0	0	0	-
1995	LDGT2	4,679	301	4,378	6.4%	465	63	402	13.5%	0	0	0	-
1995	LDGV	46,493	2,880	43,613	6.2%	3,262	320	2,942	9.8%	26	8	18	30.8%
1995	Unknown	18	2	16	11.1%	0	0	0	-	381	29	352	7.6%
1996	HDGV	0	0	0	-	0	0	0	-	3,946	169	3,777	4.3%
1996	LDGT1	990	52	938	5.3%	161	3	158	1.9%	0	0	0	-
1996	LDGT2	244	20	224	8.2%	49	5	44	10.2%	0	0	0	-
1996	LDGV	2,556	107	2,449	4.2%	259	14	245	5.4%	1	0	1	0.0%
1996	Unknown	2	0	2	0.0%	0	0	0	-	750	22	728	2.9%
1997	HDGV	0	0	0	-	0	0	0	-	2,346	71	2,275	3.0%
1997	LDGT1	812	25	787	3.1%	351	6	345	1.7%	0	0	0	-
1997	LDGT2	278	14	264	5.0%	57	0	57	0.0%	0	0	0	-
1997	LDGV	2,257	95	2,162	4.2%	222	14	208	6.3%	0	0	0	-
1997	Unknown	0	0	0	-	1	0	1	0.0%	523	15	508	2.9%
1998	HDGV	0	0	0	-	0	0	0	-	3,863	46	3,817	1.2%
1998	LDGT1	75	2	73	2.7%	32	2	30	6.3%	0	0	0	-
1998	LDGT2	22	2	20	9.1%	10	1	9	10.0%	0	0	0	-
1998	LDGV	225	12	213	5.3%	66	3	63	4.5%	0	0	0	-
1998	Unknown	0	0	0	-	0	0	0	-	905	20	885	2.2%
1999	HDGV	0	0	0	-	0	0	0	-	3,072	42	3,030	1.4%
1999	LDGT1	42	1	41	2.4%	16	0	16	0.0%	0	0	0	-
1999	LDGT2	21	1	20	4.8%	4	0	4	0.0%	0	0	0	-
1999	LDGV	121	8	113	6.6%	54	2	52	3.7%	0	0	0	-
1999	Unknown	0	0	0	-	0	0	0	-	886	13	873	1.5%

Table E (Page 7 of 12)

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	ASM Tests	ASM Fail	ASM Pass	ASM Fail Rate	2500 Tests	2500 Fail	2500 Pass	2500 Fail Rate	Idle Tests	Idle Fail	Idle Pass	Idle Fail Rate
2000	HDGV	0	0	0	-	0	0	0	-	7,561	37	7,524	0.5%
2000	LDGT1	6,930	18	6,912	0.3%	287	0	287	0.0%	0	0	0	-
2000	LDGT2	45	0	45	0.0%	16	0	16	0.0%	0	0	0	-
2000	LDGV	4,017	19	3,998	0.5%	99	1	98	1.0%	0	0	0	-
2000	Unknown	1	0	1	0.0%	1	0	1	0.0%	1,856	10	1,846	0.5%
2001	HDGV	0	0	0	-	0	0	0	-	3,122	7	3,115	0.2%
2001	LDGT1	34	2	32	5.9%	22	1	21	4.5%	0	0	0	-
2001	LDGT2	6	0	6	0.0%	7	0	7	0.0%	0	0	0	-
2001	LDGV	64	1	63	1.6%	41	0	41	0.0%	0	0	0	-
2001	Unknown	0	0	0	-	0	0	0	-	922	5	917	0.5%
2002	HDGV	0	0	0	-	0	0	0	-	2,339	5	2,334	0.2%
2002	LDGT1	23	1	22	4.3%	9	0	9	0.0%	0	0	0	-
2002	LDGT2	14	0	14	0.0%	8	0	8	0.0%	0	0	0	-
2002	LDGV	36	1	35	2.8%	20	0	20	0.0%	0	0	0	-
2002	Unknown	0	0	0	-	1	0	1	0.0%	707	1	706	0.1%
2003	HDGV	0	0	0	-	0	0	0	-	1,103	2	1,101	0.2%
2003	LDGT1	10	0	10	0.0%	12	0	12	0.0%	0	0	0	-
2003	LDGT2	4	0	4	0.0%	10	0	10	0.0%	0	0	0	-
2003	LDGV	1,201	6	1,195	0.5%	39	0	39	0.0%	0	0	0	-
2003	Unknown	1	0	1	0.0%	0	0	0	-	423	0	423	0.0%
2004	HDGV	0	0	0	-	0	0	0	-	536	0	536	0.0%
2004	LDGT1	57	1	56	1.8%	512	0	512	0.0%	0	0	0	-
2004	LDGT2	171	0	171	0.0%	92	0	92	0.0%	0	0	0	-
2004	LDGV	1,263	8	1,255	0.6%	80	0	80	0.0%	1	0	1	0.0%
2004	Unknown	0	0	0	-	0	0	0	-	236	0	236	0.0%
2005	HDGV	0	0	0	-	0	0	0	-	33	0	33	0.0%
2005	LDGT1	15	0	15	0.0%	82	0	82	0.0%	0	0	0	-
2005	LDGT2	1	0	1	0.0%	8	0	8	0.0%	0	0	0	-
2005	LDGV	103	1	102	1.0%	35	0	35	0.0%	0	0	0	-
2005	Unknown	0	0	0	-	0	0	0	-	16	0	16	0.0%
Totals		660,281	82,432	577,849	12.5%	39,540	5,391	34,149	13.6%	77,941	7,492	70,449	9.6%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap Tests	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Tests	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Tests	Smoke Fail	Smoke Pass	Smoke Fail Rate
Pre 80/Unknown	HDGV	729	60	669	8.2%	376	2	374	0.53%	981	16	965	1.63%
Pre 80/Unknown	LDGT1	1,436	147	1,289	10.2%	975	26	949	2.67%	1,999	39	1,960	1.95%
Pre 80/Unknown	LDGT2	1,106	186	920	16.8%	661	24	637	3.63%	1,337	27	1,310	2.02%
Pre 80/Unknown	LDGV	6,070	479	5,591	7.9%	4,694	56	4,638	1.19%	10,369	211	10,158	2.03%
Pre 80/Unknown	Unknown	280	53	227	18.9%	99	3	96	3.03%	518	8	510	1.54%
1980	HDGV	211	9	202	4.3%	116	2	114	1.72%	227	1	226	0.44%
1980	LDGT1	455	38	417	8.4%	449	11	438	2.45%	469	4	465	0.85%
1980	LDGT2	197	18	179	9.1%	188	2	186	1.06%	207	4	203	1.93%
1980	LDGV	1,878	94	1,784	5.0%	2,008	13	1,995	0.65%	2,027	26	2,001	1.28%
1980	Unknown	62	9	53	14.5%	37	0	37	0.00%	96	1	95	1.04%
1981	HDGV	153	8	145	5.2%	100	1	99	1.00%	169	0	169	0.00%
1981	LDGT1	320	36	284	11.3%	324	6	318	1.85%	327	3	324	0.92%
1981	LDGT2	87	10	77	11.5%	84	4	80	4.76%	88	2	86	2.27%
1981	LDGV	877	57	820	6.5%	925	13	912	1.41%	928	16	912	1.72%
1981	Unknown	45	2	43	4.4%	28	1	27	3.57%	57	2	55	3.51%
1982	HDGV	338	23	315	6.8%	223	0	223	0.00%	364	3	361	0.82%
1982	LDGT1	857	70	787	8.2%	866	13	853	1.50%	874	12	862	1.37%
1982	LDGT2	235	22	213	9.4%	234	2	232	0.85%	240	3	237	1.25%
1982	LDGV	2,496	130	2,366	5.2%	2,611	11	2,600	0.42%	2,619	50	2,569	1.91%
1982	Unknown	90	16	74	17.8%	40	0	40	0.00%	118	2	116	1.69%
1983	HDGV	242	11	231	4.5%	159	2	157	1.26%	252	6	246	2.38%
1983	LDGT1	635	55	580	8.7%	634	15	619	2.37%	645	20	625	3.10%
1983	LDGT2	264	25	239	9.5%	254	7	247	2.76%	264	7	257	2.65%
1983	LDGV	1,652	113	1,539	6.8%	1,731	9	1,722	0.52%	1,734	32	1,702	1.85%
1983	Unknown	68	9	59	13.2%	35	1	34	2.86%	85	2	83	2.35%
1984	HDGV	803	60	743	7.5%	506	7	499	1.38%	871	12	859	1.38%
1984	LDGT1	2,340	185	2,155	7.9%	2,361	20	2,341	0.85%	2,375	38	2,337	1.60%
1984	LDGT2	971	79	892	8.1%	978	4	974	0.41%	989	27	962	2.73%
1984	LDGV	8,905	465	8,440	5.2%	9,047	19	9,028	0.21%	9,067	191	8,876	2.11%
1984	Unknown	181	21	160	11.6%	105	1	104	0.95%	224	2	222	0.89%
1985	HDGV	648	39	609	6.0%	467	8	459	1.71%	721	3	718	0.42%
1985	LDGT1	1,833	151	1,682	8.2%	1,830	15	1,815	0.82%	1,846	46	1,800	2.49%
1985	LDGT2	643	58	585	9.0%	637	5	632	0.78%	652	20	632	3.07%
1985	LDGV	5,497	257	5,240	4.7%	5,590	10	5,580	0.18%	5,611	156	5,455	2.78%
1985	Unknown	161	15	146	9.3%	96	2	94	2.08%	197	2	195	1.02%

Table E (Page 9 of 12)

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap Tests	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Tests	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Tests	Smoke Fail	Smoke Pass	Smoke Fail Rate
1986	HDGV	1,835	124	1,711	6.8%	1,270	20	1,250	1.57%	1,986	10	1,976	0.50%
1986	LDGT1	6,704	428	6,276	6.4%	6,735	17	6,718	0.25%	6,761	111	6,650	1.64%
1986	LDGT2	2,213	168	2,045	7.6%	2,206	10	2,196	0.45%	2,230	48	2,182	2.15%
1986	LDGV	22,516	758	21,758	3.4%	22,749	16	22,733	0.07%	22,801	546	22,255	2.39%
1986	Unknown	377	54	323	14.3%	225	1	224	0.44%	462	3	459	0.65%
1987	HDGV	962	70	892	7.3%	844	6	838	0.71%	1,073	8	1,065	0.75%
1987	LDGT1	4,477	255	4,222	5.7%	4,493	23	4,470	0.51%	4,507	88	4,419	1.95%
1987	LDGT2	1,382	85	1,297	6.2%	1,385	6	1,379	0.43%	1,391	27	1,364	1.94%
1987	LDGV	13,000	546	12,454	4.2%	13,142	23	13,119	0.18%	13,184	242	12,942	1.84%
1987	Unknown	224	25	199	11.2%	163	1	162	0.61%	282	1	281	0.35%
1988	HDGV	2,402	135	2,267	5.6%	2,446	4	2,442	0.16%	2,583	11	2,572	0.43%
1988	LDGT1	12,745	465	12,280	3.6%	12,768	12	12,756	0.09%	12,797	283	12,514	2.21%
1988	LDGT2	4,802	246	4,556	5.1%	4,832	3	4,829	0.06%	4,841	70	4,771	1.45%
1988	LDGV	40,373	1,327	39,046	3.3%	40,590	32	40,558	0.08%	40,672	736	39,936	1.81%
1988	Unknown	538	65	473	12.1%	512	2	510	0.39%	646	5	641	0.77%
1989	HDGV	1,453	66	1,387	4.5%	1,441	2	1,439	0.14%	1,483	10	1,473	0.67%
1989	LDGT1	6,331	320	6,011	5.1%	6,332	18	6,314	0.28%	6,353	165	6,188	2.60%
1989	LDGT2	2,224	96	2,128	4.3%	2,223	3	2,220	0.13%	2,227	22	2,205	0.99%
1989	LDGV	20,322	831	19,491	4.1%	20,430	38	20,392	0.19%	20,496	456	20,040	2.22%
1989	Unknown	266	25	241	9.4%	247	0	247	0.00%	297	3	294	1.01%
1990	HDGV	2,032	102	1,930	5.0%	2,040	4	2,036	0.20%	2,081	19	2,062	0.91%
1990	LDGT1	14,634	581	14,053	4.0%	14,644	10	14,634	0.07%	14,670	282	14,388	1.92%
1990	LDGT2	5,000	197	4,803	3.9%	4,998	3	4,995	0.06%	5,005	72	4,933	1.44%
1990	LDGV	65,677	2,016	63,661	3.1%	65,947	43	65,904	0.07%	66,056	1,102	64,954	1.67%
1990	Unknown	402	37	365	9.2%	416	0	416	0.00%	455	1	454	0.22%
1991	HDGV	762	32	730	4.2%	753	1	752	0.13%	765	3	762	0.39%
1991	LDGT1	8,092	312	7,780	3.9%	8,092	12	8,080	0.15%	8,111	143	7,968	1.76%
1991	LDGT2	1,408	70	1,338	5.0%	1,407	1	1,406	0.07%	1,409	17	1,392	1.21%
1991	LDGV	27,669	1,011	26,658	3.7%	27,704	23	27,681	0.08%	27,786	719	27,067	2.59%
1991	Unknown	141	14	127	9.9%	149	0	149	0.00%	160	1	159	0.63%
1992	HDGV	1,800	71	1,729	3.9%	1,796	2	1,794	0.11%	1,807	7	1,800	0.39%
1992	LDGT1	22,402	652	21,750	2.9%	22,395	6	22,389	0.03%	22,421	451	21,970	2.01%
1992	LDGT2	5,448	202	5,246	3.7%	5,441	1	5,440	0.02%	5,453	59	5,394	1.08%
1992	LDGV	87,138	1,852	85,286	2.1%	87,236	42	87,194	0.05%	87,370	2,165	85,205	2.48%
1992	Unknown	341	38	303	11.1%	360	1	359	0.28%	375	1	374	0.27%

Table E (Page 10 of 12)

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap Tests	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Tests	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Tests	Smoke Fail	Smoke Pass	Smoke Fail Rate
1993	HDGV	1,074	39	1,035	3.6%	1,070	2	1,068	0.19%	1,082	6	1,076	0.55%
1993	LDGT1	13,112	353	12,759	2.7%	13,113	8	13,105	0.06%	13,146	318	12,828	2.42%
1993	LDGT2	2,727	94	2,633	3.4%	2,727	4	2,723	0.15%	2,733	21	2,712	0.77%
1993	LDGV	40,146	1,004	39,142	2.5%	40,187	23	40,164	0.06%	40,274	955	39,319	2.37%
1993	Unknown	194	16	178	8.2%	199	0	199	0.00%	206	0	206	0.00%
1994	HDGV	3,646	153	3,493	4.2%	3,633	6	3,627	0.17%	3,667	11	3,656	0.30%
1994	LDGT1	43,540	1,018	42,522	2.3%	43,518	13	43,505	0.03%	43,568	752	42,816	1.73%
1994	LDGT2	11,364	361	11,003	3.2%	11,363	5	11,358	0.04%	11,372	80	11,292	0.70%
1994	LDGV	115,614	2,443	113,171	2.1%	115,837	28	115,809	0.02%	115,948	2,023	113,925	1.74%
1994	Unknown	637	64	573	10.0%	664	0	664	0.00%	684	2	682	0.29%
1995	HDGV	2,204	71	2,133	3.2%	2,188	3	2,185	0.14%	2,222	5	2,217	0.23%
1995	LDGT1	19,898	402	19,496	2.0%	19,896	5	19,891	0.03%	19,923	183	19,740	0.92%
1995	LDGT2	5,223	175	5,048	3.4%	5,217	2	5,215	0.04%	5,231	26	5,205	0.50%
1995	LDGV	51,091	1,223	49,868	2.4%	51,281	23	51,258	0.04%	51,349	638	50,711	1.24%
1995	Unknown	346	26	320	7.5%	353	0	353	0.00%	383	0	383	0.00%
1996	HDGV	3,970	143	3,827	3.6%	3,920	0	3,920	0.00%	3,983	6	3,977	0.15%
1996	LDGT1	47,297	1,313	45,984	2.8%	47,448	2	47,446	0.00%	47,475	258	47,217	0.54%
1996	LDGT2	11,721	276	11,445	2.4%	11,722	1	11,721	0.01%	11,730	18	11,712	0.15%
1996	LDGV	120,356	2,313	118,043	1.9%	120,825	27	120,798	0.02%	120,911	533	120,378	0.44%
1996	Unknown	746	58	688	7.8%	731	0	731	0.00%	758	2	756	0.26%
1997	HDGV	2,358	87	2,271	3.7%	2,323	0	2,323	0.00%	2,367	4	2,363	0.17%
1997	LDGT1	26,281	686	25,595	2.6%	26,322	4	26,318	0.02%	26,336	63	26,273	0.24%
1997	LDGT2	6,828	175	6,653	2.6%	6,836	0	6,836	0.00%	6,840	16	6,824	0.23%
1997	LDGV	60,597	1,159	59,438	1.9%	61,431	15	61,416	0.02%	61,459	187	61,272	0.30%
1997	Unknown	514	41	473	8.0%	513	0	513	0.00%	530	1	529	0.19%
1998	HDGV	3,882	100	3,782	2.6%	3,864	0	3,864	0.00%	3,890	0	3,890	0.00%
1998	LDGT1	64,348	1,185	63,163	1.8%	64,416	3	64,413	0.00%	64,451	131	64,320	0.20%
1998	LDGT2	16,387	277	16,110	1.7%	16,419	0	16,419	0.00%	16,428	12	16,416	0.07%
1998	LDGV	138,809	2,630	136,179	1.9%	140,586	16	140,570	0.01%	140,656	342	140,314	0.24%
1998	Unknown	896	42	854	4.7%	904	0	904	0.00%	919	1	918	0.11%
1999	HDGV	3,078	79	2,999	2.6%	3,076	0	3,076	0.00%	3,092	0	3,092	0.00%
1999	LDGT1	33,761	761	33,000	2.3%	33,823	1	33,822	0.00%	33,843	22	33,821	0.07%
1999	LDGT2	14,293	231	14,062	1.6%	14,304	0	14,304	0.00%	14,314	3	14,311	0.02%
1999	LDGV	82,234	2,156	80,078	2.6%	84,192	11	84,181	0.01%	84,231	100	84,131	0.12%
1999	Unknown	880	51	829	5.8%	891	0	891	0.00%	894	0	894	0.00%

Table E (Page 11 of 12)

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap Tests	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Tests	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Tests	Smoke Fail	Smoke Pass	Smoke Fail Rate
2000	HDGV	7,585	197	7,388	2.6%	7,602	0	7,602	0.00%	7,614	1	7,613	0.01%
2000	LDGT1	76,856	2,549	74,307	3.3%	77,209	1	77,208	0.00%	77,240	11	77,229	0.01%
2000	LDGT2	23,062	621	22,441	2.7%	23,192	0	23,192	0.00%	23,206	5	23,201	0.02%
2000	LDGV	175,781	5,315	170,466	3.0%	180,619	10	180,609	0.01%	180,696	104	180,592	0.06%
2000	Unknown	1,854	91	1,763	4.9%	1,868	0	1,868	0.00%	1,873	0	1,873	0.00%
2001	HDGV	3,129	142	2,987	4.5%	3,137	0	3,137	0.00%	3,141	1	3,140	0.03%
2001	LDGT1	36,361	1,827	34,534	5.0%	36,639	0	36,639	0.00%	36,647	3	36,644	0.01%
2001	LDGT2	12,016	664	11,352	5.5%	12,762	1	12,761	0.01%	12,761	5	12,756	0.04%
2001	LDGV	83,375	2,628	80,747	3.2%	87,481	2	87,479	0.00%	87,510	21	87,489	0.02%
2001	Unknown	925	59	866	6.4%	934	0	934	0.00%	934	0	934	0.00%
2002	HDGV	2,341	53	2,288	2.3%	2,348	0	2,348	0.00%	2,352	1	2,351	0.04%
2002	LDGT1	26,345	1,236	25,109	4.7%	26,802	1	26,801	0.00%	26,810	2	26,808	0.01%
2002	LDGT2	8,635	285	8,350	3.3%	9,008	0	9,008	0.00%	9,011	0	9,011	0.00%
2002	LDGV	47,542	1,415	46,127	3.0%	50,282	5	50,277	0.01%	50,296	8	50,288	0.02%
2002	Unknown	705	29	676	4.1%	712	0	712	0.00%	715	0	715	0.00%
2003	HDGV	1,087	18	1,069	1.7%	1,108	0	1,108	0.00%	1,108	0	1,108	0.00%
2003	LDGT1	12,444	294	12,150	2.4%	12,882	1	12,881	0.01%	12,883	0	12,883	0.00%
2003	LDGT2	4,696	91	4,605	1.9%	5,020	0	5,020	0.00%	5,020	0	5,020	0.00%
2003	LDGV	29,676	478	29,198	1.6%	31,950	4	31,946	0.01%	31,961	0	31,961	0.00%
2003	Unknown	419	4	415	1.0%	422	0	422	0.00%	425	0	425	0.00%
2004	HDGV	513	8	505	1.6%	536	0	536	0.00%	536	0	536	0.00%
2004	LDGT1	4,919	49	4,870	1.0%	5,221	0	5,221	0.00%	5,224	0	5,224	0.00%
2004	LDGT2	1,777	48	1,729	2.7%	1,936	0	1,936	0.00%	1,937	0	1,937	0.00%
2004	LDGV	10,273	121	10,152	1.2%	11,322	0	11,322	0.00%	11,325	0	11,325	0.00%
2004	Unknown	229	7	222	3.1%	238	0	238	0.00%	238	0	238	0.00%
2005	HDGV	31	0	31	0.0%	33	0	33	0.00%	33	0	33	0.00%
2005	LDGT1	327	6	321	1.8%	373	0	373	0.00%	373	1	372	0.27%
2005	LDGT2	55	1	54	1.8%	58	0	58	0.00%	58	0	58	0.00%
2005	LDGV	548	4	544	0.7%	619	0	619	0.00%	619	0	619	0.00%
2005	Unknown	15	1	14	6.7%	16	0	16	0.00%	16	0	16	0.00%
Totals		1,954,430	55,732	1,898,698	2.9%	1,976,000	928	1,975,072	0.05%	1,990,000	15,763	1,974,237	0.79%

**New Jersey Enhanced Inspection and Maintenance Program
Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2004**

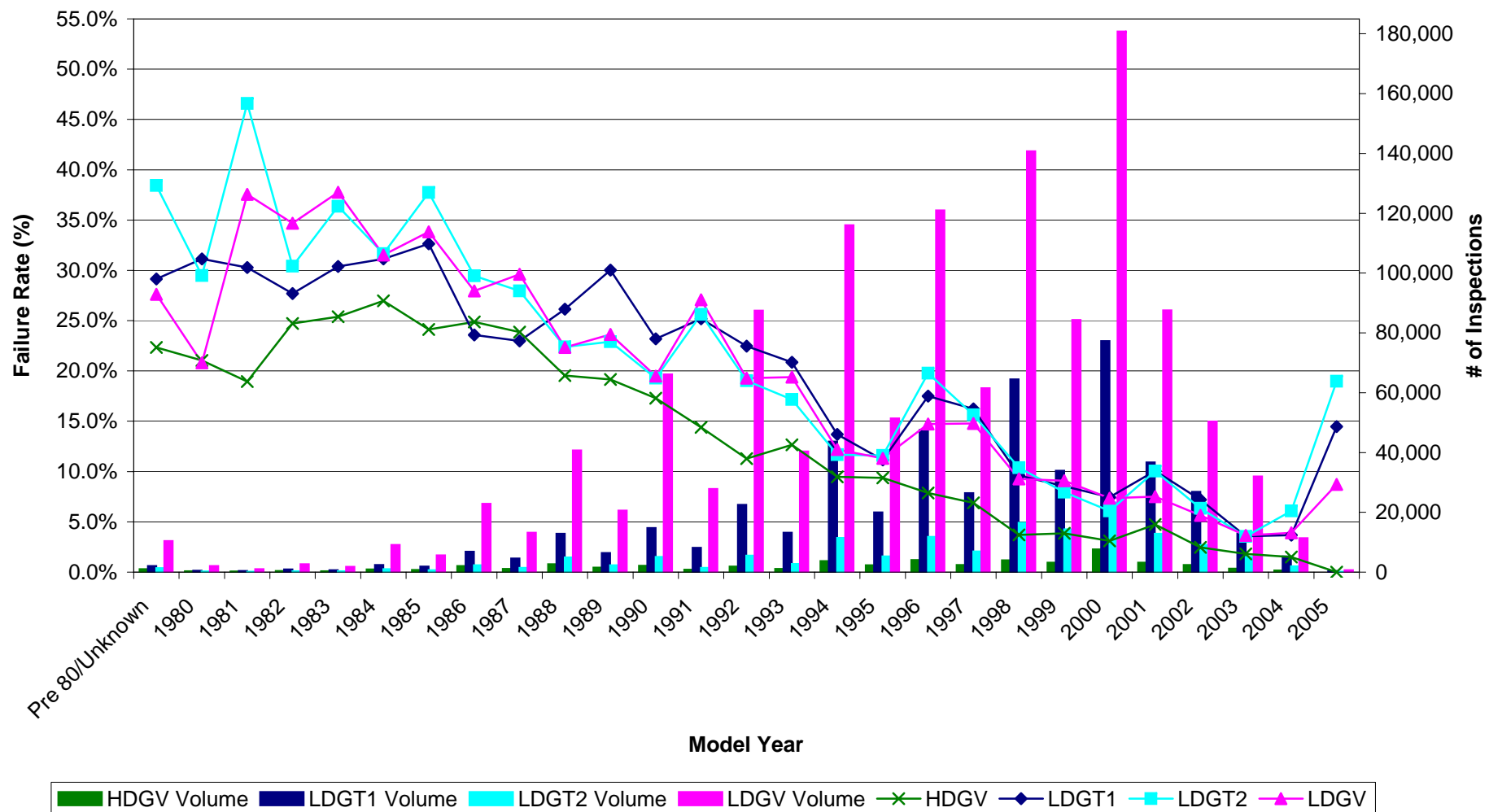


Figure E-1

**New Jersey Enhanced Inspection and Maintenance Program
Initial OBDII Test Volume & Failure Rate by Model Year and Vehicle Type
Year 2004**

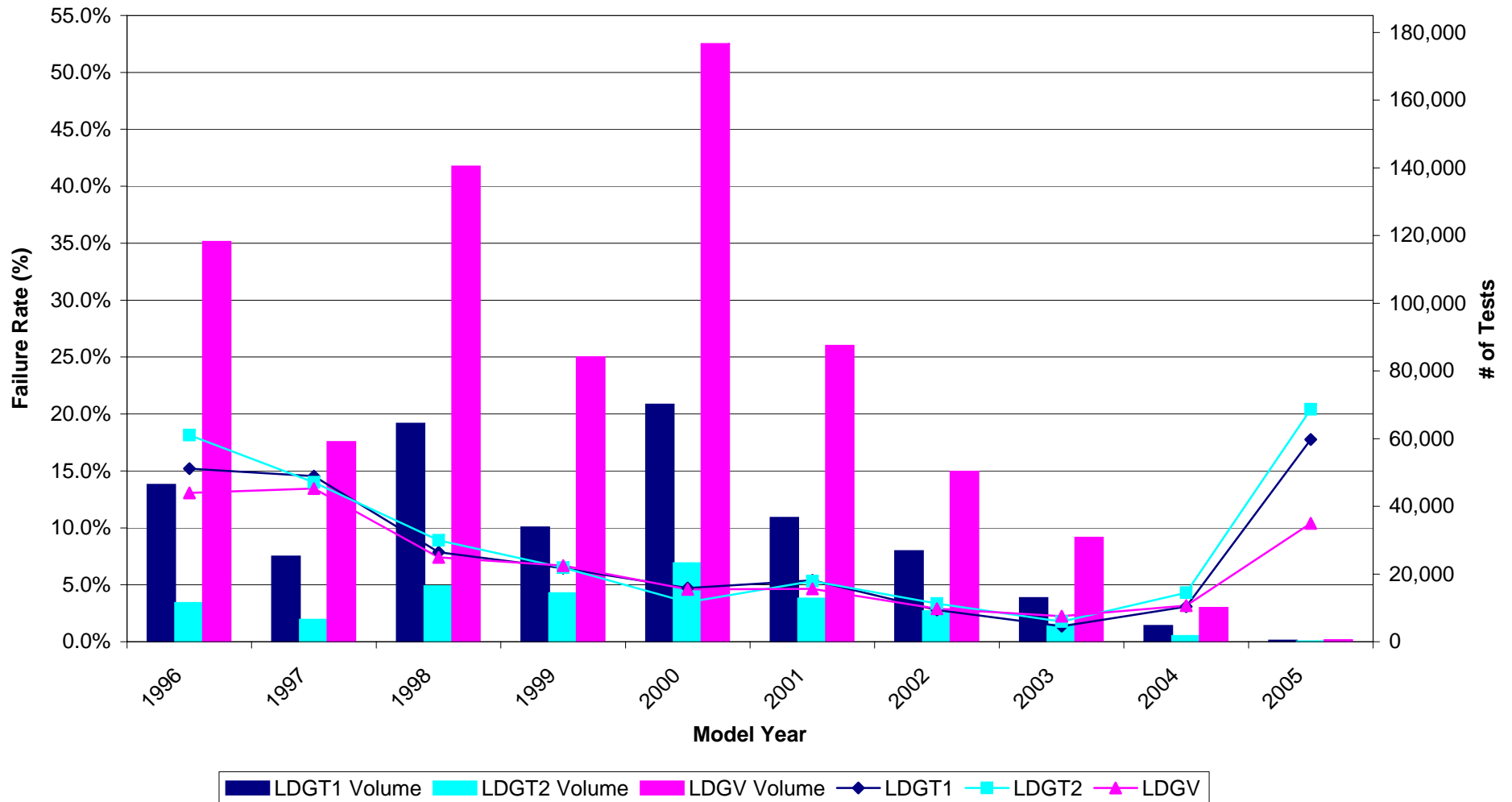


Figure E-2

**New Jersey Enhanced Inspection and Maintenance Program
Initial ASM Test Volume & Failure Rate by Model Year and Vehicle Type
Year 2004**

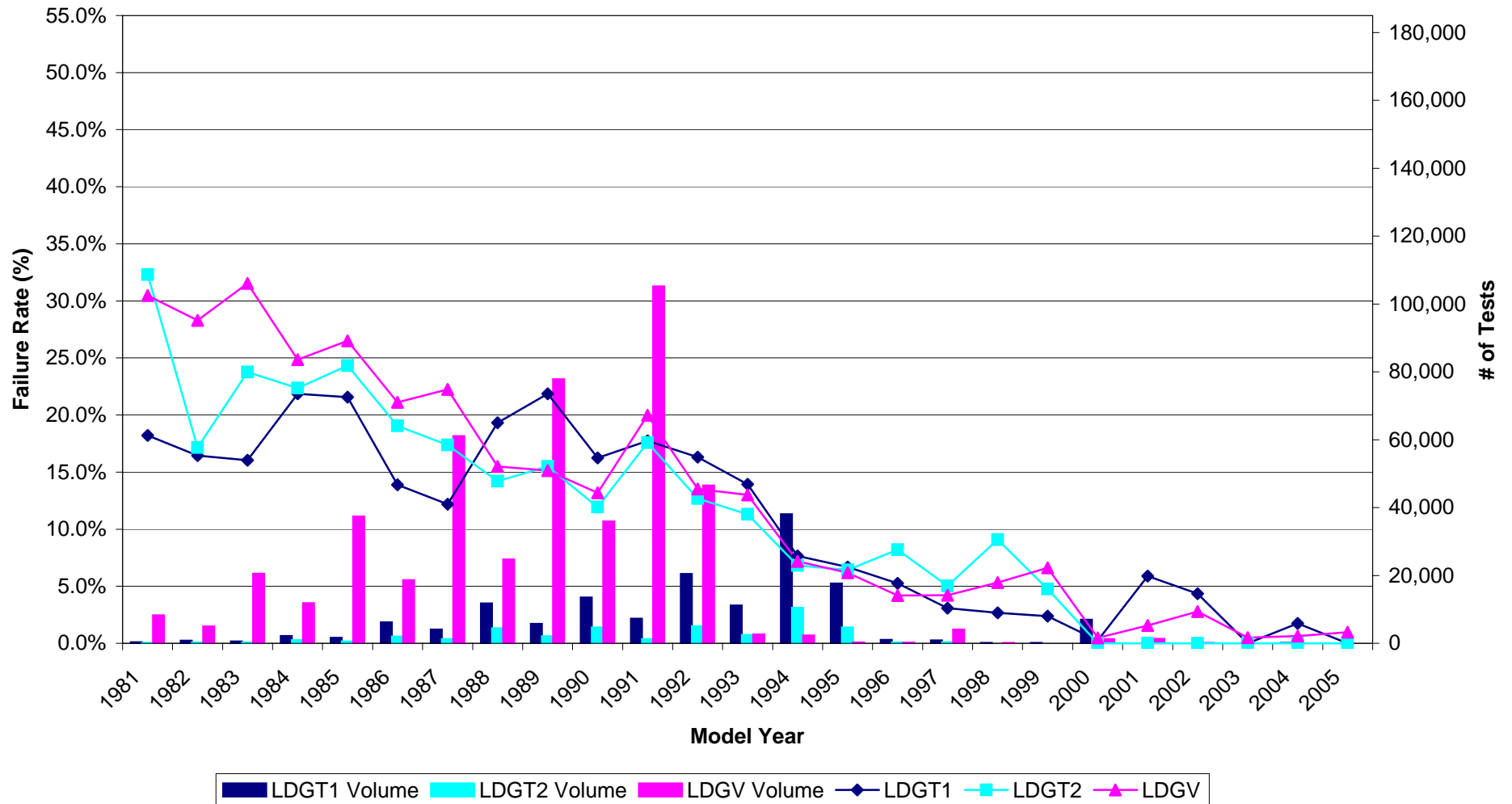


Figure E-3

**New Jersey Enhanced Inspection and Maintenance Program
Initial 2500 RPM Test Volume & Failure Rate by Model Year and Vehicle Type
Year 2004**

