The State of New Jersey
Department of Environmental Protection

2009 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 2009. 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.

There were 2,901,388 total emissions inspections performed in New Jersey during calendar year 2009. This includes initial inspections and all re-inspections. Of the total emissions inspections performed, 2,241,435 (77.3 percent) were initial inspections, and 659,953 (22.7 percent) were re-inspections (first re-inspections and second and subsequent re-inspections).

There were 56,539 more initial inspections in 2009 than there were in the year 2008. This increase is due to the fact that the implementation of a biennial inspection cycle (in 1999), along with the four (4) year exemption, has caused an alternating pattern of high (odd model years) and low (even model years) volumes in a sawtooth pattern, with the year 2009 being a higher-volume year overall.

Of the total number of initial overall emission inspections, 1,833,359 (81.8%) were performed by the centralized network, while the remaining 408,076 (18.2%) were performed by the decentralized network. This remains a fairly consistent ratio (i.e. approximately 80% centralized/20% decentralized) for New Jersey's hybrid inspection network over the years.

The initial overall emission failure rate for the entire network was 11.1%. The centralized initial overall emission failure rate was 11.4% and the decentralized initial overall emission failure rate was 10.1%. These failure rates are somewhat lower than the 2008 failure rates of 12.1%, 12.4%, and 10.9%, respectively.

The overall, OBD, and ASM first retest pass rates remained comparable to those for the

year 2008. The overall first retest pass rate went from 80.1% in 2008 to 82.0% in 2009. The OBDII first retest pass rate went from 78.9% in 2008 to 78.7% in 2009, and the ASM first retest pass rate went from 72.9% in 2008 to 74.6% in 2009.

Of the 249,411 overall initial emission inspection failures, 173,885 (69.7%) passed a first retest, 26,317 (10.6%) passed a second or subsequent retest, 165 (0.07%) received a waiver, 13,187 (5.3%) dropped out of the registration database (i.e. no longer in fleet), and 36,022 (14.4%) 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 3 months following the end of the year and are still part of the registered fleet).

Of the 2,241,435 overall initial emissions inspections conducted in the year 2009, 1,814,045 (80.9%) were OBD inspections, while 427,390 (19.1%) were tailpipe (i.e., ASM5015, 2500 RPM, or idle) inspections. In the year 2008, the OBD to tailpipe ratio was 79.3% to 20.7%

The program compliance rate, as measured by the date and type of windshield sticker on randomly surveyed vehicles, of 96.3% for the year 2009 remained close to the prior year's rates (96.0% for 2008 and 96.6% for 2007).

In regard to the inspection equipment, the CIF equipment audit fail rate improved from 12.0% in 2008 to 11.0% in 2009, and the PIF equipment audit fail rate improved from 7.9% in 2008 to 7.7% in 2009. This improvement in audit passing rates is especially noteworthy, as this equipment was beyond its useful life and began to be replaced under New Jersey's new I/M program late in 2009 and into 2010.

A comparison summary of the key statistics for the years 2008 and 2009 is presented in Table 1.

Table 1: Year 2008 and 2009 Key Statistics Comparison

Key Statistics	2008	2009
Number of Total Emission Inspections	2,862,426	2,901,388
Total Emission Inspections – Centralized/Decent. Split	80%/20%	81%/19%
Total Emission Inspections – Initial/Reinspection Split	76%/24%	77%/23%
Number of Initial Emission Inspections	2,184,896	2,241,435
Overall Initial Emission Failure Rate	12.1%	11.1%
Centralized Initial Emission Failure Rate	12.4%	11.4%
Decentralized Initial Emission Failure Rate	10.9%	10.1%
Overall Emission Inspection 1st Retest Pass Rate	80.1%	82.0%
OBDII 1st Retest Pass Rate	78.9%	78.7%
ASM 1st Retest Pass Rate	72.9%	74.6%
Emission Reductions from Repairing to the ASM5015 Exhaust Emissions Test[1]		
Number of vehicles	19,535	N/A
Hydrocarbons (HC)	51.8%	N/A
Carbon Monoxide (CO)	62.0%	N/A
Nitrogen Oxides (NOx)	41.4%	N/A
Number of Waivers Issued	206	165
Waiver Rate (as % of Initial Emission Inspections)	0.01%	0.01%
Number of Vehicles with No Known Final Outcome[2]	28,229	36,022
As Percentage of Initial Inspections	1.3%	1.6%
As Percentage of Initial Failures	10.7%	14.4%
Sticker Compliance Rate	96.0%	96.3%
Emissions-Only CIF Covert Performance Audit Fail Rate	3.5%	3.7%
Emissions-Only PIF Covert Performance Audit Fail Rate	5.2%	6.4%
CIF Equipment Audit Fail Rate	12.0%	11.0%
PIF Equipment Audit Fail Rate	7.9%	7.7%

[1] This analysis was not conducted for the 2009 report due to the low number of ASM5015 tests, which would yield insignificant results if analyzed.

[2] Total vehicles with no known final outcome includes tests for the following 6 months of the new year for the 2008 report (i.e., registration data through June 2009) and for the following 3 months of the new year for the 2009 report (i.e., registration data through March 2010).

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 2009.

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. 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[3]) 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 29 CIFs located throughout the State, consisting of a combined total of 120 inspection lanes. In calendar year 2008, there were 30 CIFs, but on June 21, 2008, the Montclair CIF closed permanently and, as such, did not conduct any inspections during

[3] 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.

the year 2009.

Of these 120 inspection lanes, three lanes are also adapted for and switchable to Mass Emission Transient Testing (METT) for program evaluation purposes. These lanes ceased to exist for this purpose after April 1, 2009, when the use of dynamometers was discontinued in the program.

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 29 CIFs range from individual one-lane stations (of which there are four (4) in the State) to one eight (8) lane station (Wayne CIF). Table 2 lists each of the CIFs within the State and the total number of operated lanes in each facility during the year 2009. The SIFs are not included in this table.

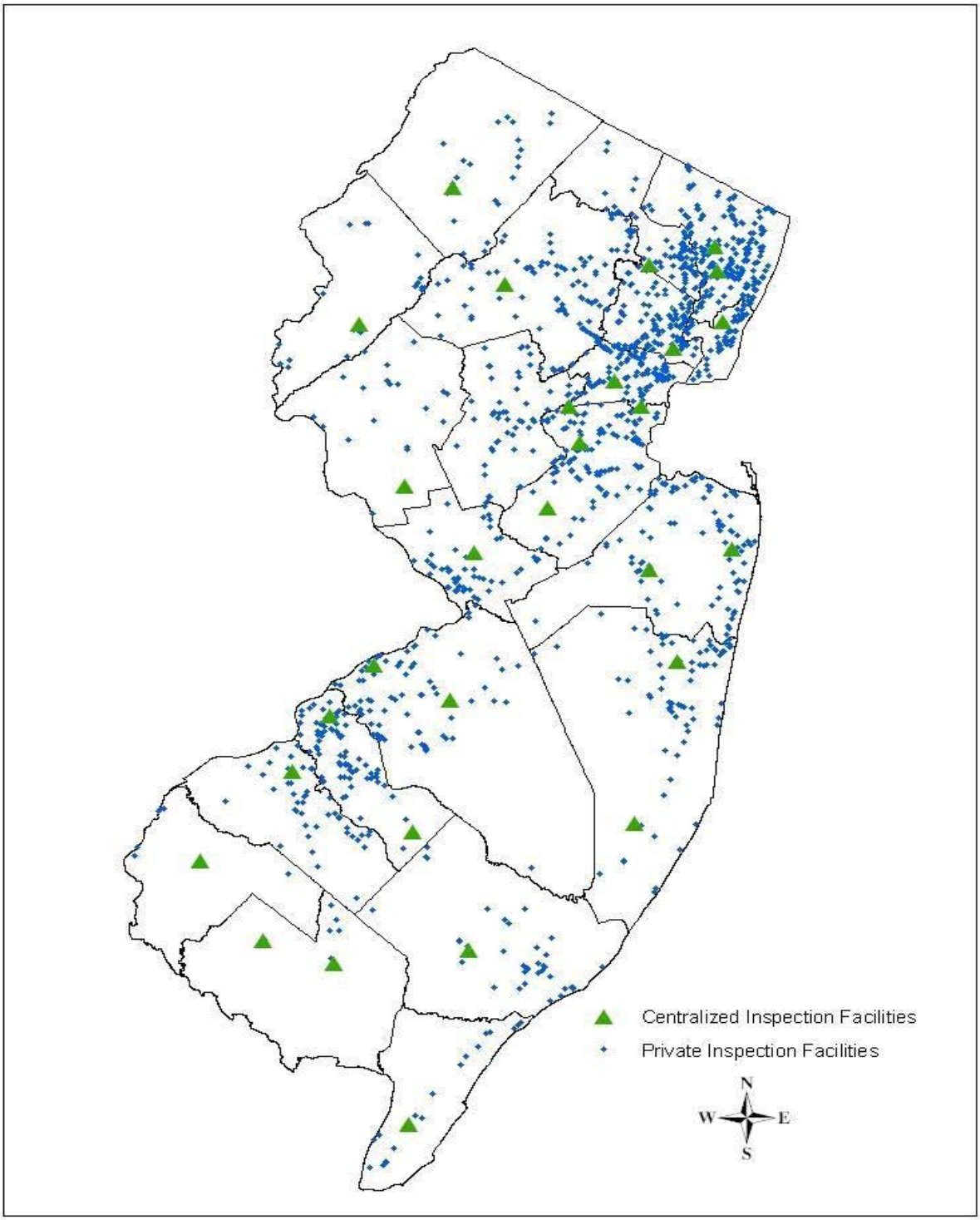
Table 2: New Jersey's Centralized Inspection Facilities

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
Newark	5
Newton	2
Paramus	5
Plainfield	3
Rahway	6
Randolph	6
Salem	1
Secaucus	6
South Brunswick	6
Southampton	4
Washington	1
Wayne	8
Westfield	2
Winslow	3
Total	**120**

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 residents' vehicles. In 2009, there were 967 PIFs and 56 PFFs that performed inspections during the entire year, and 178 PIFs that only performed inspections for a portion of the year.

Figure 1 shows the locations of the CIFs and PIFs in New Jersey in the year 2009.

Figure 1: 2009 New Jersey Inspection and Maintenance Facilities



In addition, the NJMVC registers Emission Repair Facilities (ERFs) that perform emission-related repairs on vehicles which 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, 2009, there were 1,664 registered ERFs. In addition, 1,145 licensed private facilities (PIFs/PFFs) performed at least one emission inspection during the 2009 calendar year. Of all these facilities, 940 were registered and licensed as both ERFs and PIFs. Alternatively, 205 facilities were licensed only as PIFs, while 724 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 2009, the CIFs performed 2,321,989 emission inspections, or approximately 81 percent of the over 2.9 million total emission inspections performed. The PIFs performed 557,834 emission inspections, or approximately 19 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 2009, 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.

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 2009 data, the “sawtooth” effect is evident in the fact that the odd model years have a significantly higher inspection volume than the even 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[4]. As demonstrated by the monthly reports in Appendix II[5], 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,

[4] 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. Throughout the year 2009, this parameter allowed 2 tests over 3 days.

[5] 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.

inspection type - initial, re-inspection, etc.) for which the record had information, it would 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 tenth 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. As of April 1, 2009, the use of the ASM5015 test and dynamometers was discontinued.

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. Beginning on April 1, 2009, when the use of dynamometers was discontinued, the 2500 RPM test was performed on all model year 1981 through 1995 LDGVs, LDGT1s, and LDGT2s.

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 2009.

Total Emissions Inspections

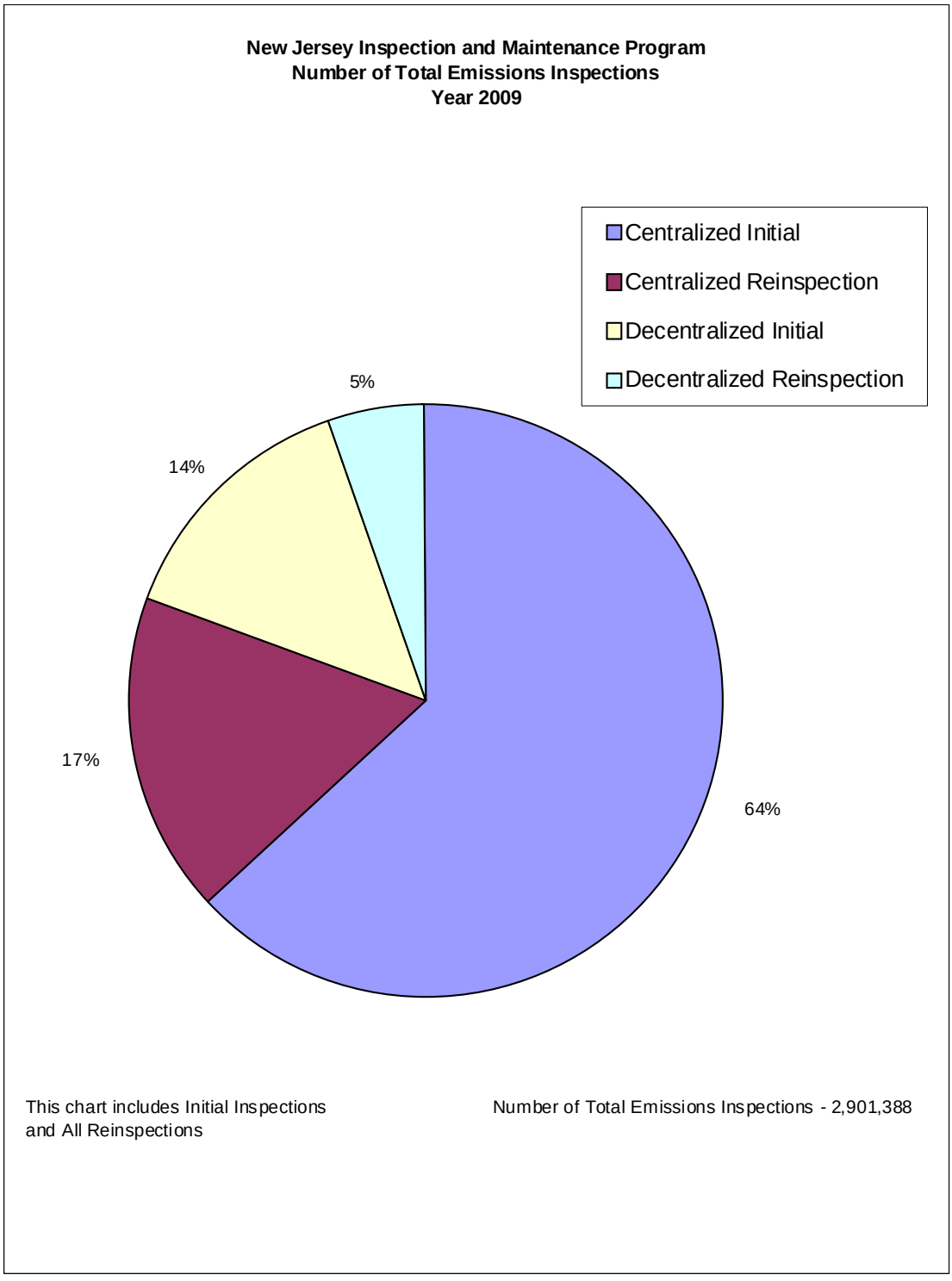
There were 2,901,388 total emissions inspections performed in New Jersey during calendar year 2009. This includes initial inspections and all re-inspections. Of the total emissions inspections performed, 2,241,435 (77.3 percent) were initial inspections, and 659,953 (22.7 percent) were re-inspections (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	1,818,096	503,893	2,321,989
	# Fail	205,201	49,077	254,278
	# Pass	1,612,895	454,816	2,067,711
Private Inspection Facility	# of Inspections	404,894	152,940	557,834
	# Fail	41,020	9,156	50,176
	# Pass	363,874	143,784	507,658
Private Fleet Facility	# of Inspections	3,182	299	3,481
	# Fail	176	31	207
	# Pass	3,006	268	3,274
Specialty Inspection Facility	# of Inspections	975	520	1,495
	# Fail	136	77	213
	# Pass	839	443	1,282
Mobile Inspection Team	# of Inspections	14,288	2,301	16,589
	# Fail	2,878	883	3,761
	# Pass	11,410	1,418	12,828
Total # of inspections		2,241,435	659,953	**2,901,388**
Total # Fail		249,411	59,224	308,635
Total # Pass		1,992,024	600,729	2,592,753
% of Grand Total # of Inspections		77.3%	22.7%	

Of the total number of emissions inspections, 2,340,073 (80.7 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 561,315 (19.3 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 2009 are shown in Appendix I – Part B. There were 2,241,235 initial overall emission inspections conducted in New Jersey in the year 2009. Of the total number of initial overall emission inspections, 1,833,359 (81.8%) were performed by the centralized network, while the remaining 408,076 (18.2%) were performed by the decentralized network.

The initial overall emission failure rate for the entire network was 11.1%. The centralized initial overall emission failure rate was 11.4% and the decentralized initial overall emission failure rate was 10.1%.

A further look at the initial overall emission inspection results by each individual CIF is presented in Appendix I – Part C. The initial overall emission failure rates at the CIFs ranged from 7.7% (Paramus) to 18.9% (Newark). The highest volume CIF was Wayne (eight lanes), with a total of 122,470 initial overall emission inspections and a 12.0% initial overall emission failure rate, and the lowest was Salem (one lane), with a total of 16,140 initial overall emission inspections and a 11.7% 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:

1,893,042	(84.5%) LDGVs,
190,204	(8.5%) LDGT1s,
100,830	(4.5%) LDGT2s,
38,217	(1.7%) HDGVs, and
19,142	(0.9%) vehicles of unknown type[6]

An overall emission inspection consists of several components. These components include an OBDII test or a tailpipe exhaust emission test (ASM5015, through March 31, 2009; 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

[6] 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 2,241,435 initial overall emission inspections, 1,992,024 (88.9%) passed, while 249,411 (11.1%) 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	1,649,044	90.9%	165,001	9.1%
ASM5015	61,497	85.7%	10,229	14.3%
2500 RPM	243,272	90.7%	25,029	9.3%
Idle	83,123	95.4%	4,026	4.6%
Gas Cap	2,157,858	97.6%	52,733	2.4%
Catalytic Converter	2,229,199	99.97%	734	0.03%
Visible Smoke	2,237,483	99.82%	3,952	0.18%

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.

The CIF Vetronix OBD interfaces were updated by October of 2006 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.

<u>Exemptions from Readiness and/or OBDII</u>

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 2009, there were 7,906 OBDII tests bypassed by the decentralized network, which is approximately 0.44% of the total number of initial OBDII tests. Of these, 7,343 were bypassed to the 2500 RPM test and resulted in a 0.6% failure rate, and 563 were bypassed to the ASM5015 test, resulting in a 3.9% 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 e-mail between the State and its centralized contractor, Parsons, on a real time case-by-case basis.

In the year 2009, there were 137 OBDII tests bypassed by the CIF network, which is approximately 0.01% of the total number of initial OBDII tests. Of these, 134 were bypassed to the 2500 RPM test and resulted in a 4.5% failure rate, and 3 were bypassed to the ASM5015 test, resulting in a 33.3% failure rate. The overall failure rate for the CIF bypasses was 5.1%.

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 1,814,045 initial OBDII inspections in the year 2009. Of these, 1,649,044 (90.9%) passed either initially or a first or subsequent retest, and approximately 165,001 (9.1%) 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 1,814,045 initial overall OBDII inspections, 1,649,044 (90.9%) passed, while 165,001 (9.1%) 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	**1,814,045**	**1,649,044**	**90.9%**	**165,001**	**9.1%**
Bulb Check	1,814,045	1,805,916	99.6%	8,129	0.4%
KOER MIL Check	1,805,916	1,744,506	96.6%	61,410	3.4%
DLC Check	1,814,045	1,809,778	99.8%	4,267	0.2%
Communication	1,809,134	1,800,171	99.5%	8,963	0.5%
Readiness Status	1,800,811	1,733,270	96.2%	67,541	3.8%
MIL Command Status	1,800,767	1,703,714	94.6%	97,053	5.4%

In Table 5, the number of initial communication checks is 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 were given an ASM5015 tailpipe emissions test through March 31, 2009, or a 2500 RPM tailpipe emissions test after that date, as long as they passed the KOER MIL check component of the OBDII test.

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

Initial OBDII and Gas Cap Test Results

There were 1,789,294 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	1,744,030	97.5%
Passed OBDII and Failed Gas Cap	33,901	1.9%
Failed OBDII and Passed Gas Cap	11,206	0.6%
Failed Both OBDII and Gas Cap	157	0.01%
Totals	**1,789,294**	**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 1,800,767 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	1,697,179	94.2%
MIL Off with DTCs	6,535	0.4%
MIL On with No DTCs	2,821	0.2%
MIL On with DTCs	94,232	5.2%
Totals	**1,800,767**	**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 1,800,811 initial readiness checks. Of these, 1,549,907 (86.1%) had all monitors set, while 250,904 (13.9%) had not ready monitors. This number with not ready monitors are not necessarily failures, as model year 1996 through 2000 vehicles are allowed up to two not ready monitors, while model year 2001 and newer vehicles are allowed up to one not ready monitor. Taking these allowances into consideration, there were 67,541 actual readiness failures, for a readiness failure rate of 3.8%. 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 2009, there were 8,908 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 8,908 OBDII failures switched to tailpipe testing, 8,874 (99.8%) passed the first or subsequent tailpipe retest, while 34 (0.2%) 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 17,339 MIT inspections were performed in the year 2009. All of these received an emissions test as part of the inspection. Of the roadside emission inspections, 12,938 (74.6%) vehicles passed while 4,401 (25.4%) 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)	17,339	7,862	9,477	54.7%
Safety Portion Only	17,339	9,139	8,200	47.3%
Emission Portion Only	17,339	12,938	4,401	25.4%

Vehicles for roadside inspections are selected either sequentially or by obvious defect, such as cracked windshields or bald tires, or they have an expired windshield inspection sticker. As such, the failure rate for roadside inspections tends to be higher.

Emission Re-Inspections

There were 249,411 (11.1%) overall initial emission inspection failures out of the 2,241,435 total initial overall emission inspections conducted in the year 2009. 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 261,704 initially failed emission tests in the year 2009. 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 (249,411) 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 2009. 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	165,001	29,033	107,579	17.6%	65.2%
ASM5015	10,229	2,212	6,505	21.6%	63.6%
2500 RPM	25,029	3,905	16,704	15.6%	66.7%
Idle	4,026	628	2,629	15.6%	65.3%
Gas Cap	52,733	1,456	46,130	2.8%	87.5%
Catalytic Converter	734	42	409	5.7%	55.7%
Visible Smoke	3,952	279	2,665	7.1%	67.4%
Overall	**249,411**	**38,133**	**173,885**	**15.3%**	**69.7%**

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 2009.

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	165,001	19,064	11.6%
ASM5015	10,229	1,811	17.7%
2500 RPM	25,029	3,053	12.2%
Idle	4,026	471	11.7%
Gas Cap	52,733	2,426	4.6%
Catalytic Converter	734	18	2.5%
Visible Smoke	3,952	167	4.2%
Overall	**249,411**	**26,317**	**10.6%**

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 2009, 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 2009, a total of 165 vehicles were granted waivers after initially failing an ASM5015 exhaust emission test or an OBDII test. This accounts for only 0.1 percent of the 175,230 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	%			
Pre85/ Unknown	225	0	0.00%	0	0	0
1985	173	0	0.00%	0	0	0
1986	234	0	0.00%	0	0	0
1987	344	0	0.00%	0	0	0
1988	384	1	0.26%	1	0	0
1989	562	0	0.00%	0	0	0
1990	588	0	0.00%	0	0	0
1991	1,132	0	0.00%	0	0	0
1992	1,226	2	0.16%	1	1	0
1993	1,814	2	0.11%	2	0	0
1994	1,549	0	0.00%	0	0	0
1995	1,968	2	0.10%	1	1	0
1996	11,802	13	0.11%	13	0	0
1997	20,070	33	0.16%	21	9	3
1998	15,651	16	0.10%	14	2	0
1999	19,886	18	0.09%	10	7	1
2000	16,392	20	0.12%	10	8	2
2001	26,109	27	0.10%	21	5	1
2002	14,571	19	0.13%	13	3	3
2003	17,127	9	0.05%	6	2	1
2004	6,812	2	0.03%	2	0	0
2005	9,864	1	0.01%	0	1	0
2006	4,109	0	0.00%	0	0	0
2007	1,341	0	0.00%	0	0	0
2008	921	0	0.00%	0	0	0
2009	340	0	0.00%	0	0	0
2010	36	0	0.00%	0	0	0
TOTAL	**175,230**	**165**	**0.09%**	**115**	**39**	**11**
% of Waivers Issued by Vehicle Type				**70%**	**24%**	**7%**

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 249,411 overall initial emission inspection failures, 173,885 (69.7%) passed a first retest, 26,317 (10.6%) passed a second or subsequent retest, 165 (0.07%) received a waiver, 13,187 (5.3%) dropped out of the registration database (i.e. no longer in fleet), and 36,022 (14.4%) 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 3 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 2009. 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 three (3) 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	1,814,045	165,001	28,868	17.5%	1.6%
ASM5015	71,726	10,229	826	8.1%	1.2%
2500 RPM	268,515	25,029	3,457	13.8%	1.3 %
Idle	87,149	4,026	657	16.3%	0.8%
Gas Cap	2,210,591	52,733	3,145	6.0%	0.1%
Catalytic Converter	2,229,933	734	194	26.4%	0.01%
Visible Smoke	2,241,435	3,952	730	18.5%	0.03%
Overall	**2,241,435**	**249,411**	**36,022**	**14.4%**	**1.6%**

Overall, there were a total of 36,022 vehicles with no known final outcome for the year 2009. This analysis takes into consideration vehicles inspected late in the year 2009 that returned for inspection within the first three months of 2010, and also includes registration data through the first three months of 2010. As such, the overall drop rate (vehicles with no known final outcome) as a percentage of total initial emissions inspections is 1.6%.

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
Pre85/Unknown	473	1.31%	18	62	43	320	30
1985	153	0.42%	8	36	11	89	9
1986	170	0.47%	11	34	24	89	12
1987	236	0.66%	14	41	28	140	13
1988	211	0.59%	7	46	22	131	5
1989	370	1.03%	25	51	34	243	17
1990	345	0.96%	8	40	15	278	4
1991	487	1.35%	1	61	17	401	7
1992	532	1.48%	6	53	25	443	5
1993	774	2.15%	9	77	51	630	7
1994	686	1.90%	11	70	49	543	13
1995	975	2.71%	26	68	94	775	12
1996	3,169	8.80%	16	284	191	2,669	9
1997	4,687	13.01%	24	448	209	3,987	19
1998	3,773	10.47%	8	373	167	3,212	13
1999	4,038	11.21%	18	337	219	3,436	28
2000	3,428	9.52%	16	294	157	2,955	6
2001	4,304	11.95%	9	420	268	3,597	10
2002	2,502	6.95%	6	230	179	2,075	12
2003	2,186	6.07%	19	200	173	1,778	16
2004	1,016	2.82%	4	64	77	864	7
2005	985	2.73%	3	66	72	838	6
2006	371	1.03%	3	21	22	322	3
2007	85	0.24%	0	8	2	75	0
2008	46	0.13%	0	4	5	37	0
2009	16	0.04%	0	0	2	14	0
2010	4	0.01%	0	1	0	3	0
Totals	**36,022**	**100%**	**270**	**3,389**	**2,156**	**29,944**	**263**
% of Total Vehicles Dropped			**0.75%**	**9.41%**	**5.99%**	**83.13%**	**0.73%**

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	136,763	29,033	107,579	21.2%	78.7%
ASM5015	8,724	2,212	6,505	25.4%	74.6%
2500 RPM	20,656	3,905	16,704	18.9%	80.9%
Idle	3,262	628	2,629	19.3%	80.6%
Gas Cap	48,679	1,456	46,130	3.0%	94.8%
Catalytic Converter	469	42	409	9.0%	87.2%
Visible Smoke	2,949	279	2,665	9.5%	90.4%
Overall	**212,018**	**38,133**	**173,885**	**18.0%**	**82.0%**

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

In past reports, the 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 ASM5015 exhaust emission test, were repaired, and subsequently passed a re-inspection.

