The State of New Jersey
Department of Environmental Protection

2006 Annual Report

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

Acknowledgments

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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 2006 (January 1, 2006 through December 31, 2006). 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 2006 is presented in Table 1.

Table 1: Year 2006 Key Statistics

Number of Total Emission Inspections	2,449,711
Total Emission Inspections – Centralized/Decentralized Split	76%/24%
Total Emission Inspections – Initial/Reinspection Split	84%/16%
Number of Initial Emission Inspections	2,047,871
Overall Initial Emission Failure Rate	12.5%
Centralized Initial Emission Failure Rate	12.8%
Decentralized Initial Emission Failure Rate	11.2%
Overall Emission Inspection 1st Retest Pass Rate	80.2%
OBDII 1st Retest Pass Rate	80.0%
ASM 1st Retest Pass Rate	73.8%
Emission Reductions from Repairing to the ASM5015 Exhaust Emissions Test	
Hydrocarbons (HC)	54.8%
Carbon Monoxide (CO)	65.1%
Nitrogen Oxides (NOx)	42.9%
Number of Waivers Issued	161
Waiver Rate (as % of Initial Emission Inspections)	0.008%
Number of Vehicles with No Known Final Outcome	20,199
As Percentage of Initial Inspections	1.0%
As Percentage of Initial Failures	7.9%
Sticker Compliance Rate	97.0%
Overall CIF Covert Performance Audit Fail Rate*	2.1%
Overall PIF Covert Performance Audit Fail Rate*	4.9%
CIF Equipment Audit Fail Rate	22.0%
PIF Equipment Audit Fail Rate	19.0%

* 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 2006 (January 1, 2006 through December 31, 2006).

II. Background and 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 (VOCs[1]) 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.

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 year 1996 and 1997 began on January 12, 2004.

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, three lanes are also adapted for and switchable to Mass Emission Transient Testing (METT) for program evaluation purposes.

[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.

In the year 2006, the METT-adaptable lane in the Wayne CIF was not used for any inspections for the entire year, effectively resulting in a total of 123 lanes for this particular year.

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 (Wayne CIF). In the year 2006, only seven (7) of the lanes in the Wayne CIF were in use, as mentioned above. Table 2 lists each of the CIFs within the State and the total number of operated lanes in each facility during the year 2006. The SIFs are not included in this table.

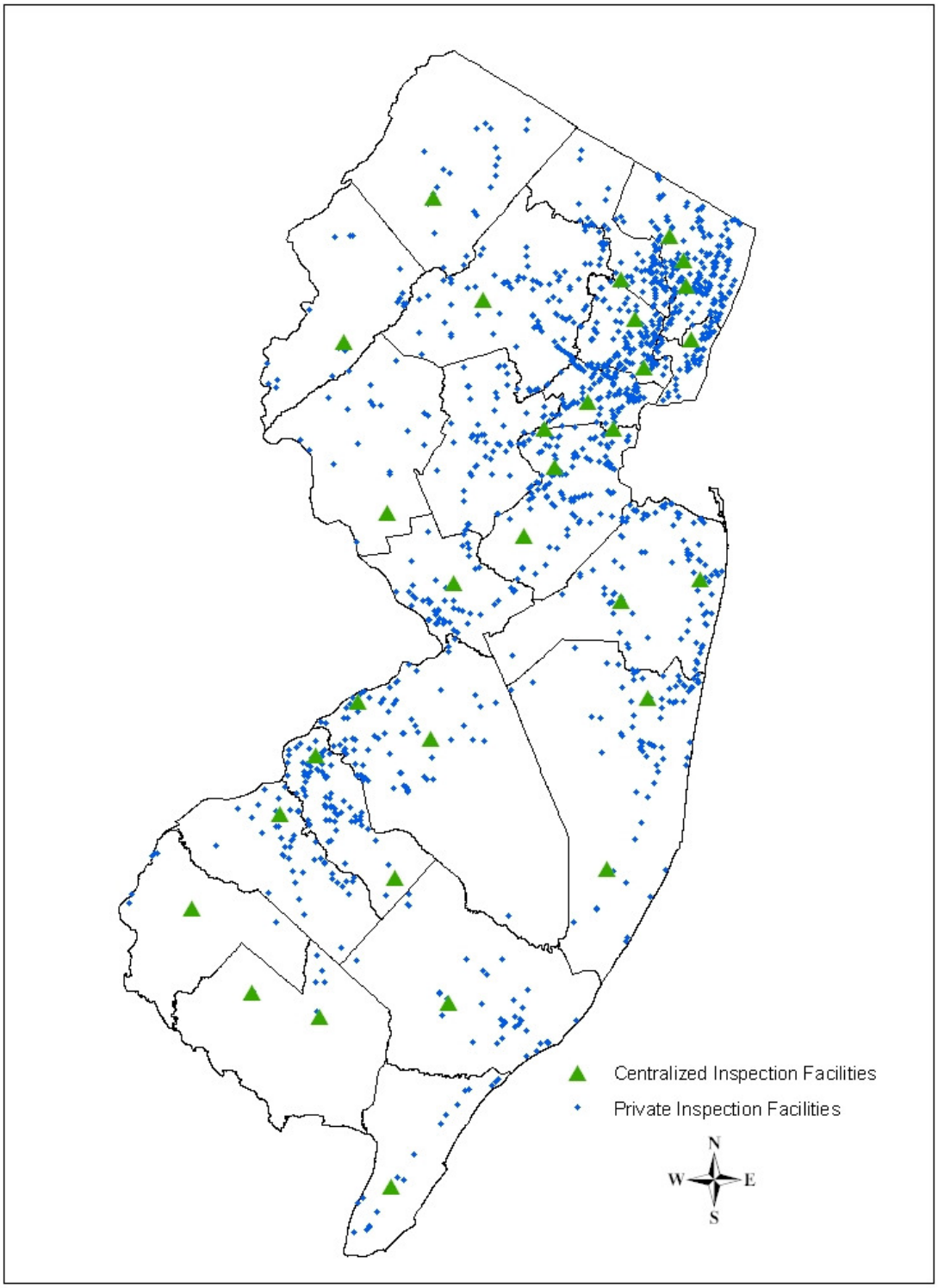
Table 2: New Jersey's Centralized Inspection Facilities

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	7
Westfield	2
Winslow	3
Total	**123**

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 2006, there were 1,234 PIFs and 75 PFFs that performed inspections during the entire year, and none that only performed inspections for 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, 2006, there were 1,760 registered ERFs. In addition, 1,234 licensed PIFs and 75 licensed PFFs remained active. Of all these facilities, 1,021 were registered and licensed as both ERFs and PIFs. Alternatively, 159 facilities were licensed only as PIFs, while 520 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 2006, the CIFs performed 1,835,293 emission inspections, or approximately 75 percent of the over 2.4 million total emission inspections performed. The PIFs performed 591,739 emission inspections, or approximately 25 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 2006, 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 2006 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.[2] As demonstrated by the monthly reports in Appendix II[3], 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

[2] 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. In June 2006, this parameter was changed from allowing 75 tests over 100 days to allowing 30 tests over 50 days. The goal is to gradually reduce these parameters to minimize the number of offline inspections.

[3] 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 re-inspection, 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 seventh 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.

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, vehicles with no known final outcome, and emission repairs. Each of these topics presents data and figures representing inspection volumes and percentages for the year 2006.

Total Emissions Inspections

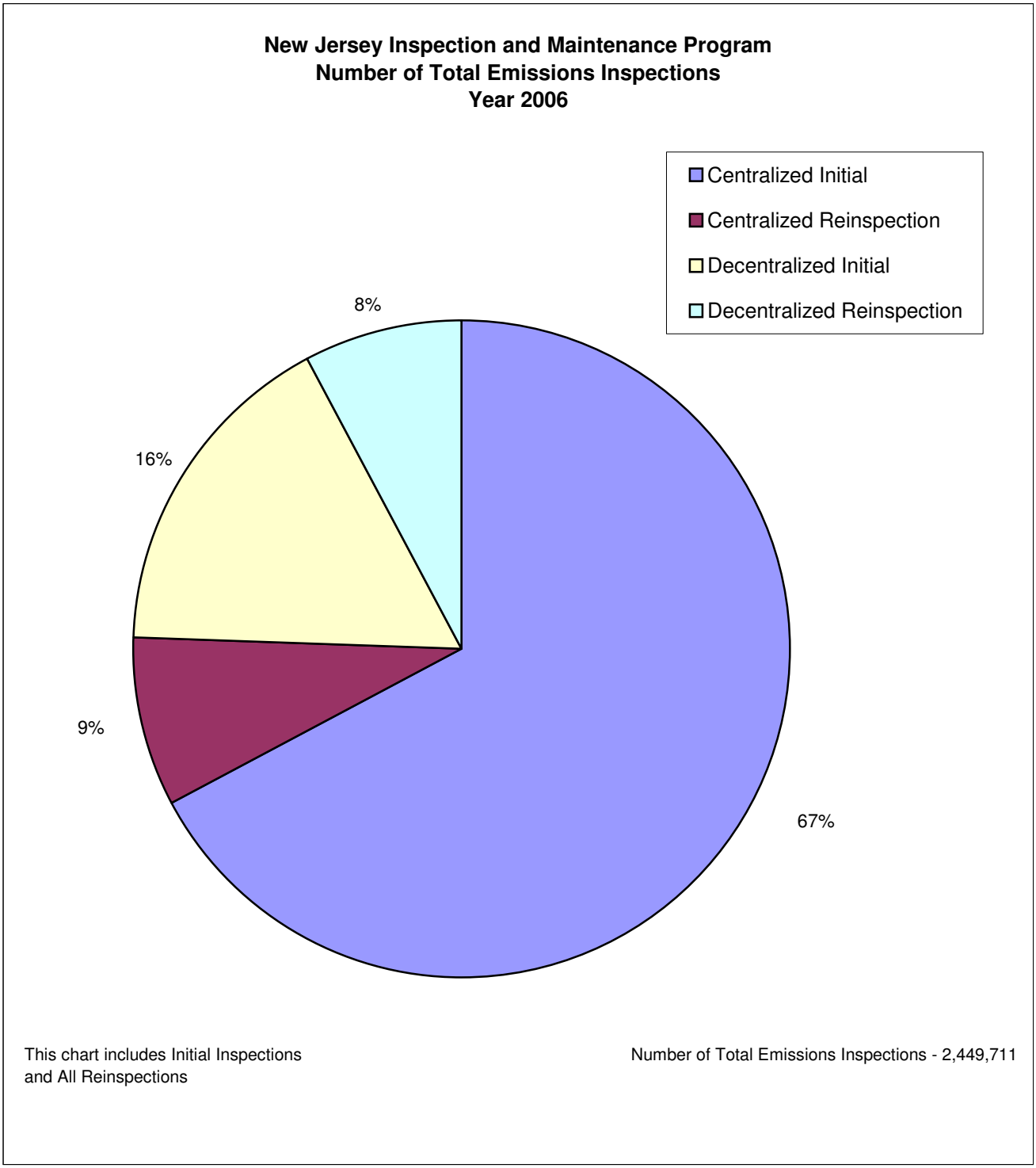
There were 2,449,711 total emissions inspections performed in New Jersey during calendar year 2006. This includes initial inspections and all re-inspections. Of the total emissions inspections performed, 2,047,871 (83.6 percent) were initial inspections, and 401,840 (16.4 percent) were re-inspections (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	1,629,128	206,165	1,835,293
	# Fail	206,231	51,450	257,681
	# Pass	1,422,897	154,715	1,577,612
Private Inspection Facility	# of Inspections	399,102	192,637	591,739
	# Fail	44,846	13,811	58,657
	# Pass	354,256	178,826	533,082
Private Fleet Facility	# of Inspections	4,783	434	5,217
	# Fail	255	63	318
	# Pass	4,528	371	4,899
Specialty Inspection Facility	# of Inspections	962	513	1,475
	# Fail	205	182	387
	# Pass	757	331	1,088
Mobile Inspection Team	# of Inspections	13,896	2,091	15,987
	# Fail	3,516	968	4,484
	# Pass	10,380	1,123	11,503
Total # of inspections		2,047,871	401,840	2,449,711
Total # Fail		255,053	66,474	321,527
Total # Pass		1,792,818	335,366	2,128,184
% of Grand Total # of Inspections		83.6%	16.4%	

Of the total number of emissions inspections, 1,852,755 (75.6 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 596,956 (24.4 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 2006 are shown in Appendix I – Part B. There were 2,047,871 initial overall emission inspections conducted in New Jersey in the year 2006. Of the total number of initial overall emission inspections, 1,643,986 (80.3%) were performed by the centralized network, while the remaining 403,885 (19.7%) were performed by the decentralized network.

The initial overall emission failure rate for the entire network was 12.5%. The centralized initial overall emission failure rate was 12.8% and the decentralized initial overall emission failure rate was 11.2%.

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 6.2% (Ridgewood) to 19.3% (Newark). The highest volume CIF was Wayne (seven lanes), with a total of 96,165 initial overall emission inspections and a 13.0% initial overall emission failure rate, and the lowest was Salem (one lane), with a total of 14,932 initial overall emission inspections and a 13.5% 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:

1,271,800	(62.1%) LDGVs,
538,800	(26.3%) LDGT1s,
169,396	(8.3%) LDGT2s,
47,906	(2.3%) HDGVs, and
19,969	(1.0%) vehicles of unknown type[4]

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 performed on all gasoline-fueled vehicles, regardless of model year, and checks for the

[4] 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.

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 2,047,871 initial overall emission inspections, 1,792,818 (87.5%) passed, while 255,053 (12.5%) 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	1,324,273	91.8%	118,743	8.2%
ASM5015	404,339	82.3%	87,146	17.7%
2500 RPM	29,906	84.5%	5,472	15.5%
Idle	71,683	91.9%	6,309	8.1%
Gas Cap	1,984,858	97.7%	46,378	2.3%
Catalytic Converter	2,036,857	99.95%	928	0.05%
Visible Smoke	2,038,552	99.54%	9,319	0.46%

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, 2004.

By October 2006, the CIF Vetronix OBD interfaces were updated to include the ability to communicate with vehicles using the Controller Area Network (CAN) protocol. Given logistical and fiscal constraints, the PIF equipment was not upgraded to CAN capability. However, a CAN testing protocol was instituted for PIFs that required manual testing of CAN-equipped vehicles with a compatible scan tool and manual entry of the results in the inspection record. Since the only available space in the current inspection record for free-form entry of this nature is a miscellaneous safety field, the CAN OBD results from PIFs are not analyzed as emissions results. However, the vehicles do receive a tailpipe test and the results are recorded as tailpipe-tested vehicles. In addition, the miscellaneous comments are audited for compliance with the PIF CAN OBD protocol.

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 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 supported” (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. 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 2006, there were 3,025 OBDII tests bypassed by the decentralized network, which is approximately 0.21% of the total number of initial OBDII tests. Of these, 1,386 were bypassed to the 2500 RPM test and resulted in a 0.6% failure rate, and 1,639 were bypassed to the ASM5015 test, resulting in a 1.1% failure rate. The overall failure rate for decentralized bypasses was 0.9%.

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. Prior to October 2006, 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. After the CIF equipment was upgraded to include CAN-compatibility, the rate of communications failures and need for OBD bypasses dropped considerably. 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 2006, there were 10,560 OBDII tests bypassed by the CIF network, which is approximately 0.73% of the total number of initial OBDII tests. Of these, 3,271 were bypassed to the 2500 RPM test and resulted in a 1.7% failure rate, and 7,289 were bypassed to the ASM5015 test, resulting in a 2.0% failure rate. The overall failure rate for the CIF bypasses was 2.5%. 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 Inspection Data

There were a total of 1,443,016 initial OBDII inspections in the year 2006. Of these, 1,420,955 (98.5%) passed either initially or a first or subsequent retest, and approximately 22,061 (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 inspection 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 1,443,016 initial overall OBDII inspections, 1,324,273 (91.8%) passed, while 118,743 (8.2%) failed at least one OBDII test component. Table 5 shows the initial pass/fail summary for the overall OBDII inspection and for each individual component of the OBDII inspection. As some initial overall OBDII inspections resulted in multiple OBDII component failures, Table 5 reflects multiple counting of any such inspection.

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

Component	# Initial Tests	# Pass	Pass Rate	# Fail	Fail Rate
Overall	**1,443,016**	**1,324,273**	**91.8%**	**118,743**	**8.2%**
Bulb Check	1,443,016	1,433,760	99.4%	9,256	0.6%
KOER MIL Check	1,212,649	1,164,715	96.0%	47,934	4.0%
DLC Check	1,443,016	1,439,614	99.8%	3,402	0.2%
Communication	1,437,775	1,430,613	99.5%	7,162	0.5%
Readiness Status	1,430,676	1,392,017	97.3%	38,659	2.7%
MIL Command Status	1,430,613	1,356,271	94.8%	74,342	5.2%

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 2006, the inspection software generated an automatic readiness result of "pass" to those vehicles exempt from readiness. Vehicles of model year 1996 and 1997 have a higher fraction of readiness-exempted vehicles. In the year 2006, there were 63 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. Of note in the detailed data is that the overall failure rate for model year 2006 and 2007 vehicles increases significantly. This represents a small number of vehicles and primarily results from two issues: 1) the increased communications failures resulted from improper identification of CAN-equipped OBD vehicles, and 2) the increased readiness failures (most evident for 2007 vehicles) resulted from brand new vehicles brought in for inspection when the vehicles had not been operated sufficiently for OBD monitors to run and set.

Initial OBDII and Gas Cap Test Results

There were 1,443,008 vehicles initially inspected 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	1,404,913	97.4%
Passed OBDII and Failed Gas Cap	26,586	1.8%
Failed OBDII and Passed Gas Cap	10,686	0.7%
Failed Both OBDII and Gas Cap	823	0.06%
Totals	**1,443,008**	**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 1,430,613 initial OBDII MIL command status checks. This number is less than the total number of initial OBDII inspections 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	1,351,110	94.4%
MIL Off with DTCs	5,161	0.36%
MIL On with No DTCs	946	0.07%
MIL On with DTCs	73,396	5.1%
Totals	**1,430,613**	**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 1,430,676 initial readiness checks. This number would normally equal the number of initial MIL command status checks. However, in the year 2006, the inspection software generated an automatic readiness result of “pass” to those vehicles exempt from readiness. Vehicles of model year 1996 and 1997 have a higher percentage of readiness-exempted vehicles. In the year 2006, there were 63 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, 1,255,931 (87.8%) had all monitors set, while 174,745 (12.2%) 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 38,659 actual readiness failures, for a readiness failure rate of 2.7%. 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 2006, there were 4,681 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. While this problem has been resolved, there are now problems with inspectors recognizing CAN-equipped OBD vehicles. These vehicles often initially fail OBD communications and are then switched to a tailpipe test. Although the CIF equipment has now been upgraded to include CAN-compatibility, this problem may still persist at PIFs.

Of the 4,681 OBDII failures switched to tailpipe testing, 4,557 (97.4%) passed the first or subsequent tailpipe retest, while 124 (2.6%) 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.

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 14,708 MIT inspections were performed in the year 2006. Of these, 13,964 received an emissions test as part of the inspection. Of the roadside emission inspections, 10,643 (76.2%) vehicles passed while 3,321 (23.8%) 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)	14,708	5,430	9,278	63.1%
Safety Portion Only	14,708	6,383	8,325	56.6%
Emission Portion Only	13,964	10,643	3,321	23.8%

It is important to note that the failure rate for roadside inspections is so high because 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 255,053 (12.5%) overall initial emission inspection failures out of the 2,047,871 total initial overall emission inspections conducted in the year 2006. 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 emission test failures, there were 274,295 initially failed emission tests in the year 2006. This number is simply the sum of the number of initially failed tests for each emission test type. This number is higher than the number of overall initial emission inspection failures (255,053) because a vehicle can fail more than one emission test type in any given inspection.

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 2006. 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 Vehicles 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	118,743	20,528	82,294	17.3%	69.3%
ASM5015	87,146	18,075	50,867	20.7%	58.4%
2500 RPM	5,472	1,096	3,598	20.0%	65.8%
Idle	6,309	1,047	4,231	16.6%	67.1%
Gas Cap	46,378	1,590	41,157	3.4%	88.7%
Catalytic Converter	928	45	559	4.8%	60.2%
Visible Smoke	9,319	791	5,875	8.5%	63.0%
Overall	**255,053**	**43,187**	**174,497**	**16.9%**	**68.4%**

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 2006.

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

Test Type	# Initial Fails	# Pass 2nd or Subsequent Retest	% Pass 2nd or Subsequent Retest
OBDII	118,743	13,407	11.3%
ASM5015	87,146	11,764	13.5%
2500 RPM	5,472	829	15.1%
Idle	6,309	750	11.9%
Gas Cap	46,378	1,325	2.9%
Catalytic Converter	928	16	1.7%
Visible Smoke	9,319	397	4.3%
Overall	**255,053**	**28,970**	**11.4%**

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 2006, 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 repairs not performed by the owner are not eligible when applying for a waiver.

In the year 2006, a total of 161 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 205,889 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	%			
Pre82/ Unknown	242	0	0.00%	0	0	0
1982	513	1	0.19%	1	0	0
1983	510	1	0.20%	1	0	0
1984	1,749	1	0.06%	1	0	0
1985	1,541	0	0.00%	0	0	0
1986	4,086	3	0.07%	3	0	0
1987	2,970	3	0.10%	3	0	0
1988	6,733	5	0.07%	5	0	0
1989	4,522	1	0.02%	1	0	0
1990	9,645	3	0.03%	2	1	0
1991	7,077	8	0.11%	8	0	0
1992	14,590	12	0.08%	10	2	0
1993	9,368	5	0.05%	4	1	0
1994	14,789	10	0.07%	8	1	1
1995	8,417	5	0.06%	5	0	0
1996	21,326	16	0.08%	12	4	0
1997	15,805	23	0.15%	20	2	1
1998	19,125	16	0.08%	10	4	2
1999	12,037	8	0.07%	6	1	1
2000	16,719	17	0.10%	15	2	0
2001	12,656	12	0.09%	8	4	0
2002	13,540	9	0.07%	5	2	2
2003	3,975	2	0.05%	1	1	0
2004	1,102	0	0.00%	0	0	0
2005	941	0	0.00%	0	0	0
2006	1,803	0	0.00%	0	0	0
2007	108	0	0.00%	0	0	0
TOTAL	**205,889**	**161**	**0.08%**	**129**	**25**	**7**
% of Waivers Issued by Vehicle Type				**80%**	**16%**	**4%**

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

Vehicles 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 255,053 overall initial emission inspection failures, 174,497 (68.4%) passed a first retest, 28,970 (11.4%) passed a second or subsequent retest, 161 (0.08%) received a waiver, 31,384 (12.3%) dropped out of the registration database (i.e. no longer in fleet), and 20,199 (7.9%) had no known final outcome (i.e. dropped out of the inspection cycle without having passed an emission test or received a waiver in the 6 months following the end of the year and are still part of the registered fleet).

Table 12 shows the number of initial fails and the number and percent of vehicles with no known final outcome for each individual emission test type for the year 2006. A vehicle with no known final outcome is one with an initial result of fail that did not return and/or never received an emissions pass or a waiver within the following six (6) months, and is still part of the registered fleet in New Jersey.

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

Test Type	# of Initial Inspections	# Of Initial Fails	# of Inspections with No Known Final Outcome	Drop Rate - % of Initial Fails	Drop Rate – % of Initial Inspections
OBDII	1,443,016	118,743	11,185	9.5%	0.8%
ASM5015	491,485	87,146	7,231	8.3%	1.5%
2500 RPM	35,378	5,472	380	6.9%	1.1%
Idle	77,992	6,309	553	8.8%	0.7%
Gas Cap	2,031,236	46,378	1,816	3.9%	0.1%
Catalytic Converter	2,037,785	928	141	15.2%	0.01%
Visible Smoke	2,047,871	9,319	959	10.3%	0.1%
Overall	**2,047,871**	**255,053**	**20,199**	**7.9%**	**1.0%**

Overall, there were a total of 20,199 vehicles with no known final outcome for the year 2006. This analysis takes into consideration vehicles inspected late in the year 2006 that returned for inspection in the early months of 2007. As such, the overall drop rate (vehicles with no known final outcome) as a percentage of total initial emissions inspections is 1.0%.

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

Table 13: Vehicles With No Known Final Outcome

Model Year	Overall # Vehicles With No Known Outcome	% of Total Vehicles Dropped	Vehicle Type				
			# HDGV Vehicles	# LDGT1 Vehicles	# LDGT2 Vehicles	# LDGV Vehicles	# Unknown Type Vehicles
Pre82/Unknown	342	1.69%	15	38	31	235	23
1982	47	0.23%	4	9	6	23	5
1983	58	0.29%	2	8	6	36	6
1984	168	0.83%	12	30	15	102	9
1985	169	0.84%	8	27	20	108	6
1986	346	1.71%	19	62	30	228	7
1987	282	1.40%	15	52	31	170	14
1988	586	2.90%	24	177	62	313	10
1989	432	2.14%	15	135	36	236	10
1990	779	3.86%	18	152	52	551	6
1991	722	3.57%	5	126	29	559	3
1992	1,277	6.32%	8	228	60	975	6
1993	988	4.89%	4	241	55	686	2
1994	1,276	6.32%	18	357	80	808	13
1995	874	4.33%	14	222	59	575	4
1996	2,523	12.49%	16	738	197	1,563	9
1997	2,050	10.15%	6	594	184	1,260	6
1998	2,093	10.36%	7	694	178	1,207	7
1999	1,310	6.49%	5	340	152	808	5
2000	1,401	6.94%	8	374	113	894	12
2001	1,064	5.27%	5	345	90	621	3
2002	868	4.30%	24	273	121	436	14
2003	298	1.48%	6	70	38	176	8
2004	71	0.35%	7	8	8	46	2
2005	59	0.29%	1	12	5	41	0
2006	97	0.48%	3	19	18	56	1
2007	19	0.09%	0	2	1	16	0
Totals	**20,199**	**100.00%**	**269**	**5,333**	**1,677**	**12,729**	**191**
% of Total Vehicles Dropped			**1.33%**	**26.40%**	**8.30%**	**63.02%**	**0.95%**

More detailed information on vehicles with no known final outcome is presented by test type, model year, and vehicle type in Appendix I – Part J.

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 Inspection Fail/Pass Rates by Emission Test Type

Test Type	# First Retest Insps	# Fail	# Pass	Fail Rate	Pass Rate
OBDII	102,822	20,528	82,294	20.0%	80.0%
ASM5015	68,942	18,075	50,867	26.2%	73.8%
2500 RPM	4,694	1,096	3,598	23.3%	76.7%
Idle	5,278	1,047	4,231	19.8%	80.2%
Gas Cap	42,747	1,590	41,157	3.7%	96.3%
Catalytic Converter	604	45	559	7.5%	92.5%
Visible Smoke	6,666	791	5,875	11.9%	88.1%
Overall	**217,684**	**43,187**	**174,497**	**19.8%**	**80.2%**

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 54.8 percent reduction in hydrocarbon emissions, a 65.1 percent reduction in carbon monoxide emissions and a 42.9 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	13,438	37.0%	45.4%	25.4%
PIF	13,379	67.5%	79.0%	61.8%
Total	26,817	54.8%	65.1%	42.9%

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

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 2006, New Jersey's I/M program network consisted of 31 CIFs, with a combined total of 123 lanes, and 1,234 licensed PIFs. Each of these facilities received at least one overt performance audit in 2006. 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	1,234
# not receiving overt performance audits	0	0
# shut down as a result of overt performance audits	NA*	71

* CIFs are not shut down for performance audit failures. Action is taken against the inspector or manager, not the facility.

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 2006 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 2006, the NJMVC had 58 covert auditors and 49 covert vehicles available to conduct covert performance audits. During the year 2006, all 31 CIFs and 1,181 PIFs received covert performance audits. A total of 798 covert audits were performed on the CIFs and 2,102 were performed on the PIFs. These totals include covert audits where the vehicle is set to fail safety and/or emissions.

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 Emissions-Related 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	0	7
# conducted with the vehicle set to fail OBDII test	280	884
# conducted with the vehicle set to fail the component check (catalyst)	0	0
# conducted with the vehicle set to fail the evaporative gas cap test	248	655
# conducted with the vehicle set to fail any combination of two or more of the above tests	119	369
# conducted with the vehicle not set to fail any emission inspection component	389	925
Total # of Covert Emissions-Related Audits	798	2,102

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 Emissions-Related Performance Audits

Note: Data in this table reflects double counting of audits falsely passing multiple components.		
	CIFs	**PIFs**
Total # of Covert Emissions-Related Audits	798	2,102
# of audits resulting in a false pass for the exhaust test	0	2
# of audits resulting in a false pass for the OBDII test	10	33
# of audits resulting in a false pass for the component check (catalyst)	0	0
# of audits resulting in a false pass for the evaporative gas cap test	2	26
# of audits resulting in a false pass for any combination of two or more of the above tests	0	3
# of audits resulting in a false pass for any non-emissions related component	87	599
# of audits resulting in a proper inspection (no false pass or false fails)	781	2,000

In the year 2006, the overall covert performance audit failure rate for the entire network was 4.1%. 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 2.1%, while that for the decentralized network was 4.9%. 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	798	17	2.1%	781	97.9%
Decentralized	2,102	102	4.9%	2,000	95.1%
Total	**2,900**	**119**	**4.1%**	**2,781**	**95.9%**

The overall covert audit failure rate for the decentralized network is slightly 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.

New Jersey had 4,215 licensed inspectors conducting emission tests in both the CIFs and PIFs during the year 2006. Of these inspectors, 35 were suspended, fired, or otherwise prohibited from conducting emission inspections as a result of covert performance audits. In addition, 50 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 121 inspectors were fined during the year 2006.

The NJMVC conducted 356 hearings to consider adverse actions against inspectors and inspection facilities, and 338 of these hearings resulted in adverse actions against inspectors and inspection facilities. The remaining 18 resulted in no adverse action. A total of $178,282 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 2006.

Table 20: Fines and Hearings

	Inspectors	Facilities
# suspended, fired, or otherwise prohibited from testing as a result of covert audits	35	6
# suspended, fired, or otherwise prohibited from testing for other causes	50	22
# that received fines	121	46
# of hearings held to consider adverse actions	288	68
# of hearings held resulting in adverse actions	272	66
Total amount collected in fines	$99,282	$79,000

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/SIF 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 2006, the NJMVC conducted a total of 2,559 equipment audits at the PIFs. Of these, 2,282 were initial audits.

Of the 1,234 PIFs, 407 (approximately 33%) 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 2006 was 19%. 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	772	187	24%	585	76%
Dynotech	120	63	52%	57	48%
Snap-On	713	71	10%	642	90%
SPX	469	46	10%	423	90%
Worldwide	208	75	36%	133	64%
Overall	**2,282**	**442**	**19%**	**1840**	**81%**

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, 2005, and 2006 as evidenced by the continued low audit pass rate for Dynotech in comparison to the other manufacturers. However, the Dynotech pass rate of 48% for 2006, although slightly lower than the 2005 pass rate, is an improvement from both its 2003 pass rate of 27% and its 2004 pass rate of 42%.

In 2006, the NJDEP performed 1,389 initial lane audits of the equipment in the CIFs/SIFs. 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 two of the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2006. There were 2 stations (6%) that never failed an audit in 2006.

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/SIF 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, 23 centralized stations (68%) had at least one lane shut down as a result of initial equipment audits during the year 2006. Lanes were shut down overnight an average of four (4) times per month in the year 2006.

Table 22: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	34
# of initial equipment audits	1,389
# 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	23
% of stations with at least one lane shut down as a result of equipment audits	68%
# of centralized and specialty lanes	126
# of lanes shut down at some point during the year as a result of equipment audits	49
% 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)	39%

The overall initial centralized equipment audit failure rate for the year 2006 was 22%. 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	70	16	23%	54	77%
Bridgeton	12	3	25%	9	75%
Cape May	11	2	18%	9	82%
Cherry Hill	72	9	13%	63	88%
Delanco	36	11	31%	25	69%
Deptford	48	10	21%	38	79%
Eatontown	67	23	34%	44	66%
Flemington	36	3	8%	33	92%
Freehold	59	17	29%	42	71%
Kilmer	66	11	17%	55	83%
Lakewood	72	18	25%	54	75%
Lodi	54	17	31%	37	69%
Manahawkin	36	9	25%	27	75%
Mays Landing	45	10	22%	35	78%
Millville	24	4	17%	20	83%
Montclair	24	5	21%	19	79%
Morristown Specialty	2	1	50%	1	50%
Newark	57	13	23%	44	77%
Newton	24	0	0%	24	100%
Paramus	51	8	16%	43	84%
Plainfield	33	5	15%	28	85%
Rahway	61	13	21%	48	79%
Randolph	58	15	26%	43	74%
Ridgewood	24	4	17%	20	83%
Salem	12	2	17%	10	83%
Secaucus	66	25	38%	41	62%
South Brunswick	67	14	21%	53	79%
Southampton	45	16	36%	29	64%
Washington	12	0	0%	12	100%
Wayne	82	10	12%	72	88%
Westfield	24	3	13%	21	88%
Winslow	36	4	11%	32	89%
Winslow Specialty	2	1	50%	1	50%
Totals	**1389**	**303**	**22%**	**1086**	**78%**

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 2.4 million inspections in the year 2006. 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 3,000 vehicles per month in the year 2006) 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 2006 was slightly lower (94.9%) than the NJDEP's (97.5%).

For the purposes of this report, both agencies' surveys were combined for an overall result. A total of 46,524 vehicles were surveyed in the year 2006. Of these, 45,109 (97.0%) were compliant with the program requirements. Detailed information on these sticker compliance surveys is presented in Appendix IV.

Inspection Sticker Inventory Tracking

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 2006.

Table 24: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations	2,004,845
# of missing compliance documents (stickers)	4,077
# of time extensions & other exemptions granted to motorists	1,080

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 2006

Test Station	Data	Initial	Reinspection	Grand Total
Centralized Inspection Facility	# of Inspections	1,629,128	206,165	1,835,293
	# Fail	206,231	51,450	257,681
	# Pass	1,422,897	154,715	1,577,612
Private Inspection Facility	# of Inspections	399,102	192,637	591,739
	# Fail	44,846	13,811	58,657
	# Pass	354,256	178,826	533,082
Private Fleet Facility	# of Inspections	4,783	434	5,217
	# Fail	255	63	318
	# Pass	4,528	371	4,899
Specialty Inspection Facility	# of Inspections	962	513	1,475
	# Fail	205	182	387
	# Pass	757	331	1,088
Mobile Inspection Team	# of Inspections	13,896	2,091	15,987
*Initial - 1st Inspection of 2006	# Fail	3,516	968	4,484
Retest - 2nd or subsequent Insp 2006	# Pass	10,380	1,123	11,503
Total # of Inspections		2,047,871	401,840	**2,449,711**
Total # Fail		255,053	66,474	321,527
Total # Pass		1,792,818	335,366	2,128,184
% of Grand Total # of Inspections		83.6%	16.4%	

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	1,852,755	75.6%
Decentralized	596,956	24.4%
Total	**2,449,711**	

Table A-1

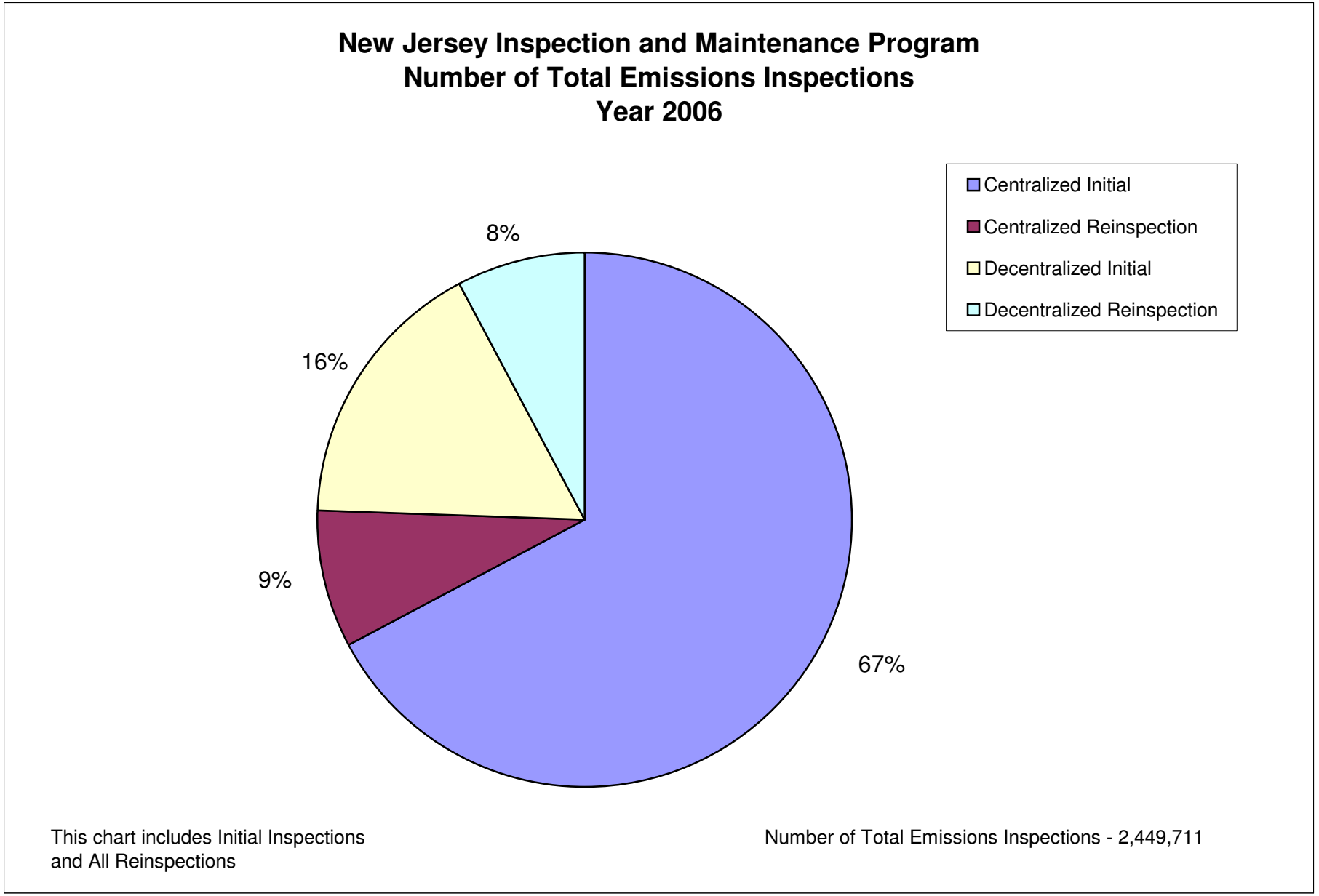

New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2006
Centralized Initial
Centralized Reinspection
Decentralized Initial
Decentralized Reinspection
8%
16%
9%
67%
This chart includes Initial Inspections and All Reinspections
Number of Total Emissions Inspections - 2,449,711

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 2006

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
Pre82/Unknown	Centralized	5,397	2,238	41.5%	3,159	58.5%
Pre82/Unknown	Decentralized	7,713	1,274	16.5%	6,439	83.5%
1982	Centralized	1,218	464	38.1%	754	61.9%
1982	Decentralized	1,294	234	18.1%	1,060	81.9%
1983	Centralized	1,011	488	48.3%	523	51.7%
1983	Decentralized	1,124	189	16.8%	935	83.2%
1984	Centralized	4,022	1,591	39.6%	2,431	60.4%
1984	Decentralized	3,574	626	17.5%	2,948	82.5%
1985	Centralized	3,047	1,402	46.0%	1,645	54.0%
1985	Decentralized	2,897	523	18.1%	2,374	81.9%
1986	Centralized	11,226	3,816	34.0%	7,410	66.0%
1986	Decentralized	8,072	1,244	15.4%	6,828	84.6%
1987	Centralized	7,715	2,758	35.7%	4,957	64.3%
1987	Decentralized	6,015	872	14.5%	5,143	85.5%
1988	Centralized	21,863	6,219	28.4%	15,644	71.6%
1988	Decentralized	13,558	1,751	12.9%	11,807	87.1%
1989	Centralized	13,098	4,243	32.4%	8,855	67.6%
1989	Decentralized	8,751	1,127	12.9%	7,624	87.1%
1990	Centralized	36,471	9,352	25.6%	27,119	74.4%
1990	Decentralized	17,808	2,094	11.8%	15,714	88.2%
1991	Centralized	18,993	6,620	34.9%	12,373	65.1%
1991	Decentralized	10,656	1,523	14.3%	9,133	85.7%
1992	Centralized	55,891	13,901	24.9%	41,990	75.1%
1992	Decentralized	22,921	3,047	13.3%	19,874	86.7%
1993	Centralized	33,950	9,363	27.6%	24,587	72.4%
1993	Decentralized	15,941	1,996	12.5%	13,945	87.5%
1994	Centralized	97,356	16,290	16.7%	81,066	83.3%
1994	Decentralized	32,182	2,955	9.2%	29,227	90.8%
1995	Centralized	53,489	9,125	17.1%	44,364	82.9%
1995	Decentralized	21,147	1,744	8.2%	19,403	91.8%
1996	Centralized	117,791	20,156	17.1%	97,635	82.9%
1996	Decentralized	31,645	4,524	14.3%	27,121	85.7%
1997	Centralized	75,623	14,349	19.0%	61,274	81.0%
1997	Decentralized	21,901	3,474	15.9%	18,427	84.1%
1998	Centralized	163,435	18,323	11.2%	145,112	88.8%
1998	Decentralized	33,531	4,003	11.9%	29,528	88.1%
1999	Centralized	109,408	12,078	11.0%	97,330	89.0%
1999	Decentralized	23,044	2,414	10.5%	20,630	89.5%
2000	Centralized	225,259	18,268	8.1%	206,991	91.9%
2000	Decentralized	38,015	3,028	8.0%	34,987	92.0%
2001	Centralized	126,671	13,243	10.5%	113,428	89.5%
2001	Decentralized	21,795	2,281	10.5%	19,514	89.5%
2002	Centralized	267,338	16,652	6.2%	250,686	93.8%
2002	Decentralized	36,667	2,231	6.1%	34,436	93.9%

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2006

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
2003	Centralized	114,747	5,152	4.5%	109,595	95.5%
2003	Decentralized	13,590	681	5.0%	12,909	95.0%
2004	Centralized	34,380	1,414	4.1%	32,966	95.9%
2004	Decentralized	4,661	314	6.7%	4,347	93.3%
2005	Centralized	28,999	941	3.2%	28,058	96.8%
2005	Decentralized	3,095	415	13.4%	2,680	86.6%
2006	Centralized	15,039	1,472	9.8%	13,567	90.2%
2006	Decentralized	2,087	459	22.0%	1,628	78.0%
2007	Centralized	549	34	6.2%	515	93.8%
2007	Decentralized	201	78	38.8%	123	61.2%
Total	Centralized	1,643,986	209,952	12.8%	1,434,034	87.2%
Total	Decentralized	403,885	45,101	11.2%	358,784	88.8%
Grand Total		**2,047,871**	**255,053**	**12.5%**	**1,792,818**	**87.5%**

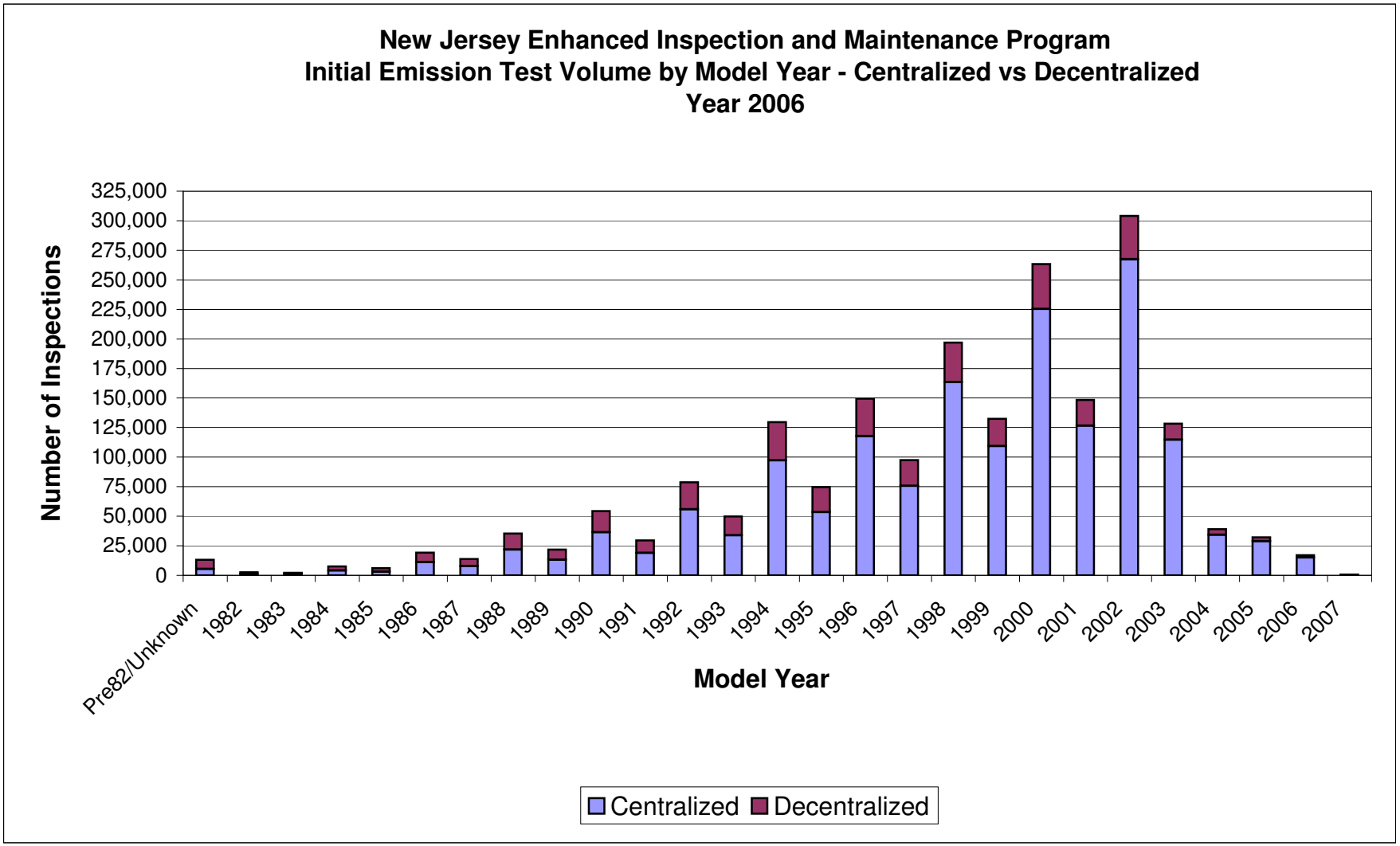

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2006
Number of Inspections
325,000
300,000
275,000
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre82/Unknown
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
Model Year
Centralized
Decentralized

Figure B-1

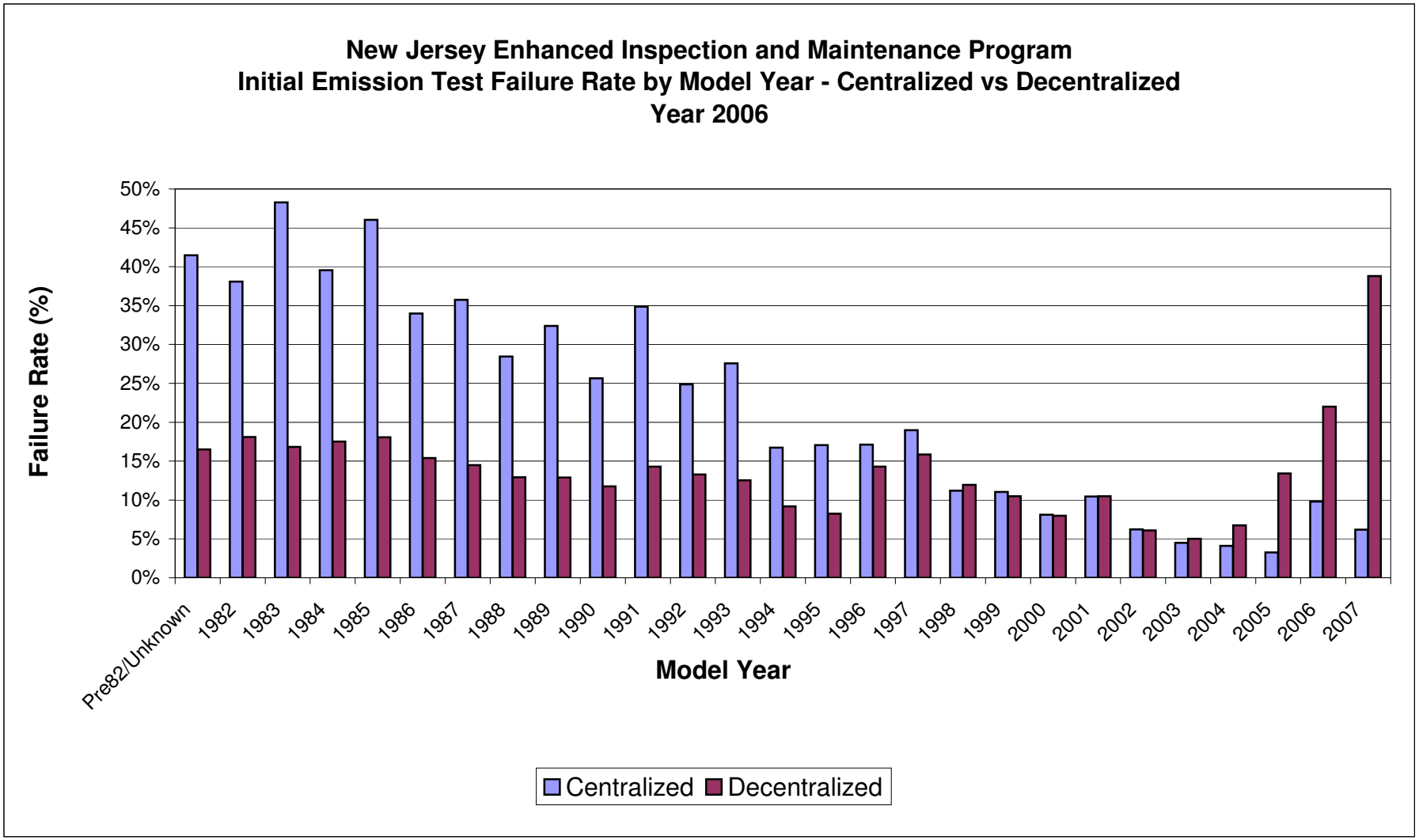

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2006
Failure Rate (%)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Pre82/Unknown
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
Model Year
Centralized
Decentralized