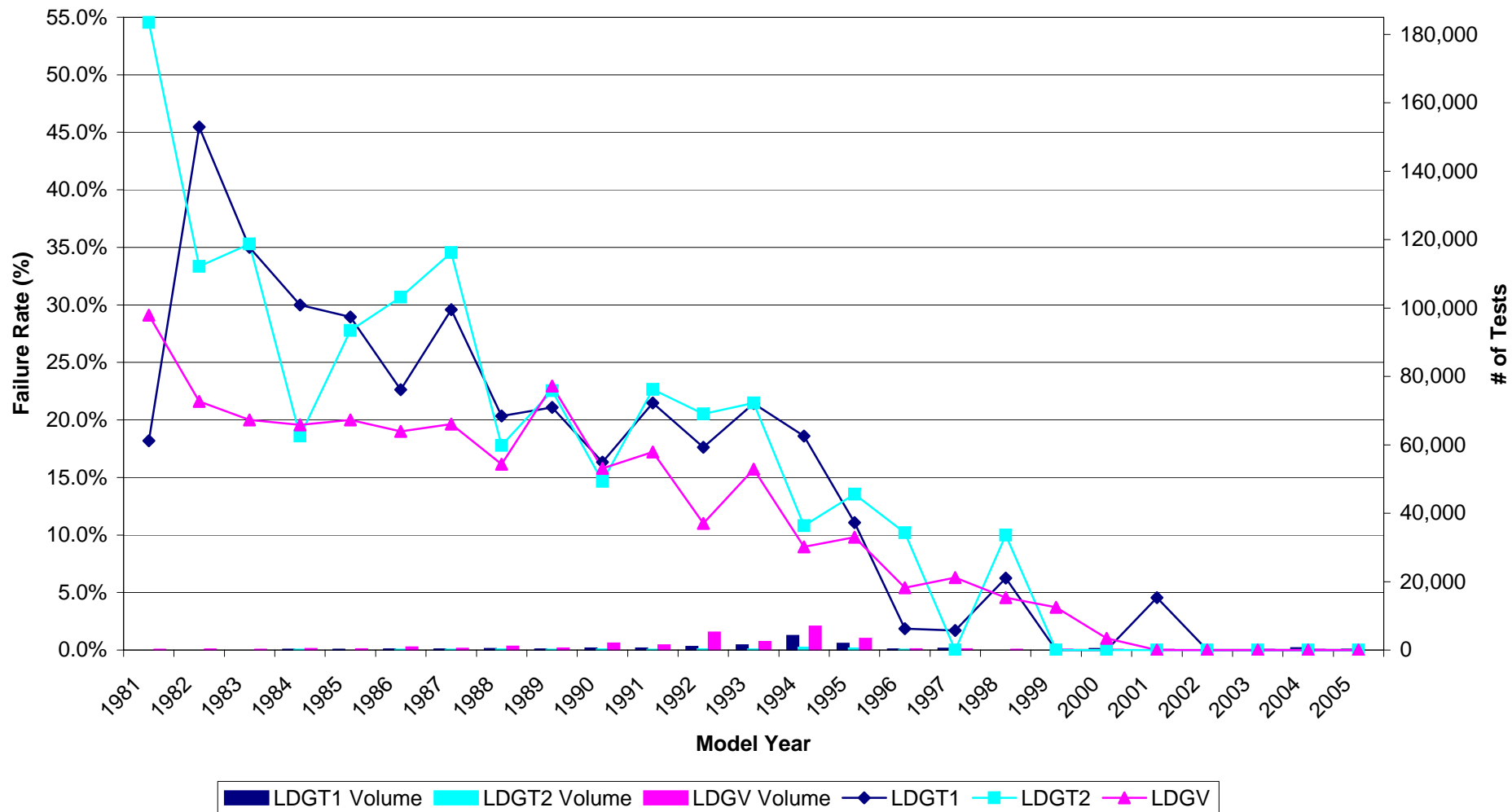


Figure E-4

**New Jersey Enhanced Inspection and Maintenance Program
Initial Idle Test Volume & Failure Rate by Model Year and Vehicle Type
Year 2004**

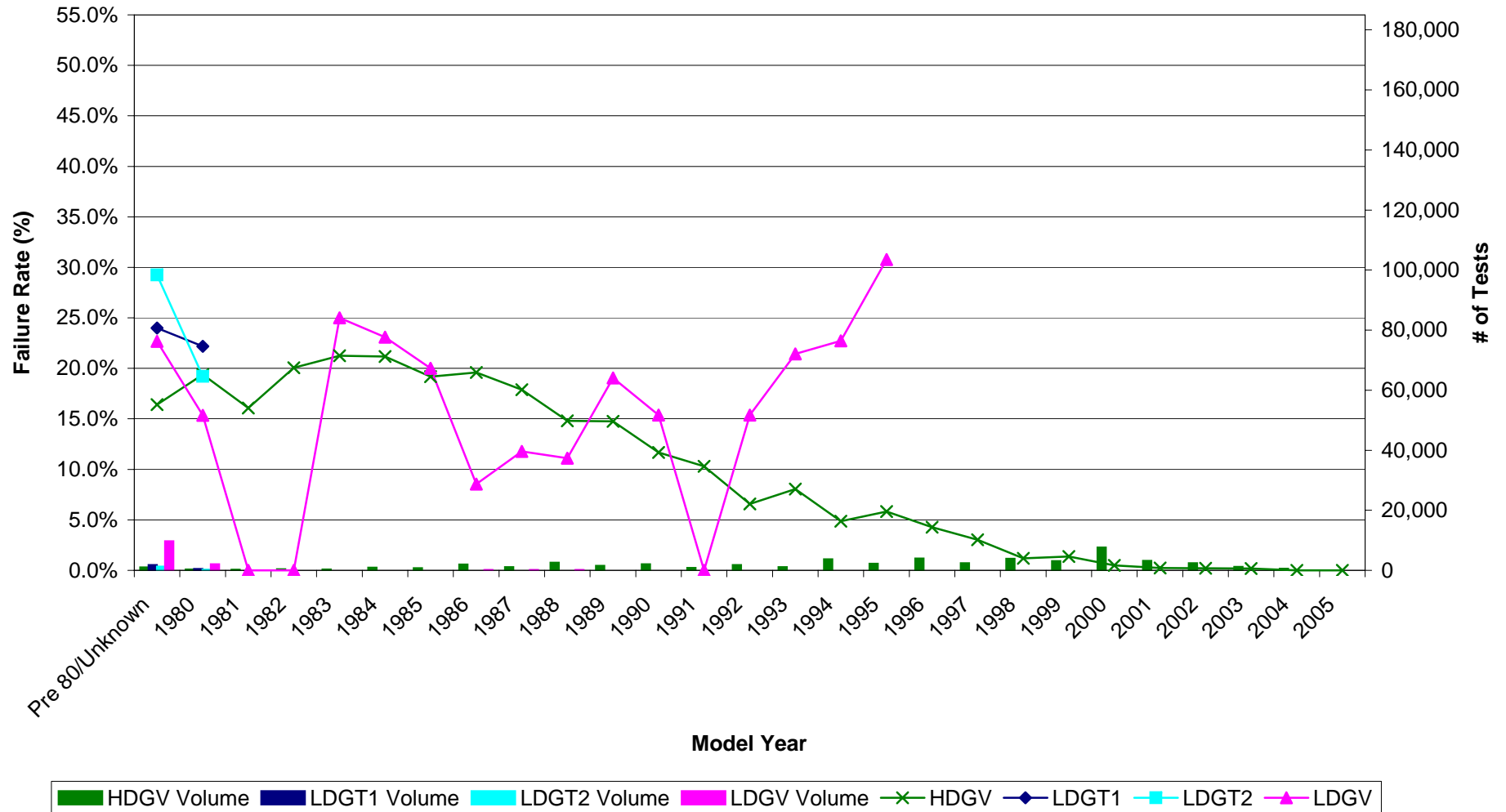


Figure E-5

**New Jersey Enhanced Inspection and Maintenance Program
Initial Gas Cap Test Volume & Failure Rate by Model Year and Vehicle Type
Year 2004**

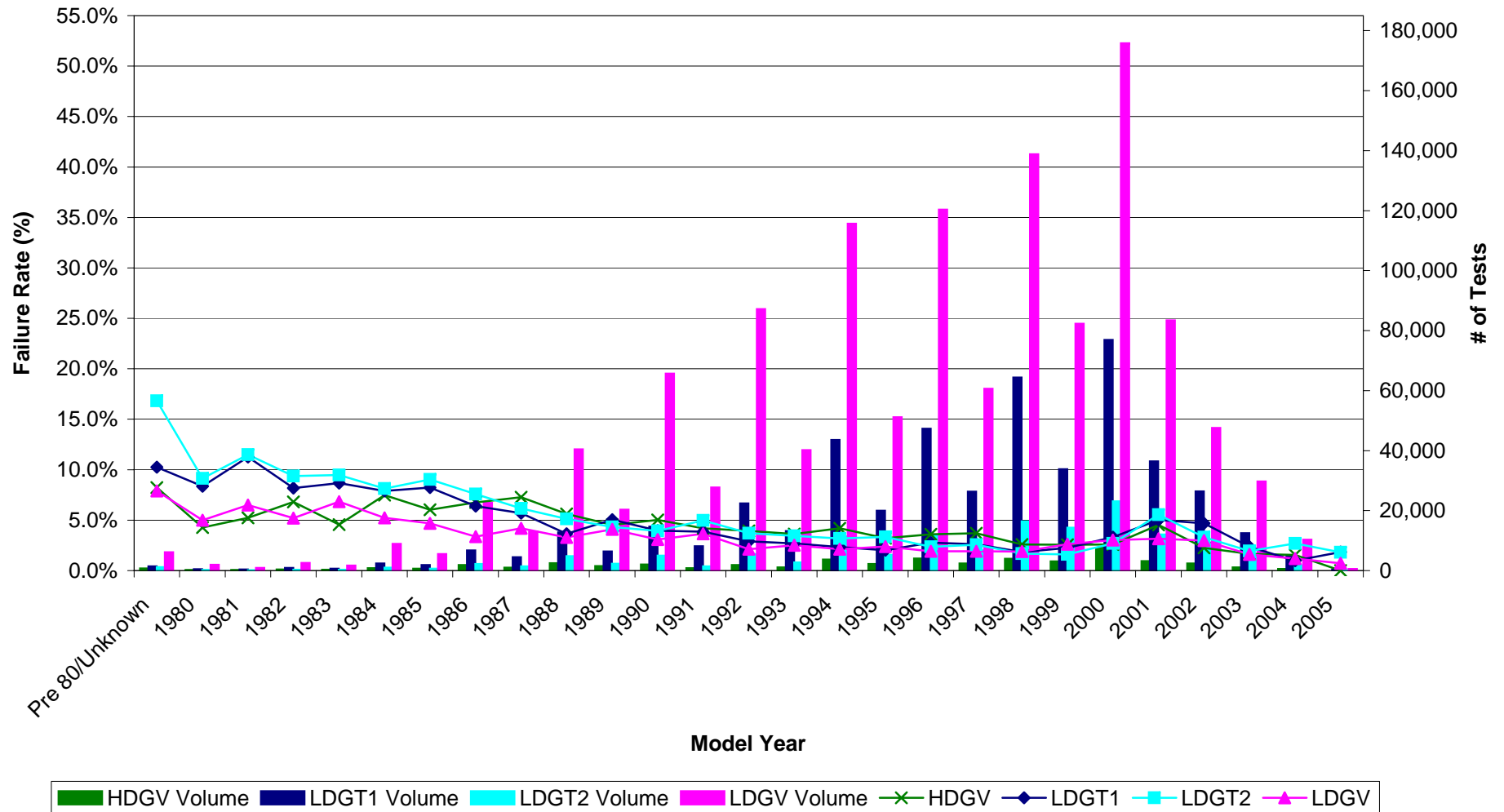


Figure E-6

**New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Test Volume & Failure Rate by Model Year and Vehicle Type
Year 2004**

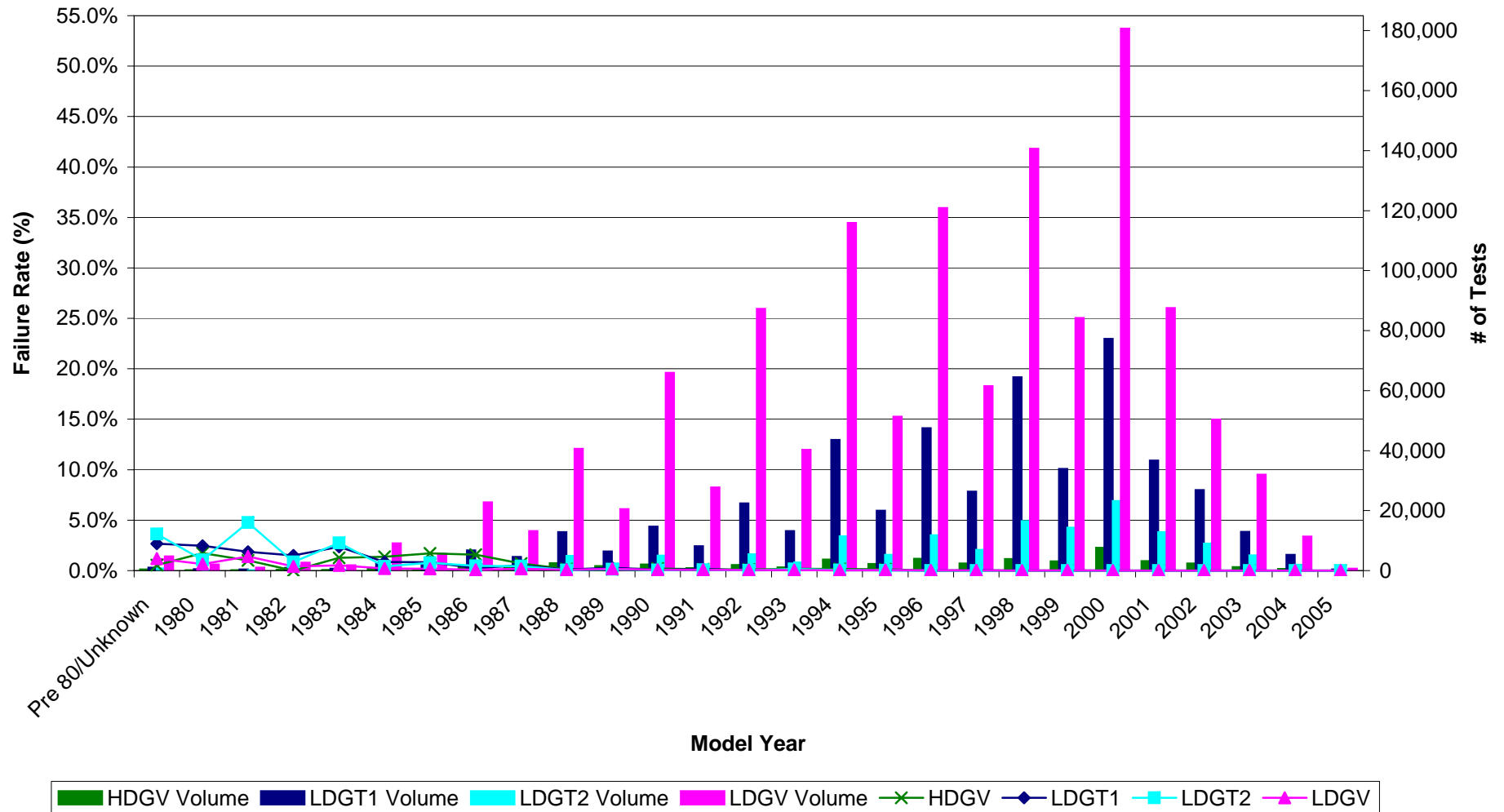


Figure E-7

**New Jersey Enhanced Inspection and Maintenance Program
Initial Smoke Test Volume & Failure Rate by Model Year and Vehicle Type
Year 2004**

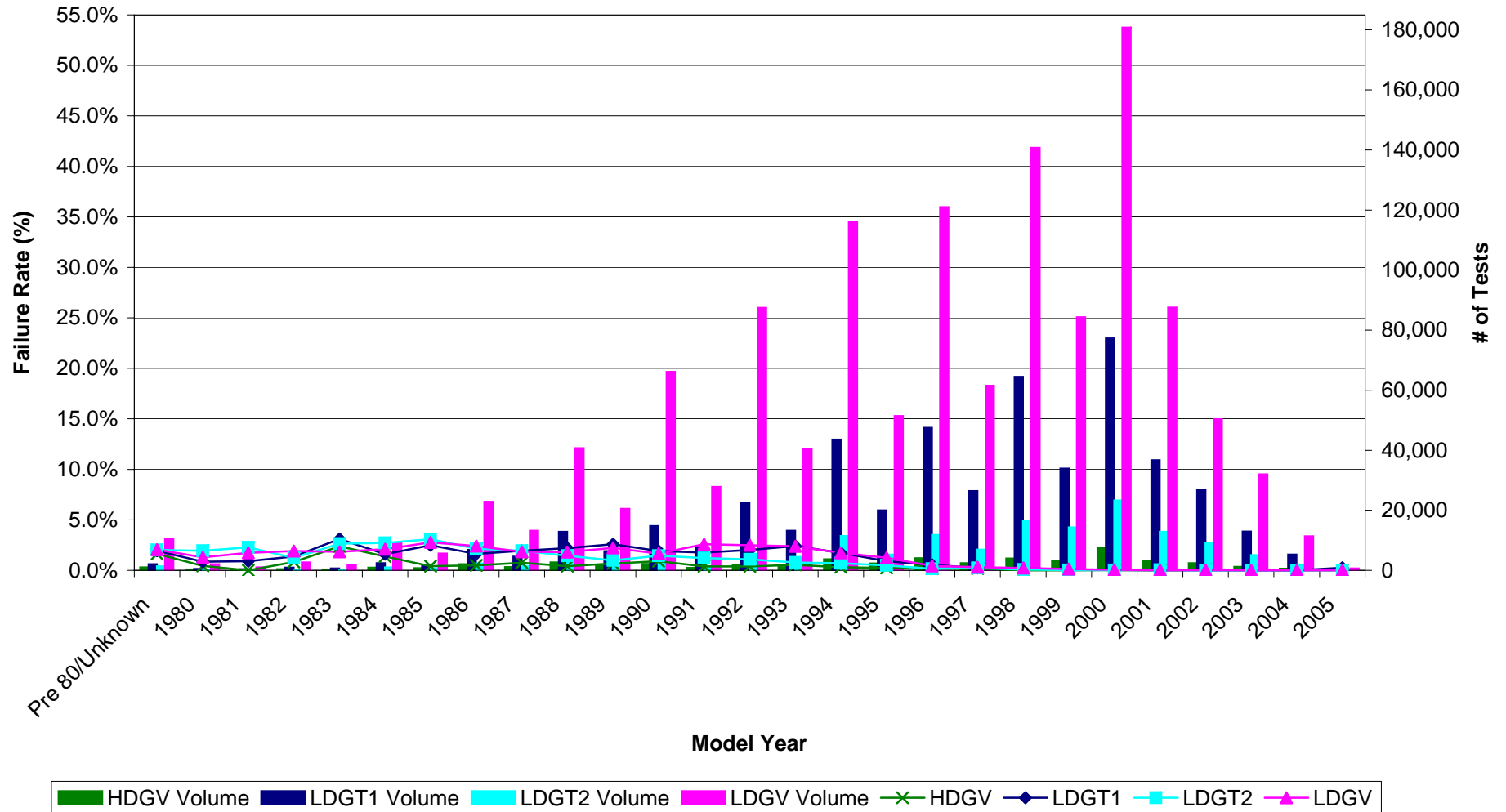


Figure E-8

**APPENDIX I -
PART F**

**ON-BOARD DIAGNOSTICS II
(OBDII)
INSPECTIONS**

**New Jersey Enhanced Inspection and Maintenance Program
Overall OBDII Inspections - Initial and All Retests
Year 2004**

Model Yr	Veh Type	OBDII Initial Tests	Initial and 1st or Subsequent Retest Passes	Overall OBDII Pass Rate	Overall OBDII Failed (Dropped)	Overall OBDII Fail Rate
Unknown	LDGT1	90	77	85.6%	13	14.4%
Unknown	LDGT2	32	30	93.8%	2	6.3%
Unknown	LDGV	194	182	93.8%	12	6.2%
Unknown	Unknown	0	0	-	0	-
1996	LDGT1	46,318	44,693	96.5%	1,625	3.5%
1996	LDGT2	11,436	11,024	96.4%	412	3.6%
1996	LDGV	118,085	114,205	96.7%	3,880	3.3%
1996	Unknown	30	29	96.7%	1	3.3%
1997	LDGT1	25,177	24,364	96.8%	813	3.2%
1997	LDGT2	6,504	6,292	96.7%	212	3.3%
1997	LDGV	58,969	56,865	96.4%	2,104	3.6%
1997	Unknown	18	18	100.0%	0	0.0%
1998	LDGT1	64,350	63,455	98.6%	895	1.4%
1998	LDGT2	16,400	16,154	98.5%	246	1.5%
1998	LDGV	140,377	138,407	98.6%	1,970	1.4%
1998	Unknown	35	35	100.0%	0	0.0%
1999	LDGT1	33,789	33,430	98.9%	359	1.1%
1999	LDGT2	14,291	14,132	98.9%	159	1.1%
1999	LDGV	84,067	82,948	98.7%	1,119	1.3%
1999	Unknown	26	26	100.0%	0	0.0%
2000	LDGT1	69,992	69,536	99.3%	456	0.7%
2000	LDGT2	23,145	23,039	99.5%	106	0.5%
2000	LDGV	176,557	175,396	99.3%	1,161	0.7%
2000	Unknown	65	65	100.0%	0	0.0%
2001	LDGT1	36,595	36,298	99.2%	297	0.8%
2001	LDGT2	12,753	12,647	99.2%	106	0.8%
2001	LDGV	87,410	86,808	99.3%	602	0.7%
2001	Unknown	30	29	96.7%	1	3.3%
2002	LDGT1	26,779	26,679	99.6%	100	0.4%
2002	LDGT2	8,989	8,936	99.4%	53	0.6%
2002	LDGV	50,240	50,011	99.5%	229	0.5%
2002	Unknown	19	19	100.0%	0	0.0%
2003	LDGT1	12,865	12,846	99.9%	19	0.1%
2003	LDGT2	5,007	4,988	99.6%	19	0.4%
2003	LDGV	30,720	30,597	99.6%	123	0.4%
2003	Unknown	6	6	100.0%	0	0.0%
2004	LDGT1	4,655	4,613	99.1%	42	0.9%
2004	LDGT2	1,673	1,661	99.3%	12	0.7%
2004	LDGV	9,981	9,891	99.1%	90	0.9%
2004	Unknown	2	2	100.0%	0	0.0%
2005	LDGT1	276	256	92.8%	20	7.2%
2005	LDGT2	49	44	89.8%	5	10.2%
2005	LDGV	481	452	94.0%	29	6.0%
2005	Unknown	0	0	-	0	-
Totals		1,178,477	1,161,185	98.5%	17,292	1.5%

Table F-1

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2004

Model Yr	Veh Type	OBDII Initial Tests	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
Unknown	LDGT1	90	89	1	1.1%	1	1	50.0%
Unknown	LDGT2	32	32	0	0.0%	1	0	0.0%
Unknown	LDGV	194	193	1	0.5%	1	0	0.0%
Unknown	Unknown	0	0	0	0.0%	0	0	0.0%
1996	LDGT1	46,318	45,168	1,150	2.5%	33,646	2,783	7.6%
1996	LDGT2	11,436	10,916	520	4.5%	7,717	663	7.9%
1996	LDGV	118,085	116,110	1,975	1.7%	89,551	6,332	6.6%
1996	Unknown	30	30	0	0.0%	5	2	28.6%
1997	LDGT1	25,177	24,657	520	2.1%	18,309	1,311	6.7%
1997	LDGT2	6,504	6,351	153	2.4%	4,552	322	6.6%
1997	LDGV	58,969	58,048	921	1.6%	43,869	2,973	6.3%
1997	Unknown	18	18	0	0.0%	3	0	0.0%
1998	LDGT1	64,350	63,800	550	0.9%	51,847	2,029	3.8%
1998	LDGT2	16,400	16,249	151	0.9%	12,654	498	3.8%
1998	LDGV	140,377	139,496	881	0.6%	115,177	4,360	3.6%
1998	Unknown	35	35	0	0.0%	9	1	10.0%
1999	LDGT1	33,789	33,602	187	0.6%	27,338	905	3.2%
1999	LDGT2	14,291	14,194	97	0.7%	11,179	356	3.1%
1999	LDGV	84,067	83,631	436	0.5%	68,770	2,294	3.2%
1999	Unknown	26	26	0	0.0%	8	0	0.0%
2000	LDGT1	69,992	69,819	173	0.2%	58,561	1,490	2.5%
2000	LDGT2	23,145	23,089	56	0.2%	18,804	311	1.6%
2000	LDGV	176,557	176,126	431	0.2%	150,334	3,692	2.4%
2000	Unknown	65	64	1	1.5%	13	0	0.0%
2001	LDGT1	36,595	36,490	105	0.3%	31,053	784	2.5%
2001	LDGT2	12,753	12,733	20	0.2%	10,572	225	2.1%
2001	LDGV	87,410	87,190	220	0.3%	74,785	1,434	1.9%
2001	Unknown	30	30	0	0.0%	12	0	0.0%
2002	LDGT1	26,779	26,747	32	0.1%	23,355	274	1.2%
2002	LDGT2	8,989	8,973	16	0.2%	7,619	101	1.3%
2002	LDGV	50,240	50,180	60	0.1%	43,325	477	1.1%
2002	Unknown	19	19	0	0.0%	7	0	0.0%
2003	LDGT1	12,865	12,858	7	0.1%	11,502	48	0.4%
2003	LDGT2	5,007	5,000	7	0.1%	4,366	26	0.6%
2003	LDGV	30,720	30,703	17	0.1%	27,117	143	0.5%
2003	Unknown	6	6	0	0.0%	2	0	0.0%
2004	LDGT1	4,655	4,654	1	0.0%	3,857	31	0.8%
2004	LDGT2	1,673	1,672	1	0.1%	1,329	10	0.7%
2004	LDGV	9,981	9,979	2	0.0%	8,353	38	0.5%
2004	Unknown	2	2	0	0.0%	2	0	0.0%
2005	LDGT1	276	276	0	0.0%	216	4	1.8%
2005	LDGT2	49	49	0	0.0%	29	1	3.3%
2005	LDGV	481	481	0	0.0%	282	2	0.7%
2005	Unknown	0	0	0	0.0%	0	0	0.0%
Totals		1,178,477	1,169,785	8,692	0.7%	960,132	33,921	3.4%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2004

Model Yr	Veh Type	OBDII Initial Tests	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
Unknown	LDGT1	90	90	0	0.0%	84	2	2.3%
Unknown	LDGT2	32	32	0	0.0%	29	2	6.5%
Unknown	LDGV	194	192	2	1.0%	180	6	3.2%
Unknown	Unknown	0	0	0	0.0%	0	0	0.0%
1996	LDGT1	46,318	46,193	125	0.3%	45,757	214	0.5%
1996	LDGT2	11,436	11,362	74	0.7%	11,229	82	0.7%
1996	LDGV	118,085	117,535	550	0.5%	116,386	665	0.6%
1996	Unknown	30	30	0	0.0%	29	1	3.3%
1997	LDGT1	25,177	25,109	68	0.3%	24,635	122	0.5%
1997	LDGT2	6,504	6,446	58	0.9%	6,314	38	0.6%
1997	LDGV	58,969	58,732	237	0.4%	57,594	341	0.6%
1997	Unknown	18	18	0	0.0%	18	0	0.0%
1998	LDGT1	64,350	64,241	109	0.2%	63,692	247	0.4%
1998	LDGT2	16,400	16,307	93	0.6%	16,118	92	0.6%
1998	LDGV	140,377	140,004	373	0.3%	138,671	680	0.5%
1998	Unknown	35	35	0	0.0%	33	0	0.0%
1999	LDGT1	33,789	33,734	55	0.2%	33,155	109	0.3%
1999	LDGT2	14,291	14,227	64	0.4%	13,948	71	0.5%
1999	LDGV	84,067	83,802	265	0.3%	82,398	371	0.4%
1999	Unknown	26	26	0	0.0%	26	0	0.0%
2000	LDGT1	69,992	69,930	62	0.1%	69,100	316	0.5%
2000	LDGT2	23,145	23,080	65	0.3%	22,879	80	0.3%
2000	LDGV	176,557	176,280	277	0.2%	174,579	722	0.4%
2000	Unknown	65	65	0	0.0%	64	0	0.0%
2001	LDGT1	36,595	36,553	42	0.1%	36,041	89	0.2%
2001	LDGT2	12,753	12,703	50	0.4%	12,461	45	0.4%
2001	LDGV	87,410	87,281	129	0.1%	86,075	353	0.4%
2001	Unknown	30	30	0	0.0%	30	0	0.0%
2002	LDGT1	26,779	26,760	19	0.1%	26,580	86	0.3%
2002	LDGT2	8,989	8,970	19	0.2%	8,910	33	0.4%
2002	LDGV	50,240	50,178	62	0.1%	49,879	148	0.3%
2002	Unknown	19	19	0	0.0%	19	0	0.0%
2003	LDGT1	12,865	12,857	8	0.1%	12,805	27	0.2%
2003	LDGT2	5,007	4,996	11	0.2%	4,967	15	0.3%
2003	LDGV	30,720	30,674	46	0.1%	30,421	194	0.6%
2003	Unknown	6	6	0	0.0%	6	0	0.0%
2004	LDGT1	4,655	4,651	4	0.1%	4,577	72	1.5%
2004	LDGT2	1,673	1,667	6	0.4%	1,642	30	1.8%
2004	LDGV	9,981	9,972	9	0.1%	9,807	151	1.5%
2004	Unknown	2	2	0	0.0%	2	0	0.0%
2005	LDGT1	276	276	0	0.0%	248	26	9.5%
2005	LDGT2	49	49	0	0.0%	42	7	14.3%
2005	LDGV	481	481	0	0.0%	445	36	7.5%
2005	Unknown	0	0	0	0.0%	0	0	0.0%
Totals		1,178,477	1,175,595	2,882	0.2%	1,161,875	5,473	0.5%

Table F-2 (Page 2 of 3)

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2004

Model Yr	Veh Type	OBDII Initial Tests	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
Unknown	LDGT1	90	80	4	4.8%	81	4	4.7%
Unknown	LDGT2	32	27	2	6.9%	27	2	6.9%
Unknown	LDGV	194	163	17	9.4%	173	7	3.9%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDGT1	46,318	40,515	5,226	11.4%	44,283	1,613	3.5%
1996	LDGT2	11,436	9,635	1,589	14.2%	11,000	271	2.4%
1996	LDGV	118,085	105,341	11,001	9.5%	113,329	3,248	2.8%
1996	Unknown	30	26	3	10.3%	29	0	0.0%
1997	LDGT1	25,177	22,270	2,353	9.6%	23,440	1,186	4.8%
1997	LDGT2	6,504	5,692	619	9.8%	6,120	191	3.0%
1997	LDGV	58,969	52,401	5,173	9.0%	54,978	2,629	4.6%
1997	Unknown	18	15	3	16.7%	17	1	5.6%
1998	LDGT1	64,350	60,456	3,219	5.1%	62,126	1,557	2.4%
1998	LDGT2	16,400	15,266	845	5.2%	15,707	404	2.5%
1998	LDGV	140,377	131,860	6,748	4.9%	135,880	2,766	2.0%
1998	Unknown	35	31	2	6.1%	33	0	0.0%
1999	LDGT1	33,789	31,812	1,326	4.0%	32,403	735	2.2%
1999	LDGT2	14,291	13,407	539	3.9%	13,640	306	2.2%
1999	LDGV	84,067	78,879	3,483	4.2%	80,740	1,622	2.0%
1999	Unknown	26	26	0	0.0%	26	0	0.0%
2000	LDGT1	69,992	67,150	1,935	2.8%	68,099	986	1.4%
2000	LDGT2	23,145	22,447	421	1.8%	22,657	211	0.9%
2000	LDGV	176,557	169,505	5,035	2.9%	172,351	2,189	1.3%
2000	Unknown	65	62	2	3.1%	62	2	3.1%
2001	LDGT1	36,595	34,864	1,150	3.2%	35,290	724	2.0%
2001	LDGT2	12,753	12,162	289	2.3%	12,140	311	2.5%
2001	LDGV	87,410	83,937	2,071	2.4%	84,451	1,557	1.8%
2001	Unknown	30	30	0	0.0%	29	1	3.3%
2002	LDGT1	26,779	26,199	371	1.4%	26,296	274	1.0%
2002	LDGT2	8,989	8,780	129	1.4%	8,792	117	1.3%
2002	LDGV	50,240	49,183	673	1.3%	49,251	605	1.2%
2002	Unknown	19	19	0	0.0%	18	1	5.3%
2003	LDGT1	12,865	12,730	67	0.5%	12,729	68	0.5%
2003	LDGT2	5,007	4,929	36	0.7%	4,943	22	0.4%
2003	LDGV	30,720	30,213	186	0.6%	30,137	262	0.9%
2003	Unknown	6	6	0	0.0%	6	0	0.0%
2004	LDGT1	4,655	4,553	22	0.5%	4,533	42	0.9%
2004	LDGT2	1,673	1,634	5	0.3%	1,608	31	1.9%
2004	LDGV	9,981	9,766	34	0.3%	9,681	119	1.2%
2004	Unknown	2	2	0	0.0%	2	0	0.0%
2005	LDGT1	276	248	0	0.0%	227	21	8.5%
2005	LDGT2	49	42	0	0.0%	39	3	7.1%
2005	LDGV	481	441	2	0.5%	431	12	2.7%
2005	Unknown	0	0	0	-	0	0	-
Totals		1,178,477	1,106,804	54,580	4.7%	1,137,804	24,100	2.1%

Table F-2 (Page 3 of 3)