The ASM5015 test was discontinued as of April 1, 2009. As such, this emissions reduction analysis is not included in the 2009 report due to the low number of ASM5015 failures (10,229), which would yield insignificant results if analyzed.

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 2009, New Jersey's I/M program network consisted of 29 CIFs, with a combined total of 120 lanes, and 1,145 licensed PIFs. Each of these facilities received at least one overt performance audit in 2009. 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 15: Overt Performance Audits

	CIFs	PIFs
# receiving overt performance audits	29	1,145
# not receiving overt performance audits	0	0
# shut down as a result of overt performance audits	NA*	14

* 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 2009 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 2009, the NJMVC had 48 covert auditors and 40 covert vehicles available to conduct covert performance audits. During the year 2009, 29 CIFs and 1,082 PIFs received covert performance audits. A total of 348 covert audits were performed on the CIFs and 1,793 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 16: 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	0
# conducted with the vehicle set to fail OBDII test	204	561
# conducted with the vehicle set to fail the component check (catalyst)	24	47
# conducted with the vehicle set to fail the evaporative gas cap test	43	301
# conducted with the vehicle set to fail any combination of two or more of the above tests	39	269
# conducted with the vehicle not set to fail any emission inspection component	136	1,200
Total # of Covert Performance Audits	348	1,793

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 17: 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	348	1,793
# of audits resulting in a false pass for the exhaust test	0	0
# of audits resulting in a false pass for the OBDII test	7	29
# of audits resulting in a false pass for the component check (catalyst)	2	2
# of audits resulting in a false pass for the evaporative gas cap test	1	22
# of audits resulting in a false pass for any combination of two or more of the above tests	0	4
# of audits resulting in a false pass for any non-emissions related component	60	471
# of audits resulting in a proper inspection (no false pass or false fails)	271	1,209

In the year 2009, the overall covert performance audit failure rate for the entire network was 30.9%. 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 22.1%, while that for the decentralized network was 32.6%. This information is presented in Table 19.

Table 18: Overall Covert Performance Audit Results

Network	**Total Audits**	**Number Fail**	**Failure Rate**	**Number Pass**	**Pass Rate**
Centralized	348	77	22.1%	271	77.9%
Decentralized	1,793	584	32.6%	1,209	67.4%
Total	**2,141**	**661**	**30.9%**	**1,480**	**69.1%**

The overall covert audit failure rate for the decentralized network is 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 4,264 licensed inspectors conducting emission tests in both the CIFs and PIFs during the year 2009. Of these inspectors, 33 were suspended, fired, or otherwise prohibited from conducting emission inspections as a result of covert performance audits. In addition, 17 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 112 inspectors were fined during the year 2009.

The NJMVC conducted 186 hearings to consider adverse actions against inspectors and inspection facilities, and 180 of these hearings resulted in adverse actions against

inspectors and inspection facilities. The remaining 6 resulted in no adverse action. A total of $273,900 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 2009.

Table 19: Fines and Hearings

	Inspectors	Facilities
# suspended, fired, or otherwise prohibited from testing as a result of covert audits	33	12
# suspended, fired, or otherwise prohibited from testing for other causes	17	14
# that received fines	112	27
# of hearings held to consider adverse actions	183	37
# of hearings held resulting in adverse actions	143	3
Total amount collected in fines	$124,000	$149,900

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. As of April 1, 2009, the I/M program no longer used dynamometers during the inspection and as such, this equipment was no longer part of an audit after that date.

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 2009, the NJMVC conducted a total of 1,911 equipment audits at the PIFs. Of these, 1,881 were initial audits.

Of the 1,145 PIFs, 135 (approximately 12%) 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 2009 was 7.7%. 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 20: Decentralized Initial Equipment Audit Summary

Manufacturer	# Audits	# Fail	% Fail	# Pass	% Pass
ESP	698	43	6%	655	94%
Dynotech	101	36	36%	65	64%
Snap-On	604	39	6%	565	94%
SPX	354	14	4%	340	96%
Worldwide	124	12	10%	112	90%
Overall	**1,881**	**144**	**8%**	**1,737**	**92%**

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 addressed by modifications to the analyzer to ensure compatibility with the new NOx cell, it continued to affect the Dynotech equipment into subsequent years as evidenced by the continued low audit pass rate for Dynotech in comparison to the other manufacturers. However, the Dynotech pass rate of 64% for 2009 is an improvement from its 2003 pass rate of 27%, 2004 pass rate of 42%, 2005 pass rate of 52%, 2006 pass rate of 48%, 2007 pass rate of 59%, and 2008 pass rate of 57%.

In 2009, the NJDEP performed 1,377 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 25 of the 32 centralized stations, including the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2009. Two of the SIFs did not receive an equipment audit in the year 2009.

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, 17 centralized stations (53%) had at least one lane shut down as a result of initial equipment audits during the year 2009. Lanes were shut down overnight an average of two (2) times per month in the year 2009.

Table 21: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	32
# of initial equipment audits	1,377
# of stations that have failed equipment audits	25
% of stations that have failed equipment audits	78%
# of stations with at least one lane shut down as a result of equipment audits	17
% of stations with at least one lane shut down as a result of equipment audits	53%
# of centralized and specialty lanes	123
# of lanes shut down at some point during the year as a result of equipment audits	28
% 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)	23%

The overall initial centralized equipment audit failure rate for the year 2009 was 11%. 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 22: CIF Initial Equipment Audit Pass/Fail Rates by Station

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	1	0	0%	1	100%
Bakers Basin	57	7	12%	50	88%
Bridgeton	12	3	25%	9	75%
Cape May	11	0	0%	11	100%
Cherry Hill	72	4	6%	68	94%
Delanco	35	4	11%	31	89%
Deptford	48	8	17%	40	83%
Eatontown	67	9	13%	58	87%
Flemington	36	1	3%	35	97%
Freehold	68	1	1%	67	99%
Kilmer	72	14	19%	58	81%
Lakewood	71	4	6%	67	94%
Lodi	60	19	32%	41	68%
Manahawkin	34	1	3%	33	97%
Mays Landing	36	7	19%	29	81%
Millville	25	8	32%	17	68%
Morristown Specialty	0	0	-	0	-
Newark	58	5	9%	53	91%
Newton	24	0	0%	24	100%
Paramus	58	11	19%	47	81%
Plainfield	33	7	21%	26	79%
Rahway	71	4	6%	67	94%
Randolph	70	6	9%	64	91%
Salem	12	0	0%	12	100%
Secaucus	70	6	9%	64	91%
South Brunswick	67	6	9%	61	91%
Southampton	44	4	9%	40	91%
Washington	12	0	0%	12	100%
Wayne	93	2	2%	91	98%
Westfield	24	5	21%	19	79%
Winslow	36	3	8%	33	92%
Winslow Specialty	0	0	-	0	-
Totals	**1,377**	**149**	**11%**	**1,228**	**89%**

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 2.9 million inspections in the year 2009. 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 4,200 vehicles per month in the year 2009) throughout the year, while the NJMVC usually conducts one survey every six months (approximately 5,000 vehicles per survey). However, in the year 2009, the NJMVC did not conduct a sticker survey in the second half of the year due to logistical concerns with implementation of the new I/M program. 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 2009 was somewhat lower (95.4%) than the NJDEP's (96.4%).

For the purposes of this report, both agencies' surveys were combined for an overall result. A total of 55,408 vehicles were surveyed in the year 2009. Of these, 53,352 (96.3%) 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 2009.

Table 23: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations	2,239,527
# of missing compliance documents (stickers)	4,703
# of time extensions & other exemptions granted to motorists	2,187

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.

E. Key Statistics – Four Year Comparison

Table 24: Years 2006 - 2009 Key Statistics Comparison

Key Statistics	2006	2007	2008	2009
Number of Total Emission Inspections	2,449,711	2,454,821	2,862,426	2,901,388
Total Emission Inspections – Centralized/Decentralized Split	76%/24%	79%/21%	80%/20%	81%/19%
Total Emission Inspections – Initial/Reinspection Split	84%/16%	90%/10%	76%/24%	77%/23%
Number of Initial Emission Inspections	2,047,871	2,214,287	2,184,896	2,241,435
Overall Initial Emission Failure Rate	12.5%	12.1%	12.1%	11.1%
Centralized Initial Emission Failure Rate	12.8%	12.3%	12.4%	11.4%
Decentralized Initial Emission Failure Rate	11.2%	10.9%	10.9%	10.1%
Overall Emission Insp. 1st Retest Pass Rate	80.2%	91.0%	80.1%	82.0%
OBDII 1st Retest Pass Rate	80.0%	90.2%	78.9%	78.7%
ASM 1st Retest Pass Rate	73.8%	88.4%	72.9%	74.6%
Emission Reductions from Repairing to the ASM5015 Exhaust Emissions Test[7]				
Number of vehicles	26,817	25,157	19,535	N/A
Hydrocarbons (HC)	54.8%	52.9%	51.8%	N/A
Carbon Monoxide (CO)	65.1%	61.9%	62.0%	N/A
Nitrogen Oxides (NOx)	42.9%	42.6%	41.4%	N/A
Number of Waivers Issued	161	211	206	165
Waiver Rate (% of Initial Emission Insps.)	0.008%	0.01%	0.01%	0.01%
Number of Vehicles with No Known Final Outcome[8]	20,199	27,685	28,229	36,022
As Percentage of Initial Inspections	1.0%	1.3%	1.3%	1.6%
As Percentage of Initial Failures	7.9%	10.4%	10.7%	14.4%
Sticker Compliance Rate	97.0%	96.6%	96.0%	96.3%
Emissions-Only CIF Covert Performance Audit Fail Rate	2.1%	1.8%	3.5%	3.7%
Emissions-Only PIF Covert Performance Audit Fail Rate	4.9%	4.6%	5.2%	6.4%
CIF Equipment Audit Fail Rate	22.0%	16.0%	12.0%	11.0%
PIF Equipment Audit Fail Rate	19.0%	9.3%	7.9%	7.7%

[7] This analysis was not conducted for the 2009 report due to the low number of ASM5015 tests, which would yield insignificant results if analyzed.

[8] Total vehicles with no known final outcome analyses include 3 months of registration data from the following year for the 2009 report, 6 months of registration data from the following year for the 2007 and 2008 reports, and registration data from the full following year for the 2006 report.

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 2009

Test Station	Data	Initial	Reinspection	Grand Total
Centralized Inspection Facility	# of Inspections	1,818,096	503,893	2,321,989
	# Fail	205,201	49,077	254,278
	# Pass	1,612,895	454,816	2,067,711
Private Inspection Facility	# of Inspections	404,894	152,940	557,834
	# Fail	41,020	9,156	50,176
	# Pass	363,874	143,784	507,658
Private Fleet Facility	# of Inspections	3,182	299	3,481
	# Fail	176	31	207
	# Pass	3,006	268	3,274
Specialty Inspection Facility	# of Inspections	975	520	1,495
	# Fail	136	77	213
	# Pass	839	443	1,282
Mobile Inspection Team	# of Inspections	14,288	2,301	16,589
*Initial - 1st Inspection of 2009	# Fail	2,878	883	3,761
Retest - 2nd or subsequent Insp 2009	# Pass	11,410	1,418	12,828
Total # of Inspections		2,241,435	659,953	**2,901,388**
Total # Fail		249,411	59,224	308,635
Total # Pass		1,992,024	600,729	2,592,753
% of Grand Total # of Inspections		77.3%	22.7%	

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	2,340,073	80.7%
Decentralized	561,315	19.3%
Total	**2,901,388**	

Table A-1

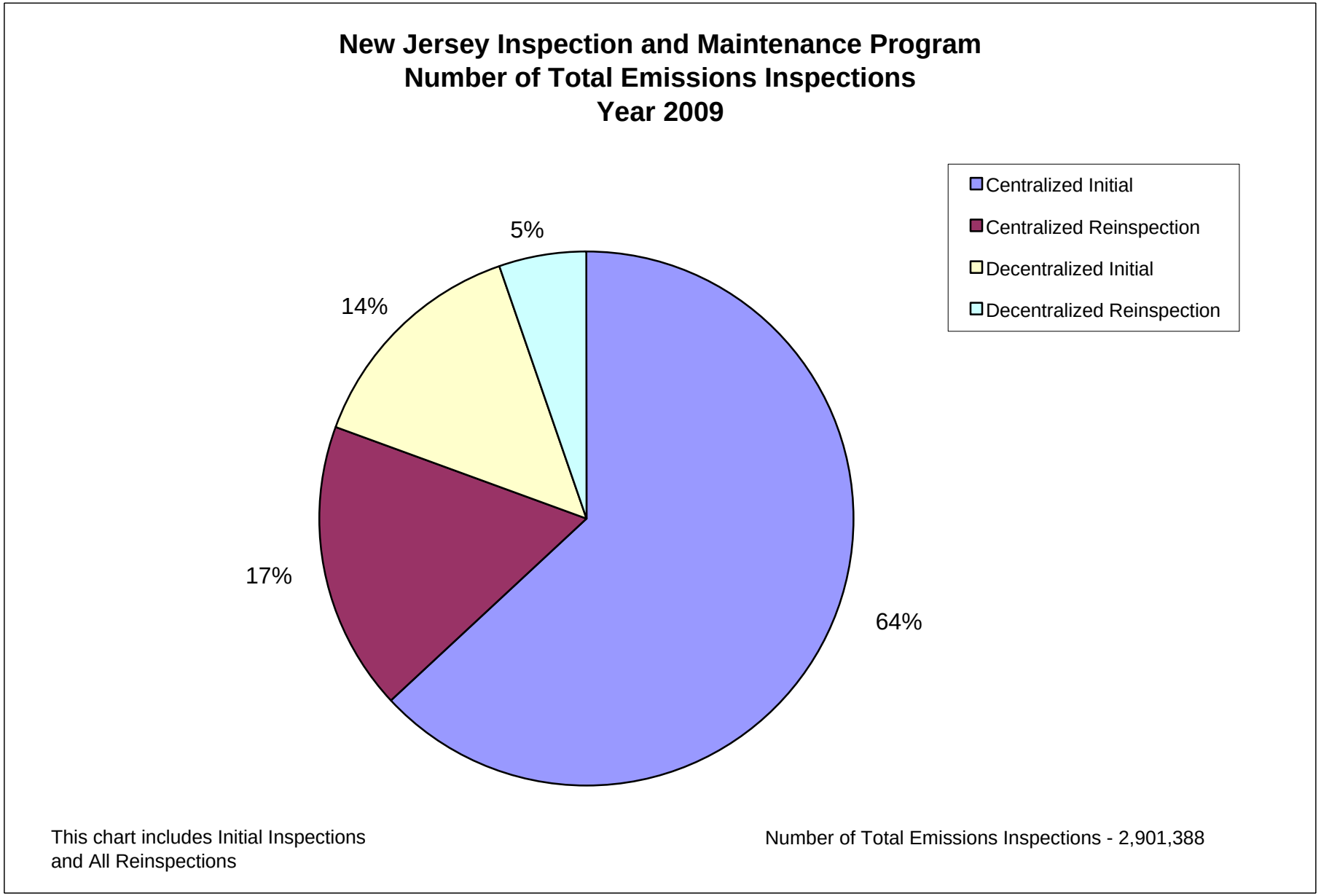

New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2009
Centralized Initial
Centralized Reinspection
Decentralized Initial
Decentralized Reinspection
5%
14%
17%
64%
This chart includes Initial Inspections and All Reinspections
Number of Total Emissions Inspections - 2,901,388

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 2009

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
Pre85/Unknown	Centralized	5,394	1,952	36.2%	3,442	63.8%
Pre85/Unknown	Decentralized	7,881	979	12.4%	6,902	87.6%
1985	Centralized	3,010	847	28.1%	2,163	71.9%
1985	Decentralized	2,874	312	10.9%	2,562	89.1%
1986	Centralized	2,556	769	30.1%	1,787	69.9%
1986	Decentralized	2,632	334	12.7%	2,298	87.3%
1987	Centralized	7,598	1,533	20.2%	6,065	79.8%
1987	Decentralized	5,918	604	10.2%	5,314	89.8%
1988	Centralized	4,664	1,166	25.0%	3,498	75.0%
1988	Decentralized	4,387	375	8.5%	4,012	91.5%
1989	Centralized	12,911	2,475	19.2%	10,436	80.8%
1989	Decentralized	8,358	722	8.6%	7,636	91.4%
1990	Centralized	8,255	1,870	22.7%	6,385	77.3%
1990	Decentralized	5,863	487	8.3%	5,376	91.7%
1991	Centralized	19,177	3,742	19.5%	15,435	80.5%
1991	Decentralized	10,827	904	8.3%	9,923	91.7%
1992	Centralized	13,761	3,097	22.5%	10,664	77.5%
1992	Decentralized	8,719	760	8.7%	7,959	91.3%
1993	Centralized	38,665	6,645	17.2%	32,020	82.8%
1993	Decentralized	18,372	1,376	7.5%	16,996	92.5%
1994	Centralized	26,924	4,583	17.0%	22,341	83.0%
1994	Decentralized	14,411	1,093	7.6%	13,318	92.4%
1995	Centralized	72,905	8,496	11.7%	64,409	88.3%
1995	Decentralized	28,248	1,542	5.5%	26,706	94.5%
1996	Centralized	44,875	11,082	24.7%	33,793	75.3%
1996	Decentralized	16,925	2,398	14.2%	14,527	85.8%
1997	Centralized	106,268	19,283	18.1%	86,985	81.9%
1997	Decentralized	29,917	3,963	13.2%	25,954	86.8%
1998	Centralized	77,686	14,781	19.0%	62,905	81.0%
1998	Decentralized	22,616	3,140	13.9%	19,476	86.1%
1999	Centralized	145,727	20,164	13.8%	125,563	86.2%
1999	Decentralized	33,425	3,643	10.9%	29,782	89.1%
2000	Centralized	115,911	16,559	14.3%	99,352	85.7%
2000	Decentralized	26,242	2,852	10.9%	23,390	89.1%
2001	Centralized	188,349	25,599	13.6%	162,750	86.4%
2001	Decentralized	35,135	4,330	12.3%	30,805	87.7%
2002	Centralized	128,246	15,180	11.8%	113,066	88.2%
2002	Decentralized	22,283	2,223	10.0%	20,060	90.0%
2003	Centralized	247,843	21,108	8.5%	226,735	91.5%
2003	Decentralized	35,385	2,463	7.0%	32,922	93.0%
2004	Centralized	122,892	8,719	7.1%	114,173	92.9%
2004	Decentralized	17,379	1,270	7.3%	16,109	92.7%
2005	Centralized	256,630	12,031	4.7%	244,599	95.3%
2005	Decentralized	30,606	2,557	8.4%	28,049	91.6%

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2009

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
2006	Centralized	107,787	4,453	4.1%	103,334	95.9%
2006	Decentralized	11,575	1,393	12.0%	10,182	88.0%
2007	Centralized	37,217	1,232	3.3%	35,985	96.7%
2007	Decentralized	4,110	691	16.8%	3,419	83.2%
2008	Centralized	28,806	651	2.3%	28,155	97.7%
2008	Decentralized	2,589	537	20.7%	2,052	79.3%
2009	Centralized	8,961	189	2.1%	8,772	97.9%
2009	Decentralized	1,154	219	19.0%	935	81.0%
2010	Centralized	341	9	2.6%	332	97.4%
2010	Decentralized	245	29	11.8%	216	88.2%
Total	Centralized	1,833,359	208,215	11.4%	1,625,144	88.6%
Total	Decentralized	408,076	41,196	10.1%	366,880	89.9%
Grand Total		**2,241,435**	**249,411**	**11.1%**	**1,992,024**	**88.9%**

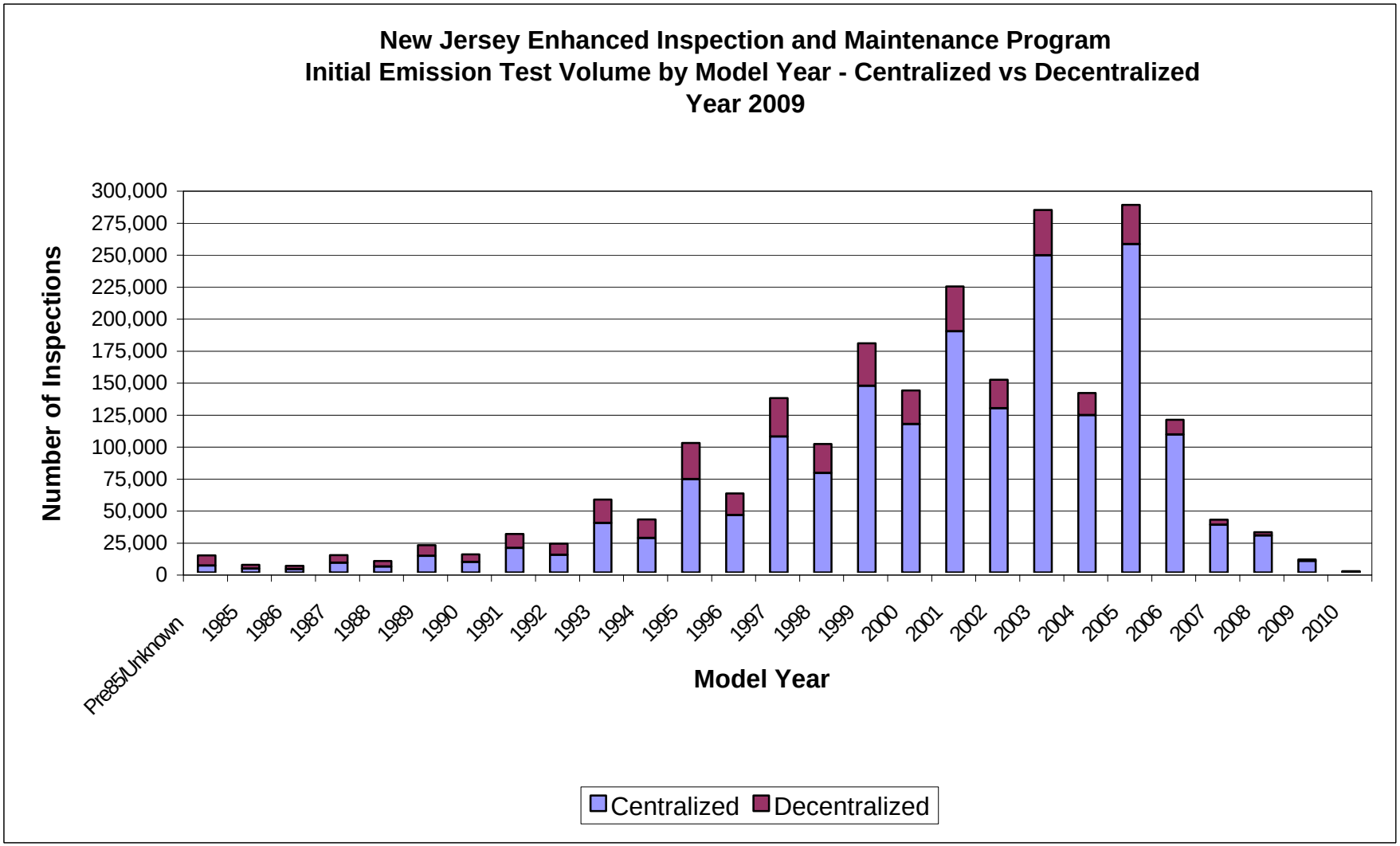

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2009
Number of Inspections
300,000
275,000
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre85/Unknown
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
Model Year
Centralized
Decentralized

Figure B-1

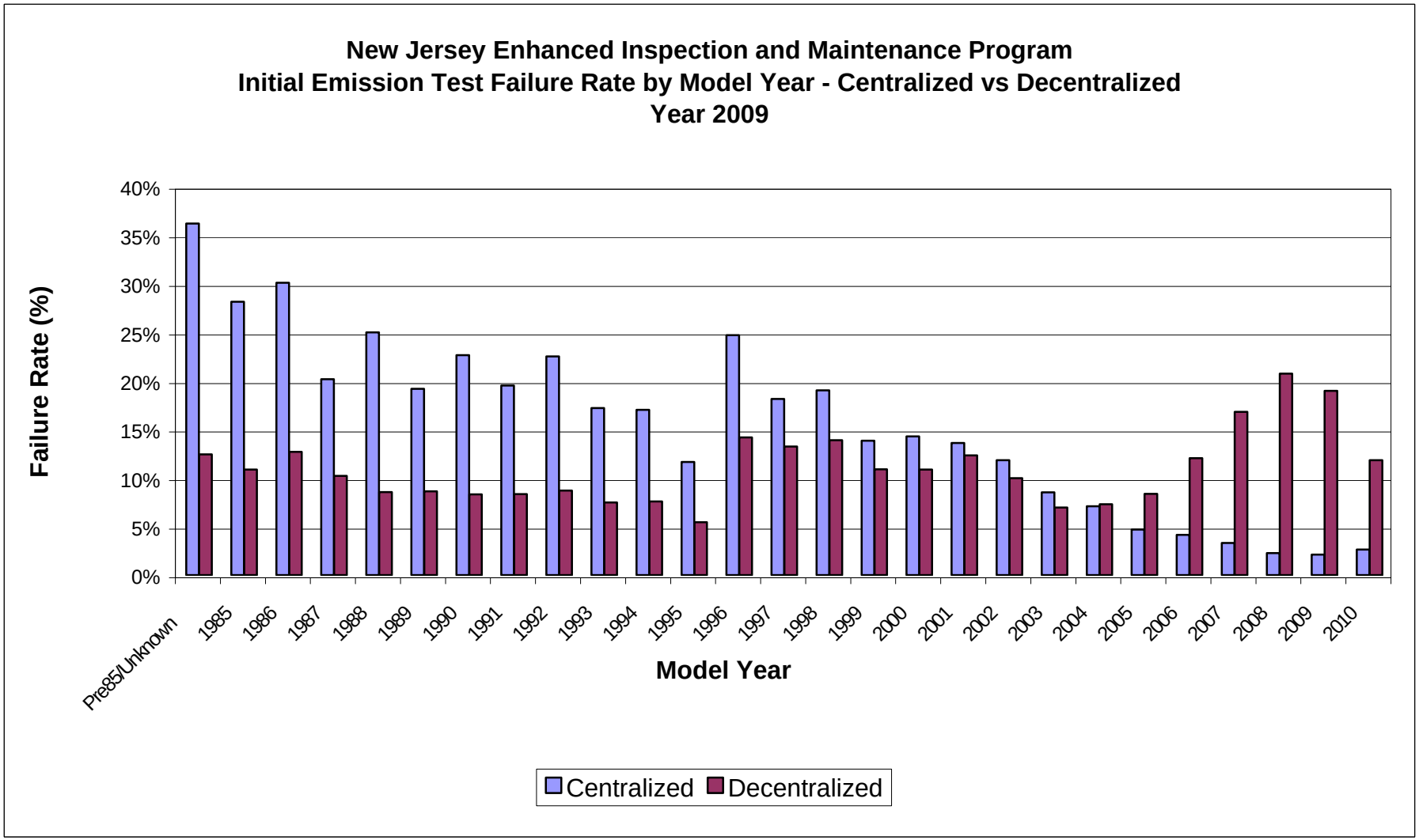

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2009
Failure Rate (%)
40%
35%
30%
25%
20%
15%
10%
5%
0%
Pre85/Unknown
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
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 2009