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 2006

STATION NAME	# of Lanes	Inspections	# Pass	# Fail	% Fail
BAKERS BASIN CIF	6	87,656	76,388	11,268	12.9%
BRIDGETON CIF	1	15,192	12,610	2,582	17.0%
CAPE MAY CIF	1	18,712	16,259	2,453	13.1%
CHERRY HILL CIF	6	84,358	72,672	11,686	13.9%
DELANCO CIF	3	35,120	30,501	4,619	13.2%
DEPTFORD CIF	4	71,635	62,304	9,331	13.0%
EATONTOWN CIF	6	82,876	73,207	9,669	11.7%
FLEMINGTON CIF	3	48,004	43,543	4,461	9.3%
FREEHOLD CIF	6	53,796	48,254	5,542	10.3%
KILMER CIF	6	72,707	63,591	9,116	12.5%
LAKEWOOD CIF	6	90,361	80,201	10,160	11.2%
LODI CIF	5	70,953	60,465	10,488	14.8%
MANAHAWKIN CIF	3	31,524	27,845	3,679	11.7%
MAYS LANDING CIF	4	50,836	43,108	7,728	15.2%
MILLVILLE CIF	2	30,067	24,565	5,502	18.3%
MONTCLAIR CIF	2	25,258	22,545	2,713	10.7%
NEWARK CIF	5	72,430	58,434	13,996	19.3%
NEWTON CIF	2	33,345	29,722	3,623	10.9%
PARAMUS CIF	5	73,239	65,859	7,380	10.1%
PLAINFIELD CIF	3	38,811	32,497	6,314	16.3%
RAHWAY CIF	6	69,154	59,354	9,800	14.2%
RANDOLPH CIF	6	87,137	78,751	8,386	9.6%
RIDGEWOOD CIF	2	23,411	21,963	1,448	6.2%
SALEM CIF	1	14,932	12,910	2,022	13.5%
SECAUCUS CIF	6	63,757	54,890	8,867	13.9%
SOUTH BRUNSWICK CIF	6	49,657	44,693	4,964	10.0%
SOUTHAMPTON CIF	4	51,962	45,981	5,981	11.5%
WASHINGTON CIF	1	19,527	17,660	1,867	9.6%
WAYNE CIF	7	96,165	83,625	12,540	13.0%
WESTFIELD CIF	2	29,915	27,140	2,775	9.3%
WINSLOW CIF	3	36,631	31,360	5,271	14.4%
TOTAL	**123**	**1,629,128**	**1,422,897**	**206,231**	**12.7%**

Table C-1

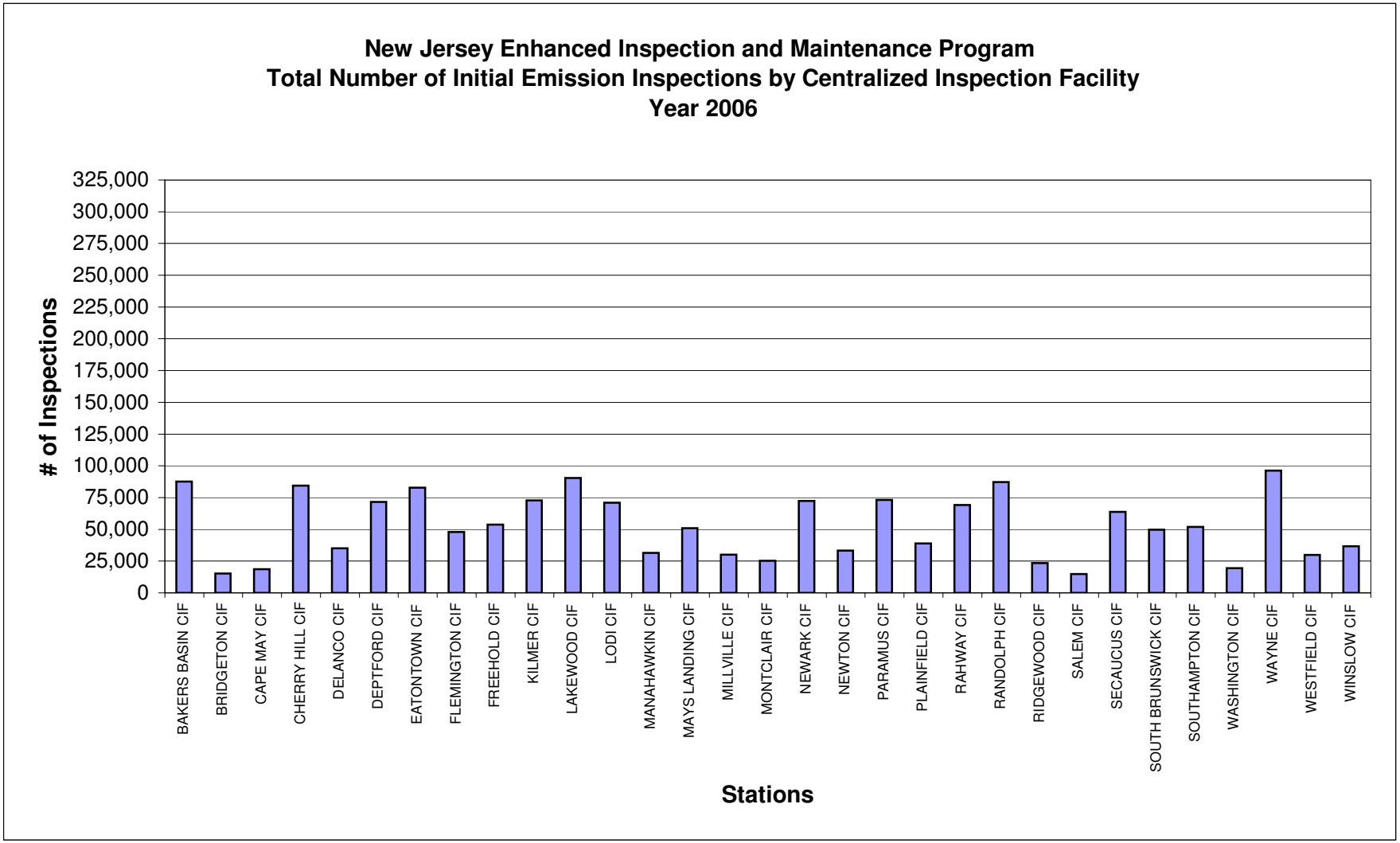

New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2006
# of Inspections
325,000
300,000
275,000
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
BAKERS BASIN CIF
BRIDGETON CIF
CAPE MAY CIF
CHERRY HILL CIF
DELANCO CIF
DEPTFORD CIF
EATONTOWN CIF
FLEMINGTON CIF
FREEHOLD CIF
KILMER CIF
LAKEWOOD CIF
LODI CIF
MANAHAWKIN CIF
MAYS LANDING CIF
MILLVILLE CIF
MONTCLAIR CIF
NEWARK CIF
NEWTON CIF
PARAMUS CIF
PLAINFIELD CIF
RAHWAY CIF
RANDOLPH CIF
RIDGEWOOD CIF
SALEM CIF
SECAUCUS CIF
SOUTH BRUNSWICK CIF
SOUTHAMPTON CIF
WASHINGTON CIF
WAYNE CIF
WESTFIELD CIF
WINSLOW CIF
Stations

Figure C-1

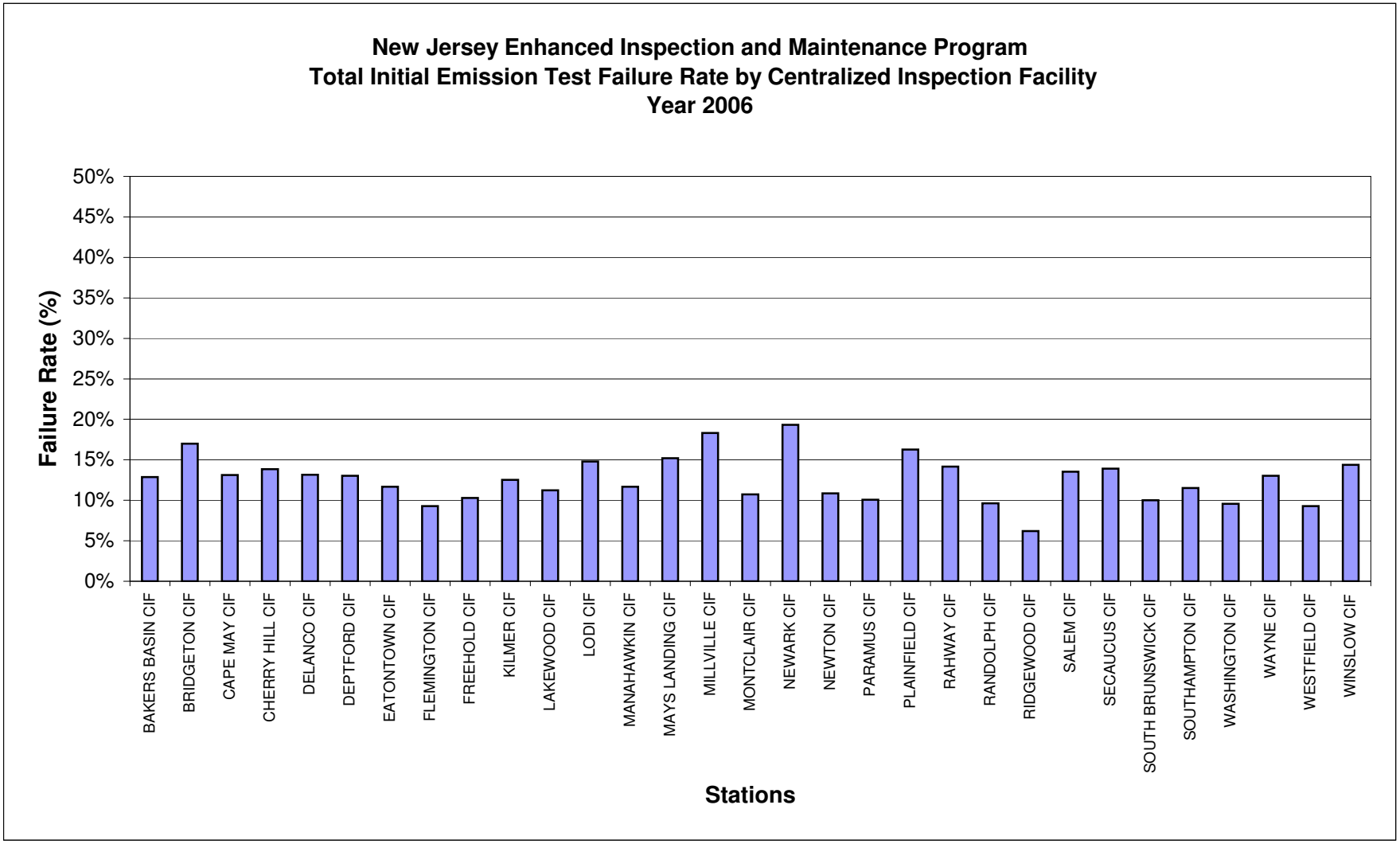

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2006
Failure Rate (%)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
BAKERS BASIN CIF
BRIDGETON CIF
CAPE MAY CIF
CHERRY HILL CIF
DELANCO CIF
DEPTFORD CIF
EATONTOWN CIF
FLEMINGTON CIF
FREEHOLD CIF
KILMER CIF
LAKEWOOD CIF
LODI CIF
MANAHAWKIN CIF
MAYS LANDING CIF
MILLVILLE CIF
MONTCLAIR CIF
NEWARK CIF
NEWTON CIF
PARAMUS CIF
PLAINFIELD CIF
RAHWAY CIF
RANDOLPH CIF
RIDGEWOOD CIF
SALEM CIF
SECAUCUS CIF
SOUTH BRUNSWICK CIF
SOUTHAMPTON CIF
WASHINGTON CIF
WAYNE CIF
WESTFIELD CIF
WINSLOW CIF
Stations

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 2006

Model Year	# of Vehicles Tested					
	HDGV	LDGT1	LDGT2	LDGV	Unknown	Total
Pre 82/Unknown	807	1,663	1,057	8,985	598	13,110
1982	202	509	155	1,524	122	2,512
1983	165	479	164	1,237	90	2,135
1984	522	1,333	587	4,948	206	7,596
1985	505	1,251	460	3,513	215	5,944
1986	1,215	3,823	1,368	12,428	464	19,298
1987	750	3,172	1,102	8,390	316	13,730
1988	1,665	7,759	3,139	22,237	621	35,421
1989	1,128	4,806	1,896	13,643	376	21,849
1990	1,315	9,197	3,545	39,726	496	54,279
1991	622	6,279	1,313	21,226	209	29,649
1992	1,259	14,812	4,173	58,155	413	78,812
1993	930	11,763	2,743	34,129	326	49,891
1994	2,682	32,159	9,324	84,476	897	129,538
1995	2,086	18,890	5,449	47,568	643	74,636
1996	2,992	38,525	9,944	96,971	1,004	149,436
1997	2,324	26,787	7,112	60,364	937	97,524
1998	3,013	56,549	14,561	121,603	1,240	196,966
1999	2,871	33,133	14,297	80,866	1,285	132,452
2000	6,232	70,889	21,073	162,417	2,663	263,274
2001	3,542	39,665	13,802	89,821	1,636	148,466
2002	6,445	96,371	29,251	168,952	2,986	304,005
2003	2,346	34,475	12,616	77,811	1,089	128,337
2004	857	11,543	4,780	21,390	471	39,041
2005	690	9,015	3,252	18,816	321	32,094
2006	715	3,836	2,121	10,115	339	17,126
2007	26	117	112	489	6	750
Totals	47,906	538,800	169,396	1,271,800	19,969	**2,047,871**
% of Grand Total	2.3%	26.3%	8.3%	62.1%	1.0%	

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

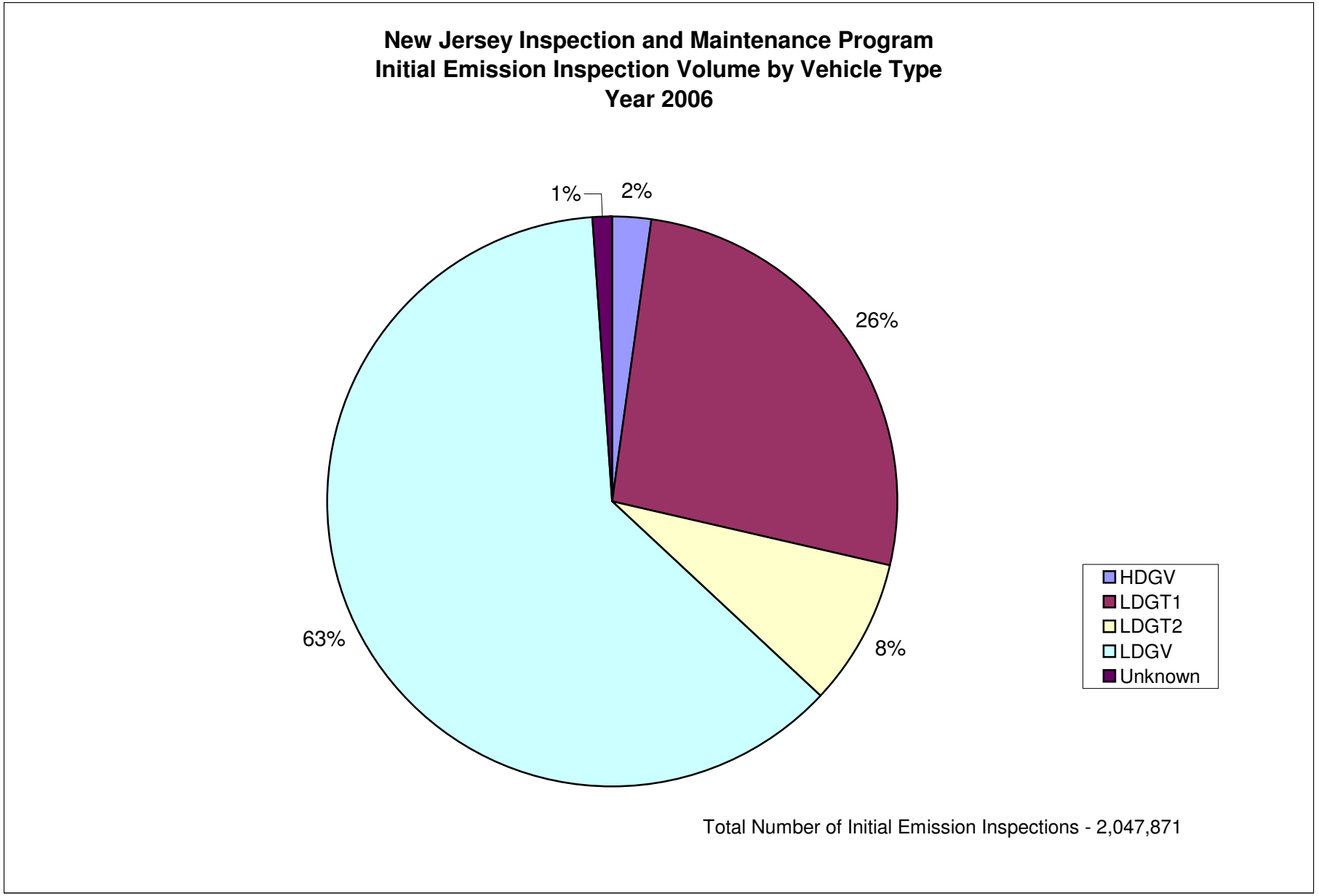

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2006
1%
2%
26%
8%
63%
HDGV
LDGT1
LDGT2
LDGV
Unknown
Total Number of Initial Emission Inspections - 2,047,871

Figure D-1

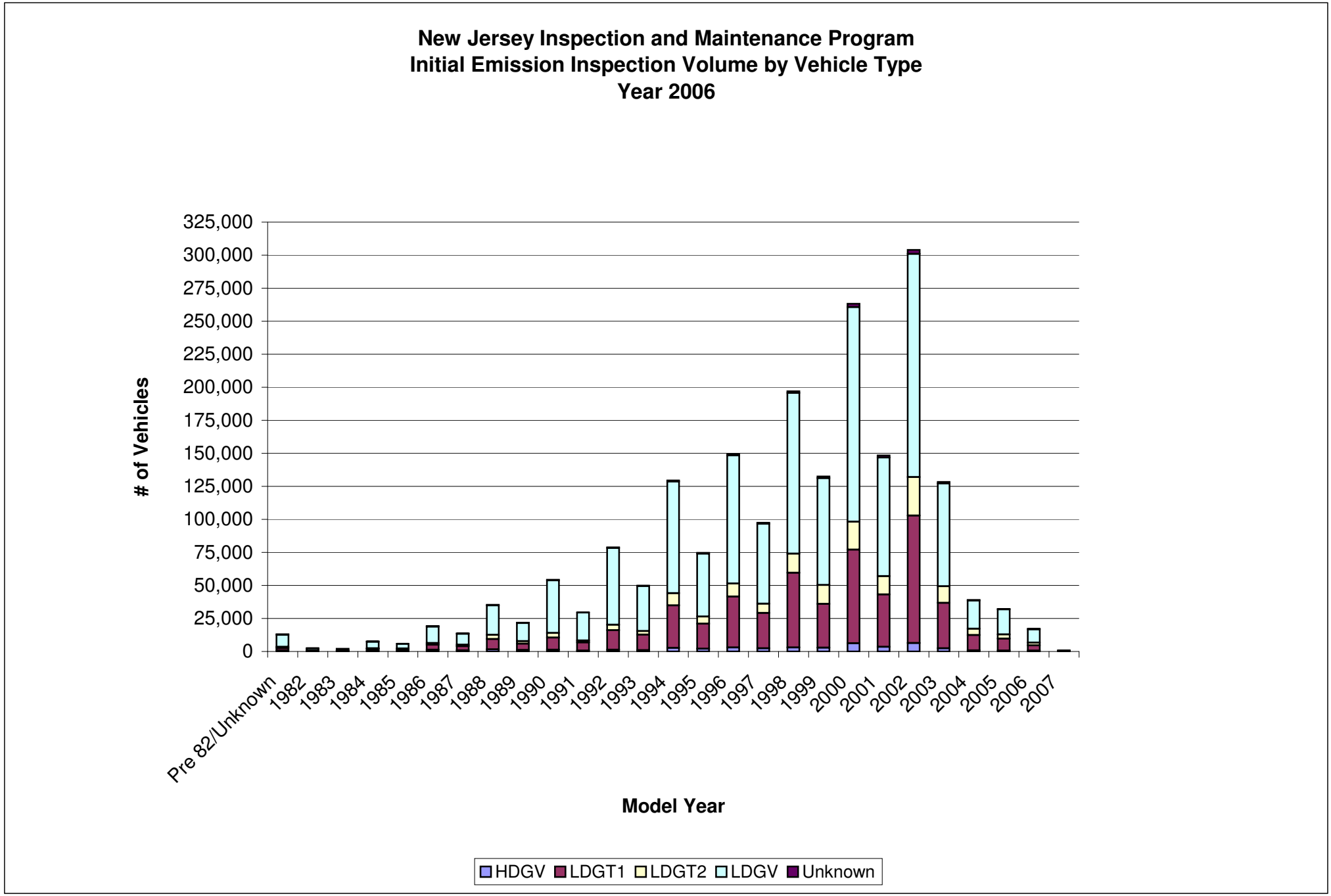

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2006
# of Vehicles
325,000
300,000
275,000
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre 82/Unknown
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
Model Year
HDGV
LDGT1
LDGT2
LDGV
Unknown

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 2006

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate
Pre 82/Unknown	HDGV	807	187	620	23.2%	0	0	0	-
Pre 82/Unknown	LDGT1	1,663	489	1,174	29.4%	41	9	32	22.0%
Pre 82/Unknown	LDGT2	1,057	379	678	35.9%	14	2	12	14.3%
Pre 82/Unknown	LDGV	8,985	2,284	6,701	25.4%	132	23	109	17.4%
Pre 82/Unknown	Unknown	598	173	425	28.9%	0	0	0	-
1982	HDGV	202	53	149	26.2%	0	0	0	-
1982	LDGT1	509	143	366	28.1%	0	0	0	-
1982	LDGT2	155	37	118	23.9%	0	0	0	-
1982	LDGV	1,524	422	1,102	27.7%	0	0	0	-
1982	Unknown	122	43	79	35.2%	0	0	0	-
1983	HDGV	165	44	121	26.7%	0	0	0	-
1983	LDGT1	479	154	325	32.2%	0	0	0	-
1983	LDGT2	164	54	110	32.9%	0	0	0	-
1983	LDGV	1,237	391	846	31.6%	0	0	0	-
1983	Unknown	90	34	56	37.8%	0	0	0	-
1984	HDGV	522	117	405	22.4%	0	0	0	-
1984	LDGT1	1,333	393	940	29.5%	0	0	0	-
1984	LDGT2	587	177	410	30.2%	0	0	0	-
1984	LDGV	4,948	1,465	3,483	29.6%	0	0	0	-
1984	Unknown	206	65	141	31.6%	0	0	0	-
1985	HDGV	505	124	381	24.6%	0	0	0	-
1985	LDGT1	1,251	409	842	32.7%	0	0	0	-
1985	LDGT2	460	164	296	35.7%	0	0	0	-
1985	LDGV	3,513	1,152	2,361	32.8%	0	0	0	-
1985	Unknown	215	76	139	35.3%	0	0	0	-
1986	HDGV	1,215	282	933	23.2%	0	0	0	-
1986	LDGT1	3,823	933	2,890	24.4%	0	0	0	-
1986	LDGT2	1,368	378	990	27.6%	0	0	0	-
1986	LDGV	12,428	3,332	9,096	26.8%	0	0	0	-
1986	Unknown	464	135	329	29.1%	0	0	0	-
1987	HDGV	750	150	600	20.0%	0	0	0	-
1987	LDGT1	3,172	751	2,421	23.7%	0	0	0	-
1987	LDGT2	1,102	304	798	27.6%	0	0	0	-
1987	LDGV	8,390	2,314	6,076	27.6%	0	0	0	-
1987	Unknown	316	111	205	35.1%	0	0	0	-

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate
1988	HDGV	1,665	282	1,383	16.9%	0	0	0	-
1988	LDGT1	7,759	2,050	5,709	26.4%	0	0	0	-
1988	LDGT2	3,139	741	2,398	23.6%	0	0	0	-
1988	LDGV	22,237	4,749	17,488	21.4%	0	0	0	-
1988	Unknown	621	148	473	23.8%	0	0	0	-
1989	HDGV	1,128	215	913	19.1%	0	0	0	-
1989	LDGT1	4,806	1,418	3,388	29.5%	0	0	0	-
1989	LDGT2	1,896	442	1,454	23.3%	0	0	0	-
1989	LDGV	13,643	3,194	10,449	23.4%	0	0	0	-
1989	Unknown	376	101	275	26.9%	0	0	0	-
1990	HDGV	1,315	232	1,083	17.6%	0	0	0	-
1990	LDGT1	9,197	2,231	6,966	24.3%	0	0	0	-
1990	LDGT2	3,545	752	2,793	21.2%	0	0	0	-
1990	LDGV	39,726	8,113	31,613	20.4%	0	0	0	-
1990	Unknown	496	118	378	23.8%	0	0	0	-
1991	HDGV	622	90	532	14.5%	0	0	0	-
1991	LDGT1	6,279	1,589	4,690	25.3%	0	0	0	-
1991	LDGT2	1,313	318	995	24.2%	0	0	0	-
1991	LDGV	21,226	6,101	15,125	28.7%	0	0	0	-
1991	Unknown	209	45	164	21.5%	0	0	0	-
1992	HDGV	1,259	155	1,104	12.3%	0	0	0	-
1992	LDGT1	14,812	3,397	11,415	22.9%	0	0	0	-
1992	LDGT2	4,173	844	3,329	20.2%	0	0	0	-
1992	LDGV	58,155	12,478	45,677	21.5%	0	0	0	-
1992	Unknown	413	74	339	17.9%	0	0	0	-
1993	HDGV	930	131	799	14.1%	0	0	0	-
1993	LDGT1	11,763	2,726	9,037	23.2%	0	0	0	-
1993	LDGT2	2,743	572	2,171	20.9%	0	0	0	-
1993	LDGV	34,129	7,869	26,260	23.1%	0	0	0	-
1993	Unknown	326	61	265	18.7%	0	0	0	-
1994	HDGV	2,682	290	2,392	10.8%	0	0	0	-
1994	LDGT1	32,159	5,099	27,060	15.9%	0	0	0	-
1994	LDGT2	9,324	1,237	8,087	13.3%	0	0	0	-
1994	LDGV	84,476	12,471	72,005	14.8%	0	0	0	-
1994	Unknown	897	148	749	16.5%	0	0	0	-

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate
1995	HDGV	2,086	204	1,882	9.8%	0	0	0	-
1995	LDGT1	18,890	2,737	16,153	14.5%	0	0	0	-
1995	LDGT2	5,449	735	4,714	13.5%	0	0	0	-
1995	LDGV	47,568	7,082	40,486	14.9%	0	0	0	-
1995	Unknown	643	111	532	17.3%	0	0	0	-
1996	HDGV	2,992	251	2,741	8.4%	0	0	0	-
1996	LDGT1	38,525	7,139	31,386	18.5%	38,290	6,041	32,249	15.8%
1996	LDGT2	9,944	1,833	8,111	18.4%	9,881	1,609	8,272	16.3%
1996	LDGV	96,971	15,333	81,638	15.8%	96,417	13,623	82,794	14.1%
1996	Unknown	1,004	124	880	12.4%	29	4	25	13.8%
1997	HDGV	2,324	167	2,157	7.2%	0	0	0	-
1997	LDGT1	26,787	5,208	21,579	19.4%	26,578	4,555	22,023	17.1%
1997	LDGT2	7,112	1,307	5,805	18.4%	7,097	1,172	5,925	16.5%
1997	LDGV	60,364	11,021	49,343	18.3%	60,055	10,008	50,047	16.7%
1997	Unknown	937	120	817	12.8%	35	5	30	14.3%
1998	HDGV	3,013	149	2,864	4.9%	0	0	0	-
1998	LDGT1	56,549	7,022	49,527	12.4%	54,629	6,066	48,563	11.1%
1998	LDGT2	14,561	1,739	12,822	11.9%	14,533	1,520	13,013	10.5%
1998	LDGV	121,603	13,319	108,284	11.0%	120,917	11,368	109,549	9.4%
1998	Unknown	1,240	97	1,143	7.8%	28	3	25	10.7%
1999	HDGV	2,871	139	2,732	4.8%	0	0	0	-
1999	LDGT1	33,133	3,600	29,533	10.9%	33,110	3,065	30,045	9.3%
1999	LDGT2	14,297	1,497	12,800	10.5%	14,286	1,276	13,010	8.9%
1999	LDGV	80,866	9,164	71,702	11.3%	80,560	7,685	72,875	9.5%
1999	Unknown	1,285	92	1,193	7.2%	23	3	20	13.0%
2000	HDGV	6,232	226	6,006	3.6%	0	0	0	-
2000	LDGT1	70,889	5,952	64,937	8.4%	70,753	4,595	66,158	6.5%
2000	LDGT2	21,073	1,747	19,326	8.3%	21,052	1,310	19,742	6.2%
2000	LDGV	162,417	13,239	149,178	8.2%	162,038	10,793	151,245	6.7%
2000	Unknown	2,663	132	2,531	5.0%	49	7	42	14.3%
2001	HDGV	3,542	137	3,405	3.9%	0	0	0	-
2001	LDGT1	39,665	5,125	34,540	12.9%	39,641	4,063	35,578	10.2%
2001	LDGT2	13,802	1,567	12,235	11.4%	13,792	1,210	12,582	8.8%
2001	LDGV	89,821	8,611	81,210	9.6%	89,554	7,373	82,181	8.2%
2001	Unknown	1,636	84	1,552	5.1%	31	6	25	19.4%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate
2002	HDGV	6,445	182	6,263	2.8%	0	0	0	-
2002	LDGT1	96,371	7,277	89,094	7.6%	95,975	4,932	91,043	5.1%
2002	LDGT2	29,251	2,645	26,606	9.0%	29,230	1,818	27,412	6.2%
2002	LDGV	168,952	8,608	160,344	5.1%	168,867	6,738	162,129	4.0%
2002	Unknown	2,986	171	2,815	5.7%	57	10	47	17.5%
2003	HDGV	2,346	71	2,275	3.0%	0	0	0	-
2003	LDGT1	34,475	1,724	32,751	5.0%	34,458	992	33,466	2.9%
2003	LDGT2	12,616	719	11,897	5.7%	12,607	469	12,138	3.7%
2003	LDGV	77,811	3,265	74,546	4.2%	76,159	2,485	73,674	3.3%
2003	Unknown	1,089	54	1,035	5.0%	19	3	16	15.8%
2004	HDGV	857	42	815	4.9%	0	0	0	-
2004	LDGT1	11,543	469	11,074	4.1%	10,535	276	10,259	2.6%
2004	LDGT2	4,780	221	4,559	4.6%	4,071	134	3,937	3.3%
2004	LDGV	21,390	975	20,415	4.6%	19,433	666	18,767	3.4%
2004	Unknown	471	21	450	4.5%	9	3	6	33.3%
2005	HDGV	690	20	670	2.9%	0	0	0	-
2005	LDGT1	9,015	314	8,701	3.5%	6,844	222	6,622	3.2%
2005	LDGT2	3,252	132	3,120	4.1%	1,976	101	1,875	5.1%
2005	LDGV	18,816	880	17,936	4.7%	13,266	592	12,674	4.5%
2005	Unknown	321	10	311	3.1%	1	1	0	100.0%
2006	HDGV	715	11	704	1.5%	0	0	0	-
2006	LDGT1	3,836	320	3,516	8.3%	3,735	275	3,460	7.4%
2006	LDGT2	2,121	339	1,782	16.0%	1,982	325	1,657	16.4%
2006	LDGV	10,115	1,259	8,856	12.4%	9,595	1,199	8,396	12.5%
2006	Unknown	339	2	337	0.6%	2	0	2	0.0%
2007	HDGV	26	0	26	0.0%	0	0	0	-
2007	LDGT1	117	16	101	13.7%	102	16	86	15.7%
2007	LDGT2	112	23	89	20.5%	95	23	72	24.2%
2007	LDGV	489	73	416	14.9%	433	69	364	15.9%
2007	Unknown	6	0	6	0.0%	0	0	0	-
Totals		**2,047,871**	**255,053**	**1,792,818**	**12.5%**	**1,443,016**	**118,743**	**1,324,273**	**8.2%**

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	ASM Insps	ASM Fail	ASM Pass	ASM Fail Rate	2500 Insps	2500 Fail	2500 Pass	2500 Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate
Pre 82/Unknown	HDGV	0	0	0	-	0	0	0	-	807	157	650	19.5%
Pre 82/Unknown	LDGT1	186	37	149	19.9%	20	8	12	40.0%	1,419	367	1,052	25.9%
Pre 82/Unknown	LDGT2	46	13	33	28.3%	7	3	4	42.9%	990	316	674	31.9%
Pre 82/Unknown	LDGV	588	158	430	26.9%	70	20	50	28.6%	8,200	1,895	6,305	23.1%
Pre 82/Unknown	Unknown	0	0	0	-	1	1	0	100.0%	597	142	455	23.8%
1982	HDGV	0	0	0	-	0	0	0	-	200	43	157	21.5%
1982	LDGT1	486	119	367	24.5%	22	4	18	18.2%	1	1	0	100.0%
1982	LDGT2	152	27	125	17.8%	2	1	1	50.0%	1	1	0	100.0%
1982	LDGV	1,427	365	1,062	25.6%	97	20	77	20.6%	0	0	0	-
1982	Unknown	2	2	0	100.0%	0	0	0	-	122	39	83	32.0%
1983	HDGV	0	0	0	-	0	0	0	-	164	39	125	23.8%
1983	LDGT1	450	118	332	26.2%	29	12	17	41.4%	0	0	0	-
1983	LDGT2	152	40	112	26.3%	11	4	7	36.4%	1	1	0	100.0%
1983	LDGV	1,168	350	818	30.0%	69	20	49	29.0%	0	0	0	-
1983	Unknown	2	2	0	100.0%	1	0	1	0.0%	88	27	61	30.7%
1984	HDGV	0	0	0	-	0	0	0	-	520	96	424	18.5%
1984	LDGT1	1,264	306	958	24.2%	68	25	43	36.8%	1	1	0	100.0%
1984	LDGT2	558	143	415	25.6%	29	9	20	31.0%	0	0	0	-
1984	LDGV	4,717	1,298	3,419	27.5%	219	41	178	18.7%	12	1	11	8.3%
1984	Unknown	2	2	0	100.0%	0	0	0	-	206	52	154	25.2%
1985	HDGV	0	0	0	-	0	0	0	-	497	107	390	21.5%
1985	LDGT1	1,184	349	835	29.5%	67	18	49	26.9%	0	0	0	-
1985	LDGT2	437	138	299	31.6%	23	9	14	39.1%	0	0	0	-
1985	LDGV	3,356	1,044	2,312	31.1%	140	31	109	22.1%	17	3	14	17.6%
1985	Unknown	11	10	1	90.9%	0	0	0	-	212	68	144	32.1%
1986	HDGV	0	0	0	-	0	0	0	-	1,207	237	970	19.6%
1986	LDGT1	3,701	776	2,925	21.0%	122	21	101	17.2%	0	0	0	-
1986	LDGT2	1,308	297	1,011	22.7%	58	22	36	37.9%	2	2	0	100.0%
1986	LDGV	11,935	3,007	8,928	25.2%	434	101	333	23.3%	58	9	49	15.5%
1986	Unknown	8	6	2	75.0%	2	0	2	0.0%	462	111	351	24.0%
1987	HDGV	0	0	0	-	0	0	0	-	741	136	605	18.4%
1987	LDGT1	3,050	601	2,449	19.7%	121	38	83	31.4%	1	1	0	100.0%
1987	LDGT2	1,067	239	828	22.4%	35	9	26	25.7%	0	0	0	-
1987	LDGV	8,090	2,122	5,968	26.2%	254	58	196	22.8%	46	5	41	10.9%
1987	Unknown	11	8	3	72.7%	0	0	0	-	314	94	220	29.9%

New Jersey Enhanced Inspection and Maintenance Program
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Year 2006

Model Yr	Veh Type	ASM Insps	ASM Fail	ASM Pass	ASM Fail Rate	2500 Insps	2500 Fail	2500 Pass	2500 Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate
1988	HDGV	0	0	0	-	0	0	0	-	1,641	225	1,416	13.7%
1988	LDGT1	7,514	1,789	5,725	23.8%	244	63	181	25.8%	0	0	0	-
1988	LDGT2	3,040	607	2,433	20.0%	95	22	73	23.2%	4	4	0	100.0%
1988	LDGV	21,590	4,324	17,266	20.0%	621	115	506	18.5%	25	1	24	4.0%
1988	Unknown	25	13	12	52.0%	3	0	3	0.0%	617	106	511	17.2%
1989	HDGV	0	0	0	-	0	0	0	-	1,109	182	927	16.4%
1989	LDGT1	4,650	1,252	3,398	26.9%	155	45	110	29.0%	1	1	0	100.0%
1989	LDGT2	1,825	377	1,448	20.7%	71	12	59	16.9%	0	0	0	-
1989	LDGV	13,276	2,876	10,400	21.7%	367	87	280	23.7%	0	0	0	-
1989	Unknown	25	17	8	68.0%	0	0	0	-	370	74	296	20.0%
1990	HDGV	0	0	0	-	0	0	0	-	1,297	170	1,127	13.1%
1990	LDGT1	8,906	1,856	7,050	20.8%	289	78	211	27.0%	2	2	0	100.0%
1990	LDGT2	3,458	589	2,869	17.0%	87	17	70	19.5%	0	0	0	-
1990	LDGV	38,528	7,186	31,342	18.7%	1,195	214	981	17.9%	3	2	1	66.7%
1990	Unknown	22	14	8	63.6%	2	0	2	0.0%	490	84	406	17.1%
1991	HDGV	0	0	0	-	0	0	0	-	602	67	535	11.1%
1991	LDGT1	5,961	1,350	4,611	22.6%	318	68	250	21.4%	0	0	0	-
1991	LDGT2	1,211	248	963	20.5%	101	22	79	21.8%	0	0	0	-
1991	LDGV	20,046	5,472	14,574	27.3%	1,176	237	939	20.2%	4	3	1	75.0%
1991	Unknown	21	7	14	33.3%	3	1	2	33.3%	205	30	175	14.6%
1992	HDGV	0	0	0	-	0	0	0	-	1,223	102	1,121	8.3%
1992	LDGT1	14,209	2,898	11,311	20.4%	602	138	464	22.9%	1	1	0	100.0%
1992	LDGT2	3,993	674	3,319	16.9%	179	44	135	24.6%	1	1	0	100.0%
1992	LDGV	54,484	10,998	43,486	20.2%	3,671	594	3,077	16.2%	0	0	0	-
1992	Unknown	40	20	20	50.0%	1	0	1	0.0%	408	44	364	10.8%
1993	HDGV	0	0	0	-	0	0	0	-	913	90	823	9.9%
1993	LDGT1	10,492	2,092	8,400	19.9%	1,271	376	895	29.6%	0	0	0	-
1993	LDGT2	2,583	431	2,152	16.7%	159	45	114	28.3%	1	1	0	100.0%
1993	LDGV	31,966	6,838	25,128	21.4%	2,162	433	1,729	20.0%	0	0	0	-
1993	Unknown	16	7	9	43.8%	2	0	2	0.0%	325	33	292	10.2%
1994	HDGV	0	0	0	-	0	0	0	-	2,640	187	2,453	7.1%
1994	LDGT1	28,939	3,656	25,283	12.6%	3,220	749	2,471	23.3%	0	0	0	-
1994	LDGT2	8,773	849	7,924	9.7%	550	97	453	17.6%	1	1	0	100.0%
1994	LDGV	79,034	10,273	68,761	13.0%	5,439	688	4,751	12.6%	1	0	1	0.0%
1994	Unknown	45	11	34	24.4%	2	0	2	0.0%	892	71	821	8.0%

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Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
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Model Yr	Veh Type	ASM Insps	ASM Fail	ASM Pass	ASM Fail Rate	2500 Insps	2500 Fail	2500 Pass	2500 Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate
1995	HDGV	0	0	0	-	0	0	0	-	2,063	135	1,928	6.5%
1995	LDGT1	17,112	2,078	15,034	12.1%	1,776	291	1,485	16.4%	1	1	0	100.0%
1995	LDGT2	4,981	531	4,450	10.7%	468	68	400	14.5%	0	0	0	-
1995	LDGV	44,461	5,802	38,659	13.0%	3,106	429	2,677	13.8%	1	1	0	100.0%
1995	Unknown	26	6	20	23.1%	1	0	1	0.0%	639	62	577	9.7%
1996	HDGV	0	0	0	-	0	0	0	-	2,961	149	2,812	5.0%
1996	LDGT1	203	10	193	4.9%	32	1	31	3.1%	0	0	0	-
1996	LDGT2	43	8	35	18.6%	20	1	19	5.0%	0	0	0	-
1996	LDGV	337	27	310	8.0%	217	11	206	5.1%	0	0	0	-
1996	Unknown	5	4	1	80.0%	0	0	0	-	1,001	57	944	5.7%
1997	HDGV	0	0	0	-	0	0	0	-	2,289	81	2,208	3.5%
1997	LDGT1	126	17	109	13.5%	82	3	79	3.7%	1	1	0	100.0%
1997	LDGT2	7	2	5	28.6%	8	2	6	25.0%	0	0	0	-
1997	LDGV	279	40	239	14.3%	29	6	23	20.7%	1	0	1	0.0%
1997	Unknown	14	6	8	42.9%	0	0	0	-	923	45	878	4.9%
1998	HDGV	0	0	0	-	0	0	0	-	2,987	58	2,929	1.9%
1998	LDGT1	1,859	82	1,777	4.4%	61	1	60	1.6%	0	0	0	-
1998	LDGT2	4	0	4	0.0%	24	3	21	12.5%	0	0	0	-
1998	LDGV	643	84	559	13.1%	43	3	40	7.0%	0	0	0	-
1998	Unknown	3	2	1	66.7%	0	0	0	-	1,235	31	1,204	2.5%
1999	HDGV	0	0	0	-	0	0	0	-	2,847	61	2,786	2.1%
1999	LDGT1	5	2	3	40.0%	18	2	16	11.1%	0	0	0	-
1999	LDGT2	1	0	1	0.0%	10	1	9	10.0%	0	0	0	-
1999	LDGV	242	3	239	1.2%	64	6	58	9.4%	0	0	0	-
1999	Unknown	8	3	5	37.5%	0	0	0	-	1,278	29	1,249	2.3%
2000	HDGV	0	0	0	-	0	0	0	-	6,189	67	6,122	1.1%
2000	LDGT1	108	6	102	5.6%	28	1	27	3.6%	0	0	0	-
2000	LDGT2	5	0	5	0.0%	16	0	16	0.0%	0	0	0	-
2000	LDGV	304	3	301	1.0%	75	1	74	1.3%	0	0	0	-
2000	Unknown	11	5	6	45.5%	0	0	0	-	2,646	26	2,620	1.0%
2001	HDGV	0	0	0	-	0	0	0	-	3,511	26	3,485	0.7%
2001	LDGT1	10	0	10	0.0%	14	0	14	0.0%	0	0	0	-
2001	LDGT2	1	0	1	0.0%	9	0	9	0.0%	0	0	0	-
2001	LDGV	209	2	207	1.0%	58	0	58	0.0%	0	0	0	-
2001	Unknown	8	2	6	25.0%	0	0	0	-	1,628	9	1,619	0.6%

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Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
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Model Yr	Veh Type	ASM Insps	ASM Fail	ASM Pass	ASM Fail Rate	2500 Insps	2500 Fail	2500 Pass	2500 Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate
2002	HDGV	0	0	0	-	0	0	0	-	6,375	16	6,359	0.3%
2002	LDGT1	4	0	4	0.0%	392	2	390	0.5%	0	0	0	-
2002	LDGT2	5	0	5	0.0%	15	0	15	0.0%	1	1	0	100.0%
2002	LDGV	28	3	25	10.7%	57	2	55	3.5%	0	0	0	-
2002	Unknown	42	39	3	92.9%	1	0	1	0.0%	2,956	11	2,945	0.4%
2003	HDGV	0	0	0	-	0	0	0	-	2,321	5	2,316	0.2%
2003	LDGT1	4	0	4	0.0%	13	0	13	0.0%	0	0	0	-
2003	LDGT2	2	0	2	0.0%	7	0	7	0.0%	0	0	0	-
2003	LDGV	1,570	13	1,557	0.8%	82	0	82	0.0%	0	0	0	-
2003	Unknown	14	13	1	92.9%	3	0	3	0.0%	1,078	3	1,075	0.3%
2004	HDGV	0	0	0	-	0	0	0	-	843	1	842	0.1%
2004	LDGT1	89	0	89	0.0%	919	5	914	0.5%	0	0	0	-
2004	LDGT2	457	2	455	0.4%	252	0	252	0.0%	0	0	0	-
2004	LDGV	1,834	14	1,820	0.8%	123	0	123	0.0%	0	0	0	-
2004	Unknown	7	7	0	100.0%	0	0	0	-	469	0	469	0.0%
2005	HDGV	0	0	0	-	0	0	0	-	686	0	686	0.0%
2005	LDGT1	465	1	464	0.2%	1,706	3	1,703	0.2%	0	0	0	-
2005	LDGT2	650	0	650	0.0%	626	2	624	0.3%	0	0	0	-
2005	LDGV	4,952	23	4,929	0.5%	598	5	593	0.8%	0	0	0	-
2005	Unknown	2	1	1	50.0%	1	0	1	0.0%	321	0	321	0.0%
2006	HDGV	0	0	0	-	0	0	0	-	711	0	711	0.0%
2006	LDGT1	24	0	24	0.0%	77	1	76	1.3%	0	0	0	-
2006	LDGT2	28	0	28	0.0%	111	0	111	0.0%	0	0	0	-
2006	LDGV	247	0	247	0.0%	273	1	272	0.4%	0	0	0	-
2006	Unknown	5	4	1	80.0%	0	0	0	-	336	0	336	0.0%
2007	HDGV	0	0	0	-	0	0	0	-	26	0	26	0.0%
2007	LDGT1	1	0	1	0.0%	14	0	14	0.0%	0	0	0	-
2007	LDGT2	0	0	0	-	17	0	17	0.0%	0	0	0	-
2007	LDGV	10	0	10	0.0%	46	1	45	2.2%	0	0	0	-
2007	Unknown	0	0	0	-	0	0	0	-	6	0	6	0.0%
Totals		**491,485**	**87,146**	**404,339**	**17.7%**	**35,378**	**5,472**	**29,906**	**15.5%**	**77,992**	**6,309**	**71,683**	**8.1%**

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
Pre 82/Unknown	HDGV	704	48	656	6.8%	366	7	359	1.91%	807	14	793	1.73%
Pre 82/Unknown	LDGT1	1,263	130	1,133	10.3%	969	14	955	1.44%	1,663	25	1,638	1.50%
Pre 82/Unknown	LDGT2	919	114	805	12.4%	611	19	592	3.11%	1,057	23	1,034	2.18%
Pre 82/Unknown	LDGV	5,736	342	5,394	6.0%	4,817	39	4,778	0.81%	8,985	135	8,850	1.50%
Pre 82/Unknown	Unknown	384	51	333	13.3%	177	1	176	0.56%	598	5	593	0.84%
1982	HDGV	189	12	177	6.3%	130	1	129	0.77%	202	0	202	0.00%
1982	LDGT1	498	39	459	7.8%	507	3	504	0.59%	509	14	495	2.75%
1982	LDGT2	151	13	138	8.6%	152	0	152	0.00%	155	3	152	1.94%
1982	LDGV	1,448	66	1,382	4.6%	1,518	5	1,513	0.33%	1,524	18	1,506	1.18%
1982	Unknown	97	10	87	10.3%	53	1	52	1.89%	122	0	122	0.00%
1983	HDGV	162	7	155	4.3%	115	0	115	0.00%	165	0	165	0.00%
1983	LDGT1	471	41	430	8.7%	477	6	471	1.26%	479	7	472	1.46%
1983	LDGT2	162	17	145	10.5%	159	1	158	0.63%	164	8	156	4.88%
1983	LDGV	1,169	51	1,118	4.4%	1,234	5	1,229	0.41%	1,237	13	1,224	1.05%
1983	Unknown	82	13	69	15.9%	54	2	52	3.70%	90	0	90	0.00%
1984	HDGV	489	26	463	5.3%	338	3	335	0.89%	522	4	518	0.77%
1984	LDGT1	1,307	111	1,196	8.5%	1,321	6	1,315	0.45%	1,333	17	1,316	1.28%
1984	LDGT2	582	42	540	7.2%	576	4	572	0.69%	587	7	580	1.19%
1984	LDGV	4,852	234	4,618	4.8%	4,942	5	4,937	0.10%	4,948	58	4,890	1.17%
1984	Unknown	170	23	147	13.5%	118	2	116	1.69%	206	1	205	0.49%
1985	HDGV	452	32	420	7.1%	357	1	356	0.28%	505	6	499	1.19%
1985	LDGT1	1,235	84	1,151	6.8%	1,242	7	1,235	0.56%	1,251	27	1,224	2.16%
1985	LDGT2	455	37	418	8.1%	455	2	453	0.44%	460	13	447	2.83%
1985	LDGV	3,450	159	3,291	4.6%	3,505	7	3,498	0.20%	3,513	59	3,454	1.68%
1985	Unknown	169	19	150	11.2%	120	2	118	1.67%	215	4	211	1.86%
1986	HDGV	1,129	68	1,061	6.0%	821	9	812	1.10%	1,215	6	1,209	0.49%
1986	LDGT1	3,795	232	3,563	6.1%	3,804	8	3,796	0.21%	3,823	40	3,783	1.05%
1986	LDGT2	1,360	114	1,246	8.4%	1,355	4	1,351	0.30%	1,368	31	1,337	2.27%
1986	LDGV	12,255	366	11,889	3.0%	12,401	25	12,376	0.20%	12,428	169	12,259	1.36%
1986	Unknown	369	42	327	11.4%	276	1	275	0.36%	464	4	460	0.86%
1987	HDGV	676	21	655	3.1%	618	0	618	0.00%	750	7	743	0.93%
1987	LDGT1	3,156	182	2,974	5.8%	3,163	18	3,145	0.57%	3,172	43	3,129	1.36%
1987	LDGT2	1,097	76	1,021	6.9%	1,100	4	1,096	0.36%	1,102	15	1,087	1.36%
1987	LDGV	8,279	260	8,019	3.1%	8,365	20	8,345	0.24%	8,390	103	8,287	1.23%
1987	Unknown	247	23	224	9.3%	222	1	221	0.45%	316	1	315	0.32%