**New Jersey Enhanced Inspection and Maintenance Program
OBDII and Gas Cap (GC) Evaporative Test Report
Year 2004**

Model Yr	Veh Type	# Initial OBD & GC Tests	# Pass OBD / Fail GC	% Pass OBD / Fail GC	# Pass Both	% Pass Both	# Fail OBD / Pass GC	% Fail OBD / Pass GC	# Fail Both	% Fail Both
Unknown	LDGT1	87	1	1.1%	85	97.7%	1	1.1%	0	0.00%
Unknown	LDGT2	30	1	3.3%	29	96.7%	0	0.0%	0	0.00%
Unknown	LDGV	188	0	0.0%	186	98.9%	2	1.1%	0	0.00%
Unknown	Unknown	0	0	0.0%	0	0.0%	0	0.0%	0	0.00%
1996	LDGT1	45,931	1,252	2.7%	43,827	95.4%	829	1.8%	23	0.05%
1996	LDGT2	11,381	261	2.3%	11,042	97.0%	75	0.7%	3	0.03%
1996	LDGV	117,107	2,166	1.8%	113,407	96.8%	1,467	1.3%	67	0.06%
1996	Unknown	30	0	0.0%	30	100.0%	0	0.0%	0	0.00%
1997	LDGT1	24,770	611	2.5%	23,634	95.4%	491	2.0%	34	0.14%
1997	LDGT2	6,395	165	2.6%	6,177	96.6%	50	0.8%	3	0.05%
1997	LDGV	57,367	1,056	1.8%	55,203	96.2%	1,065	1.9%	43	0.07%
1997	Unknown	18	1	5.6%	16	88.9%	1	5.6%	0	0.00%
1998	LDGT1	63,962	1,156	1.8%	62,195	97.2%	588	0.9%	23	0.04%
1998	LDGT2	16,264	271	1.7%	15,896	97.7%	92	0.6%	5	0.03%
1998	LDGV	137,953	2,542	1.8%	133,516	96.8%	1,821	1.3%	74	0.05%
1998	Unknown	32	0	0.0%	30	93.8%	1	3.1%	1	3.13%
1999	LDGT1	33,243	742	2.2%	32,336	97.3%	155	0.5%	10	0.03%
1999	LDGT2	14,063	228	1.6%	13,760	97.8%	74	0.5%	1	0.01%
1999	LDGV	81,075	2,107	2.6%	78,316	96.6%	623	0.8%	29	0.04%
1999	Unknown	26	0	0.0%	26	100.0%	0	0.0%	0	0.00%
2000	LDGT1	69,250	2,372	3.4%	66,483	96.0%	335	0.5%	60	0.09%
2000	LDGT2	22,885	613	2.7%	22,214	97.1%	52	0.2%	6	0.03%
2000	LDGV	170,975	4,188	2.4%	165,841	97.0%	897	0.5%	49	0.03%
2000	Unknown	64	1	1.6%	63	98.4%	0	0.0%	0	0.00%
2001	LDGT1	35,887	1,758	4.9%	33,886	94.4%	192	0.5%	51	0.14%
2001	LDGT2	11,817	628	5.3%	11,105	94.0%	59	0.5%	25	0.21%
2001	LDGV	82,487	2,587	3.1%	79,445	96.3%	427	0.5%	28	0.03%
2001	Unknown	29	1	3.4%	28	96.6%	0	0.0%	0	0.00%
2002	LDGT1	26,226	1,202	4.6%	24,901	94.9%	93	0.4%	30	0.11%
2002	LDGT2	8,591	276	3.2%	8,270	96.3%	37	0.4%	8	0.09%
2002	LDGV	47,346	1,400	3.0%	45,775	96.7%	156	0.3%	15	0.03%
2002	Unknown	19	0	0.0%	19	100.0%	0	0.0%	0	0.00%
2003	LDGT1	12,399	286	2.3%	12,082	97.4%	25	0.2%	6	0.05%
2003	LDGT2	4,670	90	1.9%	4,562	97.7%	17	0.4%	1	0.02%
2003	LDGV	28,438	467	1.6%	27,910	98.1%	59	0.2%	2	0.01%
2003	Unknown	6	0	0.0%	6	100.0%	0	0.0%	0	0.00%
2004	LDGT1	4,381	44	1.0%	4,325	98.7%	11	0.3%	1	0.02%
2004	LDGT2	1,538	47	3.1%	1,488	96.7%	2	0.1%	1	0.07%
2004	LDGV	9,021	111	1.2%	8,900	98.7%	10	0.1%	0	0.00%
2004	Unknown	2	0	0.0%	2	100.0%	0	0.0%	0	0.00%
2005	LDGT1	245	5	2.0%	240	98.0%	0	0.0%	0	0.00%
2005	LDGT2	46	1	2.2%	45	97.8%	0	0.0%	0	0.00%
2005	LDGV	431	2	0.5%	428	99.3%	0	0.0%	1	0.23%
2005	Unknown	0	0	-	0	-	0	-	0	-
Totals		1,146,675	28,639	2.5%	1,107,729	96.6%	9,707	0.8%	600	0.05%

Table F-3

**New Jersey Enhanced Inspection and Maintenance Program
OBDII Malfunction Indicator Lamp (MIL) Report
Year 2004**

Model Yr	Veh Type	# Initial MIL Tests	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
Unknown	LDGT1	84	80	95.2%	0	0.000%	0	0.00%	4	4.8%
Unknown	LDGT2	29	27	93.1%	0	0.000%	0	0.00%	2	6.9%
Unknown	LDGV	180	163	90.6%	0	0.000%	1	0.56%	16	8.9%
Unknown	Unknown	0	0	-	0	-	0	-	0	-
1996	LDGT1	45,741	40,515	88.6%	0	0.000%	8	0.02%	5,218	11.4%
1996	LDGT2	11,224	9,635	85.8%	0	0.000%	6	0.05%	1,583	14.1%
1996	LDGV	116,342	105,341	90.5%	0	0.000%	150	0.13%	10,851	9.3%
1996	Unknown	29	26	89.7%	0	0.000%	0	0.00%	3	10.3%
1997	LDGT1	24,623	22,270	90.4%	0	0.000%	1	0.00%	2,352	9.6%
1997	LDGT2	6,311	5,692	90.2%	0	0.000%	2	0.03%	617	9.8%
1997	LDGV	57,574	52,401	91.0%	0	0.000%	31	0.05%	5,142	8.9%
1997	Unknown	18	15	83.3%	0	0.000%	0	0.00%	3	16.7%
1998	LDGT1	63,675	60,456	94.9%	0	0.000%	5	0.01%	3,214	5.0%
1998	LDGT2	16,111	15,266	94.8%	0	0.000%	6	0.04%	839	5.2%
1998	LDGV	138,608	131,860	95.1%	0	0.000%	77	0.06%	6,671	4.8%
1998	Unknown	33	31	93.9%	0	0.000%	0	0.00%	2	6.1%
1999	LDGT1	33,138	31,811	96.0%	1	0.003%	6	0.02%	1,320	4.0%
1999	LDGT2	13,946	13,407	96.1%	0	0.000%	12	0.09%	527	3.8%
1999	LDGV	82,362	78,879	95.8%	0	0.000%	65	0.08%	3,418	4.1%
1999	Unknown	26	26	100.0%	0	0.000%	0	0.00%	0	0.0%
2000	LDGT1	69,085	67,150	97.2%	0	0.000%	9	0.01%	1,926	2.8%
2000	LDGT2	22,868	22,447	98.2%	0	0.000%	13	0.06%	408	1.8%
2000	LDGV	174,540	169,504	97.1%	1	0.001%	103	0.06%	4,932	2.8%
2000	Unknown	64	62	96.9%	0	0.000%	0	0.00%	2	3.1%
2001	LDGT1	36,014	34,863	96.8%	1	0.003%	20	0.06%	1,130	3.1%
2001	LDGT2	12,451	12,162	97.7%	0	0.000%	11	0.09%	278	2.2%
2001	LDGV	86,008	83,936	97.6%	1	0.001%	66	0.08%	2,005	2.3%
2001	Unknown	30	30	100.0%	0	0.000%	0	0.00%	0	0.0%
2002	LDGT1	26,570	26,198	98.6%	1	0.004%	7	0.03%	364	1.4%
2002	LDGT2	8,909	8,780	98.6%	0	0.000%	2	0.02%	127	1.4%
2002	LDGV	49,856	49,181	98.6%	2	0.004%	33	0.07%	640	1.3%
2002	Unknown	19	19	100.0%	0	0.000%	0	0.00%	0	0.0%
2003	LDGT1	12,797	12,730	99.5%	0	0.000%	6	0.05%	61	0.5%
2003	LDGT2	4,965	4,929	99.3%	0	0.000%	1	0.02%	35	0.7%
2003	LDGV	30,399	30,213	99.4%	0	0.000%	4	0.01%	182	0.6%
2003	Unknown	6	6	100.0%	0	0.000%	0	0.00%	0	0.0%
2004	LDGT1	4,575	4,553	99.5%	0	0.000%	0	0.00%	22	0.5%
2004	LDGT2	1,639	1,634	99.7%	0	0.000%	0	0.00%	5	0.3%
2004	LDGV	9,800	9,766	99.7%	0	0.000%	5	0.05%	29	0.3%
2004	Unknown	2	2	100.0%	0	0.000%	0	0.00%	0	0.0%
2005	LDGT1	248	248	100.0%	0	0.000%	0	0.00%	0	0.0%
2005	LDGT2	42	42	100.0%	0	0.000%	0	0.00%	0	0.0%
2005	LDGV	443	441	99.5%	0	0.000%	0	0.00%	2	0.5%
2005	Unknown	0	0	-	0	-	0	-	0	-
Totals		1,161,384	1,106,797	95.3%	7	0.001%	650	0.06%	53,930	4.6%

Table F-4

DTC = Diagnostic Trouble Code

**New Jersey Enhanced Inspection and Maintenance Program
OBDII Readiness Status Report
Year 2004**

Model Yr	Veh Type	# Initial Readiness Tests	# With Unset Monitors	# With All Monitors Set	Unset Rate
Unknown	LDGT1	85	4	81	4.7%
Unknown	LDGT2	29	2	27	6.9%
Unknown	LDGV	180	17	163	9.4%
Unknown	Unknown	0	0	0	-
1996	LDGT1	45,896	5,481	40,415	11.9%
1996	LDGT2	11,271	1,677	9,594	14.9%
1996	LDGV	116,577	11,425	105,152	9.8%
1996	Unknown	29	3	26	10.3%
1997	LDGT1	24,626	2,499	22,127	10.1%
1997	LDGT2	6,311	649	5,662	10.3%
1997	LDGV	57,607	5,437	52,170	9.4%
1997	Unknown	18	3	15	16.7%
1998	LDGT1	63,683	3,445	60,238	5.4%
1998	LDGT2	16,111	903	15,208	5.6%
1998	LDGV	138,646	7,117	131,529	5.1%
1998	Unknown	33	2	31	6.1%
1999	LDGT1	33,138	1,409	31,729	4.3%
1999	LDGT2	13,946	565	13,381	4.1%
1999	LDGV	82,362	3,668	78,694	4.5%
1999	Unknown	26	0	26	0.0%
2000	LDGT1	69,085	2,154	66,931	3.1%
2000	LDGT2	22,868	451	22,417	2.0%
2000	LDGV	174,540	5,305	169,235	3.0%
2000	Unknown	64	2	62	3.1%
2001	LDGT1	36,014	1,182	34,832	3.3%
2001	LDGT2	12,451	296	12,155	2.4%
2001	LDGV	86,008	2,159	83,849	2.5%
2001	Unknown	30	0	30	0.0%
2002	LDGT1	26,570	404	26,166	1.5%
2002	LDGT2	8,909	135	8,774	1.5%
2002	LDGV	49,856	713	49,143	1.4%
2002	Unknown	19	0	19	0.0%
2003	LDGT1	12,797	69	12,728	0.5%
2003	LDGT2	4,965	36	4,929	0.7%
2003	LDGV	30,399	198	30,201	0.7%
2003	Unknown	6	0	6	0.0%
2004	LDGT1	4,575	29	4,546	0.6%
2004	LDGT2	1,639	6	1,633	0.4%
2004	LDGV	9,800	41	9,759	0.4%
2004	Unknown	2	0	2	0.0%
2005	LDGT1	248	1	247	0.4%
2005	LDGT2	42	0	42	0.0%
2005	LDGV	443	4	439	0.9%
2005	Unknown	0	0	0	-
Totals		1,161,904	57,491	1,104,413	4.9%

Table F-5

New Jersey Enhanced Inspection and Maintenance Program
OBDII Failures Switched to Tailpipe Testing
Year 2004

Model Yr	Veh Type	# OBDII Fails Switched to Tailpipe Test	# Pass Tailpipe R1	# Fail Tailpipe R1	# Pass Tailpipe R2 and Sub	Overall Switched to Tailpipe Pass Rate	Overall # Fail (Dropped) Tailpipe Test	Overall Switched to Tailpipe Fail/Drop Rate
Unknown	LDGT1	16	14	2	0	87.5%	2	12.5%
Unknown	LDGT2	5	5	0	0	100.0%	0	0.0%
Unknown	LDGV	54	49	5	0	90.7%	5	9.3%
Unknown	Unknown	0	0	0	0	-	0	-
1996	LDGT1	163	146	17	7	93.9%	10	6.1%
1996	LDGT2	95	88	7	3	95.8%	4	4.2%
1996	LDGV	433	406	27	2	94.2%	25	5.8%
1996	Unknown	22	22	0	0	100.0%	0	0.0%
1997	LDGT1	65	64	1	0	98.5%	1	1.5%
1997	LDGT2	23	21	2	1	95.7%	1	4.3%
1997	LDGV	145	137	8	2	95.9%	6	4.1%
1997	Unknown	5	5	0	0	100.0%	0	0.0%
1998	LDGT1	130	122	8	3	96.2%	5	3.8%
1998	LDGT2	22	20	2	1	95.5%	1	4.5%
1998	LDGV	227	213	14	3	95.2%	11	4.8%
1998	Unknown	8	8	0	0	100.0%	0	0.0%
1999	LDGT1	29	29	0	0	100.0%	0	0.0%
1999	LDGT2	24	22	2	0	91.7%	2	8.3%
1999	LDGV	89	86	3	1	97.8%	2	2.2%
1999	Unknown	4	4	0	0	100.0%	0	0.0%
2000	LDGT1	166	166	0	0	100.0%	0	0.0%
2000	LDGT2	14	12	2	0	85.7%	2	14.3%
2000	LDGV	255	245	10	1	96.5%	9	3.5%
2000	Unknown	9	9	0	0	100.0%	0	0.0%
2001	LDGT1	24	24	0	0	100.0%	0	0.0%
2001	LDGT2	10	10	0	0	100.0%	0	0.0%
2001	LDGV	48	48	0	0	100.0%	0	0.0%
2001	Unknown	16	15	1	1	100.0%	0	0.0%
2002	LDGT1	13	13	0	0	100.0%	0	0.0%
2002	LDGT2	8	8	0	0	100.0%	0	0.0%
2002	LDGV	16	16	0	0	100.0%	0	0.0%
2002	Unknown	11	11	0	0	100.0%	0	0.0%
2003	LDGT1	1	1	0	0	100.0%	0	0.0%
2003	LDGT2	0	0	0	0	-	0	-
2003	LDGV	81	80	1	0	98.8%	1	1.2%
2003	Unknown	8	8	0	0	100.0%	0	0.0%
2004	LDGT1	36	36	0	0	100.0%	0	0.0%
2004	LDGT2	23	23	0	0	100.0%	0	0.0%
2004	LDGV	78	77	1	1	100.0%	0	0.0%
2004	Unknown	0	0	0	0	-	0	-
2005	LDGT1	14	14	0	0	100.0%	0	0.0%
2005	LDGT2	3	3	0	0	100.0%	0	0.0%
2005	LDGV	14	14	0	0	100.0%	0	0.0%
2005	Unknown	0	0	0	0	-	0	-
Totals		2,407	2,294	113	26	96.4%	87	3.6%

Table F-6

R1 = 1st Retest
R2 and Sub = 2nd and Subsequent Retests

**APPENDIX I -
PART G**

**INITIALLY FAILED VEHICLES
PASSING/FAILING
EMISSION INSPECTION
FIRST RETEST
BY TEST TYPE**

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass
Pre 80/Unknown	HDGV	0	0	0	-	-	0	0	0	-	-
Pre 80/Unknown	LDGT1	13	2	14	15.4%	100.0%	5	1	5	20.0%	100.0%
Pre 80/Unknown	LDGT2	6	0	8	0.0%	100.0%	3	2	1	66.7%	33.3%
Pre 80/Unknown	LDGV	30	9	63	30.0%	100.0%	6	2	12	33.3%	100.0%
Pre 80/Unknown	Unknown	0	0	0	-	-	0	0	0	-	-
1980	HDGV	0	0	0	-	-	0	0	0	-	-
1980	LDGT1	0	0	0	-	-	0	0	0	-	-
1980	LDGT2	0	0	0	-	-	0	0	0	-	-
1980	LDGV	0	0	0	-	-	0	0	0	-	-
1980	Unknown	0	0	0	-	-	0	0	0	-	-
1981	HDGV	0	0	0	-	-	0	0	0	-	-
1981	LDGT1	0	0	0	-	-	51	12	23	23.5%	45.1%
1981	LDGT2	0	0	0	-	-	21	2	10	9.5%	47.6%
1981	LDGV	0	0	0	-	-	245	49	124	20.0%	50.6%
1981	Unknown	0	0	0	-	-	0	0	0	-	-
1982	HDGV	0	0	0	-	-	0	0	0	-	-
1982	LDGT1	0	0	0	-	-	129	24	84	18.6%	65.1%
1982	LDGT2	0	0	0	-	-	35	6	22	17.1%	62.9%
1982	LDGV	0	0	0	-	-	660	138	404	20.9%	61.2%
1982	Unknown	0	0	0	-	-	0	0	0	-	-
1983	HDGV	0	0	0	-	-	0	0	0	-	-
1983	LDGT1	0	0	0	-	-	90	10	54	11.1%	60.0%
1983	LDGT2	0	0	0	-	-	53	9	26	17.0%	49.1%
1983	LDGV	0	0	0	-	-	487	101	242	20.7%	49.7%
1983	Unknown	0	0	0	-	-	1	0	0	0.0%	0.0%
1984	HDGV	0	0	0	-	-	0	0	0	-	-
1984	LDGT1	0	0	0	-	-	461	76	256	16.5%	55.5%
1984	LDGT2	0	0	0	-	-	196	57	100	29.1%	51.0%
1984	LDGV	0	0	0	-	-	2,036	356	1,238	17.5%	60.8%
1984	Unknown	0	0	0	-	-	1	0	0	0.0%	0.0%
1985	HDGV	0	0	0	-	-	0	0	0	-	-
1985	LDGT1	0	0	0	-	-	348	67	173	19.3%	49.7%
1985	LDGT2	0	0	0	-	-	134	25	76	18.7%	56.7%
1985	LDGV	0	0	0	-	-	1,315	248	678	18.9%	51.6%
1985	Unknown	0	0	0	-	-	1	0	0	0.0%	0.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass
1986	HDGV	0	0	0	-	-	0	0	0	-	-
1986	LDGT1	0	0	0	-	-	853	163	532	19.1%	62.4%
1986	LDGT2	0	0	0	-	-	383	73	227	19.1%	59.3%
1986	LDGV	0	0	0	-	-	4,330	826	2,600	19.1%	60.0%
1986	Unknown	0	0	0	-	-	3	0	1	0.0%	33.3%
1987	HDGV	0	0	0	-	-	0	0	0	-	-
1987	LDGT1	0	0	0	-	-	490	88	273	18.0%	55.7%
1987	LDGT2	0	0	0	-	-	214	38	119	17.8%	55.6%
1987	LDGV	0	0	0	-	-	2,634	455	1,396	17.3%	53.0%
1987	Unknown	0	0	0	-	-	0	0	0	-	-
1988	HDGV	0	0	0	-	-	0	0	0	-	-
1988	LDGT1	0	0	0	-	-	2,271	439	1,394	19.3%	61.4%
1988	LDGT2	0	0	0	-	-	632	121	376	19.1%	59.5%
1988	LDGV	0	0	0	-	-	5,789	996	3,473	17.2%	60.0%
1988	Unknown	0	0	0	-	-	4	0	0	0.0%	0.0%
1989	HDGV	0	0	0	-	-	0	0	0	-	-
1989	LDGT1	0	0	0	-	-	1,250	254	690	20.3%	55.2%
1989	LDGT2	0	0	0	-	-	316	47	196	14.9%	62.0%
1989	LDGV	0	0	0	-	-	2,816	457	1,570	16.2%	55.8%
1989	Unknown	0	0	0	-	-	3	0	0	0.0%	0.0%
1990	HDGV	0	0	0	-	-	0	0	0	-	-
1990	LDGT1	0	0	0	-	-	2,192	421	1,376	19.2%	62.8%
1990	LDGT2	0	0	0	-	-	555	107	354	19.3%	63.8%
1990	LDGV	0	0	0	-	-	8,047	1,262	5,075	15.7%	63.1%
1990	Unknown	0	0	0	-	-	4	1	0	25.0%	0.0%
1991	HDGV	0	0	0	-	-	0	0	0	-	-
1991	LDGT1	0	0	0	-	-	1,284	258	724	20.1%	56.4%
1991	LDGT2	0	0	0	-	-	217	46	133	21.2%	61.3%
1991	LDGV	0	0	0	-	-	4,941	897	2,786	18.2%	56.4%
1991	Unknown	0	0	0	-	-	2	0	0	0.0%	0.0%
1992	HDGV	0	0	0	-	-	0	0	0	-	-
1992	LDGT1	0	0	0	-	-	3,335	560	2,231	16.8%	66.9%
1992	LDGT2	0	0	0	-	-	634	106	441	16.7%	69.6%
1992	LDGV	0	0	0	-	-	10,526	1,876	6,735	17.8%	64.0%
1992	Unknown	0	0	0	-	-	5	1	2	20.0%	40.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass
1993	HDGV	0	0	0	-	-	0	0	0	-	-
1993	LDGT1	0	0	0	-	-	1,551	300	943	19.3%	60.8%
1993	LDGT2	0	0	0	-	-	280	48	195	17.1%	69.6%
1993	LDGV	0	0	0	-	-	4,667	896	2,743	19.2%	58.8%
1993	Unknown	0	0	0	-	-	2	1	1	50.0%	50.0%
1994	HDGV	0	0	0	-	-	0	0	0	-	-
1994	LDGT1	0	0	0	-	-	2,914	493	2,002	16.9%	68.7%
1994	LDGT2	0	0	0	-	-	714	123	510	17.2%	71.4%
1994	LDGV	0	0	0	-	-	7,542	1,251	4,996	16.6%	66.2%
1994	Unknown	0	0	0	-	-	1	1	0	100.0%	0.0%
1995	HDGV	0	0	0	-	-	0	0	0	-	-
1995	LDGT1	0	0	0	-	-	1,173	232	737	19.8%	62.8%
1995	LDGT2	0	0	0	-	-	301	62	193	20.6%	64.1%
1995	LDGV	0	0	0	-	-	2,880	469	1,771	16.3%	61.5%
1995	Unknown	0	0	0	-	-	2	0	0	0.0%	0.0%
1996	HDGV	0	0	0	-	-	0	0	0	-	-
1996	LDGT1	7,043	1,282	4,573	18.2%	64.9%	52	9	22	17.3%	42.3%
1996	LDGT2	2,077	381	1,404	18.3%	67.6%	20	3	9	15.0%	45.0%
1996	LDGV	15,449	2,788	9,852	18.0%	63.8%	107	7	46	6.5%	43.0%
1996	Unknown	4	1	24	25.0%	100.0%	0	0	0	-	-
1997	HDGV	0	0	0	-	-	0	0	0	-	-
1997	LDGT1	3,663	747	2,337	20.4%	63.8%	25	2	7	8.0%	28.0%
1997	LDGT2	911	162	597	17.8%	65.5%	14	1	10	7.1%	71.4%
1997	LDGV	7,938	1,632	4,771	20.6%	60.1%	95	7	45	7.4%	47.4%
1997	Unknown	4	0	5	0.0%	100.0%	0	0	0	-	-
1998	HDGV	0	0	0	-	-	0	0	0	-	-
1998	LDGT1	5,058	873	3,541	17.3%	70.0%	2	0	0	0.0%	0.0%
1998	LDGT2	1,461	234	1,041	16.0%	71.3%	2	1	1	50.0%	50.0%
1998	LDGV	10,393	1,624	7,297	15.6%	70.2%	12	0	3	0.0%	25.0%
1998	Unknown	2	0	9	0.0%	100.0%	0	0	0	-	-
1999	HDGV	0	0	0	-	-	0	0	0	-	-
1999	LDGT1	2,183	339	1,570	15.5%	71.9%	1	1	0	100.0%	0.0%
1999	LDGT2	929	157	652	16.9%	70.2%	1	0	0	0.0%	0.0%
1999	LDGV	5,629	907	3,874	16.1%	68.8%	8	1	1	12.5%	12.5%
1999	Unknown	0	1	5	-	-	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass
2000	HDGV	0	0	0	-	-	0	0	0	-	-
2000	LDGT1	3,305	399	2,580	12.1%	78.1%	18	2	8	11.1%	44.4%
2000	LDGT2	804	86	640	10.7%	79.6%	0	0	0	-	-
2000	LDGV	8,124	1,041	6,210	12.8%	76.4%	19	1	13	5.3%	68.4%
2000	Unknown	5	0	11	0.0%	100.0%	0	0	0	-	-
2001	HDGV	0	0	0	-	-	0	0	0	-	-
2001	LDGT1	1,973	370	1,387	18.8%	70.3%	2	0	0	0.0%	0.0%
2001	LDGT2	680	153	454	22.5%	66.8%	0	0	0	-	-
2001	LDGV	4,062	740	2,872	18.2%	70.7%	1	1	0	100.0%	0.0%
2001	Unknown	1	1	16	100.0%	100.0%	0	0	0	-	-
2002	HDGV	0	0	0	-	-	0	0	0	-	-
2002	LDGT1	745	121	548	16.2%	73.6%	1	0	1	0.0%	100.0%
2002	LDGT2	302	47	219	15.6%	72.5%	0	0	0	-	-
2002	LDGV	1,461	192	1,087	13.1%	74.4%	1	0	0	0.0%	0.0%
2002	Unknown	1	0	12	0.0%	100.0%	0	0	0	-	-
2003	HDGV	0	0	0	-	-	0	0	0	-	-
2003	LDGT1	176	19	144	10.8%	81.8%	0	0	0	-	-
2003	LDGT2	88	9	66	10.2%	75.0%	0	0	0	-	-
2003	LDGV	692	106	511	15.3%	73.8%	6	0	5	0.0%	83.3%
2003	Unknown	0	0	8	-	-	0	0	0	-	-
2004	HDGV	0	0	0	-	-	0	0	0	-	-
2004	LDGT1	143	33	89	23.1%	62.2%	1	0	0	0.0%	0.0%
2004	LDGT2	72	14	56	19.4%	77.8%	0	0	2	-	-
2004	LDGV	317	62	201	19.6%	63.4%	8	0	4	0.0%	50.0%
2004	Unknown	0	0	0	-	-	0	0	0	-	-
2005	HDGV	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	49	8	29	16.3%	59.2%	0	0	0	-	-
2005	LDGT2	10	1	5	10.0%	50.0%	0	0	0	-	-
2005	LDGV	50	9	20	18.0%	40.0%	1	1	0	100.0%	0.0%
2005	Unknown	0	0	0	-	-	0	0	0	-	-
Totals		85,853	14,550	58,802	16.9%	68.5%	82,432	14,590	50,500	17.7%	61.3%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
Pre 80/Unknown	HDGV	0	0	0	-	-	157	15	112	9.6%	71.3%
Pre 80/Unknown	LDGT1	5	0	0	0.0%	0.0%	427	62	298	14.5%	69.8%
Pre 80/Unknown	LDGT2	3	0	0	0.0%	0.0%	361	67	224	18.6%	62.0%
Pre 80/Unknown	LDGV	16	0	2	0.0%	12.5%	2,201	342	1,423	15.5%	64.7%
Pre 80/Unknown	Unknown	0	0	0	-	-	106	19	68	17.9%	64.2%
1980	HDGV	0	0	0	-	-	44	8	24	18.2%	54.5%
1980	LDGT1	0	0	0	-	-	100	18	63	18.0%	63.0%
1980	LDGT2	0	0	0	-	-	38	6	28	15.8%	73.7%
1980	LDGV	0	0	0	-	-	302	38	201	12.6%	66.6%
1980	Unknown	0	0	0	-	-	24	11	13	45.8%	54.2%
1981	HDGV	0	0	0	-	-	27	5	17	18.5%	63.0%
1981	LDGT1	4	0	2	0.0%	50.0%	0	0	0	-	-
1981	LDGT2	6	2	1	33.3%	16.7%	0	0	0	-	-
1981	LDGV	23	1	10	4.3%	43.5%	0	0	0	-	-
1981	Unknown	0	0	0	-	-	12	4	5	33.3%	41.7%
1982	HDGV	0	0	0	-	-	71	14	45	19.7%	63.4%
1982	LDGT1	15	2	11	13.3%	73.3%	1	0	0	0.0%	0.0%
1982	LDGT2	5	1	3	20.0%	60.0%	0	0	0	-	-
1982	LDGV	32	3	22	9.4%	68.8%	0	0	0	-	-
1982	Unknown	1	0	0	0.0%	0.0%	32	4	20	12.5%	62.5%
1983	HDGV	0	0	0	-	-	51	5	35	9.8%	68.6%
1983	LDGT1	7	0	5	0.0%	71.4%	0	0	0	-	-
1983	LDGT2	6	0	2	0.0%	33.3%	0	0	0	-	-
1983	LDGV	17	2	12	11.8%	70.6%	1	0	1	0.0%	100.0%
1983	Unknown	0	0	0	-	-	20	2	15	10.0%	75.0%
1984	HDGV	0	0	0	-	-	179	27	117	15.1%	65.4%
1984	LDGT1	33	3	14	9.1%	42.4%	0	0	0	-	-
1984	LDGT2	8	1	5	12.5%	62.5%	0	0	0	-	-
1984	LDGV	65	8	35	12.3%	53.8%	9	2	7	22.2%	77.8%
1984	Unknown	0	0	0	-	-	46	8	27	17.4%	58.7%
1985	HDGV	0	0	0	-	-	135	21	85	15.6%	63.0%
1985	LDGT1	22	3	14	13.6%	63.6%	0	0	0	-	-
1985	LDGT2	10	1	5	10.0%	50.0%	0	0	0	-	-
1985	LDGV	39	8	15	20.5%	38.5%	4	1	3	25.0%	75.0%
1985	Unknown	0	0	0	-	-	53	14	30	26.4%	56.6%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
1986	HDGV	0	0	0	-	-	380	59	249	15.5%	65.5%
1986	LDGT1	43	7	19	16.3%	44.2%	0	0	0	-	-
1986	LDGT2	27	3	16	11.1%	59.3%	0	0	0	-	-
1986	LDGV	138	14	79	10.1%	57.2%	7	0	7	0.0%	100.0%
1986	Unknown	0	0	0	-	-	130	29	88	22.3%	67.7%
1987	HDGV	0	0	0	-	-	187	25	127	13.4%	67.9%
1987	LDGT1	42	2	20	4.8%	47.6%	0	0	0	-	-
1987	LDGT2	19	3	11	15.8%	57.9%	0	0	0	-	-
1987	LDGV	74	5	32	6.8%	43.2%	8	2	4	25.0%	50.0%
1987	Unknown	1	0	0	0.0%	0.0%	59	12	40	20.3%	67.8%
1988	HDGV	0	0	0	-	-	375	41	289	10.9%	77.1%
1988	LDGT1	61	5	33	8.2%	54.1%	0	0	0	-	-
1988	LDGT2	24	1	16	4.2%	66.7%	0	0	0	-	-
1988	LDGV	160	11	82	6.9%	51.3%	7	1	5	14.3%	71.4%
1988	Unknown	0	0	0	-	-	151	38	86	25.2%	57.0%
1989	HDGV	0	0	0	-	-	215	33	135	15.3%	62.8%
1989	LDGT1	39	3	14	7.7%	35.9%	0	0	0	-	-
1989	LDGT2	16	1	4	6.3%	25.0%	0	0	0	-	-
1989	LDGV	112	12	34	10.7%	30.4%	4	0	3	0.0%	75.0%
1989	Unknown	0	0	0	-	-	58	16	38	27.6%	65.5%
1990	HDGV	0	0	0	-	-	236	32	159	13.6%	67.4%
1990	LDGT1	71	7	36	9.9%	50.7%	0	0	0	-	-
1990	LDGT2	17	2	7	11.8%	41.2%	0	0	0	-	-
1990	LDGV	301	52	130	17.3%	43.2%	6	0	5	0.0%	83.3%
1990	Unknown	1	0	0	0.0%	0.0%	64	14	46	21.9%	71.9%
1991	HDGV	0	0	0	-	-	77	11	46	14.3%	59.7%
1991	LDGT1	93	14	40	15.1%	43.0%	0	0	0	-	-
1991	LDGT2	24	4	10	16.7%	41.7%	0	0	0	-	-
1991	LDGV	232	28	92	12.1%	39.7%	0	0	0	-	-
1991	Unknown	1	0	0	0.0%	0.0%	24	1	22	4.2%	91.7%
1992	HDGV	0	0	0	-	-	116	13	82	11.2%	70.7%
1992	LDGT1	162	18	94	11.1%	58.0%	0	0	0	-	-
1992	LDGT2	54	7	31	13.0%	57.4%	0	0	0	-	-
1992	LDGV	559	67	267	12.0%	47.8%	4	0	3	0.0%	75.0%
1992	Unknown	0	0	0	-	-	29	7	25	24.1%	86.2%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
1993	HDGV	0	0	0	-	-	85	8	66	9.4%	77.6%
1993	LDGT1	298	43	153	14.4%	51.3%	0	0	0	-	-
1993	LDGT2	38	13	15	34.2%	39.5%	0	0	0	-	-
1993	LDGV	368	57	152	15.5%	41.3%	3	0	3	0.0%	100.0%
1993	Unknown	0	0	0	-	-	15	1	12	6.7%	80.0%
1994	HDGV	0	0	0	-	-	176	18	128	10.2%	72.7%
1994	LDGT1	769	131	488	17.0%	63.5%	0	0	0	-	-
1994	LDGT2	73	11	45	15.1%	61.6%	0	0	0	-	-
1994	LDGV	616	80	343	13.0%	55.7%	5	0	4	0.0%	80.0%
1994	Unknown	0	0	0	-	-	40	6	33	15.0%	82.5%
1995	HDGV	0	0	0	-	-	128	21	88	16.4%	68.8%
1995	LDGT1	206	31	114	15.0%	55.3%	0	0	0	-	-
1995	LDGT2	63	11	37	17.5%	58.7%	0	0	0	-	-
1995	LDGV	320	43	161	13.4%	50.3%	8	0	8	0.0%	100.0%
1995	Unknown	0	0	0	-	-	29	4	19	13.8%	65.5%
1996	HDGV	0	0	0	-	-	169	17	126	10.1%	74.6%
1996	LDGT1	3	0	1	0.0%	33.3%	0	0	0	-	-
1996	LDGT2	5	0	3	0.0%	60.0%	0	0	0	-	-
1996	LDGV	14	1	5	7.1%	35.7%	0	0	0	-	-
1996	Unknown	0	0	0	-	-	22	6	23	27.3%	100.0%
1997	HDGV	0	0	0	-	-	71	8	56	11.3%	78.9%
1997	LDGT1	6	0	3	0.0%	50.0%	0	0	0	-	-
1997	LDGT2	0	0	0	-	-	0	0	0	-	-
1997	LDGV	14	0	10	0.0%	71.4%	0	0	0	-	-
1997	Unknown	0	0	0	-	-	15	3	10	20.0%	66.7%
1998	HDGV	0	0	0	-	-	46	0	39	0.0%	84.8%
1998	LDGT1	2	0	1	0.0%	50.0%	0	0	0	-	-
1998	LDGT2	1	0	0	0.0%	0.0%	0	0	0	-	-
1998	LDGV	3	0	0	0.0%	0.0%	0	0	0	-	-
1998	Unknown	0	0	0	-	-	20	3	17	15.0%	85.0%
1999	HDGV	0	0	0	-	-	42	5	31	11.9%	73.8%
1999	LDGT1	0	0	0	-	-	0	0	0	-	-
1999	LDGT2	0	0	0	-	-	0	0	0	-	-
1999	LDGV	2	0	0	0.0%	0.0%	0	0	0	-	-
1999	Unknown	0	0	0	-	-	13	4	7	30.8%	53.8%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
2000	HDGV	0	0	0	-	-	37	1	30	2.7%	81.1%
2000	LDGT1	0	0	0	-	-	0	0	0	-	-
2000	LDGT2	0	0	0	-	-	0	0	0	-	-
2000	LDGV	1	0	0	0.0%	0.0%	0	0	0	-	-
2000	Unknown	0	0	0	-	-	10	3	8	30.0%	80.0%
2001	HDGV	0	0	0	-	-	7	0	7	0.0%	100.0%
2001	LDGT1	1	0	1	0.0%	100.0%	0	0	0	-	-
2001	LDGT2	0	0	0	-	-	0	0	0	-	-
2001	LDGV	0	0	0	-	-	0	0	0	-	-
2001	Unknown	0	0	0	-	-	5	1	1	20.0%	20.0%
2002	HDGV	0	0	0	-	-	5	0	5	0.0%	100.0%
2002	LDGT1	0	0	0	-	-	0	0	0	-	-
2002	LDGT2	0	0	0	-	-	0	0	0	-	-
2002	LDGV	0	0	0	-	-	0	0	0	-	-
2002	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%
2003	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
2003	LDGT1	0	0	0	-	-	0	0	0	-	-
2003	LDGT2	0	0	0	-	-	0	0	0	-	-
2003	LDGV	0	0	0	-	-	0	0	0	-	-
2003	Unknown	0	0	0	-	-	0	0	0	-	-
2004	HDGV	0	0	0	-	-	0	0	0	-	-
2004	LDGT1	0	0	0	-	-	0	0	0	-	-
2004	LDGT2	0	0	0	-	-	0	0	0	-	-
2004	LDGV	0	0	0	-	-	0	0	0	-	-
2004	Unknown	0	0	0	-	-	0	0	0	-	-
2005	HDGV	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	0	0	0	-	-	0	0	0	-	-
2005	LDGT2	0	0	0	-	-	0	0	0	-	-
2005	LDGV	0	0	0	-	-	0	0	0	-	-
2005	Unknown	0	0	0	-	-	0	0	0	-	-
Totals		5,391	722	2,757	13.4%	51.1%	7,492	1,136	5,044	15.2%	67.3%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
Pre 80/Unknown	HDGV	60	4	31	6.7%	51.7%	2	0	0	0.0%	0.0%	16	1	12	6.3%	75.0%
Pre 80/Unknown	LDGT1	147	10	90	6.8%	61.2%	26	0	9	0.0%	34.6%	39	4	20	10.3%	51.3%
Pre 80/Unknown	LDGT2	186	18	118	9.7%	63.4%	24	0	9	0.0%	37.5%	27	4	15	14.8%	55.6%
Pre 80/Unknown	LDGV	479	12	352	2.5%	73.5%	56	1	29	1.8%	51.8%	211	10	118	4.7%	55.9%
Pre 80/Unknown	Unknown	53	4	47	7.5%	88.7%	3	0	1	0.0%	33.3%	8	0	6	0.0%	75.0%
1980	HDGV	9	1	6	11.1%	66.7%	2	0	0	0.0%	0.0%	1	0	1	0.0%	100.0%
1980	LDGT1	38	1	24	2.6%	63.2%	11	0	6	0.0%	54.5%	4	0	2	0.0%	50.0%
1980	LDGT2	18	0	18	0.0%	100.0%	2	0	0	0.0%	0.0%	4	0	2	0.0%	50.0%
1980	LDGV	94	4	70	4.3%	74.5%	13	0	9	0.0%	69.2%	26	0	18	0.0%	69.2%
1980	Unknown	9	2	7	22.2%	77.8%	0	0	0	-	-	1	1	0	100.0%	0.0%
1981	HDGV	8	2	4	25.0%	50.0%	1	0	0	0.0%	0.0%	0	0	1	-	-
1981	LDGT1	36	1	20	2.8%	55.6%	6	0	1	0.0%	16.7%	3	0	2	0.0%	66.7%
1981	LDGT2	10	1	5	10.0%	50.0%	4	0	3	0.0%	75.0%	2	0	1	0.0%	50.0%
1981	LDGV	57	2	40	3.5%	70.2%	13	0	5	0.0%	38.5%	16	0	8	0.0%	50.0%
1981	Unknown	2	0	1	0.0%	50.0%	1	0	1	0.0%	100.0%	2	0	1	0.0%	50.0%
1982	HDGV	23	1	19	4.3%	82.6%	0	0	0	-	-	3	0	0	0.0%	0.0%
1982	LDGT1	70	4	55	5.7%	78.6%	13	1	5	7.7%	38.5%	12	2	4	16.7%	33.3%
1982	LDGT2	22	2	15	9.1%	68.2%	2	0	2	0.0%	100.0%	3	0	2	0.0%	66.7%
1982	LDGV	130	5	100	3.8%	76.9%	11	2	5	18.2%	45.5%	50	6	30	12.0%	60.0%
1982	Unknown	16	1	8	6.3%	50.0%	0	0	0	-	-	2	0	1	0.0%	50.0%
1983	HDGV	11	0	9	0.0%	81.8%	2	0	0	0.0%	0.0%	6	0	1	0.0%	16.7%
1983	LDGT1	55	4	35	7.3%	63.6%	15	3	9	20.0%	60.0%	20	0	13	0.0%	65.0%
1983	LDGT2	25	2	14	8.0%	56.0%	7	0	2	0.0%	28.6%	7	0	5	0.0%	71.4%
1983	LDGV	113	6	68	5.3%	60.2%	9	0	4	0.0%	44.4%	32	1	10	3.1%	31.3%
1983	Unknown	9	2	5	22.2%	55.6%	1	0	1	0.0%	100.0%	2	1	1	50.0%	50.0%
1984	HDGV	60	4	45	6.7%	75.0%	7	0	4	0.0%	57.1%	12	0	9	0.0%	75.0%
1984	LDGT1	185	6	134	3.2%	72.4%	20	1	12	5.0%	60.0%	38	3	22	7.9%	57.9%
1984	LDGT2	79	5	53	6.3%	67.1%	4	1	2	25.0%	50.0%	27	0	16	0.0%	59.3%
1984	LDGV	465	13	356	2.8%	76.6%	19	1	7	5.3%	36.8%	191	18	98	9.4%	51.3%
1984	Unknown	21	1	20	4.8%	95.2%	1	0	0	0.0%	0.0%	2	0	0	0.0%	0.0%
1985	HDGV	39	0	32	0.0%	82.1%	8	0	5	0.0%	62.5%	3	0	2	0.0%	66.7%
1985	LDGT1	151	3	101	2.0%	66.9%	15	1	9	6.7%	60.0%	46	3	18	6.5%	39.1%
1985	LDGT2	58	4	41	6.9%	70.7%	5	0	5	0.0%	100.0%	20	3	8	15.0%	40.0%
1985	LDGV	257	3	175	1.2%	68.1%	10	0	7	0.0%	70.0%	156	7	72	4.5%	46.2%
1985	Unknown	15	1	14	6.7%	93.3%	2	0	0	0.0%	0.0%	2	0	1	0.0%	50.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
1986	HDGV	124	5	99	4.0%	79.8%	20	0	8	0.0%	40.0%	10	0	5	0.0%	50.0%
1986	LDGT1	428	21	336	4.9%	78.5%	17	0	9	0.0%	52.9%	111	6	63	5.4%	56.8%
1986	LDGT2	168	5	139	3.0%	82.7%	10	1	5	10.0%	50.0%	48	4	29	8.3%	60.4%
1986	LDGV	758	19	611	2.5%	80.6%	16	2	5	12.5%	31.3%	546	42	297	7.7%	54.4%
1986	Unknown	54	1	43	1.9%	79.6%	1	0	0	0.0%	0.0%	3	0	3	0.0%	100.0%
1987	HDGV	70	2	53	2.9%	75.7%	6	0	3	0.0%	50.0%	8	1	1	12.5%	12.5%
1987	LDGT1	255	14	180	5.5%	70.6%	23	0	11	0.0%	47.8%	88	4	37	4.5%	42.0%
1987	LDGT2	85	4	59	4.7%	69.4%	6	1	3	16.7%	50.0%	27	0	15	0.0%	55.6%
1987	LDGV	546	17	383	3.1%	70.1%	23	0	10	0.0%	43.5%	242	12	119	5.0%	49.2%
1987	Unknown	25	1	23	4.0%	92.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1988	HDGV	135	3	109	2.2%	80.7%	4	0	2	0.0%	50.0%	11	0	6	0.0%	54.5%
1988	LDGT1	465	9	378	1.9%	81.3%	12	1	5	8.3%	41.7%	283	24	163	8.5%	57.6%
1988	LDGT2	246	8	196	3.3%	79.7%	3	1	1	33.3%	33.3%	70	6	34	8.6%	48.6%
1988	LDGV	1,327	51	1,062	3.8%	80.0%	32	1	12	3.1%	37.5%	736	53	415	7.2%	56.4%
1988	Unknown	65	2	58	3.1%	89.2%	2	0	1	0.0%	50.0%	5	0	2	0.0%	40.0%
1989	HDGV	66	5	56	7.6%	84.8%	2	0	2	0.0%	100.0%	10	0	8	0.0%	80.0%
1989	LDGT1	320	7	237	2.2%	74.1%	18	2	10	11.1%	55.6%	165	14	71	8.5%	43.0%
1989	LDGT2	96	3	80	3.1%	83.3%	3	0	0	0.0%	0.0%	22	2	10	9.1%	45.5%
1989	LDGV	831	19	635	2.3%	76.4%	38	2	21	5.3%	55.3%	456	24	219	5.3%	48.0%
1989	Unknown	25	0	21	0.0%	84.0%	0	0	0	-	-	3	0	0	0.0%	0.0%
1990	HDGV	102	4	82	3.9%	80.4%	4	0	2	0.0%	50.0%	19	0	10	0.0%	52.6%
1990	LDGT1	581	17	507	2.9%	87.3%	10	2	7	20.0%	70.0%	282	23	176	8.2%	62.4%
1990	LDGT2	197	6	179	3.0%	90.9%	3	0	1	0.0%	33.3%	72	13	43	18.1%	59.7%
1990	LDGV	2,016	40	1,706	2.0%	84.6%	43	0	26	0.0%	60.5%	1,102	96	646	8.7%	58.6%
1990	Unknown	37	3	36	8.1%	97.3%	0	0	0	-	-	1	1	2	100.0%	100.0%
1991	HDGV	32	3	19	9.4%	59.4%	1	0	0	0.0%	0.0%	3	0	1	0.0%	33.3%
1991	LDGT1	312	7	251	2.2%	80.4%	12	0	7	0.0%	58.3%	143	11	70	7.7%	49.0%
1991	LDGT2	70	1	66	1.4%	94.3%	1	0	1	0.0%	100.0%	17	1	6	5.9%	35.3%
1991	LDGV	1,011	25	815	2.5%	80.6%	23	3	8	13.0%	34.8%	719	55	380	7.6%	52.9%
1991	Unknown	14	1	14	7.1%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1992	HDGV	71	0	63	0.0%	88.7%	2	0	2	0.0%	100.0%	7	0	5	0.0%	71.4%
1992	LDGT1	652	18	569	2.8%	87.3%	6	0	2	0.0%	33.3%	451	37	273	8.2%	60.5%
1992	LDGT2	202	7	181	3.5%	89.6%	1	0	0	0.0%	0.0%	59	8	38	13.6%	64.4%
1992	LDGV	1,852	45	1,577	2.4%	85.2%	42	1	24	2.4%	57.1%	2,165	173	1,387	8.0%	64.1%
1992	Unknown	38	0	39	0.0%	100.0%	1	0	0	0.0%	0.0%	1	1	0	100.0%	0.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
1993	HDGV	39	6	28	15.4%	71.8%	2	0	2	0.0%	100.0%	6	1	2	16.7%	33.3%
1993	LDGT1	353	4	301	1.1%	85.3%	8	0	7	0.0%	87.5%	318	24	197	7.5%	61.9%
1993	LDGT2	94	2	76	2.1%	80.9%	4	0	2	0.0%	50.0%	21	4	10	19.0%	47.6%
1993	LDGV	1,004	19	844	1.9%	84.1%	23	0	12	0.0%	52.2%	955	78	580	8.2%	60.7%
1993	Unknown	16	1	18	6.3%	100.0%	0	0	0	-	-	0	0	1	-	-
1994	HDGV	153	4	120	2.6%	78.4%	6	0	6	0.0%	100.0%	11	0	6	0.0%	54.5%
1994	LDGT1	1,018	14	936	1.4%	91.9%	13	2	7	15.4%	53.8%	752	60	524	8.0%	69.7%
1994	LDGT2	361	8	333	2.2%	92.2%	5	0	5	0.0%	100.0%	80	7	57	8.8%	71.3%
1994	LDGV	2,443	30	2,190	1.2%	89.6%	28	0	19	0.0%	67.9%	2,023	163	1,395	8.1%	69.0%
1994	Unknown	64	3	65	4.7%	100.0%	0	0	0	-	-	2	0	1	0.0%	50.0%
1995	HDGV	71	4	55	5.6%	77.5%	3	0	2	0.0%	66.7%	5	0	1	0.0%	20.0%
1995	LDGT1	402	8	358	2.0%	89.1%	5	0	3	0.0%	60.0%	183	11	126	6.0%	68.9%
1995	LDGT2	175	5	158	2.9%	90.3%	2	0	2	0.0%	100.0%	26	3	17	11.5%	65.4%
1995	LDGV	1,223	26	1,053	2.1%	86.1%	23	2	11	8.7%	47.8%	638	62	385	9.7%	60.3%
1995	Unknown	26	5	24	19.2%	92.3%	0	0	1	-	-	0	0	1	-	-
1996	HDGV	143	5	128	3.5%	89.5%	0	0	0	-	-	6	0	5	0.0%	83.3%
1996	LDGT1	1,313	27	1,182	2.1%	90.0%	2	0	1	0.0%	50.0%	258	8	187	3.1%	72.5%
1996	LDGT2	276	8	245	2.9%	88.8%	1	0	0	0.0%	0.0%	18	1	15	5.6%	83.3%
1996	LDGV	2,313	45	2,071	1.9%	89.5%	27	1	19	3.7%	70.4%	533	35	359	6.6%	67.4%
1996	Unknown	58	1	58	1.7%	100.0%	0	0	0	-	-	2	1	1	50.0%	50.0%
1997	HDGV	87	0	67	0.0%	77.0%	0	0	0	-	-	4	0	3	0.0%	75.0%
1997	LDGT1	686	16	624	2.3%	91.0%	4	0	4	0.0%	100.0%	63	3	47	4.8%	74.6%
1997	LDGT2	175	5	156	2.9%	89.1%	0	0	0	-	-	16	2	13	12.5%	81.3%
1997	LDGV	1,159	15	1,034	1.3%	89.2%	15	0	8	0.0%	53.3%	187	16	123	8.6%	65.8%
1997	Unknown	41	1	50	2.4%	100.0%	0	0	0	-	-	1	0	0	0.0%	0.0%
1998	HDGV	100	3	84	3.0%	84.0%	0	0	0	-	-	0	0	0	-	-
1998	LDGT1	1,185	17	1,114	1.4%	94.0%	3	0	3	0.0%	100.0%	131	11	100	8.4%	76.3%
1998	LDGT2	277	6	245	2.2%	88.4%	0	0	0	-	-	12	0	9	0.0%	75.0%
1998	LDGV	2,630	42	2,433	1.6%	92.5%	16	0	13	0.0%	81.3%	342	27	220	7.9%	64.3%
1998	Unknown	42	2	40	4.8%	95.2%	0	0	0	-	-	1	0	1	0.0%	100.0%
1999	HDGV	79	2	65	2.5%	82.3%	0	0	0	-	-	0	0	0	-	-
1999	LDGT1	761	14	712	1.8%	93.6%	1	0	0	0.0%	0.0%	22	2	17	9.1%	77.3%
1999	LDGT2	231	7	204	3.0%	88.3%	0	0	0	-	-	3	0	2	0.0%	66.7%
1999	LDGV	2,156	42	1,982	1.9%	91.9%	11	0	8	0.0%	72.7%	100	8	70	8.0%	70.0%
1999	Unknown	51	0	53	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
2000	HDGV	197	3	161	1.5%	81.7%	0	0	0	-	-	1	0	1	0.0%	100.0%
2000	LDGT1	2,549	39	2,426	1.5%	95.2%	1	0	1	0.0%	100.0%	11	0	8	0.0%	72.7%
2000	LDGT2	621	7	587	1.1%	94.5%	0	0	0	-	-	5	0	5	0.0%	100.0%
2000	LDGV	5,315	66	5,017	1.2%	94.4%	10	0	7	0.0%	70.0%	104	8	76	7.7%	73.1%
2000	Unknown	91	2	104	2.2%	100.0%	0	0	0	-	-	0	0	0	-	-
2001	HDGV	142	2	117	1.4%	82.4%	0	0	0	-	-	1	0	1	0.0%	100.0%
2001	LDGT1	1,827	31	1,743	1.7%	95.4%	0	0	0	-	-	3	0	3	0.0%	100.0%
2001	LDGT2	664	9	629	1.4%	94.7%	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%
2001	LDGV	2,628	42	2,448	1.6%	93.2%	2	0	2	0.0%	100.0%	21	1	17	4.8%	81.0%
2001	Unknown	59	0	71	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2002	HDGV	53	1	38	1.9%	71.7%	0	0	0	-	-	1	0	1	0.0%	100.0%
2002	LDGT1	1,236	13	1,181	1.1%	95.6%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2002	LDGT2	285	8	254	2.8%	89.1%	0	0	0	-	-	0	0	0	-	-
2002	LDGV	1,415	12	1,287	0.8%	91.0%	5	0	5	0.0%	100.0%	8	0	7	0.0%	87.5%
2002	Unknown	29	1	36	3.4%	100.0%	0	0	0	-	-	0	0	0	-	-
2003	HDGV	18	0	13	0.0%	72.2%	0	0	0	-	-	0	0	0	-	-
2003	LDGT1	294	2	292	0.7%	99.3%	1	0	1	0.0%	100.0%	0	0	0	-	-
2003	LDGT2	91	2	81	2.2%	89.0%	0	0	0	-	-	0	0	0	-	-
2003	LDGV	478	7	442	1.5%	92.5%	4	0	2	0.0%	50.0%	0	0	0	-	-
2003	Unknown	4	0	5	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2004	HDGV	8	0	7	0.0%	87.5%	0	0	0	-	-	0	0	0	-	-
2004	LDGT1	49	0	47	0.0%	95.9%	0	0	0	-	-	0	0	0	-	-
2004	LDGT2	48	3	41	6.3%	85.4%	0	0	0	-	-	0	0	0	-	-
2004	LDGV	121	2	109	1.7%	90.1%	0	0	0	-	-	0	0	0	-	-
2004	Unknown	7	0	6	0.0%	85.7%	0	0	0	-	-	0	0	0	-	-
2005	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	6	1	4	16.7%	66.7%	0	0	0	-	-	1	0	0	0.0%	0.0%
2005	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGV	4	0	4	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
Totals		55,732	1,152	49,252	2.1%	88.4%	928	33	496	3.6%	53.4%	15,763	1,211	9,657	7.7%	61.3%