STATION NAME	# of Lanes	Inspections	# Pass	# Fail	% Fail
BAKERS BASIN CIF	6	98,155	87,593	10,562	10.8%
BRIDGETON CIF	1	17,426	14,879	2,547	14.6%
CAPE MAY CIF	1	19,331	17,401	1,930	10.0%
CHERRY HILL CIF	6	88,708	77,403	11,305	12.7%
DELANCO CIF	3	39,452	34,519	4,933	12.5%
DEPTFORD CIF	4	80,237	70,847	9,390	11.7%
EATONTOWN CIF	6	92,779	82,071	10,708	11.5%
FLEMINGTON CIF	3	57,678	52,698	4,980	8.6%
FREEHOLD CIF	6	63,199	57,318	5,881	9.3%
KILMER CIF	6	82,592	74,151	8,441	10.2%
LAKEWOOD CIF	6	100,241	89,796	10,445	10.4%
LODI CIF	5	83,679	73,519	10,160	12.1%
MANAHAWKIN CIF	3	36,857	33,237	3,620	9.8%
MAYS LANDING CIF	4	57,256	50,209	7,047	12.3%
MILLVILLE CIF	2	32,132	27,400	4,732	14.7%
NEWARK CIF	5	87,280	70,746	16,534	18.9%
NEWTON CIF	2	39,491	35,485	4,006	10.1%
PARAMUS CIF	5	102,765	94,822	7,943	7.7%
PLAINFIELD CIF	3	42,635	37,453	5,182	12.2%
RAHWAY CIF	6	78,928	67,922	11,006	13.9%
RANDOLPH CIF	6	100,018	90,966	9,052	9.1%
SALEM CIF	1	16,140	14,257	1,883	11.7%
SECAUCUS CIF	6	74,115	64,854	9,261	12.5%
SOUTH BRUNSWICK CIF	6	52,292	47,772	4,520	8.6%
SOUTHAMPTON CIF	4	56,406	50,871	5,535	9.8%
WASHINGTON CIF	1	20,819	19,034	1,785	8.6%
WAYNE CIF	8	122,470	107,825	14,645	12.0%
WESTFIELD CIF	2	34,489	31,783	2,706	7.8%
WINSLOW CIF	3	40,522	36,061	4,461	11.0%
TOTAL	**120**	**1,818,092**	**1,612,892**	**205,200**	**11.3%**

Table C-1

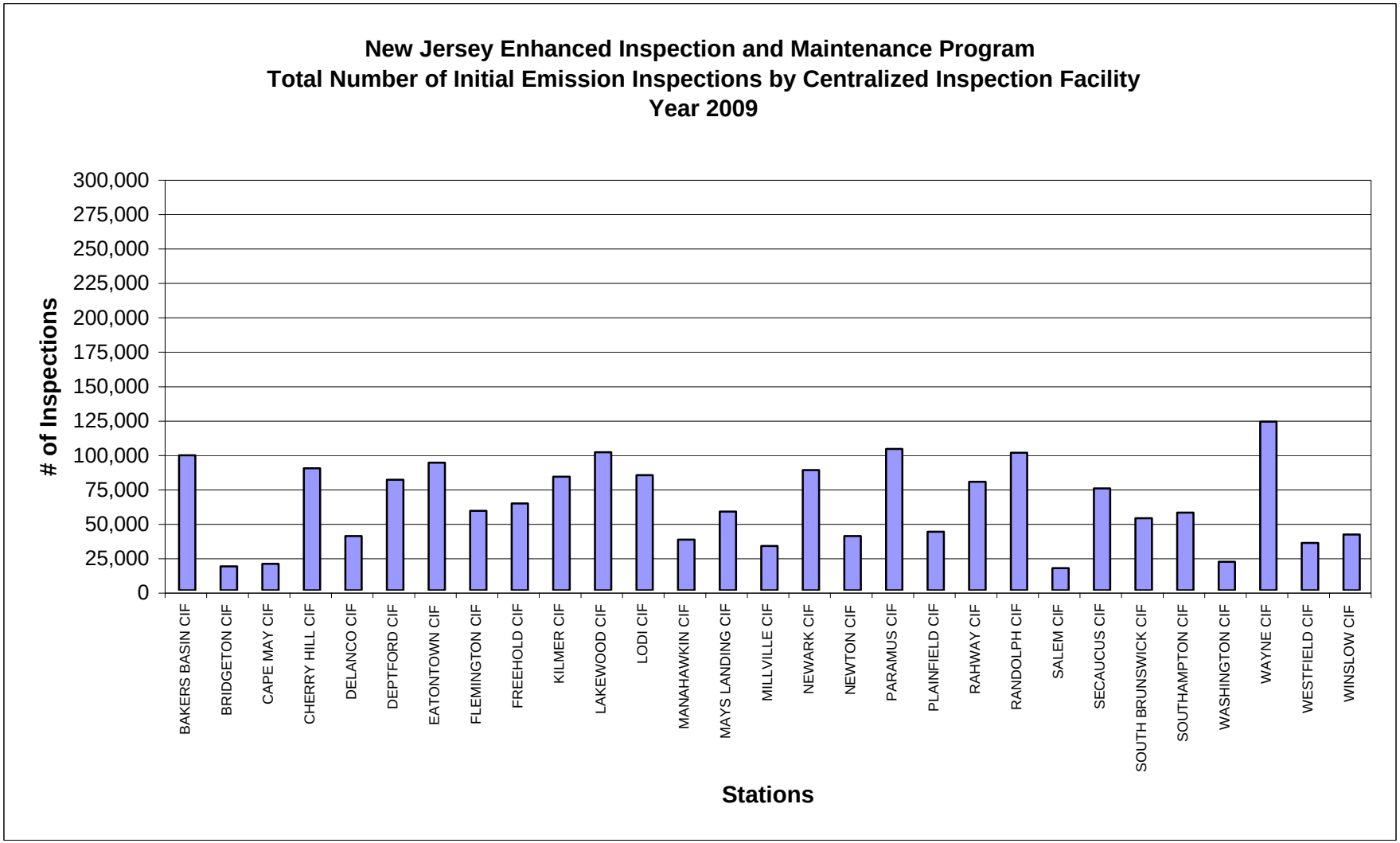

New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2009
# of Inspections
300,000
275,000
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
BAKERS BASIN CIF
BRIDGETON CIF
CAPE MAY CIF
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
NEWARK CIF
NEWTON CIF
PARAMUS CIF
PLAINFIELD CIF
RAHWAY CIF
RANDOLPH CIF
SALEM CIF
SECAUCUS CIF
SOUTH BRUNSWICK CIF
SOUTHAMPTON CIF
WASHINGTON CIF
WAYNE CIF
WESTFIELD CIF
WINSLOW CIF
Stations

Figure C-1

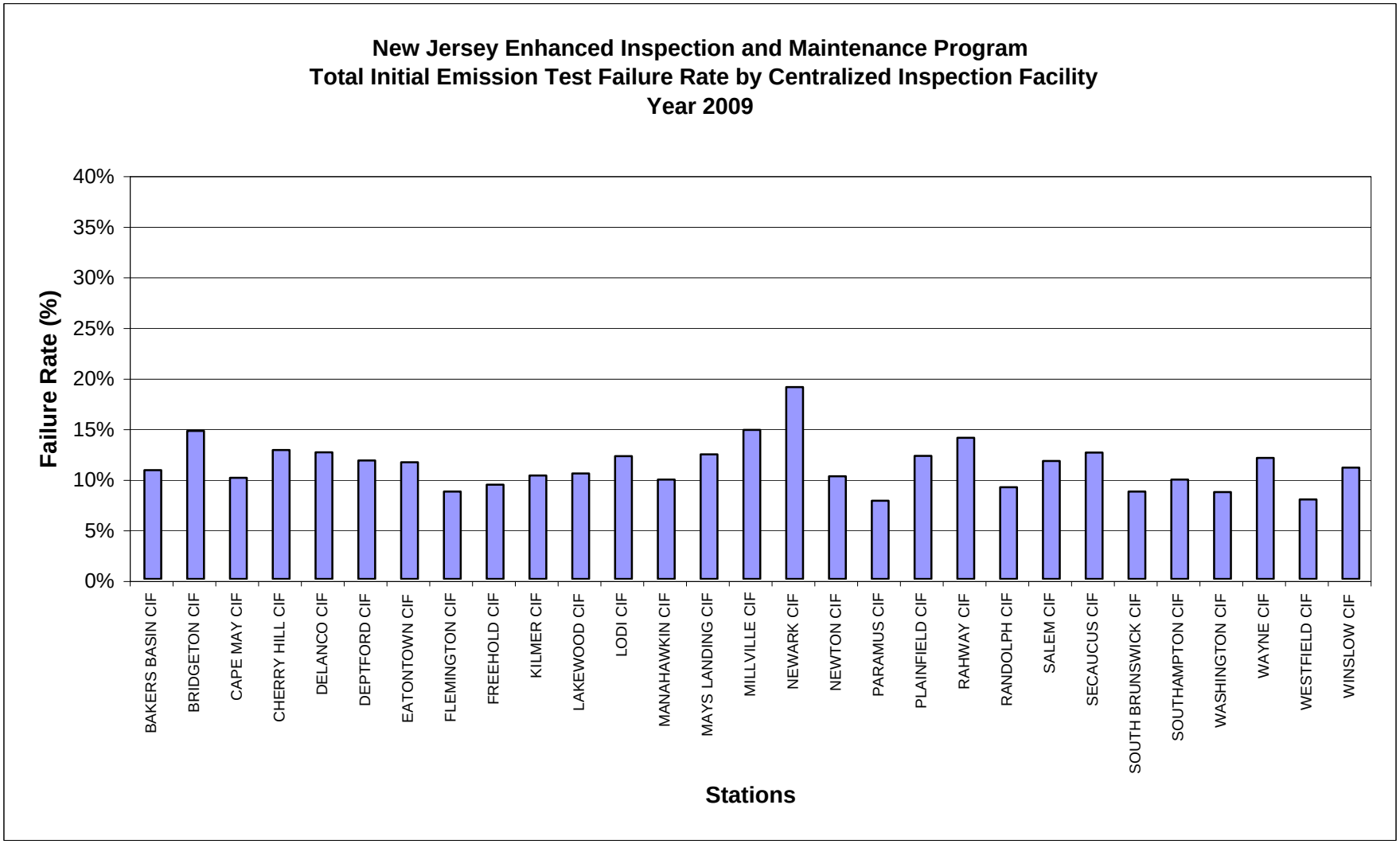

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2009
Failure Rate (%)
40%
35%
30%
25%
20%
15%
10%
5%
0%
BAKERS BASIN CIF
BRIDGETON CIF
CAPE MAY CIF
CHERRY HILL CIF
DELANCO CIF
DEPTFORD CIF
EATONTOWN CIF
FLEMINGTON CIF
FREEHOLD CIF
KILMER CIF
LAKEWOOD CIF
LODI CIF
MANAHAWKIN CIF
MAYS LANDING CIF
MILLVILLE CIF
NEWARK CIF
NEWTON CIF
PARAMUS CIF
PLAINFIELD CIF
RAHWAY CIF
RANDOLPH 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 2009

Model Year	# of Vehicles Tested					
	HDGV	LDGT1	LDGT2	LDGV	Unknown	Total
Pre 85/Unknown	570	2,083	648	9,547	427	13,275
1985	296	1,023	253	4,177	135	5,884
1986	279	1,077	236	3,452	144	5,188
1987	501	2,557	605	9,642	211	13,516
1988	443	1,807	597	6,034	170	9,051
1989	754	3,477	1,156	15,595	287	21,269
1990	316	1,912	625	11,151	114	14,118
1991	352	3,535	900	25,063	154	30,004
1992	325	2,357	865	18,823	110	22,480
1993	711	5,974	2,161	47,921	270	57,037
1994	739	4,960	2,091	33,303	242	41,335
1995	1,859	8,889	5,233	84,509	663	101,153
1996	904	5,188	2,370	53,015	323	61,800
1997	2,538	13,035	4,864	114,534	1,214	136,185
1998	1,088	9,533	3,104	86,141	436	100,302
1999	2,759	14,102	7,132	153,584	1,575	179,152
2000	2,161	11,932	5,133	121,840	1,087	142,153
2001	3,875	18,202	9,056	190,188	2,163	223,484
2002	2,051	10,707	5,726	130,883	1,162	150,529
2003	5,112	20,845	12,941	241,539	2,791	283,228
2004	2,128	9,550	7,965	119,365	1,263	140,271
2005	4,867	20,051	15,081	244,787	2,450	287,236
2006	2,097	8,833	6,413	100,971	1,048	119,362
2007	635	3,870	2,650	33,853	319	41,327
2008	649	3,464	2,234	24,811	237	31,395
2009	203	1,112	732	7,930	138	10,115
2010	5	129	59	384	9	586
Totals	38,217	190,204	100,830	1,893,042	19,142	**2,241,435**
% of Grand Total	1.7%	8.5%	4.5%	84.5%	0.9%	

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

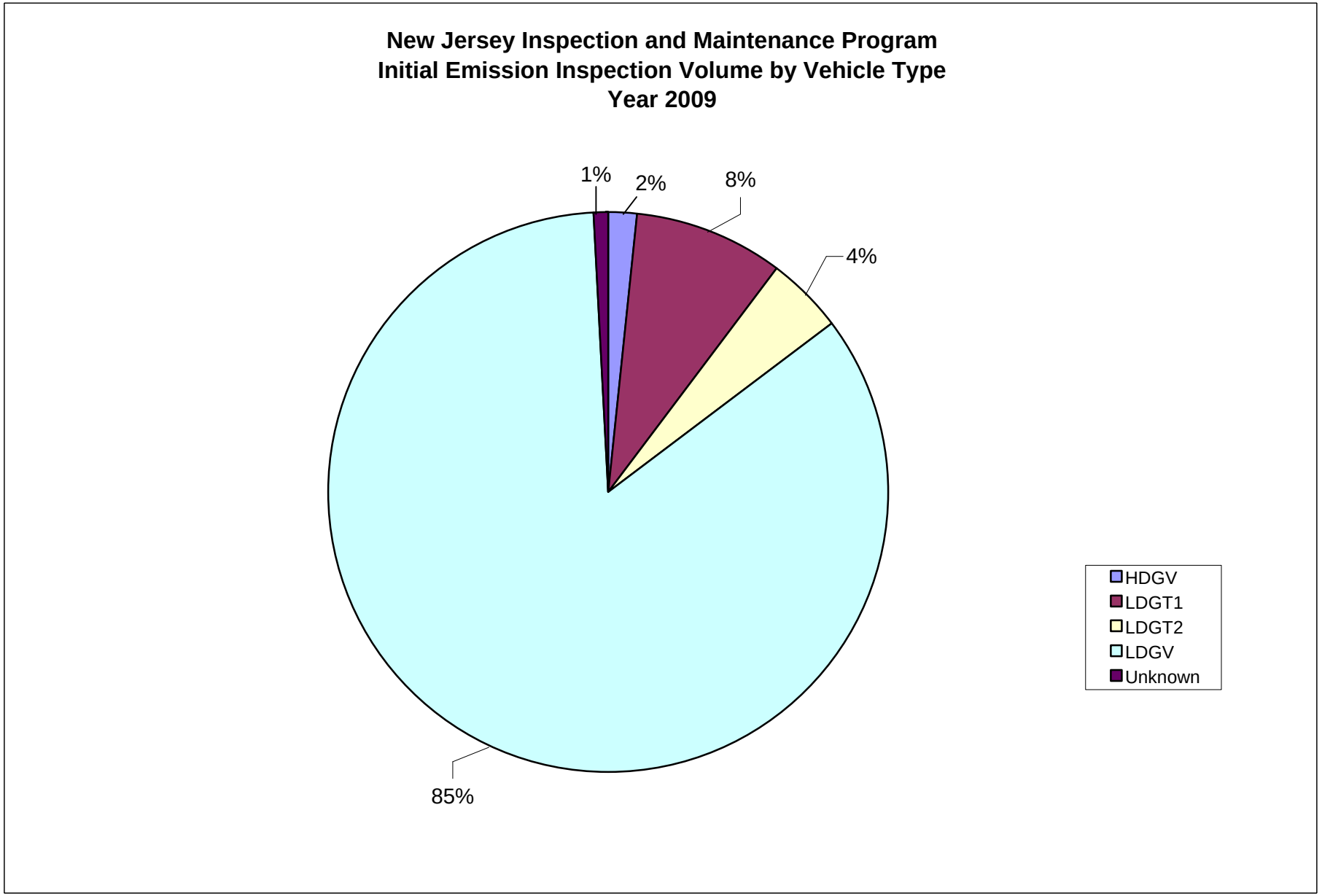

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2009
1%
2%
8%
4%
85%
HDGV
LDGT1
LDGT2
LDGV
Unknown

Figure D-1

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2009

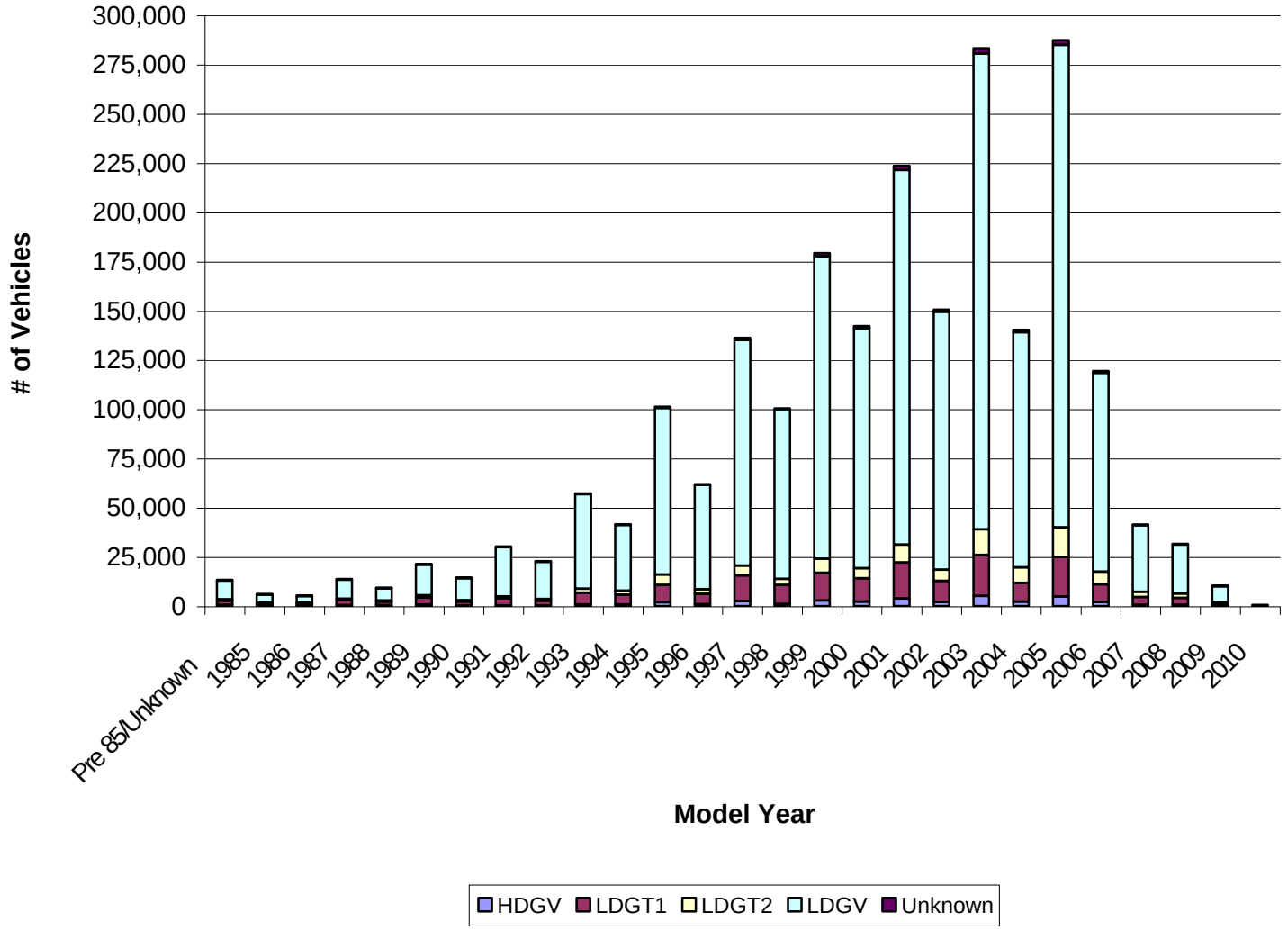


Figure D-2

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 2009

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 85/Unknown	HDGV	570	56	514	9.8%	0	0	0	-
Pre 85/Unknown	LDGT1	2,083	729	1,354	35.0%	10	2	8	20.0%
Pre 85/Unknown	LDGT2	648	79	569	12.2%	7	1	6	14.3%
Pre 85/Unknown	LDGV	9,547	2,023	7,524	21.2%	71	15	56	21.1%
Pre 85/Unknown	Unknown	427	44	383	10.3%	0	0	0	-
1985	HDGV	296	18	278	6.1%	0	0	0	-
1985	LDGT1	1,023	375	648	36.7%	0	0	0	-
1985	LDGT2	253	23	230	9.1%	0	0	0	-
1985	LDGV	4,177	729	3,448	17.5%	0	0	0	-
1985	Unknown	135	14	121	10.4%	0	0	0	-
1986	HDGV	279	20	259	7.2%	0	0	0	-
1986	LDGT1	1,077	401	676	37.2%	0	0	0	-
1986	LDGT2	236	33	203	14.0%	0	0	0	-
1986	LDGV	3,452	633	2,819	18.3%	0	0	0	-
1986	Unknown	144	16	128	11.1%	0	0	0	-
1987	HDGV	501	23	478	4.6%	0	0	0	-
1987	LDGT1	2,557	604	1,953	23.6%	0	0	0	-
1987	LDGT2	605	38	567	6.3%	0	0	0	-
1987	LDGV	9,642	1,455	8,187	15.1%	0	0	0	-
1987	Unknown	211	17	194	8.1%	0	0	0	-
1988	HDGV	443	14	429	3.2%	0	0	0	-
1988	LDGT1	1,807	466	1,341	25.8%	0	0	0	-
1988	LDGT2	597	40	557	6.7%	0	0	0	-
1988	LDGV	6,034	1,010	5,024	16.7%	0	0	0	-
1988	Unknown	170	11	159	6.5%	0	0	0	-
1989	HDGV	754	38	716	5.0%	0	0	0	-
1989	LDGT1	3,477	830	2,647	23.9%	0	0	0	-
1989	LDGT2	1,156	63	1,093	5.4%	0	0	0	-
1989	LDGV	15,595	2,242	13,353	14.4%	0	0	0	-
1989	Unknown	287	24	263	8.4%	0	0	0	-
1990	HDGV	316	16	300	5.1%	0	0	0	-
1990	LDGT1	1,912	441	1,471	23.1%	0	0	0	-
1990	LDGT2	625	30	595	4.8%	0	0	0	-
1990	LDGV	11,151	1,861	9,290	16.7%	0	0	0	-
1990	Unknown	114	9	105	7.9%	0	0	0	-

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2009

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
1991	HDGV	352	4	348	1.1%	0	0	0	-
1991	LDGT1	3,535	792	2,743	22.4%	0	0	0	-
1991	LDGT2	900	37	863	4.1%	0	0	0	-
1991	LDGV	25,063	3,803	21,260	15.2%	0	0	0	-
1991	Unknown	154	10	144	6.5%	0	0	0	-
1992	HDGV	325	13	312	4.0%	0	0	0	-
1992	LDGT1	2,357	571	1,786	24.2%	0	0	0	-
1992	LDGT2	865	48	817	5.5%	0	0	0	-
1992	LDGV	18,823	3,216	15,607	17.1%	0	0	0	-
1992	Unknown	110	9	101	8.2%	0	0	0	-
1993	HDGV	711	21	690	3.0%	0	0	0	-
1993	LDGT1	5,974	1,306	4,668	21.9%	0	0	0	-
1993	LDGT2	2,161	100	2,061	4.6%	0	0	0	-
1993	LDGV	47,921	6,580	41,341	13.7%	0	0	0	-
1993	Unknown	270	14	256	5.2%	0	0	0	-
1994	HDGV	739	28	711	3.8%	0	0	0	-
1994	LDGT1	4,960	988	3,972	19.9%	0	0	0	-
1994	LDGT2	2,091	81	2,010	3.9%	0	0	0	-
1994	LDGV	33,303	4,561	28,742	13.7%	0	0	0	-
1994	Unknown	242	18	224	7.4%	0	0	0	-
1995	HDGV	1,859	49	1,810	2.6%	0	0	0	-
1995	LDGT1	8,889	1,652	7,237	18.6%	0	0	0	-
1995	LDGT2	5,233	162	5,071	3.1%	0	0	0	-
1995	LDGV	84,509	8,156	76,353	9.7%	0	0	0	-
1995	Unknown	663	19	644	2.9%	0	0	0	-
1996	HDGV	904	28	876	3.1%	0	0	0	-
1996	LDGT1	5,188	1,519	3,669	29.3%	4,839	1,254	3,585	25.9%
1996	LDGT2	2,370	293	2,077	12.4%	2,330	278	2,052	11.9%
1996	LDGV	53,015	11,623	41,392	21.9%	52,271	10,266	42,005	19.6%
1996	Unknown	323	17	306	5.3%	1	1	0	100.0%
1997	HDGV	2,538	62	2,476	2.4%	0	0	0	-
1997	LDGT1	13,035	2,989	10,046	22.9%	12,111	2,303	9,808	19.0%
1997	LDGT2	4,864	347	4,517	7.1%	4,829	334	4,495	6.9%
1997	LDGV	114,534	19,819	94,715	17.3%	113,202	17,413	95,789	15.4%
1997	Unknown	1,214	29	1,185	2.4%	7	3	4	42.9%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2009