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Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
1988	HDGV	1,570	70	1,500	4.5%	1,580	2	1,578	0.13%	1,665	5	1,660	0.30%
1988	LDGT1	7,741	367	7,374	4.7%	7,747	5	7,742	0.06%	7,759	101	7,658	1.30%
1988	LDGT2	3,126	174	2,952	5.6%	3,133	5	3,128	0.16%	3,139	29	3,110	0.92%
1988	LDGV	22,078	533	21,545	2.4%	22,206	22	22,184	0.10%	22,237	209	22,028	0.94%
1988	Unknown	532	54	478	10.2%	542	1	541	0.18%	621	1	620	0.16%
1989	HDGV	1,110	40	1,070	3.6%	1,103	4	1,099	0.36%	1,128	8	1,120	0.71%
1989	LDGT1	4,781	228	4,553	4.8%	4,789	7	4,782	0.15%	4,806	69	4,737	1.44%
1989	LDGT2	1,894	83	1,811	4.4%	1,892	3	1,889	0.16%	1,896	22	1,874	1.16%
1989	LDGV	13,529	403	13,126	3.0%	13,615	28	13,587	0.21%	13,643	205	13,438	1.50%
1989	Unknown	345	25	320	7.2%	328	3	325	0.91%	376	7	369	1.86%
1990	HDGV	1,274	79	1,195	6.2%	1,299	0	1,299	0.00%	1,315	8	1,307	0.61%
1990	LDGT1	9,169	457	8,712	5.0%	9,188	12	9,176	0.13%	9,197	124	9,073	1.35%
1990	LDGT2	3,544	200	3,344	5.6%	3,537	3	3,534	0.08%	3,545	30	3,515	0.85%
1990	LDGV	39,559	1,080	38,479	2.7%	39,679	42	39,637	0.11%	39,726	402	39,324	1.01%
1990	Unknown	450	48	402	10.7%	465	2	463	0.43%	496	1	495	0.20%
1991	HDGV	621	26	595	4.2%	618	0	618	0.00%	622	4	618	0.64%
1991	LDGT1	6,275	255	6,020	4.1%	6,267	10	6,257	0.16%	6,279	72	6,207	1.15%
1991	LDGT2	1,312	69	1,243	5.3%	1,312	4	1,308	0.30%	1,313	19	1,294	1.45%
1991	LDGV	21,143	690	20,453	3.3%	21,197	27	21,170	0.13%	21,226	392	20,834	1.85%
1991	Unknown	193	18	175	9.3%	196	0	196	0.00%	209	0	209	0.00%
1992	HDGV	1,251	47	1,204	3.8%	1,253	1	1,252	0.08%	1,259	6	1,253	0.48%
1992	LDGT1	14,806	529	14,277	3.6%	14,787	11	14,776	0.07%	14,812	203	14,609	1.37%
1992	LDGT2	4,172	168	4,004	4.0%	4,170	2	4,168	0.05%	4,173	19	4,154	0.46%
1992	LDGV	58,060	1,335	56,725	2.3%	58,068	39	58,029	0.07%	58,155	954	57,201	1.64%
1992	Unknown	384	38	346	9.9%	405	1	404	0.25%	413	4	409	0.97%
1993	HDGV	926	43	883	4.6%	923	1	922	0.11%	930	7	923	0.75%
1993	LDGT1	11,713	409	11,304	3.5%	11,744	11	11,733	0.09%	11,763	219	11,544	1.86%
1993	LDGT2	2,742	123	2,619	4.5%	2,740	2	2,738	0.07%	2,743	15	2,728	0.55%
1993	LDGV	34,056	932	33,124	2.7%	34,079	45	34,034	0.13%	34,129	618	33,511	1.81%
1993	Unknown	314	32	282	10.2%	321	1	320	0.31%	326	1	325	0.31%
1994	HDGV	2,677	112	2,565	4.2%	2,665	3	2,662	0.11%	2,682	11	2,671	0.41%
1994	LDGT1	32,146	889	31,257	2.8%	32,111	7	32,104	0.02%	32,159	429	31,730	1.33%
1994	LDGT2	9,320	360	8,960	3.9%	9,308	5	9,303	0.05%	9,324	69	9,255	0.74%
1994	LDGV	84,326	2,018	82,308	2.4%	84,385	32	84,353	0.04%	84,476	1,102	83,374	1.30%
1994	Unknown	861	78	783	9.1%	877	4	873	0.46%	897	1	896	0.11%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
1995	HDGV	2,081	74	2,007	3.6%	2,069	2	2,067	0.10%	2,086	6	2,080	0.29%
1995	LDGT1	18,871	471	18,400	2.5%	18,866	9	18,857	0.05%	18,890	137	18,753	0.73%
1995	LDGT2	5,440	170	5,270	3.1%	5,443	1	5,442	0.02%	5,449	21	5,428	0.39%
1995	LDGV	47,418	1,105	46,313	2.3%	47,509	33	47,476	0.07%	47,568	582	46,986	1.22%
1995	Unknown	599	54	545	9.0%	613	1	612	0.16%	643	2	641	0.31%
1996	HDGV	2,986	107	2,879	3.6%	2,917	0	2,917	0.00%	2,992	1	2,991	0.03%
1996	LDGT1	38,488	1,353	37,135	3.5%	38,491	5	38,486	0.01%	38,525	205	38,320	0.53%
1996	LDGT2	9,939	280	9,659	2.8%	9,936	1	9,935	0.01%	9,944	13	9,931	0.13%
1996	LDGV	96,820	1,826	94,994	1.9%	96,890	45	96,845	0.05%	96,971	523	96,448	0.54%
1996	Unknown	989	73	916	7.4%	981	0	981	0.00%	1,004	1	1,003	0.10%
1997	HDGV	2,319	87	2,232	3.8%	2,291	1	2,290	0.04%	2,324	4	2,320	0.17%
1997	LDGT1	26,756	799	25,957	3.0%	26,763	5	26,758	0.02%	26,787	80	26,707	0.30%
1997	LDGT2	7,103	165	6,938	2.3%	7,106	0	7,106	0.00%	7,112	19	7,093	0.27%
1997	LDGV	60,167	1,137	59,030	1.9%	60,299	44	60,255	0.07%	60,364	265	60,099	0.44%
1997	Unknown	914	77	837	8.4%	916	1	915	0.11%	937	0	937	0.00%
1998	HDGV	3,008	87	2,921	2.9%	3,007	0	3,007	0.00%	3,013	3	3,010	0.10%
1998	LDGT1	56,529	982	55,547	1.7%	56,499	5	56,494	0.01%	56,549	135	56,414	0.24%
1998	LDGT2	14,547	268	14,279	1.8%	14,548	0	14,548	0.00%	14,561	11	14,550	0.08%
1998	LDGV	121,279	1,920	119,359	1.6%	121,515	59	121,456	0.05%	121,603	377	121,226	0.31%
1998	Unknown	1,215	70	1,145	5.8%	1,225	0	1,225	0.00%	1,240	0	1,240	0.00%
1999	HDGV	2,869	78	2,791	2.7%	2,868	0	2,868	0.00%	2,871	1	2,870	0.03%
1999	LDGT1	33,113	617	32,496	1.9%	33,104	3	33,101	0.01%	33,133	45	33,088	0.14%
1999	LDGT2	14,290	261	14,029	1.8%	14,281	0	14,281	0.00%	14,297	16	14,281	0.11%
1999	LDGV	80,603	1,587	79,016	2.0%	80,800	23	80,777	0.03%	80,866	200	80,666	0.25%
1999	Unknown	1,273	68	1,205	5.3%	1,281	0	1,281	0.00%	1,285	2	1,283	0.16%
2000	HDGV	6,222	158	6,064	2.5%	6,218	0	6,218	0.00%	6,232	3	6,229	0.05%
2000	LDGT1	70,853	1,526	69,327	2.2%	70,852	4	70,848	0.01%	70,889	46	70,843	0.06%
2000	LDGT2	21,058	458	20,600	2.2%	21,060	0	21,060	0.00%	21,073	16	21,057	0.08%
2000	LDGV	161,856	2,655	159,201	1.6%	162,337	23	162,314	0.01%	162,417	203	162,214	0.12%
2000	Unknown	2,651	105	2,546	4.0%	2,660	0	2,660	0.00%	2,663	1	2,662	0.04%
2001	HDGV	3,533	108	3,425	3.1%	3,538	0	3,538	0.00%	3,542	4	3,538	0.11%
2001	LDGT1	39,627	1,247	38,380	3.1%	39,647	3	39,644	0.01%	39,665	14	39,651	0.04%
2001	LDGT2	13,741	424	13,317	3.1%	13,796	0	13,796	0.00%	13,802	6	13,796	0.04%
2001	LDGV	89,030	1,419	87,611	1.6%	89,775	24	89,751	0.03%	89,821	57	89,764	0.06%
2001	Unknown	1,626	77	1,549	4.7%	1,635	0	1,635	0.00%	1,636	0	1,636	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
2002	HDGV	6,433	167	6,266	2.6%	6,430	2	6,428	0.03%	6,445	4	6,441	0.06%
2002	LDGT1	95,944	2,669	93,275	2.8%	96,315	3	96,312	0.00%	96,371	7	96,364	0.01%
2002	LDGT2	29,160	957	28,203	3.3%	29,238	2	29,236	0.01%	29,251	3	29,248	0.01%
2002	LDGV	167,121	2,047	165,074	1.2%	168,866	26	168,840	0.02%	168,952	34	168,918	0.02%
2002	Unknown	2,973	162	2,811	5.4%	2,976	3	2,973	0.10%	2,986	3	2,983	0.10%
2003	HDGV	2,341	68	2,273	2.9%	2,341	1	2,340	0.04%	2,346	3	2,343	0.13%
2003	LDGT1	34,364	799	33,565	2.3%	34,463	0	34,463	0.00%	34,475	1	34,474	0.00%
2003	LDGT2	12,563	280	12,283	2.2%	12,612	0	12,612	0.00%	12,616	1	12,615	0.01%
2003	LDGV	75,815	843	74,972	1.1%	77,782	7	77,775	0.01%	77,811	8	77,803	0.01%
2003	Unknown	1,084	50	1,034	4.6%	1,085	0	1,085	0.00%	1,089	0	1,089	0.00%
2004	HDGV	850	42	808	4.9%	856	0	856	0.00%	857	0	857	0.00%
2004	LDGT1	11,449	199	11,250	1.7%	11,533	2	11,531	0.02%	11,543	1	11,542	0.01%
2004	LDGT2	4,736	92	4,644	1.9%	4,777	1	4,776	0.02%	4,780	1	4,779	0.02%
2004	LDGV	20,720	327	20,393	1.6%	21,382	6	21,376	0.03%	21,390	3	21,387	0.01%
2004	Unknown	462	21	441	4.5%	469	0	469	0.00%	471	0	471	0.00%
2005	HDGV	681	20	661	2.9%	690	0	690	0.00%	690	0	690	0.00%
2005	LDGT1	8,884	97	8,787	1.1%	9,014	0	9,014	0.00%	9,015	0	9,015	0.00%
2005	LDGT2	3,198	32	3,166	1.0%	3,250	0	3,250	0.00%	3,252	0	3,252	0.00%
2005	LDGV	18,113	298	17,815	1.6%	18,812	5	18,807	0.03%	18,816	3	18,813	0.02%
2005	Unknown	315	10	305	3.2%	320	0	320	0.00%	321	0	321	0.00%
2006	HDGV	704	11	693	1.6%	715	0	715	0.00%	715	0	715	0.00%
2006	LDGT1	3,778	52	3,726	1.4%	3,834	0	3,834	0.00%	3,836	2	3,834	0.05%
2006	LDGT2	2,067	23	2,044	1.1%	2,121	0	2,121	0.00%	2,121	0	2,121	0.00%
2006	LDGV	9,674	96	9,578	1.0%	10,112	0	10,112	0.00%	10,115	0	10,115	0.00%
2006	Unknown	337	2	335	0.6%	339	0	339	0.00%	339	0	339	0.00%
2007	HDGV	26	0	26	0.0%	26	0	26	0.00%	26	0	26	0.00%
2007	LDGT1	116	0	116	0.0%	117	0	117	0.00%	117	0	117	0.00%
2007	LDGT2	104	1	103	1.0%	112	0	112	0.00%	112	0	112	0.00%
2007	LDGV	446	3	443	0.7%	489	0	489	0.00%	489	0	489	0.00%
2007	Unknown	6	0	6	0.0%	6	0	6	0.00%	6	0	6	0.00%
Totals		**2,031,236**	**46,378**	**1,984,858**	**2.3%**	**2,037,785**	**928**	**2,036,857**	**0.05%**	**2,047,871**	**9,319**	**2,038,552**	**0.46%**

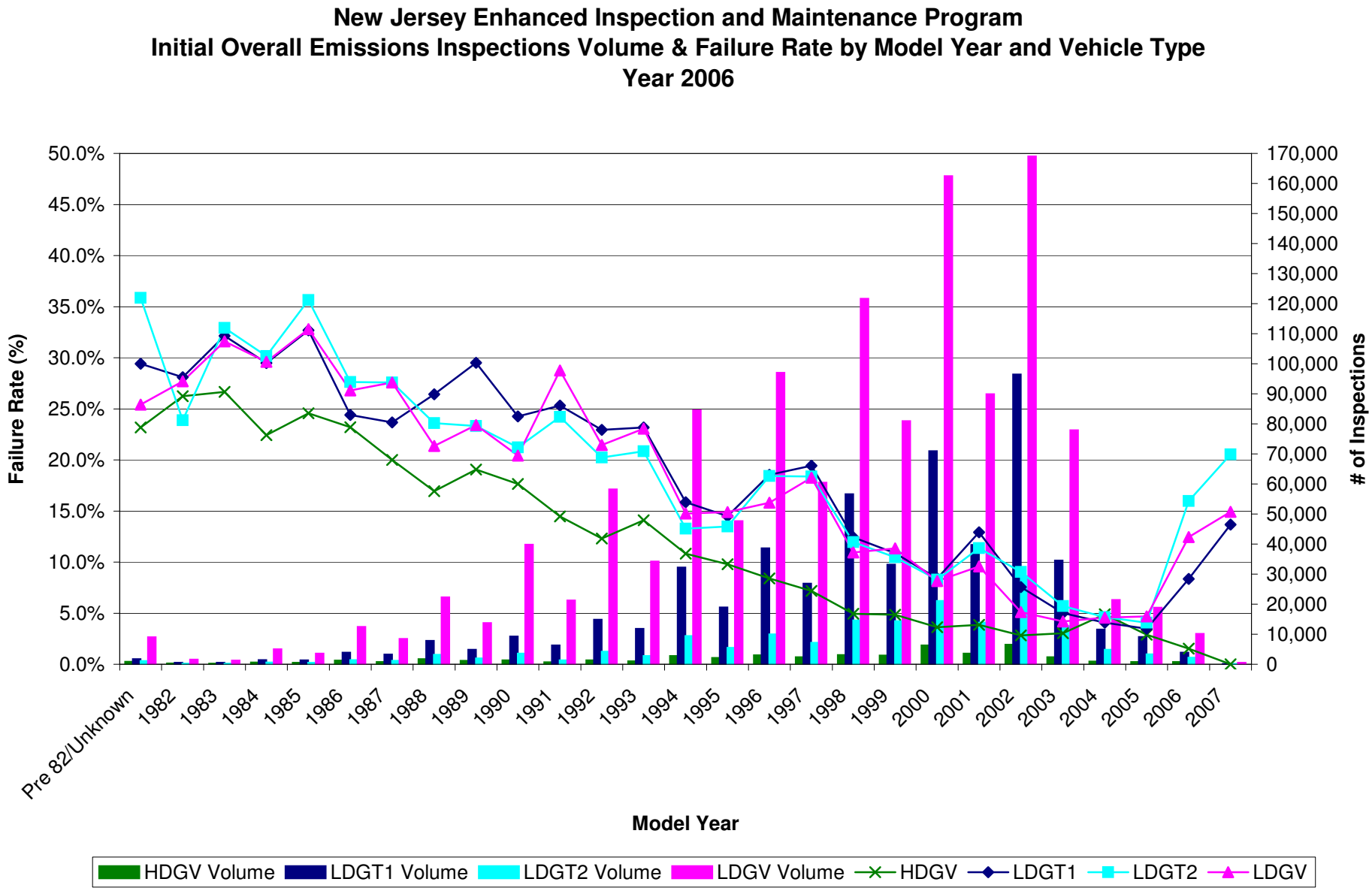

New Jersey Enhanced Inspection and Maintenance Program
Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2006
Failure Rate (%)
# of Inspections
Model Year
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
170,000
160,000
150,000
140,000
130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Pre 82/Unknown
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
HDGV Volume
LDGT1 Volume
LDGT2 Volume
LDGV Volume
HDGV
LDGT1
LDGT2
LDGV

Figure E-1

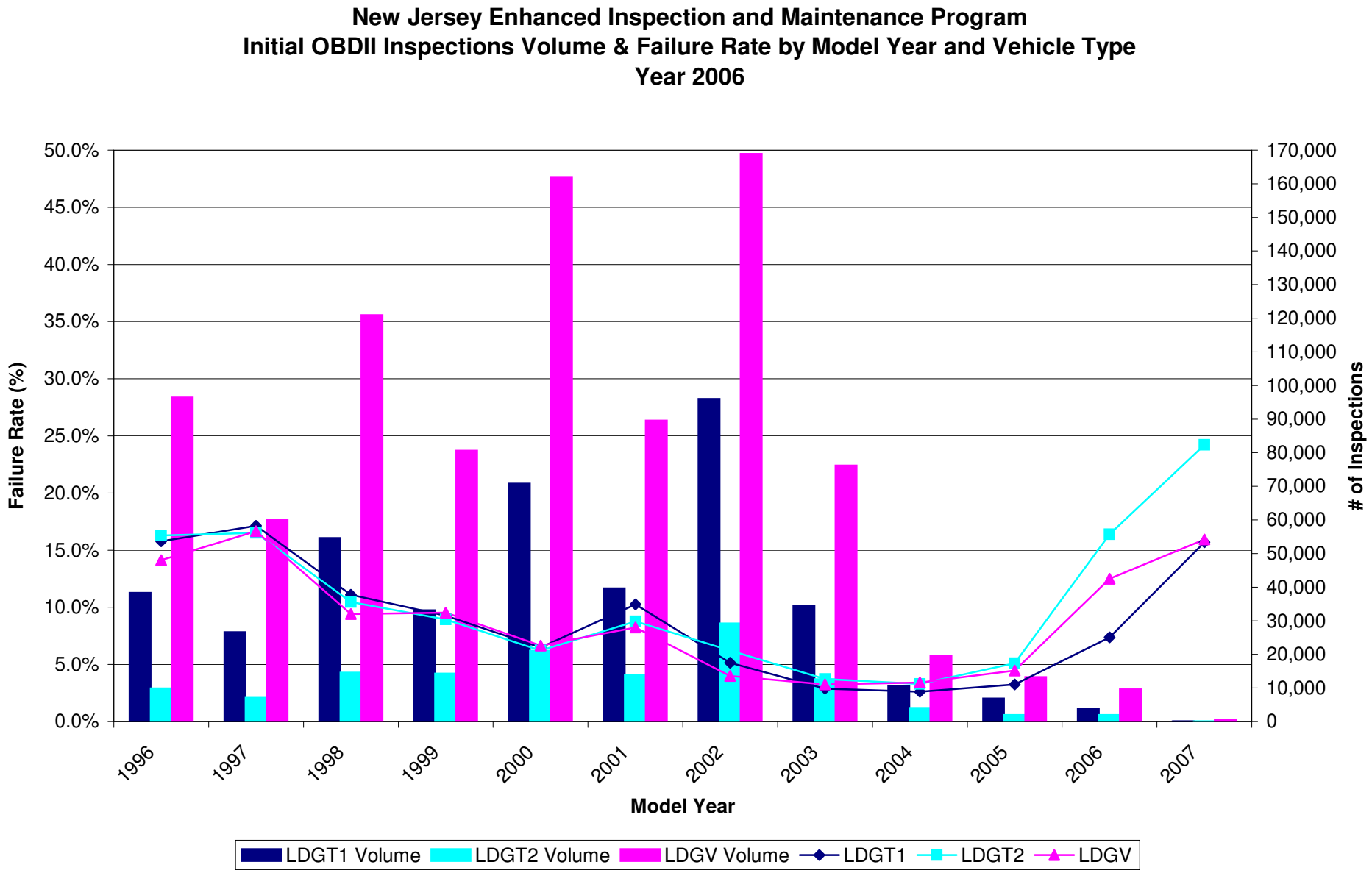

New Jersey Enhanced Inspection and Maintenance Program
Initial OBDII Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2006
Failure Rate (%)
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
# of Inspections
170,000
160,000
150,000
140,000
130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
Model Year
LDGT1 Volume
LDGT2 Volume
LDGV Volume
LDGT1
LDGT2
LDGV

Figure E-2

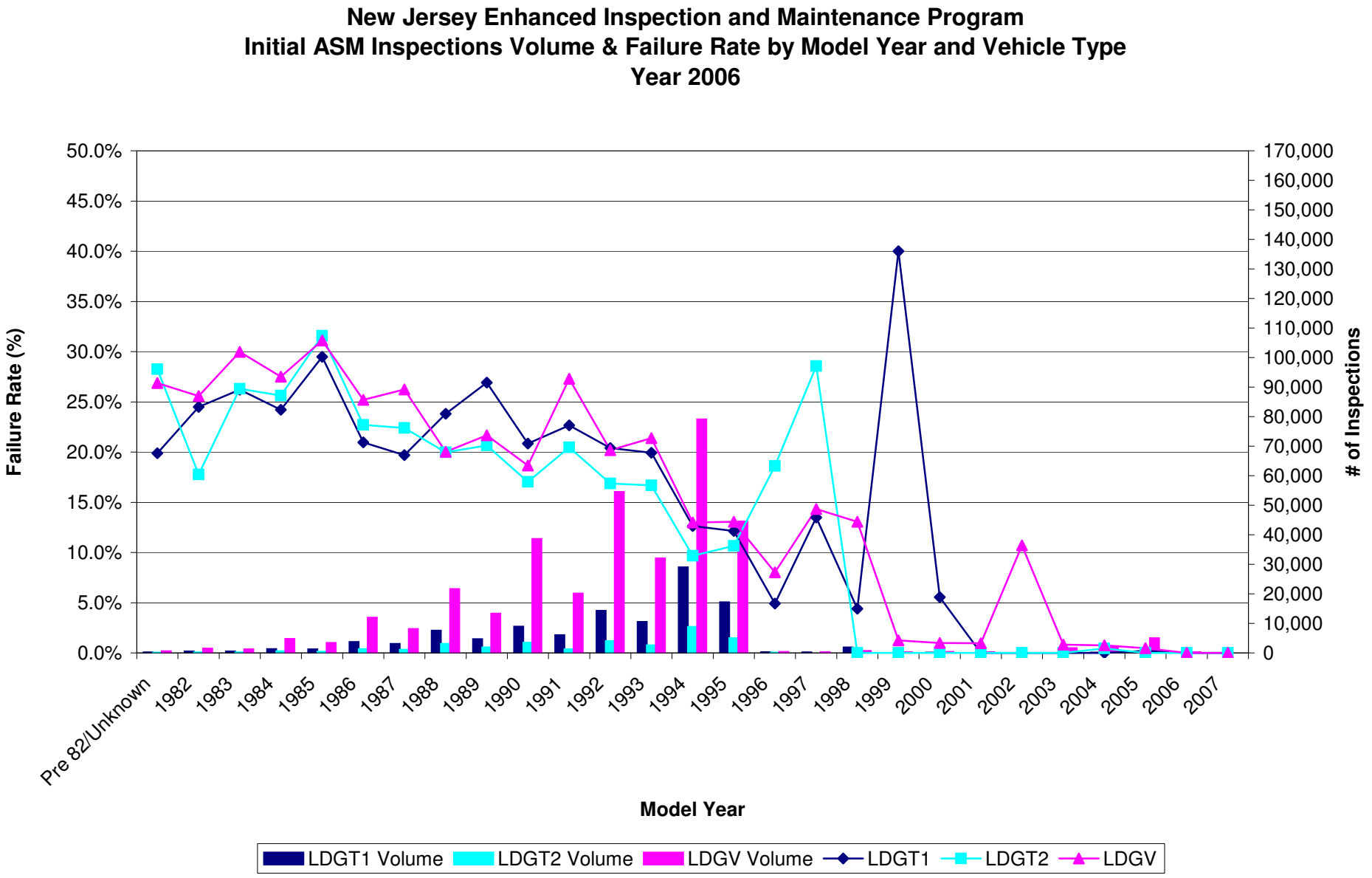

New Jersey Enhanced Inspection and Maintenance Program
Initial ASM Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2006
Failure Rate (%)
# of Inspections
Model Year
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
170,000
160,000
150,000
140,000
130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Pre 82/Unknown
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
LDGT1 Volume
LDGT2 Volume
LDGV Volume
LDGT1
LDGT2
LDGV

Figure E-3

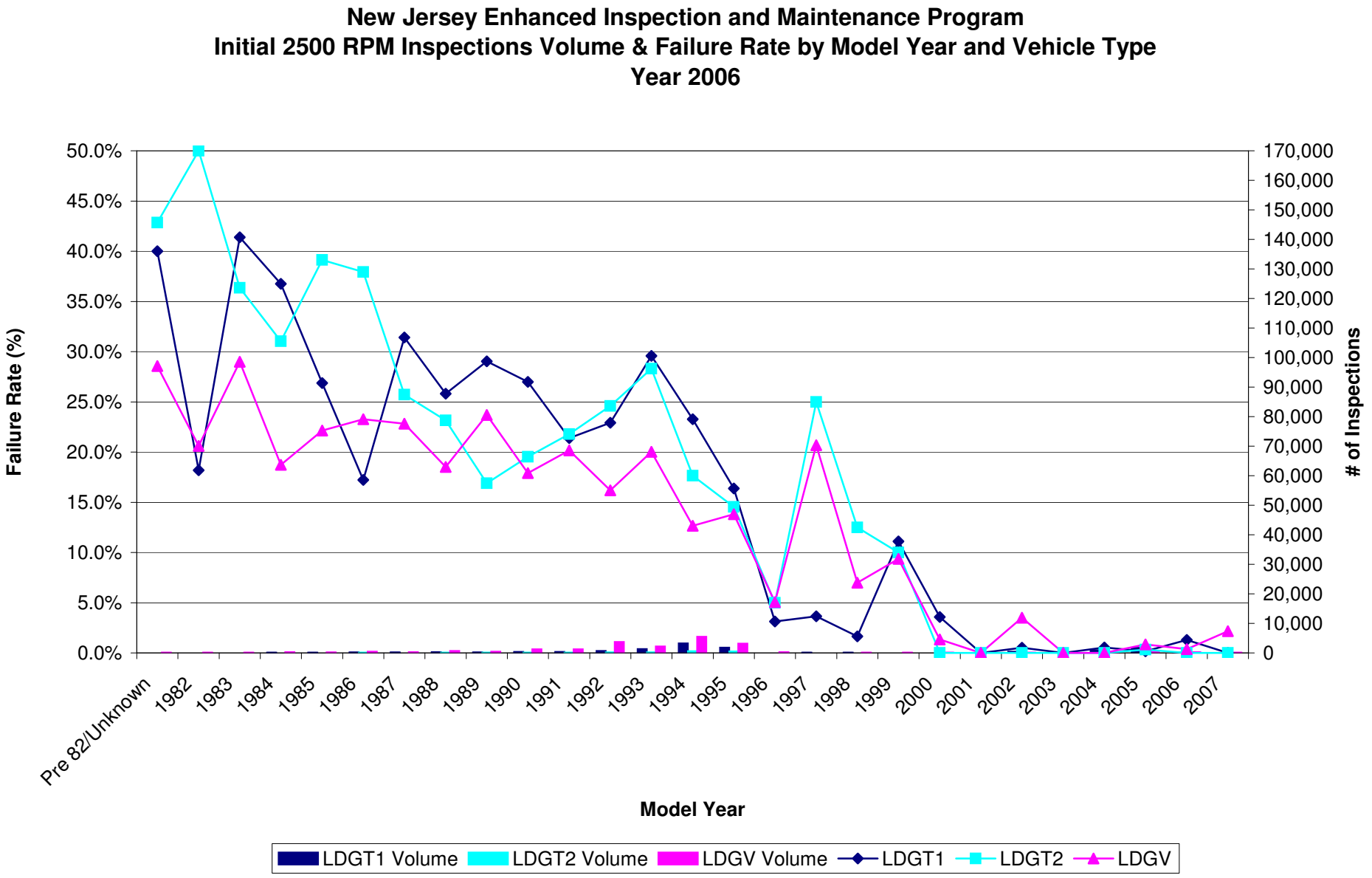
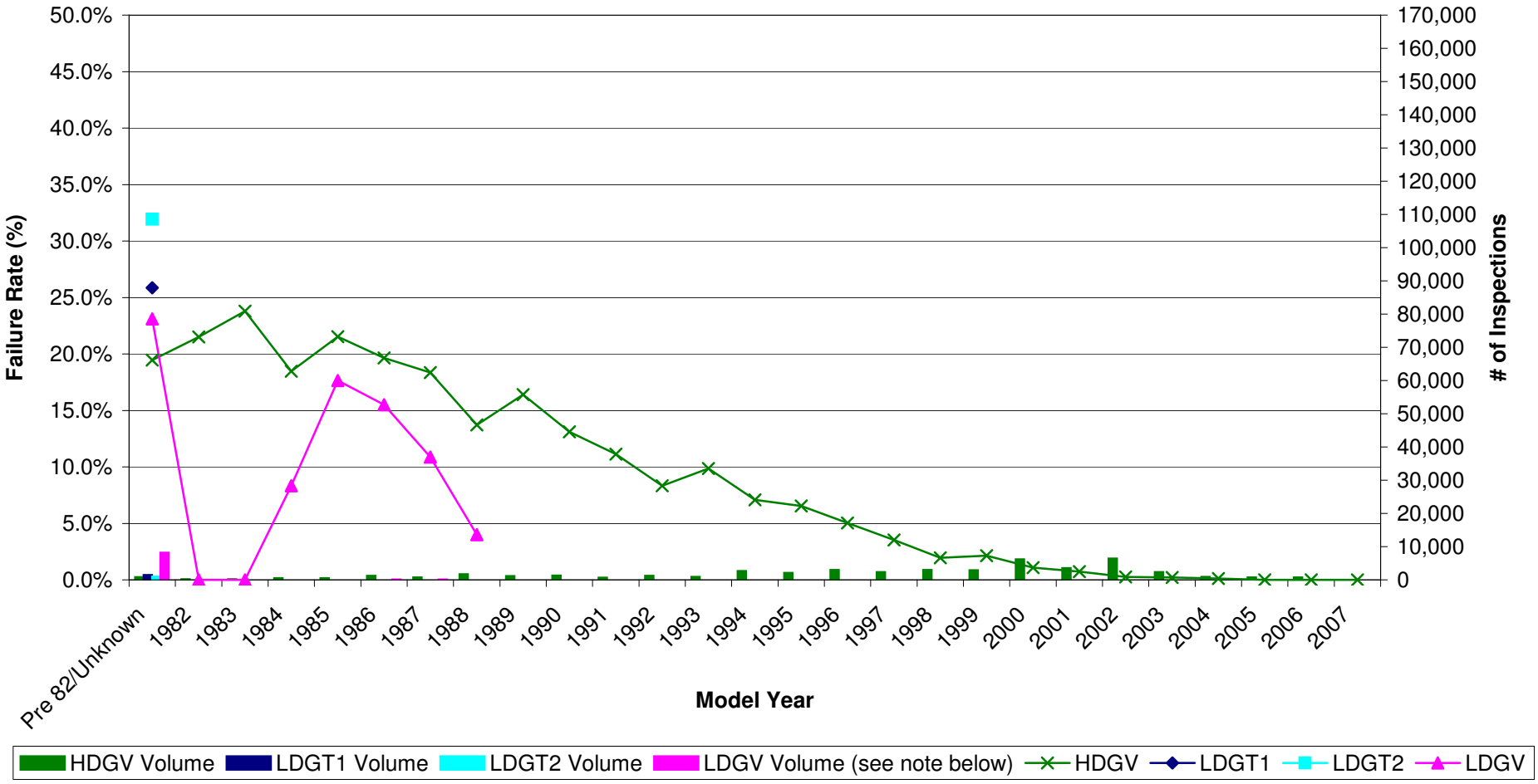

New Jersey Enhanced Inspection and Maintenance Program
Initial 2500 RPM Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2006
Failure Rate (%)
# of Inspections
Model Year
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
170,000
160,000
150,000
140,000
130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Pre 82/Unknown
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
LDGT1 Volume
LDGT2 Volume
LDGV Volume
LDGT1
LDGT2
LDGV

Figure E-4

New Jersey Enhanced Inspection and Maintenance Program
Initial Idle Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2006



Note: LDGV Volume for model year 1989+ not included to elimate low volume graphical skew (10 tests total with 6 failures).

Figure E-5

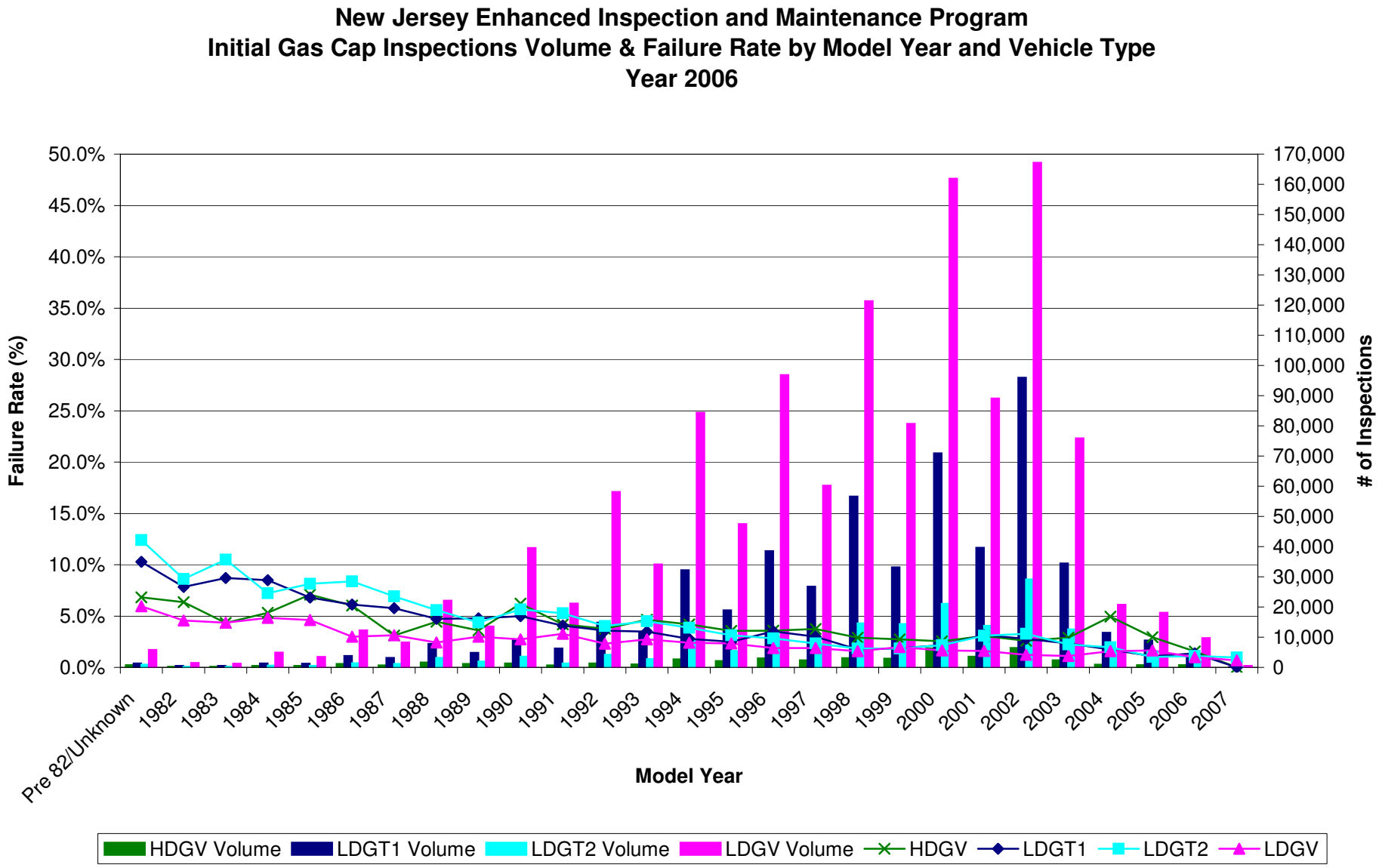

New Jersey Enhanced Inspection and Maintenance Program
Initial Gas Cap Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2006
Failure Rate (%)
# of Inspections
Model Year
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
170,000
160,000
150,000
140,000
130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Pre 82/Unknown
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
HDGV Volume
LDGT1 Volume
LDGT2 Volume
LDGV Volume
HDGV
LDGT1
LDGT2
LDGV

Figure E-6

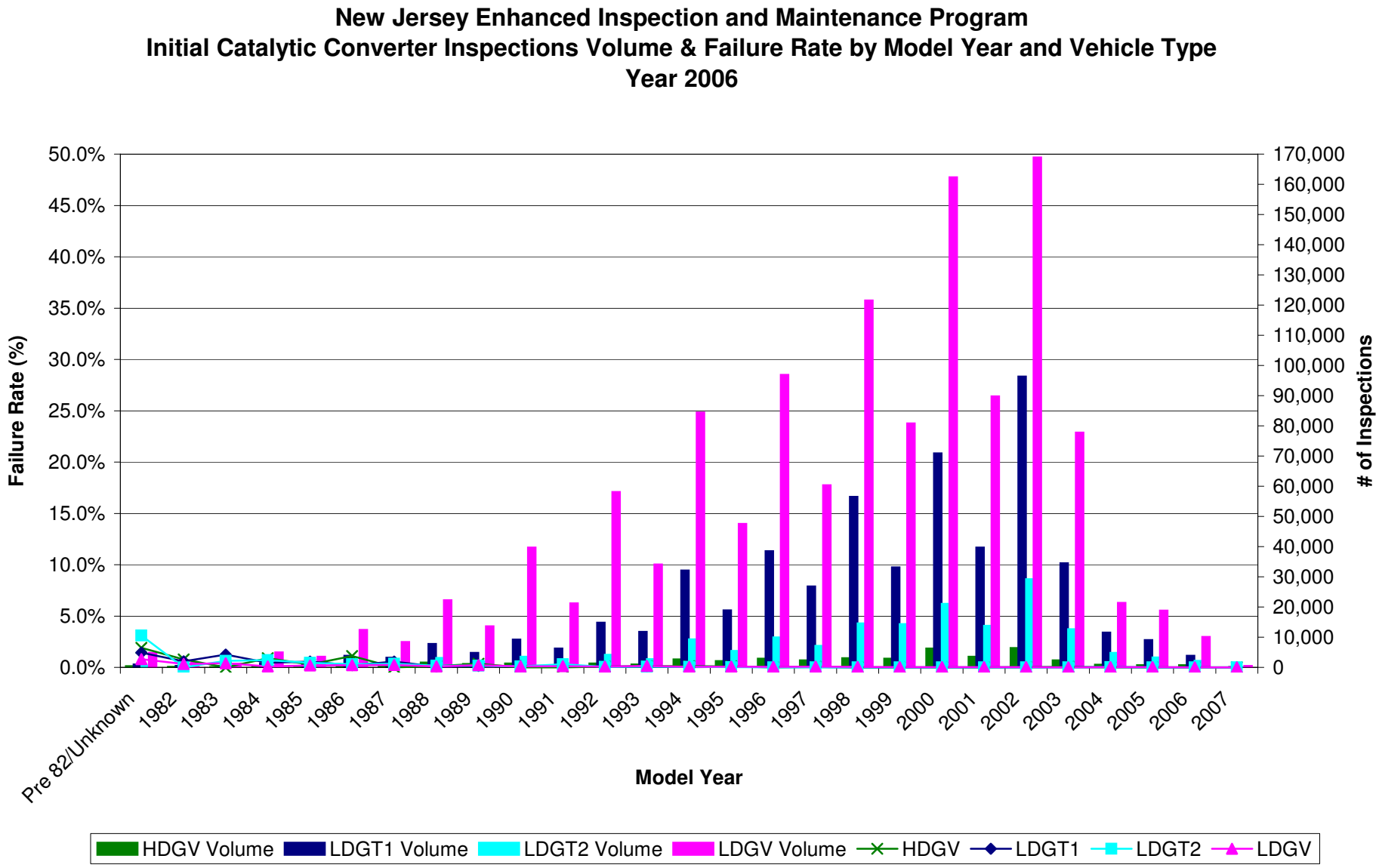

New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2006
Failure Rate (%)
# of Inspections
Model Year
Pre 82/Unknown
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
HDGV Volume
LDGT1 Volume
LDGT2 Volume
LDGV Volume
HDGV
LDGT1
LDGT2
LDGV

Figure E-7

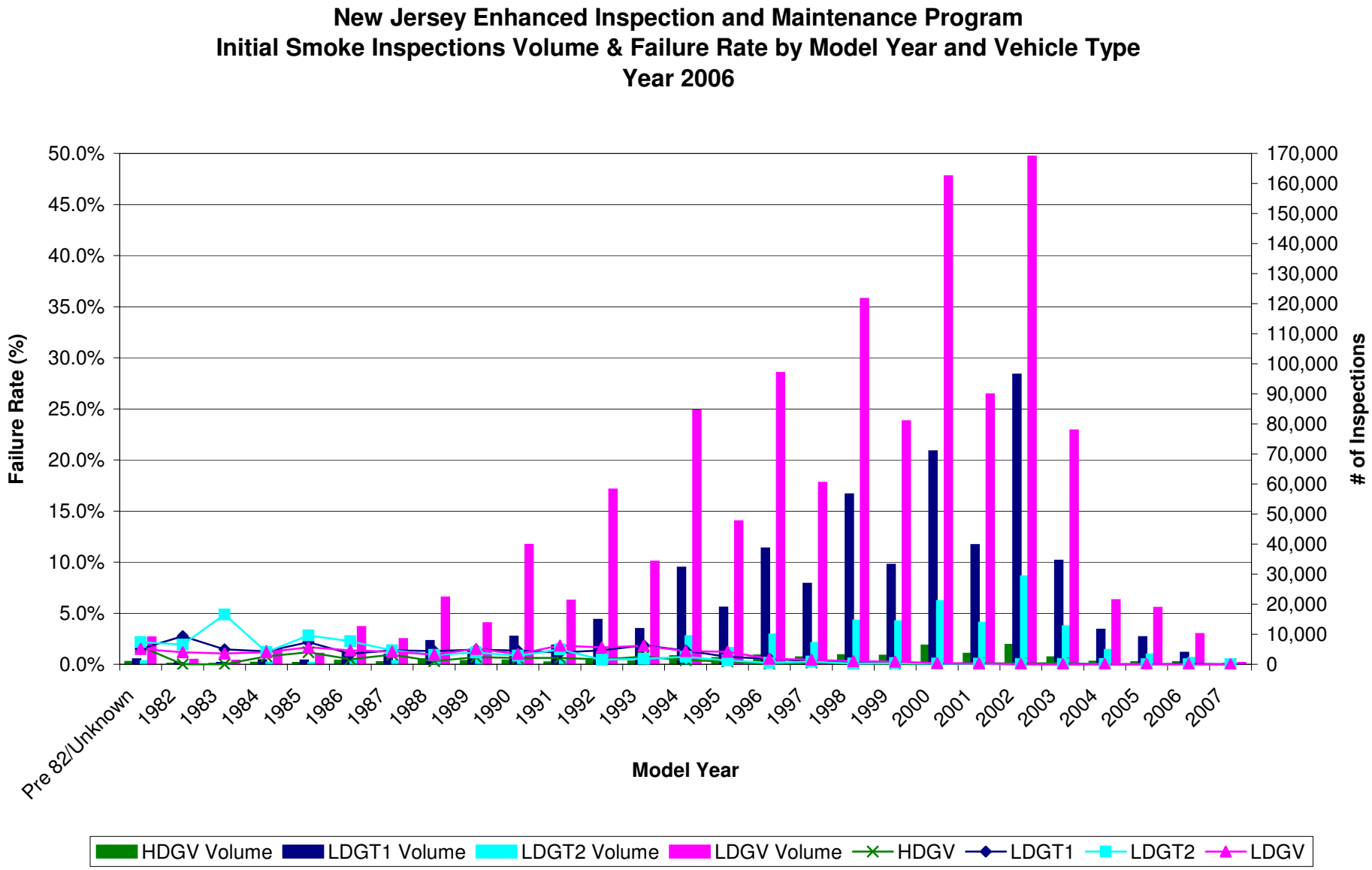

New Jersey Enhanced Inspection and Maintenance Program
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2006
Failure Rate (%)
# of Inspections
Model Year
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
170,000
160,000
150,000
140,000
130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Pre 82/Unknown
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
HDGV Volume
LDGT1 Volume
LDGT2 Volume
LDGV Volume
HDGV
LDGT1
LDGT2
LDGV

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 2006

Model Yr	Veh Type	OBDII Initial Insps	Initial and 1st or Subsequent Retest Passes	Overall OBDII Pass Rate	Overall OBDII Failed (Dropped)*	Overall OBDII Fail Rate*
Unknown	LDGT1	40	38	95.0%	2	5.0%
Unknown	LDGT2	15	14	93.3%	1	6.7%
Unknown	LDGV	132	120	90.9%	12	9.1%
Unknown	Unknown	0	0	-	0	-
1996	LDGT1	38,290	36,853	96.2%	1,437	3.8%
1996	LDGT2	9,881	9,536	96.5%	345	3.5%
1996	LDGV	96,417	92,859	96.3%	3,558	3.7%
1996	Unknown	29	28	96.6%	1	3.4%
1997	LDGT1	26,578	25,528	96.0%	1,050	4.0%
1997	LDGT2	7,097	6,824	96.2%	273	3.8%
1997	LDGV	60,055	57,296	95.4%	2,759	4.6%
1997	Unknown	35	33	94.3%	2	5.7%
1998	LDGT1	54,629	53,371	97.7%	1,258	2.3%
1998	LDGT2	14,533	14,263	98.1%	270	1.9%
1998	LDGV	120,917	118,802	98.3%	2,115	1.7%
1998	Unknown	28	27	96.4%	1	3.6%
1999	LDGT1	33,110	32,632	98.6%	478	1.4%
1999	LDGT2	14,286	14,065	98.5%	221	1.5%
1999	LDGV	80,560	79,238	98.4%	1,322	1.6%
1999	Unknown	23	22	95.7%	1	4.3%
2000	LDGT1	70,753	70,308	99.4%	445	0.6%
2000	LDGT2	21,052	20,909	99.3%	143	0.7%
2000	LDGV	162,038	160,699	99.2%	1,339	0.8%
2000	Unknown	49	47	95.9%	2	4.1%
2001	LDGT1	39,641	39,183	98.8%	458	1.2%
2001	LDGT2	13,792	13,670	99.1%	122	0.9%
2001	LDGV	89,554	88,553	98.9%	1,001	1.1%
2001	Unknown	31	29	93.5%	2	6.5%
2002	LDGT1	95,975	95,778	99.8%	197	0.2%
2002	LDGT2	29,230	29,117	99.6%	113	0.4%
2002	LDGV	168,867	168,314	99.7%	553	0.3%
2002	Unknown	57	56	98.2%	1	1.8%
2003	LDGT1	34,458	34,454	100.0%	4	0.0%
2003	LDGT2	12,607	12,583	99.8%	24	0.2%
2003	LDGV	76,159	75,880	99.6%	279	0.4%
2003	Unknown	19	17	89.5%	2	10.5%
2004	LDGT1	10,535	10,498	99.6%	37	0.4%
2004	LDGT2	4,071	4,048	99.4%	23	0.6%
2004	LDGV	19,433	19,266	99.1%	167	0.9%
2004	Unknown	9	9	100.0%	0	0.0%

* Includes vehicles that are no longer registered.

New Jersey Enhanced Inspection and Maintenance Program
Overall OBDII Inspections - Initial and All Retests
Year 2006

Model Yr	Veh Type	OBDII Initial Insps	Initial and 1st or Subsequent Retest Passes	Overall OBDII Pass Rate	Overall OBDII Failed (Dropped)*	Overall OBDII Fail Rate*
2005	LDGT1	6,844	6,748	98.6%	96	1.4%
2005	LDGT2	1,976	1,918	97.1%	58	2.9%
2005	LDGV	13,266	12,947	97.6%	319	2.4%
2005	Unknown	1	1	100.0%	0	0.0%
2006	LDGT1	3,735	3,532	94.6%	203	5.4%
2006	LDGT2	1,982	1,687	85.1%	295	14.9%
2006	LDGV	9,595	8,615	89.8%	980	10.2%
2006	Unknown	2	2	100.0%	0	0.0%
2007	LDGT1	102	88	86.3%	14	13.7%
2007	LDGT2	95	73	76.8%	22	23.2%
2007	LDGV	433	377	87.1%	56	12.9%
2007	Unknown	0	0	-	0	-
Totals		**1,443,016**	**1,420,955**	**98.5%**	**22,061**	**1.5%**

* Includes vehicles that are no longer registered.