**APPENDIX I -
PART H**

**INITIALLY FAILED
VEHICLES PASSING
SECOND OR SUBSEQUENT
EMISSION INSPECTION
RETEST
BY TEST TYPE**

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2
Pre 80/Unknown	HDGV	0	0	-	0	0	-	0	0	-	157	12	7.6%
Pre 80/Unknown	LDGT1	13	0	0.0%	5	3	60.0%	5	0	0.0%	427	50	11.7%
Pre 80/Unknown	LDGT2	6	1	16.7%	3	2	66.7%	3	0	0.0%	361	51	14.1%
Pre 80/Unknown	LDGV	30	4	13.3%	6	4	66.7%	16	0	0.0%	2,201	243	11.0%
Pre 80/Unknown	Unknown	0	0	-	0	0	-	0	0	-	106	14	13.2%
1980	HDGV	0	0	-	0	0	-	0	0	-	44	8	18.2%
1980	LDGT1	0	0	-	0	0	-	0	0	-	100	11	11.0%
1980	LDGT2	0	0	-	0	0	-	0	0	-	38	4	10.5%
1980	LDGV	0	0	-	0	0	-	0	0	-	302	30	9.9%
1980	Unknown	0	0	-	0	0	-	0	0	-	24	8	33.3%
1981	HDGV	0	0	-	0	0	-	0	0	-	27	3	11.1%
1981	LDGT1	0	0	-	51	10	19.6%	4	0	0.0%	0	0	-
1981	LDGT2	0	0	-	21	1	4.8%	6	2	33.3%	0	0	-
1981	LDGV	0	0	-	245	32	13.1%	23	0	0.0%	0	0	-
1981	Unknown	0	0	-	0	0	-	0	0	-	12	1	8.3%
1982	HDGV	0	0	-	0	0	-	0	0	-	71	12	16.9%
1982	LDGT1	0	0	-	129	20	15.5%	15	2	13.3%	1	0	0.0%
1982	LDGT2	0	0	-	35	6	17.1%	5	1	20.0%	0	0	-
1982	LDGV	0	0	-	660	107	16.2%	32	3	9.4%	0	0	-
1982	Unknown	0	0	-	0	0	-	1	0	0.0%	32	2	6.3%
1983	HDGV	0	0	-	0	0	-	0	0	-	51	3	5.9%
1983	LDGT1	0	0	-	90	9	10.0%	7	0	0.0%	0	0	-
1983	LDGT2	0	0	-	53	46	86.8%	6	0	0.0%	0	0	-
1983	LDGV	0	0	-	487	274	56.3%	17	7	41.2%	1	0	0.0%
1983	Unknown	0	0	-	1	0	0.0%	0	0	-	20	1	5.0%
1984	HDGV	0	0	-	0	0	-	0	0	-	179	26	14.5%
1984	LDGT1	0	0	-	461	37	8.0%	33	2	6.1%	0	0	-
1984	LDGT2	0	0	-	196	20	10.2%	8	1	12.5%	0	0	-
1984	LDGV	0	0	-	2,036	141	6.9%	65	6	9.2%	9	2	22.2%
1984	Unknown	0	0	-	1	0	0.0%	0	0	-	46	4	8.7%
1985	HDGV	0	0	-	0	0	-	0	0	-	135	19	14.1%
1985	LDGT1	0	0	-	348	125	35.9%	22	6	27.3%	0	0	-
1985	LDGT2	0	0	-	134	57	42.5%	10	3	30.0%	0	0	-
1985	LDGV	0	0	-	1,315	605	46.0%	39	13	33.3%	4	1	25.0%
1985	Unknown	0	0	-	1	0	0.0%	0	0	-	53	11	20.8%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2
1986	HDGV	0	0	-	0	0	-	0	0	-	380	46	12.1%
1986	LDGT1	0	0	-	853	65	7.6%	43	1	2.3%	0	0	-
1986	LDGT2	0	0	-	383	26	6.8%	27	2	7.4%	0	0	-
1986	LDGV	0	0	-	4,330	306	7.1%	138	2	1.4%	7	0	0.0%
1986	Unknown	0	0	-	3	0	0.0%	0	0	-	130	25	19.2%
1987	HDGV	0	0	-	0	0	-	0	0	-	187	18	9.6%
1987	LDGT1	0	0	-	490	324	66.1%	42	4	9.5%	0	0	-
1987	LDGT2	0	0	-	214	96	44.9%	19	0	0.0%	0	0	-
1987	LDGV	0	0	-	2,634	727	27.6%	74	6	8.1%	8	2	25.0%
1987	Unknown	0	0	-	0	0	-	1	0	0.0%	59	12	20.3%
1988	HDGV	0	0	-	0	0	-	0	0	-	375	39	10.4%
1988	LDGT1	0	0	-	2,271	178	7.8%	61	1	1.6%	0	0	-
1988	LDGT2	0	0	-	632	35	5.5%	24	1	4.2%	0	0	-
1988	LDGV	0	0	-	5,789	322	5.6%	160	8	5.0%	7	1	14.3%
1988	Unknown	0	0	-	4	0	0.0%	0	0	-	151	26	17.2%
1989	HDGV	0	0	-	0	0	-	0	0	-	215	28	13.0%
1989	LDGT1	0	0	-	1,250	308	24.6%	39	6	15.4%	0	0	-
1989	LDGT2	0	0	-	316	93	29.4%	16	2	12.5%	0	0	-
1989	LDGV	0	0	-	2,816	952	33.8%	112	38	33.9%	4	0	0.0%
1989	Unknown	0	0	-	3	0	0.0%	0	0	-	58	15	25.9%
1990	HDGV	0	0	-	0	0	-	0	0	-	236	27	11.4%
1990	LDGT1	0	0	-	2,192	185	8.4%	71	10	14.1%	0	0	-
1990	LDGT2	0	0	-	555	37	6.7%	17	3	17.6%	0	0	-
1990	LDGV	0	0	-	8,047	627	7.8%	301	24	8.0%	6	0	0.0%
1990	Unknown	0	0	-	4	0	0.0%	1	0	0.0%	64	8	12.5%
1991	HDGV	0	0	-	0	0	-	0	0	-	77	12	15.6%
1991	LDGT1	0	0	-	1,284	425	33.1%	93	13	14.0%	0	0	-
1991	LDGT2	0	0	-	217	85	39.2%	24	5	20.8%	0	0	-
1991	LDGV	0	0	-	4,941	1,459	29.5%	232	49	21.1%	0	0	-
1991	Unknown	0	0	-	2	0	0.0%	1	0	0.0%	24	0	0.0%
1992	HDGV	0	0	-	0	0	-	0	0	-	116	12	10.3%
1992	LDGT1	0	0	-	3,335	226	6.8%	162	31	19.1%	0	0	-
1992	LDGT2	0	0	-	634	38	6.0%	54	9	16.7%	0	0	-
1992	LDGV	0	0	-	10,526	644	6.1%	559	42	7.5%	4	0	0.0%
1992	Unknown	0	0	-	5	0	0.0%	0	0	-	29	5	17.2%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2
1993	HDGV	0	0	-	0	0	-	0	0	-	85	7	8.2%
1993	LDGT1	0	0	-	1,551	402	25.9%	298	101	33.9%	0	0	-
1993	LDGT2	0	0	-	280	102	36.4%	38	10	26.3%	0	0	-
1993	LDGV	0	0	-	4,667	977	20.9%	368	62	16.8%	3	0	0.0%
1993	Unknown	0	0	-	2	0	0.0%	0	0	-	15	2	13.3%
1994	HDGV	0	0	-	0	0	-	0	0	-	176	13	7.4%
1994	LDGT1	0	0	-	2,914	184	6.3%	769	27	3.5%	0	0	-
1994	LDGT2	0	0	-	714	53	7.4%	73	10	13.7%	0	0	-
1994	LDGV	0	0	-	7,542	335	4.4%	616	31	5.0%	5	0	0.0%
1994	Unknown	0	0	-	1	0	0.0%	0	0	-	40	6	15.0%
1995	HDGV	0	0	-	0	0	-	0	0	-	128	16	12.5%
1995	LDGT1	0	0	-	1,173	4	0.3%	206	0	0.0%	0	0	-
1995	LDGT2	0	0	-	301	2	0.7%	63	0	0.0%	0	0	-
1995	LDGV	0	0	-	2,880	5	0.2%	320	1	0.3%	8	0	0.0%
1995	Unknown	0	0	-	2	0	0.0%	0	0	-	29	4	13.8%
1996	HDGV	0	0	-	0	0	-	0	0	-	169	13	7.7%
1996	LDGT1	7,043	845	12.0%	52	1	1.9%	3	0	0.0%	0	0	-
1996	LDGT2	2,077	261	12.6%	20	0	0.0%	5	0	0.0%	0	0	-
1996	LDGV	15,449	1,717	11.1%	107	6	5.6%	14	0	0.0%	0	0	-
1996	Unknown	4	1	25.0%	0	0	-	0	0	-	22	5	22.7%
1997	HDGV	0	0	-	0	0	-	0	0	-	71	8	11.3%
1997	LDGT1	3,663	513	14.0%	25	0	0.0%	6	0	0.0%	0	0	-
1997	LDGT2	911	102	11.2%	14	1	7.1%	0	0	-	0	0	-
1997	LDGV	7,938	1,063	13.4%	95	0	0.0%	14	0	0.0%	0	0	-
1997	Unknown	4	0	0.0%	0	0	-	0	0	-	15	2	13.3%
1998	HDGV	0	0	-	0	0	-	0	0	-	46	0	0.0%
1998	LDGT1	5,058	622	12.3%	2	0	0.0%	2	0	0.0%	0	0	-
1998	LDGT2	1,461	174	11.9%	2	0	0.0%	1	0	0.0%	0	0	-
1998	LDGV	10,393	1,126	10.8%	12	0	0.0%	3	0	0.0%	0	0	-
1998	Unknown	2	0	0.0%	0	0	-	0	0	-	20	3	15.0%
1999	HDGV	0	0	-	0	0	-	0	0	-	42	5	11.9%
1999	LDGT1	2,183	254	11.6%	1	1	100.0%	0	0	-	0	0	-
1999	LDGT2	929	118	12.7%	1	0	0.0%	0	0	-	0	0	-
1999	LDGV	5,629	636	11.3%	8	1	12.5%	2	0	0.0%	0	0	-
1999	Unknown	0	0	-	0	0	-	0	0	-	13	3	23.1%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2
2000	HDGV	0	0	-	0	0	-	0	0	-	37	1	2.7%
2000	LDGT1	3,305	269	8.1%	18	0	0.0%	0	0	-	0	0	-
2000	LDGT2	804	58	7.2%	0	0	-	0	0	-	0	0	-
2000	LDGV	8,124	753	9.3%	19	1	5.3%	1	0	0.0%	0	0	-
2000	Unknown	5	0	0.0%	0	0	-	0	0	-	10	4	40.0%
2001	HDGV	0	0	-	0	0	-	0	0	-	7	0	0.0%
2001	LDGT1	1,973	289	14.6%	2	0	0.0%	1	0	0.0%	0	0	-
2001	LDGT2	680	120	17.6%	0	0	-	0	0	-	0	0	-
2001	LDGV	4,062	588	14.5%	1	0	0.0%	0	0	-	0	0	-
2001	Unknown	1	0	0.0%	0	0	-	0	0	-	5	1	20.0%
2002	HDGV	0	0	-	0	0	-	0	0	-	5	0	0.0%
2002	LDGT1	745	97	13.0%	1	0	0.0%	0	0	-	0	0	-
2002	LDGT2	302	30	9.9%	0	0	-	0	0	-	0	0	-
2002	LDGV	1,461	145	9.9%	1	0	0.0%	0	0	-	0	0	-
2002	Unknown	1	0	0.0%	0	0	-	0	0	-	1	0	0.0%
2003	HDGV	0	0	-	0	0	-	0	0	-	2	0	0.0%
2003	LDGT1	176	13	7.4%	0	0	-	0	0	-	0	0	-
2003	LDGT2	88	3	3.4%	0	0	-	0	0	-	0	0	-
2003	LDGV	692	58	8.4%	6	0	0.0%	0	0	-	0	0	-
2003	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
2004	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDGT1	143	12	8.4%	1	0	0.0%	0	0	-	0	0	-
2004	LDGT2	72	4	5.6%	0	0	-	0	0	-	0	0	-
2004	LDGV	317	26	8.2%	8	1	12.5%	0	0	-	0	0	-
2004	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
2005	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDGT1	49	0	0.0%	0	0	-	0	0	-	0	0	-
2005	LDGT2	10	0	0.0%	0	0	-	0	0	-	0	0	-
2005	LDGV	50	1	2.0%	1	0	0.0%	0	0	-	0	0	-
2005	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
Totals		85,853	9,903	11.5%	82,432	10,733	13.0%	5,391	545	10.1%	7,492	885	11.8%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2
Pre 80/Unknown	HDGV	60	3	5.0%	2	0	0.0%	16	2	12.5%
Pre 80/Unknown	LDGT1	147	5	3.4%	26	2	7.7%	39	4	10.3%
Pre 80/Unknown	LDGT2	186	10	5.4%	24	0	0.0%	27	5	18.5%
Pre 80/Unknown	LDGV	479	9	1.9%	56	0	0.0%	211	12	5.7%
Pre 80/Unknown	Unknown	53	2	3.8%	3	0	0.0%	8	0	0.0%
1980	HDGV	9	2	22.2%	2	0	0.0%	1	0	0.0%
1980	LDGT1	38	0	0.0%	11	0	0.0%	4	0	0.0%
1980	LDGT2	18	0	0.0%	2	0	0.0%	4	0	0.0%
1980	LDGV	94	2	2.1%	13	0	0.0%	26	0	0.0%
1980	Unknown	9	0	0.0%	0	0	-	1	0	0.0%
1981	HDGV	8	0	0.0%	1	0	0.0%	0	0	-
1981	LDGT1	36	1	2.8%	6	0	0.0%	3	0	0.0%
1981	LDGT2	10	0	0.0%	4	0	0.0%	2	0	0.0%
1981	LDGV	57	2	3.5%	13	0	0.0%	16	2	12.5%
1981	Unknown	2	1	50.0%	1	0	0.0%	2	0	0.0%
1982	HDGV	23	1	4.3%	0	0	-	3	0	0.0%
1982	LDGT1	70	3	4.3%	13	0	0.0%	12	4	33.3%
1982	LDGT2	22	1	4.5%	2	0	0.0%	3	0	0.0%
1982	LDGV	130	4	3.1%	11	0	0.0%	50	8	16.0%
1982	Unknown	16	1	6.3%	0	0	-	2	0	0.0%
1983	HDGV	11	0	0.0%	2	0	0.0%	6	2	33.3%
1983	LDGT1	55	4	7.3%	15	0	0.0%	20	2	10.0%
1983	LDGT2	25	0	0.0%	7	0	0.0%	7	0	0.0%
1983	LDGV	113	5	4.4%	9	0	0.0%	32	6	18.8%
1983	Unknown	9	1	11.1%	1	0	0.0%	2	0	0.0%
1984	HDGV	60	3	5.0%	7	0	0.0%	12	0	0.0%
1984	LDGT1	185	5	2.7%	20	4	20.0%	38	4	10.5%
1984	LDGT2	79	5	6.3%	4	0	0.0%	27	2	7.4%
1984	LDGV	465	10	2.2%	19	2	10.5%	191	22	11.5%
1984	Unknown	21	1	4.8%	1	0	0.0%	2	0	0.0%
1985	HDGV	39	0	0.0%	8	0	0.0%	3	0	0.0%
1985	LDGT1	151	2	1.3%	15	2	13.3%	46	10	21.7%
1985	LDGT2	58	2	3.4%	5	0	0.0%	20	4	20.0%
1985	LDGV	257	2	0.8%	10	0	0.0%	156	22	14.1%
1985	Unknown	15	1	6.7%	2	0	0.0%	2	0	0.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2
1986	HDGV	124	4	3.2%	20	0	0.0%	10	0	0.0%
1986	LDGT1	428	13	3.0%	17	2	11.8%	111	10	9.0%
1986	LDGT2	168	3	1.8%	10	0	0.0%	48	4	8.3%
1986	LDGV	758	15	2.0%	16	0	0.0%	546	58	10.6%
1986	Unknown	54	1	1.9%	1	0	0.0%	3	0	0.0%
1987	HDGV	70	1	1.4%	6	0	0.0%	8	0	0.0%
1987	LDGT1	255	8	3.1%	23	0	0.0%	88	22	25.0%
1987	LDGT2	85	2	2.4%	6	0	0.0%	27	4	14.8%
1987	LDGV	546	13	2.4%	23	0	0.0%	242	54	22.3%
1987	Unknown	25	1	4.0%	1	0	0.0%	1	0	0.0%
1988	HDGV	135	2	1.5%	4	0	0.0%	11	0	0.0%
1988	LDGT1	465	5	1.1%	12	2	16.7%	283	38	13.4%
1988	LDGT2	246	5	2.0%	3	4	133.3%	70	8	11.4%
1988	LDGV	1,327	38	2.9%	32	2	6.3%	736	74	10.1%
1988	Unknown	65	1	1.5%	2	0	0.0%	5	0	0.0%
1989	HDGV	66	3	4.5%	2	0	0.0%	10	0	0.0%
1989	LDGT1	320	3	0.9%	18	4	22.2%	165	46	27.9%
1989	LDGT2	96	3	3.1%	3	0	0.0%	22	0	0.0%
1989	LDGV	831	13	1.6%	38	2	5.3%	456	120	26.3%
1989	Unknown	25	0	0.0%	0	0	-	3	0	0.0%
1990	HDGV	102	3	2.9%	4	0	0.0%	19	0	0.0%
1990	LDGT1	581	14	2.4%	10	0	0.0%	282	36	12.8%
1990	LDGT2	197	5	2.5%	3	0	0.0%	72	18	25.0%
1990	LDGV	2,016	31	1.5%	43	0	0.0%	1,102	133	12.1%
1990	Unknown	37	3	8.1%	0	0	-	1	0	0.0%
1991	HDGV	32	3	9.4%	1	0	0.0%	3	0	0.0%
1991	LDGT1	312	4	1.3%	12	0	0.0%	143	36	25.2%
1991	LDGT2	70	0	0.0%	1	0	0.0%	17	2	11.8%
1991	LDGV	1,011	16	1.6%	23	4	17.4%	719	184	25.6%
1991	Unknown	14	0	0.0%	0	0	-	1	0	0.0%
1992	HDGV	71	0	0.0%	2	0	0.0%	7	0	0.0%
1992	LDGT1	652	15	2.3%	6	2	33.3%	451	52	11.5%
1992	LDGT2	202	6	3.0%	1	0	0.0%	59	8	13.6%
1992	LDGV	1,852	37	2.0%	42	0	0.0%	2,165	305	14.1%
1992	Unknown	38	0	0.0%	1	0	0.0%	1	1	100.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2
1993	HDGV	39	5	12.8%	2	0	0.0%	6	2	33.3%
1993	LDGT1	353	4	1.1%	8	0	0.0%	318	68	21.4%
1993	LDGT2	94	3	3.2%	4	2	50.0%	21	2	9.5%
1993	LDGV	1,004	13	1.3%	23	0	0.0%	955	275	28.8%
1993	Unknown	16	1	6.3%	0	0	-	0	0	-
1994	HDGV	153	3	2.0%	6	0	0.0%	11	0	0.0%
1994	LDGT1	1,018	9	0.9%	13	2	15.4%	752	110	14.6%
1994	LDGT2	361	9	2.5%	5	0	0.0%	80	16	20.0%
1994	LDGV	2,443	24	1.0%	28	0	0.0%	2,023	251	12.4%
1994	Unknown	64	2	3.1%	0	0	-	2	0	0.0%
1995	HDGV	71	2	2.8%	3	2	66.7%	5	2	40.0%
1995	LDGT1	402	7	1.7%	5	0	0.0%	183	16	8.7%
1995	LDGT2	175	6	3.4%	2	2	100.0%	26	10	38.5%
1995	LDGV	1,223	20	1.6%	23	4	17.4%	638	148	23.2%
1995	Unknown	26	4	15.4%	0	0	-	0	0	-
1996	HDGV	143	4	2.8%	0	0	-	6	0	0.0%
1996	LDGT1	1,313	21	1.6%	2	0	0.0%	258	16	6.2%
1996	LDGT2	276	5	1.8%	1	0	0.0%	18	6	33.3%
1996	LDGV	2,313	37	1.6%	27	2	7.4%	533	50	9.4%
1996	Unknown	58	1	1.7%	0	0	-	2	2	100.0%
1997	HDGV	87	0	0.0%	0	0	-	4	0	0.0%
1997	LDGT1	686	13	1.9%	4	0	0.0%	63	14	22.2%
1997	LDGT2	175	4	2.3%	0	0	-	16	0	0.0%
1997	LDGV	1,159	13	1.1%	15	0	0.0%	187	60	32.1%
1997	Unknown	41	1	2.4%	0	0	-	1	0	0.0%
1998	HDGV	100	2	2.0%	0	0	-	0	0	-
1998	LDGT1	1,185	15	1.3%	3	0	0.0%	131	14	10.7%
1998	LDGT2	277	6	2.2%	0	0	-	12	0	0.0%
1998	LDGV	2,630	38	1.4%	16	0	0.0%	342	56	16.4%
1998	Unknown	42	3	7.1%	0	0	-	1	0	0.0%
1999	HDGV	79	1	1.3%	0	0	-	0	0	-
1999	LDGT1	761	14	1.8%	1	0	0.0%	22	4	18.2%
1999	LDGT2	231	6	2.6%	0	0	-	3	2	66.7%
1999	LDGV	2,156	36	1.7%	11	0	0.0%	100	20	20.0%
1999	Unknown	51	0	0.0%	0	0	-	0	0	-