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
1998	HDGV	1,088	37	1,051	3.4%	0	0	0	-
1998	LDGT1	9,533	2,086	7,447	21.9%	9,045	1,716	7,329	19.0%
1998	LDGT2	3,104	279	2,825	9.0%	3,078	267	2,811	8.7%
1998	LDGV	86,141	15,503	70,638	18.0%	84,317	13,646	70,671	16.2%
1998	Unknown	436	16	420	3.7%	8	1	7	12.5%
1999	HDGV	2,759	36	2,723	1.3%	0	0	0	-
1999	LDGT1	14,102	2,649	11,453	18.8%	12,987	1,941	11,046	14.9%
1999	LDGT2	7,132	352	6,780	4.9%	7,110	331	6,779	4.7%
1999	LDGV	153,584	20,725	132,859	13.5%	152,362	17,611	134,751	11.6%
1999	Unknown	1,575	45	1,530	2.9%	11	1	10	9.1%
2000	HDGV	2,161	31	2,130	1.4%	0	0	0	-
2000	LDGT1	11,932	2,109	9,823	17.7%	11,178	1,542	9,636	13.8%
2000	LDGT2	5,133	283	4,850	5.5%	5,108	252	4,856	4.9%
2000	LDGV	121,840	16,972	104,868	13.9%	120,793	14,598	106,195	12.1%
2000	Unknown	1,087	16	1,071	1.5%	7	0	7	0.0%
2001	HDGV	3,875	22	3,853	0.6%	0	0	0	-
2001	LDGT1	18,202	3,906	14,296	21.5%	16,867	3,103	13,764	18.4%
2001	LDGT2	9,056	466	8,590	5.1%	9,034	441	8,593	4.9%
2001	LDGV	190,188	25,512	164,676	13.4%	188,626	22,563	166,063	12.0%
2001	Unknown	2,163	23	2,140	1.1%	11	2	9	18.2%
2002	HDGV	2,051	16	2,035	0.8%	0	0	0	-
2002	LDGT1	10,707	2,039	8,668	19.0%	9,895	1,521	8,374	15.4%
2002	LDGT2	5,726	346	5,380	6.0%	5,712	316	5,396	5.5%
2002	LDGV	130,883	14,985	115,898	11.4%	130,140	12,733	117,407	9.8%
2002	Unknown	1,162	17	1,145	1.5%	3	1	2	33.3%
2003	HDGV	5,112	30	5,082	0.6%	0	0	0	-
2003	LDGT1	20,845	3,478	17,367	16.7%	19,319	2,133	17,186	11.0%
2003	LDGT2	12,941	358	12,583	2.8%	12,903	327	12,576	2.5%
2003	LDGV	241,539	19,674	221,865	8.1%	239,420	14,662	224,758	6.1%
2003	Unknown	2,791	31	2,760	1.1%	22	5	17	22.7%
2004	HDGV	2,128	10	2,118	0.5%	0	0	0	-
2004	LDGT1	9,550	958	8,592	10.0%	8,894	614	8,280	6.9%
2004	LDGT2	7,965	187	7,778	2.3%	7,690	172	7,518	2.2%
2004	LDGV	119,365	8,823	110,542	7.4%	116,834	6,025	110,809	5.2%
2004	Unknown	1,263	11	1,252	0.9%	5	0	5	0.0%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2009

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
2005	HDGV	4,867	10	4,857	0.2%	0	0	0	-
2005	LDGT1	20,051	1,687	18,364	8.4%	18,592	1,129	17,463	6.1%
2005	LDGT2	15,081	164	14,917	1.1%	14,227	152	14,075	1.1%
2005	LDGV	244,787	12,720	232,067	5.2%	233,791	8,582	225,209	3.7%
2005	Unknown	2,450	7	2,443	0.3%	5	0	5	0.0%
2006	HDGV	2,097	10	2,087	0.5%	0	0	0	-
2006	LDGT1	8,833	413	8,420	4.7%	8,197	280	7,917	3.4%
2006	LDGT2	6,413	68	6,345	1.1%	6,010	58	5,952	1.0%
2006	LDGV	100,971	5,350	95,621	5.3%	96,629	3,768	92,861	3.9%
2006	Unknown	1,048	5	1,043	0.5%	14	0	14	0.0%
2007	HDGV	635	0	635	0.0%	0	0	0	-
2007	LDGT1	3,870	115	3,755	3.0%	3,543	79	3,464	2.2%
2007	LDGT2	2,650	12	2,638	0.5%	2,434	9	2,425	0.4%
2007	LDGV	33,853	1,794	32,059	5.3%	31,891	1,251	30,640	3.9%
2007	Unknown	319	2	317	0.6%	4	2	2	50.0%
2008	HDGV	649	1	648	0.2%	0	0	0	-
2008	LDGT1	3,464	64	3,400	1.8%	3,163	44	3,119	1.4%
2008	LDGT2	2,234	14	2,220	0.6%	2,060	12	2,048	0.6%
2008	LDGV	24,811	1,109	23,702	4.5%	23,175	865	22,310	3.7%
2008	Unknown	237	0	237	0.0%	1	0	1	0.0%
2009	HDGV	203	1	202	0.5%	0	0	0	-
2009	LDGT1	1,112	16	1,096	1.4%	990	9	981	0.9%
2009	LDGT2	732	6	726	0.8%	643	6	637	0.9%
2009	LDGV	7,930	385	7,545	4.9%	7,255	325	6,930	4.5%
2009	Unknown	138	0	138	0.0%	1	0	1	0.0%
2010	HDGV	5	0	5	0.0%	0	0	0	-
2010	LDGT1	129	2	127	1.6%	74	2	72	2.7%
2010	LDGT2	59	0	59	0.0%	24	0	24	0.0%
2010	LDGV	384	36	348	9.4%	265	34	231	12.8%
2010	Unknown	9	0	9	0.0%	0	0	0	-
Totals		**2,241,435**	**249,411**	**1,992,024**	**11.1%**	**1,814,045**	**165,001**	**1,649,044**	**9.1%**

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2009

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 85/Unknown	HDGV	0	0	0	-	0	0	0	-	570	48	522	8.4%
Pre 85/Unknown	LDGT1	225	42	183	18.7%	775	220	555	28.4%	1,073	362	711	33.7%
Pre 85/Unknown	LDGT2	61	6	55	9.8%	211	28	183	13.3%	369	36	333	9.8%
Pre 85/Unknown	LDGV	709	158	551	22.3%	3,074	507	2,563	16.5%	5,693	1,125	4,568	19.8%
Pre 85/Unknown	Unknown	1	1	0	100.0%	8	4	4	50.0%	418	34	384	8.1%
1985	HDGV	0	0	0	-	0	0	0	-	296	17	279	5.7%
1985	LDGT1	190	31	159	16.3%	728	216	512	29.7%	105	68	37	64.8%
1985	LDGT2	46	1	45	2.2%	207	14	193	6.8%	0	0	0	-
1985	LDGV	726	141	585	19.4%	3,351	465	2,883	13.9%	100	13	87	13.0%
1985	Unknown	1	0	1	0.0%	3	2	1	66.7%	131	9	122	6.9%
1986	HDGV	0	0	0	-	0	0	0	-	279	18	261	6.5%
1986	LDGT1	247	56	191	22.7%	715	186	529	26.0%	115	79	36	68.7%
1986	LDGT2	63	5	58	7.9%	173	23	150	13.3%	0	0	0	-
1986	LDGV	814	173	641	21.3%	2,553	364	2,189	14.3%	85	10	75	11.8%
1986	Unknown	0	0	0	-	0	0	0	-	144	15	129	10.4%
1987	HDGV	0	0	0	-	0	0	0	-	501	21	480	4.2%
1987	LDGT1	524	48	476	9.2%	1,844	327	1,516	17.7%	189	112	77	59.3%
1987	LDGT2	116	3	113	2.6%	489	29	460	5.9%	0	0	0	-
1987	LDGV	1,785	293	1,492	16.4%	7,608	920	6,683	12.1%	249	27	222	10.8%
1987	Unknown	0	0	0	-	0	0	0	-	211	15	196	7.1%
1988	HDGV	0	0	0	-	0	0	0	-	443	10	433	2.3%
1988	LDGT1	445	98	347	22.0%	1,240	213	1,026	17.2%	122	70	52	57.4%
1988	LDGT2	153	8	145	5.2%	444	24	420	5.4%	0	0	0	-
1988	LDGV	1,508	278	1,230	18.4%	4,391	573	3,816	13.0%	135	21	114	15.6%
1988	Unknown	0	0	0	-	1	0	1	0.0%	169	9	160	5.3%
1989	HDGV	0	0	0	-	0	0	0	-	754	33	721	4.4%
1989	LDGT1	768	139	629	18.1%	2,443	402	2,039	16.5%	266	125	141	47.0%
1989	LDGT2	248	13	235	5.2%	908	41	862	4.5%	0	0	0	-
1989	LDGV	3,031	410	2,621	13.5%	12,369	1,424	10,940	11.5%	195	21	174	10.8%
1989	Unknown	0	0	0	-	1	0	1	0.0%	286	22	264	7.7%
1990	HDGV	0	0	0	-	0	0	0	-	316	13	303	4.1%
1990	LDGT1	508	94	414	18.5%	1,269	190	1,078	15.0%	135	53	82	39.3%
1990	LDGT2	168	5	163	3.0%	457	21	435	4.6%	0	0	0	-
1990	LDGV	3,046	489	2,557	16.1%	7,981	1,076	6,898	13.5%	124	14	110	11.3%
1990	Unknown	1	0	1	0.0%	3	0	3	0.0%	110	7	103	6.4%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2009

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
1991	HDGV	0	0	0	-	0	0	0	-	352	4	348	1.1%
1991	LDGT1	836	183	653	21.9%	2,564	365	2,198	14.2%	135	55	80	40.7%
1991	LDGT2	186	4	182	2.2%	714	20	694	2.8%	0	0	0	-
1991	LDGV	4,936	945	3,991	19.1%	19,943	2,229	17,695	11.2%	184	10	174	5.4%
1991	Unknown	0	0	0	-	1	0	1	0.0%	153	7	146	4.6%
1992	HDGV	0	0	0	-	0	0	0	-	325	7	318	2.2%
1992	LDGT1	641	147	494	22.9%	1,578	243	1,332	15.4%	138	41	97	29.7%
1992	LDGT2	246	14	232	5.7%	619	26	592	4.2%	0	0	0	-
1992	LDGV	5,185	1,065	4,120	20.5%	13,515	1,696	11,805	12.5%	123	6	117	4.9%
1992	Unknown	0	0	0	-	0	0	0	-	110	8	102	7.3%
1993	HDGV	0	0	0	-	0	0	0	-	711	20	691	2.8%
1993	LDGT1	1,296	248	1,048	19.1%	4,452	674	3,776	15.1%	226	69	157	30.5%
1993	LDGT2	452	9	443	2.0%	1,709	69	1,638	4.0%	0	0	0	-
1993	LDGV	9,546	1,557	7,989	16.3%	38,086	4,009	34,042	10.5%	289	14	275	4.8%
1993	Unknown	1	0	1	0.0%	1	0	0	0.0%	268	10	258	3.7%
1994	HDGV	0	0	0	-	0	0	0	-	739	21	718	2.8%
1994	LDGT1	1,297	216	1,081	16.7%	3,391	418	2,970	12.3%	272	74	198	27.2%
1994	LDGT2	561	20	541	3.6%	1,530	51	1,478	3.3%	0	0	0	-
1994	LDGV	8,984	1,313	7,671	14.6%	24,011	2,476	21,514	10.3%	308	14	294	4.5%
1994	Unknown	0	0	0	-	5	1	3	20.0%	237	7	230	3.0%
1995	HDGV	0	0	0	-	0	0	0	-	1,859	38	1,821	2.0%
1995	LDGT1	1,714	271	1,443	15.8%	6,458	701	5,755	10.9%	717	195	522	27.2%
1995	LDGT2	1,120	14	1,106	1.3%	4,113	113	3,992	2.7%	0	0	0	-
1995	LDGV	16,534	1,683	14,851	10.2%	67,541	4,536	62,958	6.7%	434	15	419	3.5%
1995	Unknown	0	0	0	-	6	1	5	16.7%	657	14	643	2.1%
1996	HDGV	0	0	0	-	0	0	0	-	904	24	880	2.7%
1996	LDGT1	2	1	1	50.0%	27	1	26	3.7%	320	69	251	21.6%
1996	LDGT2	7	0	7	0.0%	33	0	33	0.0%	0	0	0	-
1996	LDGV	56	2	54	3.6%	372	14	358	3.8%	316	16	300	5.1%
1996	Unknown	0	0	0	-	1	0	1	0.0%	321	14	307	4.4%
1997	HDGV	0	0	0	-	0	0	0	-	2,538	47	2,491	1.9%
1997	LDGT1	13	3	10	23.1%	33	3	30	9.1%	878	148	730	16.9%
1997	LDGT2	7	0	7	0.0%	28	0	28	0.0%	0	0	0	-
1997	LDGV	143	14	129	9.8%	571	23	547	4.0%	618	32	586	5.2%
1997	Unknown	0	0	0	-	0	0	0	-	1,207	18	1,189	1.5%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2009

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
1998	HDGV	0	0	0	-	0	0	0	-	1,088	14	1,074	1.3%
1998	LDGT1	15	0	15	0.0%	73	2	71	2.7%	400	53	347	13.3%
1998	LDGT2	2	0	2	0.0%	24	0	24	0.0%	0	0	0	-
1998	LDGV	361	21	340	5.8%	1,073	20	1,052	1.9%	390	16	374	4.1%
1998	Unknown	0	0	0	-	0	0	0	-	428	8	420	1.9%
1999	HDGV	0	0	0	-	0	0	0	-	2,759	25	2,734	0.9%
1999	LDGT1	1	0	1	0.0%	14	1	13	7.1%	1,100	141	959	12.8%
1999	LDGT2	0	0	0	-	22	0	22	0.0%	0	0	0	-
1999	LDGV	58	2	56	3.4%	465	7	458	1.5%	699	14	685	2.0%
1999	Unknown	0	0	0	-	1	1	0	100.0%	1,563	23	1,540	1.5%
2000	HDGV	0	0	0	-	0	0	0	-	2,161	23	2,138	1.1%
2000	LDGT1	3	0	3	0.0%	19	0	19	0.0%	732	52	680	7.1%
2000	LDGT2	2	0	2	0.0%	23	0	23	0.0%	0	0	0	-
2000	LDGV	45	0	45	0.0%	263	2	261	0.8%	739	16	723	2.2%
2000	Unknown	0	0	0	-	0	0	0	-	1,080	6	1,074	0.6%
2001	HDGV	0	0	0	-	0	0	0	-	3,875	9	3,866	0.2%
2001	LDGT1	2	0	2	0.0%	31	0	31	0.0%	1,302	55	1,247	4.2%
2001	LDGT2	3	0	3	0.0%	19	0	19	0.0%	0	0	0	-
2001	LDGV	81	0	81	0.0%	474	4	470	0.8%	1,007	12	995	1.2%
2001	Unknown	0	0	0	-	1	0	1	0.0%	2,151	10	2,141	0.5%
2002	HDGV	0	0	0	-	0	0	0	-	2,051	9	2,042	0.4%
2002	LDGT1	5	0	5	0.0%	95	1	94	1.1%	712	27	685	3.8%
2002	LDGT2	1	0	1	0.0%	13	0	13	0.0%	0	0	0	-
2002	LDGV	9	0	9	0.0%	155	4	151	2.6%	579	4	575	0.7%
2002	Unknown	0	0	0	-	0	0	0	-	1,159	3	1,156	0.3%
2003	HDGV	0	0	0	-	0	0	0	-	5,112	9	5,103	0.2%
2003	LDGT1	0	0	0	-	32	0	32	0.0%	1,494	49	1,445	3.3%
2003	LDGT2	3	0	3	0.0%	35	0	35	0.0%	0	0	0	-
2003	LDGV	54	0	54	0.0%	649	2	647	0.3%	1,416	3	1,413	0.2%
2003	Unknown	0	0	0	-	3	0	2	0.0%	2,766	5	2,761	0.2%
2004	HDGV	0	0	0	-	0	0	0	-	2,128	2	2,126	0.1%
2004	LDGT1	7	0	7	0.0%	53	1	52	1.9%	596	9	587	1.5%
2004	LDGT2	36	0	36	0.0%	239	0	239	0.0%	0	0	0	-
2004	LDGV	261	1	260	0.4%	1,626	4	1,619	0.2%	644	3	641	0.5%
2004	Unknown	0	0	0	-	1	0	1	0.0%	1,257	2	1,255	0.2%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2009

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
2005	HDGV	0	0	0	-	0	0	0	-	4,867	3	4,864	0.1%
2005	LDGT1	19	0	19	0.0%	315	2	312	0.6%	1,125	8	1,117	0.7%
2005	LDGT2	81	0	81	0.0%	773	0	773	0.0%	0	0	0	-
2005	LDGV	1,168	1	1,167	0.1%	8,462	14	8,446	0.2%	1,366	1	1,365	0.1%
2005	Unknown	0	0	0	-	1	0	1	0.0%	2,444	0	2,444	0.0%
2006	HDGV	0	0	0	-	0	0	0	-	2,097	1	2,096	0.0%
2006	LDGT1	2	0	2	0.0%	194	0	194	0.0%	440	2	438	0.5%
2006	LDGT2	17	0	17	0.0%	386	0	386	0.0%	0	0	0	-
2006	LDGV	135	3	132	2.2%	3,519	11	3,503	0.3%	688	1	687	0.1%
2006	Unknown	0	0	0	-	2	0	2	0.0%	1,032	0	1,032	0.0%
2007	HDGV	0	0	0	-	0	0	0	-	635	0	635	0.0%
2007	LDGT1	3	0	3	0.0%	202	0	202	0.0%	122	1	121	0.8%
2007	LDGT2	7	0	7	0.0%	209	0	208	0.0%	0	0	0	-
2007	LDGV	91	0	91	0.0%	1,724	4	1,719	0.2%	147	1	146	0.7%
2007	Unknown	0	0	0	-	1	0	1	0.0%	314	0	314	0.0%
2008	HDGV	0	0	0	-	0	0	0	-	649	0	649	0.0%
2008	LDGT1	4	0	4	0.0%	187	0	187	0.0%	110	0	110	0.0%
2008	LDGT2	11	0	11	0.0%	163	1	162	0.6%	0	0	0	-
2008	LDGV	72	0	72	0.0%	1,411	7	1,404	0.5%	153	0	153	0.0%
2008	Unknown	0	0	0	-	2	0	2	0.0%	234	0	234	0.0%
2009	HDGV	0	0	0	-	0	0	0	-	203	0	203	0.0%
2009	LDGT1	1	0	1	0.0%	96	1	95	1.0%	25	0	25	0.0%
2009	LDGT2	3	0	3	0.0%	86	0	86	0.0%	0	0	0	-
2009	LDGV	16	0	16	0.0%	622	2	620	0.3%	37	2	35	5.4%
2009	Unknown	0	0	0	-	0	0	0	-	137	0	137	0.0%
2010	HDGV	0	0	0	-	0	0	0	-	5	0	5	0.0%
2010	LDGT1	0	0	0	-	55	0	55	0.0%	0	0	0	-
2010	LDGT2	0	0	0	-	35	0	35	0.0%	0	0	0	-
2010	LDGV	0	0	0	-	119	0	119	0.0%	0	0	0	-
2010	Unknown	0	0	0	-	0	0	0	-	9	0	9	0.0%
Totals		**71,726**	**10,229**	**61,497**	**14.3%**	**268,515**	**25,029**	**243,272**	**9.3%**	**87,149**	**4,026**	**83,123**	**4.6%**

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2009

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 85/Unknown	HDGV	516	14	502	2.7%	360	3	357	0.83%	570	1	569	0.18%
Pre 85/Unknown	LDGT1	1,746	165	1,581	9.5%	1,510	18	1,492	1.19%	2,083	13	2,070	0.62%
Pre 85/Unknown	LDGT2	585	18	567	3.1%	500	4	496	0.80%	648	1	647	0.15%
Pre 85/Unknown	LDGV	7,100	330	6,770	4.6%	6,531	41	6,490	0.63%	9,547	39	9,508	0.41%
Pre 85/Unknown	Unknown	297	6	291	2.0%	194	0	194	0.00%	427	0	427	0.00%
1985	HDGV	282	2	280	0.7%	232	1	231	0.43%	296	0	296	0.00%
1985	LDGT1	1,000	85	915	8.5%	968	5	963	0.52%	1,023	11	1,012	1.08%
1985	LDGT2	253	13	240	5.1%	250	0	250	0.00%	253	2	251	0.79%
1985	LDGV	4,092	148	3,944	3.6%	4,155	11	4,144	0.26%	4,177	16	4,161	0.38%
1985	Unknown	112	3	109	2.7%	97	1	96	1.03%	135	0	135	0.00%
1986	HDGV	271	4	267	1.5%	225	1	224	0.44%	279	0	279	0.00%
1986	LDGT1	1,051	106	945	10.1%	1,023	9	1,014	0.88%	1,077	9	1,068	0.84%
1986	LDGT2	233	6	227	2.6%	230	2	228	0.87%	236	1	235	0.42%
1986	LDGV	3,355	117	3,238	3.5%	3,404	5	3,399	0.15%	3,452	14	3,438	0.41%
1986	Unknown	119	3	116	2.5%	98	1	97	1.02%	144	0	144	0.00%
1987	HDGV	471	4	467	0.8%	453	4	449	0.88%	501	1	500	0.20%
1987	LDGT1	2,527	154	2,373	6.1%	2,500	5	2,495	0.20%	2,557	14	2,543	0.55%
1987	LDGT2	603	6	597	1.0%	602	4	598	0.66%	605	3	602	0.50%
1987	LDGV	9,499	290	9,209	3.1%	9,582	12	9,570	0.13%	9,642	33	9,609	0.34%
1987	Unknown	164	1	163	0.6%	171	2	169	1.17%	211	1	210	0.47%
1988	HDGV	427	5	422	1.2%	427	1	426	0.23%	443	2	441	0.45%
1988	LDGT1	1,796	119	1,677	6.6%	1,784	3	1,781	0.17%	1,807	18	1,789	1.00%
1988	LDGT2	595	11	584	1.8%	595	2	593	0.34%	597	0	597	0.00%
1988	LDGV	5,940	191	5,749	3.2%	5,972	14	5,958	0.23%	6,034	18	6,016	0.30%
1988	Unknown	133	3	130	2.3%	150	1	149	0.67%	170	0	170	0.00%
1989	HDGV	738	12	726	1.6%	744	1	743	0.13%	754	1	753	0.13%
1989	LDGT1	3,457	216	3,241	6.2%	3,448	3	3,445	0.09%	3,477	24	3,453	0.69%
1989	LDGT2	1,154	14	1,140	1.2%	1,152	1	1,151	0.09%	1,156	5	1,151	0.43%
1989	LDGV	15,436	475	14,961	3.1%	15,534	13	15,521	0.08%	15,595	54	15,541	0.35%
1989	Unknown	265	9	256	3.4%	268	0	268	0.00%	287	1	286	0.35%
1990	HDGV	311	6	305	1.9%	309	0	309	0.00%	316	0	316	0.00%
1990	LDGT1	1,899	128	1,771	6.7%	1,892	3	1,889	0.16%	1,912	12	1,900	0.63%
1990	LDGT2	625	5	620	0.8%	622	2	620	0.32%	625	3	622	0.48%
1990	LDGV	11,050	363	10,687	3.3%	11,073	13	11,060	0.12%	11,151	41	11,110	0.37%
1990	Unknown	100	3	97	3.0%	112	1	111	0.89%	114	0	114	0.00%

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Year 2009

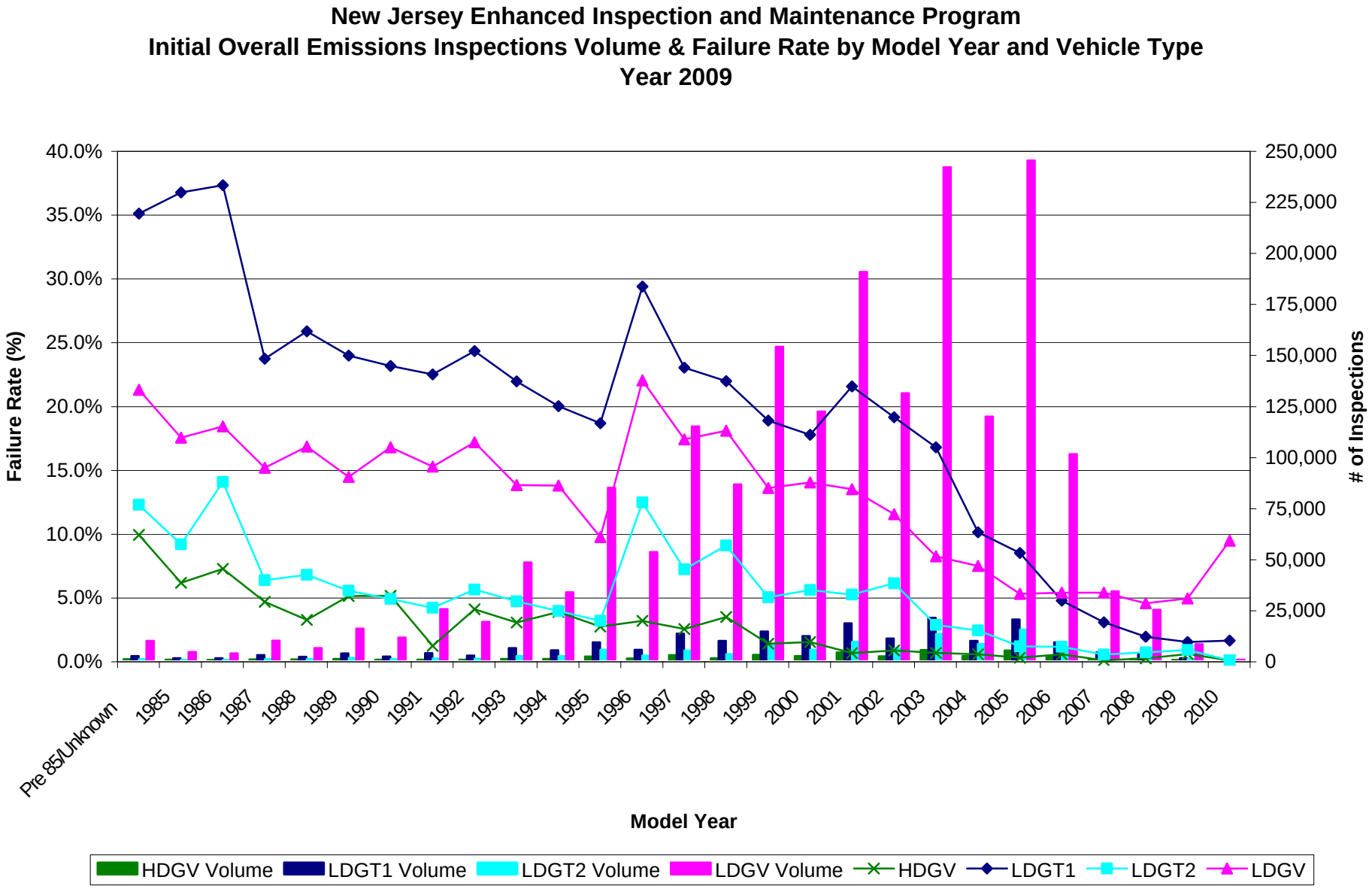
Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
1991	HDGV	350	0	350	0.0%	348	0	348	0.00%	352	0	352	0.00%
1991	LDGT1	3,519	228	3,291	6.5%	3,514	2	3,512	0.06%	3,535	30	3,505	0.85%
1991	LDGT2	900	13	887	1.4%	899	2	897	0.22%	900	2	898	0.22%
1991	LDGV	24,932	733	24,199	2.9%	24,978	30	24,948	0.12%	25,063	96	24,967	0.38%
1991	Unknown	134	4	130	3.0%	148	0	148	0.00%	154	0	154	0.00%
1992	HDGV	322	6	316	1.9%	324	1	323	0.31%	325	0	325	0.00%
1992	LDGT1	2,351	163	2,188	6.9%	2,334	3	2,331	0.13%	2,357	13	2,344	0.55%
1992	LDGT2	861	10	851	1.2%	857	0	857	0.00%	865	2	863	0.23%
1992	LDGV	18,769	549	18,220	2.9%	18,666	29	18,637	0.16%	18,823	87	18,736	0.46%
1992	Unknown	102	1	101	1.0%	107	1	106	0.93%	110	0	110	0.00%
1993	HDGV	709	3	706	0.4%	707	0	707	0.00%	711	0	711	0.00%
1993	LDGT1	5,941	379	5,562	6.4%	5,964	9	5,955	0.15%	5,974	26	5,948	0.44%
1993	LDGT2	2,161	29	2,132	1.3%	2,148	2	2,146	0.09%	2,161	4	2,157	0.19%
1993	LDGV	47,814	1,217	46,597	2.5%	47,754	40	47,714	0.08%	47,921	185	47,736	0.39%
1993	Unknown	255	3	252	1.2%	263	0	263	0.00%	270	0	270	0.00%
1994	HDGV	737	9	728	1.2%	734	1	733	0.14%	739	1	738	0.14%
1994	LDGT1	4,949	317	4,632	6.4%	4,931	4	4,927	0.08%	4,960	12	4,948	0.24%
1994	LDGT2	2,090	16	2,074	0.8%	2,076	0	2,076	0.00%	2,091	2	2,089	0.10%
1994	LDGV	33,198	916	32,282	2.8%	33,080	38	33,042	0.11%	33,303	126	33,177	0.38%
1994	Unknown	232	11	221	4.7%	234	0	234	0.00%	242	1	241	0.41%
1995	HDGV	1,854	13	1,841	0.7%	1,847	2	1,845	0.11%	1,859	0	1,859	0.00%
1995	LDGT1	8,853	550	8,303	6.2%	8,865	8	8,857	0.09%	8,889	32	8,857	0.36%
1995	LDGT2	5,233	50	5,183	1.0%	5,222	1	5,221	0.02%	5,233	2	5,231	0.04%
1995	LDGV	84,282	2,128	82,154	2.5%	84,288	38	84,250	0.05%	84,509	216	84,293	0.26%
1995	Unknown	628	7	621	1.1%	648	0	648	0.00%	663	0	663	0.00%
1996	HDGV	901	5	896	0.6%	892	0	892	0.00%	904	1	903	0.11%
1996	LDGT1	5,179	257	4,922	5.0%	5,161	1	5,160	0.02%	5,188	26	5,162	0.50%
1996	LDGT2	2,368	38	2,330	1.6%	2,362	1	2,361	0.04%	2,370	3	2,367	0.13%
1996	LDGV	52,900	1,704	51,196	3.2%	52,719	36	52,683	0.07%	53,015	360	52,655	0.68%
1996	Unknown	307	3	304	1.0%	317	0	317	0.00%	323	0	323	0.00%
1997	HDGV	2,537	23	2,514	0.9%	2,477	0	2,477	0.00%	2,538	0	2,538	0.00%
1997	LDGT1	13,018	659	12,359	5.1%	12,994	2	12,992	0.02%	13,035	24	13,011	0.18%
1997	LDGT2	4,864	35	4,829	0.7%	4,853	1	4,852	0.02%	4,864	2	4,862	0.04%
1997	LDGV	114,276	2,819	111,457	2.5%	114,153	44	114,109	0.04%	114,534	520	114,014	0.45%
1997	Unknown	1,190	12	1,178	1.0%	1,187	0	1,187	0.00%	1,214	0	1,214	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2009