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2006

Model Yr	Veh Type	OBDII Initial Insps	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
Unknown	LDGT1	71	70	1	1.4%	20	3	13.0%
Unknown	LDGT2	26	26	0	0.0%	6	1	14.3%
Unknown	LDGV	227	224	3	1.3%	64	4	5.9%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDGT1	38,290	37,307	983	2.6%	26,379	2,372	8.3%
1996	LDGT2	9,881	9,591	290	2.9%	6,487	508	7.3%
1996	LDGV	96,417	94,667	1,750	1.8%	70,188	5,525	7.3%
1996	Unknown	29	29	0	0.0%	1	1	50.0%
1997	LDGT1	26,575	25,970	605	2.3%	18,044	1,675	8.5%
1997	LDGT2	7,097	6,900	197	2.8%	4,527	393	8.0%
1997	LDGV	60,049	59,005	1,044	1.7%	42,325	3,915	8.5%
1997	Unknown	35	34	1	2.9%	3	1	25.0%
1998	LDGT1	54,624	53,973	651	1.2%	41,423	2,591	5.9%
1998	LDGT2	14,531	14,356	175	1.2%	10,712	542	4.8%
1998	LDGV	120,907	120,068	839	0.7%	95,790	4,899	4.9%
1998	Unknown	28	28	0	0.0%	6	0	0.0%
1999	LDGT1	33,105	32,872	233	0.7%	25,585	1,349	5.0%
1999	LDGT2	14,285	14,166	119	0.8%	10,588	516	4.6%
1999	LDGV	80,552	80,061	491	0.6%	63,493	3,347	5.0%
1999	Unknown	23	22	1	4.3%	3	0	0.0%
2000	LDGT1	70,750	70,493	257	0.4%	57,790	2,165	3.6%
2000	LDGT2	21,050	20,963	87	0.4%	16,324	544	3.2%
2000	LDGV	162,029	161,517	512	0.3%	134,477	5,067	3.6%
2000	Unknown	49	49	0	0.0%	11	1	8.3%
2001	LDGT1	39,639	39,470	169	0.4%	31,835	1,675	5.0%
2001	LDGT2	13,791	13,752	39	0.3%	10,878	382	3.4%
2001	LDGV	89,537	89,243	294	0.3%	73,485	2,904	3.8%
2001	Unknown	31	29	2	6.5%	7	0	0.0%
2002	LDGT1	95,967	95,843	124	0.1%	82,862	2,272	2.7%
2002	LDGT2	29,228	29,187	41	0.1%	24,151	794	3.2%
2002	LDGV	168,846	168,629	217	0.1%	145,359	2,488	1.7%
2002	Unknown	57	57	0	0.0%	16	0	0.0%
2003	LDGT1	34,455	34,428	27	0.1%	30,700	419	1.3%
2003	LDGT2	12,606	12,595	11	0.1%	10,863	206	1.9%
2003	LDGV	76,148	76,089	59	0.1%	66,795	785	1.2%
2003	Unknown	19	19	0	0.0%	3	0	0.0%
2004	LDGT1	10,535	10,531	4	0.0%	9,209	85	0.9%
2004	LDGT2	4,070	4,067	3	0.1%	3,439	26	0.8%
2004	LDGV	19,427	19,414	13	0.1%	16,734	206	1.2%
2004	Unknown	9	9	0	0.0%	0	0	-

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2006

Model Yr	Veh Type	OBDII Initial Insps	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
2005	LDGT1	6,843	6,838	5	0.1%	6,142	53	0.9%
2005	LDGT2	1,976	1,976	0	0.0%	1,739	18	1.0%
2005	LDGV	13,262	13,259	3	0.0%	11,655	102	0.9%
2005	Unknown	1	1	0	0.0%	0	0	-
2006	LDGT1	3734	3734	0	0.0%	3357	16	0.5%
2006	LDGT2	1981	1980	1	0.1%	1816	18	1.0%
2006	LDGV	9592	9587	5	0.1%	8873	55	0.6%
2006	Unknown	2	2	0	0.0%	1	0	0.0%
2007	LDGT1	102	102	0	0.0%	90	2	2.2%
2007	LDGT2	95	95	0	0.0%	85	1	1.2%
2007	LDGV	433	433	0	0.0%	375	8	2.1%
2007	Unknown	0	0	0	-	0	0	-
Totals		**1,443,016**	**1,433,760**	**9,256**	**0.6%**	**1,164,715**	**47,934**	**4.0%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2006

Model Yr	Veh Type	OBDII Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
Unknown	LDGT1	71	68	3	4.2%	66	1	1.5%
Unknown	LDGT2	26	26	0	0.0%	23	2	8.0%
Unknown	LDGV	227	221	6	2.6%	218	3	1.4%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDGT1	38,290	38,189	101	0.3%	37,995	159	0.4%
1996	LDGT2	9,881	9,827	54	0.5%	9,747	77	0.8%
1996	LDGV	96,417	96,011	406	0.4%	95,458	451	0.5%
1996	Unknown	29	28	1	3.4%	28	0	0.0%
1997	LDGT1	26,575	26,494	81	0.3%	26,296	108	0.4%
1997	LDGT2	7,097	7,068	29	0.4%	7,023	28	0.4%
1997	LDGV	60,049	59,788	261	0.4%	59,291	296	0.5%
1997	Unknown	35	34	1	2.9%	33	0	0.0%
1998	LDGT1	54,624	54,519	105	0.2%	54,087	126	0.2%
1998	LDGT2	14,531	14,466	65	0.4%	14,398	57	0.4%
1998	LDGV	120,907	120,585	322	0.3%	119,997	424	0.4%
1998	Unknown	28	28	0	0.0%	27	1	3.6%
1999	LDGT1	33,105	33,025	80	0.2%	32,930	72	0.2%
1999	LDGT2	14,285	14,214	71	0.5%	14,149	52	0.4%
1999	LDGV	80,552	80,255	297	0.4%	79,742	382	0.5%
1999	Unknown	23	21	2	8.7%	20	0	0.0%
2000	LDGT1	70,750	70,674	76	0.1%	70,406	206	0.3%
2000	LDGT2	21,050	20,988	62	0.3%	20,899	70	0.3%
2000	LDGV	162,029	161,732	297	0.2%	160,941	641	0.4%
2000	Unknown	49	48	1	2.0%	48	0	0.0%
2001	LDGT1	39,639	39,588	51	0.1%	39,457	84	0.2%
2001	LDGT2	13,791	13,734	57	0.4%	13,662	49	0.4%
2001	LDGV	89,537	89,358	179	0.2%	88,971	322	0.4%
2001	Unknown	31	30	1	3.2%	29	1	3.3%
2002	LDGT1	95,967	95,860	107	0.1%	95,578	192	0.2%
2002	LDGT2	29,228	29,164	64	0.2%	29,047	90	0.3%
2002	LDGV	168,846	168,576	270	0.2%	168,070	427	0.3%
2002	Unknown	57	48	9	15.8%	48	0	0.0%
2003	LDGT1	34,455	34,429	26	0.1%	34,365	56	0.2%
2003	LDGT2	12,606	12,586	20	0.2%	12,540	37	0.3%
2003	LDGV	76,148	76,019	129	0.2%	75,726	247	0.3%
2003	Unknown	19	18	1	5.3%	18	0	0.0%
2004	LDGT1	10,535	10,512	23	0.2%	10,432	68	0.6%
2004	LDGT2	4,070	4,057	13	0.3%	4,008	42	1.0%
2004	LDGV	19,427	19,373	54	0.3%	19,160	173	0.9%
2004	Unknown	9	6	3	33.3%	6	0	0.0%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2006

Model Yr	Veh Type	OBDII Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2005	LDGT1	6,843	6,826	17	0.2%	6,711	102	1.5%
2005	LDGT2	1,976	1,975	1	0.1%	1,899	70	3.6%
2005	LDGV	13,262	13,228	34	0.3%	12,849	344	2.6%
2005	Unknown	1	0	1	100.0%	0	0	-
2006	LDGT1	3734	3733	1	0.0%	3503	230	6.2%
2006	LDGT2	1981	1975	6	0.3%	1666	309	15.6%
2006	LDGV	9592	9578	14	0.1%	8507	1070	11.2%
2006	Unknown	2	2	0	0.0%	2	0	0.0%
2007	LDGT1	102	102	0	0.0%	89	13	12.7%
2007	LDGT2	95	95	0	0.0%	72	23	24.2%
2007	LDGV	433	433	0	0.0%	376	57	13.2%
2007	Unknown	0	0	0	-	0	0	-
Totals		**1,443,016**	**1,439,614**	**3,402**	**0.2%**	**1,430,613**	**7,162**	**0.5%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2006

Model Yr	Veh Type	OBDII Initial Insps	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
Unknown	LDGT1	71	60	6	9.1%	64	2	3.0%
Unknown	LDGT2	26	21	2	8.7%	21	2	8.7%
Unknown	LDGV	227	200	18	8.3%	209	9	4.1%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDGT1	38,290	33,575	4,420	11.6%	36,485	1,537	4.0%
1996	LDGT2	9,881	8,563	1,184	12.1%	9,465	296	3.0%
1996	LDGV	96,417	85,829	9,629	10.1%	92,208	3,266	3.4%
1996	Unknown	29	27	1	3.6%	26	2	7.1%
1997	LDGT1	26,575	23,323	2,973	11.3%	24,647	1,649	6.3%
1997	LDGT2	7,097	6,222	801	11.4%	6,687	336	4.8%
1997	LDGV	60,049	52,698	6,593	11.1%	55,655	3,639	6.1%
1997	Unknown	35	30	3	9.1%	31	2	6.1%
1998	LDGT1	54,624	50,188	3,899	7.2%	52,206	1,881	3.5%
1998	LDGT2	14,531	13,452	946	6.6%	13,931	467	3.2%
1998	LDGV	120,907	112,403	7,594	6.3%	116,484	3,516	2.9%
1998	Unknown	28	26	1	3.7%	26	1	3.7%
1999	LDGT1	33,105	30,905	2,025	6.1%	31,874	1,056	3.2%
1999	LDGT2	14,285	13,340	809	5.7%	13,646	503	3.6%
1999	LDGV	80,552	74,762	4,980	6.2%	77,302	2,440	3.1%
1999	Unknown	23	20	0	0.0%	19	1	5.0%
2000	LDGT1	70,750	67,291	3,115	4.4%	68,939	1,467	2.1%
2000	LDGT2	21,050	20,093	806	3.9%	20,511	388	1.9%
2000	LDGV	162,029	153,716	7,225	4.5%	157,699	3,242	2.0%
2000	Unknown	49	44	4	8.3%	46	2	4.2%
2001	LDGT1	39,639	37,031	2,426	6.1%	37,665	1,792	4.5%
2001	LDGT2	13,791	13,107	555	4.1%	13,034	628	4.6%
2001	LDGV	89,537	84,788	4,183	4.7%	85,876	3,095	3.5%
2001	Unknown	31	27	2	6.9%	25	4	13.8%
2002	LDGT1	95,967	92,497	3,081	3.2%	93,816	1,762	1.8%
2002	LDGT2	29,228	27,996	1,051	3.6%	28,344	703	2.4%
2002	LDGV	168,846	164,468	3,602	2.1%	165,380	2,690	1.6%
2002	Unknown	57	48	0	0.0%	47	1	2.1%
2003	LDGT1	34,455	33,805	560	1.6%	33,981	384	1.1%
2003	LDGT2	12,606	12,274	266	2.1%	12,378	162	1.3%
2003	LDGV	76,148	74,633	1,093	1.4%	74,672	1,054	1.4%
2003	Unknown	19	18	0	0.0%	16	2	11.1%
2004	LDGT1	10,535	10,340	92	0.9%	10,341	91	0.9%
2004	LDGT2	4,070	3,981	27	0.7%	3,959	49	1.2%
2004	LDGV	19,427	18,956	204	1.1%	18,940	220	1.1%
2004	Unknown	9	6	0	0.0%	6	0	0.0%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2006

Model Yr	Veh Type	OBDII Initial Insps	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2005	LDGT1	6,843	6,674	37	0.6%	6,656	55	0.8%
2005	LDGT2	1,976	1,891	8	0.4%	1,883	16	0.8%
2005	LDGV	13,262	12,781	68	0.5%	12,729	120	0.9%
2005	Unknown	1	0	0	-	0	0	-
2006	LDGT1	3734	3489	14	0.4%	3473	30	0.9%
2006	LDGT2	1981	1663	3	0.2%	1659	7	0.4%
2006	LDGV	9592	8474	33	0.4%	8430	77	0.9%
2006	Unknown	2	2	0	0.0%	2	0	0.0%
2007	LDGT1	102	89	0	0.0%	86	3	3.4%
2007	LDGT2	95	72	0	0.0%	72	0	0.0%
2007	LDGV	433	373	3	0.8%	366	10	2.7%
2007	Unknown	0	0	0	-	0	0	-
Totals		**1,443,016**	**1,356,271**	**74,342**	**5.2%**	**1,392,017**	**38,659**	**2.7%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII and Gas Cap (GC) Evaporative Test Report
Year 2006

Model Yr	Veh Type	# Initial OBD & GC Insps	# 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	38	1	2.6%	37	97.4%	0	0.0%	0	0.00%
Unknown	LDGT2	14	1	7.1%	13	92.9%	0	0.0%	0	0.00%
Unknown	LDGV	127	0	0.0%	125	98.4%	2	1.6%	0	0.00%
Unknown	Unknown	0	0	-	0	-	0	-	0	-
1996	LDGT1	38,290	1,322	3.5%	36,731	95.9%	215	0.6%	22	0.06%
1996	LDGT2	9,881	276	2.8%	9,569	96.8%	32	0.3%	4	0.04%
1996	LDGV	96,417	1,776	1.8%	93,777	97.3%	828	0.9%	36	0.04%
1996	Unknown	29	1	3.4%	28	96.6%	0	0.0%	0	0.00%
1997	LDGT1	26,578	758	2.9%	25,386	95.5%	406	1.5%	28	0.11%
1997	LDGT2	7,097	163	2.3%	6,869	96.8%	63	0.9%	2	0.03%
1997	LDGV	60,055	1,085	1.8%	58,077	96.7%	847	1.4%	46	0.08%
1997	Unknown	35	1	2.9%	34	97.1%	0	0.0%	0	0.00%
1998	LDGT1	54,629	907	1.7%	53,234	97.4%	460	0.8%	28	0.05%
1998	LDGT2	14,533	262	1.8%	14,163	97.5%	103	0.7%	5	0.03%
1998	LDGV	120,917	1,848	1.5%	117,488	97.2%	1,517	1.3%	64	0.05%
1998	Unknown	28	0	0.0%	28	100.0%	0	0.0%	0	0.00%
1999	LDGT1	33,110	599	1.8%	32,266	97.5%	228	0.7%	17	0.05%
1999	LDGT2	14,286	257	1.8%	13,946	97.6%	80	0.6%	3	0.02%
1999	LDGV	80,560	1,540	1.9%	78,213	97.1%	765	0.9%	42	0.05%
1999	Unknown	23	1	4.3%	22	95.7%	0	0.0%	0	0.00%
2000	LDGT1	70,753	1,463	2.1%	68,818	97.3%	413	0.6%	59	0.08%
2000	LDGT2	21,052	454	2.2%	20,489	97.3%	105	0.5%	4	0.02%
2000	LDGV	162,038	2,576	1.6%	158,361	97.7%	1,037	0.6%	64	0.04%
2000	Unknown	49	1	2.0%	48	98.0%	0	0.0%	0	0.00%
2001	LDGT1	39,641	1,197	3.0%	38,042	96.0%	352	0.9%	50	0.13%
2001	LDGT2	13,792	402	2.9%	13,201	95.7%	167	1.2%	22	0.16%
2001	LDGV	89,554	1,377	1.5%	87,470	97.7%	671	0.7%	36	0.04%
2001	Unknown	31	1	3.2%	30	96.8%	0	0.0%	0	0.00%
2002	LDGT1	95,975	2,542	2.6%	92,571	96.5%	737	0.8%	125	0.13%
2002	LDGT2	29,230	891	3.0%	27,978	95.7%	296	1.0%	65	0.22%
2002	LDGV	168,867	2,009	1.2%	166,143	98.4%	680	0.4%	35	0.02%
2002	Unknown	57	10	17.5%	47	82.5%	0	0.0%	0	0.00%
2003	LDGT1	34,458	775	2.2%	33,483	97.2%	176	0.5%	24	0.07%
2003	LDGT2	12,607	266	2.1%	12,218	96.9%	109	0.9%	14	0.11%
2003	LDGV	76,159	815	1.1%	75,074	98.6%	254	0.3%	16	0.02%
2003	Unknown	19	1	5.3%	18	94.7%	0	0.0%	0	0.00%
2004	LDGT1	10,535	183	1.7%	10,325	98.0%	25	0.2%	2	0.02%
2004	LDGT2	4,071	83	2.0%	3,979	97.7%	7	0.2%	2	0.05%
2004	LDGV	19,433	283	1.5%	19,076	98.2%	71	0.4%	3	0.02%
2004	Unknown	9	3	33.3%	6	66.7%	0	0.0%	0	0.00%

New Jersey Enhanced Inspection and Maintenance Program
OBDII and Gas Cap (GC) Evaporative Test Report
Year 2006

Model Yr	Veh Type	# Initial OBD & GC Insps	# Pass OBD / Fail GC	% Pass OBD / Fail GC	# Pass Both	% Pass Both	# Fail OBD / Pass GC	% Fail OBD / Pass GC	# Fail Both	% Fail Both
2005	LDGT1	6,844	75	1.1%	6,760	98.8%	9	0.1%	0	0.00%
2005	LDGT2	1,976	28	1.4%	1,946	98.5%	2	0.1%	0	0.00%
2005	LDGV	13,266	185	1.4%	13,070	98.5%	10	0.1%	1	0.01%
2005	Unknown	1	1	100.0%	0	0.0%	0	0.0%	0	0.00%
2006	LDGT1	3,735	50	1.3%	3,679	98.5%	6	0.2%	0	0.00%
2006	LDGT2	1,982	22	1.1%	1,958	98.8%	1	0.1%	1	0.05%
2006	LDGV	9,595	91	0.9%	9,491	98.9%	10	0.1%	3	0.03%
2006	Unknown	2	0	0.0%	2	100.0%	0	0.0%	0	0.00%
2007	LDGT1	102	0	0.0%	102	100.0%	0	0.0%	0	0.00%
2007	LDGT2	95	1	1.1%	94	98.9%	0	0.0%	0	0.00%
2007	LDGV	433	3	0.7%	428	98.8%	2	0.5%	0	0.00%
2007	Unknown	0	0	-	0	-	0	-	0	-
Totals		**1,443,008**	**26,586**	**1.8%**	**1,404,913**	**97.4%**	**10,686**	**0.7%**	**823**	**0.06%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Malfunction Indicator Lamp (MIL) Report
Year 2006

Model Yr	Veh Type	# Initial MIL Insps	# 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	36	33	91.7%	0	0.00%	0	0.00%	3	8.3%
Unknown	LDGT2	13	12	92.3%	0	0.00%	0	0.00%	1	7.7%
Unknown	LDGV	124	113	91.1%	0	0.00%	1	0.81%	10	8.1%
Unknown	Unknown	0	0	-	0	-	0	-	0	-
1996	LDGT1	37,995	33,231	87.5%	344	0.91%	9	0.02%	4,411	11.6%
1996	LDGT2	9,747	8,482	87.0%	81	0.83%	0	0.00%	1,184	12.1%
1996	LDGV	95,458	85,218	89.3%	611	0.64%	96	0.10%	9,533	10.0%
1996	Unknown	28	27	96.4%	0	0.00%	0	0.00%	1	3.6%
1997	LDGT1	26,299	23,120	87.9%	205	0.78%	4	0.02%	2,970	11.3%
1997	LDGT2	7,023	6,177	88.0%	45	0.64%	2	0.03%	799	11.4%
1997	LDGV	59,297	52,323	88.2%	380	0.64%	50	0.08%	6,544	11.0%
1997	Unknown	33	30	90.9%	0	0.00%	0	0.00%	3	9.1%
1998	LDGT1	54,091	49,875	92.2%	317	0.59%	9	0.02%	3,890	7.2%
1998	LDGT2	14,399	13,364	92.8%	89	0.62%	4	0.03%	942	6.5%
1998	LDGV	120,007	111,904	93.2%	508	0.42%	70	0.06%	7,525	6.3%
1998	Unknown	27	26	96.3%	0	0.00%	0	0.00%	1	3.7%
1999	LDGT1	32,935	30,789	93.5%	120	0.36%	13	0.04%	2,013	6.1%
1999	LDGT2	14,150	13,286	93.9%	55	0.39%	13	0.09%	796	5.6%
1999	LDGV	79,750	74,431	93.3%	338	0.42%	74	0.09%	4,907	6.2%
1999	Unknown	20	20	100.0%	0	0.00%	0	0.00%	0	0.0%
2000	LDGT1	70,409	66,956	95.1%	338	0.48%	7	0.01%	3,108	4.4%
2000	LDGT2	20,901	20,033	95.8%	62	0.30%	18	0.09%	788	3.8%
2000	LDGV	160,950	153,277	95.2%	447	0.28%	117	0.07%	7,109	4.4%
2000	Unknown	48	44	91.7%	0	0.00%	0	0.00%	4	8.3%
2001	LDGT1	39,459	36,936	93.6%	96	0.24%	28	0.07%	2,399	6.1%
2001	LDGT2	13,663	13,079	95.7%	28	0.20%	10	0.07%	546	4.0%
2001	LDGV	88,988	84,548	95.0%	255	0.29%	86	0.10%	4,099	4.6%
2001	Unknown	29	27	93.1%	0	0.00%	0	0.00%	2	6.9%
2002	LDGT1	95,586	92,266	96.5%	239	0.25%	66	0.07%	3,015	3.2%
2002	LDGT2	29,049	27,948	96.2%	50	0.17%	9	0.03%	1,042	3.6%
2002	LDGV	168,091	164,153	97.7%	335	0.20%	157	0.09%	3,446	2.1%
2002	Unknown	48	48	100.0%	0	0.00%	0	0.00%	0	0.0%
2003	LDGT1	34,368	33,753	98.2%	55	0.16%	21	0.06%	539	1.6%
2003	LDGT2	12,541	12,264	97.8%	11	0.09%	7	0.06%	259	2.1%
2003	LDGV	75,737	74,553	98.4%	91	0.12%	47	0.06%	1,046	1.4%
2003	Unknown	18	18	100.0%	0	0.00%	0	0.00%	0	0.0%
2004	LDGT1	10,432	10,324	99.0%	16	0.15%	3	0.03%	89	0.9%
2004	LDGT2	4,009	3,977	99.2%	5	0.12%	2	0.05%	25	0.6%
2004	LDGV	19,166	18,937	98.8%	25	0.13%	7	0.04%	197	1.0%
2004	Unknown	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%

Table F-4 (Page 1 of 2)

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBDII Malfunction Indicator Lamp (MIL) Report
Year 2006

Model Yr	Veh Type	# Initial MIL Insps	# 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
2005	LDGT1	6,712	6,668	99.3%	7	0.10%	2	0.03%	35	0.5%
2005	LDGT2	1,899	1,888	99.4%	3	0.16%	1	0.05%	7	0.4%
2005	LDGV	12,853	12,782	99.4%	3	0.02%	7	0.05%	61	0.5%
2005	Unknown	0	0	-	0	-	0	-	0	-
2006	LDGT1	3,504	3,490	99.6%	0	0.00%	1	0.03%	13	0.4%
2006	LDGT2	1,666	1,662	99.8%	1	0.06%	0	0.00%	3	0.2%
2006	LDGV	8,509	8,475	99.6%	1	0.01%	5	0.06%	28	0.3%
2006	Unknown	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2007	LDGT1	89	89	100.0%	0	0.00%	0	0.00%	0	0.0%
2007	LDGT2	72	72	100.0%	0	0.00%	0	0.00%	0	0.0%
2007	LDGV	376	373	99.2%	0	0.00%	0	0.00%	3	0.8%
2007	Unknown	0	0	-	0	-	0	-	0	-
Totals		**1,430,613**	**1,351,110**	**94.4%**	**5,161**	**0.36%**	**946**	**0.07%**	**73,396**	**5.1%**

Table F-4 (Page 2 of 2)

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBDII Readiness Status Report
Year 2006

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
Unknown	LDGT1	66	9	57	13.6%
Unknown	LDGT2	23	7	16	30.4%
Unknown	LDGV	218	47	171	21.6%
Unknown	Unknown	0	0	0	-
1996	LDGT1	38,022	9,957	28,065	26.2%
1996	LDGT2	9,761	2,391	7,370	24.5%
1996	LDGV	95,474	23,783	71,691	24.9%
1996	Unknown	28	10	18	35.7%
1997	LDGT1	26,296	8,030	18,266	30.5%
1997	LDGT2	7,023	2,023	5,000	28.8%
1997	LDGV	59,294	14,115	45,179	23.8%
1997	Unknown	33	12	21	36.4%
1998	LDGT1	54,087	9,396	44,691	17.4%
1998	LDGT2	14,398	2,970	11,428	20.6%
1998	LDGV	120,000	17,263	102,737	14.4%
1998	Unknown	27	9	18	33.3%
1999	LDGT1	32,930	5,727	27,203	17.4%
1999	LDGT2	14,149	3,500	10,649	24.7%
1999	LDGV	79,742	10,587	69,155	13.3%
1999	Unknown	20	3	17	15.0%
2000	LDGT1	70,406	7,383	63,023	10.5%
2000	LDGT2	20,899	3,259	17,640	15.6%
2000	LDGV	160,941	16,550	144,391	10.3%
2000	Unknown	48	10	38	20.8%
2001	LDGT1	39,457	4,468	34,989	11.3%
2001	LDGT2	13,662	2,009	11,653	14.7%
2001	LDGV	88,971	7,917	81,054	8.9%
2001	Unknown	29	6	23	20.7%
2002	LDGT1	95,578	5,220	90,358	5.5%
2002	LDGT2	29,047	2,485	26,562	8.6%
2002	LDGV	168,070	7,381	160,689	4.4%
2002	Unknown	48	5	43	10.4%
2003	LDGT1	34,365	1,466	32,899	4.3%
2003	LDGT2	12,540	1,064	11,476	8.5%
2003	LDGV	75,726	3,056	72,670	4.0%
2003	Unknown	18	4	14	22.2%
2004	LDGT1	10,432	359	10,073	3.4%
2004	LDGT2	4,008	246	3,762	6.1%
2004	LDGV	19,160	716	18,444	3.7%
2004	Unknown	6	0	6	0.0%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Readiness Status Report
Year 2006

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2005	LDGT1	6,711	276	6,435	4.1%
2005	LDGT2	1,899	62	1,837	3.3%
2005	LDGV	12,849	328	12,521	2.6%
2005	Unknown	0	0	0	-
2006	LDGT1	3,503	211	3,292	6.0%
2006	LDGT2	1,666	79	1,587	4.7%
2006	LDGV	8,507	293	8,214	3.4%
2006	Unknown	2	0	2	0.0%
2007	LDGT1	89	5	84	5.6%
2007	LDGT2	72	10	62	13.9%
2007	LDGV	376	38	338	10.1%
2007	Unknown	0	0	0	-
Totals		**1,430,676**	**174,745**	**1,255,931**	**12.2%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Failures Switched to Tailpipe Testing
Year 2006

Model Yr	Veh Type	OBDII Initial Fails	# Fail OBDII / Pass Tailpipe Test	% Fail OBDII / Pass Tailpipe Test	# Fail OBDII / Fail Tailpipe Test	% Fail OBDII / Fail Tailpipe Test
Unknown	LDGT1	9	0	0.0%	0	0.0%
Unknown	LDGT2	2	0	0.0%	0	0.0%
Unknown	LDGV	23	2	8.7%	0	0.0%
Unknown	Unknown	0	0	-	0	-
1996	LDGT1	6,041	87	1.4%	4	0.1%
1996	LDGT2	1,609	63	3.9%	6	0.4%
1996	LDGV	13,623	391	2.9%	22	0.2%
1996	Unknown	4	0	0.0%	0	0.0%
1997	LDGT1	4,555	89	2.0%	9	0.2%
1997	LDGT2	1,172	19	1.6%	1	0.1%
1997	LDGV	10,008	215	2.1%	20	0.2%
1997	Unknown	5	0	0.0%	0	0.0%
1998	LDGT1	6,066	326	5.4%	11	0.2%
1998	LDGT2	1,520	18	1.2%	2	0.1%
1998	LDGV	11,368	239	2.1%	17	0.1%
1998	Unknown	3	1	33.3%	0	0.0%
1999	LDGT1	3,065	29	0.9%	2	0.1%
1999	LDGT2	1,276	22	1.7%	0	0.0%
1999	LDGV	7,685	121	1.6%	4	0.1%
1999	Unknown	3	0	0.0%	0	0.0%
2000	LDGT1	4,595	72	1.6%	3	0.1%
2000	LDGT2	1,310	21	1.6%	0	0.0%
2000	LDGV	10,793	176	1.6%	5	0.0%
2000	Unknown	7	0	0.0%	0	0.0%
2001	LDGT1	4,063	58	1.4%	2	0.0%
2001	LDGT2	1,210	33	2.7%	0	0.0%
2001	LDGV	7,373	114	1.5%	6	0.1%
2001	Unknown	6	1	16.7%	0	0.0%
2002	LDGT1	4,932	63	1.3%	0	0.0%
2002	LDGT2	1,818	44	2.4%	0	0.0%
2002	LDGV	6,738	84	1.2%	5	0.1%
2002	Unknown	10	0	0.0%	0	0.0%
2003	LDGT1	992	14	1.4%	0	0.0%
2003	LDGT2	469	13	2.8%	0	0.0%
2003	LDGV	2,485	121	4.9%	0	0.0%
2003	Unknown	3	1	33.3%	0	0.0%
2004	LDGT1	276	49	17.8%	0	0.0%
2004	LDGT2	134	29	21.6%	0	0.0%
2004	LDGV	666	148	22.2%	0	0.0%
2004	Unknown	3	0	0.0%	0	0.0%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Failures Switched to Tailpipe Testing
Year 2006

Model Yr	Veh Type	OBDII Initial Fails	# Fail OBDII / Pass Tailpipe Test	% Fail OBDII / Pass Tailpipe Test	# Fail OBDII / Fail Tailpipe Test	% Fail OBDII / Fail Tailpipe Test
2005	LDGT1	222	92	41.4%	1	0.5%
2005	LDGT2	101	55	54.5%	0	0.0%
2005	LDGV	592	305	51.5%	0	0.0%
2005	Unknown	1	0	0.0%	0	0.0%
2006	LDGT1	275	189	68.7%	1	0.4%
2006	LDGT2	325	273	84.0%	0	0.0%
2006	LDGV	1,199	909	75.8%	3	0.3%
2006	Unknown	0	0	-	0	-
2007	LDGT1	16	11	68.8%	0	0.0%
2007	LDGT2	23	20	87.0%	0	0.0%
2007	LDGV	69	40	58.0%	0	0.0%
2007	Unknown	0	0	-	0	-
Totals		**118,743**	**4,557**	**3.8%**	**124**	**0.1%**

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 2006

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
Pre 82/Unknown	HDGV	187	37	121	19.8%	64.7%	0	0	0	-	-
Pre 82/Unknown	LDGT1	489	77	316	15.7%	64.6%	9	5	7	55.6%	77.8%
Pre 82/Unknown	LDGT2	379	69	234	18.2%	61.7%	2	2	5	100.0%	100.0%
Pre 82/Unknown	LDGV	2,284	373	1,421	16.3%	62.2%	23	4	26	17.4%	100.0%
Pre 82/Unknown	Unknown	173	39	102	22.5%	59.0%	0	0	0	-	-
1982	HDGV	53	10	38	18.9%	71.7%	0	0	0	-	-
1982	LDGT1	143	27	84	18.9%	58.7%	0	0	0	-	-
1982	LDGT2	37	5	21	13.5%	56.8%	0	0	0	-	-
1982	LDGV	422	89	250	21.1%	59.2%	0	0	0	-	-
1982	Unknown	43	7	27	16.3%	62.8%	0	0	0	-	-
1983	HDGV	44	7	32	15.9%	72.7%	0	0	0	-	-
1983	LDGT1	154	33	83	21.4%	53.9%	0	0	0	-	-
1983	LDGT2	54	13	22	24.1%	40.7%	0	0	0	-	-
1983	LDGV	391	93	191	23.8%	48.8%	0	0	0	-	-
1983	Unknown	34	7	17	20.6%	50.0%	0	0	0	-	-
1984	HDGV	117	24	70	20.5%	59.8%	0	0	0	-	-
1984	LDGT1	393	93	220	23.7%	56.0%	0	0	0	-	-
1984	LDGT2	177	36	116	20.3%	65.5%	0	0	0	-	-
1984	LDGV	1,465	305	879	20.8%	60.0%	0	0	0	-	-
1984	Unknown	65	13	41	20.0%	63.1%	0	0	0	-	-
1985	HDGV	124	17	84	13.7%	67.7%	0	0	0	-	-
1985	LDGT1	409	107	215	26.2%	52.6%	0	0	0	-	-
1985	LDGT2	164	43	75	26.2%	45.7%	0	0	0	-	-
1985	LDGV	1,152	238	610	20.7%	53.0%	0	0	0	-	-
1985	Unknown	76	17	44	22.4%	57.9%	0	0	0	-	-
1986	HDGV	282	45	208	16.0%	73.8%	0	0	0	-	-
1986	LDGT1	933	192	564	20.6%	60.5%	0	0	0	-	-
1986	LDGT2	378	79	228	20.9%	60.3%	0	0	0	-	-
1986	LDGV	3,332	669	1,997	20.1%	59.9%	0	0	0	-	-
1986	Unknown	135	25	95	18.5%	70.4%	0	0	0	-	-
1987	HDGV	150	24	93	16.0%	62.0%	0	0	0	-	-
1987	LDGT1	751	143	429	19.0%	57.1%	0	0	0	-	-
1987	LDGT2	304	53	175	17.4%	57.6%	0	0	0	-	-
1987	LDGV	2,314	516	1,191	22.3%	51.5%	0	0	0	-	-
1987	Unknown	111	18	75	16.2%	67.6%	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 2006

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
1988	HDGV	282	39	206	13.8%	73.0%	0	0	0	-	-
1988	LDGT1	2,050	416	1,230	20.3%	60.0%	0	0	0	-	-
1988	LDGT2	741	111	490	15.0%	66.1%	0	0	0	-	-
1988	LDGV	4,749	912	2,891	19.2%	60.9%	0	0	0	-	-
1988	Unknown	148	25	99	16.9%	66.9%	0	0	0	-	-
1989	HDGV	215	27	153	12.6%	71.2%	0	0	0	-	-
1989	LDGT1	1,418	302	806	21.3%	56.8%	0	0	0	-	-
1989	LDGT2	442	93	243	21.0%	55.0%	0	0	0	-	-
1989	LDGV	3,194	620	1,728	19.4%	54.1%	0	0	0	-	-
1989	Unknown	101	22	65	21.8%	64.4%	0	0	0	-	-
1990	HDGV	232	31	170	13.4%	73.3%	0	0	0	-	-
1990	LDGT1	2,231	411	1,450	18.4%	65.0%	0	0	0	-	-
1990	LDGT2	752	123	528	16.4%	70.2%	0	0	0	-	-
1990	LDGV	8,113	1,510	5,020	18.6%	61.9%	0	0	0	-	-
1990	Unknown	118	14	92	11.9%	78.0%	0	0	0	-	-
1991	HDGV	90	17	61	18.9%	67.8%	0	0	0	-	-
1991	LDGT1	1,589	344	887	21.6%	55.8%	0	0	0	-	-
1991	LDGT2	318	78	180	24.5%	56.6%	0	0	0	-	-
1991	LDGV	6,101	1,457	3,271	23.9%	53.6%	0	0	0	-	-
1991	Unknown	45	9	31	20.0%	68.9%	0	0	0	-	-
1992	HDGV	155	21	119	13.5%	76.8%	0	0	0	-	-
1992	LDGT1	3,397	652	2,187	19.2%	64.4%	0	0	0	-	-
1992	LDGT2	844	138	601	16.4%	71.2%	0	0	0	-	-
1992	LDGV	12,478	2,493	7,738	20.0%	62.0%	0	0	0	-	-
1992	Unknown	74	17	51	23.0%	68.9%	0	0	0	-	-
1993	HDGV	131	19	100	14.5%	76.3%	0	0	0	-	-
1993	LDGT1	2,726	544	1,622	20.0%	59.5%	0	0	0	-	-
1993	LDGT2	572	99	384	17.3%	67.1%	0	0	0	-	-
1993	LDGV	7,869	1,685	4,568	21.4%	58.1%	0	0	3	-	-
1993	Unknown	61	6	49	9.8%	80.3%	0	0	0	-	-
1994	HDGV	290	32	232	11.0%	80.0%	0	0	0	-	-
1994	LDGT1	5,099	898	3,497	17.6%	68.6%	0	0	0	-	-
1994	LDGT2	1,237	211	890	17.1%	71.9%	0	0	0	-	-
1994	LDGV	12,471	2,142	8,553	17.2%	68.6%	0	0	0	-	-
1994	Unknown	148	13	117	8.8%	79.1%	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 2006

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
1995	HDGV	204	22	150	10.8%	73.5%	0	0	0	-	-
1995	LDGT1	2,737	456	1,865	16.7%	68.1%	0	0	0	-	-
1995	LDGT2	735	128	512	17.4%	69.7%	0	0	0	-	-
1995	LDGV	7,082	1,316	4,434	18.6%	62.6%	0	0	0	-	-
1995	Unknown	111	9	95	8.1%	85.6%	0	0	0	-	-
1996	HDGV	251	34	193	13.5%	76.9%	0	0	0	-	-
1996	LDGT1	7,139	1,266	4,702	17.7%	65.9%	6,041	1,177	3,758	19.5%	62.2%
1996	LDGT2	1,833	277	1,304	15.1%	71.1%	1,609	262	1,078	16.3%	67.0%
1996	LDGV	15,333	2,722	9,861	17.8%	64.3%	13,623	2,576	8,390	18.9%	61.6%
1996	Unknown	124	12	102	9.7%	82.3%	4	0	30	0.0%	100.0%
1997	HDGV	167	21	133	12.6%	79.6%	0	0	0	-	-
1997	LDGT1	5,208	1,076	3,325	20.7%	63.8%	4,555	1,014	2,790	22.3%	61.3%
1997	LDGT2	1,307	225	880	17.2%	67.3%	1,172	216	749	18.4%	63.9%
1997	LDGV	11,021	2,265	6,744	20.6%	61.2%	10,008	2,143	5,891	21.4%	58.9%
1997	Unknown	120	14	96	11.7%	80.0%	5	1	10	20.0%	100.0%
1998	HDGV	149	14	118	9.4%	79.2%	0	0	0	-	-
1998	LDGT1	7,022	1,222	4,908	17.4%	69.9%	6,066	1,150	4,068	19.0%	67.1%
1998	LDGT2	1,739	283	1,234	16.3%	71.0%	1,520	274	1,039	18.0%	68.4%
1998	LDGV	13,319	2,158	9,385	16.2%	70.5%	11,368	2,000	7,691	17.6%	67.7%
1998	Unknown	97	11	78	11.3%	80.4%	3	0	11	0.0%	100.0%
1999	HDGV	139	9	121	6.5%	87.1%	0	0	0	-	-
1999	LDGT1	3,600	540	2,644	15.0%	73.4%	3,065	513	2,180	16.7%	71.1%
1999	LDGT2	1,497	191	1,111	12.8%	74.2%	1,276	182	902	14.3%	70.7%
1999	LDGV	9,164	1,405	6,552	15.3%	71.5%	7,685	1,295	5,239	16.9%	68.2%
1999	Unknown	92	7	76	7.6%	82.6%	3	0	10	0.0%	100.0%
2000	HDGV	226	14	201	6.2%	88.9%	0	0	0	-	-
2000	LDGT1	5,952	734	4,740	12.3%	79.6%	4,595	658	3,494	14.3%	76.0%
2000	LDGT2	1,747	205	1,388	11.7%	79.5%	1,310	187	975	14.3%	74.4%
2000	LDGV	13,239	1,656	10,295	12.5%	77.8%	10,793	1,518	8,044	14.1%	74.5%
2000	Unknown	132	7	112	5.3%	84.8%	7	0	11	0.0%	100.0%
2001	HDGV	137	6	120	4.4%	87.6%	0	0	0	-	-
2001	LDGT1	5,125	846	3,886	16.5%	75.8%	4,063	786	2,908	19.3%	71.6%
2001	LDGT2	1,567	275	1,184	17.5%	75.6%	1,210	255	842	21.1%	69.6%
2001	LDGV	8,611	1,495	6,347	17.4%	73.7%	7,373	1,434	5,184	19.4%	70.3%
2001	Unknown	84	7	76	8.3%	90.5%	6	0	25	0.0%	100.0%

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Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
2002	HDGV	182	5	148	2.7%	81.3%	0	0	0	-	-
2002	LDGT1	7,277	813	6,109	11.2%	83.9%	4,932	722	3,931	14.6%	79.7%
2002	LDGT2	2,645	332	2,176	12.6%	82.3%	1,818	291	1,405	16.0%	77.3%
2002	LDGV	8,608	1,070	6,935	12.4%	80.6%	6,738	990	5,112	14.7%	75.9%
2002	Unknown	171	4	152	2.3%	88.9%	10	0	43	0.0%	100.0%
2003	HDGV	71	2	61	2.8%	85.9%	0	0	0	-	-
2003	LDGT1	1,724	150	1,510	8.7%	87.6%	992	127	819	12.8%	82.6%
2003	LDGT2	719	63	610	8.8%	84.8%	469	51	382	10.9%	81.4%
2003	LDGV	3,265	379	2,667	11.6%	81.7%	2,485	356	1,920	14.3%	77.3%
2003	Unknown	54	3	43	5.6%	79.6%	3	1	13	33.3%	100.0%
2004	HDGV	42	1	34	2.4%	81.0%	0	0	0	-	-
2004	LDGT1	469	31	417	6.6%	88.9%	276	30	232	10.9%	84.1%
2004	LDGT2	221	23	184	10.4%	83.3%	134	19	106	14.2%	79.1%
2004	LDGV	975	90	818	9.2%	83.9%	666	82	526	12.3%	79.0%
2004	Unknown	21	0	19	0.0%	90.5%	3	0	2	0.0%	66.7%
2005	HDGV	20	0	19	0.0%	95.0%	0	0	0	-	-
2005	LDGT1	314	22	274	7.0%	87.3%	222	23	195	10.4%	87.8%
2005	LDGT2	132	7	117	5.3%	88.6%	101	8	92	7.9%	91.1%
2005	LDGV	880	71	752	8.1%	85.5%	592	61	484	10.3%	81.8%
2005	Unknown	10	0	10	0.0%	100.0%	1	0	3	0.0%	100.0%
2006	HDGV	11	0	8	0.0%	72.7%	0	0	0	-	-
2006	LDGT1	320	18	281	5.6%	87.8%	275	17	242	6.2%	88.0%
2006	LDGT2	339	22	299	6.5%	88.2%	325	21	296	6.5%	91.1%
2006	LDGV	1,259	74	1,117	5.9%	88.7%	1,199	72	1,045	6.0%	87.2%
2006	Unknown	2	0	1	0.0%	50.0%	0	0	2	-	-
2007	HDGV	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	16	2	13	12.5%	81.3%	16	1	13	6.3%	81.3%
2007	LDGT2	23	1	20	4.3%	87.0%	23	1	20	4.3%	87.0%
2007	LDGV	73	2	54	2.7%	74.0%	69	3	50	4.3%	72.5%
2007	Unknown	0	0	0	-	-	0	0	1	-	-
Totals		**255,053**	**43,187**	**174,497**	**16.9%**	**68.4%**	**118,743**	**20,528**	**82,294**	**17.3%**	**69.3%**

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Model Yr	Veh Type	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
Pre 82/Unknown	HDGV	0	0	0	-	-	0	0	0	-	-	157	32	105	20.4%	66.9%
Pre 82/Unknown	LDGT1	37	7	23	18.9%	62.2%	8	0	2	0.0%	25.0%	367	58	243	15.8%	66.2%
Pre 82/Unknown	LDGT2	13	3	8	23.1%	61.5%	3	1	2	33.3%	66.7%	316	55	189	17.4%	59.8%
Pre 82/Unknown	LDGV	158	37	92	23.4%	58.2%	20	2	13	10.0%	65.0%	1,895	317	1,159	16.7%	61.2%
Pre 82/Unknown	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	142	36	80	25.4%	56.3%
1982	HDGV	0	0	0	-	-	0	0	0	-	-	43	8	32	18.6%	74.4%
1982	LDGT1	119	23	66	19.3%	55.5%	4	0	3	0.0%	75.0%	1	0	0	0.0%	0.0%
1982	LDGT2	27	4	14	14.8%	51.9%	1	0	1	0.0%	100.0%	1	0	0	0.0%	0.0%
1982	LDGV	365	76	208	20.8%	57.0%	20	6	13	30.0%	65.0%	0	0	0	-	-
1982	Unknown	2	1	0	50.0%	0.0%	0	0	0	-	-	39	8	24	20.5%	61.5%
1983	HDGV	0	0	0	-	-	0	0	0	-	-	39	7	28	17.9%	71.8%
1983	LDGT1	118	29	58	24.6%	49.2%	12	2	6	16.7%	50.0%	0	0	0	-	-
1983	LDGT2	40	9	18	22.5%	45.0%	4	2	1	50.0%	25.0%	1	0	0	0.0%	0.0%
1983	LDGV	350	85	161	24.3%	46.0%	20	6	13	30.0%	65.0%	0	0	0	-	-
1983	Unknown	2	0	0	0.0%	0.0%	0	0	0	-	-	27	7	15	25.9%	55.6%
1984	HDGV	0	2	1	-	-	0	0	0	-	-	96	20	60	20.8%	62.5%
1984	LDGT1	306	79	156	25.8%	51.0%	25	4	20	16.0%	80.0%	1	0	0	0.0%	0.0%
1984	LDGT2	143	30	89	21.0%	62.2%	9	3	5	33.3%	55.6%	0	0	0	-	-
1984	LDGV	1,298	292	728	22.5%	56.1%	41	2	34	4.9%	82.9%	1	0	2	0.0%	100.0%
1984	Unknown	2	0	1	0.0%	50.0%	0	0	0	-	-	52	12	28	23.1%	53.8%
1985	HDGV	0	1	2	-	-	0	0	0	-	-	107	13	77	12.1%	72.0%
1985	LDGT1	349	93	173	26.6%	49.6%	18	6	8	33.3%	44.4%	0	0	0	-	-
1985	LDGT2	138	40	56	29.0%	40.6%	9	1	7	11.1%	77.8%	0	0	0	-	-
1985	LDGV	1,044	230	523	22.0%	50.1%	31	7	21	22.6%	67.7%	3	1	3	33.3%	100.0%
1985	Unknown	10	1	0	10.0%	0.0%	0	0	0	-	-	68	13	40	19.1%	58.8%
1986	HDGV	0	3	1	-	-	0	1	1	-	-	237	34	177	14.3%	74.7%
1986	LDGT1	776	160	452	20.6%	58.2%	21	6	11	28.6%	52.4%	0	0	0	-	-
1986	LDGT2	297	68	162	22.9%	54.5%	22	5	9	22.7%	40.9%	2	0	2	0.0%	100.0%
1986	LDGV	3,007	635	1,731	21.1%	57.6%	101	18	68	17.8%	67.3%	9	1	6	11.1%	66.7%
1986	Unknown	6	0	1	0.0%	16.7%	0	0	0	-	-	111	27	74	24.3%	66.7%
1987	HDGV	0	0	3	-	-	0	0	2	-	-	136	23	88	16.9%	64.7%
1987	LDGT1	601	123	318	20.5%	52.9%	38	6	25	15.8%	65.8%	1	0	0	0.0%	0.0%
1987	LDGT2	239	42	128	17.6%	53.6%	9	2	3	22.2%	33.3%	0	0	0	-	-
1987	LDGV	2,122	493	1,039	23.2%	49.0%	58	11	36	19.0%	62.1%	5	1	4	20.0%	80.0%
1987	Unknown	8	0	1	0.0%	12.5%	0	0	0	-	-	94	16	62	17.0%	66.0%

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1988	HDGV	0	3	6	-	-	0	0	1	-	-	225	32	163	14.2%	72.4%
1988	LDGT1	1,789	381	1,035	21.3%	57.9%	63	16	36	25.4%	57.1%	0	0	1	-	-
1988	LDGT2	607	101	376	16.6%	61.9%	22	2	14	9.1%	63.6%	4	1	0	25.0%	0.0%
1988	LDGV	4,324	864	2,534	20.0%	58.6%	115	19	87	16.5%	75.7%	1	1	0	100.0%	0.0%
1988	Unknown	13	0	0	0.0%	0.0%	0	0	1	-	-	106	22	71	20.8%	67.0%
1989	HDGV	0	2	3	-	-	0	1	1	-	-	182	24	130	13.2%	71.4%
1989	LDGT1	1,252	282	678	22.5%	54.2%	45	8	23	17.8%	51.1%	1	0	1	0.0%	100.0%
1989	LDGT2	377	80	198	21.2%	52.5%	12	6	5	50.0%	41.7%	0	0	1	-	-
1989	LDGV	2,876	590	1,483	20.5%	51.6%	87	10	50	11.5%	57.5%	0	0	0	-	-
1989	Unknown	17	0	3	0.0%	17.6%	0	0	0	-	-	74	18	52	24.3%	70.3%
1990	HDGV	0	2	3	-	-	0	0	2	-	-	170	25	116	14.7%	68.2%
1990	LDGT1	1,856	364	1,141	19.6%	61.5%	78	13	55	16.7%	70.5%	2	1	3	50.0%	100.0%
1990	LDGT2	589	115	383	19.5%	65.0%	17	3	9	17.6%	52.9%	0	0	3	-	-
1990	LDGV	7,186	1,411	4,261	19.6%	59.3%	214	38	139	17.8%	65.0%	2	0	0	0.0%	0.0%
1990	Unknown	14	1	0	7.1%	0.0%	0	0	0	-	-	84	11	68	13.1%	81.0%
1991	HDGV	0	1	3	-	-	0	0	1	-	-	67	11	45	16.4%	67.2%
1991	LDGT1	1,350	312	702	23.1%	52.0%	68	15	43	22.1%	63.2%	0	0	0	-	-
1991	LDGT2	248	65	130	26.2%	52.4%	22	5	11	22.7%	50.0%	0	0	0	-	-
1991	LDGV	5,472	1,358	2,793	24.8%	51.0%	237	61	135	25.7%	57.0%	3	2	0	66.7%	0.0%
1991	Unknown	7	0	2	0.0%	28.6%	1	0	0	0.0%	0.0%	30	9	20	30.0%	66.7%
1992	HDGV	0	0	0	-	-	0	0	1	-	-	102	14	85	13.7%	83.3%
1992	LDGT1	2,898	0	0	0.0%	0.0%	138	21	100	15.2%	72.5%	1	1	0	100.0%	0.0%
1992	LDGT2	674	0	3	0.0%	0.4%	44	7	29	15.9%	65.9%	1	0	0	0.0%	0.0%
1992	LDGV	10,998	0	18	0.0%	0.2%	594	120	397	20.2%	66.8%	0	0	0	-	-
1992	Unknown	20	0	0	0.0%	0.0%	0	0	0	-	-	44	14	27	31.8%	61.4%
1993	HDGV	0	0	0	-	-	0	1	1	-	-	90	17	63	18.9%	70.0%
1993	LDGT1	2,092	0	0	0.0%	0.0%	376	89	232	23.7%	61.7%	0	0	0	-	-
1993	LDGT2	431	0	0	0.0%	0.0%	45	6	26	13.3%	57.8%	1	0	2	0.0%	100.0%
1993	LDGV	6,838	0	0	0.0%	0.0%	433	79	283	18.2%	65.4%	0	0	0	-	-
1993	Unknown	7	0	0	0.0%	0.0%	0	0	0	-	-	33	4	26	12.1%	78.8%
1994	HDGV	0	0	0	-	-	0	1	0	-	-	187	27	141	14.4%	75.4%
1994	LDGT1	3,656	0	0	0.0%	0.0%	749	186	484	24.8%	64.6%	0	0	0	-	-
1994	LDGT2	849	0	0	0.0%	0.0%	97	21	54	21.6%	55.7%	1	0	0	0.0%	0.0%
1994	LDGV	10,273	0	0	0.0%	0.0%	688	121	504	17.6%	73.3%	0	0	0	-	-
1994	Unknown	11	1	10	9.1%	90.9%	0	0	0	-	-	71	8	55	11.3%	77.5%

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1995	HDGV	0	592	1,770	-	-	0	1	0	-	-	135	17	98	12.6%	72.6%
1995	LDGT1	2,078	131	454	6.3%	21.8%	291	56	196	19.2%	67.4%	1	1	0	100.0%	0.0%
1995	LDGT2	531	2,315	6,576	436.0%	100.0%	68	17	41	25.0%	60.3%	0	1	2	-	-
1995	LDGV	5,802	1	0	0.0%	0.0%	429	76	304	17.7%	70.9%	1	1	0	100.0%	0.0%
1995	Unknown	6	0	4	0.0%	66.7%	0	0	0	-	-	62	6	49	9.7%	79.0%
1996	HDGV	0	431	1,168	-	-	0	0	0	-	-	149	19	113	12.8%	75.8%
1996	LDGT1	10	88	273	880.0%	100.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
1996	LDGT2	8	1,563	3,748	19537.5%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1996	LDGV	27	0	0	0.0%	0.0%	11	2	2	18.2%	18.2%	0	0	0	-	-
1996	Unknown	4	0	7	0.0%	100.0%	0	0	0	-	-	57	12	38	21.1%	66.7%
1997	HDGV	0	664	2,401	-	-	0	0	0	-	-	81	13	60	16.0%	74.1%
1997	LDGT1	17	169	573	994.1%	100.0%	3	0	3	0.0%	100.0%	1	0	0	0.0%	0.0%
1997	LDGT2	2	1,938	6,666	96900.0%	100.0%	2	0	0	0.0%	0.0%	0	0	0	-	-
1997	LDGV	40	1	2	2.5%	5.0%	6	1	0	16.7%	0.0%	0	0	0	-	-
1997	Unknown	6	0	3	0.0%	50.0%	0	0	0	-	-	45	7	36	15.6%	80.0%
1998	HDGV	0	373	1,350	-	-	0	0	0	-	-	58	9	36	15.5%	62.1%
1998	LDGT1	82	108	340	131.7%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1998	LDGT2	0	1,171	3,373	-	-	3	1	1	33.3%	33.3%	0	0	0	-	-
1998	LDGV	84	0	1	0.0%	1.2%	3	0	1	0.0%	33.3%	0	0	0	-	-
1998	Unknown	2	0	1	0.0%	50.0%	0	0	0	-	-	31	10	19	32.3%	61.3%
1999	HDGV	0	0	2	-	-	0	0	0	-	-	61	6	51	9.8%	83.6%
1999	LDGT1	2	1	0	50.0%	0.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
1999	LDGT2	0	3	6	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
1999	LDGV	3	0	1	0.0%	33.3%	6	1	1	16.7%	16.7%	0	0	0	-	-
1999	Unknown	3	0	1	0.0%	33.3%	0	0	1	-	-	29	3	21	10.3%	72.4%
2000	HDGV	0	4	9	-	-	0	0	0	-	-	67	4	51	6.0%	76.1%
2000	LDGT1	6	0	1	0.0%	16.7%	1	0	1	0.0%	100.0%	0	0	0	-	-
2000	LDGT2	0	3	15	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGV	3	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
2000	Unknown	5	0	0	0.0%	0.0%	0	0	0	-	-	26	4	25	15.4%	96.2%
2001	HDGV	0	6	62	-	-	0	0	0	-	-	26	2	16	7.7%	61.5%
2001	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT2	0	13	47	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGV	2	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2001	Unknown	2	0	0	0.0%	0.0%	0	0	0	-	-	9	0	9	0.0%	100.0%