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2
2000	HDGV	197	3	1.5%	0	0	-	1	0	0.0%
2000	LDGT1	2,549	35	1.4%	1	0	0.0%	11	0	0.0%
2000	LDGT2	621	6	1.0%	0	0	-	5	0	0.0%
2000	LDGV	5,315	63	1.2%	10	0	0.0%	104	10	9.6%
2000	Unknown	91	2	2.2%	0	0	-	0	0	-
2001	HDGV	142	2	1.4%	0	0	-	1	0	0.0%
2001	LDGT1	1,827	30	1.6%	0	0	-	3	0	0.0%
2001	LDGT2	664	9	1.4%	1	0	0.0%	5	0	0.0%
2001	LDGV	2,628	38	1.4%	2	0	0.0%	21	2	9.5%
2001	Unknown	59	0	0.0%	0	0	-	0	0	-
2002	HDGV	53	0	0.0%	0	0	-	1	0	0.0%
2002	LDGT1	1,236	13	1.1%	1	0	0.0%	2	0	0.0%
2002	LDGT2	285	7	2.5%	0	0	-	0	0	-
2002	LDGV	1,415	11	0.8%	5	0	0.0%	8	0	0.0%
2002	Unknown	29	2	6.9%	0	0	-	0	0	-
2003	HDGV	18	0	0.0%	0	0	-	0	0	-
2003	LDGT1	294	2	0.7%	1	0	0.0%	0	0	-
2003	LDGT2	91	2	2.2%	0	0	-	0	0	-
2003	LDGV	478	7	1.5%	4	0	0.0%	0	0	-
2003	Unknown	4	0	0.0%	0	0	-	0	0	-
2004	HDGV	8	0	0.0%	0	0	-	0	0	-
2004	LDGT1	49	0	0.0%	0	0	-	0	0	-
2004	LDGT2	48	3	6.3%	0	0	-	0	0	-
2004	LDGV	121	2	1.7%	0	0	-	0	0	-
2004	Unknown	7	0	0.0%	0	0	-	0	0	-
2005	HDGV	0	0	-	0	0	-	0	0	-
2005	LDGT1	6	1	16.7%	0	0	-	1	0	0.0%
2005	LDGT2	1	0	0.0%	0	0	-	0	0	-
2005	LDGV	4	0	0.0%	0	0	-	0	0	-
2005	Unknown	1	0	0.0%	0	0	-	0	0	-
Totals		55,732	929	1.7%	928	46	5.0%	15,763	2,480	15.7%

APPENDIX I - PART I

WAIVERS

**New Jersey Enhanced Inspection and Maintenance Program
Waiver Report by Model Year and Vehicle Type
Year 2004**

Model Year	Vehicles Initially Failing ASM5015 or OBD Test	Waivers Received		Waivers for LDGV Vehicles	Waivers for LDGT1 Vehicles	Waivers for LDGT2 Vehicles
		Number	%			
Unknown	63	0	0.00%	0	0	0
1981	317	0	0.00%	0	0	0
1982	824	1	0.12%	1	0	0
1983	631	0	0.00%	0	0	0
1984	2,694	3	0.11%	3	0	0
1985	1,798	3	0.17%	3	0	0
1986	5,569	8	0.14%	7	0	1
1987	3,338	4	0.12%	4	0	0
1988	8,696	14	0.16%	9	5	0
1989	4,385	1	0.02%	1	0	0
1990	10,798	7	0.06%	4	3	0
1991	6,444	11	0.17%	11	0	0
1992	14,500	21	0.14%	18	3	0
1993	6,500	10	0.15%	9	1	0
1994	11,171	9	0.08%	6	3	0
1995	4,356	5	0.11%	5	0	0
1996	24,743	14	0.06%	11	2	1
1997	12,640	7	0.06%	6	1	0
1998	16,921	6	0.04%	4	2	0
1999	8,743	3	0.03%	1	1	1
2000	12,265	1	0.01%	1	0	0
2001	6,717	0	0.00%	0	0	0
2002	2,509	1	0.04%	1	0	0
2003	958	0	0.00%	0	0	0
2004	541	0	0.00%	0	0	0
2005	110	0	0.00%	0	0	0
TOTAL	168,231	129	0.08%	105	21	3
% of Waivers Issued by Vehicle Type				81%	16%	2%

Report includes only inspection records where the vehicle failed the Initial ASM 5015 or OBD test.

Table I-1

**New Jersey Enhanced Inspection and Maintenance Program
Total Number of Waivers by Model Year
Year 2004**

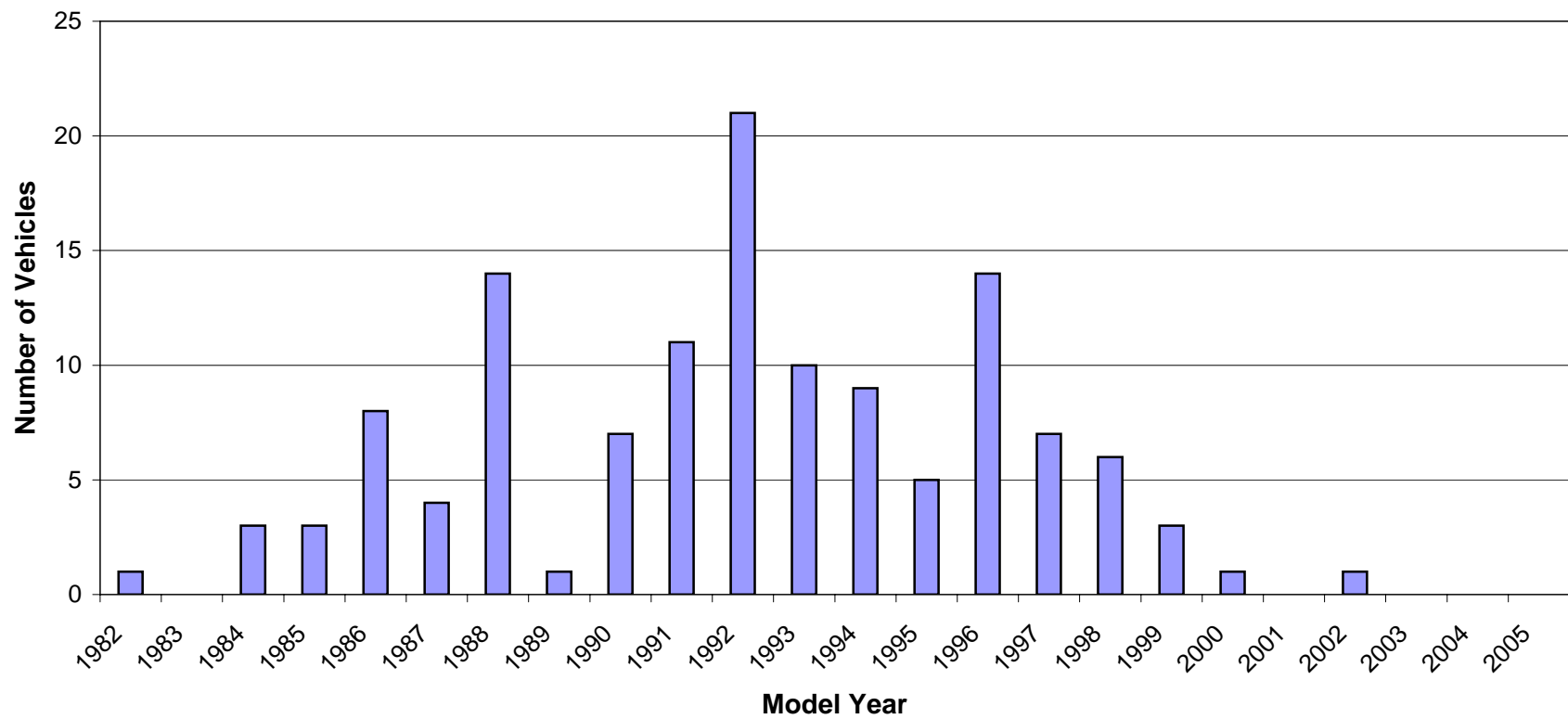


Figure I-1

APPENDIX I - PART J

TESTS WITH NO KNOWN FINAL OUTCOME

New Jersey Enhanced Inspection and Maintenance Program
Tests With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	OBD Initial Fails	# OBD Dropped	% OBD Dropped	ASM Initial Fails	# ASM Dropped	% ASM Dropped	2500 Initial Fails	# 2500 Dropped	% 2500 Dropped	Idle Initial Fails	# Idle Dropped	% Idle Dropped
Pre 80/Unknown	HDGV	0	0	-	0	0	-	0	0	-	157	33	21.0%
Pre 80/Unknown	LDGT1	13	13	100.0%	5	0	0.0%	5	5	100.0%	427	79	18.5%
Pre 80/Unknown	LDGT2	6	2	33.3%	3	0	0.0%	3	3	100.0%	361	86	23.8%
Pre 80/Unknown	LDGV	30	12	40.0%	6	0	0.0%	16	14	87.5%	2,201	535	24.3%
Pre 80/Unknown	Unknown	0	0	-	0	0	-	0	0	-	106	24	22.6%
1980	HDGV	0	0	-	0	0	-	0	0	-	44	12	27.3%
1980	LDGT1	0	0	-	0	0	-	0	0	-	100	26	26.0%
1980	LDGT2	0	0	-	0	0	-	0	0	-	38	6	15.8%
1980	LDGV	0	0	-	0	0	-	0	0	-	302	71	23.5%
1980	Unknown	0	0	-	0	0	-	0	0	-	24	3	12.5%
1981	HDGV	0	0	-	0	0	-	0	0	-	27	7	25.9%
1981	LDGT1	0	0	-	51	18	35.3%	4	2	50.0%	0	0	-
1981	LDGT2	0	0	-	21	10	47.6%	6	3	50.0%	0	0	-
1981	LDGV	0	0	-	245	89	36.3%	23	13	56.5%	0	0	-
1981	Unknown	0	0	-	0	0	-	0	0	-	12	6	50.0%
1982	HDGV	0	0	-	0	0	-	1	1	100.0%	71	14	19.7%
1982	LDGT1	0	0	-	129	25	19.4%	15	2	13.3%	1	1	100.0%
1982	LDGT2	0	0	-	35	7	20.0%	5	1	20.0%	0	0	-
1982	LDGV	0	0	-	660	149	22.6%	32	7	21.9%	0	0	-
1982	Unknown	0	0	-	0	0	-	0	0	-	32	10	31.3%
1983	HDGV	0	0	-	1	1	100.0%	0	0	-	51	13	25.5%
1983	LDGT1	0	0	-	90	27	30.0%	7	2	28.6%	0	0	-
1983	LDGT2	0	0	-	53	22	41.5%	6	4	66.7%	0	0	-
1983	LDGV	0	0	-	487	179	36.8%	17	3	17.6%	1	0	0.0%
1983	Unknown	0	0	-	0	0	-	0	0	-	20	4	20.0%
1984	HDGV	0	0	-	1	1	100.0%	0	0	-	179	36	20.1%
1984	LDGT1	0	0	-	461	143	31.0%	33	16	48.5%	0	0	-
1984	LDGT2	0	0	-	196	50	25.5%	8	2	25.0%	0	0	-
1984	LDGV	0	0	-	2,036	524	25.7%	65	23	35.4%	9	0	0.0%
1984	Unknown	0	0	-	0	0	-	0	0	-	46	15	32.6%
1985	HDGV	0	0	-	1	1	100.0%	0	0	-	135	31	23.0%
1985	LDGT1	0	0	-	348	138	39.7%	22	6	27.3%	0	0	-
1985	LDGT2	0	0	-	134	38	28.4%	10	4	40.0%	0	0	-
1985	LDGV	0	0	-	1,315	496	37.7%	39	18	46.2%	4	0	0.0%
1985	Unknown	0	0	-	0	0	-	0	0	-	53	12	22.6%

**New Jersey Enhanced Inspection and Maintenance Program
Tests With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2004**

Model Yr	Veh Type	OBD Initial Fails	# OBD Dropped	% OBD Dropped	ASM Initial Fails	# ASM Dropped	% ASM Dropped	2500 Initial Fails	# 2500 Dropped	% 2500 Dropped	Idle Initial Fails	# Idle Dropped	% Idle Dropped
1986	HDGV	0	0	-	3	2	66.7%	0	0	-	380	85	22.4%
1986	LDGT1	0	0	-	853	196	23.0%	43	18	41.9%	0	0	-
1986	LDGT2	0	0	-	383	99	25.8%	27	8	29.6%	0	0	-
1986	LDGV	0	0	-	4,330	1,125	26.0%	138	46	33.3%	7	0	0.0%
1986	Unknown	0	0	-	0	0	-	0	0	-	130	17	13.1%
1987	HDGV	0	0	-	0	0	-	0	0	-	187	42	22.5%
1987	LDGT1	0	0	-	490	152	31.0%	42	21	50.0%	0	0	-
1987	LDGT2	0	0	-	214	69	32.2%	19	6	31.6%	0	0	-
1987	LDGV	0	0	-	2,634	932	35.4%	74	40	54.1%	8	2	25.0%
1987	Unknown	0	0	-	0	0	-	1	1	100.0%	59	7	11.9%
1988	HDGV	0	0	-	4	4	100.0%	0	0	-	375	47	12.5%
1988	LDGT1	0	0	-	2,271	553	24.4%	61	24	39.3%	0	0	-
1988	LDGT2	0	0	-	632	160	25.3%	24	8	33.3%	0	0	-
1988	LDGV	0	0	-	5,789	1,589	27.4%	160	72	45.0%	7	1	14.3%
1988	Unknown	0	0	-	0	0	-	0	0	-	151	39	25.8%
1989	HDGV	0	0	-	3	3	100.0%	0	0	-	215	52	24.2%
1989	LDGT1	0	0	-	1,250	382	30.6%	39	24	61.5%	0	0	-
1989	LDGT2	0	0	-	316	85	26.9%	16	11	68.8%	0	0	-
1989	LDGV	0	0	-	2,816	924	32.8%	112	70	62.5%	4	1	25.0%
1989	Unknown	0	0	-	0	0	-	0	0	-	58	5	8.6%
1990	HDGV	0	0	-	4	4	100.0%	1	1	100.0%	236	50	21.2%
1990	LDGT1	0	0	-	2,192	508	23.2%	71	29	40.8%	0	0	-
1990	LDGT2	0	0	-	555	108	19.5%	17	8	47.1%	0	0	-
1990	LDGV	0	0	-	8,047	2,020	25.1%	301	133	44.2%	6	1	16.7%
1990	Unknown	0	0	-	0	0	-	0	0	-	64	10	15.6%
1991	HDGV	0	0	-	2	2	100.0%	0	0	-	77	19	24.7%
1991	LDGT1	0	0	-	1,284	375	29.2%	93	43	46.2%	0	0	-
1991	LDGT2	0	0	-	217	47	21.7%	24	11	45.8%	0	0	-
1991	LDGV	0	0	-	4,941	1,528	30.9%	232	116	50.0%	0	0	-
1991	Unknown	0	0	-	0	0	-	1	1	100.0%	24	2	8.3%
1992	HDGV	0	0	-	5	3	60.0%	0	0	-	116	22	19.0%
1992	LDGT1	0	0	-	3,335	679	20.4%	162	55	34.0%	0	0	-
1992	LDGT2	0	0	-	634	108	17.0%	54	18	33.3%	0	0	-
1992	LDGV	0	0	-	10,526	2,332	22.2%	559	243	43.5%	4	1	25.0%
1992	Unknown	0	0	-	0	0	-	0	0	-	29	0	0.0%

**New Jersey Enhanced Inspection and Maintenance Program
Tests With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2004**

Model Yr	Veh Type	OBD Initial Fails	# OBD Dropped	% OBD Dropped	ASM Initial Fails	# ASM Dropped	% ASM Dropped	2500 Initial Fails	# 2500 Dropped	% 2500 Dropped	Idle Initial Fails	# Idle Dropped	% Idle Dropped
1993	HDGV	0	0	-	2	1	50.0%	0	0	-	85	12	14.1%
1993	LDGT1	0	0	-	1,551	382	24.6%	298	114	38.3%	0	0	-
1993	LDGT2	0	0	-	280	47	16.8%	38	14	36.8%	0	0	-
1993	LDGV	0	0	-	4,667	1,280	27.4%	368	174	47.3%	3	0	0.0%
1993	Unknown	0	0	-	0	0	-	0	0	-	15	1	6.7%
1994	HDGV	0	0	-	1	1	100.0%	0	0	-	176	35	19.9%
1994	LDGT1	0	0	-	2,914	510	17.5%	769	180	23.4%	0	0	-
1994	LDGT2	0	0	-	714	102	14.3%	73	18	24.7%	0	0	-
1994	LDGV	0	0	-	7,542	1,569	20.8%	616	211	34.3%	5	1	20.0%
1994	Unknown	0	0	-	0	0	-	0	0	-	40	1	2.5%
1995	HDGV	0	0	-	2	2	100.0%	0	0	-	128	24	18.8%
1995	LDGT1	0	0	-	1,173	252	21.5%	206	65	31.6%	0	0	-
1995	LDGT2	0	0	-	301	55	18.3%	63	16	25.4%	0	0	-
1995	LDGV	0	0	-	2,880	774	26.9%	320	128	40.0%	8	0	0.0%
1995	Unknown	0	0	-	0	0	-	0	0	-	29	6	20.7%
1996	HDGV	0	0	-	0	0	-	0	0	-	169	30	17.8%
1996	LDGT1	7,043	1,623	23.0%	52	26	50.0%	3	2	66.7%	0	0	-
1996	LDGT2	2,077	411	19.8%	20	9	45.0%	5	2	40.0%	0	0	-
1996	LDGV	15,449	3,874	25.1%	107	56	52.3%	14	8	57.1%	0	0	-
1996	Unknown	4	1	25.0%	0	0	-	0	0	-	22	0	0.0%
1997	HDGV	0	0	-	0	0	-	0	0	-	71	7	9.9%
1997	LDGT1	3,663	810	22.1%	25	17	68.0%	6	3	50.0%	0	0	-
1997	LDGT2	911	212	23.3%	14	4	28.6%	0	0	-	0	0	-
1997	LDGV	7,938	2,097	26.4%	95	44	46.3%	14	4	28.6%	0	0	-
1997	Unknown	4	0	0.0%	0	0	-	0	0	-	15	3	20.0%
1998	HDGV	0	0	-	0	0	-	0	0	-	46	7	15.2%
1998	LDGT1	5,058	894	17.7%	2	2	100.0%	2	1	50.0%	0	0	-
1998	LDGT2	1,461	244	16.7%	2	0	0.0%	1	1	100.0%	0	0	-
1998	LDGV	10,393	1,964	18.9%	12	9	75.0%	3	3	100.0%	0	0	-
1998	Unknown	2	0	0.0%	0	0	-	0	0	-	20	0	0.0%
1999	HDGV	0	0	-	0	0	-	0	0	-	42	6	14.3%
1999	LDGT1	2,183	357	16.4%	1	1	100.0%	0	0	-	0	0	-
1999	LDGT2	929	158	17.0%	1	1	100.0%	0	0	-	0	0	-
1999	LDGV	5,629	1,114	19.8%	8	7	87.5%	2	2	100.0%	0	0	-
1999	Unknown	0	0	-	0	0	-	0	0	-	13	3	23.1%

New Jersey Enhanced Inspection and Maintenance Program
Tests With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	OBD Initial Fails	# OBD Dropped	% OBD Dropped	ASM Initial Fails	# ASM Dropped	% ASM Dropped	2500 Initial Fails	# 2500 Dropped	% 2500 Dropped	Idle Initial Fails	# Idle Dropped	% Idle Dropped
2000	HDGV	0	0	-	0	0	-	0	0	-	37	6	16.2%
2000	LDGT1	3,305	452	13.7%	18	9	50.0%	0	0	-	0	0	-
2000	LDGT2	804	106	13.2%	0	0	-	0	0	-	0	0	-
2000	LDGV	8,124	1,155	14.2%	19	5	26.3%	1	1	100.0%	0	0	-
2000	Unknown	5	0	0.0%	0	0	-	0	0	-	10	0	0.0%
2001	HDGV	0	0	-	0	0	-	0	0	-	7	0	0.0%
2001	LDGT1	1,973	297	15.1%	2	2	100.0%	1	0	0.0%	0	0	-
2001	LDGT2	680	105	15.4%	0	0	-	0	0	-	0	0	-
2001	LDGV	4,062	601	14.8%	1	0	0.0%	0	0	-	0	0	-
2001	Unknown	1	1	100.0%	0	0	-	0	0	-	5	3	60.0%
2002	HDGV	0	0	-	0	0	-	0	0	-	5	0	0.0%
2002	LDGT1	745	100	13.4%	1	0	0.0%	0	0	-	0	0	-
2002	LDGT2	302	52	17.2%	0	0	-	0	0	-	0	0	-
2002	LDGV	1,461	228	15.6%	1	1	100.0%	0	0	-	0	0	-
2002	Unknown	1	0	0.0%	0	0	-	0	0	-	1	0	0.0%
2003	HDGV	0	0	-	0	0	-	0	0	-	2	0	0.0%
2003	LDGT1	176	17	9.7%	0	0	-	0	0	-	0	0	-
2003	LDGT2	88	19	21.6%	0	0	-	0	0	-	0	0	-
2003	LDGV	692	121	17.5%	6	1	16.7%	0	0	-	0	0	-
2003	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
2004	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDGT1	143	42	29.4%	1	1	100.0%	0	0	-	0	0	-
2004	LDGT2	72	12	16.7%	0	0	-	0	0	-	0	0	-
2004	LDGV	317	90	28.4%	8	4	50.0%	0	0	-	0	0	-
2004	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
2005	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDGT1	49	20	40.8%	0	0	-	0	0	-	0	0	-
2005	LDGT2	10	5	50.0%	0	0	-	0	0	-	0	0	-
2005	LDGV	50	29	58.0%	1	0	0.0%	0	0	-	0	0	-
2005	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
Totals		85,853	17,238	20.1%	82,432	21,081	25.6%	5,391	2,083	38.6%	7,492	1,572	21.0%

New Jersey Enhanced Inspection and Maintenance Program
Tests With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Dropped	% Gas Cap Dropped	Cat Conv Initial Fails	# Cat Conv Dropped	% Cat Conv Dropped	Smoke Initial Fails	# Smoke Dropped	% Smoke Dropped
Pre 80/Unknown	HDGV	60	26	43.3%	2	2	100.0%	16	2	12.5%
Pre 80/Unknown	LDGT1	147	52	35.4%	26	15	57.7%	39	15	38.5%
Pre 80/Unknown	LDGT2	186	58	31.2%	24	15	62.5%	27	7	25.9%
Pre 80/Unknown	LDGV	479	118	24.6%	56	27	48.2%	211	81	38.4%
Pre 80/Unknown	Unknown	53	4	7.5%	3	2	66.7%	8	2	25.0%
1980	HDGV	9	1	11.1%	2	2	100.0%	1	0	0.0%
1980	LDGT1	38	14	36.8%	11	5	45.5%	4	2	50.0%
1980	LDGT2	18	0	0.0%	2	2	100.0%	4	2	50.0%
1980	LDGV	94	22	23.4%	13	4	30.8%	26	8	30.8%
1980	Unknown	9	2	22.2%	0	0	-	1	1	100.0%
1981	HDGV	8	4	50.0%	1	1	100.0%	0	0	-
1981	LDGT1	36	15	41.7%	6	5	83.3%	3	1	33.3%
1981	LDGT2	10	5	50.0%	4	1	25.0%	2	1	50.0%
1981	LDGV	57	15	26.3%	13	8	61.5%	16	6	37.5%
1981	Unknown	2	0	0.0%	1	0	0.0%	2	1	50.0%
1982	HDGV	23	3	13.0%	0	0	-	3	3	100.0%
1982	LDGT1	70	12	17.1%	13	8	61.5%	12	4	33.3%
1982	LDGT2	22	6	27.3%	2	0	0.0%	3	1	33.3%
1982	LDGV	130	26	20.0%	11	6	54.5%	50	12	24.0%
1982	Unknown	16	7	43.8%	0	0	-	2	1	50.0%
1983	HDGV	11	2	18.2%	2	2	100.0%	6	3	50.0%
1983	LDGT1	55	16	29.1%	15	6	40.0%	20	5	25.0%
1983	LDGT2	25	11	44.0%	7	5	71.4%	7	2	28.6%
1983	LDGV	113	40	35.4%	9	5	55.6%	32	16	50.0%
1983	Unknown	9	3	33.3%	1	0	0.0%	2	1	50.0%
1984	HDGV	60	12	20.0%	7	3	42.9%	12	3	25.0%
1984	LDGT1	185	46	24.9%	20	4	20.0%	38	12	31.6%
1984	LDGT2	79	21	26.6%	4	2	50.0%	27	9	33.3%
1984	LDGV	465	99	21.3%	19	10	52.6%	191	71	37.2%
1984	Unknown	21	0	0.0%	1	1	100.0%	2	2	100.0%
1985	HDGV	39	7	17.9%	8	3	37.5%	3	1	33.3%
1985	LDGT1	151	48	31.8%	15	4	26.7%	46	18	39.1%
1985	LDGT2	58	15	25.9%	5	0	0.0%	20	8	40.0%
1985	LDGV	257	80	31.1%	10	3	30.0%	156	62	39.7%
1985	Unknown	15	0	0.0%	2	2	100.0%	2	1	50.0%

**New Jersey Enhanced Inspection and Maintenance Program
Tests With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2004**

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Dropped	% Gas Cap Dropped	Cat Conv Initial Fails	# Cat Conv Dropped	% Cat Conv Dropped	Smoke Initial Fails	# Smoke Dropped	% Smoke Dropped
1986	HDGV	124	21	16.9%	20	12	60.0%	10	5	50.0%
1986	LDGT1	428	79	18.5%	17	6	35.3%	111	38	34.2%
1986	LDGT2	168	26	15.5%	10	5	50.0%	48	15	31.3%
1986	LDGV	758	132	17.4%	16	11	68.8%	546	191	35.0%
1986	Unknown	54	10	18.5%	1	1	100.0%	3	0	0.0%
1987	HDGV	70	16	22.9%	6	3	50.0%	8	7	87.5%
1987	LDGT1	255	67	26.3%	23	12	52.2%	88	29	33.0%
1987	LDGT2	85	24	28.2%	6	3	50.0%	27	8	29.6%
1987	LDGV	546	150	27.5%	23	13	56.5%	242	69	28.5%
1987	Unknown	25	1	4.0%	1	0	0.0%	1	0	0.0%
1988	HDGV	135	24	17.8%	4	2	50.0%	11	5	45.5%
1988	LDGT1	465	82	17.6%	12	5	41.7%	283	82	29.0%
1988	LDGT2	246	45	18.3%	3	0	0.0%	70	28	40.0%
1988	LDGV	1,327	227	17.1%	32	18	56.3%	736	247	33.6%
1988	Unknown	65	6	9.2%	2	1	50.0%	5	3	60.0%
1989	HDGV	66	7	10.6%	2	0	0.0%	10	2	20.0%
1989	LDGT1	320	80	25.0%	18	4	22.2%	165	48	29.1%
1989	LDGT2	96	13	13.5%	3	3	100.0%	22	12	54.5%
1989	LDGV	831	183	22.0%	38	15	39.5%	456	117	25.7%
1989	Unknown	25	4	16.0%	0	0	-	3	3	100.0%
1990	HDGV	102	17	16.7%	4	2	50.0%	19	9	47.4%
1990	LDGT1	581	60	10.3%	10	3	30.0%	282	70	24.8%
1990	LDGT2	197	13	6.6%	3	2	66.7%	72	11	15.3%
1990	LDGV	2,016	279	13.8%	43	17	39.5%	1,102	323	29.3%
1990	Unknown	37	0	0.0%	0	0	-	1	0	0.0%
1991	HDGV	32	10	31.3%	1	1	100.0%	3	2	66.7%
1991	LDGT1	312	57	18.3%	12	5	41.7%	143	37	25.9%
1991	LDGT2	70	4	5.7%	1	0	0.0%	17	9	52.9%
1991	LDGV	1,011	180	17.8%	23	11	47.8%	719	155	21.6%
1991	Unknown	14	0	0.0%	0	0	-	1	0	0.0%
1992	HDGV	71	8	11.3%	2	0	0.0%	7	2	28.6%
1992	LDGT1	652	68	10.4%	6	2	33.3%	451	126	27.9%
1992	LDGT2	202	15	7.4%	1	1	100.0%	59	13	22.0%
1992	LDGV	1,852	238	12.9%	42	18	42.9%	2,165	473	21.8%
1992	Unknown	38	0	0.0%	1	1	100.0%	1	0	0.0%

New Jersey Enhanced Inspection and Maintenance Program
Tests With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Dropped	% Gas Cap Dropped	Cat Conv Initial Fails	# Cat Conv Dropped	% Cat Conv Dropped	Smoke Initial Fails	# Smoke Dropped	% Smoke Dropped
1993	HDGV	39	6	15.4%	2	0	0.0%	6	2	33.3%
1993	LDGT1	353	48	13.6%	8	1	12.5%	318	53	16.7%
1993	LDGT2	94	15	16.0%	4	0	0.0%	21	9	42.9%
1993	LDGV	1,004	147	14.6%	23	11	47.8%	955	100	10.5%
1993	Unknown	16	0	0.0%	0	0	-	0	0	-
1994	HDGV	153	30	19.6%	6	0	0.0%	11	5	45.5%
1994	LDGT1	1,018	73	7.2%	13	4	30.8%	752	118	15.7%
1994	LDGT2	361	19	5.3%	5	0	0.0%	80	7	8.8%
1994	LDGV	2,443	229	9.4%	28	9	32.1%	2,023	377	18.6%
1994	Unknown	64	0	0.0%	0	0	-	2	1	50.0%
1995	HDGV	71	14	19.7%	3	0	0.0%	5	2	40.0%
1995	LDGT1	402	37	9.2%	5	2	40.0%	183	41	22.4%
1995	LDGT2	175	11	6.3%	2	0	0.0%	26	0	0.0%
1995	LDGV	1,223	150	12.3%	23	8	34.8%	638	105	16.5%
1995	Unknown	26	0	0.0%	0	0	-	0	0	-
1996	HDGV	143	11	7.7%	0	0	-	6	1	16.7%
1996	LDGT1	1,313	110	8.4%	2	1	50.0%	258	55	21.3%
1996	LDGT2	276	26	9.4%	1	1	100.0%	18	0	0.0%
1996	LDGV	2,313	205	8.9%	27	6	22.2%	533	124	23.3%
1996	Unknown	58	0	0.0%	0	0	-	2	0	0.0%
1997	HDGV	87	20	23.0%	0	0	-	4	1	25.0%
1997	LDGT1	686	49	7.1%	4	0	0.0%	63	2	3.2%
1997	LDGT2	175	15	8.6%	0	0	-	16	3	18.8%
1997	LDGV	1,159	112	9.7%	15	7	46.7%	187	4	2.1%
1997	Unknown	41	0	0.0%	0	0	-	1	1	100.0%
1998	HDGV	100	14	14.0%	0	0	-	0	0	-
1998	LDGT1	1,185	56	4.7%	3	0	0.0%	131	17	13.0%
1998	LDGT2	277	26	9.4%	0	0	-	12	3	25.0%
1998	LDGV	2,630	159	6.0%	16	3	18.8%	342	66	19.3%
1998	Unknown	42	0	0.0%	0	0	-	1	0	0.0%
1999	HDGV	79	13	16.5%	0	0	-	0	0	-
1999	LDGT1	761	35	4.6%	1	1	100.0%	22	1	4.5%
1999	LDGT2	231	21	9.1%	0	0	-	3	0	0.0%
1999	LDGV	2,156	138	6.4%	11	3	27.3%	100	10	10.0%
1999	Unknown	51	0	0.0%	0	0	-	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program
Tests With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2004**