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
1998	HDGV	1,084	24	1,060	2.2%	1,086	0	1,086	0.00%	1,088	0	1,088	0.00%
1998	LDGT1	9,523	402	9,121	4.2%	9,478	3	9,475	0.03%	9,533	21	9,512	0.22%
1998	LDGT2	3,098	30	3,068	1.0%	3,094	1	3,093	0.03%	3,104	3	3,101	0.10%
1998	LDGV	85,870	2,151	83,719	2.5%	85,688	45	85,643	0.05%	86,141	392	85,749	0.46%
1998	Unknown	419	9	410	2.1%	430	1	429	0.23%	436	0	436	0.00%
1999	HDGV	2,755	13	2,742	0.5%	2,757	0	2,757	0.00%	2,759	0	2,759	0.00%
1999	LDGT1	14,095	669	13,426	4.7%	14,064	5	14,059	0.04%	14,102	30	14,072	0.21%
1999	LDGT2	7,130	35	7,095	0.5%	7,117	1	7,116	0.01%	7,132	3	7,129	0.04%
1999	LDGV	153,141	3,569	149,572	2.3%	153,104	39	153,065	0.03%	153,584	497	153,087	0.32%
1999	Unknown	1,553	21	1,532	1.4%	1,568	0	1,568	0.00%	1,575	1	1,574	0.06%
2000	HDGV	2,159	9	2,150	0.4%	2,158	0	2,158	0.00%	2,161	1	2,160	0.05%
2000	LDGT1	11,926	592	11,334	5.0%	11,890	1	11,889	0.01%	11,932	17	11,915	0.14%
2000	LDGT2	5,127	47	5,080	0.9%	5,118	0	5,118	0.00%	5,133	3	5,130	0.06%
2000	LDGV	121,447	2,787	118,660	2.3%	121,392	16	121,376	0.01%	121,840	340	121,500	0.28%
2000	Unknown	1,077	10	1,067	0.9%	1,085	0	1,085	0.00%	1,087	0	1,087	0.00%
2001	HDGV	3,870	15	3,855	0.4%	3,873	0	3,873	0.00%	3,875	0	3,875	0.00%
2001	LDGT1	18,190	887	17,303	4.9%	18,134	0	18,134	0.00%	18,202	20	18,182	0.11%
2001	LDGT2	9,020	54	8,966	0.6%	9,002	0	9,002	0.00%	9,056	1	9,055	0.01%
2001	LDGV	189,047	3,578	185,469	1.9%	189,495	28	189,467	0.01%	190,188	267	189,921	0.14%
2001	Unknown	2,142	13	2,129	0.6%	2,162	0	2,162	0.00%	2,163	1	2,162	0.05%
2002	HDGV	2,046	7	2,039	0.3%	2,048	0	2,048	0.00%	2,051	1	2,050	0.05%
2002	LDGT1	10,611	589	10,022	5.6%	10,664	1	10,663	0.01%	10,707	3	10,704	0.03%
2002	LDGT2	5,708	55	5,653	1.0%	5,700	0	5,700	0.00%	5,726	2	5,724	0.03%
2002	LDGV	129,651	2,702	126,949	2.1%	130,367	22	130,345	0.02%	130,883	102	130,781	0.08%
2002	Unknown	1,150	13	1,137	1.1%	1,159	0	1,159	0.00%	1,162	0	1,162	0.00%
2003	HDGV	5,104	23	5,081	0.5%	5,107	0	5,107	0.00%	5,112	1	5,111	0.02%
2003	LDGT1	20,695	1,476	19,219	7.1%	20,798	0	20,798	0.00%	20,845	7	20,838	0.03%
2003	LDGT2	12,901	51	12,850	0.4%	12,909	0	12,909	0.00%	12,941	0	12,941	0.00%
2003	LDGV	238,289	5,666	232,623	2.4%	240,975	25	240,950	0.01%	241,539	63	241,476	0.03%
2003	Unknown	2,774	20	2,754	0.7%	2,791	0	2,791	0.00%	2,791	1	2,790	0.04%
2004	HDGV	2,120	9	2,111	0.4%	2,127	0	2,127	0.00%	2,128	0	2,128	0.00%
2004	LDGT1	9,481	350	9,131	3.7%	9,535	1	9,534	0.01%	9,550	2	9,548	0.02%
2004	LDGT2	7,926	27	7,899	0.3%	7,948	1	7,947	0.01%	7,965	0	7,965	0.00%
2004	LDGV	117,281	3,052	114,229	2.6%	119,117	21	119,096	0.02%	119,365	30	119,335	0.03%
2004	Unknown	1,251	10	1,241	0.8%	1,262	0	1,262	0.00%	1,263	1	1,262	0.08%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2009

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
2005	HDGV	4,859	7	4,852	0.1%	4,860	0	4,860	0.00%	4,867	0	4,867	0.00%
2005	LDGT1	19,949	604	19,345	3.0%	20,025	2	20,023	0.01%	20,051	0	20,051	0.00%
2005	LDGT2	15,020	15	15,005	0.1%	15,064	0	15,064	0.00%	15,081	0	15,081	0.00%
2005	LDGV	241,073	4,423	236,650	1.8%	244,529	30	244,499	0.01%	244,787	16	244,771	0.01%
2005	Unknown	2,431	7	2,424	0.3%	2,449	0	2,449	0.00%	2,450	0	2,450	0.00%
2006	HDGV	2,090	9	2,081	0.4%	2,095	0	2,095	0.00%	2,097	0	2,097	0.00%
2006	LDGT1	8,804	138	8,666	1.6%	8,822	0	8,822	0.00%	8,833	0	8,833	0.00%
2006	LDGT2	6,361	11	6,350	0.2%	6,410	0	6,410	0.00%	6,413	0	6,413	0.00%
2006	LDGV	97,733	1,674	96,059	1.7%	100,859	4	100,855	0.00%	100,971	12	100,959	0.01%
2006	Unknown	1,029	5	1,024	0.5%	1,048	0	1,048	0.00%	1,048	0	1,048	0.00%
2007	HDGV	629	0	629	0.0%	634	0	634	0.00%	635	0	635	0.00%
2007	LDGT1	3,855	37	3,818	1.0%	3,864	0	3,864	0.00%	3,870	0	3,870	0.00%
2007	LDGT2	2,618	3	2,615	0.1%	2,648	0	2,648	0.00%	2,650	0	2,650	0.00%
2007	LDGV	32,626	562	32,064	1.7%	33,821	2	33,819	0.01%	33,853	2	33,851	0.01%
2007	Unknown	312	0	312	0.0%	319	0	319	0.00%	319	0	319	0.00%
2008	HDGV	570	1	569	0.2%	649	0	649	0.00%	649	0	649	0.00%
2008	LDGT1	2,979	20	2,959	0.7%	3,464	0	3,464	0.00%	3,464	0	3,464	0.00%
2008	LDGT2	1,841	1	1,840	0.1%	2,234	0	2,234	0.00%	2,234	0	2,234	0.00%
2008	LDGV	20,687	240	20,447	1.2%	24,787	2	24,785	0.01%	24,811	1	24,810	0.00%
2008	Unknown	211	0	211	0.0%	237	0	237	0.00%	237	0	237	0.00%
2009	HDGV	177	1	176	0.6%	203	0	203	0.00%	203	0	203	0.00%
2009	LDGT1	881	6	875	0.7%	1,112	0	1,112	0.00%	1,112	0	1,112	0.00%
2009	LDGT2	517	0	517	0.0%	732	0	732	0.00%	732	0	732	0.00%
2009	LDGV	6,201	57	6,144	0.9%	7,925	0	7,925	0.00%	7,930	0	7,930	0.00%
2009	Unknown	114	0	114	0.0%	138	0	138	0.00%	138	0	138	0.00%
2010	HDGV	3	0	3	0.0%	5	0	5	0.00%	5	0	5	0.00%
2010	LDGT1	99	0	99	0.0%	128	0	128	0.00%	129	0	129	0.00%
2010	LDGT2	52	0	52	0.0%	59	0	59	0.00%	59	0	59	0.00%
2010	LDGV	282	2	280	0.7%	384	0	384	0.00%	384	0	384	0.00%
2010	Unknown	9	0	9	0.0%	9	0	9	0.00%	9	0	9	0.00%
Totals		**2,210,591**	**52,733**	**2,157,858**	**2.4%**	**2,229,933**	**734**	**2,229,199**	**0.03%**	**2,241,435**	**3,952**	**2,237,483**	**0.18%**


New Jersey Enhanced Inspection and Maintenance Program
Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2009
Failure Rate (%)
# of Inspections
Model Year
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre 85/Unknown
1985
1986
1987
1988
1989
1990
1991
1992
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1994
1995
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1997
1998
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2000
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2002
2003
2004
2005
2006
2007
2008
2009
2010
HDGV Volume
LDGT1 Volume
LDGT2 Volume
LDGV Volume
HDGV
LDGT1
LDGT2
LDGV

Figure E-1

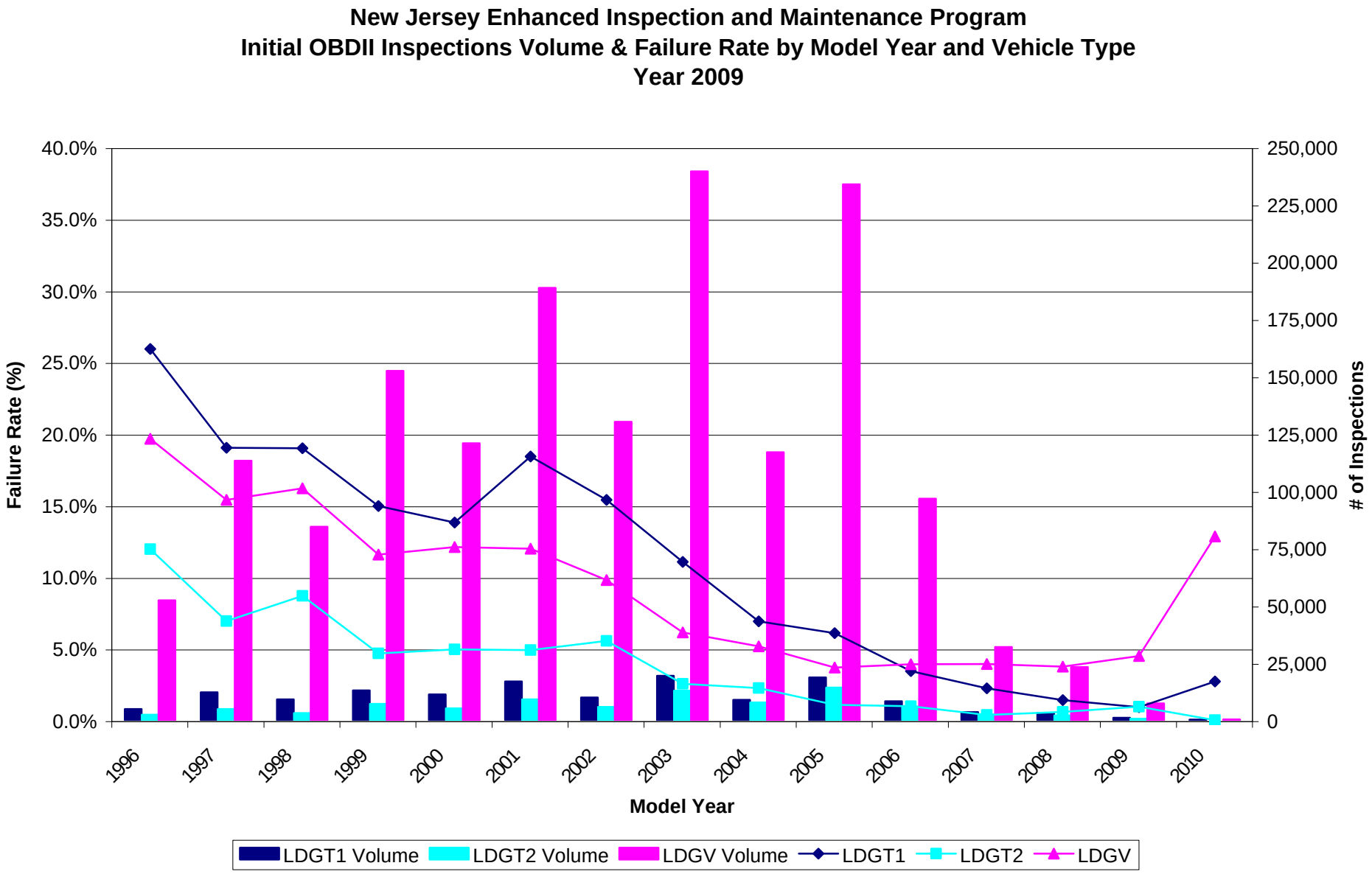

New Jersey Enhanced Inspection and Maintenance Program
Initial OBDII Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2009
Failure Rate (%)
# of Inspections
Model Year
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
LDGT1 Volume
LDGT2 Volume
LDGV Volume
LDGT1
LDGT2
LDGV

Figure E-2

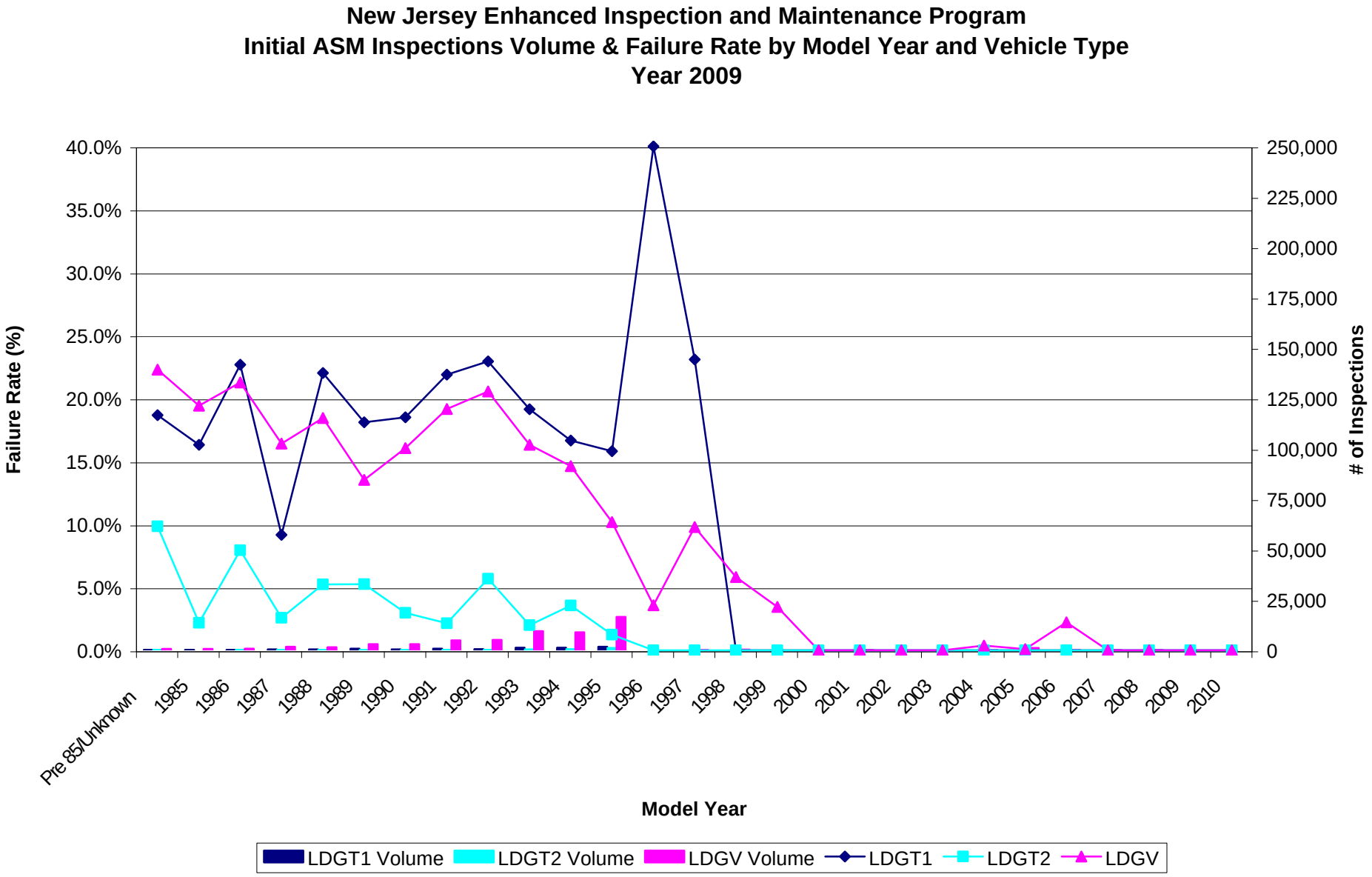

New Jersey Enhanced Inspection and Maintenance Program
Initial ASM Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2009
Failure Rate (%)
# of Inspections
Model Year
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre 85/Unknown
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
LDGT1 Volume
LDGT2 Volume
LDGV Volume
LDGT1
LDGT2
LDGV

Figure E-3

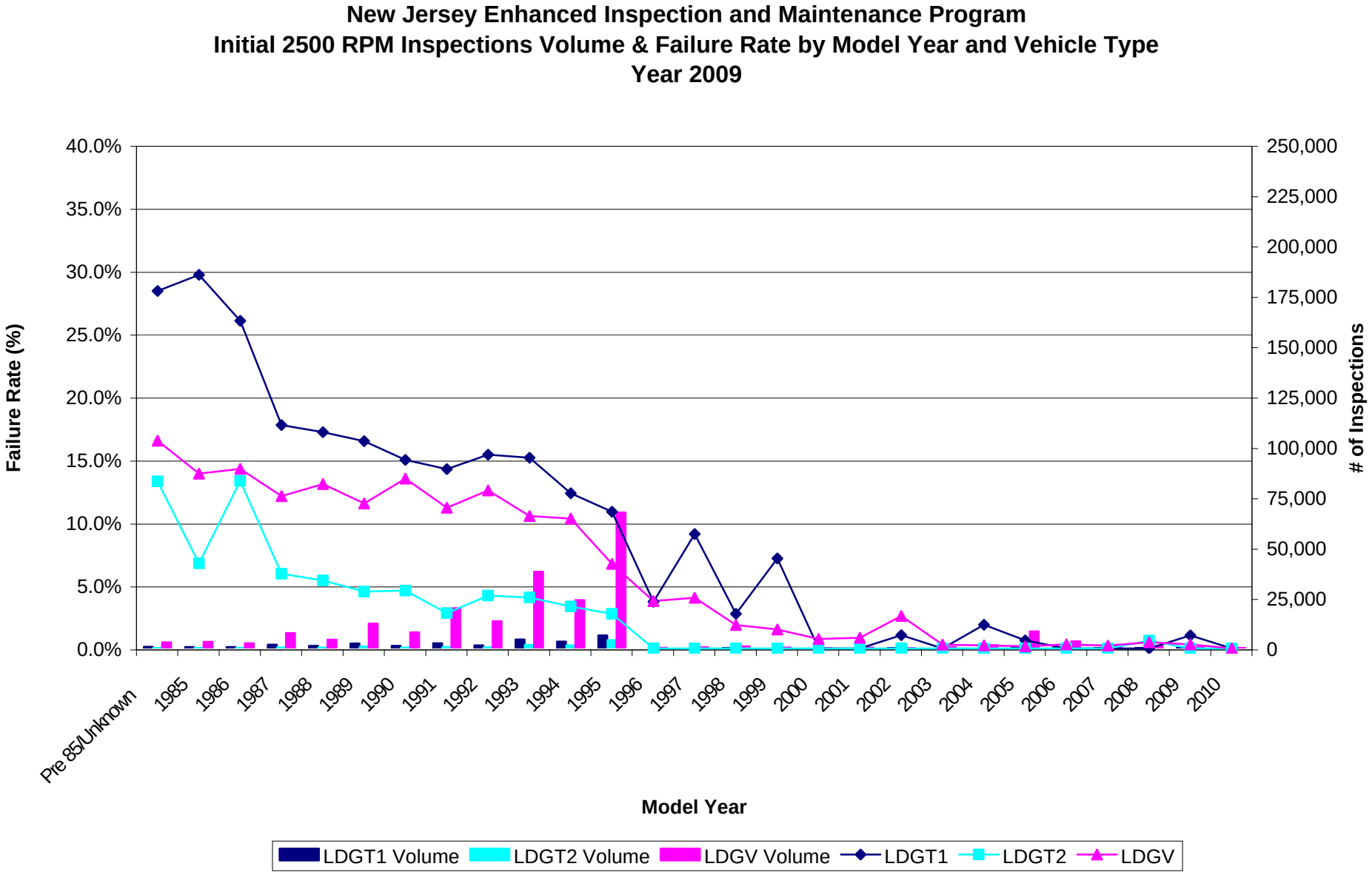

New Jersey Enhanced Inspection and Maintenance Program
Initial 2500 RPM Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2009
Failure Rate (%)
# of Inspections
Model Year
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre 85/Unknown
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
LDGT1 Volume
LDGT2 Volume
LDGV Volume
LDGT1
LDGT2
LDGV

Figure E-4

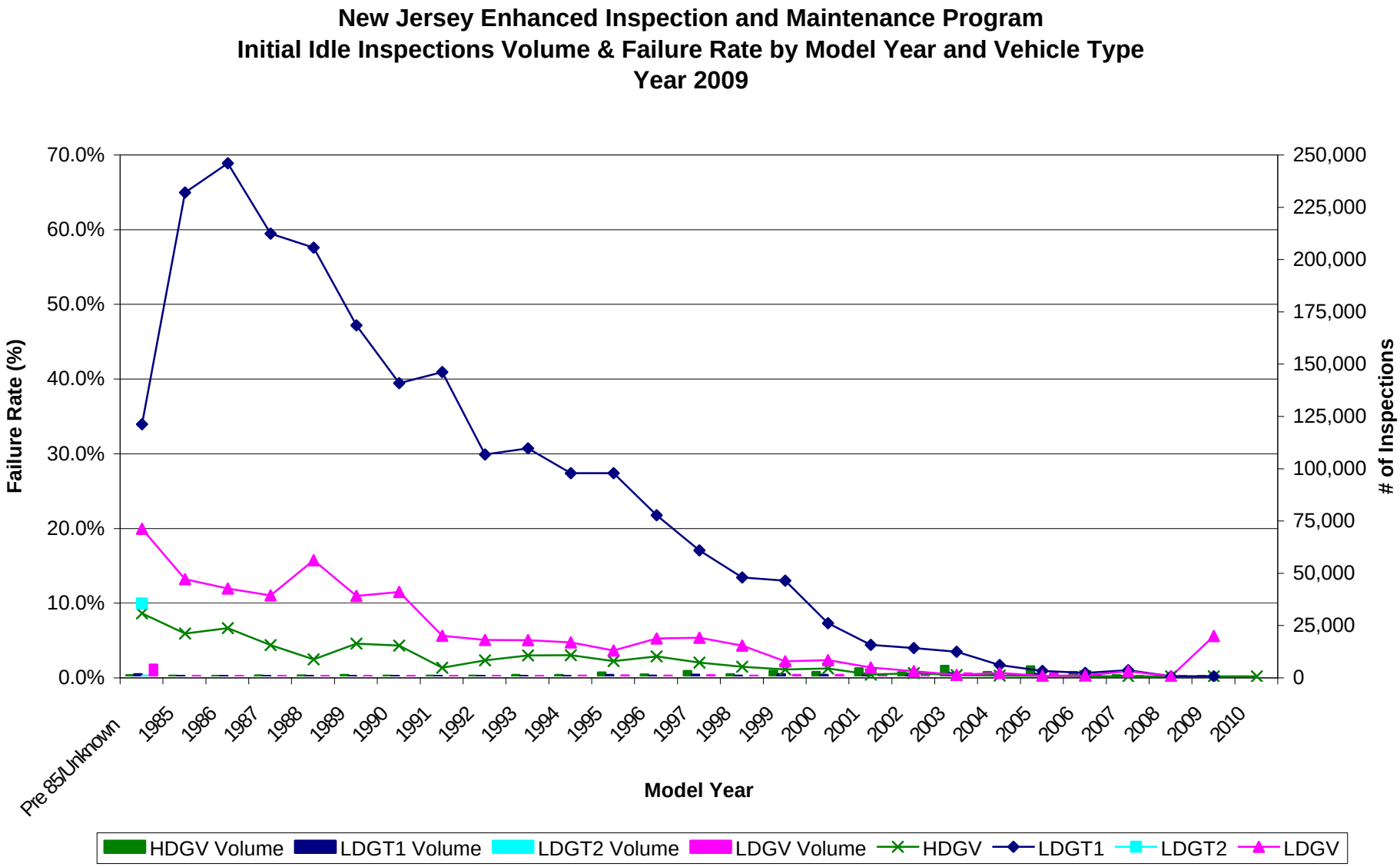

New Jersey Enhanced Inspection and Maintenance Program
Initial Idle Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2009
Failure Rate (%)
# of Inspections
Model Year
70.0%
60.0%
50.0%
40.0%
30.0%
20.0%
10.0%
0.0%
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre 85/Unknown
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
HDGV Volume
LDGT1 Volume
LDGT2 Volume
LDGV Volume
HDGV
LDGT1
LDGT2
LDGV