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Model Yr	Veh Type	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
2002	HDGV	0	0	0	-	-	0	0	0	-	-	16	0	17	0.0%	100.0%
2002	LDGT1	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2002	LDGT2	0	0	2	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
2002	LDGV	3	0	1	0.0%	33.3%	2	0	0	0.0%	0.0%	0	0	0	-	-
2002	Unknown	39	0	1	0.0%	2.6%	0	0	0	-	-	11	0	11	0.0%	100.0%
2003	HDGV	0	0	2	-	-	0	0	0	-	-	5	0	5	0.0%	100.0%
2003	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT2	0	0	2	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGV	13	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2003	Unknown	13	0	1	0.0%	7.7%	0	0	0	-	-	3	1	2	33.3%	66.7%
2004	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2004	LDGT1	0	0	0	-	-	5	0	4	0.0%	80.0%	0	0	0	-	-
2004	LDGT2	2	0	1	0.0%	50.0%	0	0	0	-	-	0	0	0	-	-
2004	LDGV	14	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2004	Unknown	7	1	0	14.3%	0.0%	0	0	0	-	-	0	0	0	-	-
2005	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	1	0	0	0.0%	0.0%	3	0	2	0.0%	66.7%	0	0	0	-	-
2005	LDGT2	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	LDGV	23	0	0	0.0%	0.0%	5	0	4	0.0%	80.0%	0	0	0	-	-
2005	Unknown	1	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2006	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT1	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
2006	LDGT2	0	0	11	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGV	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
2006	Unknown	4	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2007	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	0	0	2	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT2	0	0	12	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**87,146**	**18,075**	**50,867**	**20.7%**	**58.4%**	**5,472**	**1,096**	**3,598**	**20.0%**	**65.8%**	**6,309**	**1,047**	**4,231**	**16.6%**	**67.1%**

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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 82/Unknown	HDGV	48	7	27	14.6%	56.3%	7	0	3	0.0%	42.9%	14	1	9	7.1%	64.3%
Pre 82/Unknown	LDGT1	130	8	93	6.2%	71.5%	14	1	6	7.1%	42.9%	25	2	16	8.0%	64.0%
Pre 82/Unknown	LDGT2	114	17	74	14.9%	64.9%	19	1	9	5.3%	47.4%	23	0	13	0.0%	56.5%
Pre 82/Unknown	LDGV	342	14	251	4.1%	73.4%	39	2	15	5.1%	38.5%	135	6	87	4.4%	64.4%
Pre 82/Unknown	Unknown	51	5	37	9.8%	72.5%	1	0	3	0.0%	100.0%	5	1	3	20.0%	60.0%
1982	HDGV	12	1	5	8.3%	41.7%	1	0	1	0.0%	100.0%	0	0	0	-	-
1982	LDGT1	39	4	31	10.3%	79.5%	3	0	2	0.0%	66.7%	14	1	6	7.1%	42.9%
1982	LDGT2	13	1	7	7.7%	53.8%	0	0	0	-	-	3	0	1	0.0%	33.3%
1982	LDGV	66	4	48	6.1%	72.7%	5	1	2	20.0%	40.0%	18	0	11	0.0%	61.1%
1982	Unknown	10	0	9	0.0%	90.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
1983	HDGV	7	0	6	0.0%	85.7%	0	0	1	-	-	0	0	0	-	-
1983	LDGT1	41	2	26	4.9%	63.4%	6	0	5	0.0%	83.3%	7	1	3	14.3%	42.9%
1983	LDGT2	17	2	11	11.8%	64.7%	1	0	0	0.0%	0.0%	8	1	4	12.5%	50.0%
1983	LDGV	51	1	30	2.0%	58.8%	5	0	1	0.0%	20.0%	13	3	5	23.1%	38.5%
1983	Unknown	13	2	7	15.4%	53.8%	2	0	0	0.0%	0.0%	0	0	1	-	-
1984	HDGV	26	4	16	15.4%	61.5%	3	0	1	0.0%	33.3%	4	1	3	25.0%	75.0%
1984	LDGT1	111	9	83	8.1%	74.8%	6	0	2	0.0%	33.3%	17	1	11	5.9%	64.7%
1984	LDGT2	42	3	31	7.1%	73.8%	4	0	3	0.0%	75.0%	7	1	4	14.3%	57.1%
1984	LDGV	234	11	190	4.7%	81.2%	5	0	2	0.0%	40.0%	58	5	35	8.6%	60.3%
1984	Unknown	23	2	20	8.7%	87.0%	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
1985	HDGV	32	2	24	6.3%	75.0%	1	0	1	0.0%	100.0%	6	0	3	0.0%	50.0%
1985	LDGT1	84	5	61	6.0%	72.6%	7	2	3	28.6%	42.9%	27	6	11	22.2%	40.7%
1985	LDGT2	37	3	25	8.1%	67.6%	2	0	2	0.0%	100.0%	13	0	4	0.0%	30.8%
1985	LDGV	159	6	108	3.8%	67.9%	7	1	1	14.3%	14.3%	59	1	28	1.7%	47.5%
1985	Unknown	19	2	15	10.5%	78.9%	2	1	1	50.0%	50.0%	4	1	1	25.0%	25.0%
1986	HDGV	68	6	58	8.8%	85.3%	9	0	8	0.0%	88.9%	6	2	6	33.3%	100.0%
1986	LDGT1	232	19	182	8.2%	78.4%	8	1	6	12.5%	75.0%	40	1	24	2.5%	60.0%
1986	LDGT2	114	5	88	4.4%	77.2%	4	0	1	0.0%	25.0%	31	3	16	9.7%	51.6%
1986	LDGV	366	12	301	3.3%	82.2%	25	2	10	8.0%	40.0%	169	11	99	6.5%	58.6%
1986	Unknown	42	5	31	11.9%	73.8%	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
1987	HDGV	21	1	18	4.8%	85.7%	0	0	0	-	-	7	0	4	0.0%	57.1%
1987	LDGT1	182	14	139	7.7%	76.4%	18	1	5	5.6%	27.8%	43	5	21	11.6%	48.8%
1987	LDGT2	76	7	51	9.2%	67.1%	4	0	1	0.0%	25.0%	15	1	8	6.7%	53.3%
1987	LDGV	260	11	192	4.2%	73.8%	20	2	12	10.0%	60.0%	103	9	49	8.7%	47.6%
1987	Unknown	23	3	16	13.0%	69.6%	1	0	0	0.0%	0.0%	1	0	1	0.0%	100.0%

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1988	HDGV	70	4	59	5.7%	84.3%	2	0	1	0.0%	50.0%	5	1	3	20.0%	60.0%
1988	LDGT1	367	15	293	4.1%	79.8%	5	0	4	0.0%	80.0%	101	5	61	5.0%	60.4%
1988	LDGT2	174	8	138	4.6%	79.3%	5	0	2	0.0%	40.0%	29	1	19	3.4%	65.5%
1988	LDGV	533	25	420	4.7%	78.8%	22	2	10	9.1%	45.5%	209	20	122	9.6%	58.4%
1988	Unknown	54	4	45	7.4%	83.3%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1989	HDGV	40	2	23	5.0%	57.5%	4	0	3	0.0%	75.0%	8	0	5	0.0%	62.5%
1989	LDGT1	228	11	187	4.8%	82.0%	7	0	4	0.0%	57.1%	69	7	30	10.1%	43.5%
1989	LDGT2	83	1	65	1.2%	78.3%	3	0	1	0.0%	33.3%	22	0	12	0.0%	54.5%
1989	LDGV	403	16	302	4.0%	74.9%	28	2	17	7.1%	60.7%	205	13	109	6.3%	53.2%
1989	Unknown	25	1	23	4.0%	92.0%	3	0	2	0.0%	66.7%	7	2	6	28.6%	85.7%
1990	HDGV	79	3	68	3.8%	86.1%	0	0	1	-	-	8	2	6	25.0%	75.0%
1990	LDGT1	457	24	387	5.3%	84.7%	12	0	8	0.0%	66.7%	124	8	72	6.5%	58.1%
1990	LDGT2	200	10	178	5.0%	89.0%	3	0	3	0.0%	100.0%	30	3	21	10.0%	70.0%
1990	LDGV	1,080	43	875	4.0%	81.0%	42	6	20	14.3%	47.6%	402	37	229	9.2%	57.0%
1990	Unknown	48	3	40	6.3%	83.3%	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
1991	HDGV	26	2	18	7.7%	69.2%	0	0	0	-	-	4	0	3	0.0%	75.0%
1991	LDGT1	255	15	205	5.9%	80.4%	10	0	8	0.0%	80.0%	72	5	36	6.9%	50.0%
1991	LDGT2	69	9	53	13.0%	76.8%	4	0	3	0.0%	75.0%	19	2	8	10.5%	42.1%
1991	LDGV	690	25	556	3.6%	80.6%	27	0	15	0.0%	55.6%	392	41	213	10.5%	54.3%
1991	Unknown	18	2	18	11.1%	100.0%	0	0	0	-	-	0	0	0	-	-
1992	HDGV	47	2	37	4.3%	78.7%	1	0	1	0.0%	100.0%	6	1	4	16.7%	66.7%
1992	LDGT1	529	29	451	5.5%	85.3%	11	1	8	9.1%	72.7%	203	14	130	6.9%	64.0%
1992	LDGT2	168	5	148	3.0%	88.1%	2	0	1	0.0%	50.0%	19	2	13	10.5%	68.4%
1992	LDGV	1,335	40	1,119	3.0%	83.8%	39	2	21	5.1%	53.8%	954	77	598	8.1%	62.7%
1992	Unknown	38	1	35	2.6%	92.1%	1	0	1	0.0%	100.0%	4	0	3	0.0%	75.0%
1993	HDGV	43	0	42	0.0%	97.7%	1	0	1	0.0%	100.0%	7	0	5	0.0%	71.4%
1993	LDGT1	409	14	340	3.4%	83.1%	11	0	5	0.0%	45.5%	219	22	125	10.0%	57.1%
1993	LDGT2	123	4	109	3.3%	88.6%	2	0	1	0.0%	50.0%	15	2	10	13.3%	66.7%
1993	LDGV	932	34	773	3.6%	82.9%	45	4	21	8.9%	46.7%	618	58	354	9.4%	57.3%
1993	Unknown	32	1	29	3.1%	90.6%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1994	HDGV	112	3	91	2.7%	81.3%	3	0	3	0.0%	100.0%	11	0	7	0.0%	63.6%
1994	LDGT1	889	39	775	4.4%	87.2%	7	1	2	14.3%	28.6%	429	37	286	8.6%	66.7%
1994	LDGT2	360	13	321	3.6%	89.2%	5	0	4	0.0%	80.0%	69	4	49	5.8%	71.0%
1994	LDGV	2,018	60	1,787	3.0%	88.6%	32	2	20	6.3%	62.5%	1,102	102	724	9.3%	65.7%
1994	Unknown	78	6	75	7.7%	96.2%	4	0	1	0.0%	25.0%	1	0	1	0.0%	100.0%

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1995	HDGV	74	3	60	4.1%	81.1%	2	0	1	0.0%	50.0%	6	2	5	33.3%	83.3%
1995	LDGT1	471	16	415	3.4%	88.1%	9	0	5	0.0%	55.6%	137	11	88	8.0%	64.2%
1995	LDGT2	170	3	150	1.8%	88.2%	1	0	0	0.0%	0.0%	21	3	15	14.3%	71.4%
1995	LDGV	1,105	53	940	4.8%	85.1%	33	0	16	0.0%	48.5%	582	67	353	11.5%	60.7%
1995	Unknown	54	3	50	5.6%	92.6%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1996	HDGV	107	10	88	9.3%	82.2%	0	0	0	-	-	1	0	0	0.0%	0.0%
1996	LDGT1	1,353	33	1,232	2.4%	91.1%	5	0	5	0.0%	100.0%	205	17	143	8.3%	69.8%
1996	LDGT2	280	7	251	2.5%	89.6%	1	0	0	0.0%	0.0%	13	0	12	0.0%	92.3%
1996	LDGV	1,826	46	1,609	2.5%	88.1%	45	1	32	2.2%	71.1%	523	34	364	6.5%	69.6%
1996	Unknown	73	5	70	6.8%	95.9%	0	0	0	-	-	1	0	1	0.0%	100.0%
1997	HDGV	87	6	76	6.9%	87.4%	1	0	1	0.0%	100.0%	4	0	2	0.0%	50.0%
1997	LDGT1	799	27	713	3.4%	89.2%	5	1	4	20.0%	80.0%	80	6	53	7.5%	66.3%
1997	LDGT2	165	8	149	4.8%	90.3%	0	0	0	-	-	19	0	14	0.0%	73.7%
1997	LDGV	1,137	41	994	3.6%	87.4%	44	5	23	11.4%	52.3%	265	23	179	8.7%	67.5%
1997	Unknown	77	6	70	7.8%	90.9%	1	0	0	0.0%	0.0%	0	0	0	-	-
1998	HDGV	87	3	78	3.4%	89.7%	0	0	0	-	-	3	0	2	0.0%	66.7%
1998	LDGT1	982	32	898	3.3%	91.4%	5	0	4	0.0%	80.0%	135	5	105	3.7%	77.8%
1998	LDGT2	268	9	251	3.4%	93.7%	0	0	0	-	-	11	0	7	0.0%	63.6%
1998	LDGV	1,920	60	1,753	3.1%	91.3%	59	2	47	3.4%	79.7%	377	38	256	10.1%	67.9%
1998	Unknown	70	2	66	2.9%	94.3%	0	0	0	-	-	0	0	0	-	-
1999	HDGV	78	2	61	2.6%	78.2%	0	0	0	-	-	1	0	0	0.0%	0.0%
1999	LDGT1	617	17	572	2.8%	92.7%	3	0	3	0.0%	100.0%	45	1	31	2.2%	68.9%
1999	LDGT2	261	5	239	1.9%	91.6%	0	0	0	-	-	16	0	15	0.0%	93.8%
1999	LDGV	1,587	50	1,440	3.2%	90.7%	23	0	19	0.0%	82.6%	200	15	149	7.5%	74.5%
1999	Unknown	68	5	68	7.4%	100.0%	0	0	0	-	-	2	0	1	0.0%	50.0%
2000	HDGV	158	6	134	3.8%	84.8%	0	0	0	-	-	3	0	2	0.0%	66.7%
2000	LDGT1	1,526	46	1,442	3.0%	94.5%	4	0	4	0.0%	100.0%	46	5	35	10.9%	76.1%
2000	LDGT2	458	12	436	2.6%	95.2%	0	0	0	-	-	16	2	12	12.5%	75.0%
2000	LDGV	2,655	63	2,483	2.4%	93.5%	23	0	19	0.0%	82.6%	203	22	149	10.8%	73.4%
2000	Unknown	105	6	105	5.7%	100.0%	0	0	0	-	-	1	0	2	0.0%	100.0%
2001	HDGV	108	2	96	1.9%	88.9%	0	0	0	-	-	4	0	1	0.0%	25.0%
2001	LDGT1	1,247	42	1,165	3.4%	93.4%	3	0	3	0.0%	100.0%	14	2	12	14.3%	85.7%
2001	LDGT2	424	13	401	3.1%	94.6%	0	0	0	-	-	6	1	5	16.7%	83.3%
2001	LDGV	1,419	35	1,324	2.5%	93.3%	24	1	18	4.2%	75.0%	57	5	40	8.8%	70.2%
2001	Unknown	77	7	77	9.1%	100.0%	0	0	0	-	-	0	0	2	-	-

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2002	HDGV	167	4	120	2.4%	71.9%	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
2002	LDGT1	2,669	72	2,555	2.7%	95.7%	3	0	3	0.0%	100.0%	7	0	6	0.0%	85.7%
2002	LDGT2	957	32	904	3.3%	94.5%	2	0	1	0.0%	50.0%	3	0	2	0.0%	66.7%
2002	LDGV	2,047	49	1,917	2.4%	93.6%	26	0	22	0.0%	84.6%	34	2	25	5.9%	73.5%
2002	Unknown	162	3	154	1.9%	95.1%	3	0	1	0.0%	33.3%	3	0	1	0.0%	33.3%
2003	HDGV	68	3	54	4.4%	79.4%	1	0	0	0.0%	0.0%	3	0	1	0.0%	33.3%
2003	LDGT1	799	20	770	2.5%	96.4%	0	0	0	-	-	1	0	1	0.0%	100.0%
2003	LDGT2	280	12	261	4.3%	93.2%	0	0	0	-	-	1	0	1	0.0%	100.0%
2003	LDGV	843	14	788	1.7%	93.5%	7	0	6	0.0%	85.7%	8	0	8	0.0%	100.0%
2003	Unknown	50	0	44	0.0%	88.0%	0	0	0	-	-	0	0	0	-	-
2004	HDGV	42	1	31	2.4%	73.8%	0	0	0	-	-	0	0	0	-	-
2004	LDGT1	199	1	196	0.5%	98.5%	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2004	LDGT2	92	4	88	4.3%	95.7%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2004	LDGV	327	7	308	2.1%	94.2%	6	0	6	0.0%	100.0%	3	0	3	0.0%	100.0%
2004	Unknown	21	0	19	0.0%	90.5%	0	0	0	-	-	0	0	0	-	-
2005	HDGV	20	0	17	0.0%	85.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	97	0	94	0.0%	96.9%	0	0	0	-	-	0	0	0	-	-
2005	LDGT2	32	0	30	0.0%	93.8%	0	0	0	-	-	0	0	0	-	-
2005	LDGV	298	8	270	2.7%	90.6%	5	0	4	0.0%	80.0%	3	0	3	0.0%	100.0%
2005	Unknown	10	0	11	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	HDGV	11	0	6	0.0%	54.5%	0	0	0	-	-	0	0	0	-	-
2006	LDGT1	52	2	46	3.8%	88.5%	0	0	0	-	-	2	0	2	0.0%	100.0%
2006	LDGT2	23	0	23	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	LDGV	96	2	93	2.1%	96.9%	0	0	0	-	-	0	0	0	-	-
2006	Unknown	2	0	3	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2007	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2007	LDGV	3	0	2	0.0%	66.7%	0	0	0	-	-	0	0	0	-	-
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**46,378**	**1,590**	**41,157**	**3.4%**	**88.7%**	**928**	**45**	**559**	**4.8%**	**60.2%**	**9,319**	**791**	**5,875**	**8.5%**	**63.0%**

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 2006

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2
Pre 82/Unknown	HDGV	187	26	13.9%	0	0	-	0	0	-
Pre 82/Unknown	LDGT1	489	48	9.8%	9	8	88.9%	37	6	16.2%
Pre 82/Unknown	LDGT2	379	52	13.7%	2	1	50.0%	13	2	15.4%
Pre 82/Unknown	LDGV	2,284	250	10.9%	23	6	26.1%	158	22	13.9%
Pre 82/Unknown	Unknown	173	26	15.0%	0	0	-	0	0	-
1982	HDGV	53	7	13.2%	0	0	-	0	0	-
1982	LDGT1	143	20	14.0%	0	0	-	119	16	13.4%
1982	LDGT2	37	2	5.4%	0	0	-	27	2	7.4%
1982	LDGV	422	61	14.5%	0	0	-	365	52	14.2%
1982	Unknown	43	8	18.6%	0	0	-	2	1	50.0%
1983	HDGV	44	6	13.6%	0	0	-	0	0	-
1983	LDGT1	154	25	16.2%	0	0	-	118	20	16.9%
1983	LDGT2	54	6	11.1%	0	0	-	40	4	10.0%
1983	LDGV	391	62	15.9%	0	0	-	350	56	16.0%
1983	Unknown	34	5	14.7%	0	0	-	2	0	0.0%
1984	HDGV	117	13	11.1%	0	0	-	0	1	-
1984	LDGT1	393	60	15.3%	0	0	-	306	49	16.0%
1984	LDGT2	177	29	16.4%	0	0	-	143	25	17.5%
1984	LDGV	1,465	220	15.0%	0	0	-	1,298	209	16.1%
1984	Unknown	65	11	16.9%	0	0	-	2	0	0.0%
1985	HDGV	124	13	10.5%	0	0	-	0	2	-
1985	LDGT1	409	65	15.9%	0	0	-	349	56	16.0%
1985	LDGT2	164	32	19.5%	0	0	-	138	30	21.7%
1985	LDGV	1,152	148	12.8%	0	0	-	1,044	140	13.4%
1985	Unknown	76	12	15.8%	0	0	-	10	0	0.0%
1986	HDGV	282	32	11.3%	0	0	-	0	2	-
1986	LDGT1	933	140	15.0%	0	0	-	776	115	14.8%
1986	LDGT2	378	50	13.2%	0	0	-	297	45	15.2%
1986	LDGV	3,332	471	14.1%	0	0	-	3,007	438	14.6%
1986	Unknown	135	23	17.0%	0	0	-	6	0	0.0%
1987	HDGV	150	13	8.7%	0	0	-	0	0	-
1987	LDGT1	751	86	11.5%	0	0	-	601	72	12.0%
1987	LDGT2	304	33	10.9%	0	0	-	239	25	10.5%
1987	LDGV	2,314	302	13.1%	0	0	-	2,122	280	13.2%
1987	Unknown	111	17	15.3%	0	0	-	8	0	0.0%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2
1988	HDGV	282	29	10.3%	0	0	-	0	1	-
1988	LDGT1	2,050	280	13.7%	0	0	-	1,789	253	14.1%
1988	LDGT2	741	80	10.8%	0	0	-	607	70	11.5%
1988	LDGV	4,749	623	13.1%	0	0	-	4,324	578	13.4%
1988	Unknown	148	22	14.9%	0	0	-	13	0	0.0%
1989	HDGV	215	20	9.3%	0	0	-	0	0	-
1989	LDGT1	1,418	196	13.8%	0	0	-	1,252	180	14.4%
1989	LDGT2	442	65	14.7%	0	0	-	377	55	14.6%
1989	LDGV	3,194	358	11.2%	0	0	-	2,876	337	11.7%
1989	Unknown	101	15	14.9%	0	0	-	17	0	0.0%
1990	HDGV	232	23	9.9%	0	0	-	0	2	-
1990	LDGT1	2,231	280	12.6%	0	0	-	1,856	242	13.0%
1990	LDGT2	752	91	12.1%	0	0	-	589	82	13.9%
1990	LDGV	8,113	980	12.1%	0	0	-	7,186	903	12.6%
1990	Unknown	118	15	12.7%	0	0	-	14	0	0.0%
1991	HDGV	90	10	11.1%	0	0	-	0	0	-
1991	LDGT1	1,589	225	14.2%	0	0	-	1,350	200	14.8%
1991	LDGT2	318	49	15.4%	0	0	-	248	40	16.1%
1991	LDGV	6,101	884	14.5%	0	0	-	5,472	810	14.8%
1991	Unknown	45	9	20.0%	0	0	-	7	0	0.0%
1992	HDGV	155	14	9.0%	0	0	-	0	0	-
1992	LDGT1	3,397	438	12.9%	0	0	-	2,898	392	13.5%
1992	LDGT2	844	116	13.7%	0	0	-	674	103	15.3%
1992	LDGV	12,478	1,707	13.7%	0	0	-	10,998	1,551	14.1%
1992	Unknown	74	13	17.6%	0	0	-	20	0	0.0%
1993	HDGV	131	16	12.2%	0	0	-	0	0	-
1993	LDGT1	2,726	352	12.9%	0	0	-	2,092	268	12.8%
1993	LDGT2	572	72	12.6%	0	0	-	431	62	14.4%
1993	LDGV	7,869	1,024	13.0%	0	0	-	6,838	920	13.5%
1993	Unknown	61	5	8.2%	0	0	-	7	0	0.0%
1994	HDGV	290	27	9.3%	0	0	-	0	0	-
1994	LDGT1	5,099	671	13.2%	0	0	-	3,656	478	13.1%
1994	LDGT2	1,237	159	12.9%	0	0	-	849	126	14.8%
1994	LDGV	12,471	1,497	12.0%	0	0	-	10,273	1,328	12.9%
1994	Unknown	148	13	8.8%	0	0	-	11	0	0.0%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2
1995	HDGV	204	16	7.8%	0	0	-	0	1	-
1995	LDGT1	2,737	338	12.3%	0	0	-	2,078	264	12.7%
1995	LDGT2	735	106	14.4%	0	0	-	531	88	16.6%
1995	LDGV	7,082	850	12.0%	0	0	-	5,802	738	12.7%
1995	Unknown	111	7	6.3%	0	0	-	6	0	0.0%
1996	HDGV	251	31	12.4%	0	0	-	0	0	-
1996	LDGT1	7,139	754	10.6%	6,041	674	11.2%	10	0	0.0%
1996	LDGT2	1,833	173	9.4%	1,609	162	10.1%	8	1	12.5%
1996	LDGV	15,333	1,601	10.4%	13,623	1,465	10.8%	27	0	0.0%
1996	Unknown	124	12	9.7%	4	6	150.0%	4	0	0.0%
1997	HDGV	167	17	10.2%	0	0	-	0	0	-
1997	LDGT1	5,208	696	13.4%	4,555	637	14.0%	17	4	23.5%
1997	LDGT2	1,307	128	9.8%	1,172	119	10.2%	2	0	0.0%
1997	LDGV	11,021	1,322	12.0%	10,008	1,223	12.2%	40	1	2.5%
1997	Unknown	120	14	11.7%	5	1	20.0%	6	0	0.0%
1998	HDGV	149	12	8.1%	0	0	-	0	0	-
1998	LDGT1	7,022	804	11.4%	6,066	738	12.2%	82	6	7.3%
1998	LDGT2	1,739	192	11.0%	1,520	177	11.6%	0	0	-
1998	LDGV	13,319	1,382	10.4%	11,368	1,246	11.0%	84	10	11.9%
1998	Unknown	97	9	9.3%	3	1	33.3%	2	0	0.0%
1999	HDGV	139	8	5.8%	0	0	-	0	0	-
1999	LDGT1	3,600	348	9.7%	3,065	321	10.5%	2	0	0.0%
1999	LDGT2	1,497	113	7.5%	1,276	103	8.1%	0	0	-
1999	LDGV	9,164	936	10.2%	7,685	847	11.0%	3	0	0.0%
1999	Unknown	92	7	7.6%	3	2	66.7%	3	0	0.0%
2000	HDGV	226	10	4.4%	0	0	-	0	0	-
2000	LDGT1	5,952	527	8.9%	4,595	460	10.0%	6	0	0.0%
2000	LDGT2	1,747	147	8.4%	1,310	131	10.0%	0	0	-
2000	LDGV	13,239	1,155	8.7%	10,793	1,037	9.6%	3	0	0.0%
2000	Unknown	132	9	6.8%	7	1	14.3%	5	0	0.0%
2001	HDGV	137	14	10.2%	0	0	-	0	0	-
2001	LDGT1	5,125	632	12.3%	4,063	572	14.1%	0	0	-
2001	LDGT2	1,567	211	13.5%	1,210	194	16.0%	0	0	-
2001	LDGV	8,611	1,093	12.7%	7,373	1,031	14.0%	2	0	0.0%
2001	Unknown	84	6	7.1%	6	8	133.3%	2	0	0.0%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2
2002	HDGV	182	15	8.2%	0	0	-	0	0	-
2002	LDGT1	7,277	662	9.1%	4,932	576	11.7%	0	0	-
2002	LDGT2	2,645	268	10.1%	1,818	222	12.2%	0	0	-
2002	LDGV	8,608	824	9.6%	6,738	756	11.2%	3	0	0.0%
2002	Unknown	171	4	2.3%	10	11	110.0%	39	0	0.0%
2003	HDGV	71	4	5.6%	0	0	-	0	0	-
2003	LDGT1	1,724	117	6.8%	992	89	9.0%	0	0	-
2003	LDGT2	719	47	6.5%	469	37	7.9%	0	0	-
2003	LDGV	3,265	290	8.9%	2,485	266	10.7%	13	0	0.0%
2003	Unknown	54	3	5.6%	3	2	66.7%	13	0	0.0%
2004	HDGV	42	1	2.4%	0	0	-	0	0	-
2004	LDGT1	469	28	6.0%	276	27	9.8%	0	0	-
2004	LDGT2	221	22	10.0%	134	18	13.4%	2	0	0.0%
2004	LDGV	975	64	6.6%	666	57	8.6%	14	0	0.0%
2004	Unknown	21	0	0.0%	3	0	0.0%	7	0	0.0%
2005	HDGV	20	3	15.0%	0	0	-	0	0	-
2005	LDGT1	314	20	6.4%	222	19	8.6%	1	0	0.0%
2005	LDGT2	132	5	3.8%	101	5	5.0%	0	0	-
2005	LDGV	880	61	6.9%	592	53	9.0%	23	0	0.0%
2005	Unknown	10	0	0.0%	1	3	300.0%	1	0	0.0%
2006	HDGV	11	0	0.0%	0	0	-	0	0	-
2006	LDGT1	320	17	5.3%	275	15	5.5%	0	0	-
2006	LDGT2	339	18	5.3%	325	17	5.2%	0	0	-
2006	LDGV	1,259	62	4.9%	1,199	60	5.0%	0	0	-
2006	Unknown	2	0	0.0%	0	0	-	4	0	0.0%
2007	HDGV	0	0	-	0	0	-	0	0	-
2007	LDGT1	16	0	0.0%	16	0	0.0%	0	0	-
2007	LDGT2	23	1	4.3%	23	1	4.3%	0	0	-
2007	LDGV	73	2	2.7%	69	2	2.9%	0	0	-
2007	Unknown	0	0	-	0	0	-	0	0	-
Totals		**255,053**	**28,970**	**11.4%**	**118,743**	**13,407**	**11.3%**	**87,146**	**11,764**	**13.5%**

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	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 82/Unknown	HDGV	0	0	-	157	21	13.4%	48	6	12.5%	7	0	0.0%	14	1	7.1%
Pre 82/Unknown	LDGT1	8	0	0.0%	367	37	10.1%	130	4	3.1%	14	0	0.0%	25	1	4.0%
Pre 82/Unknown	LDGT2	3	1	33.3%	316	43	13.6%	114	10	8.8%	19	1	5.3%	23	0	0.0%
Pre 82/Unknown	LDGV	20	2	10.0%	1,895	210	11.1%	342	11	3.2%	39	1	2.6%	135	1	0.7%
Pre 82/Unknown	Unknown	1	0	0.0%	142	23	16.2%	51	4	7.8%	1	0	0.0%	5	0	0.0%
1982	HDGV	0	0	-	43	6	14.0%	12	1	8.3%	1	0	0.0%	0	0	-
1982	LDGT1	4	0	0.0%	1	0	0.0%	39	4	10.3%	3	0	0.0%	14	1	7.1%
1982	LDGT2	1	0	0.0%	1	0	0.0%	13	0	0.0%	0	0	-	3	0	0.0%
1982	LDGV	20	4	20.0%	0	0	-	66	2	3.0%	5	0	0.0%	18	0	0.0%
1982	Unknown	0	0	-	39	7	17.9%	10	0	0.0%	1	0	0.0%	0	0	-
1983	HDGV	0	0	-	39	6	15.4%	7	0	0.0%	0	0	-	0	0	-
1983	LDGT1	12	3	25.0%	0	0	-	41	0	0.0%	6	0	0.0%	7	0	0.0%
1983	LDGT2	4	1	25.0%	1	0	0.0%	17	1	5.9%	1	0	0.0%	8	0	0.0%
1983	LDGV	20	5	25.0%	0	0	-	51	1	2.0%	5	0	0.0%	13	2	15.4%
1983	Unknown	0	0	-	27	4	14.8%	13	2	15.4%	2	0	0.0%	0	0	-
1984	HDGV	0	0	-	96	12	12.5%	26	2	7.7%	3	0	0.0%	4	0	0.0%
1984	LDGT1	25	3	12.0%	1	0	0.0%	111	7	6.3%	6	0	0.0%	17	0	0.0%
1984	LDGT2	9	2	22.2%	0	0	-	42	3	7.1%	4	0	0.0%	7	0	0.0%
1984	LDGV	41	1	2.4%	1	0	0.0%	234	8	3.4%	5	0	0.0%	58	2	3.4%
1984	Unknown	0	0	-	52	10	19.2%	23	1	4.3%	2	0	0.0%	1	0	0.0%
1985	HDGV	0	0	-	107	10	9.3%	32	1	3.1%	1	0	0.0%	6	0	0.0%
1985	LDGT1	18	2	11.1%	0	0	-	84	5	6.0%	7	1	14.3%	27	3	11.1%
1985	LDGT2	9	1	11.1%	0	0	-	37	3	8.1%	2	0	0.0%	13	0	0.0%
1985	LDGV	31	6	19.4%	3	1	33.3%	159	4	2.5%	7	0	0.0%	59	0	0.0%
1985	Unknown	0	0	-	68	9	13.2%	19	1	5.3%	2	0	0.0%	4	0	0.0%
1986	HDGV	0	0	-	237	26	11.0%	68	7	10.3%	9	0	0.0%	6	0	0.0%
1986	LDGT1	21	6	28.6%	0	0	-	232	16	6.9%	8	1	12.5%	40	1	2.5%
1986	LDGT2	22	3	13.6%	2	0	0.0%	114	3	2.6%	4	0	0.0%	31	0	0.0%
1986	LDGV	101	15	14.9%	9	0	0.0%	366	11	3.0%	25	2	8.0%	169	5	3.0%
1986	Unknown	0	0	-	111	20	18.0%	42	3	7.1%	1	0	0.0%	4	0	0.0%
1987	HDGV	0	0	-	136	13	9.6%	21	0	0.0%	0	0	-	7	0	0.0%
1987	LDGT1	38	3	7.9%	1	0	0.0%	182	9	4.9%	18	1	5.6%	43	3	7.0%
1987	LDGT2	9	1	11.1%	0	0	-	76	6	7.9%	4	0	0.0%	15	1	6.7%
1987	LDGV	58	10	17.2%	5	1	20.0%	260	6	2.3%	20	0	0.0%	103	3	2.9%
1987	Unknown	0	0	-	94	14	14.9%	23	4	17.4%	1	0	0.0%	1	0	0.0%

R2 = 2nd or Subsequent Retest

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Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	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
1988	HDGV	0	0	-	225	25	11.1%	70	2	2.9%	2	0	0.0%	5	0	0.0%
1988	LDGT1	63	10	15.9%	0	1	-	367	10	2.7%	5	0	0.0%	101	3	3.0%
1988	LDGT2	22	3	13.6%	4	0	0.0%	174	7	4.0%	5	0	0.0%	29	1	3.4%
1988	LDGV	115	17	14.8%	1	0	0.0%	533	22	4.1%	22	1	4.5%	209	8	3.8%
1988	Unknown	0	0	-	106	17	16.0%	54	4	7.4%	1	0	0.0%	1	0	0.0%
1989	HDGV	0	1	-	182	18	9.9%	40	1	2.5%	4	0	0.0%	8	1	12.5%
1989	LDGT1	45	6	13.3%	1	0	0.0%	228	6	2.6%	7	0	0.0%	69	4	5.8%
1989	LDGT2	12	3	25.0%	0	0	-	83	1	1.2%	3	0	0.0%	22	0	0.0%
1989	LDGV	87	6	6.9%	0	0	-	403	11	2.7%	28	0	0.0%	205	5	2.4%
1989	Unknown	0	0	-	74	13	17.6%	25	0	0.0%	3	0	0.0%	7	0	0.0%
1990	HDGV	0	0	-	170	18	10.6%	79	3	3.8%	0	0	-	8	1	12.5%
1990	LDGT1	78	10	12.8%	2	1	50.0%	457	19	4.2%	12	0	0.0%	124	4	3.2%
1990	LDGT2	17	3	17.6%	0	0	-	200	8	4.0%	3	0	0.0%	30	2	6.7%
1990	LDGV	214	30	14.0%	2	0	0.0%	1,080	32	3.0%	42	2	4.8%	402	10	2.5%
1990	Unknown	0	0	-	84	12	14.3%	48	3	6.3%	2	0	0.0%	1	0	0.0%
1991	HDGV	0	0	-	67	8	11.9%	26	1	3.8%	0	0	-	4	0	0.0%
1991	LDGT1	68	10	14.7%	0	0	-	255	12	4.7%	10	0	0.0%	72	1	1.4%
1991	LDGT2	22	3	13.6%	0	0	-	69	6	8.7%	4	0	0.0%	19	1	5.3%
1991	LDGV	237	37	15.6%	3	1	33.3%	690	22	3.2%	27	0	0.0%	392	17	4.3%
1991	Unknown	1	0	0.0%	30	6	20.0%	18	2	11.1%	0	0	-	0	0	-
1992	HDGV	0	0	-	102	11	10.8%	47	1	2.1%	1	0	0.0%	6	0	0.0%
1992	LDGT1	138	15	10.9%	1	1	100.0%	529	19	3.6%	11	0	0.0%	203	8	3.9%
1992	LDGT2	44	7	15.9%	1	1	100.0%	168	3	1.8%	2	0	0.0%	19	1	5.3%
1992	LDGV	594	93	15.7%	0	0	-	1,335	35	2.6%	39	1	2.6%	954	44	4.6%
1992	Unknown	0	0	-	44	11	25.0%	38	2	5.3%	1	0	0.0%	4	0	0.0%
1993	HDGV	0	0	-	90	15	16.7%	43	0	0.0%	1	0	0.0%	7	0	0.0%
1993	LDGT1	376	65	17.3%	0	0	-	409	10	2.4%	11	0	0.0%	219	7	3.2%
1993	LDGT2	45	3	6.7%	1	0	0.0%	123	4	3.3%	2	0	0.0%	15	1	6.7%
1993	LDGV	433	58	13.4%	0	0	-	932	23	2.5%	45	0	0.0%	618	25	4.0%
1993	Unknown	0	0	-	33	3	9.1%	32	1	3.1%	1	0	0.0%	1	0	0.0%
1994	HDGV	0	1	-	187	22	11.8%	112	2	1.8%	3	0	0.0%	11	0	0.0%
1994	LDGT1	749	150	20.0%	0	0	-	889	31	3.5%	7	0	0.0%	429	23	5.4%
1994	LDGT2	97	15	15.5%	1	0	0.0%	360	12	3.3%	5	0	0.0%	69	1	1.4%
1994	LDGV	688	95	13.8%	0	0	-	2,018	54	2.7%	32	1	3.1%	1,102	53	4.8%
1994	Unknown	0	0	-	71	7	9.9%	78	6	7.7%	4	0	0.0%	1	0	0.0%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	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
1995	HDGV	0	1	-	135	12	8.9%	74	3	4.1%	2	0	0.0%	6	2	33.3%
1995	LDGT1	291	47	16.2%	1	0	0.0%	471	12	2.5%	9	0	0.0%	137	4	2.9%
1995	LDGT2	68	13	19.1%	0	0	-	170	4	2.4%	1	0	0.0%	21	1	4.8%
1995	LDGV	429	56	13.1%	1	0	0.0%	1,105	39	3.5%	33	0	0.0%	582	32	5.5%
1995	Unknown	0	0	-	62	5	8.1%	54	2	3.7%	1	0	0.0%	2	0	0.0%
1996	HDGV	0	0	-	149	15	10.1%	107	8	7.5%	0	0	-	1	0	0.0%
1996	LDGT1	1	0	0.0%	0	0	-	1,353	29	2.1%	5	0	0.0%	205	9	4.4%
1996	LDGT2	1	0	0.0%	0	0	-	280	5	1.8%	1	0	0.0%	13	0	0.0%
1996	LDGV	11	0	0.0%	0	0	-	1,826	43	2.4%	45	1	2.2%	523	23	4.4%
1996	Unknown	0	0	-	57	9	15.8%	73	4	5.5%	0	0	-	1	0	0.0%
1997	HDGV	0	0	-	81	10	12.3%	87	6	6.9%	1	0	0.0%	4	0	0.0%
1997	LDGT1	3	0	0.0%	1	0	0.0%	799	25	3.1%	5	0	0.0%	80	3	3.8%
1997	LDGT2	2	0	0.0%	0	0	-	165	6	3.6%	0	0	-	19	0	0.0%
1997	LDGV	6	1	16.7%	0	0	-	1,137	33	2.9%	44	1	2.3%	265	11	4.2%
1997	Unknown	0	0	-	45	6	13.3%	77	6	7.8%	1	0	0.0%	0	0	-
1998	HDGV	0	0	-	58	8	13.8%	87	3	3.4%	0	0	-	3	0	0.0%
1998	LDGT1	1	0	0.0%	0	0	-	982	28	2.9%	5	0	0.0%	135	4	3.0%
1998	LDGT2	3	0	0.0%	0	0	-	268	8	3.0%	0	0	-	11	0	0.0%
1998	LDGV	3	0	0.0%	0	0	-	1,920	47	2.4%	59	2	3.4%	377	30	8.0%
1998	Unknown	0	0	-	31	6	19.4%	70	2	2.9%	0	0	-	0	0	-
1999	HDGV	0	0	-	61	4	6.6%	78	1	1.3%	0	0	-	1	0	0.0%
1999	LDGT1	2	0	0.0%	0	0	-	617	14	2.3%	3	0	0.0%	45	1	2.2%
1999	LDGT2	1	0	0.0%	0	0	-	261	5	1.9%	0	0	-	16	0	0.0%
1999	LDGV	6	1	16.7%	0	0	-	1,587	43	2.7%	23	0	0.0%	200	9	4.5%
1999	Unknown	0	0	-	29	2	6.9%	68	5	7.4%	0	0	-	2	0	0.0%
2000	HDGV	0	0	-	67	3	4.5%	158	5	3.2%	0	0	-	3	0	0.0%
2000	LDGT1	1	0	0.0%	0	0	-	1,526	39	2.6%	4	0	0.0%	46	4	8.7%
2000	LDGT2	0	0	-	0	0	-	458	12	2.6%	0	0	-	16	1	6.3%
2000	LDGV	1	0	0.0%	0	0	-	2,655	52	2.0%	23	0	0.0%	203	12	5.9%
2000	Unknown	0	0	-	26	3	11.5%	105	6	5.7%	0	0	-	1	0	0.0%
2001	HDGV	0	0	-	26	2	7.7%	108	3	2.8%	0	0	-	4	0	0.0%
2001	LDGT1	0	0	-	0	0	-	1,247	37	3.0%	3	0	0.0%	14	1	7.1%
2001	LDGT2	0	0	-	0	0	-	424	12	2.8%	0	0	-	6	0	0.0%
2001	LDGV	0	0	-	0	0	-	1,419	31	2.2%	24	0	0.0%	57	4	7.0%
2001	Unknown	0	0	-	9	0	0.0%	77	6	7.8%	0	0	-	0	0	-

Table H (Page 7 of 8)

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	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
2002	HDGV	0	0	-	16	0	0.0%	167	3	1.8%	2	0	0.0%	4	0	0.0%
2002	LDGT1	2	0	0.0%	0	0	-	2,669	67	2.5%	3	0	0.0%	7	0	0.0%
2002	LDGT2	0	0	-	1	0	0.0%	957	32	3.3%	2	0	0.0%	3	0	0.0%
2002	LDGV	2	0	0.0%	0	0	-	2,047	46	2.2%	26	0	0.0%	34	1	2.9%
2002	Unknown	0	0	-	11	0	0.0%	162	3	1.9%	3	0	0.0%	3	0	0.0%
2003	HDGV	0	0	-	5	0	0.0%	68	3	4.4%	1	0	0.0%	3	0	0.0%
2003	LDGT1	0	0	-	0	0	-	799	20	2.5%	0	0	-	1	0	0.0%
2003	LDGT2	0	0	-	0	0	-	280	9	3.2%	0	0	-	1	0	0.0%
2003	LDGV	0	0	-	0	0	-	843	14	1.7%	7	0	0.0%	8	0	0.0%
2003	Unknown	0	0	-	3	1	33.3%	50	1	2.0%	0	0	-	0	0	-
2004	HDGV	0	0	-	1	0	0.0%	42	1	2.4%	0	0	-	0	0	-
2004	LDGT1	5	0	0.0%	0	0	-	199	1	0.5%	2	0	0.0%	1	0	0.0%
2004	LDGT2	0	0	-	0	0	-	92	4	4.3%	1	0	0.0%	1	0	0.0%
2004	LDGV	0	0	-	0	0	-	327	4	1.2%	6	0	0.0%	3	0	0.0%
2004	Unknown	0	0	-	0	0	-	21	0	0.0%	0	0	-	0	0	-
2005	HDGV	0	0	-	0	0	-	20	0	0.0%	0	0	-	0	0	-
2005	LDGT1	3	0	0.0%	0	0	-	97	0	0.0%	0	0	-	0	0	-
2005	LDGT2	2	0	0.0%	0	0	-	32	0	0.0%	0	0	-	0	0	-
2005	LDGV	5	0	0.0%	0	0	-	298	8	2.7%	5	0	0.0%	3	0	0.0%
2005	Unknown	0	0	-	0	0	-	10	0	0.0%	0	0	-	0	0	-
2006	HDGV	0	0	-	0	0	-	11	0	0.0%	0	0	-	0	0	-
2006	LDGT1	1	0	0.0%	0	0	-	52	2	3.8%	0	0	-	2	0	0.0%
2006	LDGT2	0	0	-	0	0	-	23	0	0.0%	0	0	-	0	0	-
2006	LDGV	1	0	0.0%	0	0	-	96	2	2.1%	0	0	-	0	0	-
2006	Unknown	0	0	-	0	0	-	2	0	0.0%	0	0	-	0	0	-
2007	HDGV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDGT1	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDGT2	0	0	-	0	0	-	1	0	0.0%	0	0	-	0	0	-
2007	LDGV	1	0	0.0%	0	0	-	3	0	0.0%	0	0	-	0	0	-
2007	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Totals		**5,472**	**829**	**15.1%**	**6,309**	**750**	**11.9%**	**46,378**	**1,325**	**2.9%**	**928**	**16**	**1.7%**	**9,319**	**397**	**4.3%**

R2 = 2nd or Subsequent Retest

APPENDIX I -
PART I

WAIVERS

New Jersey Enhanced Inspection and Maintenance Program
Waiver Report by Model Year and Vehicle Type
Year 2006

Model Year	Vehicles Initially Failing ASM5015 or OBD Test	Waivers Received		Waivers for LDGV Vehicles	Waivers for LDGT1 Vehicles	Waivers for LDGT2 Vehicles
		Number	%			
Pre82/Unknown	242	0	0.00%	0	0	0
1982	513	1	0.19%	1	0	0
1983	510	1	0.20%	1	0	0
1984	1,749	1	0.06%	1	0	0
1985	1,541	0	0.00%	0	0	0
1986	4,086	3	0.07%	3	0	0
1987	2,970	3	0.10%	3	0	0
1988	6,733	5	0.07%	5	0	0
1989	4,522	1	0.02%	1	0	0
1990	9,645	3	0.03%	2	1	0
1991	7,077	8	0.11%	8	0	0
1992	14,590	12	0.08%	10	2	0
1993	9,368	5	0.05%	4	1	0
1994	14,789	10	0.07%	8	1	1
1995	8,417	5	0.06%	5	0	0
1996	21,326	16	0.08%	12	4	0
1997	15,805	23	0.15%	20	2	1
1998	19,125	16	0.08%	10	4	2
1999	12,037	8	0.07%	6	1	1
2000	16,719	17	0.10%	15	2	0
2001	12,656	12	0.09%	8	4	0
2002	13,540	9	0.07%	5	2	2
2003	3,975	2	0.05%	1	1	0
2004	1,102	0	0.00%	0	0	0
2005	941	0	0.00%	0	0	0
2006	1,803	0	0.00%	0	0	0
2007	108	0	0.00%	0	0	0
TOTAL	**205,889**	**161**	**0.08%**	**129**	**25**	**7**
% of Waivers Issued by Vehicle Type				**80%**	**16%**	**4%**

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

Table I-1

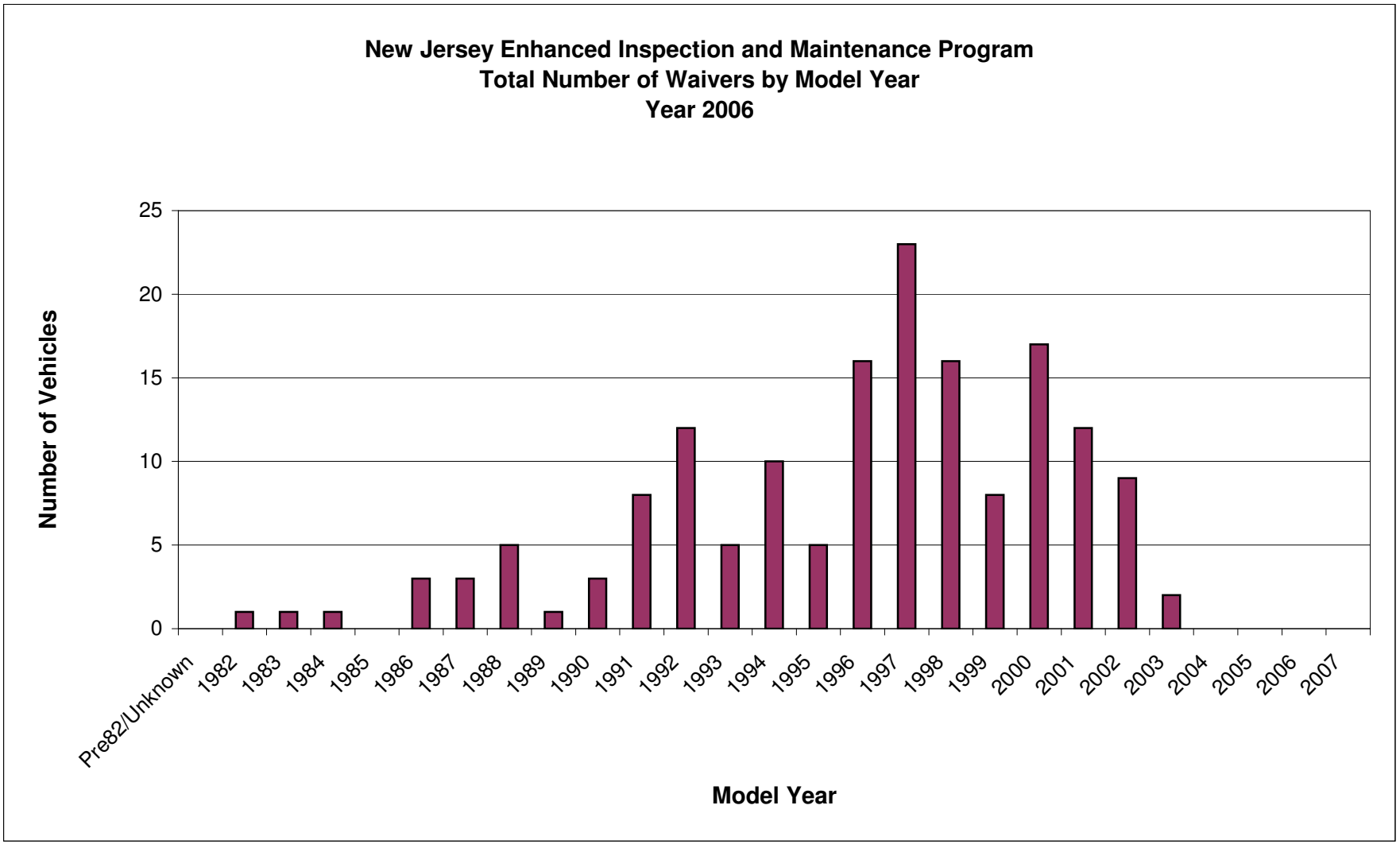
New Jersey Enhanced Inspection and Maintenance Program
Total Number of Waivers by Model Year
Year 2006
Number of Vehicles
0
5
10
15
20
25
Pre82/Unknown
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
Model Year

Figure I-1

APPENDIX I -
PART J

VEHICLES WITH
NO KNOWN
FINAL OUTCOME
BY TEST TYPE

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	Overall Initial Insps	Overall Initial Fails	Dropped From Inspection [1]	Dropped From Fleet [2]	Overall No Known Outcome [3]	Overall Drop Rate % of Initial Insps	Overall Drop Rate % of Initial Fails	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD Drop Rate % of Initial Insps	OBD Drop Rate % of Initial Fails
Pre 82/Unknown	HDGV	807	187	40	25	15	1.86%	8.02%	0	0	0	0.00%	0.00%
Pre 82/Unknown	LDGT1	1,663	489	122	84	38	2.29%	7.77%	40	9	0	0.00%	0.00%
Pre 82/Unknown	LDGT2	1,057	379	94	63	31	2.93%	8.18%	15	2	0	0.00%	0.00%
Pre 82/Unknown	LDGV	8,985	2,284	616	381	235	2.62%	10.29%	132	23	1	0.76%	4.35%
Pre 82/Unknown	Unknown	598	173	46	23	23	3.85%	13.29%	0	0	0	0.00%	0.00%
1982	HDGV	202	53	7	3	4	1.98%	7.55%	0	0	0	0.00%	0.00%
1982	LDGT1	509	143	39	30	9	1.77%	6.29%	0	0	0	0.00%	0.00%
1982	LDGT2	155	37	13	7	6	3.87%	16.22%	0	0	0	0.00%	0.00%
1982	LDGV	1,524	422	110	87	23	1.51%	5.45%	0	0	0	0.00%	0.00%
1982	Unknown	122	43	10	5	5	4.10%	11.63%	0	0	0	0.00%	0.00%
1983	HDGV	165	44	6	4	2	1.21%	4.55%	0	0	0	0.00%	0.00%
1983	LDGT1	479	154	48	40	8	1.67%	5.19%	0	0	0	0.00%	0.00%
1983	LDGT2	164	54	24	18	6	3.66%	11.11%	0	0	0	0.00%	0.00%
1983	LDGV	1,237	391	137	101	36	2.91%	9.21%	0	0	0	0.00%	0.00%
1983	Unknown	90	34	13	7	6	6.67%	17.65%	0	0	0	0.00%	0.00%
1984	HDGV	522	117	33	21	12	2.30%	10.26%	0	0	0	0.00%	0.00%
1984	LDGT1	1,333	393	113	83	30	2.25%	7.63%	0	0	0	0.00%	0.00%
1984	LDGT2	587	177	32	17	15	2.56%	8.47%	0	0	0	0.00%	0.00%
1984	LDGV	4,948	1,465	367	265	102	2.06%	6.96%	0	0	0	0.00%	0.00%
1984	Unknown	206	65	14	5	9	4.37%	13.85%	0	0	0	0.00%	0.00%
1985	HDGV	505	124	27	19	8	1.58%	6.45%	0	0	0	0.00%	0.00%
1985	LDGT1	1,251	409	129	102	27	2.16%	6.60%	0	0	0	0.00%	0.00%
1985	LDGT2	460	164	56	36	20	4.35%	12.20%	0	0	0	0.00%	0.00%
1985	LDGV	3,513	1,152	394	286	108	3.07%	9.38%	0	0	0	0.00%	0.00%
1985	Unknown	215	76	21	15	6	2.79%	7.89%	0	0	0	0.00%	0.00%
1986	HDGV	1,215	282	40	21	19	1.56%	6.74%	0	0	0	0.00%	0.00%
1986	LDGT1	3,823	933	228	166	62	1.62%	6.65%	0	0	0	0.00%	0.00%
1986	LDGT2	1,368	378	99	69	30	2.19%	7.94%	0	0	0	0.00%	0.00%
1986	LDGV	12,428	3,332	863	635	228	1.83%	6.84%	0	0	0	0.00%	0.00%
1986	Unknown	464	135	21	14	7	1.51%	5.19%	0	0	0	0.00%	0.00%
1987	HDGV	750	150	41	26	15	2.00%	10.00%	0	0	0	0.00%	0.00%
1987	LDGT1	3,172	751	236	184	52	1.64%	6.92%	0	0	0	0.00%	0.00%
1987	LDGT2	1,102	304	96	65	31	2.81%	10.20%	0	0	0	0.00%	0.00%
1987	LDGV	8,390	2,314	821	651	170	2.03%	7.35%	0	0	0	0.00%	0.00%
1987	Unknown	316	111	22	8	14	4.43%	12.61%	0	0	0	0.00%	0.00%

1 Initially failed, no emission pass in next 6 months, still registered.
2 Initially failed, no emissions pass, no longer registered.
3 "Dropped From Inspection" minus "Dropped From Fleet".