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Dropped	% Gas Cap Dropped	Cat Conv Initial Fails	# Cat Conv Dropped	% Cat Conv Dropped	Smoke Initial Fails	# Smoke Dropped	% Smoke Dropped
2000	HDGV	197	33	16.8%	0	0	-	1	0	0.0%
2000	LDGT1	2,549	88	3.5%	1	0	0.0%	11	3	27.3%
2000	LDGT2	621	28	4.5%	0	0	-	5	0	0.0%
2000	LDGV	5,315	235	4.4%	10	3	30.0%	104	18	17.3%
2000	Unknown	91	0	0.0%	0	0	-	0	0	-
2001	HDGV	142	23	16.2%	0	0	-	1	0	0.0%
2001	LDGT1	1,827	54	3.0%	0	0	-	3	0	0.0%
2001	LDGT2	664	26	3.9%	1	0	0.0%	5	0	0.0%
2001	LDGV	2,628	142	5.4%	2	0	0.0%	21	2	9.5%
2001	Unknown	59	0	0.0%	0	0	-	0	0	-
2002	HDGV	53	15	28.3%	0	0	-	1	0	0.0%
2002	LDGT1	1,236	42	3.4%	1	0	0.0%	2	0	0.0%
2002	LDGT2	285	24	8.4%	0	0	-	0	0	-
2002	LDGV	1,415	117	8.3%	5	0	0.0%	8	1	12.5%
2002	Unknown	29	0	0.0%	0	0	-	0	0	-
2003	HDGV	18	5	27.8%	0	0	-	0	0	-
2003	LDGT1	294	0	0.0%	1	0	0.0%	0	0	-
2003	LDGT2	91	8	8.8%	0	0	-	0	0	-
2003	LDGV	478	29	6.1%	4	2	50.0%	0	0	-
2003	Unknown	4	0	0.0%	0	0	-	0	0	-
2004	HDGV	8	1	12.5%	0	0	-	0	0	-
2004	LDGT1	49	2	4.1%	0	0	-	0	0	-
2004	LDGT2	48	4	8.3%	0	0	-	0	0	-
2004	LDGV	121	10	8.3%	0	0	-	0	0	-
2004	Unknown	7	1	14.3%	0	0	-	0	0	-
2005	HDGV	0	0	-	0	0	-	0	0	-
2005	LDGT1	6	1	16.7%	0	0	-	1	1	100.0%
2005	LDGT2	1	0	0.0%	0	0	-	0	0	-
2005	LDGV	4	0	0.0%	0	0	-	0	0	-
2005	Unknown	1	0	0.0%	0	0	-	0	0	-
Totals		55,732	5,613	10.1%	928	392	42.2%	15,763	3,636	23.1%

APPENDIX I - PART K

FIRST RETEST EMISSION INSPECTION PASSES & FAILURES BY TEST TYPE

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	OBD First Retests	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	ASM First Retests	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate
Pre 80/Unknown	HDGV	0	0	0	-	-	0	0	0	-	-
Pre 80/Unknown	LDGT1	16	2	14	12.5%	87.5%	6	1	5	16.7%	83.3%
Pre 80/Unknown	LDGT2	8	0	8	0.0%	100.0%	3	2	1	66.7%	33.3%
Pre 80/Unknown	LDGV	72	9	63	12.5%	87.5%	14	2	12	14.3%	85.7%
Pre 80/Unknown	Unknown	0	0	0	-	-	0	0	0	-	-
1980	HDGV	0	0	0	-	-	0	0	0	-	-
1980	LDGT1	0	0	0	-	-	0	0	0	-	-
1980	LDGT2	0	0	0	-	-	0	0	0	-	-
1980	LDGV	0	0	0	-	-	0	0	0	-	-
1980	Unknown	0	0	0	-	-	0	0	0	-	-
1981	HDGV	0	0	0	-	-	0	0	0	-	-
1981	LDGT1	0	0	0	-	-	35	12	23	34.3%	65.7%
1981	LDGT2	0	0	0	-	-	12	2	10	16.7%	83.3%
1981	LDGV	0	0	0	-	-	173	49	124	28.3%	71.7%
1981	Unknown	0	0	0	-	-	0	0	0	-	-
1982	HDGV	0	0	0	-	-	0	0	0	-	-
1982	LDGT1	0	0	0	-	-	108	24	84	22.2%	77.8%
1982	LDGT2	0	0	0	-	-	28	6	22	21.4%	78.6%
1982	LDGV	0	0	0	-	-	542	138	404	25.5%	74.5%
1982	Unknown	0	0	0	-	-	0	0	0	-	-
1983	HDGV	0	0	0	-	-	0	0	0	-	-
1983	LDGT1	0	0	0	-	-	64	10	54	15.6%	84.4%
1983	LDGT2	0	0	0	-	-	35	9	26	25.7%	74.3%
1983	LDGV	0	0	0	-	-	343	101	242	29.4%	70.6%
1983	Unknown	0	0	0	-	-	0	0	0	-	-
1984	HDGV	0	0	0	-	-	0	0	0	-	-
1984	LDGT1	0	0	0	-	-	332	76	256	22.9%	77.1%
1984	LDGT2	0	0	0	-	-	157	57	100	36.3%	63.7%
1984	LDGV	0	0	0	-	-	1,594	356	1,238	22.3%	77.7%
1984	Unknown	0	0	0	-	-	0	0	0	-	-
1985	HDGV	0	0	0	-	-	0	0	0	-	-
1985	LDGT1	0	0	0	-	-	240	67	173	27.9%	72.1%
1985	LDGT2	0	0	0	-	-	101	25	76	24.8%	75.2%
1985	LDGV	0	0	0	-	-	926	248	678	26.8%	73.2%
1985	Unknown	0	0	0	-	-	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	OBD First Retests	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	ASM First Retests	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate
1986	HDGV	0	0	0	-	-	0	0	0	-	-
1986	LDGT1	0	0	0	-	-	695	163	532	23.5%	76.5%
1986	LDGT2	0	0	0	-	-	300	73	227	24.3%	75.7%
1986	LDGV	0	0	0	-	-	3,426	826	2,600	24.1%	75.9%
1986	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%
1987	HDGV	0	0	0	-	-	0	0	0	-	-
1987	LDGT1	0	0	0	-	-	361	88	273	24.4%	75.6%
1987	LDGT2	0	0	0	-	-	157	38	119	24.2%	75.8%
1987	LDGV	0	0	0	-	-	1,851	455	1,396	24.6%	75.4%
1987	Unknown	0	0	0	-	-	0	0	0	-	-
1988	HDGV	0	0	0	-	-	0	0	0	-	-
1988	LDGT1	0	0	0	-	-	1,833	439	1,394	23.9%	76.1%
1988	LDGT2	0	0	0	-	-	497	121	376	24.3%	75.7%
1988	LDGV	0	0	0	-	-	4,469	996	3,473	22.3%	77.7%
1988	Unknown	0	0	0	-	-	0	0	0	-	-
1989	HDGV	0	0	0	-	-	0	0	0	-	-
1989	LDGT1	0	0	0	-	-	944	254	690	26.9%	73.1%
1989	LDGT2	0	0	0	-	-	243	47	196	19.3%	80.7%
1989	LDGV	0	0	0	-	-	2,027	457	1,570	22.5%	77.5%
1989	Unknown	0	0	0	-	-	0	0	0	-	-
1990	HDGV	0	0	0	-	-	0	0	0	-	-
1990	LDGT1	0	0	0	-	-	1,797	421	1,376	23.4%	76.6%
1990	LDGT2	0	0	0	-	-	461	107	354	23.2%	76.8%
1990	LDGV	0	0	0	-	-	6,337	1,262	5,075	19.9%	80.1%
1990	Unknown	0	0	0	-	-	1	1	0	100.0%	0.0%
1991	HDGV	0	0	0	-	-	0	0	0	-	-
1991	LDGT1	0	0	0	-	-	982	258	724	26.3%	73.7%
1991	LDGT2	0	0	0	-	-	179	46	133	25.7%	74.3%
1991	LDGV	0	0	0	-	-	3,683	897	2,786	24.4%	75.6%
1991	Unknown	0	0	0	-	-	0	0	0	-	-
1992	HDGV	0	0	0	-	-	0	0	0	-	-
1992	LDGT1	0	0	0	-	-	2,791	560	2,231	20.1%	79.9%
1992	LDGT2	0	0	0	-	-	547	106	441	19.4%	80.6%
1992	LDGV	0	0	0	-	-	8,611	1,876	6,735	21.8%	78.2%
1992	Unknown	0	0	0	-	-	3	1	2	33.3%	66.7%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	OBD First Retests	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	ASM First Retests	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate
1993	HDGV	0	0	0	-	-	0	0	0	-	-
1993	LDGT1	0	0	0	-	-	1,243	300	943	24.1%	75.9%
1993	LDGT2	0	0	0	-	-	243	48	195	19.8%	80.2%
1993	LDGV	0	0	0	-	-	3,639	896	2,743	24.6%	75.4%
1993	Unknown	0	0	0	-	-	2	1	1	50.0%	50.0%
1994	HDGV	0	0	0	-	-	0	0	0	-	-
1994	LDGT1	0	0	0	-	-	2,495	493	2,002	19.8%	80.2%
1994	LDGT2	0	0	0	-	-	633	123	510	19.4%	80.6%
1994	LDGV	0	0	0	-	-	6,247	1,251	4,996	20.0%	80.0%
1994	Unknown	0	0	0	-	-	1	1	0	100.0%	0.0%
1995	HDGV	0	0	0	-	-	0	0	0	-	-
1995	LDGT1	0	0	0	-	-	969	232	737	23.9%	76.1%
1995	LDGT2	0	0	0	-	-	255	62	193	24.3%	75.7%
1995	LDGV	0	0	0	-	-	2,240	469	1,771	20.9%	79.1%
1995	Unknown	0	0	0	-	-	0	0	0	-	-
1996	HDGV	0	0	0	-	-	0	0	0	-	-
1996	LDGT1	5,855	1,282	4,573	21.9%	78.1%	31	9	22	29.0%	71.0%
1996	LDGT2	1,785	381	1,404	21.3%	78.7%	12	3	9	25.0%	75.0%
1996	LDGV	12,641	2,788	9,852	22.1%	77.9%	53	7	46	13.2%	86.8%
1996	Unknown	25	1	24	4.0%	96.0%	0	0	0	-	-
1997	HDGV	0	0	0	-	-	0	0	0	-	-
1997	LDGT1	3,084	747	2,337	24.2%	75.8%	9	2	7	22.2%	77.8%
1997	LDGT2	759	162	597	21.3%	78.7%	11	1	10	9.1%	90.9%
1997	LDGV	6,406	1,632	4,771	25.5%	74.5%	52	7	45	13.5%	86.5%
1997	Unknown	5	0	5	0.0%	100.0%	0	0	0	-	-
1998	HDGV	0	0	0	-	-	0	0	0	-	-
1998	LDGT1	4,414	873	3,541	19.8%	80.2%	0	0	0	-	-
1998	LDGT2	1,275	234	1,041	18.4%	81.6%	2	1	1	50.0%	50.0%
1998	LDGV	8,922	1,624	7,297	18.2%	81.8%	3	0	3	0.0%	100.0%
1998	Unknown	9	0	9	0.0%	100.0%	0	0	0	-	-
1999	HDGV	0	0	0	-	-	0	0	0	-	-
1999	LDGT1	1,909	339	1,570	17.8%	82.2%	1	1	0	100.0%	0.0%
1999	LDGT2	810	157	652	19.4%	80.5%	0	0	0	-	-
1999	LDGV	4,781	907	3,874	19.0%	81.0%	2	1	1	50.0%	50.0%
1999	Unknown	6	1	5	16.7%	83.3%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	OBD First Retests	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	ASM First Retests	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate
2000	HDGV	0	0	0	-	-	0	0	0	-	-
2000	LDGT1	2,979	399	2,580	13.4%	86.6%	10	2	8	20.0%	80.0%
2000	LDGT2	726	86	640	11.8%	88.2%	0	0	0	-	-
2000	LDGV	7,252	1,041	6,210	14.4%	85.6%	14	1	13	7.1%	92.9%
2000	Unknown	11	0	11	0.0%	100.0%	0	0	0	-	-
2001	HDGV	0	0	0	-	-	0	0	0	-	-
2001	LDGT1	1,757	370	1,387	21.1%	78.9%	0	0	0	-	-
2001	LDGT2	607	153	454	25.2%	74.8%	0	0	0	-	-
2001	LDGV	3,612	740	2,872	20.5%	79.5%	1	1	0	100.0%	0.0%
2001	Unknown	17	1	16	5.9%	94.1%	0	0	0	-	-
2002	HDGV	0	0	0	-	-	0	0	0	-	-
2002	LDGT1	669	121	548	18.1%	81.9%	1	0	1	0.0%	100.0%
2002	LDGT2	266	47	219	17.7%	82.3%	0	0	0	-	-
2002	LDGV	1,279	192	1,087	15.0%	85.0%	0	0	0	-	-
2002	Unknown	12	0	12	0.0%	100.0%	0	0	0	-	-
2003	HDGV	0	0	0	-	-	0	0	0	-	-
2003	LDGT1	163	19	144	11.7%	88.3%	0	0	0	-	-
2003	LDGT2	75	9	66	12.0%	88.0%	0	0	0	-	-
2003	LDGV	617	106	511	17.2%	82.8%	5	0	5	0.0%	100.0%
2003	Unknown	8	0	8	0.0%	100.0%	0	0	0	-	-
2004	HDGV	0	0	0	-	-	0	0	0	-	-
2004	LDGT1	122	33	89	27.0%	73.0%	0	0	0	-	-
2004	LDGT2	70	14	56	20.0%	80.0%	2	0	2	0.0%	100.0%
2004	LDGV	263	62	201	23.6%	76.4%	4	0	4	0.0%	100.0%
2004	Unknown	0	0	0	-	-	0	0	0	-	-
2005	HDGV	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	37	8	29	21.6%	78.4%	0	0	0	-	-
2005	LDGT2	6	1	5	16.7%	83.3%	0	0	0	-	-
2005	LDGV	29	9	20	31.0%	69.0%	1	1	0	100.0%	0.0%
2005	Unknown	0	0	0	-	-	0	0	0	-	-
Totals		73,359	14,550	58,802	19.8%	80.2%	65,090	14,590	50,500	22.4%	77.6%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	2500 First Retests	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retests	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
Pre 80/Unknown	HDGV	0	0	0	-	-	127	15	112	11.8%	88.2%
Pre 80/Unknown	LDGT1	0	0	0	-	-	360	62	298	17.2%	82.8%
Pre 80/Unknown	LDGT2	0	0	0	-	-	291	67	224	23.0%	77.0%
Pre 80/Unknown	LDGV	2	0	2	0.0%	100.0%	1,765	342	1,423	19.4%	80.6%
Pre 80/Unknown	Unknown	0	0	0	-	-	87	19	68	21.8%	78.2%
1980	HDGV	0	0	0	-	-	32	8	24	25.0%	75.0%
1980	LDGT1	0	0	0	-	-	81	18	63	22.2%	77.8%
1980	LDGT2	0	0	0	-	-	34	6	28	17.6%	82.4%
1980	LDGV	0	0	0	-	-	239	38	201	15.9%	84.1%
1980	Unknown	0	0	0	-	-	24	11	13	45.8%	54.2%
1981	HDGV	0	0	0	-	-	22	5	17	22.7%	77.3%
1981	LDGT1	2	0	2	0.0%	100.0%	0	0	0	-	-
1981	LDGT2	3	2	1	66.7%	33.3%	0	0	0	-	-
1981	LDGV	11	1	10	9.1%	90.9%	0	0	0	-	-
1981	Unknown	0	0	0	-	-	9	4	5	44.4%	55.6%
1982	HDGV	0	0	0	-	-	59	14	45	23.7%	76.3%
1982	LDGT1	13	2	11	15.4%	84.6%	0	0	0	-	-
1982	LDGT2	4	1	3	25.0%	75.0%	0	0	0	-	-
1982	LDGV	25	3	22	12.0%	88.0%	0	0	0	-	-
1982	Unknown	0	0	0	-	-	24	4	20	16.7%	83.3%
1983	HDGV	0	0	0	-	-	40	5	35	12.5%	87.5%
1983	LDGT1	5	0	5	0.0%	100.0%	0	0	0	-	-
1983	LDGT2	2	0	2	0.0%	100.0%	0	0	0	-	-
1983	LDGV	14	2	12	14.3%	85.7%	1	0	1	0.0%	100.0%
1983	Unknown	0	0	0	-	-	17	2	15	11.8%	88.2%
1984	HDGV	0	0	0	-	-	144	27	117	18.8%	81.3%
1984	LDGT1	17	3	14	17.6%	82.4%	0	0	0	-	-
1984	LDGT2	6	1	5	16.7%	83.3%	0	0	0	-	-
1984	LDGV	43	8	35	18.6%	81.4%	9	2	7	22.2%	77.8%
1984	Unknown	0	0	0	-	-	35	8	27	22.9%	77.1%
1985	HDGV	0	0	0	-	-	106	21	85	19.8%	80.2%
1985	LDGT1	17	3	14	17.6%	82.4%	0	0	0	-	-
1985	LDGT2	6	1	5	16.7%	83.3%	0	0	0	-	-
1985	LDGV	23	8	15	34.8%	65.2%	4	1	3	25.0%	75.0%
1985	Unknown	0	0	0	-	-	44	14	30	31.8%	68.2%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	2500 First Retests	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retests	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
1986	HDGV	0	0	0	-	-	308	59	249	19.2%	80.8%
1986	LDGT1	26	7	19	26.9%	73.1%	0	0	0	-	-
1986	LDGT2	19	3	16	15.8%	84.2%	0	0	0	-	-
1986	LDGV	93	14	79	15.1%	84.9%	7	0	7	0.0%	100.0%
1986	Unknown	0	0	0	-	-	117	29	88	24.8%	75.2%
1987	HDGV	0	0	0	-	-	152	25	127	16.4%	83.6%
1987	LDGT1	22	2	20	9.1%	90.9%	0	0	0	-	-
1987	LDGT2	14	3	11	21.4%	78.6%	0	0	0	-	-
1987	LDGV	37	5	32	13.5%	86.5%	6	2	4	33.3%	66.7%
1987	Unknown	0	0	0	-	-	52	12	40	23.1%	76.9%
1988	HDGV	0	0	0	-	-	330	41	289	12.4%	87.6%
1988	LDGT1	38	5	33	13.2%	86.8%	0	0	0	-	-
1988	LDGT2	17	1	16	5.9%	94.1%	0	0	0	-	-
1988	LDGV	93	11	82	11.8%	88.2%	6	1	5	16.7%	83.3%
1988	Unknown	0	0	0	-	-	124	38	86	30.6%	69.4%
1989	HDGV	0	0	0	-	-	168	33	135	19.6%	80.4%
1989	LDGT1	17	3	14	17.6%	82.4%	0	0	0	-	-
1989	LDGT2	5	1	4	20.0%	80.0%	0	0	0	-	-
1989	LDGV	46	12	34	26.1%	73.9%	3	0	3	0.0%	100.0%
1989	Unknown	0	0	0	-	-	54	16	38	29.6%	70.4%
1990	HDGV	0	0	0	-	-	191	32	159	16.8%	83.2%
1990	LDGT1	43	7	36	16.3%	83.7%	0	0	0	-	-
1990	LDGT2	9	2	7	22.2%	77.8%	0	0	0	-	-
1990	LDGV	182	52	130	28.6%	71.4%	5	0	5	0.0%	100.0%
1990	Unknown	0	0	0	-	-	60	14	46	23.3%	76.7%
1991	HDGV	0	0	0	-	-	57	11	46	19.3%	80.7%
1991	LDGT1	54	14	40	25.9%	74.1%	0	0	0	-	-
1991	LDGT2	14	4	10	28.6%	71.4%	0	0	0	-	-
1991	LDGV	120	28	92	23.3%	76.7%	0	0	0	-	-
1991	Unknown	0	0	0	-	-	23	1	22	4.3%	95.7%
1992	HDGV	0	0	0	-	-	95	13	82	13.7%	86.3%
1992	LDGT1	112	18	94	16.1%	83.9%	0	0	0	-	-
1992	LDGT2	38	7	31	18.4%	81.6%	0	0	0	-	-
1992	LDGV	334	67	267	20.1%	79.9%	3	0	3	0.0%	100.0%
1992	Unknown	0	0	0	-	-	32	7	25	21.9%	78.1%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	2500 First Retests	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retests	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
1993	HDGV	0	0	0	-	-	74	8	66	10.8%	89.2%
1993	LDGT1	196	43	153	21.9%	78.1%	0	0	0	-	-
1993	LDGT2	28	13	15	46.4%	53.6%	0	0	0	-	-
1993	LDGV	209	57	152	27.3%	72.7%	3	0	3	0.0%	100.0%
1993	Unknown	0	0	0	-	-	13	1	12	7.7%	92.3%
1994	HDGV	0	0	0	-	-	146	18	128	12.3%	87.7%
1994	LDGT1	619	131	488	21.2%	78.8%	0	0	0	-	-
1994	LDGT2	56	11	45	19.6%	80.4%	0	0	0	-	-
1994	LDGV	423	80	343	18.9%	81.1%	4	0	4	0.0%	100.0%
1994	Unknown	0	0	0	-	-	39	6	33	15.4%	84.6%
1995	HDGV	0	0	0	-	-	109	21	88	19.3%	80.7%
1995	LDGT1	145	31	114	21.4%	78.6%	0	0	0	-	-
1995	LDGT2	48	11	37	22.9%	77.1%	0	0	0	-	-
1995	LDGV	204	43	161	21.1%	78.9%	8	0	8	0.0%	100.0%
1995	Unknown	0	0	0	-	-	23	4	19	17.4%	82.6%
1996	HDGV	0	0	0	-	-	143	17	126	11.9%	88.1%
1996	LDGT1	1	0	1	0.0%	100.0%	0	0	0	-	-
1996	LDGT2	3	0	3	0.0%	100.0%	0	0	0	-	-
1996	LDGV	6	1	5	16.7%	83.3%	0	0	0	-	-
1996	Unknown	0	0	0	-	-	29	6	23	20.7%	79.3%
1997	HDGV	0	0	0	-	-	64	8	56	12.5%	87.5%
1997	LDGT1	3	0	3	0.0%	100.0%	0	0	0	-	-
1997	LDGT2	0	0	0	-	-	0	0	0	-	-
1997	LDGV	10	0	10	0.0%	100.0%	0	0	0	-	-
1997	Unknown	0	0	0	-	-	13	3	10	23.1%	76.9%
1998	HDGV	0	0	0	-	-	39	0	39	0.0%	100.0%
1998	LDGT1	1	0	1	0.0%	100.0%	0	0	0	-	-
1998	LDGT2	0	0	0	-	-	0	0	0	-	-
1998	LDGV	0	0	0	-	-	0	0	0	-	-
1998	Unknown	0	0	0	-	-	20	3	17	15.0%	85.0%
1999	HDGV	0	0	0	-	-	36	5	31	13.9%	86.1%
1999	LDGT1	0	0	0	-	-	0	0	0	-	-
1999	LDGT2	0	0	0	-	-	0	0	0	-	-
1999	LDGV	0	0	0	-	-	0	0	0	-	-
1999	Unknown	0	0	0	-	-	11	4	7	36.4%	63.6%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	2500 First Retests	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retests	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
2000	HDGV	0	0	0	-	-	31	1	30	3.2%	96.8%
2000	LDGT1	0	0	0	-	-	0	0	0	-	-
2000	LDGT2	0	0	0	-	-	0	0	0	-	-
2000	LDGV	0	0	0	-	-	0	0	0	-	-
2000	Unknown	0	0	0	-	-	11	3	8	27.3%	72.7%
2001	HDGV	0	0	0	-	-	7	0	7	0.0%	100.0%
2001	LDGT1	1	0	1	0.0%	100.0%	0	0	0	-	-
2001	LDGT2	0	0	0	-	-	0	0	0	-	-
2001	LDGV	0	0	0	-	-	0	0	0	-	-
2001	Unknown	0	0	0	-	-	2	1	1	50.0%	50.0%
2002	HDGV	0	0	0	-	-	5	0	5	0.0%	100.0%
2002	LDGT1	0	0	0	-	-	0	0	0	-	-
2002	LDGT2	0	0	0	-	-	0	0	0	-	-
2002	LDGV	0	0	0	-	-	0	0	0	-	-
2002	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%
2003	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
2003	LDGT1	0	0	0	-	-	0	0	0	-	-
2003	LDGT2	0	0	0	-	-	0	0	0	-	-
2003	LDGV	0	0	0	-	-	0	0	0	-	-
2003	Unknown	0	0	0	-	-	0	0	0	-	-
2004	HDGV	0	0	0	-	-	0	0	0	-	-
2004	LDGT1	0	0	0	-	-	0	0	0	-	-
2004	LDGT2	0	0	0	-	-	0	0	0	-	-
2004	LDGV	0	0	0	-	-	0	0	0	-	-
2004	Unknown	0	0	0	-	-	0	0	0	-	-
2005	HDGV	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	0	0	0	-	-	0	0	0	-	-
2005	LDGT2	0	0	0	-	-	0	0	0	-	-
2005	LDGV	0	0	0	-	-	0	0	0	-	-
2005	Unknown	0	0	0	-	-	0	0	0	-	-
Totals		3,479	722	2,757	20.8%	79.2%	6,180	1,136	5,044	18.4%	81.6%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap First Retests	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retests	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retests	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
Pre 80/Unknown	HDGV	35	4	31	11.4%	88.6%	0	0	0	-	-	13	1	12	7.7%	92.3%
Pre 80/Unknown	LDGT1	100	10	90	10.0%	90.0%	9	0	9	0.0%	100.0%	24	4	20	16.7%	83.3%
Pre 80/Unknown	LDGT2	136	18	118	13.2%	86.8%	9	0	9	0.0%	100.0%	19	4	15	21.1%	78.9%
Pre 80/Unknown	LDGV	364	12	352	3.3%	96.7%	30	1	29	3.3%	96.7%	128	10	118	7.8%	92.2%
Pre 80/Unknown	Unknown	51	4	47	7.8%	92.2%	1	0	1	0.0%	100.0%	6	0	6	0.0%	100.0%
1980	HDGV	7	1	6	14.3%	85.7%	0	0	0	-	-	1	0	1	0.0%	100.0%
1980	LDGT1	25	1	24	4.0%	96.0%	6	0	6	0.0%	100.0%	2	0	2	0.0%	100.0%
1980	LDGT2	18	0	18	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
1980	LDGV	74	4	70	5.4%	94.6%	9	0	9	0.0%	100.0%	18	0	18	0.0%	100.0%
1980	Unknown	9	2	7	22.2%	77.8%	0	0	0	-	-	1	1	0	100.0%	0.0%
1981	HDGV	6	2	4	33.3%	66.7%	0	0	0	-	-	1	0	1	0.0%	100.0%
1981	LDGT1	21	1	20	4.8%	95.2%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1981	LDGT2	6	1	5	16.7%	83.3%	3	0	3	0.0%	100.0%	1	0	1	0.0%	100.0%
1981	LDGV	42	2	40	4.8%	95.2%	5	0	5	0.0%	100.0%	8	0	8	0.0%	100.0%
1981	Unknown	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1982	HDGV	20	1	19	5.0%	95.0%	0	0	0	-	-	0	0	0	-	-
1982	LDGT1	59	4	55	6.8%	93.2%	6	1	5	16.7%	83.3%	6	2	4	33.3%	66.7%
1982	LDGT2	17	2	15	11.8%	88.2%	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
1982	LDGV	105	5	100	4.8%	95.2%	7	2	5	28.6%	71.4%	36	6	30	16.7%	83.3%
1982	Unknown	9	1	8	11.1%	88.9%	0	0	0	-	-	1	0	1	0.0%	100.0%
1983	HDGV	9	0	9	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1983	LDGT1	39	4	35	10.3%	89.7%	12	3	9	25.0%	75.0%	13	0	13	0.0%	100.0%
1983	LDGT2	16	2	14	12.5%	87.5%	2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%
1983	LDGV	74	6	68	8.1%	91.9%	4	0	4	0.0%	100.0%	11	1	10	9.1%	90.9%
1983	Unknown	7	2	5	28.6%	71.4%	1	0	1	0.0%	100.0%	2	1	1	50.0%	50.0%
1984	HDGV	49	4	45	8.2%	91.8%	4	0	4	0.0%	100.0%	9	0	9	0.0%	100.0%
1984	LDGT1	140	6	134	4.3%	95.7%	13	1	12	7.7%	92.3%	25	3	22	12.0%	88.0%
1984	LDGT2	58	5	53	8.6%	91.4%	3	1	2	33.3%	66.7%	16	0	16	0.0%	100.0%
1984	LDGV	369	13	356	3.5%	96.5%	8	1	7	12.5%	87.5%	116	18	98	15.5%	84.5%
1984	Unknown	21	1	20	4.8%	95.2%	0	0	0	-	-	0	0	0	-	-
1985	HDGV	32	0	32	0.0%	100.0%	5	0	5	0.0%	100.0%	2	0	2	0.0%	100.0%
1985	LDGT1	104	3	101	2.9%	97.1%	10	1	9	10.0%	90.0%	21	3	18	14.3%	85.7%
1985	LDGT2	45	4	41	8.9%	91.1%	5	0	5	0.0%	100.0%	11	3	8	27.3%	72.7%
1985	LDGV	178	3	175	1.7%	98.3%	7	0	7	0.0%	100.0%	79	7	72	8.9%	91.1%
1985	Unknown	15	1	14	6.7%	93.3%	0	0	0	-	-	1	0	1	0.0%	100.0%

Table K (Page 9 of 12)

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap First Retests	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retests	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retests	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
1986	HDGV	104	5	99	4.8%	95.2%	8	0	8	0.0%	100.0%	5	0	5	0.0%	100.0%
1986	LDGT1	357	21	336	5.9%	94.1%	9	0	9	0.0%	100.0%	69	6	63	8.7%	91.3%
1986	LDGT2	144	5	139	3.5%	96.5%	6	1	5	16.7%	83.3%	33	4	29	12.1%	87.9%
1986	LDGV	630	19	611	3.0%	97.0%	7	2	5	28.6%	71.4%	339	42	297	12.4%	87.6%
1986	Unknown	44	1	43	2.3%	97.7%	0	0	0	-	-	3	0	3	0.0%	100.0%
1987	HDGV	55	2	53	3.6%	96.4%	3	0	3	0.0%	100.0%	2	1	1	50.0%	50.0%
1987	LDGT1	194	14	180	7.2%	92.8%	11	0	11	0.0%	100.0%	41	4	37	9.8%	90.2%
1987	LDGT2	63	4	59	6.3%	93.7%	4	1	3	25.0%	75.0%	15	0	15	0.0%	100.0%
1987	LDGV	400	17	383	4.3%	95.8%	10	0	10	0.0%	100.0%	131	12	119	9.2%	90.8%
1987	Unknown	24	1	23	4.2%	95.8%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1988	HDGV	112	3	109	2.7%	97.3%	2	0	2	0.0%	100.0%	6	0	6	0.0%	100.0%
1988	LDGT1	387	9	378	2.3%	97.7%	6	1	5	16.7%	83.3%	187	24	163	12.8%	87.2%
1988	LDGT2	204	8	196	3.9%	96.1%	2	1	1	50.0%	50.0%	40	6	34	15.0%	85.0%
1988	LDGV	1,113	51	1,062	4.6%	95.4%	13	1	12	7.7%	92.3%	468	53	415	11.3%	88.7%
1988	Unknown	60	2	58	3.3%	96.7%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1989	HDGV	61	5	56	8.2%	91.8%	2	0	2	0.0%	100.0%	8	0	8	0.0%	100.0%
1989	LDGT1	244	7	237	2.9%	97.1%	12	2	10	16.7%	83.3%	85	14	71	16.5%	83.5%
1989	LDGT2	83	3	80	3.6%	96.4%	0	0	0	-	-	12	2	10	16.7%	83.3%
1989	LDGV	654	19	635	2.9%	97.1%	23	2	21	8.7%	91.3%	243	24	219	9.9%	90.1%
1989	Unknown	21	0	21	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1990	HDGV	86	4	82	4.7%	95.3%	2	0	2	0.0%	100.0%	10	0	10	0.0%	100.0%
1990	LDGT1	524	17	507	3.2%	96.8%	9	2	7	22.2%	77.8%	199	23	176	11.6%	88.4%
1990	LDGT2	185	6	179	3.2%	96.8%	1	0	1	0.0%	100.0%	56	13	43	23.2%	76.8%
1990	LDGV	1,746	40	1,706	2.3%	97.7%	26	0	26	0.0%	100.0%	742	96	646	12.9%	87.1%
1990	Unknown	39	3	36	7.7%	92.3%	0	0	0	-	-	3	1	2	33.3%	66.7%
1991	HDGV	22	3	19	13.6%	86.4%	0	0	0	-	-	1	0	1	0.0%	100.0%
1991	LDGT1	258	7	251	2.7%	97.3%	7	0	7	0.0%	100.0%	81	11	70	13.6%	86.4%
1991	LDGT2	67	1	66	1.5%	98.5%	1	0	1	0.0%	100.0%	7	1	6	14.3%	85.7%
1991	LDGV	840	25	815	3.0%	97.0%	11	3	8	27.3%	72.7%	435	55	380	12.6%	87.4%
1991	Unknown	15	1	14	6.7%	93.3%	0	0	0	-	-	1	0	1	0.0%	100.0%
1992	HDGV	63	0	63	0.0%	100.0%	2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%
1992	LDGT1	587	18	569	3.1%	96.9%	2	0	2	0.0%	100.0%	310	37	273	11.9%	88.1%
1992	LDGT2	188	7	181	3.7%	96.3%	0	0	0	-	-	46	8	38	17.4%	82.6%
1992	LDGV	1,622	45	1,577	2.8%	97.2%	25	1	24	4.0%	96.0%	1,560	173	1,387	11.1%	88.9%
1992	Unknown	39	0	39	0.0%	100.0%	0	0	0	-	-	1	1	0	100.0%	0.0%