Figure E-5

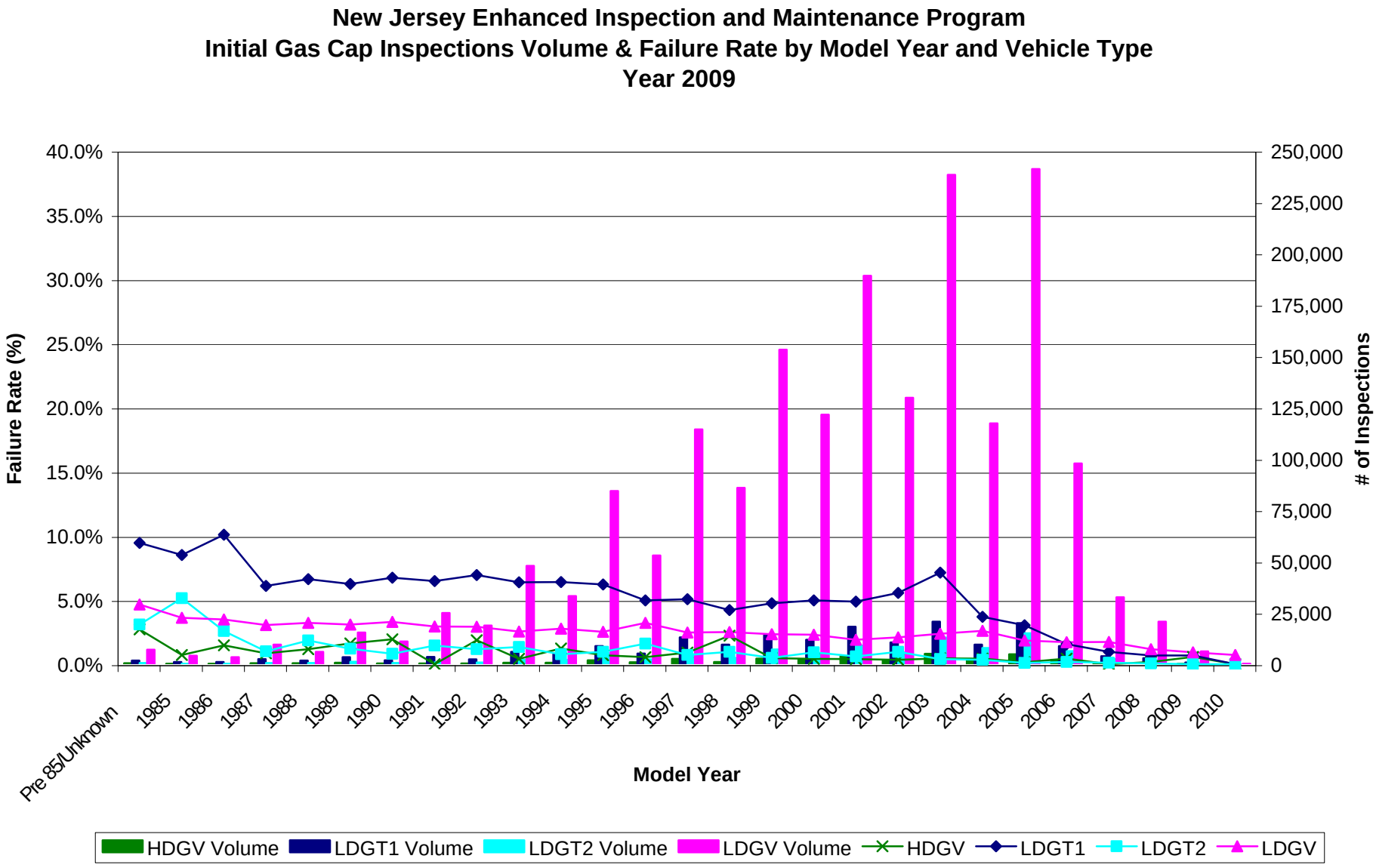

New Jersey Enhanced Inspection and Maintenance Program
Initial Gas Cap Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2009
Failure Rate (%)
# of Inspections
Model Year
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre 85/Unknown
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
HDGV Volume
LDGT1 Volume
LDGT2 Volume
LDGV Volume
HDGV
LDGT1
LDGT2
LDGV

Figure E-6

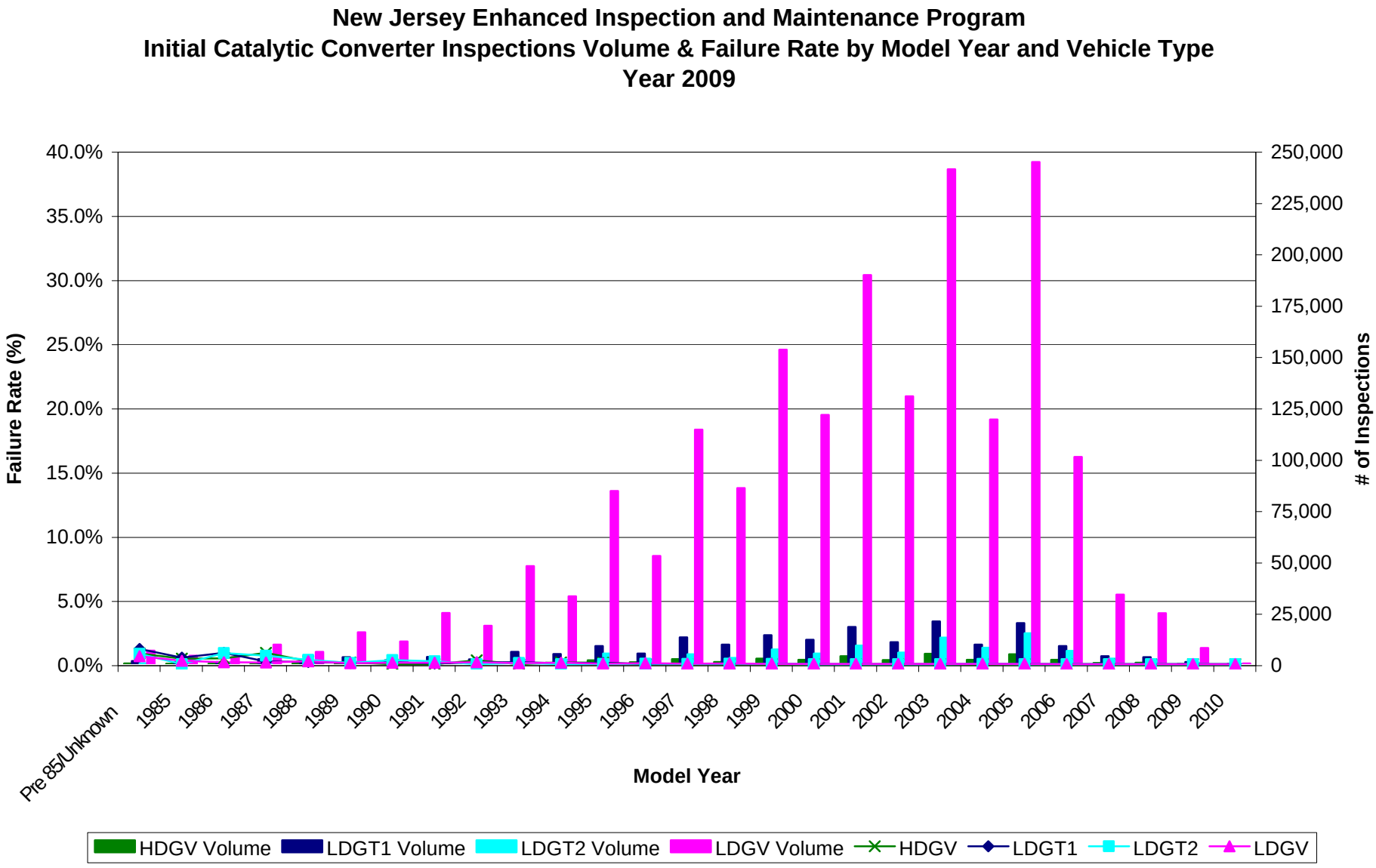
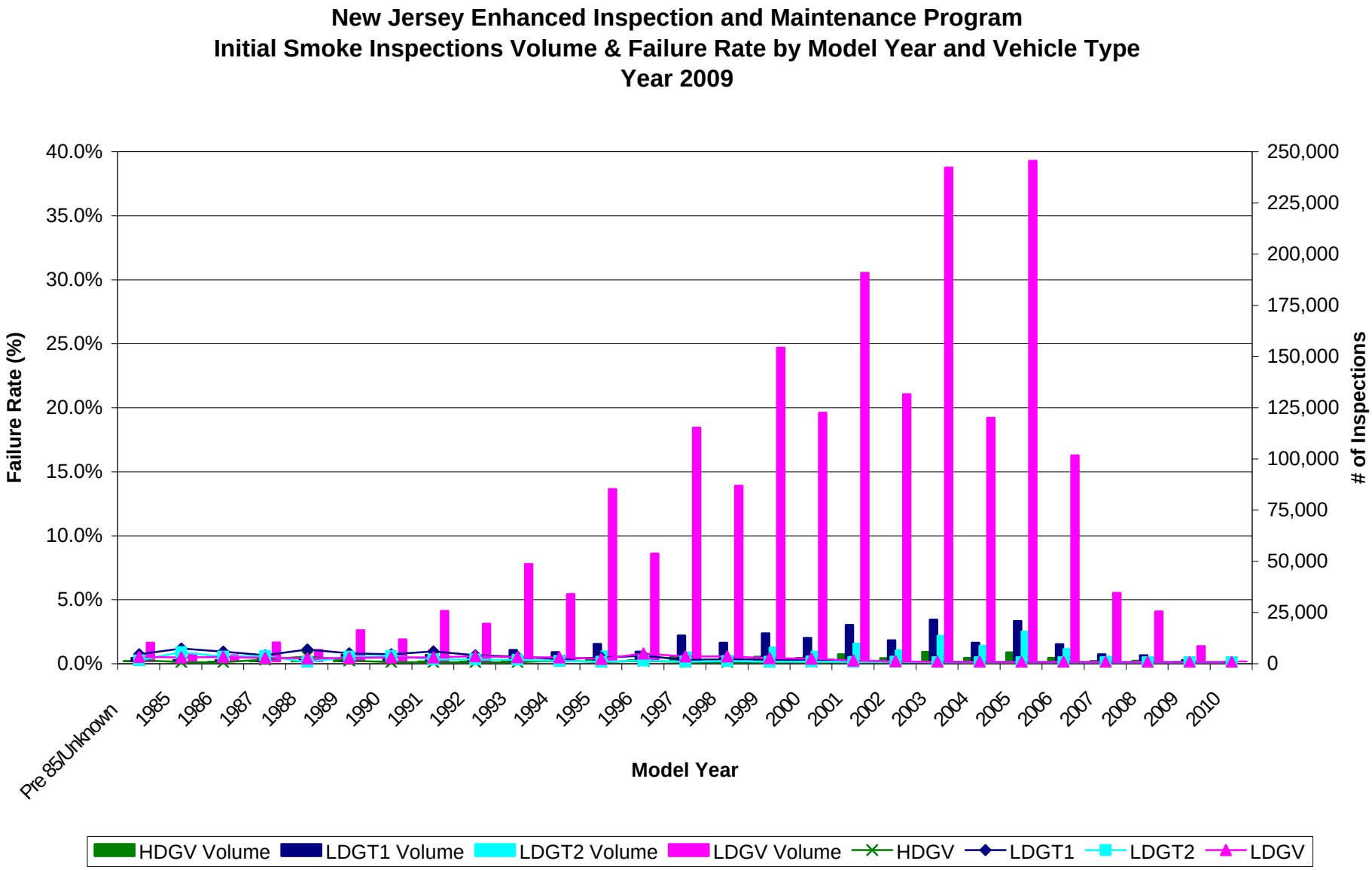

New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2009
Failure Rate (%)
# of Inspections
Model Year
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre 85/Unknown
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
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 2009
Failure Rate (%)
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
# of Inspections
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre 85/Unknown
1985
1986
1987
1988
1989
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Model Year
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 2009

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	10	8	80.0%	2	20.0%
Unknown	LDGT2	7	6	85.7%	1	14.3%
Unknown	LDGV	71	56	78.9%	15	21.1%
Unknown	Unknown	0	0	-	0	-
1996	LDGT1	4,839	3,585	74.1%	1,254	25.9%
1996	LDGT2	2,330	2,052	88.1%	278	11.9%
1996	LDGV	52,271	42,005	80.4%	10,266	19.6%
1996	Unknown	1	0	0.0%	1	100.0%
1997	LDGT1	12,111	9,808	81.0%	2,303	19.0%
1997	LDGT2	4,829	4,495	93.1%	334	6.9%
1997	LDGV	113,202	95,789	84.6%	17,413	15.4%
1997	Unknown	7	4	57.1%	3	42.9%
1998	LDGT1	9,045	7,329	81.0%	1,716	19.0%
1998	LDGT2	3,078	2,811	91.3%	267	8.7%
1998	LDGV	84,317	70,671	83.8%	13,646	16.2%
1998	Unknown	8	7	87.5%	1	12.5%
1999	LDGT1	12,987	11,046	85.1%	1,941	14.9%
1999	LDGT2	7,110	6,779	95.3%	331	4.7%
1999	LDGV	152,362	134,751	88.4%	17,611	11.6%
1999	Unknown	11	10	90.9%	1	9.1%
2000	LDGT1	11,178	9,636	86.2%	1,542	13.8%
2000	LDGT2	5,108	4,856	95.1%	252	4.9%
2000	LDGV	120,793	106,195	87.9%	14,598	12.1%
2000	Unknown	7	7	100.0%	0	0.0%
2001	LDGT1	16,867	13,764	81.6%	3,103	18.4%
2001	LDGT2	9,034	8,593	95.1%	441	4.9%
2001	LDGV	188,626	166,063	88.0%	22,563	12.0%
2001	Unknown	11	9	81.8%	2	18.2%
2002	LDGT1	9,895	8,374	84.6%	1,521	15.4%
2002	LDGT2	5,712	5,396	94.5%	316	5.5%
2002	LDGV	130,140	117,407	90.2%	12,733	9.8%
2002	Unknown	3	2	66.7%	1	33.3%
2003	LDGT1	19,319	17,186	89.0%	2,133	11.0%
2003	LDGT2	12,903	12,576	97.5%	327	2.5%
2003	LDGV	239,420	224,758	93.9%	14,662	6.1%
2003	Unknown	22	17	77.3%	5	22.7%
2004	LDGT1	8,894	8,280	93.1%	614	6.9%
2004	LDGT2	7,690	7,518	97.8%	172	2.2%
2004	LDGV	116,834	110,809	94.8%	6,025	5.2%
2004	Unknown	5	5	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 2009

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	18,592	17,463	93.9%	1,129	6.1%
2005	LDGT2	14,227	14,075	98.9%	152	1.1%
2005	LDGV	233,791	225,209	96.3%	8,582	3.7%
2005	Unknown	5	5	100.0%	0	0.0%
2006	LDGT1	8,197	7,917	96.6%	280	3.4%
2006	LDGT2	6,010	5,952	99.0%	58	1.0%
2006	LDGV	96,629	92,861	96.1%	3,768	3.9%
2006	Unknown	14	14	100.0%	0	0.0%
2007	LDGT1	3,543	3,464	97.8%	79	2.2%
2007	LDGT2	2,434	2,425	99.6%	9	0.4%
2007	LDGV	31,891	30,640	96.1%	1,251	3.9%
2007	Unknown	4	2	50.0%	2	50.0%
2008	LDGT1	3,163	3,119	98.6%	44	1.4%
2008	LDGT2	2,060	2,048	99.4%	12	0.6%
2008	LDGV	23,175	22,310	96.3%	865	3.7%
2008	Unknown	1	1	100.0%	0	0.0%
2009	LDGT1	990	981	99.1%	9	0.9%
2009	LDGT2	643	637	99.1%	6	0.9%
2009	LDGV	7,255	6,930	95.5%	325	4.5%
2009	Unknown	1	1	100.0%	0	0.0%
2010	LDGT1	74	72	97.3%	2	2.7%
2010	LDGT2	24	24	100.0%	0	0.0%
2010	LDGV	265	231	87.2%	34	12.8%
2010	Unknown	0	0	-	0	-
Totals		**1,814,045**	**1,649,044**	**90.9%**	**165,001**	**9.1%**

* Includes vehicles that are no longer registered.

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2009

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	10	10	0	0.0%	10	0	0.0%
Unknown	LDGT2	7	7	0	0.0%	7	0	0.0%
Unknown	LDGV	71	71	0	0.0%	68	3	4.2%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDGT1	4,839	4,652	187	3.9%	4,266	386	8.3%
1996	LDGT2	2,330	2,289	41	1.8%	2,202	87	3.8%
1996	LDGV	52,271	51,130	1,141	2.2%	47,170	3,960	7.7%
1996	Unknown	1	1	0	0.0%	1	0	0.0%
1997	LDGT1	12,111	11,814	297	2.5%	11,065	749	6.3%
1997	LDGT2	4,829	4,786	43	0.9%	4,676	110	2.3%
1997	LDGV	113,202	111,789	1,413	1.2%	105,289	6,500	5.8%
1997	Unknown	7	7	0	0.0%	7	0	0.0%
1998	LDGT1	9,045	8,883	162	1.8%	8,332	551	6.2%
1998	LDGT2	3,078	3,047	31	1.0%	2,953	94	3.1%
1998	LDGV	84,317	83,230	1,087	1.3%	77,949	5,281	6.3%
1998	Unknown	8	8	0	0.0%	8	0	0.0%
1999	LDGT1	12,987	12,839	148	1.1%	12,143	696	5.4%
1999	LDGT2	7,110	7,071	39	0.5%	6,931	140	2.0%
1999	LDGV	152,362	151,465	897	0.6%	144,188	7,277	4.8%
1999	Unknown	11	10	1	9.1%	10	0	0.0%
2000	LDGT1	11,178	11,076	102	0.9%	10,518	558	5.0%
2000	LDGT2	5,108	5,091	17	0.3%	4,986	105	2.1%
2000	LDGV	120,793	120,039	754	0.6%	113,865	6,174	5.1%
2000	Unknown	7	7	0	0.0%	7	0	0.0%
2001	LDGT1	16,867	16,763	104	0.6%	15,797	966	5.8%
2001	LDGT2	9,034	9,021	13	0.1%	8,846	175	1.9%
2001	LDGV	188,626	187,876	750	0.4%	179,514	8,362	4.5%
2001	Unknown	11	11	0	0.0%	11	0	0.0%
2002	LDGT1	9,895	9,867	28	0.3%	9,307	560	5.7%
2002	LDGT2	5,712	5,706	6	0.1%	5,583	123	2.2%
2002	LDGV	130,140	129,822	318	0.2%	124,830	4,992	3.8%
2002	Unknown	3	3	0	0.0%	3	0	0.0%
2003	LDGT1	19,319	19,276	43	0.2%	18,435	841	4.4%
2003	LDGT2	12,903	12,892	11	0.1%	12,745	147	1.1%
2003	LDGV	239,420	239,184	236	0.1%	233,414	5,770	2.4%
2003	Unknown	22	22	0	0.0%	22	0	0.0%
2004	LDGT1	8,894	8,877	17	0.2%	8,669	208	2.3%
2004	LDGT2	7,690	7,688	2	0.0%	7,617	71	0.9%
2004	LDGV	116,834	116,749	85	0.1%	114,616	2,133	1.8%
2004	Unknown	5	5	0	0.0%	5	0	0.0%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2009

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	18,592	18,584	8	0.0%	18,222	362	1.9%
2005	LDGT2	14,227	14,224	3	0.0%	14,155	69	0.5%
2005	LDGV	233,791	233,695	96	0.0%	231,103	2,592	1.1%
2005	Unknown	5	5	0	0.0%	5	0	0.0%
2006	LDGT1	8,197	8,195	2	0.0%	8,112	83	1.0%
2006	LDGT2	6,010	6,010	0	0.0%	5,985	25	0.4%
2006	LDGV	96,629	96,590	39	0.0%	95,666	924	1.0%
2006	Unknown	14	14	0	0.0%	14	0	0.0%
2007	LDGT1	3,543	3,543	0	0.0%	3,527	16	0.5%
2007	LDGT2	2,434	2,434	0	0.0%	2,431	3	0.1%
2007	LDGV	31,891	31,884	7	0.0%	31,709	175	0.5%
2007	Unknown	4	4	0	0.0%	4	0	0.0%
2008	LDGT1	3,163	3,163	0	0.0%	3,152	11	0.3%
2008	LDGT2	2,060	2,060	0	0.0%	2,057	3	0.1%
2008	LDGV	23,175	23,174	1	0.0%	23,080	94	0.4%
2008	Unknown	1	1	0	0.0%	1	0	0.0%
2009	LDGT1	990	990	0	0.0%	990	0	0.0%
2009	LDGT2	643	643	0	0.0%	642	1	0.2%
2009	LDGV	7,255	7,255	0	0.0%	7,224	31	0.4%
2009	Unknown	1	1	0	0.0%	1	0	0.0%
2010	LDGT1	74	74	0	0.0%	74	0	0.0%
2010	LDGT2	24	24	0	0.0%	24	0	0.0%
2010	LDGV	265	265	0	0.0%	263	2	0.8%
2010	Unknown	0	0	0	-	0	0	-
Totals		**1,814,045**	**1,805,916**	**8,129**	**0.4%**	**1,744,506**	**61,410**	**3.4%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2009

Model Yr	Veh Type	OBDII Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
Unknown	LDGT1	10	10	0	0.00%	10	0	0.00%
Unknown	LDGT2	7	7	0	0.00%	7	0	0.00%
Unknown	LDGV	71	67	4	5.63%	64	3	4.48%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDGT1	4,839	4,815	24	0.50%	4,788	27	0.56%
1996	LDGT2	2,330	2,318	12	0.52%	2,310	8	0.35%
1996	LDGV	52,271	51,992	279	0.53%	51,743	221	0.43%
1996	Unknown	1	1	0	0.00%	1	0	0.00%
1997	LDGT1	12,111	12,063	48	0.40%	12,026	36	0.30%
1997	LDGT2	4,829	4,821	8	0.17%	4,812	9	0.19%
1997	LDGV	113,202	112,788	414	0.37%	112,363	291	0.26%
1997	Unknown	7	7	0	0.00%	7	0	0.00%
1998	LDGT1	9,045	9,005	40	0.44%	8,958	34	0.38%
1998	LDGT2	3,078	3,071	7	0.23%	3,059	12	0.39%
1998	LDGV	84,317	83,988	329	0.39%	83,418	286	0.34%
1998	Unknown	8	8	0	0.00%	8	0	0.00%
1999	LDGT1	12,987	12,930	57	0.44%	12,875	55	0.43%
1999	LDGT2	7,110	7,101	9	0.13%	7,095	6	0.08%
1999	LDGV	152,362	151,894	468	0.31%	151,417	450	0.30%
1999	Unknown	11	11	0	0.00%	11	0	0.00%
2000	LDGT1	11,178	11,160	18	0.16%	11,110	50	0.45%
2000	LDGT2	5,108	5,106	2	0.04%	5,102	4	0.08%
2000	LDGV	120,793	120,494	299	0.25%	120,014	471	0.39%
2000	Unknown	7	7	0	0.00%	7	0	0.00%
2001	LDGT1	16,867	16,831	36	0.21%	16,770	61	0.36%
2001	LDGT2	9,034	9,024	10	0.11%	9,016	8	0.09%
2001	LDGV	188,626	188,243	383	0.20%	187,775	446	0.24%
2001	Unknown	11	11	0	0.00%	11	0	0.00%
2002	LDGT1	9,895	9,873	22	0.22%	9,844	22	0.22%
2002	LDGT2	5,712	5,706	6	0.11%	5,699	7	0.12%
2002	LDGV	130,140	129,883	257	0.20%	129,624	249	0.19%
2002	Unknown	3	3	0	0.00%	3	0	0.00%
2003	LDGT1	19,319	19,281	38	0.20%	19,236	45	0.23%
2003	LDGT2	12,903	12,895	8	0.06%	12,892	3	0.02%
2003	LDGV	239,420	239,038	382	0.16%	238,544	494	0.21%
2003	Unknown	22	22	0	0.00%	22	0	0.00%
2004	LDGT1	8,894	8,881	13	0.15%	8,796	85	0.96%
2004	LDGT2	7,690	7,687	3	0.04%	7,684	3	0.04%
2004	LDGV	116,834	116,559	275	0.24%	116,057	464	0.40%
2004	Unknown	5	5	0	0.00%	5	0	0.00%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2009

Model Yr	Veh Type	OBDII Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2005	LDGT1	18,592	18,560	32	0.17%	18,290	270	1.45%
2005	LDGT2	14,227	14,225	2	0.01%	14,209	16	0.11%
2005	LDGV	233,791	233,309	482	0.21%	231,459	1,779	0.76%
2005	Unknown	5	5	0	0.00%	5	0	0.00%
2006	LDGT1	8,197	8,189	8	0.10%	8,088	101	1.23%
2006	LDGT2	6,010	6,009	1	0.02%	6,000	9	0.15%
2006	LDGV	96,629	96,461	168	0.17%	95,087	1,374	1.42%
2006	Unknown	14	14	0	0.00%	14	0	0.00%
2007	LDGT1	3,543	3,538	5	0.14%	3,499	39	1.10%
2007	LDGT2	2,434	2,434	0	0.00%	2,433	1	0.04%
2007	LDGV	31,891	31,832	59	0.19%	31,128	704	2.21%
2007	Unknown	4	3	1	25.00%	2	1	33.33%
2008	LDGT1	3,163	3,160	3	0.09%	3,141	19	0.60%
2008	LDGT2	2,060	2,058	2	0.10%	2,054	4	0.19%
2008	LDGV	23,175	23,128	47	0.20%	22,586	542	2.34%
2008	Unknown	1	1	0	0.00%	1	0	0.00%
2009	LDGT1	990	990	0	0.00%	985	5	0.51%
2009	LDGT2	643	643	0	0.00%	643	0	0.00%
2009	LDGV	7,255	7,249	6	0.08%	7,030	219	3.02%
2009	Unknown	1	1	0	0.00%	1	0	0.00%
2010	LDGT1	74	74	0	0.00%	73	1	1.35%
2010	LDGT2	24	24	0	0.00%	24	0	0.00%
2010	LDGV	265	265	0	0.00%	236	29	10.94%
2010	Unknown	0	0	0	-	0	0	-
Totals		**1,814,045**	**1,809,778**	**4,267**	**0.24%**	**1,800,171**	**8,963**	**0.50%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2009