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	Overall Initial Insps	Overall Initial Fails	Dropped From Inspection [1]	Dropped From Fleet [2]	Overall No Known Outcome [3]	Overall Drop Rate % of Initial Insps	Overall Drop Rate % of Initial Fails	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD Drop Rate % of Initial Insps	OBD Drop Rate % of Initial Fails
1988	HDGV	1,665	282	48	24	24	1.44%	8.51%	0	0	0	0.00%	0.00%
1988	LDGT1	7,759	2,050	538	361	177	2.28%	8.63%	0	0	0	0.00%	0.00%
1988	LDGT2	3,139	741	171	109	62	1.98%	8.37%	0	0	0	0.00%	0.00%
1988	LDGV	22,237	4,749	1,235	922	313	1.41%	6.59%	0	0	0	0.00%	0.00%
1988	Unknown	621	148	27	17	10	1.61%	6.76%	0	0	0	0.00%	0.00%
1989	HDGV	1,128	215	39	24	15	1.33%	6.98%	0	0	0	0.00%	0.00%
1989	LDGT1	4,806	1,418	420	285	135	2.81%	9.52%	0	0	0	0.00%	0.00%
1989	LDGT2	1,896	442	132	96	36	1.90%	8.14%	0	0	0	0.00%	0.00%
1989	LDGV	13,643	3,194	1,107	871	236	1.73%	7.39%	0	0	0	0.00%	0.00%
1989	Unknown	376	101	23	13	10	2.66%	9.90%	0	0	0	0.00%	0.00%
1990	HDGV	1,315	232	36	18	18	1.37%	7.76%	0	0	0	0.00%	0.00%
1990	LDGT1	9,197	2,231	498	346	152	1.65%	6.81%	0	0	0	0.00%	0.00%
1990	LDGT2	3,545	752	136	84	52	1.47%	6.91%	0	0	0	0.00%	0.00%
1990	LDGV	39,726	8,113	2,113	1,562	551	1.39%	6.79%	0	0	0	0.00%	0.00%
1990	Unknown	496	118	15	9	6	1.21%	5.08%	0	0	0	0.00%	0.00%
1991	HDGV	622	90	16	11	5	0.80%	5.56%	0	0	0	0.00%	0.00%
1991	LDGT1	6,279	1,589	479	353	126	2.01%	7.93%	0	0	0	0.00%	0.00%
1991	LDGT2	1,313	318	89	60	29	2.21%	9.12%	0	0	0	0.00%	0.00%
1991	LDGV	21,226	6,101	1,943	1,384	559	2.63%	9.16%	0	0	0	0.00%	0.00%
1991	Unknown	209	45	7	4	3	1.44%	6.67%	0	0	0	0.00%	0.00%
1992	HDGV	1,259	155	20	12	8	0.64%	5.16%	0	0	0	0.00%	0.00%
1992	LDGT1	14,812	3,397	771	543	228	1.54%	6.71%	0	0	0	0.00%	0.00%
1992	LDGT2	4,173	844	133	73	60	1.44%	7.11%	0	0	0	0.00%	0.00%
1992	LDGV	58,155	12,478	3,033	2,058	975	1.68%	7.81%	0	0	0	0.00%	0.00%
1992	Unknown	413	74	9	3	6	1.45%	8.11%	0	0	0	0.00%	0.00%
1993	HDGV	930	131	14	10	4	0.43%	3.05%	0	0	0	0.00%	0.00%
1993	LDGT1	11,763	2,726	749	508	241	2.05%	8.84%	0	0	0	0.00%	0.00%
1993	LDGT2	2,743	572	118	63	55	2.01%	9.62%	0	0	0	0.00%	0.00%
1993	LDGV	34,129	7,869	2,281	1,595	686	2.01%	8.72%	0	0	0	0.00%	0.00%
1993	Unknown	326	61	7	5	2	0.61%	3.28%	0	0	0	0.00%	0.00%
1994	HDGV	2,682	290	33	15	18	0.67%	6.21%	0	0	0	0.00%	0.00%
1994	LDGT1	32,159	5,099	931	574	357	1.11%	7.00%	0	0	0	0.00%	0.00%
1994	LDGT2	9,324	1,237	187	107	80	0.86%	6.47%	0	0	0	0.00%	0.00%
1994	LDGV	84,476	12,471	2,420	1,612	808	0.96%	6.48%	0	0	0	0.00%	0.00%
1994	Unknown	897	148	18	5	13	1.45%	8.78%	0	0	0	0.00%	0.00%

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1995	HDGV	2,086	204	40	26	14	0.67%	6.86%	0	0	0	0.00%	0.00%
1995	LDGT1	18,890	2,737	540	318	222	1.18%	8.11%	0	0	0	0.00%	0.00%
1995	LDGT2	5,449	735	117	58	59	1.08%	8.03%	0	0	0	0.00%	0.00%
1995	LDGV	47,568	7,082	1,799	1,224	575	1.21%	8.12%	0	0	0	0.00%	0.00%
1995	Unknown	643	111	8	4	4	0.62%	3.60%	0	0	0	0.00%	0.00%
1996	HDGV	2,992	251	30	14	16	0.53%	6.37%	0	0	0	0.00%	0.00%
1996	LDGT1	38,525	7,139	1,678	940	738	1.92%	10.34%	38,290	6,041	714	1.86%	11.82%
1996	LDGT2	9,944	1,833	356	159	197	1.98%	10.75%	9,881	1,609	192	1.94%	11.93%
1996	LDGV	96,971	15,333	3,870	2,307	1,563	1.61%	10.19%	96,417	13,623	1,522	1.58%	11.17%
1996	Unknown	1,004	124	14	5	9	0.90%	7.26%	29	4	1	3.45%	25.00%
1997	HDGV	2,324	167	16	10	6	0.26%	3.59%	0	0	0	0.00%	0.00%
1997	LDGT1	26,787	5,208	1,189	595	594	2.22%	11.41%	26,578	4,555	574	2.16%	12.60%
1997	LDGT2	7,112	1,307	302	118	184	2.59%	14.08%	7,097	1,172	181	2.55%	15.44%
1997	LDGV	60,364	11,021	2,945	1,685	1,260	2.09%	11.43%	60,055	10,008	1,217	2.03%	12.16%
1997	Unknown	937	120	11	5	6	0.64%	5.00%	35	5	0	0.00%	0.00%
1998	HDGV	3,013	149	18	11	7	0.23%	4.70%	0	0	0	0.00%	0.00%
1998	LDGT1	56,549	7,022	1,310	616	694	1.23%	9.88%	54,629	6,066	669	1.22%	11.03%
1998	LDGT2	14,561	1,739	317	139	178	1.22%	10.24%	14,533	1,520	173	1.19%	11.38%
1998	LDGV	121,603	13,319	2,545	1,338	1,207	0.99%	9.06%	120,917	11,368	1,145	0.95%	10.07%
1998	Unknown	1,240	97	11	4	7	0.56%	7.22%	28	3	0	0.00%	0.00%
1999	HDGV	2,871	139	10	5	5	0.17%	3.60%	0	0	0	0.00%	0.00%
1999	LDGT1	33,133	3,600	608	268	340	1.03%	9.44%	33,110	3,065	327	0.99%	10.67%
1999	LDGT2	14,297	1,497	269	117	152	1.06%	10.15%	14,286	1,276	148	1.04%	11.60%
1999	LDGV	80,866	9,164	1,677	869	808	1.00%	8.82%	80,560	7,685	768	0.95%	9.99%
1999	Unknown	1,285	92	11	6	5	0.39%	5.43%	23	3	0	0.00%	0.00%
2000	HDGV	6,232	226	12	4	8	0.13%	3.54%	0	0	0	0.00%	0.00%
2000	LDGT1	70,889	5,952	684	310	374	0.53%	6.28%	70,753	4,595	355	0.50%	7.73%
2000	LDGT2	21,073	1,747	212	99	113	0.54%	6.47%	21,052	1,310	106	0.50%	8.09%
2000	LDGV	162,417	13,239	1,786	892	894	0.55%	6.75%	162,038	10,793	840	0.52%	7.78%
2000	Unknown	2,663	132	15	3	12	0.45%	9.09%	49	7	0	0.00%	0.00%
2001	HDGV	3,542	137	10	5	5	0.14%	3.65%	0	0	0	0.00%	0.00%
2001	LDGT1	39,665	5,125	605	260	345	0.87%	6.73%	39,641	4,063	332	0.84%	8.17%
2001	LDGT2	13,802	1,567	164	74	90	0.65%	5.74%	13,792	1,210	86	0.62%	7.11%
2001	LDGV	89,821	8,611	1,171	550	621	0.69%	7.21%	89,554	7,373	597	0.67%	8.10%
2001	Unknown	1,636	84	4	1	3	0.18%	3.57%	31	6	1	3.23%	16.67%

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2002	HDGV	6,445	182	30	6	24	0.37%	13.19%	0	0	0	0.00%	0.00%
2002	LDGT1	96,371	7,277	510	237	273	0.28%	3.75%	95,975	4,932	258	0.27%	5.23%
2002	LDGT2	29,251	2,645	196	75	121	0.41%	4.57%	29,230	1,818	112	0.38%	6.16%
2002	LDGV	168,952	8,608	836	400	436	0.26%	5.07%	168,867	6,738	410	0.24%	6.08%
2002	Unknown	2,986	171	16	2	14	0.47%	8.19%	57	10	1	1.75%	10.00%
2003	HDGV	2,346	71	7	1	6	0.26%	8.45%	0	0	0	0.00%	0.00%
2003	LDGT1	34,475	1,724	100	30	70	0.20%	4.06%	34,458	992	63	0.18%	6.35%
2003	LDGT2	12,616	719	61	23	38	0.30%	5.29%	12,607	469	31	0.25%	6.61%
2003	LDGV	77,811	3,265	306	130	176	0.23%	5.39%	76,159	2,485	161	0.21%	6.48%
2003	Unknown	1,089	54	9	1	8	0.73%	14.81%	19	3	0	0.00%	0.00%
2004	HDGV	857	42	7	0	7	0.82%	16.67%	0	0	0	0.00%	0.00%
2004	LDGT1	11,543	469	24	16	8	0.07%	1.71%	10,535	276	6	0.06%	2.17%
2004	LDGT2	4,780	221	15	7	8	0.17%	3.62%	4,071	134	7	0.17%	5.22%
2004	LDGV	21,390	975	92	46	46	0.22%	4.72%	19,433	666	37	0.19%	5.56%
2004	Unknown	471	21	2	0	2	0.42%	9.52%	9	3	0	0.00%	0.00%
2005	HDGV	690	20	1	0	1	0.14%	5.00%	0	0	0	0.00%	0.00%
2005	LDGT1	9,015	314	20	8	12	0.13%	3.82%	6,844	222	10	0.15%	4.50%
2005	LDGT2	3,252	132	8	3	5	0.15%	3.79%	1,976	101	4	0.20%	3.96%
2005	LDGV	18,816	880	66	25	41	0.22%	4.66%	13,266	592	28	0.21%	4.73%
2005	Unknown	321	10	0	0	0	0.00%	0.00%	1	1	0	0.00%	0.00%
2006	HDGV	715	11	3	0	3	0.42%	27.27%	0	0	0	0.00%	0.00%
2006	LDGT1	3,836	320	23	4	19	0.50%	5.94%	3,735	275	17	0.46%	6.18%
2006	LDGT2	2,121	339	21	3	18	0.85%	5.31%	1,982	325	18	0.91%	5.54%
2006	LDGV	10,115	1,259	79	23	56	0.55%	4.45%	9,595	1,199	55	0.57%	4.59%
2006	Unknown	339	2	1	0	1	0.29%	50.00%	2	0	0	0.00%	0.00%
2007	HDGV	26	0	0	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2007	LDGT1	117	16	3	1	2	1.71%	12.50%	102	16	2	1.96%	12.50%
2007	LDGT2	112	23	2	1	1	0.89%	4.35%	95	23	1	1.05%	4.35%
2007	LDGV	489	73	17	1	16	3.27%	21.92%	433	69	15	3.46%	21.74%
2007	Unknown	6	0	0	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%
Totals		**2,047,871**	**255,053**	**51,583**	**31,384**	**20,199**	**1.0%**	**7.9%**	**1,443,016**	**118,743**	**11,185**	**0.8%**	**9.4%**

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Pre 82/Unknown	HDGV	0	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%	807	157	15	1.86%	9.55%
Pre 82/Unknown	LDGT1	186	37	2	1.08%	5.41%	20	8	0	0.00%	0.00%	1,419	367	33	2.33%	8.99%
Pre 82/Unknown	LDGT2	46	13	0	0.00%	0.00%	7	3	0	0.00%	0.00%	990	316	27	2.73%	8.54%
Pre 82/Unknown	LDGV	588	158	13	2.21%	8.23%	70	20	1	1.43%	5.00%	8,200	1,895	202	2.46%	10.66%
Pre 82/Unknown	Unknown	0	0	0	0.00%	0.00%	1	1	0	0.00%	0.00%	597	142	21	3.52%	14.79%
1982	HDGV	2	2	1	50.00%	50.00%	0	0	0	0.00%	0.00%	200	43	3	1.50%	6.98%
1982	LDGT1	486	119	7	1.44%	5.88%	22	4	0	0.00%	0.00%	1	1	0	0.00%	0.00%
1982	LDGT2	152	27	5	3.29%	18.52%	2	1	0	0.00%	0.00%	1	1	0	0.00%	0.00%
1982	LDGV	1,427	365	19	1.33%	5.21%	97	20	2	2.06%	10.00%	0	0	0	0.00%	0.00%
1982	Unknown	0	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%	122	39	4	3.28%	10.26%
1983	HDGV	1	1	0	0.00%	0.00%	0	0	0	0.00%	0.00%	164	39	2	1.22%	5.13%
1983	LDGT1	450	118	5	1.11%	4.24%	29	12	3	10.34%	25.00%	0	0	0	0.00%	0.00%
1983	LDGT2	152	40	6	3.95%	15.00%	11	4	0	0.00%	0.00%	1	1	0	0.00%	0.00%
1983	LDGV	1,168	350	35	3.00%	10.00%	69	20	1	1.45%	5.00%	0	0	0	0.00%	0.00%
1983	Unknown	1	1	1	100.00%	100.00%	1	0	0	0.00%	0.00%	88	27	3	3.41%	11.11%
1984	HDGV	2	2	0	0.00%	0.00%	0	0	0	0.00%	0.00%	520	96	10	1.92%	10.42%
1984	LDGT1	1,264	306	27	2.14%	8.82%	68	25	2	2.94%	8.00%	1	1	0	0.00%	0.00%
1984	LDGT2	558	143	13	2.33%	9.09%	29	9	1	3.45%	11.11%	0	0	0	0.00%	0.00%
1984	LDGV	4,717	1,298	98	2.08%	7.55%	219	41	3	1.37%	7.32%	12	1	0	0.00%	0.00%
1984	Unknown	0	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%	206	52	9	4.37%	17.31%
1985	HDGV	8	7	2	25.00%	28.57%	0	0	0	0.00%	0.00%	497	107	6	1.21%	5.61%
1985	LDGT1	1,184	349	23	1.94%	6.59%	67	18	3	4.48%	16.67%	0	0	0	0.00%	0.00%
1985	LDGT2	437	138	18	4.12%	13.04%	23	9	0	0.00%	0.00%	0	0	0	0.00%	0.00%
1985	LDGV	3,356	1,044	106	3.16%	10.15%	140	31	1	0.71%	3.23%	17	3	0	0.00%	0.00%
1985	Unknown	3	3	0	0.00%	0.00%	0	0	0	0.00%	0.00%	212	68	5	2.36%	7.35%
1986	HDGV	7	5	3	42.86%	60.00%	1	0	0	0.00%	0.00%	1,207	237	15	1.24%	6.33%
1986	LDGT1	3,701	776	59	1.59%	7.60%	122	21	0	0.00%	0.00%	0	0	0	0.00%	0.00%
1986	LDGT2	1,308	297	23	1.76%	7.74%	58	22	6	10.34%	27.27%	2	2	0	0.00%	0.00%
1986	LDGV	11,935	3,007	213	1.78%	7.08%	434	101	7	1.61%	6.93%	58	9	1	1.72%	11.11%
1986	Unknown	1	1	0	0.00%	0.00%	1	0	0	0.00%	0.00%	462	111	5	1.08%	4.50%
1987	HDGV	9	6	1	11.11%	16.67%	0	0	0	0.00%	0.00%	741	136	12	1.62%	8.82%
1987	LDGT1	3,050	601	44	1.44%	7.32%	121	38	5	4.13%	13.16%	1	1	0	0.00%	0.00%
1987	LDGT2	1,067	239	27	2.53%	11.30%	35	9	2	5.71%	22.22%	0	0	0	0.00%	0.00%
1987	LDGV	8,090	2,122	163	2.01%	7.68%	254	58	3	1.18%	5.17%	46	5	0	0.00%	0.00%
1987	Unknown	2	2	1	50.00%	50.00%	0	0	0	0.00%	0.00%	314	94	12	3.82%	12.77%

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1988	HDGV	22	10	3	13.64%	30.00%	2	0	0	0.00%	0.00%	1,641	225	18	1.10%	8.00%
1988	LDGT1	7,514	1,789	160	2.13%	8.94%	244	63	8	3.28%	12.70%	0	0	0	0.00%	0.00%
1988	LDGT2	3,040	607	57	1.88%	9.39%	95	22	1	1.05%	4.55%	4	4	0	0.00%	0.00%
1988	LDGV	21,590	4,324	304	1.41%	7.03%	621	115	3	0.48%	2.61%	25	1	0	0.00%	0.00%
1988	Unknown	3	3	1	33.33%	33.33%	1	0	0	0.00%	0.00%	617	106	6	0.97%	5.66%
1989	HDGV	19	12	2	10.53%	16.67%	0	0	0	0.00%	0.00%	1,109	182	12	1.08%	6.59%
1989	LDGT1	4,650	1,252	126	2.71%	10.06%	155	45	4	2.58%	8.89%	1	1	0	0.00%	0.00%
1989	LDGT2	1,825	377	30	1.64%	7.96%	71	12	2	2.82%	16.67%	0	0	0	0.00%	0.00%
1989	LDGV	13,276	2,876	223	1.68%	7.75%	367	87	7	1.91%	8.05%	0	0	0	0.00%	0.00%
1989	Unknown	6	5	0	0.00%	0.00%	0	0	0	0.00%	0.00%	370	74	9	2.43%	12.16%
1990	HDGV	17	10	2	11.76%	20.00%	1	0	0	0.00%	0.00%	1,297	170	15	1.16%	8.82%
1990	LDGT1	8,906	1,856	143	1.61%	7.70%	289	78	3	1.04%	3.85%	2	2	0	0.00%	0.00%
1990	LDGT2	3,458	589	48	1.39%	8.15%	87	17	0	0.00%	0.00%	0	0	0	0.00%	0.00%
1990	LDGV	38,528	7,186	517	1.34%	7.19%	1,195	214	13	1.09%	6.07%	3	2	0	0.00%	0.00%
1990	Unknown	5	4	1	20.00%	25.00%	1	0	0	0.00%	0.00%	490	84	5	1.02%	5.95%
1991	HDGV	17	5	0	0.00%	0.00%	3	1	0	0.00%	0.00%	602	67	5	0.83%	7.46%
1991	LDGT1	5,961	1,350	120	2.01%	8.89%	318	68	3	0.94%	4.41%	0	0	0	0.00%	0.00%
1991	LDGT2	1,211	248	26	2.15%	10.48%	101	22	1	0.99%	4.55%	0	0	0	0.00%	0.00%
1991	LDGV	20,046	5,472	528	2.63%	9.65%	1,176	237	21	1.79%	8.86%	4	3	0	0.00%	0.00%
1991	Unknown	4	2	0	0.00%	0.00%	0	0	0	0.00%	0.00%	205	30	3	1.46%	10.00%
1992	HDGV	35	16	2	5.71%	12.50%	1	0	0	0.00%	0.00%	1,223	102	3	0.25%	2.94%
1992	LDGT1	14,209	2,898	210	1.48%	7.25%	602	138	9	1.50%	6.52%	1	1	0	0.00%	0.00%
1992	LDGT2	3,993	674	55	1.38%	8.16%	179	44	1	0.56%	2.27%	1	1	0	0.00%	0.00%
1992	LDGV	54,484	10,998	915	1.68%	8.32%	3,671	594	34	0.93%	5.72%	0	0	0	0.00%	0.00%
1992	Unknown	5	4	3	60.00%	75.00%	0	0	0	0.00%	0.00%	408	44	3	0.74%	6.82%
1993	HDGV	15	7	0	0.00%	0.00%	2	0	0	0.00%	0.00%	913	90	4	0.44%	4.44%
1993	LDGT1	10,492	2,092	205	1.95%	9.80%	1,271	376	31	2.44%	8.24%	0	0	0	0.00%	0.00%
1993	LDGT2	2,583	431	45	1.74%	10.44%	159	45	6	3.77%	13.33%	1	1	0	0.00%	0.00%
1993	LDGV	31,966	6,838	643	2.01%	9.40%	2,162	433	30	1.39%	6.93%	0	0	0	0.00%	0.00%
1993	Unknown	1	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%	325	33	2	0.62%	6.06%
1994	HDGV	41	8	3	7.32%	37.50%	1	0	0	0.00%	0.00%	2,640	187	11	0.42%	5.88%
1994	LDGT1	28,939	3,656	282	0.97%	7.71%	3,220	749	62	1.93%	8.28%	0	0	0	0.00%	0.00%
1994	LDGT2	8,773	849	67	0.76%	7.89%	550	97	6	1.09%	6.19%	1	1	0	0.00%	0.00%
1994	LDGV	79,034	10,273	746	0.94%	7.26%	5,439	688	32	0.59%	4.65%	1	0	0	0.00%	0.00%
1994	Unknown	4	3	1	25.00%	33.33%	1	0	0	0.00%	0.00%	892	71	8	0.90%	11.27%

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1995	HDGV	23	5	0	0.00%	0.00%	0	0	0	0.00%	0.00%	2,063	135	12	0.58%	8.89%
1995	LDGT1	17,112	2,078	186	1.09%	8.95%	1,776	291	24	1.35%	8.25%	1	1	0	0.00%	0.00%
1995	LDGT2	4,981	531	48	0.96%	9.04%	468	68	9	1.92%	13.24%	0	0	0	0.00%	0.00%
1995	LDGV	44,461	5,802	519	1.17%	8.95%	3,106	429	25	0.80%	5.83%	1	1	0	0.00%	0.00%
1995	Unknown	3	1	0	0.00%	0.00%	1	0	0	0.00%	0.00%	639	62	2	0.31%	3.23%
1996	HDGV	4	3	1	25.00%	33.33%	0	0	0	0.00%	0.00%	2,961	149	12	0.41%	8.05%
1996	LDGT1	203	10	1	0.49%	10.00%	32	1	0	0.00%	0.00%	0	0	0	0.00%	0.00%
1996	LDGT2	43	8	0	0.00%	0.00%	20	1	0	0.00%	0.00%	0	0	0	0.00%	0.00%
1996	LDGV	337	27	2	0.59%	7.41%	217	11	2	0.92%	18.18%	0	0	0	0.00%	0.00%
1996	Unknown	1	1	0	0.00%	0.00%	0	0	0	0.00%	0.00%	1,001	57	6	0.60%	10.53%
1997	HDGV	6	5	2	33.33%	40.00%	0	0	0	0.00%	0.00%	2,289	81	4	0.17%	4.94%
1997	LDGT1	126	17	1	0.79%	5.88%	82	3	0	0.00%	0.00%	1	1	0	0.00%	0.00%
1997	LDGT2	7	2	0	0.00%	0.00%	8	2	0	0.00%	0.00%	0	0	0	0.00%	0.00%
1997	LDGV	279	40	4	1.43%	10.00%	29	6	0	0.00%	0.00%	1	0	0	0.00%	0.00%
1997	Unknown	8	1	1	12.50%	100.00%	0	0	0	0.00%	0.00%	923	45	2	0.22%	4.44%
1998	HDGV	3	2	0	0.00%	0.00%	0	0	0	0.00%	0.00%	2,987	58	5	0.17%	8.62%
1998	LDGT1	1,859	82	4	0.22%	4.88%	61	1	0	0.00%	0.00%	0	0	0	0.00%	0.00%
1998	LDGT2	4	0	0	0.00%	0.00%	24	3	0	0.00%	0.00%	0	0	0	0.00%	0.00%
1998	LDGV	643	84	7	1.09%	8.33%	43	3	0	0.00%	0.00%	0	0	0	0.00%	0.00%
1998	Unknown	0	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%	1,235	31	6	0.49%	19.35%
1999	HDGV	5	1	1	20.00%	100.00%	0	0	0	0.00%	0.00%	2,847	61	1	0.04%	1.64%
1999	LDGT1	5	2	0	0.00%	0.00%	18	2	0	0.00%	0.00%	0	0	0	0.00%	0.00%
1999	LDGT2	1	0	0	0.00%	0.00%	10	1	0	0.00%	0.00%	0	0	0	0.00%	0.00%
1999	LDGV	242	3	0	0.00%	0.00%	64	6	2	3.13%	33.33%	0	0	0	0.00%	0.00%
1999	Unknown	3	2	1	33.33%	50.00%	0	0	0	0.00%	0.00%	1,278	29	1	0.08%	3.45%
2000	HDGV	6	2	2	33.33%	100.00%	0	0	0	0.00%	0.00%	6,189	67	5	0.08%	7.46%
2000	LDGT1	108	6	1	0.93%	16.67%	28	1	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2000	LDGT2	5	0	0	0.00%	0.00%	16	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2000	LDGV	304	3	1	0.33%	33.33%	75	1	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2000	Unknown	5	3	2	40.00%	66.67%	0	0	0	0.00%	0.00%	2,646	26	3	0.11%	11.54%
2001	HDGV	6	2	0	0.00%	0.00%	0	0	0	0.00%	0.00%	3,511	26	3	0.09%	11.54%
2001	LDGT1	10	0	0	0.00%	0.00%	14	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2001	LDGT2	1	0	0	0.00%	0.00%	9	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2001	LDGV	209	2	0	0.00%	0.00%	58	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2001	Unknown	2	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%	1,628	9	1	0.06%	11.11%

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2002	HDGV	29	26	22	75.86%	84.62%	0	0	0	0.00%	0.00%	6,375	16	0	0.00%	0.00%
2002	LDGT1	4	0	0	0.00%	0.00%	392	2	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2002	LDGT2	5	0	0	0.00%	0.00%	15	0	0	0.00%	0.00%	1	1	0	0.00%	0.00%
2002	LDGV	28	3	3	10.71%	100.00%	57	2	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2002	Unknown	13	13	11	84.62%	84.62%	1	0	0	0.00%	0.00%	2,956	11	1	0.03%	9.09%
2003	HDGV	8	7	6	75.00%	85.71%	1	0	0	0.00%	0.00%	2,321	5	0	0.00%	0.00%
2003	LDGT1	4	0	0	0.00%	0.00%	13	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2003	LDGT2	2	0	0	0.00%	0.00%	7	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2003	LDGV	1,570	13	0	0.00%	0.00%	82	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2003	Unknown	6	6	6	100.00%	100.00%	2	0	0	0.00%	0.00%	1,078	3	0	0.00%	0.00%
2004	HDGV	5	5	5	100.00%	100.00%	0	0	0	0.00%	0.00%	843	1	0	0.00%	0.00%
2004	LDGT1	89	0	0	0.00%	0.00%	919	5	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2004	LDGT2	457	2	0	0.00%	0.00%	252	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2004	LDGV	1,834	14	1	0.05%	7.14%	123	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2004	Unknown	2	2	2	100.00%	100.00%	0	0	0	0.00%	0.00%	469	0	0	0.00%	0.00%
2005	HDGV	2	1	1	50.00%	100.00%	1	0	0	0.00%	0.00%	686	0	0	0.00%	0.00%
2005	LDGT1	465	1	1	0.22%	100.00%	1,706	3	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2005	LDGT2	650	0	0	0.00%	0.00%	626	2	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2005	LDGV	4,952	23	2	0.04%	8.70%	598	5	1	0.17%	20.00%	0	0	0	0.00%	0.00%
2005	Unknown	0	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%	321	0	0	0.00%	0.00%
2006	HDGV	3	3	3	100.00%	100.00%	0	0	0	0.00%	0.00%	711	0	0	0.00%	0.00%
2006	LDGT1	24	0	0	0.00%	0.00%	77	1	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2006	LDGT2	28	0	0	0.00%	0.00%	111	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2006	LDGV	247	0	0	0.00%	0.00%	273	1	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2006	Unknown	2	1	1	50.00%	100.00%	0	0	0	0.00%	0.00%	336	0	0	0.00%	0.00%
2007	HDGV	0	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%	26	0	0	0.00%	0.00%
2007	LDGT1	1	0	0	0.00%	0.00%	14	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2007	LDGT2	0	0	0	0.00%	0.00%	17	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2007	LDGV	10	0	0	0.00%	0.00%	46	1	0	0.00%	0.00%	0	0	0	0.00%	0.00%
2007	Unknown	0	0	0	0.00%	0.00%	0	0	0	0.00%	0.00%	6	0	0	0.00%	0.00%
Totals		**491,485**	**87,146**	**7,231**	**1.5%**	**8.3%**	**35,378**	**5,472**	**380**	**1.1%**	**6.9%**	**77,992**	**6,309**	**553**	**0.7%**	**8.8%**

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Pre 82/Unknown	HDGV	704	48	3	0.43%	6.25%	366	7	0	0.00%	0.00%	807	14	1	0.12%	7.14%
Pre 82/Unknown	LDGT1	1,263	130	10	0.79%	7.69%	969	14	5	0.52%	35.71%	1,663	25	3	0.18%	12.00%
Pre 82/Unknown	LDGT2	919	114	8	0.87%	7.02%	611	19	2	0.33%	10.53%	1,057	23	4	0.38%	17.39%
Pre 82/Unknown	LDGV	5,736	342	38	0.66%	11.11%	4,817	39	11	0.23%	28.21%	8,985	135	18	0.20%	13.33%
Pre 82/Unknown	Unknown	384	51	4	1.04%	7.84%	177	1	0	0.00%	0.00%	598	5	1	0.17%	20.00%
1982	HDGV	189	12	3	1.59%	25.00%	130	1	0	0.00%	0.00%	202	0	0	0.00%	0.00%
1982	LDGT1	498	39	5	1.00%	12.82%	507	3	1	0.20%	33.33%	509	14	0	0.00%	0.00%
1982	LDGT2	151	13	2	1.32%	15.38%	152	0	0	0.00%	0.00%	155	3	1	0.65%	33.33%
1982	LDGV	1,448	66	3	0.21%	4.55%	1,518	5	0	0.00%	0.00%	1,524	18	0	0.00%	0.00%
1982	Unknown	97	10	1	1.03%	10.00%	53	1	1	1.89%	100.00%	122	0	0	0.00%	0.00%
1983	HDGV	162	7	1	0.62%	14.29%	115	0	0	0.00%	0.00%	165	0	0	0.00%	0.00%
1983	LDGT1	471	41	1	0.21%	2.44%	477	6	0	0.00%	0.00%	479	7	1	0.21%	14.29%
1983	LDGT2	162	17	1	0.62%	5.88%	159	1	0	0.00%	0.00%	164	8	1	0.61%	12.50%
1983	LDGV	1,169	51	5	0.43%	9.80%	1,234	5	0	0.00%	0.00%	1,237	13	3	0.24%	23.08%
1983	Unknown	82	13	2	2.44%	15.38%	54	2	1	1.85%	50.00%	90	0	0	0.00%	0.00%
1984	HDGV	489	26	3	0.61%	11.54%	338	3	0	0.00%	0.00%	522	4	0	0.00%	0.00%
1984	LDGT1	1,307	111	5	0.38%	4.50%	1,321	6	0	0.00%	0.00%	1,333	17	0	0.00%	0.00%
1984	LDGT2	582	42	3	0.52%	7.14%	576	4	0	0.00%	0.00%	587	7	2	0.34%	28.57%
1984	LDGV	4,852	234	10	0.21%	4.27%	4,942	5	1	0.02%	20.00%	4,948	58	3	0.06%	5.17%
1984	Unknown	170	23	2	1.18%	8.70%	118	2	0	0.00%	0.00%	206	1	0	0.00%	0.00%
1985	HDGV	452	32	3	0.66%	9.38%	357	1	0	0.00%	0.00%	505	6	1	0.20%	16.67%
1985	LDGT1	1,235	84	4	0.32%	4.76%	1,242	7	1	0.08%	14.29%	1,251	27	2	0.16%	7.41%
1985	LDGT2	455	37	6	1.32%	16.22%	455	2	0	0.00%	0.00%	460	13	4	0.87%	30.77%
1985	LDGV	3,450	159	14	0.41%	8.81%	3,505	7	2	0.06%	28.57%	3,513	59	10	0.28%	16.95%
1985	Unknown	169	19	1	0.59%	5.26%	120	2	1	0.83%	50.00%	215	4	0	0.00%	0.00%
1986	HDGV	1,129	68	3	0.27%	4.41%	821	9	0	0.00%	0.00%	1,215	6	2	0.16%	33.33%
1986	LDGT1	3,795	232	13	0.34%	5.60%	3,804	8	0	0.00%	0.00%	3,823	40	2	0.05%	5.00%
1986	LDGT2	1,360	114	9	0.66%	7.89%	1,355	4	0	0.00%	0.00%	1,368	31	5	0.37%	16.13%
1986	LDGV	12,255	366	15	0.12%	4.10%	12,401	25	4	0.03%	16.00%	12,428	169	16	0.13%	9.47%
1986	Unknown	369	42	3	0.81%	7.14%	276	1	0	0.00%	0.00%	464	4	1	0.22%	25.00%
1987	HDGV	676	21	3	0.44%	14.29%	618	0	0	0.00%	0.00%	750	7	0	0.00%	0.00%
1987	LDGT1	3,156	182	9	0.29%	4.95%	3,163	18	0	0.00%	0.00%	3,172	43	3	0.09%	6.98%
1987	LDGT2	1,097	76	6	0.55%	7.89%	1,100	4	0	0.00%	0.00%	1,102	15	3	0.27%	20.00%
1987	LDGV	8,279	260	13	0.16%	5.00%	8,365	20	2	0.02%	10.00%	8,390	103	11	0.13%	10.68%
1987	Unknown	247	23	2	0.81%	8.70%	222	1	1	0.45%	100.00%	316	1	0	0.00%	0.00%

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1988	HDGV	1,570	70	8	0.51%	11.43%	1,580	2	0	0.00%	0.00%	1,665	5	2	0.12%	40.00%
1988	LDGT1	7,741	367	25	0.32%	6.81%	7,747	5	0	0.00%	0.00%	7,759	101	13	0.17%	12.87%
1988	LDGT2	3,126	174	12	0.38%	6.90%	3,133	5	2	0.06%	40.00%	3,139	29	5	0.16%	17.24%
1988	LDGV	22,078	533	31	0.14%	5.82%	22,206	22	4	0.02%	18.18%	22,237	209	22	0.10%	10.53%
1988	Unknown	532	54	5	0.94%	9.26%	542	1	1	0.18%	100.00%	621	1	0	0.00%	0.00%
1989	HDGV	1,110	40	3	0.27%	7.50%	1,103	4	1	0.09%	25.00%	1,128	8	0	0.00%	0.00%
1989	LDGT1	4,781	228	16	0.33%	7.02%	4,789	7	1	0.02%	14.29%	4,806	69	7	0.15%	10.14%
1989	LDGT2	1,894	83	7	0.37%	8.43%	1,892	3	0	0.00%	0.00%	1,896	22	1	0.05%	4.55%
1989	LDGV	13,529	403	22	0.16%	5.46%	13,615	28	3	0.02%	10.71%	13,643	205	24	0.18%	11.71%
1989	Unknown	345	25	2	0.58%	8.00%	328	3	0	0.00%	0.00%	376	7	2	0.53%	28.57%
1990	HDGV	1,274	79	1	0.08%	1.27%	1,299	0	0	0.00%	0.00%	1,315	8	2	0.15%	25.00%
1990	LDGT1	9,169	457	20	0.22%	4.38%	9,188	12	1	0.01%	8.33%	9,197	124	20	0.22%	16.13%
1990	LDGT2	3,544	200	9	0.25%	4.50%	3,537	3	0	0.00%	0.00%	3,545	30	2	0.06%	6.67%
1990	LDGV	39,559	1,080	56	0.14%	5.19%	39,679	42	3	0.01%	7.14%	39,726	402	31	0.08%	7.71%
1990	Unknown	450	48	0	0.00%	0.00%	465	2	0	0.00%	0.00%	496	1	0	0.00%	0.00%
1991	HDGV	621	26	0	0.00%	0.00%	618	0	0	0.00%	0.00%	622	4	0	0.00%	0.00%
1991	LDGT1	6,275	255	14	0.22%	5.49%	6,267	10	0	0.00%	0.00%	6,279	72	6	0.10%	8.33%
1991	LDGT2	1,312	69	6	0.46%	8.70%	1,312	4	0	0.00%	0.00%	1,313	19	4	0.30%	21.05%
1991	LDGV	21,143	690	36	0.17%	5.22%	21,197	27	4	0.02%	14.81%	21,226	392	47	0.22%	11.99%
1991	Unknown	193	18	1	0.52%	5.56%	196	0	0	0.00%	0.00%	209	0	0	0.00%	0.00%
1992	HDGV	1,251	47	4	0.32%	8.51%	1,253	0	0	0.00%	0.00%	1,259	6	0	0.00%	0.00%
1992	LDGT1	14,806	529	20	0.14%	3.78%	14,787	0	2	0.01%	18.18%	14,812	203	9	0.06%	4.43%
1992	LDGT2	4,172	168	8	0.19%	4.76%	4,170	0	0	0.00%	0.00%	4,173	19	2	0.05%	10.53%
1992	LDGV	58,060	1,335	57	0.10%	4.27%	58,068	5	7	0.01%	17.95%	58,155	954	93	0.16%	9.75%
1992	Unknown	384	38	2	0.52%	5.26%	405	0	0	0.00%	0.00%	413	4	1	0.24%	25.00%
1993	HDGV	926	43	0	0.00%	0.00%	923	0	0	0.00%	0.00%	930	7	0	0.00%	0.00%
1993	LDGT1	11,713	409	14	0.12%	3.42%	11,744	0	0	0.00%	0.00%	11,763	219	23	0.20%	10.50%
1993	LDGT2	2,742	123	4	0.15%	3.25%	2,740	0	1	0.04%	50.00%	2,743	15	1	0.04%	6.67%
1993	LDGV	34,056	932	47	0.14%	5.04%	34,079	0	8	0.02%	17.78%	34,129	618	82	0.24%	13.27%
1993	Unknown	314	32	0	0.00%	0.00%	321	0	0	0.00%	0.00%	326	1	0	0.00%	0.00%
1994	HDGV	2,677	112	5	0.19%	4.46%	2,665	0	0	0.00%	0.00%	2,682	11	2	0.07%	18.18%
1994	LDGT1	32,146	889	31	0.10%	3.49%	32,111	0	1	0.00%	14.29%	32,159	429	35	0.11%	8.16%
1994	LDGT2	9,320	360	14	0.15%	3.89%	9,308	0	1	0.01%	20.00%	9,324	69	8	0.09%	11.59%
1994	LDGV	84,326	2,018	65	0.08%	3.22%	84,385	0	5	0.01%	15.63%	84,476	1,102	92	0.11%	8.35%
1994	Unknown	861	78	3	0.35%	3.85%	877	1	3	0.34%	75.00%	897	1	0	0.00%	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	Gas Cap Initial Insps	Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap Drop Rate % of Initial Insps	Gas Cap Drop Rate % of Initial Fails	Cat Conv Initial Insps	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv Drop Rate % of Initial Insps	Cat Conv Drop Rate % of Initial Fails	Smoke Initial Insps	Smoke Initial Fails	Smoke No Known Outcome	Smoke Drop Rate % of Initial Insps	Smoke Drop Rate % of Initial Fails
1995	HDGV	2,081	74	2	0.10%	2.70%	2,069	11	0	0.00%	0.00%	2,086	6	0	0.00%	0.00%
1995	LDGT1	18,871	471	25	0.13%	5.31%	18,866	2	1	0.01%	11.11%	18,890	137	18	0.10%	13.14%
1995	LDGT2	5,440	170	7	0.13%	4.12%	5,443	39	0	0.00%	0.00%	5,449	21	2	0.04%	9.52%
1995	LDGV	47,418	1,105	58	0.12%	5.25%	47,509	1	10	0.02%	30.30%	47,568	582	66	0.14%	11.34%
1995	Unknown	599	54	2	0.33%	3.70%	613	1	0	0.00%	0.00%	643	2	0	0.00%	0.00%
1996	HDGV	2,986	107	6	0.20%	5.61%	2,917	11	0	0.00%	0.00%	2,992	1	1	0.03%	100.00%
1996	LDGT1	38,488	1,353	71	0.18%	5.25%	38,491	2	0	0.00%	0.00%	38,525	205	16	0.04%	7.80%
1996	LDGT2	9,939	280	13	0.13%	4.64%	9,936	45	1	0.01%	100.00%	9,944	13	1	0.01%	7.69%
1996	LDGV	96,820	1,826	87	0.09%	4.76%	96,890	1	9	0.01%	20.00%	96,971	523	47	0.05%	8.99%
1996	Unknown	989	73	2	0.20%	2.74%	981	3	0	0.00%	0.00%	1,004	1	0	0.00%	0.00%
1997	HDGV	2,319	87	2	0.09%	2.30%	2,291	7	0	0.00%	0.00%	2,324	4	1	0.04%	25.00%
1997	LDGT1	26,756	799	36	0.13%	4.51%	26,763	5	1	0.00%	20.00%	26,787	80	12	0.04%	15.00%
1997	LDGT2	7,103	165	10	0.14%	6.06%	7,106	32	0	0.00%	0.00%	7,112	19	4	0.06%	21.05%
1997	LDGV	60,167	1,137	62	0.10%	5.45%	60,299	4	11	0.02%	25.00%	60,364	265	30	0.05%	11.32%
1997	Unknown	914	77	4	0.44%	5.19%	916	2	0	0.00%	0.00%	937	0	0	0.00%	0.00%
1998	HDGV	3,008	87	2	0.07%	2.30%	3,007	9	0	0.00%	0.00%	3,013	3	0	0.00%	0.00%
1998	LDGT1	56,529	982	30	0.05%	3.05%	56,499	1	1	0.00%	20.00%	56,549	135	19	0.03%	14.07%
1998	LDGT2	14,547	268	12	0.08%	4.48%	14,548	33	0	0.00%	0.00%	14,561	11	2	0.01%	18.18%
1998	LDGV	121,279	1,920	71	0.06%	3.70%	121,515	1	6	0.00%	10.17%	121,603	377	35	0.03%	9.28%
1998	Unknown	1,215	70	2	0.16%	2.86%	1,225	0	0	0.00%	0.00%	1,240	0	0	0.00%	0.00%
1999	HDGV	2,869	78	4	0.14%	5.13%	2,868	5	0	0.00%	0.00%	2,871	1	0	0.00%	0.00%
1999	LDGT1	33,113	617	24	0.07%	3.89%	33,104	1	0	0.00%	0.00%	33,133	45	2	0.01%	4.44%
1999	LDGT2	14,290	261	8	0.06%	3.07%	14,281	45	0	0.00%	0.00%	14,297	16	0	0.00%	0.00%
1999	LDGV	80,603	1,587	51	0.06%	3.21%	80,800	0	4	0.00%	17.39%	80,866	200	17	0.02%	8.50%
1999	Unknown	1,273	68	4	0.31%	5.88%	1,281	1	0	0.00%	0.00%	1,285	2	0	0.00%	0.00%
2000	HDGV	6,222	158	4	0.06%	2.53%	6,218	5	0	0.00%	0.00%	6,232	3	0	0.00%	0.00%
2000	LDGT1	70,853	1,526	42	0.06%	2.75%	70,852	0	0	0.00%	0.00%	70,889	46	6	0.01%	13.04%
2000	LDGT2	21,058	458	6	0.03%	1.31%	21,060	44	0	0.00%	0.00%	21,073	16	2	0.01%	12.50%
2000	LDGV	161,856	2,655	69	0.04%	2.60%	162,337	1	3	0.00%	13.04%	162,417	203	24	0.01%	11.82%
2000	Unknown	2,651	105	10	0.38%	9.52%	2,660	0	0	0.00%	0.00%	2,663	1	0	0.00%	0.00%
2001	HDGV	3,533	108	2	0.06%	1.85%	3,538	5	0	0.00%	0.00%	3,542	4	1	0.03%	25.00%
2001	LDGT1	39,627	1,247	33	0.08%	2.65%	39,647	0	0	0.00%	0.00%	39,665	14	0	0.00%	0.00%
2001	LDGT2	13,741	424	11	0.08%	2.59%	13,796	59	0	0.00%	0.00%	13,802	6	1	0.01%	16.67%
2001	LDGV	89,030	1,419	38	0.04%	2.68%	89,775	0	3	0.00%	12.50%	89,821	57	7	0.01%	12.28%
2001	Unknown	1,626	77	1	0.06%	1.30%	1,635	0	0	0.00%	0.00%	1,636	0	0	0.00%	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	Gas Cap Initial Insps	Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap Drop Rate % of Initial Insps	Gas Cap Drop Rate % of Initial Fails	Cat Conv Initial Insps	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv Drop Rate % of Initial Insps	Cat Conv Drop Rate % of Initial Fails	Smoke Initial Insps	Smoke Initial Fails	Smoke No Known Outcome	Smoke Drop Rate % of Initial Insps	Smoke Drop Rate % of Initial Fails
2002	HDGV	6,433	167	24	0.37%	14.37%	6,430	3	1	0.02%	50.00%	6,445	4	1	0.02%	25.00%
2002	LDGT1	95,944	2,669	39	0.04%	1.46%	96,315	0	0	0.00%	0.00%	96,371	7	0	0.00%	0.00%
2002	LDGT2	29,160	957	20	0.07%	2.09%	29,238	23	0	0.00%	0.00%	29,251	3	0	0.00%	0.00%
2002	LDGV	167,121	2,047	41	0.02%	2.00%	168,866	0	4	0.00%	15.38%	168,952	34	6	0.00%	17.65%
2002	Unknown	2,973	162	12	0.40%	7.41%	2,976	0	2	0.07%	66.67%	2,986	3	2	0.07%	66.67%
2003	HDGV	2,341	68	6	0.26%	8.82%	2,341	4	1	0.04%	100.00%	2,346	3	2	0.09%	66.67%
2003	LDGT1	34,364	799	12	0.03%	1.50%	34,463	0	0	0.00%	0.00%	34,475	1	0	0.00%	0.00%
2003	LDGT2	12,563	280	9	0.07%	3.21%	12,612	23	0	0.00%	0.00%	12,616	1	0	0.00%	0.00%
2003	LDGV	75,815	843	25	0.03%	2.97%	77,782	0	1	0.00%	14.29%	77,811	8	0	0.00%	0.00%
2003	Unknown	1,084	50	8	0.74%	16.00%	1,085	0	0	0.00%	0.00%	1,089	0	0	0.00%	0.00%
2004	HDGV	850	42	7	0.82%	16.67%	856	3	0	0.00%	0.00%	857	0	0	0.00%	0.00%
2004	LDGT1	11,449	199	2	0.02%	1.01%	11,533	0	0	0.00%	0.00%	11,543	1	0	0.00%	0.00%
2004	LDGT2	4,736	92	1	0.02%	1.09%	4,777	24	0	0.00%	0.00%	4,780	1	0	0.00%	0.00%
2004	LDGV	20,720	327	10	0.05%	3.06%	21,382	0	0	0.00%	0.00%	21,390	3	0	0.00%	0.00%
2004	Unknown	462	21	2	0.43%	9.52%	469	2	0	0.00%	0.00%	471	0	0	0.00%	0.00%
2005	HDGV	681	20	1	0.15%	5.00%	690	3	0	0.00%	0.00%	690	0	0	0.00%	0.00%
2005	LDGT1	8,884	97	2	0.02%	2.06%	9,014	2	0	0.00%	0.00%	9,015	0	0	0.00%	0.00%
2005	LDGT2	3,198	32	1	0.03%	3.13%	3,250	26	0	0.00%	0.00%	3,252	0	0	0.00%	0.00%
2005	LDGV	18,113	298	13	0.07%	4.36%	18,812	3	1	0.01%	20.00%	18,816	3	0	0.00%	0.00%
2005	Unknown	315	10	0	0.00%	0.00%	320	1	0	0.00%	0.00%	321	0	0	0.00%	0.00%
2006	HDGV	704	11	3	0.43%	27.27%	715	0	0	0.00%	0.00%	715	0	0	0.00%	0.00%
2006	LDGT1	3,778	52	2	0.05%	3.85%	3,834	0	0	0.00%	0.00%	3,836	2	0	0.00%	0.00%
2006	LDGT2	2,067	23	0	0.00%	0.00%	2,121	7	0	0.00%	0.00%	2,121	0	0	0.00%	0.00%
2006	LDGV	9,674	96	1	0.01%	1.04%	10,112	0	0	0.00%	0.00%	10,115	0	0	0.00%	0.00%
2006	Unknown	337	2	1	0.30%	50.00%	339	0	0	0.00%	0.00%	339	0	0	0.00%	0.00%
2007	HDGV	26	0	0	0.00%	0.00%	26	2	0	0.00%	0.00%	26	0	0	0.00%	0.00%
2007	LDGT1	116	0	0	0.00%	0.00%	117	1	0	0.00%	0.00%	117	0	0	0.00%	0.00%
2007	LDGT2	104	1	0	0.00%	0.00%	112	6	0	0.00%	0.00%	112	0	0	0.00%	0.00%
2007	LDGV	446	3	1	0.22%	33.33%	489	0	0	0.00%	0.00%	489	0	0	0.00%	0.00%
2007	Unknown	6	0	0	0.00%	0.00%	6	0	0	0.00%	0.00%	6	0	0	0.00%	0.00%
Totals		**2,031,236**	**46,378**	**1,816**	**0.1%**	**3.9%**	**2,037,785**	**928**	**141**	**0.01%**	**15.2%**	**2,047,871**	**9,319**	**959**	**0.0%**	**10.3%**