Table K (Page 10 of 12)

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap First Retests	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retests	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retests	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
1993	HDGV	34	6	28	17.6%	82.4%	2	0	2	0.0%	100.0%	3	1	2	33.3%	66.7%
1993	LDGT1	305	4	301	1.3%	98.7%	7	0	7	0.0%	100.0%	221	24	197	10.9%	89.1%
1993	LDGT2	78	2	76	2.6%	97.4%	2	0	2	0.0%	100.0%	14	4	10	28.6%	71.4%
1993	LDGV	863	19	844	2.2%	97.8%	12	0	12	0.0%	100.0%	658	78	580	11.9%	88.1%
1993	Unknown	19	1	18	5.3%	94.7%	0	0	0	-	-	1	0	1	0.0%	100.0%
1994	HDGV	124	4	120	3.2%	96.8%	6	0	6	0.0%	100.0%	6	0	6	0.0%	100.0%
1994	LDGT1	950	14	936	1.5%	98.5%	9	2	7	22.2%	77.8%	584	60	524	10.3%	89.7%
1994	LDGT2	341	8	333	2.3%	97.7%	5	0	5	0.0%	100.0%	64	7	57	10.9%	89.1%
1994	LDGV	2,220	30	2,190	1.4%	98.6%	19	0	19	0.0%	100.0%	1,558	163	1,395	10.5%	89.5%
1994	Unknown	68	3	65	4.4%	95.6%	0	0	0	-	-	1	0	1	0.0%	100.0%
1995	HDGV	59	4	55	6.8%	93.2%	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
1995	LDGT1	366	8	358	2.2%	97.8%	3	0	3	0.0%	100.0%	137	11	126	8.0%	92.0%
1995	LDGT2	163	5	158	3.1%	96.9%	2	0	2	0.0%	100.0%	20	3	17	15.0%	85.0%
1995	LDGV	1,079	26	1,053	2.4%	97.6%	13	2	11	15.4%	84.6%	447	62	385	13.9%	86.1%
1995	Unknown	29	5	24	17.2%	82.8%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1996	HDGV	133	5	128	3.8%	96.2%	0	0	0	-	-	5	0	5	0.0%	100.0%
1996	LDGT1	1,209	27	1,182	2.2%	97.8%	1	0	1	0.0%	100.0%	195	8	187	4.1%	95.9%
1996	LDGT2	253	8	245	3.2%	96.8%	0	0	0	-	-	16	1	15	6.3%	93.8%
1996	LDGV	2,116	45	2,071	2.1%	97.9%	20	1	19	5.0%	95.0%	394	35	359	8.9%	91.1%
1996	Unknown	59	1	58	1.7%	98.3%	0	0	0	-	-	2	1	1	50.0%	50.0%
1997	HDGV	67	0	67	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
1997	LDGT1	640	16	624	2.5%	97.5%	4	0	4	0.0%	100.0%	50	3	47	6.0%	94.0%
1997	LDGT2	161	5	156	3.1%	96.9%	0	0	0	-	-	15	2	13	13.3%	86.7%
1997	LDGV	1,049	15	1,034	1.4%	98.6%	8	0	8	0.0%	100.0%	139	16	123	11.5%	88.5%
1997	Unknown	51	1	50	2.0%	98.0%	0	0	0	-	-	0	0	0	-	-
1998	HDGV	87	3	84	3.4%	96.6%	0	0	0	-	-	0	0	0	-	-
1998	LDGT1	1,131	17	1,114	1.5%	98.5%	3	0	3	0.0%	100.0%	111	11	100	9.9%	90.1%
1998	LDGT2	251	6	245	2.4%	97.6%	0	0	0	-	-	9	0	9	0.0%	100.0%
1998	LDGV	2,475	42	2,433	1.7%	98.3%	13	0	13	0.0%	100.0%	247	27	220	10.9%	89.1%
1998	Unknown	42	2	40	4.8%	95.2%	0	0	0	-	-	1	0	1	0.0%	100.0%
1999	HDGV	67	2	65	3.0%	97.0%	0	0	0	-	-	0	0	0	-	-
1999	LDGT1	726	14	712	1.9%	98.1%	0	0	0	-	-	19	2	17	10.5%	89.5%
1999	LDGT2	211	7	204	3.3%	96.7%	0	0	0	-	-	2	0	2	0.0%	100.0%
1999	LDGV	2,024	42	1,982	2.1%	97.9%	8	0	8	0.0%	100.0%	78	8	70	10.3%	89.7%
1999	Unknown	53	0	53	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-

Table K (Page 11 of 12)

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2004

Model Yr	Veh Type	Gas Cap First Retests	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retests	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retests	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
2000	HDGV	164	3	161	1.8%	98.2%	0	0	0	-	-	1	0	1	0.0%	100.0%
2000	LDGT1	2,465	39	2,426	1.6%	98.4%	1	0	1	0.0%	100.0%	8	0	8	0.0%	100.0%
2000	LDGT2	594	7	587	1.2%	98.8%	0	0	0	-	-	5	0	5	0.0%	100.0%
2000	LDGV	5,083	66	5,017	1.3%	98.7%	7	0	7	0.0%	100.0%	84	8	76	9.5%	90.5%
2000	Unknown	106	2	104	1.9%	98.1%	0	0	0	-	-	0	0	0	-	-
2001	HDGV	119	2	117	1.7%	98.3%	0	0	0	-	-	1	0	1	0.0%	100.0%
2001	LDGT1	1,774	31	1,743	1.7%	98.3%	0	0	0	-	-	3	0	3	0.0%	100.0%
2001	LDGT2	638	9	629	1.4%	98.6%	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%
2001	LDGV	2,490	42	2,448	1.7%	98.3%	2	0	2	0.0%	100.0%	18	1	17	5.6%	94.4%
2001	Unknown	71	0	71	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2002	HDGV	39	1	38	2.6%	97.4%	0	0	0	-	-	1	0	1	0.0%	100.0%
2002	LDGT1	1,194	13	1,181	1.1%	98.9%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2002	LDGT2	262	8	254	3.1%	96.9%	0	0	0	-	-	0	0	0	-	-
2002	LDGV	1,299	12	1,287	0.9%	99.1%	5	0	5	0.0%	100.0%	7	0	7	0.0%	100.0%
2002	Unknown	37	1	36	2.7%	97.3%	0	0	0	-	-	0	0	0	-	-
2003	HDGV	13	0	13	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2003	LDGT1	294	2	292	0.7%	99.3%	1	0	1	0.0%	100.0%	0	0	0	-	-
2003	LDGT2	83	2	81	2.4%	97.6%	0	0	0	-	-	0	0	0	-	-
2003	LDGV	449	7	442	1.6%	98.4%	2	0	2	0.0%	100.0%	0	0	0	-	-
2003	Unknown	5	0	5	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2004	HDGV	7	0	7	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2004	LDGT1	47	0	47	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2004	LDGT2	44	3	41	6.8%	93.2%	0	0	0	-	-	0	0	0	-	-
2004	LDGV	111	2	109	1.8%	98.2%	0	0	0	-	-	0	0	0	-	-
2004	Unknown	6	0	6	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	5	1	4	20.0%	80.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGV	4	0	4	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
Totals		50,404	1,152	49,252	2.3%	97.7%	529	33	496	6.2%	93.8%	10,868	1,211	9,657	11.1%	88.9%

APPENDIX I - PART L

AVERAGE CHANGE IN VEHICLE EMISSION LEVELS AFTER REPAIRS

New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - All Vehicles
Year 2004

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	224	2,301	7.0		801	4.5		-65.2%	-35.7%	
1969	39	1,442	6.9		1,103	5.3		-23.5%	-23.7%	
1970	62	1,659	6.9		564	3.6		-66.0%	-46.8%	
1971	63	1,211	6.0		435	2.7		-64.1%	-55.9%	
1972	121	1,211	4.8		393	2.7		-67.6%	-44.8%	
1973	66	1,061	5.8		519	3.2		-51.1%	-45.0%	
1974	105	1,341	5.1		543	2.8		-59.5%	-45.2%	
1975	60	839	4.4		297	1.3		-64.6%	-71.1%	
1976	181	805	4.5		295	1.9		-63.3%	-56.9%	
1977	145	713	3.6		282	1.5		-60.5%	-59.9%	
1978	415	722	3.6		317	1.3		-56.1%	-65.0%	
1979	227	797	3.9		298	1.4		-62.6%	-63.7%	
1980	249	859	3.6		264	1.1		-69.3%	-67.9%	
1981	146	333	2.4	1,098	121	1.0	728	-63.7%	-56.0%	-33.7%
1982	491	247	2.4	1,160	112	0.9	613	-54.7%	-64.2%	-47.2%
1983	292	291	2.3	1,144	131	0.9	733	-54.8%	-59.0%	-35.9%
1984	1,349	259	2.2	1,195	112	0.7	710	-56.8%	-68.7%	-40.5%
1985	827	253	2.5	1,146	125	1.0	678	-50.4%	-58.9%	-40.9%
1986	2,779	263	2.1	1,254	113	0.7	732	-56.9%	-66.2%	-41.6%
1987	1,449	232	2.1	1,283	109	0.7	773	-53.0%	-65.5%	-39.7%
1988	4,001	225	1.7	1,379	106	0.6	740	-52.9%	-67.1%	-46.3%
1989	1,869	240	1.9	1,345	112	0.7	785	-53.4%	-63.1%	-41.6%
1990	4,433	182	1.6	1,470	91	0.6	826	-50.1%	-64.1%	-43.8%
1991	2,607	153	1.2	1,383	84	0.5	747	-45.0%	-63.2%	-46.0%
1992	6,106	142	1.4	1,245	74	0.4	705	-48.0%	-68.8%	-43.4%
1993	2,740	155	1.3	1,224	79	0.4	725	-49.4%	-66.4%	-40.7%
1994	5,097	133	1.0	1,195	70	0.4	655	-46.9%	-59.3%	-45.2%
1995	1,975	150	1.1	1,168	75	0.4	614	-50.1%	-63.9%	-47.5%
1996	149	413	2.4	402	143	0.6	180	-65.4%	-76.7%	-55.3%
1997	88	348	1.3	398	87	0.4	160	-74.9%	-70.5%	-59.7%
1998	27	783	1.8	133	131	0.3	59	-83.3%	-84.7%	-55.4%
1999	34	697	0.6	173	198	0.3	152	-71.7%	-48.5%	-12.3%
2000	28	494	1.8	673	105	0.3	77	-78.8%	-86.4%	-88.6%
2001	3	1,365	0.3	609	1,341	0.0	10	-1.8%	-87.5%	-98.4%
2002	4	1,155	10.3	40	30	0.0	25	-97.4%	-100.0%	-37.1%
2003	4	1,864	21.8	761	38	0.1	18	-98.0%	-99.8%	-97.6%
2004	3	41	0.0	851	21	0.0	187	-48.8%	0.0%	-78.0%
2005	1	12	0.0	1,057	4	0.0	162	-66.7%	0.0%	-84.7%
Total	38,459	233	1.7	1,212	107	0.6	682	-54.1%	-63.6%	-43.7%

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-1

New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repair - LDGV
Year 2004

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	183	2292	7.2		829	4.5		-63.8	-36.6	
1969	35	1372	6.9		864	5.1		-37.0	-26.7	
1970	51	1405	6.9		592	3.5		-57.9	-49.9	
1971	46	1295	6.3		524	2.5		-59.5	-60.1	
1972	92	1165	5.0		383	2.8		-67.1	-44.8	
1973	52	1054	5.8		487	3.1		-53.8	-46.7	
1974	79	1456	4.8		588	2.9		-59.7	-41.0	
1975	43	885	4.0		259	1.2		-70.7	-69.1	
1976	114	808	4.4		271	1.9		-66.4	-57.9	
1977	92	613	3.7		245	1.5		-60.1	-59.1	
1978	243	672	3.4		280	1.2		-58.4	-64.7	
1979	122	751	3.7		280	1.4		-62.7	-62.4	
1980	148	917	3.4		243	1.0		-73.5	-71.5	
1981	100	242	2.0	1248	98	0.9	761	-59.5	-56.7	-39.0
1982	342	161	2.1	1328	92	0.7	622	-42.9	-65.2	-53.1
1983	200	201	2.0	1222	102	0.8	702	-49.1	-58.0	-42.5
1984	909	170	1.7	1350	83	0.5	744	-51.1	-71.7	-44.9
1985	528	184	2.0	1395	108	0.8	747	-41.6	-61.5	-46.4
1986	1917	176	1.8	1358	98	0.6	747	-44.4	-66.9	-45.0
1987	1041	174	1.7	1457	95	0.6	821	-45.5	-67.0	-43.6
1988	2337	182	1.6	1414	96	0.5	770	-47.5	-68.0	-45.6
1989	1050	186	1.8	1391	97	0.6	847	-48.1	-69.5	-39.1
1990	3088	159	1.4	1531	83	0.5	857	-47.8	-65.2	-44.0
1991	1875	126	1.0	1444	74	0.4	779	-41.5	-61.0	-46.0
1992	4227	125	1.3	1274	69	0.4	724	-44.5	-68.9	-43.1
1993	1820	133	1.2	1293	72	0.4	770	-45.8	-65.8	-40.4
1994	3105	123	0.9	1233	70	0.4	694	-42.9	-62.2	-43.7
1995	1199	135	1.1	1138	69	0.4	612	-49.1	-65.6	-46.3
1996	35	116	0.9	737	53	0.2	316	-54.6	-78.1	-57.1
1997	41	182	0.7	618	46	0.2	238	-74.7	-69.3	-61.5
1998	3	81	0.1	855	25	0.1	212	-69.4	-48.8	-75.2
1999	2	15	0.1	835	5	0.0	438	-65.5	-100.0	-47.6
2000	7	53	0.4	1823	18	0.1	249	-66.8	-77.8	-86.3
2001	1	55	0.1	1828	5	0.0	30	-90.9	-100.0	-98.4
2002	0									
2003	2	81	0.0	1521	9	0.0	36	-88.8	-100.0	-97.6
2004	3	41	0.0	851	21	0.0	187	-47.5	0.0	-78.0
2005	1	12	0.0	1057	4	0.0	162	-66.7	0.0	-84.7
Total	25,133	200	1.6	1,278	98	0.6	715	-50.7%	-63.2%	-44.1%

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-2

New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repair - LDGT1
Year 2004

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	28	2260	6.1		726	4.6		-67.9	-23.3	
1969	3	2279	8.7		1836	5.5		-19.5	-37.2	
1970	8	2349	7.4		361	4.3		-84.6	-42.4	
1971	13	1115	4.7		220	3.3		-80.2	-29.2	
1972	19	1046	5.2		393	2.6		-62.5	-50.0	
1973	7	1391	6.7		886	4.3		-36.3	-36.4	
1974	15	659	5.2		473	2.1		-28.2	-60.3	
1975	6	818	5.5		162	1.4		-80.2	-74.4	
1976	22	712	4.4		297	2.0		-58.2	-55.3	
1977	25	680	2.7		284	1.0		-58.2	-62.3	
1978	60	678	4.2		360	1.5		-47.0	-63.5	
1979	40	726	4.1		180	1.4		-75.2	-64.9	
1980	55	790	3.6		344	1.3		-56.5	-65.3	
1981	22	176	3.3	1168	152	1.6	1044	-13.7	-50.8	-10.6
1982	82	244	3.1	1182	165	1.1	871	-32.4	-64.9	-26.3
1983	40	197	2.5	1568	136	1.0	1298	-31.2	-58.8	-17.2
1984	220	263	3.4	1066	135	0.9	822	-48.5	-72.6	-22.9
1985	154	263	3.3	1004	139	1.6	768	-47.2	-52.1	-23.5
1986	441	266	2.7	1442	129	1.0	941	-51.7	-61.5	-34.7
1987	203	279	3.1	1084	133	1.1	923	-52.3	-63.6	-14.8
1988	1108	185	1.7	1614	99	0.6	832	-46.3	-62.1	-48.5
1989	560	215	2.0	1503	117	0.9	791	-45.5	-57.3	-47.4
1990	945	182	1.9	1447	98	0.7	820	-46.3	-63.2	-43.3
1991	576	171	1.8	1269	90	0.6	683	-47.5	-65.4	-46.1
1992	1472	155	1.5	1217	76	0.5	681	-51.0	-68.4	-44.1
1993	712	157	1.4	1177	84	0.5	689	-46.3	-63.3	-41.5
1994	1533	124	1.1	1140	61	0.4	598	-51.1	-66.4	-47.5
1995	541	122	1.0	1350	60	0.4	698	-50.4	-60.7	-48.3
1996	24	53	0.7	1104	35	0.2	537	-34.2	-70.6	-51.4
1997	10	87	1.0	508	44	0.2	299	-49.9	-78.6	-41.2
1998	1	120	0.6	0	72	0.4	0	-40.0	-24.1	0.0
1999	1	266	1.2	4224	133	1.0	4295	-50.0	-18.9	1.7
2000	2	32	0.6	3041	8	0.3	201	-74.6	-46.4	-93.4
2001	1	27	0.6	0	3	0.0	0	-88.9	-93.0	0.0
2002	1	87	1.1	159	32	0.0	100	-63.2	-99.0	-37.1
2003	0									
2004	0									
2005	0									
Total	8,950	200	1.8	1,263	100	0.7	714	-50.3%	-62.8%	-43.5%

Report includes only inspection records where the vehicle has both a before and after repair record.
The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-3

**New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repair - LDGT2
Year 2004**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	9	2,799	4.7		693	4.1		-75.2	-14.2	
1969	1	1,370	2.5		7,280	11.2		431.4	343.5	
1970	1	1,108	8.0		119	4.6		-89.3	-43.1	
1971	4	556	7.0		111	2.3		-80.1	-67.0	
1972	4	2,085	2.8		272	2.4		-87.0	-11.7	
1973	3	253	6.2		252	3.8		-0.3	-38.7	
1974	4	744	6.4		419	3.8		-43.7	-40.0	
1975	4	481	5.4		304	0.9		-36.7	-82.5	
1976	27	843	4.5		413	2.0		-51.0	-54.6	
1977	20	924	4.6		480	1.8		-48.1	-61.2	
1978	94	743	4.0		342	1.3		-53.9	-67.2	
1979	41	973	4.0		523	1.5		-46.3	-62.2	
1980	21	549	3.5		260	0.9		-52.6	-73.0	
1981	8	194	2.6	1,219	96	0.5	899	-50.5	-80.0	-26.3
1982	20	388	3.0	925	119	1.0	832	-69.3	-65.6	-10.0
1983	26	280	3.3	1,040	121	1.1	836	-56.7	-67.9	-19.7
1984	104	272	2.4	1,440	103	1.1	972	-62.1	-55.6	-32.5
1985	65	237	3.0	874	118	1.1	738	-50.5	-64.5	-15.6
1986	206	248	2.3	1,193	108	0.7	906	-56.3	-68.1	-24.0
1987	101	244	2.0	1,206	117	0.7	773	-52.1	-63.7	-35.8
1988	321	235	1.6	1,324	113	0.5	750	-51.8	-65.0	-43.3
1989	146	227	1.5	1,443	103	0.5	925	-54.7	-65.6	-35.9
1990	295	214	1.5	1,421	102	0.5	816	-52.2	-66.7	-42.6
1991	120	169	1.5	1,383	111	0.5	769	-34.2	-65.0	-44.4
1992	343	170	1.0	1,244	88	0.3	704	-48.4	-66.9	-43.4
1993	166	201	1.6	977	87	0.5	576	-56.5	-70.6	-41.0
1994	377	158	0.9	1,365	79	0.3	707	-50.4	-61.9	-48.2
1995	172	138	0.9	1,238	73	0.3	583	-46.6	-65.8	-52.9
1996	12	175	1.5	637	45	0.2	236	-74.3	-84.5	-62.9
1997	5	52	0.3	923	37	0.2	275	-29.1	-43.4	-70.2
1998	2	102	0.6	511	52	0.2	482	-49.0	-61.8	-5.7
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	0									
2005	0									
Total	2,722	262	1.7	1,168	125	0.6	690	-52.3%	-65.4%	-41.0%

Report includes only inspection records where the vehicle has both a before and after repair record.
The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-4

**New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - HDGV
Year 2004**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	4	1,861	8.2		278	3.9		-85.1	-51.9	
1969	0									
1970	2	5,665	3.0		879	4.3		-84.5	40.8	
1971	0									
1972	6	1,863	2.7		624	1.2		-66.5	-55.0	
1973	4	1,173	3.9		488	1.9		-58.4	-50.4	
1974	7	1,842	7.7		250	2.6		-86.4	-66.0	
1975	7	783	5.7		644	1.9		-17.7	-65.9	
1976	18	842	5.2		268	2.0		-68.1	-62.7	
1977	8	1,435	3.6		202	1.6		-85.9	-54.6	
1978	18	1,437	2.8		548	1.3		-61.9	-55.0	
1979	24	846	4.2		201	1.3		-76.3	-68.7	
1980	25	931	4.6		217	1.9		-76.7	-58.3	
1981	16	1,190	3.4		236	1.5		-80.1	-57.3	
1982	47	816	3.0		160	1.5		-80.4	-48.4	
1983	26	1,138	2.8		361	1.6		-68.3	-42.1	
1984	116	936	3.7		301	1.4		-67.8	-61.1	
1985	80	698	4.2		220	1.5		-68.5	-64.8	
1986	215	1,043	3.6		221	1.2		-78.8	-66.9	
1987	104	713	4.1		198	1.2		-72.2	-70.8	
1988	235	824	2.7		228	1.0		-72.4	-62.8	
1989	113	890	2.5		241	0.8		-72.9	-66.3	
1990	105	758	3.3		216	1.2		-71.5	-63.2	
1991	36	1,243	3.9		441	0.9		-64.5	-76.1	
1992	64	771	3.3		240	0.7		-68.9	-77.5	
1993	42	921	3.7		248	1.0		-73.1	-74.4	
1994	82	535	2.7		216	1.0		-59.7	-64.0	
1995	63	694	3.7		311	1.0		-55.2	-73.3	
1996	78	693	3.8		231	0.9		-66.7	-77.9	
1997	32	688	2.3		162	0.7		-76.5	-70.4	
1998	21	980	2.2		156	0.3		-84.1	-84.6	
1999	31	755	0.6		212	0.3		-71.9	-52.7	
2000	19	705	2.5		147	0.3		-79.2	-88.9	
2001	1	4,014	0.1		4,014	0.1		0.0	0.0	
2002	3	1,511	13.4		29	0.0		-98.1	-99.8	
2003	2	3,646	43.5		67	0.1		-98.2	-99.7	
2004	0									
2005	0									
Total	1,654	872	3.4		245	1.1		-71.9%	-67.0%	

Report includes only inspection records where the vehicle has both a before and after repair record.
The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-5

New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repairs - All Vehicles
Year 2004

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	63	2,498	7.1		1,234	5.4		-50.6%	-23.6%	
1969	11	1,460	5.8		1,849	6.2		26.6%	6.5%	
1970	21	828	6.8		770	4.6		-7.0%	-32.8%	
1971	22	838	5.7		866	3.8		3.3%	-33.0%	
1972	44	1,321	4.2		631	3.1		-52.2%	-27.4%	
1973	19	1,361	4.2		1,224	4.8		-10.1%	14.3%	
1974	43	1,206	4.8		755	3.4		-37.4%	-28.4%	
1975	10	1,156	2.1		923	1.1		-20.2%	-47.3%	
1976	51	934	3.7		639	3.3		-31.5%	-10.4%	
1977	46	893	3.4		500	2.2		-44.0%	-34.3%	
1978	129	759	3.3		621	1.7		-18.2%	-47.4%	
1979	73	802	4.0		521	2.0		-35.0%	-49.7%	
1980	83	728	2.8		427	1.4		-41.4%	-48.0%	
1981	52	285	1.9	1,458	166	2.0	1,097	-41.8%	6.4%	-24.8%
1982	158	248	2.1	1,354	164	1.6	916	-33.9%	-25.8%	-32.3%
1983	120	260	2.2	1,253	182	1.6	1,105	-30.0%	-28.2%	-11.9%
1984	505	213	2.0	1,324	158	1.1	1,071	-25.9%	-41.6%	-19.1%
1985	326	211	2.2	1,323	171	1.7	996	-18.7%	-20.9%	-24.7%
1986	1,120	229	1.9	1,392	149	1.2	1,048	-34.8%	-37.4%	-24.7%
1987	591	211	2.0	1,434	144	1.2	1,147	-31.5%	-38.6%	-20.0%
1988	1,793	199	1.6	1,457	127	0.9	1,060	-36.1%	-43.8%	-27.2%
1989	909	214	1.8	1,433	137	1.0	1,076	-36.2%	-45.6%	-25.0%
1990	2,306	165	1.5	1,481	107	0.8	1,069	-35.1%	-48.3%	-27.9%
1991	1,367	137	1.3	1,400	102	0.7	986	-25.8%	-45.0%	-29.6%
1992	3,232	131	1.3	1,241	82	0.6	908	-37.2%	-51.6%	-26.8%
1993	1,468	138	1.2	1,272	92	0.6	970	-33.1%	-53.0%	-23.7%
1994	2,852	116	0.9	1,227	76	0.5	835	-34.7%	-50.4%	-32.0%
1995	1,043	144	1.0	1,257	82	0.5	838	-42.7%	-50.9%	-33.3%
1996	44	348	2.4	431	169	0.9	316	-51.5%	-62.0%	-26.7%
1997	27	264	1.0	473	73	0.2	268	-72.3%	-77.7%	-43.3%
1998	5	580	0.8	0	269	0.6	0	-53.7%	-26.3%	0.0%
1999	11	777	0.5	384	243	0.3	390	-68.7%	-42.3%	1.7%
2000	13	245	1.0	1,449	48	0.2	165	-80.2%	-83.6%	-88.6%
2001	0									
2002	0									
2003	2	81	0.0	1,521	9	0.0	36	-88.9%	0.0%	-97.6%
2004	3	41	0.0	851	21	0.0	187	-48.8%	0.0%	-78.0%
2005	1	12	0.0	1,057	4	0.0	162	-66.7%	0.0%	-84.7%
Total	18,563	192	1.5	1,290	126	0.8	937	-34.6%	-44.4%	-27.4%

Report includes only inspection records where the vehicle has both a before and after repair record.
The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-6

New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGV
Year 2004

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	50	2357	7.4		1319	5.6		-44.1	-24.8	
1969	9	1089	5.9		929	5.7		-14.6	-3.6	
1970	19	866	6.6		809	4.4		-6.5	-33.6	
1971	16	813	5.7		1130	3.8		39.0	-33.1	
1972	35	1211	4.7		620	3.2		-48.8	-32.2	
1973	14	1357	3.5		1203	4.7		-11.4	34.4	
1974	37	1291	4.6		777	3.3		-39.8	-27.3	
1975	8	1250	1.5		640	1.1		-48.8	-22.9	
1976	31	843	4.6		579	3.7		-31.3	-19.5	
1977	29	762	3.1		410	2.3		-46.1	-24.7	
1978	82	607	3.0		458	1.6		-24.6	-46.9	
1979	43	600	3.7		372	1.8		-37.9	-49.9	
1980	50	640	2.3		322	1.1		-49.7	-52.4	
1981	39	221	1.7	1592	131	1.8	1161	-40.9	9.2	-27.1
1982	121	160	1.9	1441	133	1.3	956	-16.4	-29.6	-33.7
1983	81	174	2.0	1184	145	1.5	998	-16.5	-25.3	-15.8
1984	353	145	1.6	1406	102	0.8	1099	-30.0	-49.1	-21.9
1985	229	166	1.6	1532	148	1.3	1076	-11.1	-22.7	-29.7
1986	813	172	1.6	1441	129	1.0	1062	-24.7	-34.3	-26.3
1987	466	167	1.7	1495	126	1.0	1159	-24.4	-42.9	-22.5
1988	1096	169	1.5	1443	116	0.8	1069	-31.5	-47.0	-25.9
1989	542	181	1.8	1479	118	0.8	1130	-34.6	-52.1	-23.6
1990	1630	150	1.4	1516	97	0.7	1098	-35.1	-46.8	-27.5
1991	980	116	1.1	1434	85	0.6	1031	-26.8	-44.9	-28.1
1992	2273	120	1.2	1253	79	0.6	931	-34.2	-53.6	-25.7
1993	1014	123	1.1	1317	82	0.5	1002	-33.7	-51.1	-23.9
1994	1764	108	0.9	1236	76	0.5	879	-30.3	-51.3	-28.9
1995	656	134	1.0	1203	78	0.5	826	-41.5	-49.1	-31.3
1996	6	65	0.4	883	44	0.2	613	-32.5	-38.7	-30.5
1997	12	39	0.4	806	26	0.2	429	-33.0	-62.5	-46.8
1998	0									
1999	0									
2000	7	53	0.4	1823	18	0.1	249	-66.8	-77.8	-86.3
2001	0									
2002	0									
2003	2	81	0.0	1521	9	0.0	36	-88.8	-100.0	-97.6
2004	3	41	0.0	851	21	0.0	187	-47.5	0.0	-78.0
2005	1	12	0.0	1057	4	0.0	162	-66.7	0.0	-84.7
Total	12,511	168	1.4	1,318	114	0.8	967	-32.0%	-44.9%	-26.6%

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-7

New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGT1
Year 2004

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	10	2594	5.8		938	4.8		-63.9	-16.4	
1969	1	4890	8.7		4697	6.0		-3.9	-30.8	
1970	2	470	8.7		404	6.2		-14.1	-29.3	
1971	5	1061	5.2		175	3.7		-83.5	-28.4	
1972	5	1205	3.2		548	2.8		-54.5	-14.0	
1973	4	1648	5.4		1444	4.8		-12.4	-12.6	
1974	4	426	7.0		766	4.5		79.7	-34.9	
1975	0									
1976	8	634	2.3		512	2.7		-19.3	19.3	
1977	5	1068	2.4		756	1.1		-29.2	-55.0	
1978	15	824	3.5		985	2.5		19.6	-28.1	
1979	10	401	4.4		266	2.2		-33.6	-49.5	
1980	18	1029	3.6		717	2.3		-30.3	-34.5	
1981	7	137	2.8	1507	160	2.9	1138	17.0	1.8	-24.5
1982	23	320	2.5	1664	287	2.2	1180	-10.4	-14.4	-29.1
1983	21	228	2.8	1884	150	1.5	1788	-34.3	-46.4	-5.1
1984	85	318	3.0	1259	229	1.8	1178	-27.9	-40.3	-6.5
1985	63	246	3.5	958	196	3.0	874	-20.5	-15.5	-8.8
1986	177	256	2.8	1591	182	1.8	1172	-29.1	-33.4	-26.3
1987	88	327	3.2	1217	183	2.0	1176	-44.0	-35.9	-3.3
1988	525	187	1.7	1619	116	1.0	1126	-38.0	-44.3	-30.5
1989	275	211	2.0	1499	155	1.4	1042	-26.6	-31.4	-30.5
1990	518	181	1.8	1451	117	1.0	1035	-35.2	-44.9	-28.7
1991	315	162	1.8	1320	110	1.0	874	-31.7	-45.6	-33.8
1992	788	140	1.5	1232	83	0.7	864	-41.0	-54.2	-29.9
1993	389	158	1.4	1229	104	0.7	929	-34.5	-47.3	-24.4
1994	886	109	1.0	1191	66	0.4	758	-39.8	-56.2	-36.4
1995	310	125	1.0	1418	62	0.5	897	-50.6	-51.3	-36.7
1996	12	42	0.9	1035	27	0.2	712	-36.1	-73.0	-31.2
1997	5	79	1.5	443	24	0.2	393	-69.9	-90.1	-11.2
1998	1	120	0.6	0	72	0.4	0	-40.0	-24.1	0.0
1999	1	266	1.2	4224	133	1.0	4295	-50.0	-18.9	1.7
2000	2	32	0.6	3041	8	0.3	201	-74.6	-46.4	-93.4
2001	0									
2002	0									
2003	0									
2004	0									
2005	0									
Total	4,578	183	1.7	1,320	118	0.9	925	-35.4%	-43.9%	-29.9%

Report includes only inspection records where the vehicle has both a before and after repair record.
The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-8

New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGT2
Year 2004

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	2	5115	3.2		1096	3.4		-78.6	4.3	
1969	1	1370	2.5		7280	11.2		431.4	343.5	
1970	0									
1971	1	120	7.2		90	4.1		-25.0	-42.8	
1972	3	2614	0.7		252	2.7		-90.4	297.5	
1973	0									
1974	1	1325	2.2		121	3.9		-90.9	79.0	
1975	1	539	1.8		877	1.5		62.7	-15.2	
1976	11	1314	2.4		797	2.9		-39.4	20.8	
1977	11	1213	4.4		644	2.4		-46.9	-46.5	
1978	28	871	4.5		751	1.8		-13.7	-59.8	
1979	17	1326	4.5		1065	2.4		-19.7	-45.7	
1980	8	573	2.9		463	0.6		-19.3	-78.6	
1981	1	174	0.5	3182	201	0.8	3777	15.5	46.2	18.7
1982	3	252	5.0	409	201	3.3	650	-20.0	-34.2	59.0
1983	12	366	2.3	1245	133	1.6	1182	-63.6	-30.9	-5.1
1984	45	173	2.5	1449	119	1.8	1172	-31.3	-29.2	-19.1
1985	22	287	2.9	910	164	1.7	1057	-43.0	-38.8	16.1
1986	85	269	2.3	1246	143	1.2	1212	-46.6	-45.0	-2.7
1987	26	247	1.5	1682	208	1.5	1325	-15.9	-0.9	-21.2
1988	126	242	1.6	1438	152	0.9	1096	-37.3	-45.4	-23.8
1989	58	228	1.3	1536	117	0.7	1357	-48.6	-40.2	-11.7
1990	125	190	1.4	1547	127	0.7	1106	-33.0	-46.2	-28.5
1991	62	162	1.2	1505	141	0.7	992	-12.9	-44.5	-34.1
1992	152	194	0.9	1267	95	0.3	909	-51.2	-63.2	-28.3
1993	55	154	1.7	973	120	0.8	859	-22.4	-49.5	-11.7
1994	172	164	1.0	1537	88	0.4	924	-46.1	-57.3	-39.9
1995	62	132	1.0	1320	88	0.4	866	-33.1	-59.1	-34.4
1996	2	221	2.6	612	6	0.1	835	-97.5	-96.0	36.4
1997	1	43	0.7	877	34	0.2	124	-20.9	-78.3	-85.9
1998	0									
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	0									
2005	0									
Total	1,093	276	1.6	1,286	175	0.9	960	-36.7%	-46.6%	-25.3%