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	10	8	2	20.0%	9	1	10.0%
Unknown	LDGT2	7	6	1	14.3%	7	0	0.0%
Unknown	LDGV	71	59	5	7.8%	61	3	4.7%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDGT1	4,839	3,916	872	18.2%	4,386	402	8.4%
1996	LDGT2	2,330	2,102	208	9.0%	2,249	61	2.6%
1996	LDGV	52,271	44,488	7,269	14.0%	48,792	2,978	5.8%
1996	Unknown	1	1	0	0.0%	0	1	100.0%
1997	LDGT1	12,111	10,535	1,492	12.4%	11,179	848	7.1%
1997	LDGT2	4,829	4,566	246	5.1%	4,711	101	2.1%
1997	LDGV	113,202	101,244	11,244	10.0%	105,566	6,931	6.2%
1997	Unknown	7	5	2	28.6%	5	1	16.7%
1998	LDGT1	9,045	7,895	1,074	12.0%	8,281	690	7.7%
1998	LDGT2	3,078	2,870	189	6.2%	2,983	76	2.5%
1998	LDGV	84,317	74,816	8,872	10.6%	78,288	5,414	6.5%
1998	Unknown	8	7	1	12.5%	6	0	0.0%
1999	LDGT1	12,987	11,667	1,208	9.4%	11,977	898	7.0%
1999	LDGT2	7,110	6,846	249	3.5%	6,930	165	2.3%
1999	LDGV	152,362	139,929	11,513	7.6%	144,927	6,517	4.3%
1999	Unknown	11	10	1	9.1%	11	0	0.0%
2000	LDGT1	11,178	10,153	957	8.6%	10,449	661	5.9%
2000	LDGT2	5,108	4,917	185	3.6%	5,028	74	1.5%
2000	LDGV	120,793	110,365	9,656	8.0%	114,634	5,389	4.5%
2000	Unknown	7	7	0	0.0%	7	0	0.0%
2001	LDGT1	16,867	15,229	1,541	9.2%	14,997	1,773	10.6%
2001	LDGT2	9,034	8,750	266	3.0%	8,789	227	2.5%
2001	LDGV	188,626	175,031	12,765	6.8%	176,694	11,103	5.9%
2001	Unknown	11	11	0	0.0%	9	2	18.2%
2002	LDGT1	9,895	9,038	813	8.3%	9,029	822	8.3%
2002	LDGT2	5,712	5,501	198	3.5%	5,559	140	2.5%
2002	LDGV	130,140	122,171	7,462	5.8%	123,796	5,838	4.5%
2002	Unknown	3	3	0	0.0%	2	1	33.3%
2003	LDGT1	19,319	17,997	1,239	6.4%	18,293	943	4.9%
2003	LDGT2	12,903	12,677	215	1.7%	12,766	126	1.0%
2003	LDGV	239,420	230,216	8,328	3.5%	232,074	6,470	2.7%
2003	Unknown	22	22	0	0.0%	17	5	22.7%
2004	LDGT1	8,894	8,498	298	3.4%	8,541	255	2.9%
2004	LDGT2	7,690	7,580	104	1.4%	7,607	77	1.0%
2004	LDGV	116,834	113,083	3,011	2.6%	113,405	2,690	2.3%
2004	Unknown	5	5	0	0.0%	5	0	0.0%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2009

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	18,592	17,819	471	2.6%	17,848	442	2.4%
2005	LDGT2	14,227	14,110	99	0.7%	14,160	49	0.3%
2005	LDGV	233,791	228,105	3,424	1.5%	228,153	3,377	1.5%
2005	Unknown	5	5	0	0.0%	5	0	0.0%
2006	LDGT1	8,197	7,993	95	1.2%	7,993	95	1.2%
2006	LDGT2	6,010	5,964	36	0.6%	5,978	22	0.4%
2006	LDGV	96,629	93,957	1,129	1.2%	93,885	1,202	1.3%
2006	Unknown	14	14	0	0.0%	14	0	0.0%
2007	LDGT1	3,543	3,483	16	0.5%	3,476	23	0.7%
2007	LDGT2	2,434	2,428	5	0.2%	2,430	3	0.1%
2007	LDGV	31,891	30,939	189	0.6%	30,809	319	1.0%
2007	Unknown	4	2	0	0.0%	2	0	0.0%
2008	LDGT1	3,163	3,133	8	0.3%	3,126	15	0.5%
2008	LDGT2	2,060	2,050	4	0.2%	2,052	2	0.1%
2008	LDGV	23,175	22,508	78	0.3%	22,381	205	0.9%
2008	Unknown	1	1	0	0.0%	1	0	0.0%
2009	LDGT1	990	985	0	0.0%	981	4	0.4%
2009	LDGT2	643	642	1	0.2%	638	5	0.8%
2009	LDGV	7,255	7,018	12	0.2%	6,941	89	1.3%
2009	Unknown	1	1	0	0.0%	1	0	0.0%
2010	LDGT1	74	73	0	0.0%	72	1	1.4%
2010	LDGT2	24	24	0	0.0%	24	0	0.0%
2010	LDGV	265	236	0	0.0%	231	5	2.1%
2010	Unknown	0	0	0	-	0	0	-
Totals		**1,814,045**	**1,703,714**	**97,053**	**5.4%**	**1,733,270**	**67,541**	**3.8%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII and Gas Cap (GC) Evaporative Test Report
Year 2009

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	10	0	0.0%	9	90.0%	1	10.0%	0	0.00%
Unknown	LDGT2	7	0	0.0%	7	100.0%	0	0.0%	0	0.00%
Unknown	LDGV	70	2	2.9%	68	97.1%	0	0.0%	0	0.00%
Unknown	Unknown	0	0	-	0	-	0	-	0	-
1996	LDGT1	4,837	163	3.4%	4,645	96.0%	28	0.6%	1	0.02%
1996	LDGT2	2,328	31	1.3%	2,290	98.4%	7	0.3%	0	0.00%
1996	LDGV	52,180	1,282	2.5%	50,531	96.8%	360	0.7%	7	0.01%
1996	Unknown	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
1997	LDGT1	12,105	383	3.2%	11,601	95.8%	116	1.0%	5	0.04%
1997	LDGT2	4,829	25	0.5%	4,790	99.2%	14	0.3%	0	0.00%
1997	LDGV	112,976	2,168	1.9%	109,935	97.3%	867	0.8%	6	0.01%
1997	Unknown	7	0	0.0%	7	100.0%	0	0.0%	0	0.00%
1998	LDGT1	9,040	255	2.8%	8,674	96.0%	109	1.2%	2	0.02%
1998	LDGT2	3,072	21	0.7%	3,037	98.9%	13	0.4%	1	0.03%
1998	LDGV	84,077	1,610	1.9%	81,534	97.0%	919	1.1%	14	0.02%
1998	Unknown	8	0	0.0%	7	87.5%	1	12.5%	0	0.00%
1999	LDGT1	12,984	405	3.1%	12,480	96.1%	99	0.8%	0	0.00%
1999	LDGT2	7,108	27	0.4%	7,068	99.4%	13	0.2%	0	0.00%
1999	LDGV	151,961	2,950	1.9%	147,745	97.2%	1,248	0.8%	18	0.01%
1999	Unknown	11	1	9.1%	10	90.9%	0	0.0%	0	0.00%
2000	LDGT1	11,175	396	3.5%	10,690	95.7%	81	0.7%	8	0.07%
2000	LDGT2	5,102	37	0.7%	5,047	98.9%	18	0.4%	0	0.00%
2000	LDGV	120,434	2,256	1.9%	117,205	97.3%	954	0.8%	19	0.02%
2000	Unknown	7	0	0.0%	7	100.0%	0	0.0%	0	0.00%
2001	LDGT1	16,854	545	3.2%	16,034	95.1%	272	1.6%	3	0.02%
2001	LDGT2	8,993	37	0.4%	8,910	99.1%	43	0.5%	3	0.03%
2001	LDGV	187,497	2,816	1.5%	183,218	97.7%	1,450	0.8%	13	0.01%
2001	Unknown	8	0	0.0%	8	100.0%	0	0.0%	0	0.00%
2002	LDGT1	9,877	338	3.4%	9,386	95.0%	150	1.5%	3	0.03%
2002	LDGT2	5,691	42	0.7%	5,617	98.7%	29	0.5%	3	0.05%
2002	LDGV	128,944	2,229	1.7%	125,574	97.4%	1,127	0.9%	14	0.01%
2002	Unknown	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2003	LDGT1	19,167	905	4.7%	17,893	93.4%	362	1.9%	7	0.04%
2003	LDGT2	12,859	38	0.3%	12,763	99.3%	55	0.4%	3	0.02%
2003	LDGV	236,215	4,955	2.1%	229,792	97.3%	1,458	0.6%	10	0.00%
2003	Unknown	19	0	0.0%	19	100.0%	0	0.0%	0	0.00%
2004	LDGT1	8,828	205	2.3%	8,570	97.1%	53	0.6%	0	0.00%
2004	LDGT2	7,654	18	0.2%	7,612	99.5%	24	0.3%	0	0.00%
2004	LDGV	114,779	2,761	2.4%	111,491	97.1%	520	0.5%	7	0.01%
2004	Unknown	0	0	-	0	-	0	-	0	-

New Jersey Enhanced Inspection and Maintenance Program
OBDII and Gas Cap (GC) Evaporative Test Report
Year 2009

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	18,493	405	2.2%	18,002	97.3%	85	0.5%	1	0.01%
2005	LDGT2	14,172	12	0.1%	14,144	99.8%	15	0.1%	1	0.01%
2005	LDGV	230,168	4,084	1.8%	225,643	98.0%	436	0.2%	5	0.00%
2005	Unknown	3	0	0.0%	3	100.0%	0	0.0%	0	0.00%
2006	LDGT1	8,170	78	1.0%	8,068	98.8%	24	0.3%	0	0.00%
2006	LDGT2	5,970	10	0.2%	5,952	99.7%	8	0.1%	0	0.00%
2006	LDGV	93,490	1,553	1.7%	91,762	98.2%	173	0.2%	2	0.00%
2006	Unknown	0	0	-	0	-	0	-	0	-
2007	LDGT1	3,532	25	0.7%	3,500	99.1%	6	0.2%	1	0.03%
2007	LDGT2	2,404	3	0.1%	2,398	99.8%	3	0.1%	0	0.00%
2007	LDGV	30,716	529	1.7%	30,151	98.2%	36	0.1%	0	0.00%
2007	Unknown	2	0	0.0%	2	100.0%	0	0.0%	0	0.00%
2008	LDGT1	2,692	12	0.4%	2,678	99.5%	2	0.1%	0	0.00%
2008	LDGT2	1,671	1	0.1%	1,670	99.9%	0	0.0%	0	0.00%
2008	LDGV	19,104	230	1.2%	18,850	98.7%	24	0.1%	0	0.00%
2008	Unknown	0	0	-	0	-	0	-	0	-
2009	LDGT1	765	1	0.1%	764	99.9%	0	0.0%	0	0.00%
2009	LDGT2	432	0	0.0%	432	100.0%	0	0.0%	0	0.00%
2009	LDGV	5,567	55	1.0%	5,509	99.0%	3	0.1%	0	0.00%
2009	Unknown	0	0	-	0	-	0	-	0	-
2010	LDGT1	45	0	0.0%	45	100.0%	0	0.0%	0	0.00%
2010	LDGT2	17	0	0.0%	17	100.0%	0	0.0%	0	0.00%
2010	LDGV	166	2	1.2%	164	98.8%	0	0.0%	0	0.00%
2010	Unknown	0	0	-	0	-	0	-	0	-
Totals		**1,789,294**	**33,901**	**1.9%**	**1,744,030**	**97.5%**	**11,206**	**0.6%**	**157**	**0.01%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Malfunction Indicator Lamp (MIL) Report
Year 2009

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	10	8	80.0%	0	0.00%	0	0.00%	2	20.0%
Unknown	LDGT2	7	6	85.7%	0	0.00%	0	0.00%	1	14.3%
Unknown	LDGV	64	59	92.2%	0	0.00%	0	0.00%	5	7.8%
Unknown	Unknown	0	0	-	0	-	0	-	0	-
1996	LDGT1	4,788	3,869	80.8%	47	0.98%	0	0.00%	872	18.2%
1996	LDGT2	2,310	2,060	89.2%	42	1.82%	1	0.04%	207	9.0%
1996	LDGV	51,757	43,900	84.8%	588	1.14%	96	0.19%	7,173	13.9%
1996	Unknown	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
1997	LDGT1	12,027	10,452	86.9%	83	0.69%	2	0.02%	1,490	12.4%
1997	LDGT2	4,812	4,529	94.1%	37	0.77%	2	0.04%	244	5.1%
1997	LDGV	112,488	100,450	89.3%	794	0.71%	252	0.22%	10,992	9.8%
1997	Unknown	7	5	71.4%	0	0.00%	0	0.00%	2	28.6%
1998	LDGT1	8,969	7,820	87.2%	75	0.84%	11	0.12%	1,063	11.9%
1998	LDGT2	3,059	2,831	92.5%	39	1.27%	1	0.03%	188	6.1%
1998	LDGV	83,688	74,193	88.7%	623	0.74%	386	0.46%	8,486	10.1%
1998	Unknown	8	7	87.5%	0	0.00%	0	0.00%	1	12.5%
1999	LDGT1	12,875	11,597	90.1%	70	0.54%	6	0.05%	1,202	9.3%
1999	LDGT2	7,095	6,793	95.7%	53	0.75%	2	0.03%	247	3.5%
1999	LDGV	151,442	139,164	91.9%	765	0.51%	293	0.19%	11,220	7.4%
1999	Unknown	11	10	90.9%	0	0.00%	0	0.00%	1	9.1%
2000	LDGT1	11,110	10,074	90.7%	79	0.71%	4	0.04%	953	8.6%
2000	LDGT2	5,102	4,877	95.6%	40	0.78%	3	0.06%	182	3.6%
2000	LDGV	120,021	109,734	91.4%	631	0.53%	197	0.16%	9,459	7.9%
2000	Unknown	7	7	100.0%	0	0.00%	0	0.00%	0	0.0%
2001	LDGT1	16,770	15,167	90.4%	62	0.37%	5	0.03%	1,536	9.2%
2001	LDGT2	9,016	8,703	96.5%	47	0.52%	2	0.02%	264	2.9%
2001	LDGV	187,796	174,282	92.8%	749	0.40%	366	0.19%	12,399	6.6%
2001	Unknown	11	11	100.0%	0	0.00%	0	0.00%	0	0.0%
2002	LDGT1	9,851	9,003	91.4%	35	0.36%	15	0.15%	798	8.1%
2002	LDGT2	5,699	5,468	95.9%	33	0.58%	0	0.00%	198	3.5%
2002	LDGV	129,633	121,725	93.9%	446	0.34%	247	0.19%	7,215	5.6%
2002	Unknown	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2003	LDGT1	19,236	17,900	93.1%	97	0.50%	10	0.05%	1,229	6.4%
2003	LDGT2	12,892	12,622	97.9%	55	0.43%	1	0.01%	214	1.7%
2003	LDGV	238,544	229,727	96.3%	489	0.20%	453	0.19%	7,875	3.3%
2003	Unknown	22	22	100.0%	0	0.00%	0	0.00%	0	0.0%
2004	LDGT1	8,796	8,465	96.2%	33	0.38%	7	0.08%	291	3.3%
2004	LDGT2	7,684	7,559	98.4%	21	0.27%	0	0.00%	104	1.4%
2004	LDGV	116,094	112,886	97.2%	197	0.17%	169	0.15%	2,842	2.4%
2004	Unknown	5	5	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 2009

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	18,290	17,786	97.2%	33	0.18%	11	0.06%	460	2.5%
2005	LDGT2	14,209	14,099	99.2%	11	0.08%	2	0.01%	97	0.7%
2005	LDGV	231,529	227,908	98.4%	197	0.09%	203	0.09%	3,221	1.4%
2005	Unknown	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
2006	LDGT1	8,088	7,986	98.7%	7	0.09%	2	0.02%	93	1.1%
2006	LDGT2	6,000	5,959	99.3%	5	0.08%	1	0.02%	35	0.6%
2006	LDGV	95,086	93,915	98.8%	42	0.04%	56	0.06%	1,073	1.1%
2006	Unknown	14	14	100.0%	0	0.00%	0	0.00%	0	0.0%
2007	LDGT1	3,499	3,483	99.5%	0	0.00%	0	0.00%	16	0.5%
2007	LDGT2	2,433	2,427	99.8%	1	0.04%	0	0.00%	5	0.2%
2007	LDGV	31,128	30,930	99.4%	9	0.03%	8	0.03%	181	0.6%
2007	Unknown	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2008	LDGT1	3,141	3,133	99.7%	0	0.00%	1	0.03%	7	0.2%
2008	LDGT2	2,054	2,050	99.8%	0	0.00%	0	0.00%	4	0.2%
2008	LDGV	22,586	22,508	99.7%	0	0.00%	6	0.03%	72	0.3%
2008	Unknown	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2009	LDGT1	985	985	100.0%	0	0.00%	0	0.00%	0	0.0%
2009	LDGT2	643	642	99.8%	0	0.00%	0	0.00%	1	0.2%
2009	LDGV	7,030	7,018	99.8%	0	0.00%	0	0.00%	12	0.2%
2009	Unknown	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2010	LDGT1	73	73	100.0%	0	0.00%	0	0.00%	0	0.0%
2010	LDGT2	24	24	100.0%	0	0.00%	0	0.00%	0	0.0%
2010	LDGV	236	236	100.0%	0	0.00%	0	0.00%	0	0.0%
2010	Unknown	0	0	-	0	-	0	-	0	-
Totals		**1,800,767**	**1,697,179**	**94.2%**	**6,535**	**0.36%**	**2,821**	**0.16%**	**94,232**	**5.2%**

Table F-4 (Page 2 of 2)

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBDII Readiness Status Report
Year 2009

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
Unknown	LDGT1	10	3	7	30.0%
Unknown	LDGT2	7	1	6	14.3%
Unknown	LDGV	64	24	40	37.5%
Unknown	Unknown	0	0	0	-
1996	LDGT1	4,788	1,892	2,896	39.5%
1996	LDGT2	2,310	862	1,448	37.3%
1996	LDGV	51,770	19,477	32,293	37.6%
1996	Unknown	1	1	0	100.0%
1997	LDGT1	12,027	3,840	8,187	31.9%
1997	LDGT2	4,812	1,363	3,449	28.3%
1997	LDGV	112,497	31,509	80,988	28.0%
1997	Unknown	6	4	2	66.7%
1998	LDGT1	8,971	2,880	6,091	32.1%
1998	LDGT2	3,059	921	2,138	30.1%
1998	LDGV	83,702	22,412	61,290	26.8%
1998	Unknown	6	2	4	33.3%
1999	LDGT1	12,875	3,605	9,270	28.0%
1999	LDGT2	7,095	2,161	4,934	30.5%
1999	LDGV	151,444	29,546	121,898	19.5%
1999	Unknown	11	4	7	36.4%
2000	LDGT1	11,110	2,769	8,341	24.9%
2000	LDGT2	5,102	1,254	3,848	24.6%
2000	LDGV	120,023	23,573	96,450	19.6%
2000	Unknown	7	4	3	57.1%
2001	LDGT1	16,770	3,997	12,773	23.8%
2001	LDGT2	9,016	1,742	7,274	19.3%
2001	LDGV	187,797	26,526	161,271	14.1%
2001	Unknown	11	3	8	27.3%
2002	LDGT1	9,851	1,880	7,971	19.1%
2002	LDGT2	5,699	1,000	4,699	17.5%
2002	LDGV	129,634	14,984	114,650	11.6%
2002	Unknown	3	1	2	33.3%
2003	LDGT1	19,236	2,609	16,627	13.6%
2003	LDGT2	12,892	1,848	11,044	14.3%
2003	LDGV	238,544	18,378	220,166	7.7%
2003	Unknown	22	5	17	22.7%
2004	LDGT1	8,796	832	7,964	9.5%
2004	LDGT2	7,684	678	7,006	8.8%
2004	LDGV	116,095	7,667	108,428	6.6%
2004	Unknown	5	0	5	0.0%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Readiness Status Report
Year 2009

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2005	LDGT1	18,290	1,213	17,077	6.6%
2005	LDGT2	14,209	555	13,654	3.9%
2005	LDGV	231,530	11,022	220,508	4.8%
2005	Unknown	5	0	5	0.0%
2006	LDGT1	8,088	511	7,577	6.3%
2006	LDGT2	6,000	353	5,647	5.9%
2006	LDGV	95,087	4,375	90,712	4.6%
2006	Unknown	14	0	14	0.0%
2007	LDGT1	3,499	106	3,393	3.0%
2007	LDGT2	2,433	110	2,323	4.5%
2007	LDGV	31,128	1,194	29,934	3.8%
2007	Unknown	2	0	2	0.0%
2008	LDGT1	3,141	81	3,060	2.6%
2008	LDGT2	2,054	52	2,002	2.5%
2008	LDGV	22,586	703	21,883	3.1%
2008	Unknown	1	0	1	0.0%
2009	LDGT1	985	19	966	1.9%
2009	LDGT2	643	35	608	5.4%
2009	LDGV	7,030	293	6,737	4.2%
2009	Unknown	1	0	1	0.0%
2010	LDGT1	73	3	70	4.1%
2010	LDGT2	24	3	21	12.5%
2010	LDGV	236	19	217	8.1%
2010	Unknown	0	0	0	-
Totals		**1,800,811**	**250,904**	**1,549,907**	**13.9%**

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New Jersey Enhanced Inspection and Maintenance Program
OBDII Failures Switched to Tailpipe Testing
Year 2009

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	2	0	0.0%	0	0.000%
Unknown	LDGT2	1	0	0.0%	0	0.000%
Unknown	LDGV	15	7	46.7%	0	0.000%
Unknown	Unknown	0	0	-	0	-
1996	LDGT1	1,129	287	25.4%	0	0.000%
1996	LDGT2	152	18	11.8%	0	0.000%
1996	LDGV	8,582	1,881	21.9%	1	0.012%
1996	Unknown	0	0	-	0	-
1997	LDGT1	79	40	50.6%	0	0.000%
1997	LDGT2	9	2	22.2%	0	0.000%
1997	LDGV	1,251	641	51.2%	0	0.000%
1997	Unknown	280	102	36.4%	0	0.000%
1998	LDGT1	58	10	17.2%	0	0.000%
1998	LDGT2	3,768	1,277	33.9%	1	0.027%
1998	LDGV	0	0	-	0	-
1998	Unknown	1,254	60	4.8%	1	0.080%
1999	LDGT1	278	6	2.2%	0	0.000%
1999	LDGT2	10,266	305	3.0%	9	0.088%
1999	LDGV	1	0	0.0%	0	0.000%
1999	Unknown	2,303	59	2.6%	1	0.043%
2000	LDGT1	334	0	0.0%	0	0.000%
2000	LDGT2	17,413	480	2.8%	1	0.006%
2000	LDGV	3	0	0.0%	0	0.000%
2000	Unknown	1,716	34	2.0%	0	0.000%
2001	LDGT1	267	4	1.5%	0	0.000%
2001	LDGT2	13,646	569	4.2%	4	0.029%
2001	LDGV	1	0	0.0%	0	0.000%
2001	Unknown	1,941	32	1.6%	0	0.000%
2002	LDGT1	331	4	1.2%	0	0.000%
2002	LDGT2	17,611	307	1.7%	3	0.017%
2002	LDGV	1	0	0.0%	0	0.000%
2002	Unknown	1,542	26	1.7%	0	0.000%
2003	LDGT1	252	5	2.0%	0	0.000%
2003	LDGT2	14,598	304	2.1%	4	0.027%
2003	LDGV	0	0	-	0	-
2003	Unknown	3,103	70	2.3%	0	0.000%
2004	LDGT1	441	6	1.4%	0	0.000%
2004	LDGT2	22,563	358	1.6%	5	0.022%
2004	LDGV	2	1	50.0%	0	0.000%
2004	Unknown	1,521	29	1.9%	0	0.000%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Failures Switched to Tailpipe Testing
Year 2009

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	316	3	0.9%	0	0.000%
2005	LDGT2	12,733	154	1.2%	1	0.008%
2005	LDGV	1	0	0.0%	0	0.000%
2005	Unknown	2,133	56	2.6%	0	0.000%
2006	LDGT1	327	3	0.9%	0	0.000%
2006	LDGT2	14,662	399	2.7%	1	0.007%
2006	LDGV	5	0	0.0%	0	0.000%
2006	Unknown	614	98	16.0%	0	0.000%
2007	LDGT1	172	3	1.7%	0	0.000%
2007	LDGT2	6,025	459	7.6%	2	0.033%
2007	LDGV	0	0	-	0	-
2007	Unknown	2	0	0.0%	0	0.000%
2008	LDGT1	44	20	45.5%	0	0.000%
2008	LDGT2	12	1	8.3%	0	0.000%
2008	LDGV	865	508	58.7%	0	0.000%
2008	Unknown	0	0	-	0	-
2009	LDGT1	9	7	77.8%	0	0.000%
2009	LDGT2	6	0	0.0%	0	0.000%
2009	LDGV	325	212	65.2%	0	0.000%
2009	Unknown	0	0	-	0	-
2010	LDGT1	2	1	50.0%	0	0.000%
2010	LDGT2	0	0	-	0	-
2010	LDGV	34	26	76.5%	0	0.000%
2010	Unknown	0	0	-	0	-
Totals		**165,001**	**8,874**	**5.4%**	**34**	**0.021%**

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 2009

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 85/Unknown	HDGV	56	11	20	19.6%	35.7%	0	0	0	-	-
Pre 85/Unknown	LDGT1	729	136	517	18.7%	70.9%	2	0	0	0.0%	0.0%
Pre 85/Unknown	LDGT2	79	17	11	21.5%	13.9%	1	0	0	0.0%	0.0%
Pre 85/Unknown	LDGV	2,023	312	1,258	15.4%	62.2%	15	1	13	6.7%	86.7%
Pre 85/Unknown	Unknown	44	10	7	22.7%	15.9%	0	0	0	-	-
1985	HDGV	18	1	7	5.6%	38.9%	0	0	0	-	-
1985	LDGT1	375	88	252	23.5%	67.2%	0	0	0	-	-
1985	LDGT2	23	4	4	17.4%	17.4%	0	0	0	-	-
1985	LDGV	729	122	476	16.7%	65.3%	0	0	0	-	-
1985	Unknown	14	4	4	28.6%	28.6%	0	0	0	-	-
1986	HDGV	20	3	4	15.0%	20.0%	0	0	0	-	-
1986	LDGT1	401	74	286	18.5%	71.3%	0	0	0	-	-
1986	LDGT2	33	13	3	39.4%	9.1%	0	0	0	-	-
1986	LDGV	633	109	398	17.2%	62.9%	0	0	0	-	-
1986	Unknown	16	5	0	31.3%	0.0%	0	0	0	-	-
1987	HDGV	23	5	4	21.7%	17.4%	0	0	0	-	-
1987	LDGT1	604	93	459	15.4%	76.0%	0	0	0	-	-
1987	LDGT2	38	11	4	28.9%	10.5%	0	0	0	-	-
1987	LDGV	1,455	209	1,035	14.4%	71.1%	0	0	0	-	-
1987	Unknown	17	3	2	17.6%	11.8%	0	0	0	-	-
1988	HDGV	14	3	3	21.4%	21.4%	0	0	0	-	-
1988	LDGT1	466	85	322	18.2%	69.1%	0	0	0	-	-
1988	LDGT2	40	2	3	5.0%	7.5%	0	0	0	-	-
1988	LDGV	1,010	171	645	16.9%	63.9%	0	0	0	-	-
1988	Unknown	11	2	1	18.2%	9.1%	0	0	0	-	-
1989	HDGV	38	4	6	10.5%	15.8%	0	0	0	-	-
1989	LDGT1	830	136	619	16.4%	74.6%	0	0	0	-	-
1989	LDGT2	63	12	9	19.0%	14.3%	0	0	0	-	-
1989	LDGV	2,242	310	1,581	13.8%	70.5%	0	0	0	-	-
1989	Unknown	24	5	4	20.8%	16.7%	0	0	0	-	-
1990	HDGV	16	5	3	31.3%	18.8%	0	0	0	-	-
1990	LDGT1	441	61	330	13.8%	74.8%	0	0	0	-	-
1990	LDGT2	30	5	4	16.7%	13.3%	0	0	0	-	-
1990	LDGV	1,861	333	1,166	17.9%	62.7%	0	0	0	-	-
1990	Unknown	9	1	4	11.1%	44.4%	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 2009