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 2006

Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate
Pre 82/Unknown	HDGV	158	37	121	23.4%	76.6%	0	0	0	-	-
Pre 82/Unknown	LDGT1	393	77	316	19.6%	80.4%	12	5	7	41.7%	58.3%
Pre 82/Unknown	LDGT2	303	69	234	22.8%	77.2%	7	2	5	28.6%	71.4%
Pre 82/Unknown	LDGV	1794	373	1421	20.8%	79.2%	33	4	29	12.1%	87.9%
Pre 82/Unknown	Unknown	141	39	102	27.7%	72.3%	0	0	0	-	-
1982	HDGV	48	10	38	20.8%	79.2%	0	0	0	-	-
1982	LDGT1	111	27	84	24.3%	75.7%	0	0	0	-	-
1982	LDGT2	26	5	21	19.2%	80.8%	0	0	0	-	-
1982	LDGV	339	89	250	26.3%	73.7%	0	0	0	-	-
1982	Unknown	34	7	27	20.6%	79.4%	0	0	0	-	-
1983	HDGV	39	7	32	17.9%	82.1%	0	0	0	-	-
1983	LDGT1	116	33	83	28.4%	71.6%	0	0	0	-	-
1983	LDGT2	35	13	22	37.1%	62.9%	0	0	0	-	-
1983	LDGV	284	93	191	32.7%	67.3%	0	0	0	-	-
1983	Unknown	24	7	17	29.2%	70.8%	0	0	0	-	-
1984	HDGV	94	24	70	25.5%	74.5%	0	0	0	-	-
1984	LDGT1	313	93	220	29.7%	70.3%	0	0	0	-	-
1984	LDGT2	152	36	116	23.7%	76.3%	0	0	0	-	-
1984	LDGV	1184	305	879	25.8%	74.2%	0	0	0	-	-
1984	Unknown	54	13	41	24.1%	75.9%	0	0	0	-	-
1985	HDGV	101	17	84	16.8%	83.2%	0	0	0	-	-
1985	LDGT1	322	107	215	33.2%	66.8%	0	0	0	-	-
1985	LDGT2	118	43	75	36.4%	63.6%	0	0	0	-	-
1985	LDGV	848	238	610	28.1%	71.9%	0	0	0	-	-
1985	Unknown	61	17	44	27.9%	72.1%	0	0	0	-	-
1986	HDGV	253	45	208	17.8%	82.2%	0	0	0	-	-
1986	LDGT1	756	192	564	25.4%	74.6%	0	0	0	-	-
1986	LDGT2	307	79	228	25.7%	74.3%	0	0	0	-	-
1986	LDGV	2666	669	1997	25.1%	74.9%	0	0	0	-	-
1986	Unknown	120	25	95	20.8%	79.2%	0	0	0	-	-
1987	HDGV	117	24	93	20.5%	79.5%	0	0	0	-	-
1987	LDGT1	572	143	429	25.0%	75.0%	0	0	0	-	-
1987	LDGT2	228	53	175	23.2%	76.8%	0	0	0	-	-
1987	LDGV	1707	516	1191	30.2%	69.8%	0	0	0	-	-
1987	Unknown	93	18	75	19.4%	80.6%	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 2006

Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate
1988	HDGV	245	39	206	15.9%	84.1%	0	0	0	-	-
1988	LDGT1	1646	416	1230	25.3%	74.7%	0	0	0	-	-
1988	LDGT2	601	111	490	18.5%	81.5%	0	0	0	-	-
1988	LDGV	3803	912	2891	24.0%	76.0%	0	0	0	-	-
1988	Unknown	124	25	99	20.2%	79.8%	0	0	0	-	-
1989	HDGV	180	27	153	15.0%	85.0%	0	0	0	-	-
1989	LDGT1	1108	302	806	27.3%	72.7%	0	0	0	-	-
1989	LDGT2	336	93	243	27.7%	72.3%	0	0	0	-	-
1989	LDGV	2348	620	1728	26.4%	73.6%	0	0	0	-	-
1989	Unknown	87	22	65	25.3%	74.7%	0	0	0	-	-
1990	HDGV	201	31	170	15.4%	84.6%	0	0	0	-	-
1990	LDGT1	1861	411	1450	22.1%	77.9%	0	0	0	-	-
1990	LDGT2	651	123	528	18.9%	81.1%	0	0	0	-	-
1990	LDGV	6530	1510	5020	23.1%	76.9%	0	0	0	-	-
1990	Unknown	106	14	92	13.2%	86.8%	0	0	0	-	-
1991	HDGV	78	17	61	21.8%	78.2%	0	0	0	-	-
1991	LDGT1	1231	344	887	27.9%	72.1%	0	0	0	-	-
1991	LDGT2	258	78	180	30.2%	69.8%	0	0	0	-	-
1991	LDGV	4728	1457	3271	30.8%	69.2%	0	0	0	-	-
1991	Unknown	40	9	31	22.5%	77.5%	0	0	0	-	-
1992	HDGV	140	21	119	15.0%	85.0%	0	0	0	-	-
1992	LDGT1	2839	652	2187	23.0%	77.0%	0	0	0	-	-
1992	LDGT2	739	138	601	18.7%	81.3%	0	0	0	-	-
1992	LDGV	10231	2493	7738	24.4%	75.6%	0	0	0	-	-
1992	Unknown	68	17	51	25.0%	75.0%	0	0	0	-	-
1993	HDGV	119	19	100	16.0%	84.0%	0	0	0	-	-
1993	LDGT1	2166	544	1622	25.1%	74.9%	0	0	0	-	-
1993	LDGT2	483	99	384	20.5%	79.5%	0	0	0	-	-
1993	LDGV	6253	1685	4568	26.9%	73.1%	0	0	0	-	-
1993	Unknown	55	6	49	10.9%	89.1%	0	0	0	-	-
1994	HDGV	264	32	232	12.1%	87.9%	0	0	0	-	-
1994	LDGT1	4395	898	3497	20.4%	79.6%	0	0	0	-	-
1994	LDGT2	1101	211	890	19.2%	80.8%	0	0	0	-	-
1994	LDGV	10695	2142	8553	20.0%	80.0%	0	0	0	-	-
1994	Unknown	130	13	117	10.0%	90.0%	0	0	0	-	-

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Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate
1995	HDGV	172	22	150	12.8%	87.2%	0	0	0	-	-
1995	LDGT1	2321	456	1865	19.6%	80.4%	0	0	0	-	-
1995	LDGT2	640	128	512	20.0%	80.0%	0	0	0	-	-
1995	LDGV	5750	1316	4434	22.9%	77.1%	0	0	0	-	-
1995	Unknown	104	9	95	8.7%	91.3%	0	0	0	-	-
1996	HDGV	227	34	193	15.0%	85.0%	0	0	0	-	-
1996	LDGT1	5968	1266	4702	21.2%	78.8%	4,935	1,177	3,758	23.9%	76.1%
1996	LDGT2	1581	277	1304	17.5%	82.5%	1,340	262	1,078	19.6%	80.4%
1996	LDGV	12583	2722	9861	21.6%	78.4%	10,966	2,576	8,390	23.5%	76.5%
1996	Unknown	114	12	102	10.5%	89.5%	30	0	30	0.0%	100.0%
1997	HDGV	154	21	133	13.6%	86.4%	0	0	0	-	-
1997	LDGT1	4401	1076	3325	24.4%	75.6%	3,804	1,014	2,790	26.7%	73.3%
1997	LDGT2	1105	225	880	20.4%	79.6%	965	216	749	22.4%	77.6%
1997	LDGV	9009	2265	6744	25.1%	74.9%	8,034	2,143	5,891	26.7%	73.3%
1997	Unknown	110	14	96	12.7%	87.3%	11	1	10	9.1%	90.9%
1998	HDGV	132	14	118	10.6%	89.4%	0	0	0	-	-
1998	LDGT1	6130	1222	4908	19.9%	80.1%	5,218	1,150	4,068	22.0%	78.0%
1998	LDGT2	1517	283	1234	18.7%	81.3%	1,313	274	1,039	20.9%	79.1%
1998	LDGV	11543	2158	9385	18.7%	81.3%	9,691	2,000	7,691	20.6%	79.4%
1998	Unknown	89	11	78	12.4%	87.6%	11	0	11	0.0%	100.0%
1999	HDGV	130	9	121	6.9%	93.1%	0	0	0	-	-
1999	LDGT1	3184	540	2644	17.0%	83.0%	2,693	513	2,180	19.0%	81.0%
1999	LDGT2	1302	191	1111	14.7%	85.3%	1,084	182	902	16.8%	83.2%
1999	LDGV	7957	1405	6552	17.7%	82.3%	6,534	1,295	5,239	19.8%	80.2%
1999	Unknown	83	7	76	8.4%	91.6%	10	0	10	0.0%	100.0%
2000	HDGV	215	14	201	6.5%	93.5%	0	0	0	-	-
2000	LDGT1	5474	734	4740	13.4%	86.6%	4,152	658	3,494	15.8%	84.2%
2000	LDGT2	1593	205	1388	12.9%	87.1%	1,162	187	975	16.1%	83.9%
2000	LDGV	11951	1656	10295	13.9%	86.1%	9,562	1,518	8,044	15.9%	84.1%
2000	Unknown	119	7	112	5.9%	94.1%	11	0	11	0.0%	100.0%
2001	HDGV	126	6	120	4.8%	95.2%	0	0	0	-	-
2001	LDGT1	4732	846	3886	17.9%	82.1%	3,694	786	2,908	21.3%	78.7%
2001	LDGT2	1459	275	1184	18.8%	81.2%	1,097	255	842	23.2%	76.8%
2001	LDGV	7842	1495	6347	19.1%	80.9%	6,618	1,434	5,184	21.7%	78.3%
2001	Unknown	83	7	76	8.4%	91.6%	25	0	25	0.0%	100.0%

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Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate
2002	HDGV	153	5	148	3.3%	96.7%	0	0	0	-	-
2002	LDGT1	6922	813	6109	11.7%	88.3%	4,653	722	3,931	15.5%	84.5%
2002	LDGT2	2508	332	2176	13.2%	86.8%	1,696	291	1,405	17.2%	82.8%
2002	LDGV	8005	1070	6935	13.4%	86.6%	6,102	990	5,112	16.2%	83.8%
2002	Unknown	156	4	152	2.6%	97.4%	43	0	43	0.0%	100.0%
2003	HDGV	63	2	61	3.2%	96.8%	0	0	0	-	-
2003	LDGT1	1660	150	1510	9.0%	91.0%	946	127	819	13.4%	86.6%
2003	LDGT2	673	63	610	9.4%	90.6%	433	51	382	11.8%	88.2%
2003	LDGV	3046	379	2667	12.4%	87.6%	2,276	356	1,920	15.6%	84.4%
2003	Unknown	46	3	43	6.5%	93.5%	14	1	13	7.1%	92.9%
2004	HDGV	35	1	34	2.9%	97.1%	0	0	0	-	-
2004	LDGT1	448	31	417	6.9%	93.1%	262	30	232	11.5%	88.5%
2004	LDGT2	207	23	184	11.1%	88.9%	125	19	106	15.2%	84.8%
2004	LDGV	908	90	818	9.9%	90.1%	608	82	526	13.5%	86.5%
2004	Unknown	19	0	19	0.0%	100.0%	2	0	2	0.0%	100.0%
2005	HDGV	19	0	19	0.0%	100.0%	0	0	0	-	-
2005	LDGT1	296	22	274	7.4%	92.6%	218	23	195	10.6%	89.4%
2005	LDGT2	124	7	117	5.6%	94.4%	100	8	92	8.0%	92.0%
2005	LDGV	823	71	752	8.6%	91.4%	545	61	484	11.2%	88.8%
2005	Unknown	10	0	10	0.0%	100.0%	3	0	3	0.0%	100.0%
2006	HDGV	8	0	8	0.0%	100.0%	0	0	0	-	-
2006	LDGT1	299	18	281	6.0%	94.0%	259	17	242	6.6%	93.4%
2006	LDGT2	321	22	299	6.9%	93.1%	317	21	296	6.6%	93.4%
2006	LDGV	1191	74	1117	6.2%	93.8%	1,117	72	1,045	6.4%	93.6%
2006	Unknown	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2007	HDGV	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	15	2	13	13.3%	86.7%	14	1	13	7.1%	92.9%
2007	LDGT2	21	1	20	4.8%	95.2%	21	1	20	4.8%	95.2%
2007	LDGV	56	2	54	3.6%	96.4%	53	3	50	5.7%	94.3%
2007	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%
Totals		**217,684**	**43,187**	**174,497**	**19.8%**	**80.2%**	**102,822**	**20,528**	**82,294**	**20.0%**	**80.0%**

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Model Yr	Veh Type	ASM First Retest Insps	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate	2500 First Retest Insps	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
Pre 82/Unknown	HDGV	0	0	0	-	-	0	0	0	-	-	137	32	105	23.4%	76.6%
Pre 82/Unknown	LDGT1	30	7	23	23.3%	76.7%	2	0	2	0.0%	100.0%	301	58	243	19.3%	80.7%
Pre 82/Unknown	LDGT2	11	3	8	27.3%	72.7%	3	1	2	33.3%	66.7%	244	55	189	22.5%	77.5%
Pre 82/Unknown	LDGV	129	37	92	28.7%	71.3%	15	2	13	13.3%	86.7%	1,476	317	1,159	21.5%	78.5%
Pre 82/Unknown	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	116	36	80	31.0%	69.0%
1982	HDGV	0	0	0	-	-	0	0	0	-	-	40	8	32	20.0%	80.0%
1982	LDGT1	89	23	66	25.8%	74.2%	3	0	3	0.0%	100.0%	0	0	0	-	-
1982	LDGT2	18	4	14	22.2%	77.8%	1	0	1	0.0%	100.0%	0	0	0	-	-
1982	LDGV	284	76	208	26.8%	73.2%	19	6	13	31.6%	68.4%	0	0	0	-	-
1982	Unknown	1	1	0	100.0%	0.0%	0	0	0	-	-	32	8	24	25.0%	75.0%
1983	HDGV	0	0	0	-	-	0	0	0	-	-	35	7	28	20.0%	80.0%
1983	LDGT1	87	29	58	33.3%	66.7%	8	2	6	25.0%	75.0%	0	0	0	-	-
1983	LDGT2	27	9	18	33.3%	66.7%	3	2	1	66.7%	33.3%	0	0	0	-	-
1983	LDGV	246	85	161	34.6%	65.4%	19	6	13	31.6%	68.4%	0	0	0	-	-
1983	Unknown	0	0	0	-	-	0	0	0	-	-	22	7	15	31.8%	68.2%
1984	HDGV	3	2	1	66.7%	33.3%	0	0	0	-	-	80	20	60	25.0%	75.0%
1984	LDGT1	235	79	156	33.6%	66.4%	24	4	20	16.7%	83.3%	0	0	0	-	-
1984	LDGT2	119	30	89	25.2%	74.8%	8	3	5	37.5%	62.5%	0	0	0	-	-
1984	LDGV	1,020	292	728	28.6%	71.4%	36	2	34	5.6%	94.4%	2	0	2	0.0%	100.0%
1984	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	40	12	28	30.0%	70.0%
1985	HDGV	3	1	2	33.3%	66.7%	0	0	0	-	-	90	13	77	14.4%	85.6%
1985	LDGT1	266	93	173	35.0%	65.0%	14	6	8	42.9%	57.1%	0	0	0	-	-
1985	LDGT2	96	40	56	41.7%	58.3%	8	1	7	12.5%	87.5%	0	0	0	-	-
1985	LDGV	753	230	523	30.5%	69.5%	28	7	21	25.0%	75.0%	4	1	3	25.0%	75.0%
1985	Unknown	1	1	0	100.0%	0.0%	0	0	0	-	-	53	13	40	24.5%	75.5%
1986	HDGV	4	3	1	75.0%	25.0%	2	1	1	50.0%	50.0%	211	34	177	16.1%	83.9%
1986	LDGT1	612	160	452	26.1%	73.9%	17	6	11	35.3%	64.7%	0	0	0	-	-
1986	LDGT2	230	68	162	29.6%	70.4%	14	5	9	35.7%	64.3%	2	0	2	0.0%	100.0%
1986	LDGV	2,366	635	1,731	26.8%	73.2%	86	18	68	20.9%	79.1%	7	1	6	14.3%	85.7%
1986	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	101	27	74	26.7%	73.3%
1987	HDGV	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%	111	23	88	20.7%	79.3%
1987	LDGT1	441	123	318	27.9%	72.1%	31	6	25	19.4%	80.6%	0	0	0	-	-
1987	LDGT2	170	42	128	24.7%	75.3%	5	2	3	40.0%	60.0%	0	0	0	-	-
1987	LDGV	1,532	493	1,039	32.2%	67.8%	47	11	36	23.4%	76.6%	5	1	4	20.0%	80.0%
1987	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	78	16	62	20.5%	79.5%

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Model Yr	Veh Type	ASM First Retest Insps	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate	2500 First Retest Insps	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
1988	HDGV	9	3	6	33.3%	66.7%	1	0	1	0.0%	100.0%	195	32	163	16.4%	83.6%
1988	LDGT1	1,416	381	1,035	26.9%	73.1%	52	16	36	30.8%	69.2%	1	0	1	0.0%	100.0%
1988	LDGT2	477	101	376	21.2%	78.8%	16	2	14	12.5%	87.5%	1	1	0	100.0%	0.0%
1988	LDGV	3,398	864	2,534	25.4%	74.6%	106	19	87	17.9%	82.1%	1	1	0	100.0%	0.0%
1988	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	93	22	71	23.7%	76.3%
1989	HDGV	5	2	3	40.0%	60.0%	2	1	1	50.0%	50.0%	154	24	130	15.6%	84.4%
1989	LDGT1	960	282	678	29.4%	70.6%	31	8	23	25.8%	74.2%	1	0	1	0.0%	100.0%
1989	LDGT2	278	80	198	28.8%	71.2%	11	6	5	54.5%	45.5%	1	0	1	0.0%	100.0%
1989	LDGV	2,073	590	1,483	28.5%	71.5%	60	10	50	16.7%	83.3%	0	0	0	-	-
1989	Unknown	3	0	3	0.0%	100.0%	0	0	0	-	-	70	18	52	25.7%	74.3%
1990	HDGV	5	2	3	40.0%	60.0%	2	0	2	0.0%	100.0%	141	25	116	17.7%	82.3%
1990	LDGT1	1,505	364	1,141	24.2%	75.8%	68	13	55	19.1%	80.9%	4	1	3	25.0%	75.0%
1990	LDGT2	498	115	383	23.1%	76.9%	12	3	9	25.0%	75.0%	3	0	3	0.0%	100.0%
1990	LDGV	5,672	1,411	4,261	24.9%	75.1%	177	38	139	21.5%	78.5%	0	0	0	-	-
1990	Unknown	1	1	0	100.0%	0.0%	0	0	0	-	-	79	11	68	13.9%	86.1%
1991	HDGV	4	1	3	25.0%	75.0%	1	0	1	0.0%	100.0%	56	11	45	19.6%	80.4%
1991	LDGT1	1,014	312	702	30.8%	69.2%	58	15	43	25.9%	74.1%	0	0	0	-	-
1991	LDGT2	195	65	130	33.3%	66.7%	16	5	11	31.3%	68.8%	0	0	0	-	-
1991	LDGV	4,151	1,358	2,793	32.7%	67.3%	196	61	135	31.1%	68.9%	2	2	0	100.0%	0.0%
1991	Unknown	2	0	2	0.0%	100.0%	0	0	0	-	-	29	9	20	31.0%	69.0%
1992	HDGV	11	1	10	9.1%	90.9%	1	0	1	0.0%	100.0%	99	14	85	14.1%	85.9%
1992	LDGT1	2,362	592	1,770	25.1%	74.9%	121	21	100	17.4%	82.6%	1	1	0	100.0%	0.0%
1992	LDGT2	585	131	454	22.4%	77.6%	36	7	29	19.4%	80.6%	0	0	0	-	-
1992	LDGV	8,891	2,315	6,576	26.0%	74.0%	517	120	397	23.2%	76.8%	0	0	0	-	-
1992	Unknown	1	1	0	100.0%	0.0%	0	0	0	-	-	41	14	27	34.1%	65.9%
1993	HDGV	4	0	4	0.0%	100.0%	2	1	1	50.0%	50.0%	80	17	63	21.3%	78.8%
1993	LDGT1	1,599	431	1,168	27.0%	73.0%	321	89	232	27.7%	72.3%	0	0	0	-	-
1993	LDGT2	361	88	273	24.4%	75.6%	32	6	26	18.8%	81.3%	2	0	2	0.0%	100.0%
1993	LDGV	5,311	1,563	3,748	29.4%	70.6%	362	79	283	21.8%	78.2%	0	0	0	-	-
1993	Unknown	0	0	0	-	-	0	0	0	-	-	30	4	26	13.3%	86.7%
1994	HDGV	7	0	7	0.0%	100.0%	1	1	0	100.0%	0.0%	168	27	141	16.1%	83.9%
1994	LDGT1	3,065	664	2,401	21.7%	78.3%	670	186	484	27.8%	72.2%	0	0	0	-	-
1994	LDGT2	742	169	573	22.8%	77.2%	75	21	54	28.0%	72.0%	0	0	0	-	-
1994	LDGV	8,604	1,938	6,666	22.5%	77.5%	625	121	504	19.4%	80.6%	0	0	0	-	-
1994	Unknown	3	1	2	33.3%	66.7%	0	0	0	-	-	63	8	55	12.7%	87.3%

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Model Yr	Veh Type	ASM First Retest Insps	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate	2500 First Retest Insps	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
1995	HDGV	3	0	3	0.0%	100.0%	1	1	0	100.0%	0.0%	115	17	98	14.8%	85.2%
1995	LDGT1	1,723	373	1,350	21.6%	78.4%	252	56	196	22.2%	77.8%	1	1	0	100.0%	0.0%
1995	LDGT2	448	108	340	24.1%	75.9%	58	17	41	29.3%	70.7%	3	1	2	33.3%	66.7%
1995	LDGV	4,544	1,171	3,373	25.8%	74.2%	380	76	304	20.0%	80.0%	1	1	0	100.0%	0.0%
1995	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	55	6	49	10.9%	89.1%
1996	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	132	19	113	14.4%	85.6%
1996	LDGT1	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1996	LDGT2	1	1	0	100.0%	0.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1996	LDGV	9	3	6	33.3%	66.7%	4	2	2	50.0%	50.0%	0	0	0	-	-
1996	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	50	12	38	24.0%	76.0%
1997	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	73	13	60	17.8%	82.2%
1997	LDGT1	13	4	9	30.8%	69.2%	3	0	3	0.0%	100.0%	0	0	0	-	-
1997	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1997	LDGV	18	3	15	16.7%	83.3%	1	1	0	100.0%	0.0%	0	0	0	-	-
1997	Unknown	0	0	0	-	-	0	0	0	-	-	43	7	36	16.3%	83.7%
1998	HDGV	0	0	0	-	-	0	0	0	-	-	45	9	36	20.0%	80.0%
1998	LDGT1	68	6	62	8.8%	91.2%	1	0	1	0.0%	100.0%	0	0	0	-	-
1998	LDGT2	0	0	0	-	-	2	1	1	50.0%	50.0%	0	0	0	-	-
1998	LDGV	60	13	47	21.7%	78.3%	1	0	1	0.0%	100.0%	0	0	0	-	-
1998	Unknown	0	0	0	-	-	0	0	0	-	-	29	10	19	34.5%	65.5%
1999	HDGV	0	0	0	-	-	0	0	0	-	-	57	6	51	10.5%	89.5%
1999	LDGT1	0	0	0	-	-	2	1	1	50.0%	50.0%	0	0	0	-	-
1999	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGV	2	0	2	0.0%	100.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
1999	Unknown	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	24	3	21	12.5%	87.5%
2000	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	55	4	51	7.3%	92.7%
2000	LDGT1	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2000	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2000	Unknown	0	0	0	-	-	0	0	0	-	-	29	4	25	13.8%	86.2%
2001	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	18	2	16	11.1%	88.9%
2001	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2001	Unknown	0	0	0	-	-	0	0	0	-	-	9	0	9	0.0%	100.0%

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Model Yr	Veh Type	ASM First Retest Insps	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate	2500 First Retest Insps	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
2002	HDGV	1	1	0	100.0%	0.0%	0	0	0	-	-	17	0	17	0.0%	100.0%
2002	LDGT1	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2002	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	Unknown	0	0	0	-	-	0	0	0	-	-	11	0	11	0.0%	100.0%
2003	HDGV	0	0	0	-	-	0	0	0	-	-	5	0	5	0.0%	100.0%
2003	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGV	11	0	11	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2003	Unknown	0	0	0	-	-	0	0	0	-	-	3	1	2	33.3%	66.7%
2004	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2004	LDGT1	0	0	0	-	-	4	0	4	0.0%	100.0%	0	0	0	-	-
2004	LDGT2	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2004	LDGV	12	0	12	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2004	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	LDGT2	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	LDGV	18	0	18	0.0%	100.0%	4	0	4	0.0%	100.0%	0	0	0	-	-
2005	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**68,942**	**18,075**	**50,867**	**26.2%**	**73.8%**	**4,694**	**1,096**	**3,598**	**23.3%**	**76.7%**	**5,278**	**1,047**	**4,231**	**19.8%**	**80.2%**

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Year 2006

Model Yr	Veh Type	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
Pre 82/Unknown	HDGV	34	7	27	20.6%	79.4%	3	0	3	0.0%	100.0%	10	1	9	10.0%	90.0%
Pre 82/Unknown	LDGT1	101	8	93	7.9%	92.1%	7	1	6	14.3%	85.7%	18	2	16	11.1%	88.9%
Pre 82/Unknown	LDGT2	91	17	74	18.7%	81.3%	10	1	9	10.0%	90.0%	13	0	13	0.0%	100.0%
Pre 82/Unknown	LDGV	265	14	251	5.3%	94.7%	17	2	15	11.8%	88.2%	93	6	87	6.5%	93.5%
Pre 82/Unknown	Unknown	42	5	37	11.9%	88.1%	3	0	3	0.0%	100.0%	4	1	3	25.0%	75.0%
1982	HDGV	6	1	5	16.7%	83.3%	1	0	1	0.0%	100.0%	0	0	0	-	-
1982	LDGT1	35	4	31	11.4%	88.6%	2	0	2	0.0%	100.0%	7	1	6	14.3%	85.7%
1982	LDGT2	8	1	7	12.5%	87.5%	0	0	0	-	-	1	0	1	0.0%	100.0%
1982	LDGV	52	4	48	7.7%	92.3%	3	1	2	33.3%	66.7%	11	0	11	0.0%	100.0%
1982	Unknown	9	0	9	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1983	HDGV	6	0	6	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1983	LDGT1	28	2	26	7.1%	92.9%	5	0	5	0.0%	100.0%	4	1	3	25.0%	75.0%
1983	LDGT2	13	2	11	15.4%	84.6%	0	0	0	-	-	5	1	4	20.0%	80.0%
1983	LDGV	31	1	30	3.2%	96.8%	1	0	1	0.0%	100.0%	8	3	5	37.5%	62.5%
1983	Unknown	9	2	7	22.2%	77.8%	0	0	0	-	-	1	0	1	0.0%	100.0%
1984	HDGV	20	4	16	20.0%	80.0%	1	0	1	0.0%	100.0%	4	1	3	25.0%	75.0%
1984	LDGT1	92	9	83	9.8%	90.2%	2	0	2	0.0%	100.0%	12	1	11	8.3%	91.7%
1984	LDGT2	34	3	31	8.8%	91.2%	3	0	3	0.0%	100.0%	5	1	4	20.0%	80.0%
1984	LDGV	201	11	190	5.5%	94.5%	2	0	2	0.0%	100.0%	40	5	35	12.5%	87.5%
1984	Unknown	22	2	20	9.1%	90.9%	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
1985	HDGV	26	2	24	7.7%	92.3%	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
1985	LDGT1	66	5	61	7.6%	92.4%	5	2	3	40.0%	60.0%	17	6	11	35.3%	64.7%
1985	LDGT2	28	3	25	10.7%	89.3%	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
1985	LDGV	114	6	108	5.3%	94.7%	2	1	1	50.0%	50.0%	29	1	28	3.4%	96.6%
1985	Unknown	17	2	15	11.8%	88.2%	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%
1986	HDGV	64	6	58	9.4%	90.6%	8	0	8	0.0%	100.0%	8	2	6	25.0%	75.0%
1986	LDGT1	201	19	182	9.5%	90.5%	7	1	6	14.3%	85.7%	25	1	24	4.0%	96.0%
1986	LDGT2	93	5	88	5.4%	94.6%	1	0	1	0.0%	100.0%	19	3	16	15.8%	84.2%
1986	LDGV	313	12	301	3.8%	96.2%	12	2	10	16.7%	83.3%	110	11	99	10.0%	90.0%
1986	Unknown	36	5	31	13.9%	86.1%	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
1987	HDGV	19	1	18	5.3%	94.7%	0	0	0	-	-	4	0	4	0.0%	100.0%
1987	LDGT1	153	14	139	9.2%	90.8%	6	1	5	16.7%	83.3%	26	5	21	19.2%	80.8%
1987	LDGT2	58	7	51	12.1%	87.9%	1	0	1	0.0%	100.0%	9	1	8	11.1%	88.9%
1987	LDGV	203	11	192	5.4%	94.6%	14	2	12	14.3%	85.7%	58	9	49	15.5%	84.5%
1987	Unknown	19	3	16	15.8%	84.2%	0	0	0	-	-	1	0	1	0.0%	100.0%

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Model Yr	Veh Type	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
1988	HDGV	63	4	59	6.3%	93.7%	1	0	1	0.0%	100.0%	4	1	3	25.0%	75.0%
1988	LDGT1	308	15	293	4.9%	95.1%	4	0	4	0.0%	100.0%	66	5	61	7.6%	92.4%
1988	LDGT2	146	8	138	5.5%	94.5%	2	0	2	0.0%	100.0%	20	1	19	5.0%	95.0%
1988	LDGV	445	25	420	5.6%	94.4%	12	2	10	16.7%	83.3%	142	20	122	14.1%	85.9%
1988	Unknown	49	4	45	8.2%	91.8%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1989	HDGV	25	2	23	8.0%	92.0%	3	0	3	0.0%	100.0%	5	0	5	0.0%	100.0%
1989	LDGT1	198	11	187	5.6%	94.4%	4	0	4	0.0%	100.0%	37	7	30	18.9%	81.1%
1989	LDGT2	66	1	65	1.5%	98.5%	1	0	1	0.0%	100.0%	12	0	12	0.0%	100.0%
1989	LDGV	318	16	302	5.0%	95.0%	19	2	17	10.5%	89.5%	122	13	109	10.7%	89.3%
1989	Unknown	24	1	23	4.2%	95.8%	2	0	2	0.0%	100.0%	8	2	6	25.0%	75.0%
1990	HDGV	71	3	68	4.2%	95.8%	1	0	1	0.0%	100.0%	8	2	6	25.0%	75.0%
1990	LDGT1	411	24	387	5.8%	94.2%	8	0	8	0.0%	100.0%	80	8	72	10.0%	90.0%
1990	LDGT2	188	10	178	5.3%	94.7%	3	0	3	0.0%	100.0%	24	3	21	12.5%	87.5%
1990	LDGV	918	43	875	4.7%	95.3%	26	6	20	23.1%	76.9%	266	37	229	13.9%	86.1%
1990	Unknown	43	3	40	7.0%	93.0%	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
1991	HDGV	20	2	18	10.0%	90.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
1991	LDGT1	220	15	205	6.8%	93.2%	8	0	8	0.0%	100.0%	41	5	36	12.2%	87.8%
1991	LDGT2	62	9	53	14.5%	85.5%	3	0	3	0.0%	100.0%	10	2	8	20.0%	80.0%
1991	LDGV	581	25	556	4.3%	95.7%	15	0	15	0.0%	100.0%	254	41	213	16.1%	83.9%
1991	Unknown	20	2	18	10.0%	90.0%	0	0	0	-	-	0	0	0	-	-
1992	HDGV	39	2	37	5.1%	94.9%	1	0	1	0.0%	100.0%	5	1	4	20.0%	80.0%
1992	LDGT1	480	29	451	6.0%	94.0%	9	1	8	11.1%	88.9%	144	14	130	9.7%	90.3%
1992	LDGT2	153	5	148	3.3%	96.7%	1	0	1	0.0%	100.0%	15	2	13	13.3%	86.7%
1992	LDGV	1,159	40	1,119	3.5%	96.5%	23	2	21	8.7%	91.3%	675	77	598	11.4%	88.6%
1992	Unknown	36	1	35	2.8%	97.2%	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
1993	HDGV	42	0	42	0.0%	100.0%	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%
1993	LDGT1	354	14	340	4.0%	96.0%	5	0	5	0.0%	100.0%	147	22	125	15.0%	85.0%
1993	LDGT2	113	4	109	3.5%	96.5%	1	0	1	0.0%	100.0%	12	2	10	16.7%	83.3%
1993	LDGV	807	34	773	4.2%	95.8%	25	4	21	16.0%	84.0%	412	58	354	14.1%	85.9%
1993	Unknown	30	1	29	3.3%	96.7%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1994	HDGV	94	3	91	3.2%	96.8%	3	0	3	0.0%	100.0%	7	0	7	0.0%	100.0%
1994	LDGT1	814	39	775	4.8%	95.2%	3	1	2	33.3%	66.7%	323	37	286	11.5%	88.5%
1994	LDGT2	334	13	321	3.9%	96.1%	4	0	4	0.0%	100.0%	53	4	49	7.5%	92.5%
1994	LDGV	1,847	60	1,787	3.2%	96.8%	22	2	20	9.1%	90.9%	826	102	724	12.3%	87.7%
1994	Unknown	81	6	75	7.4%	92.6%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%

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Model Yr	Veh Type	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
1995	HDGV	63	3	60	4.8%	95.2%	1	0	1	0.0%	100.0%	7	2	5	28.6%	71.4%
1995	LDGT1	431	16	415	3.7%	96.3%	5	0	5	0.0%	100.0%	99	11	88	11.1%	88.9%
1995	LDGT2	153	3	150	2.0%	98.0%	0	0	0	-	-	18	3	15	16.7%	83.3%
1995	LDGV	993	53	940	5.3%	94.7%	16	0	16	0.0%	100.0%	420	67	353	16.0%	84.0%
1995	Unknown	53	3	50	5.7%	94.3%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1996	HDGV	98	10	88	10.2%	89.8%	0	0	0	-	-	0	0	0	-	-
1996	LDGT1	1,265	33	1,232	2.6%	97.4%	5	0	5	0.0%	100.0%	160	17	143	10.6%	89.4%
1996	LDGT2	258	7	251	2.7%	97.3%	0	0	0	-	-	12	0	12	0.0%	100.0%
1996	LDGV	1,655	46	1,609	2.8%	97.2%	33	1	32	3.0%	97.0%	398	34	364	8.5%	91.5%
1996	Unknown	75	5	70	6.7%	93.3%	0	0	0	-	-	1	0	1	0.0%	100.0%
1997	HDGV	82	6	76	7.3%	92.7%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1997	LDGT1	740	27	713	3.6%	96.4%	5	1	4	20.0%	80.0%	59	6	53	10.2%	89.8%
1997	LDGT2	157	8	149	5.1%	94.9%	0	0	0	-	-	14	0	14	0.0%	100.0%
1997	LDGV	1,035	41	994	4.0%	96.0%	28	5	23	17.9%	82.1%	202	23	179	11.4%	88.6%
1997	Unknown	76	6	70	7.9%	92.1%	0	0	0	-	-	0	0	0	-	-
1998	HDGV	81	3	78	3.7%	96.3%	0	0	0	-	-	2	0	2	0.0%	100.0%
1998	LDGT1	930	32	898	3.4%	96.6%	4	0	4	0.0%	100.0%	110	5	105	4.5%	95.5%
1998	LDGT2	260	9	251	3.5%	96.5%	0	0	0	-	-	7	0	7	0.0%	100.0%
1998	LDGV	1,813	60	1,753	3.3%	96.7%	49	2	47	4.1%	95.9%	294	38	256	12.9%	87.1%
1998	Unknown	68	2	66	2.9%	97.1%	0	0	0	-	-	0	0	0	-	-
1999	HDGV	63	2	61	3.2%	96.8%	0	0	0	-	-	0	0	0	-	-
1999	LDGT1	589	17	572	2.9%	97.1%	3	0	3	0.0%	100.0%	32	1	31	3.1%	96.9%
1999	LDGT2	244	5	239	2.0%	98.0%	0	0	0	-	-	15	0	15	0.0%	100.0%
1999	LDGV	1,490	50	1,440	3.4%	96.6%	19	0	19	0.0%	100.0%	164	15	149	9.1%	90.9%
1999	Unknown	73	5	68	6.8%	93.2%	0	0	0	-	-	1	0	1	0.0%	100.0%
2000	HDGV	140	6	134	4.3%	95.7%	0	0	0	-	-	2	0	2	0.0%	100.0%
2000	LDGT1	1,488	46	1,442	3.1%	96.9%	4	0	4	0.0%	100.0%	40	5	35	12.5%	87.5%
2000	LDGT2	448	12	436	2.7%	97.3%	0	0	0	-	-	14	2	12	14.3%	85.7%
2000	LDGV	2,546	63	2,483	2.5%	97.5%	19	0	19	0.0%	100.0%	171	22	149	12.9%	87.1%
2000	Unknown	111	6	105	5.4%	94.6%	0	0	0	-	-	2	0	2	0.0%	100.0%
2001	HDGV	98	2	96	2.0%	98.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2001	LDGT1	1,207	42	1,165	3.5%	96.5%	3	0	3	0.0%	100.0%	14	2	12	14.3%	85.7%
2001	LDGT2	414	13	401	3.1%	96.9%	0	0	0	-	-	6	1	5	16.7%	83.3%
2001	LDGV	1,359	35	1,324	2.6%	97.4%	19	1	18	5.3%	94.7%	45	5	40	11.1%	88.9%
2001	Unknown	84	7	77	8.3%	91.7%	0	0	0	-	-	2	0	2	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2006

Model Yr	Veh Type	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
2002	HDGV	124	4	120	3.2%	96.8%	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
2002	LDGT1	2,627	72	2,555	2.7%	97.3%	3	0	3	0.0%	100.0%	6	0	6	0.0%	100.0%
2002	LDGT2	936	32	904	3.4%	96.6%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2002	LDGV	1,966	49	1,917	2.5%	97.5%	22	0	22	0.0%	100.0%	27	2	25	7.4%	92.6%
2002	Unknown	157	3	154	1.9%	98.1%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2003	HDGV	57	3	54	5.3%	94.7%	0	0	0	-	-	1	0	1	0.0%	100.0%
2003	LDGT1	790	20	770	2.5%	97.5%	0	0	0	-	-	1	0	1	0.0%	100.0%
2003	LDGT2	273	12	261	4.4%	95.6%	0	0	0	-	-	1	0	1	0.0%	100.0%
2003	LDGV	802	14	788	1.7%	98.3%	6	0	6	0.0%	100.0%	8	0	8	0.0%	100.0%
2003	Unknown	44	0	44	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2004	HDGV	32	1	31	3.1%	96.9%	0	0	0	-	-	0	0	0	-	-
2004	LDGT1	197	1	196	0.5%	99.5%	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2004	LDGT2	92	4	88	4.3%	95.7%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2004	LDGV	315	7	308	2.2%	97.8%	6	0	6	0.0%	100.0%	3	0	3	0.0%	100.0%
2004	Unknown	19	0	19	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	HDGV	17	0	17	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	94	0	94	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGT2	30	0	30	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGV	278	8	270	2.9%	97.1%	4	0	4	0.0%	100.0%	3	0	3	0.0%	100.0%
2005	Unknown	11	0	11	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	HDGV	6	0	6	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	LDGT1	48	2	46	4.2%	95.8%	0	0	0	-	-	2	0	2	0.0%	100.0%
2006	LDGT2	23	0	23	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	LDGV	95	2	93	2.1%	97.9%	0	0	0	-	-	0	0	0	-	-
2006	Unknown	3	0	3	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2007	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2007	LDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**42,747**	**1,590**	**41,157**	**3.7%**	**96.3%**	**604**	**45**	**559**	**7.5%**	**92.5%**	**6,666**	**791**	**5,875**	**11.9%**	**88.1%**

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 2006

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	157	2,119	7.0		800	4.0		-62.2%	-42.7%	
1969	30	1,248	6.1		449	3.7		-64.0%	-39.6%	
1970	35	1,532	6.5		425	3.7		-72.3%	-43.4%	
1971	39	859	5.6		507	3.1		-40.9%	-44.9%	
1972	73	1,307	5.2		376	2.5		-71.3%	-51.4%	
1973	49	1,393	6.0		605	3.2		-56.6%	-46.6%	
1974	65	1,254	5.6		344	3.0		-72.6%	-46.4%	
1975	31	687	4.0		283	1.3		-58.8%	-68.3%	
1976	114	786	3.9		247	1.5		-68.5%	-60.5%	
1977	83	921	3.6		402	1.1		-56.4%	-69.6%	
1978	216	729	3.6		296	1.4		-59.4%	-61.3%	
1979	139	796	3.5		306	1.5		-61.6%	-58.0%	
1980	153	723	3.4		300	1.2		-58.5%	-65.4%	
1981	83	311	3.0	937	102	0.9	545	-67.4%	-68.6%	-41.8%
1982	229	250	2.3	1,103	114	0.8	710	-54.3%	-67.4%	-35.7%
1983	193	332	2.8	894	126	1.0	616	-61.9%	-64.2%	-31.0%
1984	706	266	2.0	1,176	118	0.7	702	-55.6%	-64.3%	-40.3%
1985	541	315	2.5	1,100	124	0.9	692	-60.7%	-63.2%	-37.1%
1986	1,395	269	2.2	1,155	118	0.7	708	-56.2%	-69.5%	-38.7%
1987	856	301	2.3	1,165	131	0.7	783	-56.5%	-69.2%	-32.8%
1988	2,151	248	1.7	1,335	111	0.5	712	-55.2%	-69.1%	-46.6%
1989	1,194	240	1.9	1,305	111	0.7	727	-53.8%	-64.5%	-44.3%
1990	2,766	185	1.4	1,507	90	0.4	835	-51.4%	-68.6%	-44.6%
1991	1,845	149	1.2	1,376	79	0.5	783	-46.9%	-60.5%	-43.1%
1992	4,238	149	1.3	1,294	78	0.4	733	-47.8%	-67.3%	-43.3%
1993	2,509	162	1.2	1,266	87	0.4	765	-46.7%	-64.1%	-39.6%
1994	4,398	149	1.1	1,216	75	0.3	682	-50.0%	-68.4%	-44.0%
1995	2,231	153	1.1	1,191	79	0.4	652	-47.9%	-65.1%	-45.3%
1996	86	647	3.6	55	184	1.0	20	-71.6%	-72.2%	-64.2%
1997	53	690	2.4	214	134	0.6	154	-80.6%	-75.3%	-28.0%
1998	67	436	0.6	537	120	0.2	227	-72.6%	-68.3%	-57.7%
1999	35	873	1.0	0	169	0.4	0	-80.6%	-60.4%	0.0%
2000	29	932	1.9	0	134	0.3	0	-85.6%	-84.5%	0.0%
2001	8	1,491	0.7	2	149	0.2	2	-90.0%	-69.0%	-11.1%
2002	9	862	0.3	0	95	0.4	0	-89.0%	33.3%	0.0%
2003	5	2	0.0	944	9	0.0	154	291.7%	0.0%	-83.6%
2004	4	35	0.4	1,002	3	0.1	21	-92.2%	-80.0%	-97.9%
2005	2	81	0.0	446	2	0.0	9	-98.1%	0.0%	-98.1%
Total	**26,817**	**233**	**1.6**	**1,208**	**105**	**0.6**	**690**	**-54.8%**	**-65.1%**	**-42.9%**

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-1

New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repair - LDGV
Year 2006

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	135	2072	7.1		813	4.1		-60.7	-42.3	
1969	27	1288	6.2		447	3.8		-65.3	-39.6	
1970	27	1557	6.3		463	3.9		-70.3	-37.5	
1971	31	829	6.1		380	3.0		-54.1	-51.2	
1972	51	1180	5.3		335	2.5		-71.6	-52.4	
1973	36	1672	6.2		737	3.1		-55.9	-50.5	
1974	49	1238	6.1		369	3.4		-70.2	-44.8	
1975	21	526	4.2		338	1.1		-35.7	-74.0	
1976	82	677	4.1		186	1.7		-72.5	-58.7	
1977	53	877	3.3		359	0.9		-59.0	-71.6	
1978	118	658	3.0		237	1.3		-64.0	-57.3	
1979	87	733	3.3		258	1.3		-64.8	-59.6	
1980	87	659	3.3		316	1.2		-52.0	-62.1	
1981	54	169	2.0	1176	87	0.8	683	-48.2	-61.9	-41.9
1982	147	187	1.7	1330	99	0.6	749	-47.0	-63.4	-43.7
1983	121	245	2.7	908	93	0.8	619	-61.8	-69.6	-31.8
1984	489	183	1.8	1347	99	0.6	739	-46.2	-65.7	-45.2
1985	316	204	1.9	1340	104	0.7	749	-49.2	-64.4	-44.1
1986	917	185	1.7	1269	92	0.5	682	-50.3	-69.0	-46.2
1987	564	207	1.9	1314	107	0.6	825	-48.3	-70.5	-37.2
1988	1191	187	1.8	1372	96	0.5	743	-48.7	-70.0	-45.9
1989	635	166	1.7	1388	101	0.6	796	-39.0	-66.6	-42.6
1990	1915	152	1.3	1607	81	0.4	883	-46.6	-66.4	-45.1
1991	1383	133	1.2	1424	74	0.5	822	-44.1	-61.5	-42.2
1992	3024	129	1.2	1329	72	0.4	761	-44.6	-64.4	-42.8
1993	1678	147	1.1	1380	84	0.4	843	-42.6	-62.5	-38.9
1994	2743	133	1.0	1284	68	0.3	728	-48.5	-65.4	-43.3
1995	1355	134	1.1	1187	76	0.4	667	-43.1	-62.4	-43.8
1996	6	75	0.3	756	68	0.3	149	-8.7	3.6	-80.3
1997	7	48	0.4	993	71	0.4	750	49.0	5.9	-24.5
1998	24	18	0.2	979	13	0.2	436	-29.7	-27.2	-55.4
1999	1	363	0.5	0	25	0.0	0	-93.1	-100.0	0.0
2000	0									
2001	2	153	0.2	9	250	0.3	8	63.6	85.3	-11.1
2002	0									
2003	4	3	0.0	1180	7	0.0	193	163.6	0.0	-83.6
2004	3	47	0.5	1336	3	0.1	28	-93.7	-86.8	-97.9
2005	1	40	0.0	891	3	0.0	17	-92.5	0.0	-98.1
Total	**17,384**	**194**	**1.5**	**1,290**	**96**	**0.5**	**734**	**-50.5%**	**-64.7%**	**-43.1%**

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 2006

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	20	2491	6.3		662	3.4		-73.4	-45.9	
1969	3	884	5.6		464	2.9		-47.5	-48.9	
1970	7	1466	7.2		297	3.3		-79.8	-54.7	
1971	4	1228	2.7		1724	4.1		40.3	50.0	
1972	16	1930	5.2		439	3.2		-77.3	-39.5	
1973	3	435	6.4		250	3.7		-42.4	-42.0	
1974	9	1461	3.0		287	1.7		-80.4	-43.8	
1975	5	1390	4.2		134	1.4		-90.4	-67.0	
1976	9	1680	1.7		447	0.6		-73.4	-61.3	
1977	15	810	5.4		685	1.1		-15.4	-80.0	
1978	32	880	4.2		278	1.3		-68.4	-68.7	
1979	14	624	4.6		241	1.8		-61.4	-60.5	
1980	37	761	3.8		156	1.2		-79.5	-67.5	
1981	13	279	5.6	996	128	1.3	560	-54.1	-77.2	-43.7
1982	42	218	3.6	1121	147	1.1	1029	-32.8	-68.4	-8.3
1983	31	293	3.1	1376	214	1.6	1028	-27.0	-47.5	-25.3
1984	104	209	2.9	1017	132	1.1	792	-36.9	-61.7	-22.1
1985	113	287	3.3	1005	167	1.3	876	-41.8	-59.7	-12.8
1986	249	233	2.7	1369	155	1.0	1075	-33.2	-60.8	-21.5
1987	166	329	3.0	1207	165	1.0	994	-49.7	-66.6	-17.7
1988	619	211	1.6	1500	115	0.6	778	-45.7	-62.5	-48.1
1989	383	235	2.0	1454	108	0.7	772	-54.2	-65.1	-46.9
1990	561	193	1.6	1404	87	0.5	800	-55.0	-67.8	-43.0
1991	351	173	1.2	1318	88	0.4	715	-49.2	-66.1	-45.8
1992	900	170	1.5	1279	87	0.5	713	-48.6	-66.5	-44.2
1993	625	165	1.3	1069	84	0.5	625	-49.0	-63.3	-41.5
1994	1244	153	1.2	1149	72	0.4	633	-52.8	-62.6	-44.9
1995	617	141	1.0	1265	66	0.3	687	-52.8	-70.2	-45.7
1996	2	71	0.4	58	36	0.2	48	-48.9	-51.1	-17.2
1997	6	41	1.2	585	23	0.2	446	-44.9	-80.1	-23.7
1998	12	33	0.1	1038	24	0.1	396	-25.8	-15.5	-61.8
1999	1	253	0.3	0	97	0.2	0	-61.7	-32.3	0.0
2000	1	250	5.9	0	25	0.3	0	-90.0	-94.4	0.0
2001	0									
2002	1	0	0.0	0	6	0.0	0	0.0	0.0	0.0
2003	0									
2004	1	0	0.0	0	2	0.0	0	0.0	0.0	0.0
2005	0									
Total	**6,216**	**213**	**1.7**	**1,230**	**102**	**0.6**	**712**	**-52.2%**	**-64.8%**	**-42.1%**