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-9

New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repair - HDGV
Year 2004

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	1	3,327	12.0		223	6.2		-93.3	-48.6	
1969	0									
1970	0									
1971	0									
1972	1	1,887	2.4		2,572	0.2		36.3	-93.7	
1973	1	267	8.4		635	5.3		137.8	-37.5	
1974	1	1,053	6.5		528	4.1		-49.9	-37.7	
1975	1	1,019	6.9		3,228	0.6		216.8	-90.9	
1976	1	1,969	0.7		1,790	0.3		-9.1	-63.4	
1977	1	296	5.0		260	3.4		-12.2	-32.1	
1978	4	2,846	0.2		1,680	1.1		-41.0	569.8	
1979	3	2,070	3.0		428	1.7		-79.3	-43.7	
1980	7	760	4.0		386	2.7		-49.2	-32.0	
1981	5	1,010	2.6		438	2.9		-56.6	11.7	
1982	11	1,061	2.7		234	2.6		-78.0	-4.3	
1983	6	1,315	1.9		887	2.4		-32.6	25.1	
1984	22	969	2.6		852	2.8		-12.1	5.8	
1985	12	737	4.5		497	2.8		-32.6	-38.0	
1986	45	1,081	2.4		403	1.8		-62.7	-26.7	
1987	11	1,058	4.4		470	2.9		-55.6	-33.2	
1988	46	915	2.3		443	1.8		-51.6	-19.7	
1989	34	751	1.9		320	1.4		-57.4	-26.3	
1990	33	539	2.4		355	1.4		-34.2	-40.5	
1991	10	1,223	2.1		1,210	1.0		-1.1	-52.4	
1992	19	624	2.6		370	1.2		-40.7	-55.8	
1993	10	779	4.4		532	2.2		-31.7	-50.1	
1994	30	545	2.1		292	1.3		-46.4	-39.0	
1995	15	1,017	3.0		675	1.3		-33.7	-57.3	
1996	24	582	3.6		284	1.5		-51.2	-59.2	
1997	9	692	1.7		168	0.3		-75.8	-79.6	
1998	4	695	0.8		318	0.6		-54.2	-29.8	
1999	10	828	0.4		254	0.2		-69.3	-40.0	
2000	4	686	2.2		122	0.2		-82.3	-91.0	
2001	0									
2002	0									
2003	0									
2004	0									
2005	0									
Total	381	868	2.6		465	1.7		-46.5%	-34.6%	

Report includes only inspection records where the vehicle has both a before and after repair record.
The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-10

New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - All Vehicles
Year 2004

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	161	2,223	6.8		631	4.1		-71.6%	-39.4%	
1969	28	1,435	7.4		811	4.8		-43.5%	-34.7%	
1970	41	2,085	6.9		457	3.1		-78.1%	-54.8%	
1971	41	1,411	6.2		204	2.0		-85.5%	-67.0%	
1972	77	1,148	5.2		257	2.4		-77.6%	-53.7%	
1973	47	939	6.4		234	2.5		-75.0%	-60.4%	
1974	62	1,435	5.4		395	2.3		-72.5%	-57.2%	
1975	50	776	4.9		172	1.3		-77.8%	-73.1%	
1976	130	755	4.8		161	1.4		-78.7%	-70.9%	
1977	99	630	3.8		180	1.1		-71.4%	-71.0%	
1978	286	705	3.7		180	1.1		-74.5%	-71.4%	
1979	154	794	3.8		192	1.1		-75.8%	-70.5%	
1980	166	925	3.9		182	0.9		-80.3%	-76.0%	
1981	94	361	2.7	898	97	0.5	524	-73.2%	-81.6%	-41.7%
1982	333	247	2.5	1,068	87	0.5	469	-64.8%	-78.8%	-56.1%
1983	172	313	2.3	1,068	96	0.6	474	-69.2%	-76.2%	-55.6%
1984	844	287	2.3	1,118	85	0.4	495	-70.3%	-84.7%	-55.7%
1985	501	280	2.7	1,031	95	0.6	471	-66.0%	-78.9%	-54.4%
1986	1,659	285	2.3	1,161	88	0.4	518	-69.2%	-81.8%	-55.4%
1987	858	247	2.2	1,178	84	0.3	516	-65.9%	-84.6%	-56.2%
1988	2,208	246	1.8	1,315	88	0.4	481	-64.1%	-80.0%	-63.5%
1989	960	265	1.9	1,259	88	0.3	509	-66.7%	-85.5%	-59.6%
1990	2,127	201	1.7	1,457	73	0.3	563	-63.8%	-84.6%	-61.4%
1991	1,240	172	1.3	1,363	64	0.2	483	-62.5%	-83.1%	-64.5%
1992	2,874	153	1.4	1,249	64	0.2	477	-58.2%	-84.7%	-61.8%
1993	1,272	175	1.3	1,168	64	0.2	443	-63.6%	-83.6%	-62.1%
1994	2,245	152	1.0	1,153	64	0.2	426	-58.2%	-78.3%	-63.0%
1995	932	156	1.2	1,070	66	0.3	362	-57.6%	-77.8%	-66.2%
1996	105	440	2.5	390	131	0.4	123	-70.1%	-83.3%	-68.5%
1997	61	385	1.4	365	93	0.4	113	-75.8%	-68.8%	-69.1%
1998	22	830	2.1	163	99	0.3	73	-88.0%	-87.3%	-55.4%
1999	23	660	0.6	73	176	0.3	38	-73.4%	-57.7%	-47.5%
2000	15	710	2.6	0	153	0.3	0	-78.5%	-88.5%	0.0%
2001	3	1,365	0.3	609	1,341	0.0	10	-1.8%	-87.5%	-98.4%
2002	4	1,155	10.3	40	30	0.0	25	-97.4%	-100.0%	-37.1%
2003	2	3,646	43.5	0	67	0.1	0	-98.2%	-99.8%	0.0%
2004	0									
2005	0									
Total	19,896	271	1.9	1,139	89	0.4	444	-67.1%	-78.9%	-61.0%

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-11

New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGV
Year 2004

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	133	2267	7.0		645	4.1		-71.5	-41.2	
1969	26	1470	7.3		842	4.8		-42.7	-33.2	
1970	32	1725	7.1		462	2.9		-73.2	-58.9	
1971	30	1552	6.6		201	1.8		-87.0	-72.5	
1972	57	1136	5.2		238	2.5		-79.1	-51.8	
1973	38	942	6.6		224	2.5		-76.3	-62.4	
1974	42	1602	5.1		421	2.5		-73.7	-51.8	
1975	35	801	4.5		172	1.2		-78.5	-72.5	
1976	83	796	4.3		157	1.2		-80.3	-73.2	
1977	63	545	4.0		169	1.1		-69.1	-71.2	
1978	161	705	3.6		189	1.0		-73.2	-72.2	
1979	79	833	3.6		230	1.1		-72.3	-69.2	
1980	98	1058	3.9		202	0.9		-80.9	-77.3	
1981	61	256	2.3	1028	77	0.3	505	-69.8	-87.2	-50.9
1982	221	162	2.2	1266	69	0.4	440	-57.3	-82.4	-65.3
1983	119	220	2.0	1247	73	0.4	501	-66.7	-79.9	-59.8
1984	556	186	1.7	1315	72	0.2	519	-61.5	-85.5	-60.5
1985	299	198	2.2	1290	77	0.4	495	-61.1	-83.7	-61.6
1986	1104	179	1.9	1297	74	0.3	514	-58.3	-86.9	-60.4
1987	575	180	1.8	1426	69	0.2	548	-61.3	-86.0	-61.6
1988	1241	193	1.7	1388	77	0.3	506	-59.9	-84.5	-63.6
1989	508	191	1.8	1296	73	0.2	544	-61.7	-87.1	-58.0
1990	1458	170	1.5	1548	67	0.2	587	-60.3	-84.2	-62.1
1991	895	137	1.0	1455	61	0.2	503	-55.2	-79.3	-65.4
1992	1954	131	1.3	1297	58	0.2	484	-55.5	-85.7	-62.7
1993	806	145	1.2	1262	60	0.2	478	-58.7	-82.7	-62.1
1994	1341	141	0.9	1228	63	0.2	450	-55.6	-76.3	-63.4
1995	543	137	1.2	1060	58	0.2	352	-58.0	-82.3	-66.8
1996	29	126	1.1	706	54	0.2	255	-56.9	-81.0	-63.9
1997	29	241	0.8	540	54	0.2	159	-77.5	-70.9	-70.6
1998	3	81	0.1	855	25	0.1	212	-69.4	-48.8	-75.2
1999	2	15	0.1	835	5	0.0	438	-65.5	-100.0	-47.6
2000	0									
2001	1	55	0.1	1828	5	0.0	30	-90.9	-100.0	-98.4
2002	0									
2003	0									
2004	0									
2005	0									
Total	12,622	231	1.7	1,237	83	0.4	464	-64.2%	-79.4%	-62.5%

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-12

**New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGT1
Year 2004**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	18	2075	6.2		608	4.5		-70.7	-26.8	
1969	2	974	8.7		405	5.2		-58.4	-40.4	
1970	6	2975	6.9		347	3.6		-88.3	-47.8	
1971	8	1149	4.4		249	3.1		-78.3	-29.8	
1972	14	990	5.9		338	2.5		-65.9	-57.0	
1973	3	1047	8.4		143	3.6		-86.3	-56.9	
1974	11	743	4.6		366	1.2		-50.7	-74.3	
1975	6	818	5.5		162	1.4		-80.2	-74.4	
1976	14	756	5.6		175	1.6		-76.9	-72.5	
1977	20	583	2.8		166	1.0		-71.5	-63.9	
1978	45	629	4.4		151	1.2		-76.0	-73.0	
1979	30	834	3.9		151	1.2		-81.8	-70.7	
1980	37	674	3.7		162	0.7		-76.0	-79.8	
1981	15	195	3.6	1010	148	1.1	1000	-23.8	-69.9	-1.0
1982	59	215	3.3	994	118	0.6	751	-45.1	-80.2	-24.4
1983	19	164	2.1	1219	120	0.5	757	-26.4	-77.2	-37.9
1984	135	229	3.7	945	76	0.4	599	-66.6	-89.3	-36.6
1985	91	274	3.1	1035	99	0.6	694	-63.8	-81.4	-33.0
1986	264	273	2.6	1343	93	0.5	787	-65.9	-81.2	-41.4
1987	115	243	3.1	982	95	0.5	729	-60.9	-85.1	-25.8
1988	583	183	1.6	1609	84	0.3	567	-54.0	-79.4	-64.8
1989	285	220	2.0	1506	81	0.3	548	-63.0	-83.2	-63.6
1990	427	183	2.0	1443	74	0.3	560	-59.6	-83.8	-61.2
1991	261	183	1.9	1207	65	0.2	453	-64.3	-87.5	-62.5
1992	684	172	1.6	1201	68	0.2	470	-60.3	-84.4	-60.9
1993	323	155	1.4	1115	61	0.2	400	-60.7	-83.4	-64.2
1994	647	145	1.2	1069	54	0.2	380	-62.7	-78.5	-64.5
1995	231	118	0.9	1258	59	0.3	431	-50.2	-73.5	-65.8
1996	12	64	0.5	1172	43	0.2	362	-32.9	-66.1	-69.1
1997	5	95	0.6	574	64	0.3	205	-33.3	-46.9	-64.3
1998	0									
1999	0									
2000	0									
2001	1	27	0.6	0	3	0.0	0	-88.9	-93.0	0.0
2002	1	87	1.1	159	32	0.0	100	-63.2	-99.0	-37.1
2003	0									
2004	0									
2005	0									
Total	4,372	219	1.9	1,204	80	0.4	493	-63.3%	-81.5%	-59.1%

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-13

**New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGT2
Year 2004**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	7	2,137	5.2		578	4.3		-73.0	-17.5	
1969	0									
1970	1	1,108	8.0		119	4.6		-89.3	-43.1	
1971	3	701	7.0		118	1.7		-83.2	-75.3	
1972	1	499	9.1		333	1.7		-33.3	-80.8	
1973	3	253	6.2		252	3.8		-0.3	-38.7	
1974	3	550	7.8		518	3.8		-5.8	-51.2	
1975	3	461	6.6		113	0.8		-75.4	-88.5	
1976	16	519	6.0		150	1.5		-71.1	-75.4	
1977	9	572	4.9		280	1.1		-51.1	-77.5	
1978	66	689	3.7		169	1.1		-75.5	-71.0	
1979	24	723	3.7		139	0.9		-80.7	-76.1	
1980	13	533	3.8		135	1.1		-74.7	-70.3	
1981	7	197	2.9	938	81	0.5	487	-58.9	-83.3	-48.1
1982	17	412	2.6	1,015	105	0.6	864	-74.6	-76.1	-14.9
1983	14	205	4.3	865	111	0.7	539	-46.0	-84.7	-37.7
1984	59	348	2.3	1,433	92	0.5	820	-73.7	-77.9	-42.8
1985	43	212	3.1	855	94	0.7	574	-55.7	-76.7	-32.9
1986	121	233	2.4	1,156	83	0.4	692	-64.2	-83.7	-40.2
1987	75	243	2.1	1,040	85	0.4	582	-64.9	-78.9	-44.0
1988	195	231	1.6	1,251	89	0.4	527	-61.6	-77.7	-57.9
1989	88	226	1.7	1,381	93	0.4	641	-58.8	-77.9	-53.6
1990	170	232	1.6	1,329	84	0.3	603	-63.7	-79.7	-54.7
1991	58	176	1.7	1,253	79	0.3	531	-55.2	-80.9	-57.6
1992	191	151	1.1	1,226	82	0.3	540	-45.6	-69.5	-55.9
1993	111	224	1.5	979	71	0.3	436	-68.1	-81.8	-55.4
1994	205	154	0.8	1,221	71	0.3	525	-54.2	-66.8	-57.0
1995	110	141	0.9	1,192	65	0.3	424	-53.8	-70.0	-64.5
1996	10	166	1.3	642	53	0.3	117	-68.2	-79.8	-81.8
1997	4	55	0.3	934	38	0.2	313	-30.7	-20.2	-66.5
1998	2	102	0.6	511	52	0.2	482	-49.0	-61.8	-5.7
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	0									
2005	0									
Total	1,629	252	1.8	1,089	91	0.5	508	-63.7%	-75.2%	-53.4%

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-14

New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - HDGV
Year 2004

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	3	1,372	6.9		296	3.2		-78.4	-53.7	
1969	0									
1970	2	5,665	3.0		879	4.3		-84.5	40.8	
1971	0									
1972	5	1,858	2.8		234	1.4		-87.4	-48.4	
1973	3	1,474	2.4		439	0.8		-70.2	-65.3	
1974	6	1,974	8.0		204	2.4		-89.7	-69.9	
1975	6	744	5.4		214	2.1		-71.3	-60.5	
1976	17	775	5.5		179	2.1		-76.9	-62.7	
1977	7	1,597	3.4		193	1.4		-87.9	-59.4	
1978	14	1,034	3.5		224	1.3		-78.3	-63.0	
1979	21	671	4.4		168	1.3		-74.9	-71.1	
1980	18	998	4.8		151	1.6		-84.9	-66.9	
1981	11	1,271	3.8		145	0.8		-88.6	-78.9	
1982	36	742	3.1		137	1.2		-81.5	-60.2	
1983	20	1,085	3.0		203	1.4		-81.3	-54.7	
1984	94	928	3.9		172	1.1		-81.4	-71.7	
1985	68	691	4.1		171	1.2		-75.3	-70.0	
1986	170	1,033	3.9		173	1.0		-83.2	-73.5	
1987	93	672	4.0		166	1.0		-75.3	-75.6	
1988	189	802	2.8		175	0.8		-78.1	-71.3	
1989	79	949	2.8		207	0.6		-78.2	-77.8	
1990	72	859	3.7		153	1.1		-82.2	-70.0	
1991	26	1,251	4.6		146	0.9		-88.4	-80.3	
1992	45	833	3.6		185	0.6		-77.8	-84.2	
1993	32	966	3.5		159	0.6		-83.5	-83.8	
1994	52	530	3.1		172	0.8		-67.5	-73.6	
1995	48	593	3.9		197	0.9		-66.7	-77.2	
1996	54	742	3.9		207	0.6		-72.1	-85.5	
1997	23	687	2.5		159	0.8		-76.8	-68.0	
1998	17	1,048	2.6		118	0.3		-88.7	-88.6	
1999	21	721	0.7		192	0.3		-73.3	-56.0	
2000	15	710	2.6		153	0.3		-78.4	-88.4	
2001	1	4,014	0.1		4,014	0.1		0.0	0.0	
2002	3	1,511	13.4		29	0.0		-98.1	-99.8	
2003	2	3,646	43.5		67	0.1		-98.2	-99.7	
2004	0									
2005	0									
Total	1,273	873	3.6		179	0.9		-79.5%	-74.0%	

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

APPENDIX II

CREATE DATE REPORT

Create Date vs Test Date Statistics* for the Year 2004

Report Period:	Station Type	# of Inspections	# of Inspections with a Create Date/Time >= 24 hours of Test Date/Time	% of Inspections with a Create Date/Time >= 24 hours of Test Date/Time	# of Inspections with a Create Date/Time >= 120 hours of Test Date/Time	% of Inspections with a Create Date/Time >= 120 hours of Test Date/Time
January 2004	CIF/SIF	146,901	116	0.08%	0	0.00%
	PIF/PFF	46,091	902	1.96%	300	0.65%
	TOTAL	192,992	1,018	0.53%	300	0.16%
February 2004	CIF/SIF	167,258	101	0.06%	0	0.00%
	PIF/PFF	52,054	1,011	1.94%	365	0.70%
	TOTAL	219,312	1,112	0.51%	365	0.17%
March 2004	CIF/SIF	208,870	71	0.03%	0	0.00%
	PIF/PFF	64,195	1,396	2.17%	469	0.73%
	TOTAL	273,065	1,467	0.54%	469	0.17%
April 2004	CIF/SIF	200,315	52	0.03%	0	0.00%
	PIF/PFF	63,089	1,018	1.61%	335	0.53%
	TOTAL	263,404	1,070	0.41%	335	0.13%
May 2004	CIF/SIF	196,105	62	0.03%	0	0.00%
	PIF/PFF	58,815	865	1.47%	324	0.55%
	TOTAL	254,920	927	0.36%	324	0.13%
June 2004	CIF/SIF	213,706	130	0.06%	0	0.00%
	PIF/PFF	65,720	1,435	2.18%	814	1.24%
	TOTAL	279,426	1,565	0.56%	814	0.29%
July 2004	CIF/SIF	202,562	35	0.02%	0	0.00%
	PIF/PFF	59,293	1,187	2.00%	544	0.92%
	TOTAL	261,855	1,222	0.47%	544	0.21%
August 2004	CIF/SIF	206,069	44	0.02%	2	0.00%
	PIF/PFF	57,605	1,112	1.93%	586	1.02%
	TOTAL	263,674	1,156	0.44%	588	0.22%
September 2004	CIF/SIF	185,690	42	0.02%	0	0.00%
	PIF/PFF	54,158	937	1.73%	508	0.94%
	TOTAL	239,848	979	0.41%	508	0.21%
October 2004	CIF/SIF	179,964	20	0.01%	0	0.00%
	PIF/PFF	53,306	753	1.41%	368	0.69%
	TOTAL	233,270	773	0.33%	368	0.16%
November 2004	CIF/SIF	164,669	160	0.10%	0	0.00%
	PIF/PFF	47,359	700	1.48%	245	0.52%
	TOTAL	212,028	860	0.41%	245	0.12%
December 2004	CIF/SIF	154,729	160	0.10%	145	0.09%
	PIF/PFF	44,348	749	1.69%	368	0.83%
	TOTAL	199,077	909	0.46%	513	0.26%
Year 2004	CIF/SIF	2,226,838	993	0.04%	147	0.01%
	PIF/PFF	666,033	12,065	1.81%	5,226	0.78%
	TOTAL	2,892,871	13,058	0.45%	5,373	0.19%

* These statistics include data for both emissions inspections and safety inspections.

APPENDIX III

**CENTRALIZED
INSPECTION
FACILITY
EQUIPMENT AUDIT
REPORT**

**New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Station
Year 2004**

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	1	1	100%	0	0%
Bakers Basin	47	23	49%	24	51%
Bridgeton	8	0	0%	8	100%
Cape May	11	5	45%	6	55%
Cherry Hill	58	2	3%	56	97%
Delanco	32	6	19%	26	81%
Deptford	43	6	14%	37	86%
Eatontown	44	13	30%	31	70%
Flemington	30	12	40%	18	60%
Freehold	46	5	11%	41	89%
Kilmer	47	8	17%	39	83%
Lakewood	50	15	30%	35	70%
Lodi	55	17	31%	38	69%
Manahawkin	29	5	17%	24	83%
Mays Landing	33	8	24%	25	76%
Millville	24	4	17%	20	83%
Montclair	22	6	27%	16	73%
Morristown Specialty	2	1	50%	1	50%
Newark	54	12	22%	42	78%
Newton	21	7	33%	14	67%
Paramus	51	22	43%	29	57%
Plainfield	24	14	58%	10	42%
Rahway	59	21	36%	38	64%
Randolph	61	15	25%	46	75%
Ridgewood	24	4	17%	20	83%
Salem	10	1	10%	9	90%
Secaucus	62	21	34%	41	66%
South Brunswick	45	15	33%	30	67%
Southampton	40	10	25%	30	75%
Washington	12	2	17%	10	83%
Wayne	78	27	35%	51	65%
Westfield	20	4	20%	16	80%
Winslow	35	6	17%	29	83%
Winslow Specialty	2	0	0%	2	100%
Totals	1180	318	27%	862	73%

Table III-1

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2004

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	1	1	1	1	100%	0	0%
Bakers Basin	47	1	7	3	43%	4	57%
		2	8	4	50%	4	50%
		3	9	4	44%	5	56%
		4	8	3	38%	5	63%
		5	8	4	50%	4	50%
		6 (METT)	7	5	71%	2	29%
Bridgeton	8	1	8	0	0%	8	100%
Cape May	11	1	11	5	45%	6	55%
Cherry Hill	58	1	10	0	0%	10	100%
		2	11	0	0%	11	100%
		3	10	1	10%	9	90%
		4	9	0	0%	9	100%
		5	11	1	9%	10	91%
		6 (METT)	7	0	0%	7	100%
Delanco	32	1	12	2	17%	10	83%
		2	11	3	27%	8	73%
		3	9	1	11%	8	89%
Deptford	43	1	11	0	0%	11	100%
		2	12	2	17%	10	83%
		3	10	2	20%	8	80%
		4	10	2	20%	8	80%
Eatontown	44	1	7	0	0%	7	100%
		2	8	3	38%	5	63%
		3	7	3	43%	4	57%
		4	8	2	25%	6	75%
		5	7	2	29%	5	71%
		6	7	3	43%	4	57%
Flemington	30	1	10	5	50%	5	50%
		2	10	6	60%	4	40%
		3	10	1	10%	9	90%
Freehold	46	1	9	1	11%	8	89%
		2	8	0	0%	8	100%
		3	9	1	11%	8	89%
		4	7	1	14%	6	86%
		5	6	1	17%	5	83%
		6	7	1	14%	6	86%
Kilmer	47	1	6	2	33%	4	67%
		2	8	1	13%	7	88%
		3	9	0	0%	9	100%
		4	9	2	22%	7	78%
		5	7	1	14%	6	86%
		6	8	2	25%	6	75%

Table III-2
(Page 1 of 3)

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2004

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Lakewood	50	1	8	2	25%	6	75%
		2	8	1	13%	7	88%
		3	8	1	13%	7	88%
		4	9	4	44%	5	56%
		5	8	3	38%	5	63%
		6	9	4	44%	5	56%
Lodi	55	1	9	4	44%	5	56%
		2	11	2	18%	9	82%
		3	12	4	33%	8	67%
		4	11	4	36%	7	64%
		5	12	3	25%	9	75%
Manahawkin	29	1	10	3	30%	7	70%
		2	11	2	18%	9	82%
		3	8	0	0%	8	100%
Mays Landing	33	1	8	0	0%	8	100%
		2	8	4	50%	4	50%
		3	8	1	13%	7	88%
		4	9	3	33%	6	67%
Millville	24	1	12	2	17%	10	83%
		2	12	2	17%	10	83%
Montclair	22	1	11	4	36%	7	64%
		2	11	2	18%	9	82%
Morristown Specialty	2	1	2	1	50%	1	50%
Newark	54	1	10	2	20%	8	80%
		2	12	4	33%	8	67%
		3	10	3	30%	7	70%
		4	12	2	17%	10	83%
		5	10	1	10%	9	90%
Newton	21	1	11	2	18%	9	82%
		2	10	5	50%	5	50%
Paramus	51	1	8	2	25%	6	75%
		2	11	5	45%	6	55%
		3	10	5	50%	5	50%
		4	12	4	33%	8	67%
		5	10	6	60%	4	40%
Plainfield	24	1	5	4	80%	1	20%
		2	10	4	40%	6	60%
		3	9	6	67%	3	33%
Rahway	59	1	9	5	56%	4	44%
		2	10	2	20%	8	80%
		3	9	3	33%	6	67%
		4	9	5	56%	4	44%
		5	11	4	36%	7	64%
		6	11	2	18%	9	82%

Table III-2
(Page 2 of 3)

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2004

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Randolph	61	1	8	2	25%	6	75%
		2	10	3	30%	7	70%
		3	9	3	33%	6	67%
		4	11	3	27%	8	73%
		5	11	2	18%	9	82%
		6	12	2	17%	10	83%
Ridgewood	24	1	12	0	0%	12	100%
		2	12	4	33%	8	67%
Salem	10	1	10	1	10%	9	90%
Secaucus	62	1	11	4	36%	7	64%
		2	11	3	27%	8	73%
		3	11	6	55%	5	45%
		4	9	1	11%	8	89%
		5	10	4	40%	6	60%
		6	10	3	30%	7	70%
South Brunswick	45	1	8	3	38%	5	63%
		2 (AWD)	6	1	17%	5	83%
		3	8	3	38%	5	63%
		4	7	1	14%	6	86%
		5	10	3	30%	7	70%
		6	6	4	67%	2	33%
Southampton	40	1	10	2	20%	8	80%
		2	10	4	40%	6	60%
		3	11	3	27%	8	73%
		4	9	1	11%	8	89%
Washington	12	1	12	2	17%	10	83%
Wayne	78	1	12	7	58%	5	42%
		2	11	6	55%	5	45%
		3	11	4	36%	7	64%
		4	10	3	30%	7	70%
		5	12	3	25%	9	75%
		6	12	2	17%	10	83%
		7	10	2	20%	8	80%
		8 (METT)	0	0	---	0	---
Westfield	20	1	11	3	27%	8	73%
		2	9	1	11%	8	89%
Winslow	35	1	12	4	33%	8	67%
		2	12	1	8%	11	92%
		3	11	1	9%	10	91%
Winslow Specialty	2	1	2	0	0%	2	100%
Totals	1180	127	1180	318	27%	862	73%

Table III-2
(Page 3 of 3)

APPENDIX IV

**COMPLIANCE
STICKER SURVEY
REPORT**

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Summary
Year 2004**

2004	Agency	Number Surveyed	Number Delinquent	Delinquent Length				Delinquent Vehicle Type			Compliance Rate
				No Sticker	1-30 Days	31-89 Days	90+ Days	Cars	Trucks	Commercial	
January	NJDEP	1,851	58	6	9	12	31	50	7	1	96.9%
Febuary	NJDEP	1,841	52	7	7	14	24	50	2	0	97.2%
March	NJDEP	1,236	37	5	7	10	15	31	6	0	97.0%
April	NJDEP	1,790	43	8	4	15	16	38	5	0	97.6%
April	NJMVC	5,000	362	0	68	69	225	Not Reported			92.8%
May	NJDEP	1,799	43	6	6	9	22	39	4	0	97.6%
June	NJDEP	1,922	51	12	8	12	19	41	10	0	97.3%
July	NJDEP	829	21	0	2	4	15	21	0	0	97.5%
August	NJDEP	1,321	38	5	6	10	17	36	2	0	97.1%
September	NJDEP	1,882	59	10	9	10	30	53	6	0	96.9%
September	NJMVC	5,000	322	0	134	95	93	Not Reported			93.6%
October	NJDEP	2,048	61	12	7	13	29	49	12	0	97.0%
November	NJDEP	861	24	4	0	8	12	17	7	0	97.2%
December	NJDEP	1,311	43	5	6	8	24	39	4	0	96.7%
Totals		28,691	1,214	80	273	289	572	464	65	1	95.8%

Table IV-1

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2004**

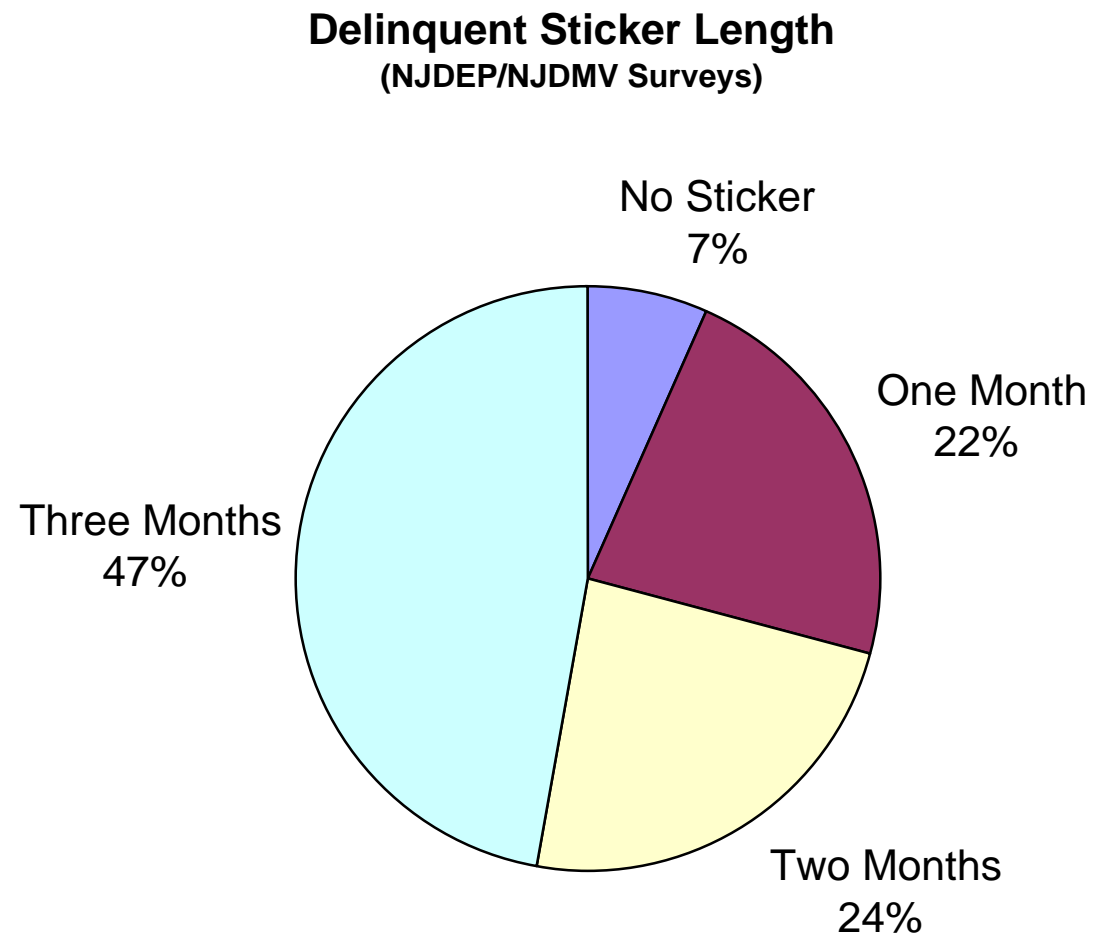


Figure IV-1

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2004**

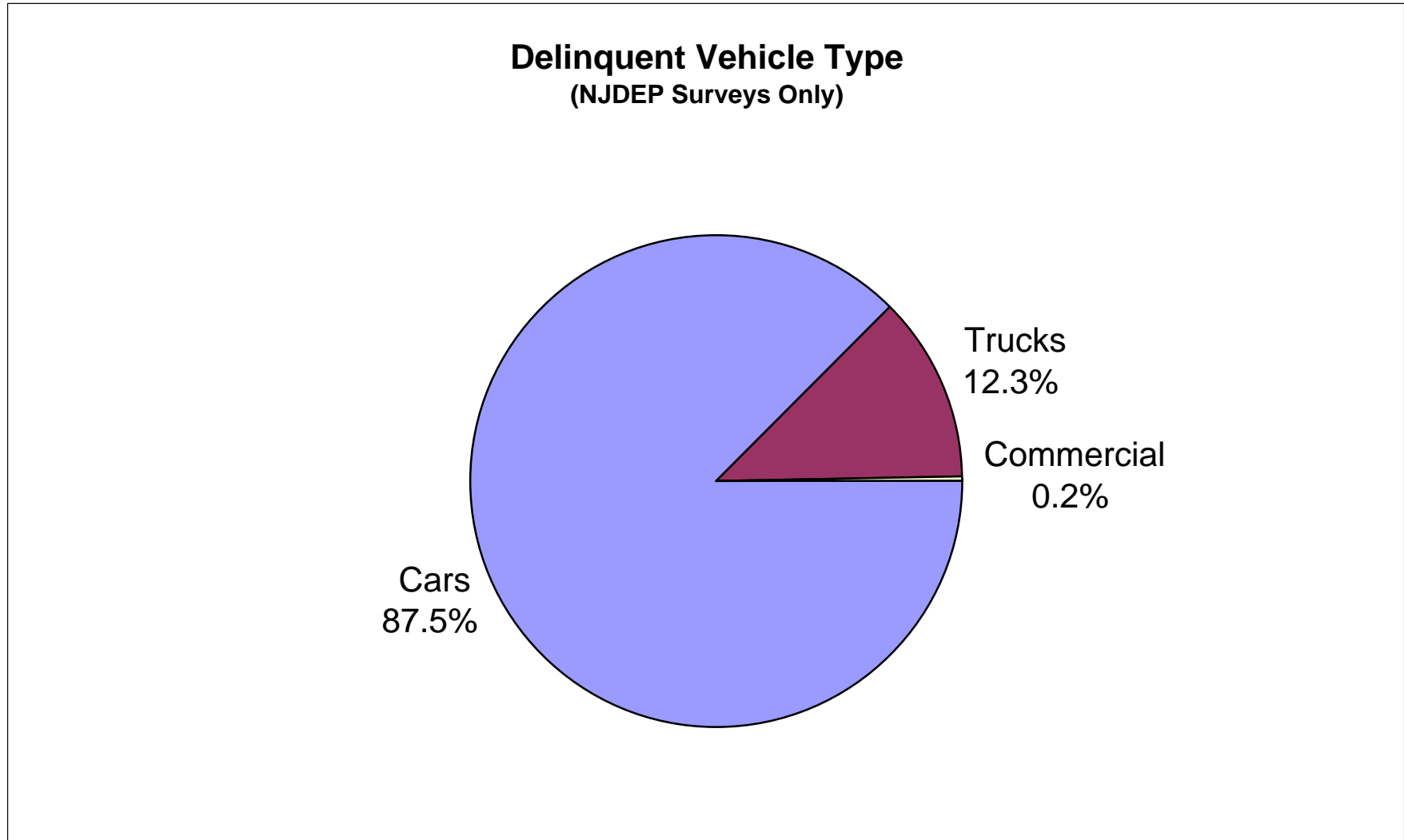


Figure IV-2

APPENDIX V

USEPA's "Performing Onboard Diagnostic System Checks as Part of a Vehicle Inspection and Maintenance Program" June 2001

**Available Electronically
Upon Request**