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-3

New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repair - LDGT2
Year 2006

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	1,180	10.6		645	2.1		-45.3	-80.5	
1969	0									
1970	1	1,316	6.8		279	0.3		-78.8	-95.1	
1971	2	656	5.7		386	2.4		-41.1	-58.6	
1972	5	538	5.5		612	1.3		13.8	-75.4	
1973	6	690	4.8		213	3.4		-69.1	-29.8	
1974	4	1,253	3.6		188	0.7		-85.0	-81.4	
1975	5	658	2.8		200	1.8		-69.7	-35.5	
1976	15	967	3.4		397	1.0		-59.0	-71.5	
1977	11	1,284	2.4		259	1.5		-79.8	-35.7	
1978	49	747	4.5		439	1.4		-41.3	-69.8	
1979	21	1,018	4.0		521	2.0		-48.8	-50.4	
1980	11	383	2.5		296	0.8		-22.9	-66.7	
1981	4	318	5.8	328	47	0.2	265	-85.3	-96.2	-19.3
1982	9	449	2.0	1,121	103	0.6	1,026	-77.2	-68.2	-8.5
1983	15	518	3.1	1,330	117	1.3	814	-77.5	-57.2	-38.8
1984	63	366	2.1	1,049	143	1.0	823	-60.8	-53.4	-21.6
1985	53	388	2.9	1,099	129	1.0	727	-66.7	-66.2	-33.9
1986	104	359	3.8	1,027	105	0.9	914	-70.8	-77.3	-11.0
1987	57	241	2.5	980	96	0.7	699	-60.3	-73.3	-28.7
1988	222	262	1.4	1,389	107	0.4	746	-59.1	-67.6	-46.3
1989	88	252	1.3	1,368	100	0.7	765	-60.3	-46.9	-44.1
1990	210	201	1.5	1,439	109	0.6	807	-45.8	-62.3	-43.9
1991	85	147	1.2	1,263	100	0.5	676	-32.0	-56.2	-46.5
1992	265	208	1.2	1,192	89	0.4	623	-57.1	-64.7	-47.8
1993	165	171	1.1	1,170	88	0.3	685	-48.7	-71.0	-41.5
1994	313	146	0.8	1,272	99	0.4	683	-32.5	-55.0	-46.3
1995	201	161	1.0	1,334	67	0.3	632	-58.2	-68.8	-52.6
1996	1	531	10.0	88	57	0.1	707	-89.3	-99.0	703.4
1997	1	47	0.2	869	10	0.1	230	-78.7	-40.0	-73.5
1998	1	29	0.7	0	72	0.6	0	148.3	-11.9	0.0
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	0									
2005	1	121	0.0	0	0	0.0	0	-100.0	0.0	0.0
Total	**1,989**	**259**	**1.6**	**1,173**	**118**	**0.6**	**667**	**-54.5%**	**-65.0%**	**-43.1%**

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-4

New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - HDGV
Year 2006

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	2,005	8.1		1,994	8.9		-0.5	10.1	
1969	0									
1970	0									
1971	2	781	3.5		167	3.0		-78.6	-16.3	
1972	1	1,685	0.3		260	0.1		-84.6	-60.7	
1973	4	656	5.7		273	3.5		-58.4	-38.3	
1974	3	894	7.8		315	3.4		-64.7	-56.1	
1975	0									
1976	8	560	4.8		372	1.8		-33.5	-62.0	
1977	4	926	4.1		298	2.5		-67.8	-39.2	
1978	17	892	3.5		330	2.0		-63.1	-42.5	
1979	17	989	3.0		336	1.4		-66.1	-53.3	
1980	18	1,162	3.2		520	1.1		-55.3	-65.7	
1981	12	985	3.6		157	1.4		-84.0	-60.7	
1982	31	533	3.7		145	1.1		-72.8	-71.2	
1983	26	673	3.1		182	1.2		-73.0	-62.4	
1984	50	1,068	2.6		243	0.9		-77.3	-66.4	
1985	59	900	3.8		143	1.3		-84.1	-64.3	
1986	125	878	3.9		243	1.2		-72.4	-70.2	
1987	69	1,056	3.7		274	0.9		-74.0	-76.0	
1988	119	1,031	2.3		254	0.8		-75.3	-63.6	
1989	88	781	3.0		203	0.9		-74.1	-69.6	
1990	80	869	2.6		268	0.7		-69.2	-72.9	
1991	26	687	3.4		162	0.9		-76.5	-73.7	
1992	49	659	3.6		200	0.5		-69.6	-86.3	
1993	41	710	3.4		221	0.9		-68.9	-74.8	
1994	98	575	3.1		218	0.7		-62.1	-76.4	
1995	58	680	2.8		346	1.3		-49.1	-53.4	
1996	77	708	3.9		198	1.1		-72.1	-72.6	
1997	39	922	3.0		165	0.7		-82.1	-75.3	
1998	30	946	1.1		245	0.2		-74.1	-78.5	
1999	33	907	1.0		176	0.4		-80.6	-56.5	
2000	28	956	1.8		138	0.3		-85.6	-82.5	
2001	6	1,937	0.9		115	0.2		-94.1	-83.3	
2002	8	970	0.3		106	0.4		-89.1	6.3	
2003	1	0	0.0		19	0.0		0.0	0.0	
2004	0									
2005	0									
Total	**1,228**	**845**	**3.1**		**232**	**0.9**		**-72.6%**	**-69.3%**	

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-5

New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repairs - All Vehicles
Year 2006

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	40	2,249	6.6		1,246	5.0		-44.6%	-25.0%	
1969	8	1,087	6.4		656	3.8		-39.7%	-40.0%	
1970	9	1,567	5.9		413	4.8		-73.6%	-19.1%	
1971	13	907	4.5		1,069	4.1		17.9%	-9.9%	
1972	29	1,128	5.4		664	3.6		-41.1%	-33.4%	
1973	17	1,225	6.2		703	4.3		-42.6%	-30.9%	
1974	21	892	5.3		478	4.2		-46.4%	-20.5%	
1975	9	698	3.7		597	1.7		-14.5%	-55.1%	
1976	37	798	2.6		362	2.1		-54.7%	-21.6%	
1977	26	1,021	1.9		703	1.4		-31.1%	-24.8%	
1978	71	735	3.0		461	1.7		-37.2%	-41.4%	
1979	51	783	3.4		486	2.2		-38.0%	-34.2%	
1980	55	899	3.5		574	2.0		-36.1%	-43.4%	
1981	18	190	2.0	1,334	136	1.7	977	-28.3%	-15.6%	-26.8%
1982	76	225	2.3	1,334	141	1.2	1,178	-37.6%	-50.0%	-11.7%
1983	65	260	2.6	1,088	197	2.2	943	-24.3%	-16.7%	-13.4%
1984	266	240	2.1	1,294	158	1.4	1,015	-34.1%	-33.6%	-21.5%
1985	214	311	2.2	1,258	175	1.6	1,033	-43.7%	-27.6%	-17.9%
1986	565	242	2.0	1,274	157	1.2	999	-35.2%	-42.6%	-21.6%
1987	355	265	2.0	1,272	178	1.1	1,128	-32.8%	-44.6%	-11.3%
1988	977	224	1.5	1,380	137	0.8	977	-38.8%	-46.9%	-29.2%
1989	570	226	1.8	1,381	141	1.0	1,011	-37.6%	-44.9%	-26.8%
1990	1,451	159	1.3	1,523	104	0.7	1,077	-34.7%	-48.7%	-29.3%
1991	998	136	1.2	1,373	93	0.7	1,058	-31.8%	-43.4%	-22.9%
1992	2,280	147	1.2	1,275	89	0.6	956	-39.3%	-47.7%	-25.0%
1993	1,386	157	1.1	1,273	105	0.6	1,013	-32.9%	-51.8%	-20.4%
1994	2,472	133	1.0	1,197	85	0.5	871	-35.8%	-52.3%	-27.3%
1995	1,240	147	1.0	1,214	92	0.5	856	-37.3%	-50.5%	-29.5%
1996	28	489	2.7	13	233	1.4	26	-52.5%	-50.6%	104.2%
1997	20	331	1.2	422	122	0.5	344	-63.1%	-60.9%	-18.5%
1998	37	144	0.4	863	120	0.2	368	-16.8%	-47.2%	-57.4%
1999	9	444	0.5	0	230	0.3	0	-48.2%	-40.0%	0.0%
2000	8	660	1.0	0	173	0.1	0	-73.8%	-87.5%	0.0%
2001	6	542	0.5	3	155	0.2	3	-71.4%	-64.3%	-11.1%
2002	1	0	0.0	0	6	0.0	0	0.0%	0.0%	0.0%
2003	4	2	0.0	871	8	0.0	192	416.7%	0.0%	-78.0%
2004	4	35	0.4	1,002	3	0.1	21	-92.2%	0.0%	-97.9%
2005	2	81	0.0	446	2	0.0	9	-98.1%	0.0%	-98.1%
Total	**13,438**	**195**	**1.4**	**1,256**	**123**	**0.8**	**937**	**-37.0%**	**-45.4%**	**-25.4%**

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 2006

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	35	2277	6.5		1197	4.5		-47.4	-31.2	
1969	6	1070	6.9		688	4.0		-35.7	-42.6	
1970	6	1944	5.6		432	5.3		-77.8	-4.8	
1971	11	789	5.1		682	3.7		-13.6	-26.5	
1972	22	907	5.5		559	3.6		-38.3	-34.2	
1973	12	1519	7.3		897	4.8		-41.0	-34.3	
1974	17	922	5.7		495	4.4		-46.3	-22.4	
1975	5	509	4.8		942	1.9		85.1	-60.0	
1976	29	695	3.1		285	2.4		-59.0	-20.5	
1977	18	596	1.9		694	1.2		16.4	-34.3	
1978	39	775	2.5		328	1.8		-57.7	-28.0	
1979	29	792	3.0		402	2.2		-49.2	-24.9	
1980	29	805	3.2		683	2.3		-15.2	-29.2	
1981	15	175	1.5	1478	131	1.7	1046	-25.0	10.7	-29.2
1982	56	207	1.9	1380	133	1.0	1138	-35.8	-46.3	-17.6
1983	44	199	2.1	1209	146	1.9	925	-26.4	-9.7	-23.5
1984	192	177	1.8	1377	118	1.2	1034	-32.9	-35.3	-24.9
1985	144	204	1.9	1396	147	1.3	1059	-27.7	-35.1	-24.1
1986	389	192	1.7	1301	120	0.9	942	-37.8	-45.4	-27.6
1987	254	204	1.6	1361	143	0.9	1181	-30.2	-44.7	-13.2
1988	563	174	1.5	1389	118	0.8	985	-32.5	-45.3	-29.1
1989	331	168	1.6	1409	126	0.8	1047	-24.9	-47.3	-25.7
1990	1048	137	1.2	1571	92	0.6	1116	-32.7	-49.1	-29.0
1991	788	127	1.2	1391	86	0.7	1077	-32.1	-44.2	-22.6
1992	1658	133	1.1	1301	82	0.6	987	-38.4	-45.1	-24.1
1993	976	145	1.0	1362	102	0.5	1086	-29.8	-48.9	-20.2
1994	1604	113	0.9	1252	76	0.4	912	-32.6	-48.4	-27.2
1995	810	125	1.0	1194	86	0.5	840	-31.0	-47.9	-29.7
1996	3	125	0.5	120	111	0.5	245	-11.0	10.0	103.3
1997	6	52	0.4	996	70	0.4	756	34.9	10.5	-24.1
1998	21	13	0.2	1027	7	0.2	447	-47.7	-17.3	-56.5
1999	0									
2000	0									
2001	2	153	0.2	9	250	0.3	8	63.6	85.3	-11.1
2002	0									
2003	3	2	0.0	1161	4	0.0	256	116.7	0.0	-78.0
2004	3	47	0.5	1336	3	0.1	28	-93.7	-86.8	-97.9
2005	1	40	0.0	891	3	0.0	17	-92.5	0.0	-98.1
Total	**9,169**	**166**	**1.3**	**1,304**	**109**	**0.7**	**972**	**-34.4%**	**-45.3%**	**-25.5%**

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-7

New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGT1
Year 2006

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	2061	7.1		1483	7.9		-28.0	11.1	
1969	2	1137	4.8		559	3.3		-50.9	-31.1	
1970	2	562	6.3		423	5.4		-24.7	-15.7	
1971	2	1556	1.2		3199	6.0		105.6	391.4	
1972	6	2079	5.1		778	3.6		-62.6	-28.4	
1973	2	184	5.3		169	4.0		-8.2	-23.7	
1974	2	1029	1.2		604	2.3		-41.3	95.8	
1975	2	858	2.3		140	0.9		-83.7	-60.0	
1976	4	564	0.9		215	0.9		-61.8	-0.3	
1977	2	2993	1.1		1807	1.1		-39.6	-3.1	
1978	11	585	4.5		533	1.7		-8.9	-62.2	
1979	7	726	3.7		217	2.4		-70.2	-35.3	
1980	18	765	4.0		191	1.6		-75.0	-59.5	
1981	2	214	4.4	790	206	2.3	877	-4.0	-48.1	11.0
1982	13	180	3.5	1369	171	2.3	1518	-5.1	-35.1	10.9
1983	13	389	3.7	914	382	3.4	1183	-1.7	-8.3	29.4
1984	41	231	2.9	1244	202	2.1	1110	-12.8	-27.3	-10.8
1985	40	341	3.6	924	267	2.8	1074	-21.5	-22.7	16.2
1986	110	240	3.0	1454	242	1.8	1281	0.9	-38.2	-11.9
1987	71	414	3.1	1258	263	1.8	1224	-36.6	-42.8	-2.7
1988	300	220	1.7	1454	144	0.9	1025	-34.5	-48.3	-29.5
1989	171	225	2.0	1514	140	1.2	1081	-38.1	-39.4	-28.6
1990	284	168	1.5	1461	98	0.8	1019	-41.7	-49.6	-30.2
1991	171	164	1.3	1309	110	0.6	998	-33.2	-50.6	-23.8
1992	491	151	1.4	1243	101	0.7	907	-33.6	-49.3	-27.1
1993	329	172	1.4	1064	108	0.7	834	-37.5	-49.3	-21.6
1994	694	151	1.2	1098	82	0.6	784	-45.5	-48.9	-28.6
1995	326	149	0.9	1293	81	0.4	914	-45.9	-56.1	-29.3
1996	1	31	0.8	0	38	0.4	0	22.6	-48.8	0.0
1997	5	46	1.4	494	22	0.3	470	-51.3	-80.4	-4.8
1998	9	5	0.1	1152	10	0.1	470	106.7	13.5	-59.2
1999	0									
2000	1	250	5.9	0	25	0.3	0	-90.0	-94.4	0.0
2001	0									
2002	1	0	0.0	0	6	0.0	0	0.0	0.0	0.0
2003	0									
2004	1	0	0.0	0	2	0.0	0	0.0	0.0	0.0
2005	0									
Total	**3,138**	**196**	**1.6**	**1,230**	**124**	**0.9**	**916**	**-36.7%**	**-45.6%**	**-25.5%**

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-8

New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGT2
Year 2006

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	0									
1969	0									
1970	1	1316	6.8		279	0.3		-78.8	-95.1	
1971	0									
1972	1	276	5.7		2292	3.9		730.4	-30.7	
1973	2	356	3.7		207	2.9		-41.9	-22.7	
1974	1	745	4.6		114	1.0		-84.7	-77.5	
1975	2	1012	2.3		193	1.8		-81.0	-21.5	
1976	4	1778	1.0		1064	0.8		-40.2	-17.7	
1977	5	1911	1.8		348	2.0		-81.8	14.0	
1978	17	733	3.3		682	1.7		-7.0	-49.2	
1979	11	831	4.0		732	2.1		-11.9	-46.6	
1980	4	333	4.4		267	1.5		-19.8	-65.0	
1981	1	374	5.3	264	79	0.8	141	-78.9	-85.0	-46.6
1982	4	664	2.2	1576	113	0.3	1509	-83.0	-86.0	-4.2
1983	5	113	3.1	1130	110	1.6	1037	-3.2	-48.4	-8.2
1984	24	281	2.8	1196	248	1.8	1081	-11.8	-37.2	-9.6
1985	24	650	2.4	1298	192	1.7	1067	-70.5	-29.0	-17.8
1986	45	218	2.5	1197	123	1.5	1267	-43.7	-41.6	5.8
1987	19	208	2.4	863	108	1.2	705	-48.1	-51.3	-18.3
1988	86	347	1.2	1513	140	0.5	1074	-59.6	-55.5	-29.0
1989	42	332	1.5	1469	132	1.1	1063	-60.1	-30.0	-27.6
1990	95	203	1.5	1567	153	0.9	1095	-24.7	-41.6	-30.1
1991	36	153	1.0	1398	140	0.8	1014	-8.4	-13.6	-27.5
1992	112	228	1.3	1253	115	0.7	882	-49.3	-49.4	-29.6
1993	70	196	1.5	1205	107	0.4	987	-45.4	-71.8	-18.1
1994	147	163	0.9	1292	141	0.6	987	-13.8	-38.2	-23.5
1995	88	193	0.8	1324	78	0.4	937	-59.5	-50.1	-29.2
1996	0									
1997	0									
1998	1	29	0.7	0	72	0.6	0	148.3	-11.9	0.0
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	0									
2005	1	121	0.0	0	0	0.0	0	-100.0	0.0	0.0
Total	**848**	**275**	**1.5**	**1,255**	**159**	**0.8**	**951**	**-42.3%**	**-44.6%**	**-24.3%**

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 2006

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	2,005	8.1		1,994	8.9		-0.5	10.1	
1969	0									
1970	0									
1971	0									
1972	0									
1973	1	1,516	0.2		434	1.7		-71.4	714.3	
1974	1	245	7.4		302	8.1		23.3	8.8	
1975	0									
1976	0									
1977	1	265	4.1		438	3.4		65.3	-16.1	
1978	4	759	2.2		629	1.6		-17.2	-28.5	
1979	4	684	3.5		886	2.2		29.7	-35.7	
1980	4	2,747	2.2		1,813	1.7		-34.0	-20.2	
1981	0									
1982	3	181	5.7		191	0.6		5.9	-89.9	
1983	3	839	4.0		282	1.4		-66.4	-64.4	
1984	9	1,503	2.9		568	1.2		-62.2	-59.7	
1985	6	1,328	0.9		177	1.3		-86.7	41.0	
1986	21	1,232	2.2		465	2.1		-62.3	-4.3	
1987	11	814	2.9		565	1.0		-30.6	-67.2	
1988	28	879	1.4		426	1.1		-51.5	-20.5	
1989	26	808	2.8		358	1.5		-55.7	-45.8	
1990	24	868	2.3		515	1.0		-40.7	-57.4	
1991	3	607	2.1		242	0.5		-60.2	-78.5	
1992	19	779	3.4		256	0.3		-67.1	-92.5	
1993	11	519	3.8		306	1.6		-41.0	-58.7	
1994	27	668	2.1		409	1.1		-38.8	-48.9	
1995	16	944	2.5		696	1.9		-26.2	-23.3	
1996	24	554	3.1		256	1.5		-53.8	-52.1	
1997	9	676	1.6		213	0.6		-68.4	-63.3	
1998	6	832	1.4		689	0.3		-17.2	-79.5	
1999	9	444	0.5		230	0.3		-48.2	-43.9	
2000	7	718	0.3		194	0.1		-73.0	-58.7	
2001	4	736	0.6		107	0.1		-85.5	-88.2	
2002	0									
2003	1	0	0.0		19	0.0		0.0	0.0	
2004	0									
2005	0									
Total	**283**	**843**	**2.4**		**427**	**1.2**		**-49.3%**	**-48.1%**	

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-10

New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - All Vehicles
Year 2006

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	117	2,075	7.2		648	3.7		-68.8%	-48.9%	
1969	22	1,307	6.1		374	3.6		-71.4%	-40.2%	
1970	26	1,520	6.7		429	3.3		-71.8%	-51.0%	
1971	26	834	6.2		226	2.6		-72.9%	-58.3%	
1972	44	1,426	5.1		186	1.8		-87.0%	-64.0%	
1973	32	1,482	5.9		554	2.6		-62.6%	-56.3%	
1974	44	1,427	5.8		280	2.4		-80.4%	-59.3%	
1975	22	682	4.2		155	1.1		-77.3%	-74.3%	
1976	77	781	4.4		193	1.3		-75.3%	-71.8%	
1977	57	875	4.3		264	1.0		-69.8%	-77.6%	
1978	145	727	3.9		215	1.2		-70.4%	-68.4%	
1979	88	805	3.6		201	1.1		-75.0%	-69.6%	
1980	98	624	3.3		146	0.7		-76.6%	-77.2%	
1981	65	344	3.2	827	93	0.7	425	-73.1%	-78.9%	-48.6%
1982	153	262	2.3	989	101	0.6	477	-61.4%	-74.4%	-51.8%
1983	128	368	3.0	794	90	0.5	451	-75.4%	-84.6%	-43.2%
1984	440	282	2.0	1,106	93	0.4	513	-66.9%	-80.6%	-53.7%
1985	327	318	2.6	997	90	0.5	469	-71.7%	-81.9%	-53.0%
1986	830	287	2.4	1,074	92	0.4	511	-68.0%	-83.0%	-52.4%
1987	501	328	2.5	1,090	98	0.4	538	-70.1%	-83.4%	-50.6%
1988	1,174	269	1.9	1,296	90	0.4	492	-66.4%	-79.9%	-62.0%
1989	624	252	1.9	1,236	83	0.3	468	-67.1%	-84.9%	-62.1%
1990	1,315	213	1.5	1,487	75	0.2	566	-65.0%	-84.0%	-61.9%
1991	847	165	1.3	1,380	64	0.2	460	-61.2%	-82.3%	-66.6%
1992	1,958	151	1.3	1,318	65	0.2	473	-57.1%	-84.3%	-64.1%
1993	1,123	169	1.2	1,259	64	0.2	458	-62.1%	-81.1%	-63.6%
1994	1,926	171	1.2	1,241	62	0.2	440	-63.8%	-82.0%	-64.6%
1995	991	159	1.2	1,163	64	0.2	398	-59.9%	-79.8%	-65.8%
1996	58	723	4.1	75	159	0.8	17	-78.0%	-79.7%	-78.0%
1997	33	908	3.1	88	140	0.7	39	-84.6%	-76.3%	-55.9%
1998	30	796	1.0	133	119	0.2	54	-85.0%	-79.2%	-59.9%
1999	26	1,021	1.1	0	148	0.5	0	-85.5%	-58.8%	0.0%
2000	21	1,035	2.2	0	119	0.4	0	-88.5%	-81.8%	0.0%
2001	2	4,338	1.4	0	130	0.3	0	-97.0%	-78.6%	0.0%
2002	8	970	0.3	0	106	0.4	0	-89.1%	33.3%	0.0%
2003	1	5	0.0	1,235	16	0.1	4	220.0%	0.0%	-99.7%
2004	0									
2005	0									
Total	**13,379**	**272**	**1.8**	**1,160**	**88**	**0.4**	**443**	**-67.5%**	**-79.0%**	**-61.8%**

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 2006

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	100	2000	7.3		679	3.9		-66.0	-45.8	
1969	21	1351	6.0		379	3.7		-72.0	-38.6	
1970	21	1447	6.5		472	3.5		-67.4	-45.5	
1971	20	850	6.7		214	2.6		-74.8	-61.5	
1972	29	1388	5.2		165	1.7		-88.1	-67.2	
1973	24	1748	5.7		658	2.2		-62.4	-60.9	
1974	32	1406	6.4		302	2.8		-78.5	-55.5	
1975	16	531	4.1		150	0.8		-71.8	-79.1	
1976	53	668	4.6		132	1.3		-80.2	-72.4	
1977	35	1021	4.0		187	0.8		-81.7	-80.4	
1978	79	600	3.3		192	1.1		-68.1	-68.2	
1979	58	704	3.4		186	0.9		-73.6	-74.6	
1980	58	585	3.3		133	0.7		-77.3	-77.9	
1981	39	166	2.2	1060	71	0.4	543	-57.5	-80.8	-48.8
1982	91	174	1.5	1299	78	0.4	509	-55.2	-76.4	-60.8
1983	77	271	3.0	735	63	0.2	444	-76.7	-93.7	-39.7
1984	297	187	1.8	1328	86	0.3	548	-54.2	-85.0	-58.8
1985	172	204	1.9	1293	67	0.2	490	-67.1	-89.6	-62.1
1986	528	180	1.8	1245	72	0.3	491	-60.2	-85.2	-60.6
1987	310	210	2.1	1276	78	0.3	533	-62.7	-86.1	-58.2
1988	628	199	2.0	1356	77	0.3	526	-61.4	-87.0	-61.2
1989	304	164	1.7	1364	74	0.2	522	-54.8	-85.8	-61.7
1990	867	171	1.4	1649	69	0.2	600	-60.0	-84.5	-63.6
1991	595	141	1.2	1467	59	0.2	485	-58.4	-85.0	-66.9
1992	1366	125	1.2	1364	60	0.2	486	-52.4	-84.8	-64.4
1993	702	150	1.1	1406	60	0.2	505	-59.8	-81.0	-64.1
1994	1139	161	1.1	1329	58	0.2	470	-64.1	-83.7	-64.6
1995	545	147	1.1	1178	61	0.2	410	-58.3	-82.8	-65.2
1996	3	25	0.2	1391	25	0.2	53	2.7	-12.5	-96.2
1997	1	23	0.3	980	78	0.2	715	239.1	-29.0	-27.0
1998	3	52	0.5	639	54	0.2	360	2.5	-55.9	-43.7
1999	1	363	0.5	0	25	0.0	0	-93.1	-100.0	0.0
2000	0									
2001	0									
2002	0									
2003	1	5	0.0	1235	16	0.1	4	220.0	0.0	-99.7
2004	0									
2005	0									
Total	**8,215**	**225**	**1.7**	**1,274**	**82**	**0.3**	**469**	**-63.5%**	**-79.3%**	**-63.2%**

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 2006

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	16	2598	6.2		457	2.3		-82.4	-62.2	
1969	1	378	7.2		274	2.0		-27.5	-72.7	
1970	5	1828	7.6		246	2.4		-86.5	-67.7	
1971	2	901	4.2		248	2.1		-72.5	-50.0	
1972	10	1840	5.3		235	2.9		-87.2	-45.8	
1973	1	936	8.6		413	3.1		-55.9	-64.5	
1974	7	1585	3.5		196	1.5		-87.6	-57.5	
1975	3	1745	5.5		130	1.7		-92.5	-69.0	
1976	5	2574	2.3		633	0.4		-75.4	-80.5	
1977	13	474	6.0		512	1.1		8.0	-82.3	
1978	21	1035	3.9		144	1.1		-86.1	-72.6	
1979	7	523	5.6		266	1.3		-49.1	-77.1	
1980	19	758	3.7		123	0.9		-83.8	-75.8	
1981	11	291	5.8	1033	114	1.1	503	-60.8	-81.3	-51.3
1982	29	235	3.6	1010	136	0.6	809	-42.3	-82.9	-19.9
1983	18	223	2.6	1709	92	0.3	917	-58.8	-87.0	-46.4
1984	63	194	2.9	869	86	0.5	585	-55.5	-84.3	-32.7
1985	73	257	3.1	1049	112	0.5	768	-56.5	-82.9	-26.8
1986	139	227	2.5	1302	87	0.4	912	-61.7	-82.3	-29.9
1987	95	266	3.0	1169	93	0.5	822	-65.1	-84.7	-29.7
1988	319	203	1.6	1543	87	0.4	546	-57.2	-77.0	-64.6
1989	212	242	2.1	1405	82	0.3	523	-66.3	-85.0	-62.8
1990	277	218	1.8	1345	75	0.3	575	-65.5	-84.1	-57.3
1991	180	181	1.2	1327	67	0.2	446	-62.9	-81.8	-66.4
1992	409	192	1.6	1323	72	0.2	481	-62.8	-84.6	-63.6
1993	296	157	1.2	1075	58	0.2	393	-63.2	-81.5	-63.4
1994	550	155	1.2	1214	59	0.2	442	-61.8	-80.6	-63.6
1995	291	131	1.1	1235	50	0.2	434	-61.7	-83.5	-64.9
1996	1	110	0.0	116	34	0.0	96	-69.1	-100.0	-17.2
1997	1	17	0.1	1041	24	0.0	329	41.2	-55.6	-68.4
1998	3	117	0.3	695	67	0.2	175	-42.9	-32.2	-74.8
1999	1	253	0.3	0	97	0.2	0	-61.7	-32.3	0.0
2000	0									
2001	0									
2002	0									
2003	0									
2004	0									
2005	0									
Total	**3,078**	**230**	**1.8**	**1,230**	**79**	**0.3**	**504**	**-65.5%**	**-81.8%**	**-59.0%**

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-13

New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGT2
Year 2006

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	1,180	10.6		645	2.1		-45.3	-80.5	
1969	0									
1970	0									
1971	2	656	5.7		386	2.4		-41.1	-58.6	
1972	4	604	5.4		192	0.7		-68.2	-87.1	
1973	4	857	5.3		216	3.6		-74.8	-32.3	
1974	3	1,422	3.3		212	0.5		-85.1	-83.2	
1975	3	422	3.2		204	1.9		-51.5	-42.2	
1976	11	672	4.3		154	1.0		-77.1	-75.9	
1977	6	761	2.9		186	1.1		-75.6	-61.5	
1978	32	755	5.2		309	1.2		-59.0	-76.7	
1979	10	1,223	4.1		289	1.9		-76.4	-54.4	
1980	7	412	1.4		312	0.4		-24.3	-69.7	
1981	3	299	5.9	350	36	0.0	306	-88.0	-99.5	-12.5
1982	5	277	1.7	758	94	0.9	639	-66.0	-49.9	-15.7
1983	10	720	3.1	1,430	120	1.2	702	-83.3	-61.5	-50.9
1984	39	418	1.7	959	79	0.5	664	-81.1	-69.7	-30.8
1985	29	171	3.3	935	78	0.4	445	-54.7	-88.5	-52.4
1986	59	467	4.7	896	91	0.4	644	-80.4	-92.0	-28.1
1987	38	258	2.5	1,039	90	0.4	696	-65.2	-83.9	-33.1
1988	136	208	1.5	1,311	86	0.4	539	-58.5	-73.9	-58.9
1989	46	179	1.0	1,277	71	0.3	493	-60.7	-69.3	-61.4
1990	115	200	1.4	1,333	73	0.3	569	-63.4	-80.5	-57.4
1991	49	143	1.3	1,164	71	0.3	428	-50.6	-79.7	-63.3
1992	153	194	1.1	1,148	70	0.2	433	-63.7	-78.1	-62.3
1993	95	153	0.8	1,144	74	0.3	462	-51.8	-69.9	-59.7
1994	166	131	0.8	1,255	61	0.2	414	-53.2	-73.0	-67.0
1995	113	135	1.1	1,341	58	0.2	395	-56.8	-80.0	-70.6
1996	1	531	10.0	88	57	0.1	707	-89.3	-99.0	703.4
1997	1	47	0.2	869	10	0.1	230	-78.7	-40.0	-73.5
1998	0									
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	0									
2005	0									
Total	**1,141**	**247**	**1.7**	**1,112**	**87**	**0.4**	**457**	**-64.7%**	**-78.0%**	**-58.9%**

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-14

New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - HDGV
Year 2006

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	0									
1969	0									
1970	0									
1971	2	781	3.5		167	3.0		-78.6	-16.3	
1972	1	1,685	0.3		260	0.1		-84.6	-60.7	
1973	3	369	7.5		219	4.1		-40.6	-45.3	
1974	2	1,219	8.0		322	1.1		-73.6	-86.2	
1975	0									
1976	8	560	4.8		372	1.8		-33.5	-62.0	
1977	3	1,146	4.1		251	2.2		-78.1	-46.8	
1978	13	934	3.9		238	2.2		-74.5	-45.0	
1979	13	1,083	2.9		166	1.2		-84.6	-59.8	
1980	14	709	3.5		150	0.9		-78.8	-73.8	
1981	12	985	3.6		157	1.4		-84.0	-60.7	
1982	28	571	3.5		140	1.1		-75.4	-67.9	
1983	23	651	3.0		168	1.1		-74.1	-62.1	
1984	41	972	2.6		171	0.8		-82.4	-68.0	
1985	53	852	4.1		140	1.4		-83.6	-67.0	
1986	104	807	4.2		198	1.0		-75.5	-77.0	
1987	58	1,102	3.8		219	0.9		-80.1	-77.3	
1988	91	1,077	2.6		201	0.8		-81.3	-70.9	
1989	62	769	3.1		137	0.7		-82.1	-78.3	
1990	56	870	2.8		162	0.6		-81.3	-78.6	
1991	23	697	3.6		151	0.9		-78.3	-73.4	
1992	30	583	3.7		165	0.6		-71.8	-82.6	
1993	30	780	3.3		189	0.6		-75.7	-81.6	
1994	71	540	3.5		146	0.6		-73.0	-82.5	
1995	42	580	2.9		213	1.1		-63.3	-63.3	
1996	53	778	4.3		171	0.9		-78.0	-79.4	
1997	30	996	3.4		150	0.8		-84.9	-77.0	
1998	24	974	1.1		134	0.2		-86.2	-78.2	
1999	24	1,080	1.2		155	0.5		-85.6	-58.4	
2000	21	1,035	2.2		119	0.4		-88.5	-83.7	
2001	2	4,338	1.4		130	0.3		-97.0	-78.9	
2002	8	970	0.3		106	0.4		-89.1	6.3	
2003	0									
2004	0									
2005	0									
Total	**945**	**846**	**3.3**		**173**	**0.9**		**-79.5%**	**-73.3%**	

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-15

APPENDIX II

CREATE DATE REPORT

Create Date vs Test Date Statistics* for the Year 2006

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 2006	CIF/SIF	163,686	136	0.08%	0	0.00%
	PIF/PFF	46,903	823	1.75%	319	0.68%
	TOTAL	210,589	959	0.46%	319	0.15%
February 2006	CIF/SIF	152,040	57	0.04%	0	0.00%
	PIF/PFF	43,228	904	2.09%	371	0.86%
	TOTAL	195,268	961	0.49%	371	0.19%
March 2006	CIF/SIF	200,085	30	0.01%	1	0.00%
	PIF/PFF	55,603	834	1.50%	310	0.56%
	TOTAL	255,688	864	0.34%	311	0.12%
April 2006	CIF/SIF	183,943	18	0.01%	0	0.00%
	PIF/PFF	51,127	675	1.32%	161	0.31%
	TOTAL	235,070	693	0.29%	161	0.07%
May 2006	CIF/SIF	209,045	413	0.20%	0	0.00%
	PIF/PFF	56,053	813	1.45%	197	0.35%
	TOTAL	265,098	1,226	0.46%	197	0.07%
June 2006	CIF/SIF	206,083	27	0.01%	0	0.00%
	PIF/PFF	55,159	1,408	2.55%	623	1.13%
	TOTAL	261,242	1,435	0.55%	623	0.24%
July 2006	CIF/SIF	170,655	212	0.12%	3	0.00%
	PIF/PFF	46,828	1,486	3.17%	771	1.65%
	TOTAL	217,483	1,698	0.78%	774	0.36%
August 2006	CIF/SIF	225,930	16	0.01%	3	0.00%
	PIF/PFF	55,203	2,159	3.91%	1,477	2.68%
	TOTAL	281,133	2,175	0.77%	1,480	0.53%
September 2006	CIF/SIF	190,878	126	0.07%	0	0.00%
	PIF/PFF	49,474	1,272	2.57%	583	1.18%
	TOTAL	240,352	1,398	0.58%	583	0.24%
October 2006	CIF/SIF	188,910	72	0.04%	1	0.00%
	PIF/PFF	49,262	1,117	2.27%	381	0.77%
	TOTAL	238,172	1,189	0.50%	382	0.16%
November 2006	CIF/SIF	166,156	443	0.27%	79	0.05%
	PIF/PFF	44,084	884	2.01%	324	0.73%
	TOTAL	210,240	1,327	0.63%	403	0.19%
December 2006	CIF/SIF	166,140	22	0.01%	7	0.00%
	PIF/PFF	42,306	927	2.19%	379	0.90%
	TOTAL	208,446	949	0.46%	386	0.19%
Year 2006	**CIF/SIF**	**2,223,551**	**1,572**	**0.07%**	**94**	**0.00%**
	PIF/PFF	**595,230**	**13,302**	**2.23%**	**5,896**	**0.99%**
	TOTAL	**2,818,781**	**14,874**	**0.53%**	**5,990**	**0.21%**

* 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 2006

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	1	1	100%	0	0%
Bakers Basin	70	16	23%	54	77%
Bridgeton	12	3	25%	9	75%
Cape May	11	2	18%	9	82%
Cherry Hill	72	9	13%	63	88%
Delanco	36	11	31%	25	69%
Deptford	48	10	21%	38	79%
Eatontown	67	23	34%	44	66%
Flemington	36	3	8%	33	92%
Freehold	59	17	29%	42	71%
Kilmer	66	11	17%	55	83%
Lakewood	72	18	25%	54	75%
Lodi	54	17	31%	37	69%
Manahawkin	36	9	25%	27	75%
Mays Landing	45	10	22%	35	78%
Millville	24	4	17%	20	83%
Montclair	24	5	21%	19	79%
Morristown Specialty	2	1	50%	1	50%
Newark	57	13	23%	44	77%
Newton	24	0	0%	24	100%
Paramus	51	8	16%	43	84%
Plainfield	33	5	15%	28	85%
Rahway	61	13	21%	48	79%
Randolph	58	15	26%	43	74%
Ridgewood	24	4	17%	20	83%
Salem	12	2	17%	10	83%
Secaucus	66	25	38%	41	62%
South Brunswick	67	14	21%	53	79%
Southampton	45	16	36%	29	64%
Washington	12	0	0%	12	100%
Wayne	82	10	12%	72	88%
Westfield	24	3	13%	21	88%
Winslow	36	4	11%	32	89%
Winslow Specialty	2	1	50%	1	50%
Totals	**1389**	**303**	**22%**	**1086**	**78%**

Table III-1

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2006

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	70	1	11	4	36%	7	64%
		2	11	4	36%	7	64%
		3	12	3	25%	9	75%
		4	12	2	17%	10	83%
		5	12	2	17%	10	83%
		6 (METT)	12	1	8%	11	92%
Bridgeton	12	1	12	3	25%	9	75%
Cape May	11	1	11	2	18%	9	82%
Cherry Hill	72	1	12	4	33%	8	67%
		2	12	0	0%	12	100%
		3	12	1	8%	11	92%
		4	12	3	25%	9	75%
		5	12	1	8%	11	92%
		6 (METT)	12	0	0%	12	100%
Delanco	36	1	12	3	25%	9	75%
		2	12	4	33%	8	67%
		3	12	4	33%	8	67%
Deptford	48	1	12	2	17%	10	83%
		2	12	0	0%	12	100%
		3	12	3	25%	9	75%
		4	12	5	42%	7	58%
Eatontown	67	1	11	3	27%	8	73%
		2	12	3	25%	9	75%
		3	10	3	30%	7	70%
		4	10	2	20%	8	80%
		5	12	7	58%	5	42%
		6	12	5	42%	7	58%
Flemington	36	1	12	2	17%	10	83%
		2	12	0	0%	12	100%
		3	12	1	8%	11	92%
Freehold	59	1	9	1	11%	8	89%
		2	10	3	30%	7	70%
		3	9	3	33%	6	67%
		4	10	2	20%	8	80%
		5	11	6	55%	5	45%
		6	10	2	20%	8	80%
Kilmer	66	1	11	1	9%	10	91%
		2	11	3	27%	8	73%
		3	11	1	9%	10	91%
		4	11	2	18%	9	82%
		5	11	3	27%	8	73%
		6	11	1	9%	10	91%

Table III-2

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2006

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Lakewood	72	1	12	4	33%	8	67%
		2	12	3	25%	9	75%
		3	12	3	25%	9	75%
		4	12	3	25%	9	75%
		5	12	2	17%	10	83%
		6	12	3	25%	9	75%
Lodi	54	1	11	4	36%	7	64%
		2	10	2	20%	8	80%
		3	11	4	36%	7	64%
		4	10	4	40%	6	60%
		5	12	3	25%	9	75%
Manahawkin	36	1	12	2	17%	10	83%
		2	12	4	33%	8	67%
		3	12	3	25%	9	75%
Mays Landing	45	1	11	2	18%	9	82%
		2	11	1	9%	10	91%
		3	11	3	27%	8	73%
		4	12	4	33%	8	67%
Millville	24	1	12	1	8%	11	92%
		2	12	3	25%	9	75%
Montclair	24	1	12	3	25%	9	75%
		2	12	2	17%	10	83%
Morristown Specialty	2	1	2	1	50%	1	50%
Newark	57	1	11	2	18%	9	82%
		2	12	1	8%	11	92%
		3	10	1	10%	9	90%
		4	12	5	42%	7	58%
		5	12	4	33%	8	67%
Newton	24	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
Paramus	51	1	10	3	30%	7	70%
		2	9	1	11%	8	89%
		3	10	2	20%	8	80%
		4	11	1	9%	10	91%
		5	11	1	9%	10	91%
Plainfield	33	1	11	3	27%	8	73%
		2	11	2	18%	9	82%
		3	11	0	0%	11	100%
Rahway	61	1	9	3	33%	6	67%
		2	10	3	30%	7	70%
		3	9	2	22%	7	78%
		4	11	1	9%	10	91%
		5	11	3	27%	8	73%
		6	11	1	9%	10	91%

Table III-2

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2006

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Randolph	58	1	9	2	22%	7	78%
		2	9	4	44%	5	56%
		3	9	3	33%	6	67%
		4	9	4	44%	5	56%
		5	10	2	20%	8	80%
		6	12	0	0%	12	100%
Ridgewood	24	1	12	2	17%	10	83%
		2	12	2	17%	10	83%
Salem	12	1	12	2	17%	10	83%
Secaucus	66	1	11	4	36%	7	64%
		2	11	5	45%	6	55%
		3	10	5	50%	5	50%
		4	12	5	42%	7	58%
		5	11	1	9%	10	91%
		6	11	5	45%	6	55%
South Brunswick	67	1	12	5	42%	7	58%
		2 (AWD)	11	0	0%	11	100%
		3	11	3	27%	8	73%
		4	11	2	18%	9	82%
		5	12	2	17%	10	83%
		6	10	2	20%	8	80%
Southampton	45	1	11	3	27%	8	73%
		2	11	3	27%	8	73%
		3	11	4	36%	7	64%
		4	12	6	50%	6	50%
Washington	12	1	12	0	0%	12	100%
Wayne	82	1	10	2	20%	8	80%
		2	12	2	17%	10	83%
		3	12	5	42%	7	58%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
		7	12	1	8%	11	92%
Westfield	24	1	12	2	17%	10	83%
		2	12	1	8%	11	92%
Winslow	36	1	12	1	8%	11	92%
		2	12	2	17%	10	83%
		3	12	1	8%	11	92%
Winslow Specialty	2	1	2	1	50%	1	50%
Totals	**1389**	**126**	**1389**	**303**	**22%**	**1086**	**78%**

Table III-2

APPENDIX IV

COMPLIANCE STICKER SURVEY REPORT

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Summary
Year 2006

2006	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**	2,288	54	7	6	16	25	44	8	2	97.6%
Febuary	**NJDEP**	2,375	58	17	3	13	25	50	8	0	97.6%
March	**NJDEP**	3,502	90	19	14	16	41	80	10	0	97.4%
April	**NJDEP**	2,645	56	11	8	8	29	48	7	1	97.9%
April	**NJMVC**	5,000	262	0	72	61	129	Not Reported			94.8%
May	**NJDEP**	2,923	54	18	4	11	21	45	9	0	98.2%
June	**NJDEP**	4,464	117	19	13	22	63	96	20	1	97.4%
July	**NJDEP**	2,634	83	17	14	22	30	75	7	1	96.8%
August	**NJDEP**	2,779	68	7	9	11	41	60	8	0	97.6%
September	**NJDEP**	4,223	118	21	12	28	57	104	12	2	97.2%
October	**NJDEP**	3,268	79	11	13	17	38	68	9	2	97.6%
October	**NJMVC**	5,000	250	0	59	69	122	Not Reported			95.0%
November	**NJDEP**	3,084	91	11	21	16	43	87	4	0	97.0%
December	**NJDEP**	2,339	35	8	6	14	7	25	10	0	98.5%
Totals		46,524	1,415	166	254	324	671	782	112	9	97.0%

Table IV-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2006

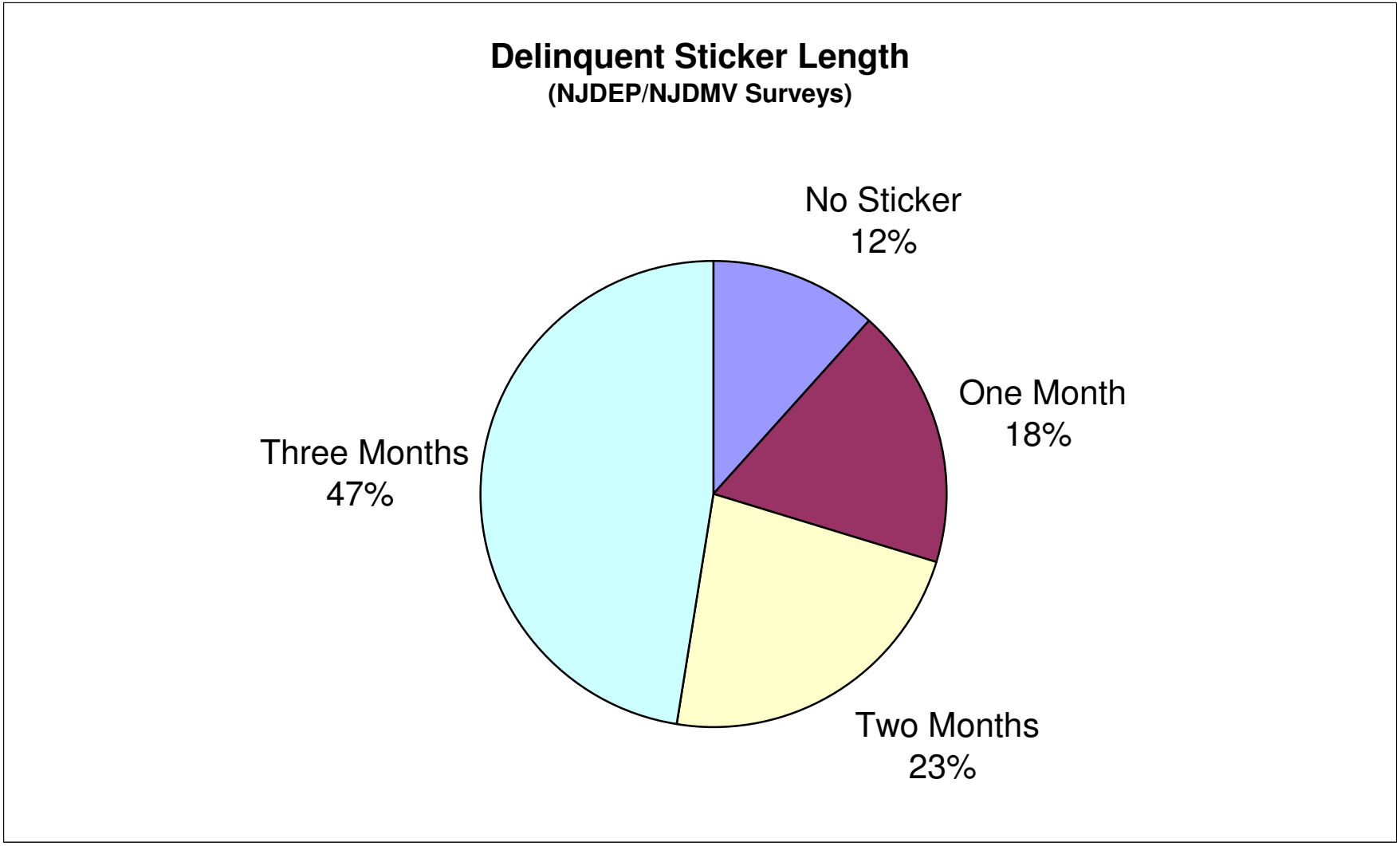

Figure IV-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2006

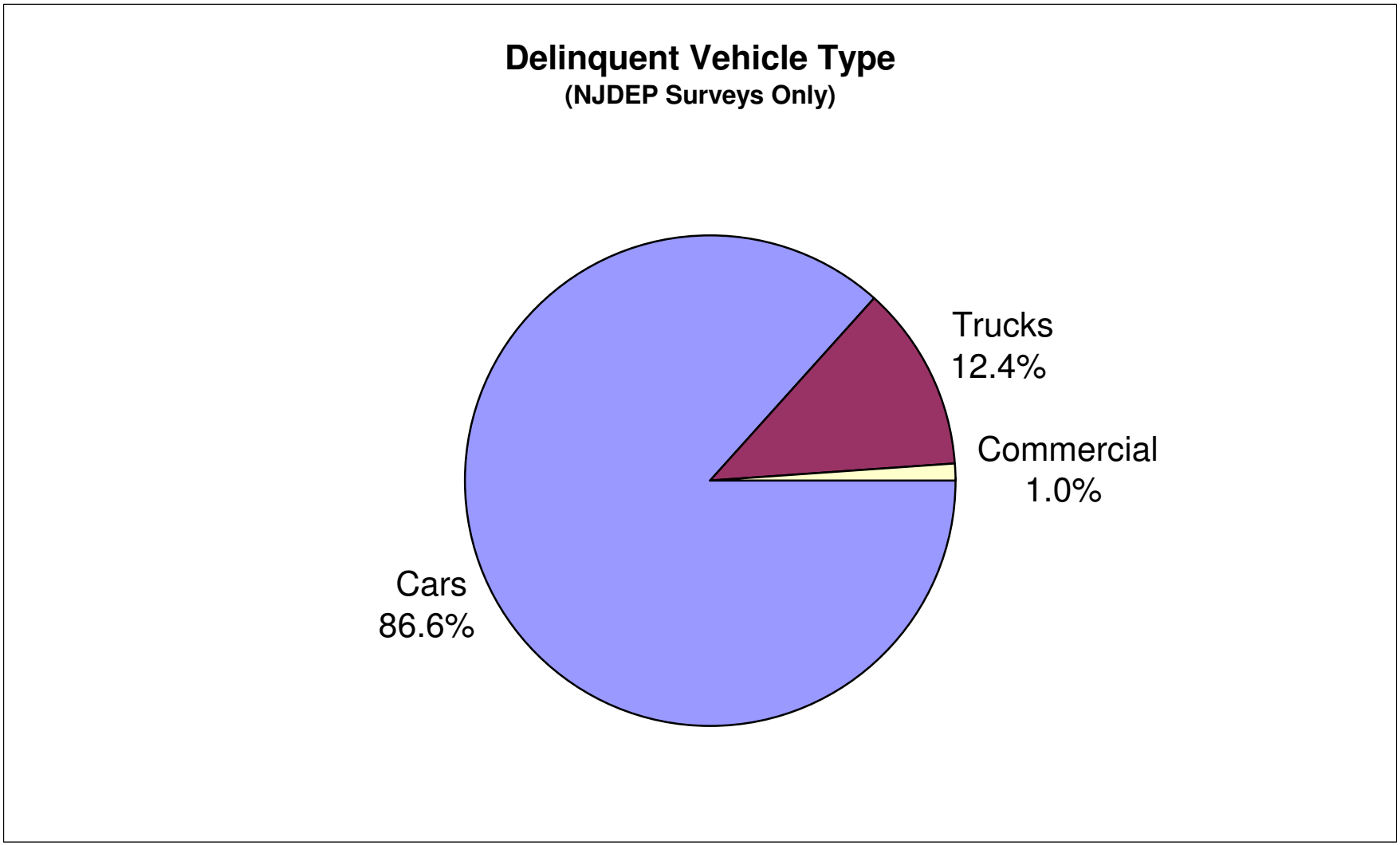

Figure IV-2

APPENDIX V

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

Available Electronically Upon Request