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
1991	HDGV	4	0	1	0.0%	25.0%	0	0	0	-	-
1991	LDGT1	792	128	587	16.2%	74.1%	0	0	0	-	-
1991	LDGT2	37	4	5	10.8%	13.5%	0	0	0	-	-
1991	LDGV	3,803	584	2,617	15.4%	68.8%	0	0	0	-	-
1991	Unknown	10	4	1	40.0%	10.0%	0	0	0	-	-
1992	HDGV	13	0	4	0.0%	30.8%	0	0	0	-	-
1992	LDGT1	571	107	403	18.7%	70.6%	0	0	0	-	-
1992	LDGT2	48	8	11	16.7%	22.9%	0	0	0	-	-
1992	LDGV	3,216	584	2,061	18.2%	64.1%	0	0	0	-	-
1992	Unknown	9	0	2	0.0%	22.2%	0	0	0	-	-
1993	HDGV	21	5	5	23.8%	23.8%	0	0	0	-	-
1993	LDGT1	1,306	197	997	15.1%	76.3%	0	0	0	-	-
1993	LDGT2	100	17	24	17.0%	24.0%	0	0	0	-	-
1993	LDGV	6,580	985	4,695	15.0%	71.4%	0	0	0	-	-
1993	Unknown	14	1	4	7.1%	28.6%	0	0	0	-	-
1994	HDGV	28	3	8	10.7%	28.6%	0	0	0	-	-
1994	LDGT1	988	159	724	16.1%	73.3%	0	0	0	-	-
1994	LDGT2	81	16	13	19.8%	16.0%	0	0	0	-	-
1994	LDGV	4,561	765	3,062	16.8%	67.1%	0	0	0	-	-
1994	Unknown	18	2	1	11.1%	5.6%	0	0	0	-	-
1995	HDGV	49	8	12	16.3%	24.5%	0	0	0	-	-
1995	LDGT1	1,652	210	1,349	12.7%	81.7%	0	0	0	-	-
1995	LDGT2	162	17	35	10.5%	21.6%	0	0	0	-	-
1995	LDGV	8,156	993	6,141	12.2%	75.3%	0	0	0	-	-
1995	Unknown	19	5	4	26.3%	21.1%	0	0	0	-	-
1996	HDGV	28	2	7	7.1%	25.0%	0	0	0	-	-
1996	LDGT1	1,519	272	944	17.9%	62.1%	1,254	240	728	19.1%	58.1%
1996	LDGT2	293	72	23	24.6%	7.8%	278	68	21	24.5%	7.6%
1996	LDGV	11,623	2,307	6,458	19.8%	55.6%	10,266	2,172	5,347	21.2%	52.1%
1996	Unknown	17	6	4	35.3%	23.5%	1	0	1	0.0%	100.0%
1997	HDGV	62	8	30	12.9%	48.4%	0	0	0	-	-
1997	LDGT1	2,989	454	2,072	15.2%	69.3%	2,303	392	1,465	17.0%	63.6%
1997	LDGT2	347	76	57	21.9%	16.4%	334	71	54	21.3%	16.2%
1997	LDGV	19,819	3,691	12,136	18.6%	61.2%	17,413	3,497	10,107	20.1%	58.0%
1997	Unknown	29	4	7	13.8%	24.1%	3	1	2	33.3%	66.7%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2009

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
1998	HDGV	37	5	23	13.5%	62.2%	0	0	0	-	-
1998	LDGT1	2,086	344	1,348	16.5%	64.6%	1,716	309	1,026	18.0%	59.8%
1998	LDGT2	279	67	41	24.0%	14.7%	267	65	39	24.3%	14.6%
1998	LDGV	15,503	2,926	9,449	18.9%	60.9%	13,646	2,738	7,917	20.1%	58.0%
1998	Unknown	16	3	2	18.8%	12.5%	1	0	1	0.0%	100.0%
1999	HDGV	36	3	12	8.3%	33.3%	0	0	0	-	-
1999	LDGT1	2,649	336	1,961	12.7%	74.0%	1,941	283	1,323	14.6%	68.2%
1999	LDGT2	352	79	70	22.4%	19.9%	331	79	62	23.9%	18.7%
1999	LDGV	20,725	3,307	14,002	16.0%	67.6%	17,611	3,100	11,238	17.6%	63.8%
1999	Unknown	45	5	14	11.1%	31.1%	1	0	1	0.0%	100.0%
2000	HDGV	31	3	10	9.7%	32.3%	0	0	0	-	-
2000	LDGT1	2,109	326	1,490	15.5%	70.6%	1,542	297	974	19.3%	63.2%
2000	LDGT2	283	66	68	23.3%	24.0%	252	60	56	23.8%	22.2%
2000	LDGV	16,972	2,687	11,439	15.8%	67.4%	14,598	2,519	9,342	17.3%	64.0%
2000	Unknown	16	3	7	18.8%	43.8%	0	0	0	-	-
2001	HDGV	22	0	10	0.0%	45.5%	0	0	0	-	-
2001	LDGT1	3,906	639	2,892	16.4%	74.0%	3,103	601	2,134	19.4%	68.8%
2001	LDGT2	466	123	95	26.4%	20.4%	441	120	82	27.2%	18.6%
2001	LDGV	25,512	4,717	17,495	18.5%	68.6%	22,563	4,542	14,821	20.1%	65.7%
2001	Unknown	23	0	11	0.0%	47.8%	2	0	1	0.0%	50.0%
2002	HDGV	16	3	6	18.8%	37.5%	0	0	0	-	-
2002	LDGT1	2,039	324	1,513	15.9%	74.2%	1,521	296	1,032	19.5%	67.9%
2002	LDGT2	346	68	99	19.7%	28.6%	316	65	83	20.6%	26.3%
2002	LDGV	14,985	2,401	10,623	16.0%	70.9%	12,733	2,325	8,522	18.3%	66.9%
2002	Unknown	17	1	5	5.9%	29.4%	1	0	1	0.0%	100.0%
2003	HDGV	30	1	10	3.3%	33.3%	0	0	0	-	-
2003	LDGT1	3,478	325	2,929	9.3%	84.2%	2,133	271	1,655	12.7%	77.6%
2003	LDGT2	358	68	113	19.0%	31.6%	327	63	99	19.3%	30.3%
2003	LDGV	19,674	2,330	15,630	11.8%	79.4%	14,662	2,191	10,857	14.9%	74.0%
2003	Unknown	31	4	12	12.9%	38.7%	5	1	4	20.0%	80.0%
2004	HDGV	10	1	4	10.0%	40.0%	0	0	0	-	-
2004	LDGT1	958	106	793	11.1%	82.8%	614	93	467	15.1%	76.1%
2004	LDGT2	187	31	72	16.6%	38.5%	172	31	63	18.0%	36.6%
2004	LDGV	8,823	907	7,067	10.3%	80.1%	6,025	828	4,445	13.7%	73.8%
2004	Unknown	11	1	2	9.1%	18.2%	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 2009

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
2005	HDGV	10	0	7	0.0%	70.0%	0	0	0	-	-
2005	LDGT1	1,687	145	1,459	8.6%	86.5%	1,129	140	918	12.4%	81.3%
2005	LDGT2	164	27	62	16.5%	37.8%	152	27	55	17.8%	36.2%
2005	LDGV	12,720	1,046	10,846	8.2%	85.3%	8,582	961	6,903	11.2%	80.4%
2005	Unknown	7	0	1	0.0%	14.3%	0	0	0	-	-
2006	HDGV	10	0	6	0.0%	60.0%	0	0	0	-	-
2006	LDGT1	413	33	357	8.0%	86.4%	280	29	232	10.4%	82.9%
2006	LDGT2	68	8	37	11.8%	54.4%	58	8	31	13.8%	53.4%
2006	LDGV	5,350	404	4,637	7.6%	86.7%	3,768	369	3,130	9.8%	83.1%
2006	Unknown	5	0	2	0.0%	40.0%	0	0	0	-	-
2007	HDGV	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	115	11	98	9.6%	85.2%	79	9	66	11.4%	83.5%
2007	LDGT2	12	0	8	0.0%	66.7%	9	0	7	0.0%	77.8%
2007	LDGV	1,794	109	1,603	6.1%	89.4%	1,251	96	1,086	7.7%	86.8%
2007	Unknown	2	0	0	0.0%	0.0%	2	0	0	0.0%	0.0%
2008	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	LDGT1	64	3	55	4.7%	85.9%	44	3	35	6.8%	79.5%
2008	LDGT2	14	2	7	14.3%	50.0%	12	2	7	16.7%	58.3%
2008	LDGV	1,109	60	1,014	5.4%	91.4%	865	55	780	6.4%	90.2%
2008	Unknown	0	0	0	-	-	0	0	0	-	-
2009	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	LDGT1	16	0	16	0.0%	100.0%	9	0	9	0.0%	100.0%
2009	LDGT2	6	2	3	33.3%	50.0%	6	2	3	33.3%	50.0%
2009	LDGV	385	14	359	3.6%	93.2%	325	13	302	4.0%	92.9%
2009	Unknown	0	0	0	-	-	0	0	0	-	-
2010	HDGV	0	0	0	-	-	0	0	0	-	-
2010	LDGT1	2	0	1	0.0%	50.0%	2	0	1	0.0%	50.0%
2010	LDGT2	0	0	0	-	-	0	0	0	-	-
2010	LDGV	36	0	33	0.0%	91.7%	34	0	31	0.0%	91.2%
2010	Unknown	0	0	0	-	-	0	0	0	-	-
Totals		**249,411**	**38,133**	**173,885**	**15.3%**	**69.7%**	**165,001**	**29,033**	**107,579**	**17.6%**	**65.2%**

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2009

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 85/Unknown	HDGV	0	0	0	-	-	0	0	0	-	-	48	10	17	20.8%	35.4%
Pre 85/Unknown	LDGT1	42	15	21	35.7%	50.0%	220	48	140	21.8%	63.6%	362	62	270	17.1%	74.6%
Pre 85/Unknown	LDGT2	6	2	0	33.3%	0.0%	28	6	2	21.4%	7.1%	36	7	8	19.4%	22.2%
Pre 85/Unknown	LDGV	158	36	93	22.8%	58.9%	507	75	304	14.8%	60.0%	1,125	179	680	15.9%	60.4%
Pre 85/Unknown	Unknown	1	0	1	0.0%	100.0%	4	1	3	25.0%	75.0%	34	8	3	23.5%	8.8%
1985	HDGV	0	0	0	-	-	0	0	0	-	-	17	1	7	5.9%	41.2%
1985	LDGT1	31	7	16	22.6%	51.6%	216	60	132	27.8%	61.1%	68	12	56	17.6%	82.4%
1985	LDGT2	1	0	0	0.0%	0.0%	14	3	2	21.4%	14.3%	0	0	0	-	-
1985	LDGV	141	25	94	17.7%	66.7%	465	83	284	17.8%	61.1%	13	5	7	38.5%	53.8%
1985	Unknown	0	0	0	-	-	2	0	2	0.0%	100.0%	9	4	2	44.4%	22.2%
1986	HDGV	0	0	0	-	-	0	0	0	-	-	18	2	4	11.1%	22.2%
1986	LDGT1	56	15	34	26.8%	60.7%	186	34	121	18.3%	65.1%	79	17	62	21.5%	78.5%
1986	LDGT2	5	3	1	60.0%	20.0%	23	8	2	34.8%	8.7%	0	0	0	-	-
1986	LDGV	173	36	105	20.8%	60.7%	364	63	216	17.3%	59.3%	10	0	10	0.0%	100.0%
1986	Unknown	0	0	0	-	-	0	0	0	-	-	15	5	0	33.3%	0.0%
1987	HDGV	0	0	0	-	-	0	0	0	-	-	21	5	4	23.8%	19.0%
1987	LDGT1	48	9	38	18.8%	79.2%	327	56	223	17.1%	68.2%	112	18	94	16.1%	83.9%
1987	LDGT2	3	0	0	0.0%	0.0%	29	10	3	34.5%	10.3%	0	0	0	-	-
1987	LDGV	293	62	196	21.2%	66.9%	920	134	636	14.6%	69.1%	27	3	17	11.1%	63.0%
1987	Unknown	0	0	0	-	-	0	0	0	-	-	15	2	2	13.3%	13.3%
1988	HDGV	0	0	0	-	-	0	0	0	-	-	10	3	3	30.0%	30.0%
1988	LDGT1	98	29	54	29.6%	55.1%	213	40	136	18.8%	63.8%	70	8	62	11.4%	88.6%
1988	LDGT2	8	0	0	0.0%	0.0%	24	2	2	8.3%	8.3%	0	0	0	-	-
1988	LDGV	278	56	169	20.1%	60.8%	573	98	351	17.1%	61.3%	21	4	11	19.0%	52.4%
1988	Unknown	0	0	0	-	-	0	0	0	-	-	9	2	1	22.2%	11.1%
1989	HDGV	0	0	0	-	-	0	0	0	-	-	33	4	5	12.1%	15.2%
1989	LDGT1	139	37	91	26.6%	65.5%	402	62	287	15.4%	71.4%	125	20	105	16.0%	84.0%
1989	LDGT2	13	2	2	15.4%	15.4%	41	9	5	22.0%	12.2%	0	0	0	-	-
1989	LDGV	410	76	279	18.5%	68.0%	1,424	205	965	14.4%	67.8%	21	4	9	19.0%	42.9%
1989	Unknown	0	0	0	-	-	0	0	0	-	-	22	4	4	18.2%	18.2%
1990	HDGV	0	0	0	-	-	0	0	0	-	-	13	5	1	38.5%	7.7%
1990	LDGT1	94	16	67	17.0%	71.3%	190	29	126	15.3%	66.3%	53	3	50	5.7%	94.3%
1990	LDGT2	5	1	0	20.0%	0.0%	21	4	4	19.0%	19.0%	0	0	0	-	-
1990	LDGV	489	116	289	23.7%	59.1%	1,076	189	634	17.6%	58.9%	14	1	11	7.1%	78.6%
1990	Unknown	0	0	0	-	-	0	0	0	-	-	7	1	3	14.3%	42.9%

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Year 2009

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
1991	HDGV	0	0	0	-	-	0	0	0	-	-	4	0	1	0.0%	25.0%
1991	LDGT1	183	40	125	21.9%	68.3%	365	67	247	18.4%	67.7%	55	6	49	10.9%	89.1%
1991	LDGT2	4	0	0	0.0%	0.0%	20	2	3	10.0%	15.0%	0	0	0	-	-
1991	LDGV	945	216	597	22.9%	63.2%	2,229	331	1,487	14.8%	66.7%	10	1	6	10.0%	60.0%
1991	Unknown	0	0	0	-	-	0	0	0	-	-	7	3	0	42.9%	0.0%
1992	HDGV	0	0	0	-	-	0	0	0	-	-	7	0	2	0.0%	28.6%
1992	LDGT1	147	33	100	22.4%	68.0%	243	49	157	20.2%	64.6%	41	7	34	17.1%	82.9%
1992	LDGT2	14	4	1	28.6%	7.1%	26	3	8	11.5%	30.8%	0	0	0	-	-
1992	LDGV	1,065	258	620	24.2%	58.2%	1,696	283	1,082	16.7%	63.8%	6	1	4	16.7%	66.7%
1992	Unknown	0	0	0	-	-	0	0	0	-	-	8	0	2	0.0%	25.0%
1993	HDGV	0	0	0	-	-	0	0	0	-	-	20	5	4	25.0%	20.0%
1993	LDGT1	248	53	172	21.4%	69.4%	674	112	484	16.6%	71.8%	69	8	60	11.6%	87.0%
1993	LDGT2	9	2	1	22.2%	11.1%	69	15	15	21.7%	21.7%	0	0	0	-	-
1993	LDGV	1,557	314	1,031	20.2%	66.2%	4,009	607	2,793	15.1%	69.7%	14	2	10	14.3%	71.4%
1993	Unknown	0	0	0	-	-	0	1	0	-	-	10	0	2	0.0%	20.0%
1994	HDGV	0	0	0	-	-	0	0	0	-	-	21	2	6	9.5%	28.6%
1994	LDGT1	216	53	131	24.5%	60.6%	418	78	279	18.7%	66.7%	74	13	61	17.6%	82.4%
1994	LDGT2	20	4	1	20.0%	5.0%	51	10	10	19.6%	19.6%	0	0	0	-	-
1994	LDGV	1,313	312	781	23.8%	59.5%	2,476	408	1,613	16.5%	65.1%	14	1	11	7.1%	78.6%
1994	Unknown	0	0	0	-	-	1	1	0	100.0%	0.0%	7	1	0	14.3%	0.0%
1995	HDGV	0	0	0	-	-	0	0	0	-	-	38	7	7	18.4%	18.4%
1995	LDGT1	271	49	197	18.1%	72.7%	701	102	545	14.6%	77.7%	195	38	157	19.5%	80.5%
1995	LDGT2	14	0	2	0.0%	14.3%	113	16	21	14.2%	18.6%	0	0	0	-	-
1995	LDGV	1,683	320	1,166	19.0%	69.3%	4,536	594	3,263	13.1%	71.9%	15	3	9	20.0%	60.0%
1995	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	14	5	1	35.7%	7.1%
1996	HDGV	0	0	0	-	-	0	0	0	-	-	24	2	5	8.3%	20.8%
1996	LDGT1	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	69	11	58	15.9%	84.1%
1996	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGV	2	0	0	0.0%	0.0%	14	2	11	14.3%	78.6%	16	4	12	25.0%	75.0%
1996	Unknown	0	0	0	-	-	0	0	0	-	-	14	5	1	35.7%	7.1%
1997	HDGV	0	0	0	-	-	0	0	0	-	-	47	7	19	14.9%	40.4%
1997	LDGT1	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%	148	17	131	11.5%	88.5%
1997	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGV	14	4	9	28.6%	64.3%	23	1	17	4.3%	73.9%	32	5	23	15.6%	71.9%
1997	Unknown	0	0	0	-	-	0	0	0	-	-	18	2	3	11.1%	16.7%

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Year 2009

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
1998	HDGV	0	0	0	-	-	0	0	0	-	-	14	3	5	21.4%	35.7%
1998	LDGT1	0	0	0	-	-	2	0	2	0.0%	100.0%	53	8	45	15.1%	84.9%
1998	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGV	21	5	12	23.8%	57.1%	20	2	15	10.0%	75.0%	16	1	14	6.3%	87.5%
1998	Unknown	0	0	0	-	-	0	0	0	-	-	8	1	0	12.5%	0.0%
1999	HDGV	0	0	0	-	-	0	0	0	-	-	25	3	7	12.0%	28.0%
1999	LDGT1	0	0	0	-	-	1	0	1	0.0%	100.0%	141	22	119	15.6%	84.4%
1999	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGV	2	1	1	50.0%	50.0%	7	0	7	0.0%	100.0%	14	1	12	7.1%	85.7%
1999	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	23	2	4	8.7%	17.4%
2000	HDGV	0	0	0	-	-	0	0	0	-	-	23	3	4	13.0%	17.4%
2000	LDGT1	0	0	0	-	-	0	0	0	-	-	52	4	48	7.7%	92.3%
2000	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	16	2	8	12.5%	50.0%
2000	Unknown	0	0	0	-	-	0	0	0	-	-	6	1	2	16.7%	33.3%
2001	HDGV	0	0	0	-	-	0	0	0	-	-	9	0	3	0.0%	33.3%
2001	LDGT1	0	0	0	-	-	0	0	0	-	-	55	3	52	5.5%	94.5%
2001	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGV	0	0	0	-	-	4	1	3	25.0%	75.0%	12	4	7	33.3%	58.3%
2001	Unknown	0	0	0	-	-	0	0	0	-	-	10	0	3	0.0%	30.0%
2002	HDGV	0	0	0	-	-	0	0	0	-	-	9	2	3	22.2%	33.3%
2002	LDGT1	0	0	0	-	-	1	0	1	0.0%	100.0%	27	1	26	3.7%	96.3%
2002	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGV	0	0	0	-	-	4	1	3	25.0%	75.0%	4	0	3	0.0%	75.0%
2002	Unknown	0	0	0	-	-	0	0	0	-	-	3	0	1	0.0%	33.3%
2003	HDGV	0	0	0	-	-	0	0	0	-	-	9	1	2	11.1%	22.2%
2003	LDGT1	0	0	0	-	-	0	0	0	-	-	49	5	44	10.2%	89.8%
2003	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
2003	Unknown	0	0	0	-	-	0	0	1	-	-	5	0	1	0.0%	20.0%
2004	HDGV	0	0	0	-	-	0	0	0	-	-	2	1	0	50.0%	0.0%
2004	LDGT1	0	0	0	-	-	1	0	1	0.0%	100.0%	9	1	8	11.1%	88.9%
2004	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGV	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%	3	1	2	33.3%	66.7%
2004	Unknown	0	0	0	-	-	0	0	0	-	-	2	1	0	50.0%	0.0%

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Year 2009

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
2005	HDGV	0	0	0	-	-	0	0	0	-	-	3	0	2	0.0%	66.7%
2005	LDGT1	0	0	0	-	-	2	0	2	0.0%	100.0%	8	2	6	25.0%	75.0%
2005	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGV	1	1	0	100.0%	0.0%	14	0	14	0.0%	100.0%	1	0	1	0.0%	100.0%
2005	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT1	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2006	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGV	3	0	3	0.0%	100.0%	11	0	11	0.0%	100.0%	1	0	1	0.0%	100.0%
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	-	-	1	0	1	0.0%	100.0%
2007	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT2	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
2008	LDGV	0	0	0	-	-	7	0	7	0.0%	100.0%	0	0	0	-	-
2008	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT1	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2009	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**10,229**	**2,212**	**6,505**	**21.6%**	**63.6%**	**25,029**	**3,905**	**16,704**	**15.6%**	**66.7%**	**4,026**	**628**	**2,629**	**15.6%**	**65.3%**

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2009

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 85/Unknown	HDGV	14	1	4	7.1%	28.6%	3	0	1	0.0%	33.3%	1	0	0	0.0%	0.0%
Pre 85/Unknown	LDGT1	165	8	129	4.8%	78.2%	18	0	14	0.0%	77.8%	13	2	9	15.4%	69.2%
Pre 85/Unknown	LDGT2	18	2	3	11.1%	16.7%	4	0	2	0.0%	50.0%	1	0	0	0.0%	0.0%
Pre 85/Unknown	LDGV	330	15	248	4.5%	75.2%	41	2	15	4.9%	36.6%	39	1	22	2.6%	56.4%
Pre 85/Unknown	Unknown	6	1	1	16.7%	16.7%	0	0	0	-	-	0	0	0	-	-
1985	HDGV	2	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
1985	LDGT1	85	4	70	4.7%	82.4%	5	2	2	40.0%	40.0%	11	2	6	18.2%	54.5%
1985	LDGT2	13	1	4	7.7%	30.8%	0	0	0	-	-	2	0	1	0.0%	50.0%
1985	LDGV	148	7	119	4.7%	80.4%	11	1	5	9.1%	45.5%	16	0	7	0.0%	43.8%
1985	Unknown	3	0	1	0.0%	33.3%	1	0	0	0.0%	0.0%	0	0	0	-	-
1986	HDGV	4	1	0	25.0%	0.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
1986	LDGT1	106	3	91	2.8%	85.8%	9	0	4	0.0%	44.4%	9	0	7	0.0%	77.8%
1986	LDGT2	6	1	1	16.7%	16.7%	2	0	1	0.0%	50.0%	1	0	1	0.0%	100.0%
1986	LDGV	117	7	91	6.0%	77.8%	5	0	4	0.0%	80.0%	14	2	4	14.3%	28.6%
1986	Unknown	3	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
1987	HDGV	4	0	1	0.0%	25.0%	4	0	1	0.0%	25.0%	1	0	0	0.0%	0.0%
1987	LDGT1	154	8	130	5.2%	84.4%	5	0	3	0.0%	60.0%	14	1	8	7.1%	57.1%
1987	LDGT2	6	0	0	0.0%	0.0%	4	0	2	0.0%	50.0%	3	1	1	33.3%	33.3%
1987	LDGV	290	7	240	2.4%	82.8%	12	0	7	0.0%	58.3%	33	0	26	0.0%	78.8%
1987	Unknown	1	0	0	0.0%	0.0%	2	0	1	0.0%	50.0%	1	0	1	0.0%	100.0%
1988	HDGV	5	1	1	20.0%	20.0%	1	0	0	0.0%	0.0%	2	0	1	0.0%	50.0%
1988	LDGT1	119	7	98	5.9%	82.4%	3	0	1	0.0%	33.3%	18	0	12	0.0%	66.7%
1988	LDGT2	11	0	1	0.0%	9.1%	2	0	0	0.0%	0.0%	0	0	0	-	-
1988	LDGV	191	6	160	3.1%	83.8%	14	2	10	14.3%	71.4%	18	0	9	0.0%	50.0%
1988	Unknown	3	0	1	0.0%	33.3%	1	0	0	0.0%	0.0%	0	0	0	-	-
1989	HDGV	12	0	2	0.0%	16.7%	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%
1989	LDGT1	216	12	185	5.6%	85.6%	3	0	3	0.0%	100.0%	24	2	15	8.3%	62.5%
1989	LDGT2	14	0	5	0.0%	35.7%	1	0	0	0.0%	0.0%	5	0	2	0.0%	40.0%
1989	LDGV	475	17	399	3.6%	84.0%	13	0	5	0.0%	38.5%	54	2	35	3.7%	64.8%
1989	Unknown	9	1	3	11.1%	33.3%	0	0	0	-	-	1	0	0	0.0%	0.0%
1990	HDGV	6	0	2	0.0%	33.3%	0	0	0	-	-	0	0	0	-	-
1990	LDGT1	128	9	107	7.0%	83.6%	3	0	2	0.0%	66.7%	12	1	9	8.3%	75.0%
1990	LDGT2	5	0	0	0.0%	0.0%	2	0	0	0.0%	0.0%	3	0	1	0.0%	33.3%
1990	LDGV	363	13	300	3.6%	82.6%	13	5	4	38.5%	30.8%	41	2	27	4.9%	65.9%
1990	Unknown	3	0	2	0.0%	66.7%	1	0	1	0.0%	100.0%	0	0	0	-	-

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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
1991	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDGT1	228	10	200	4.4%	87.7%	2	0	2	0.0%	100.0%	30	3	19	10.0%	63.3%
1991	LDGT2	13	2	3	15.4%	23.1%	2	0	0	0.0%	0.0%	2	0	1	0.0%	50.0%
1991	LDGV	733	21	618	2.9%	84.3%	30	3	16	10.0%	53.3%	96	6	59	6.3%	61.5%
1991	Unknown	4	1	1	25.0%	25.0%	0	0	0	-	-	0	0	0	-	-
1992	HDGV	6	0	2	0.0%	33.3%	1	0	0	0.0%	0.0%	0	0	0	-	-
1992	LDGT1	163	17	133	10.4%	81.6%	3	0	1	0.0%	33.3%	13	1	11	7.7%	84.6%
1992	LDGT2	10	1	2	10.0%	20.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
1992	LDGV	549	32	440	5.8%	80.1%	29	3	15	10.3%	51.7%	87	5	47	5.7%	54.0%
1992	Unknown	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
1993	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1993	LDGT1	379	18	338	4.7%	89.2%	9	0	7	0.0%	77.8%	26	0	19	0.0%	73.1%
1993	LDGT2	29	0	10	0.0%	34.5%	2	0	1	0.0%	50.0%	4	0	1	0.0%	25.0%
1993	LDGV	1,217	28	1,065	2.3%	87.5%	40	1	22	2.5%	55.0%	185	15	128	8.1%	69.2%
1993	Unknown	3	0	2	0.0%	66.7%	0	0	0	-	-	0	0	0	-	-
1994	HDGV	9	1	3	11.1%	33.3%	1	0	0	0.0%	0.0%	1	0	1	0.0%	100.0%
1994	LDGT1	317	11	278	3.5%	87.7%	4	0	1	0.0%	25.0%	12	0	6	0.0%	50.0%
1994	LDGT2	16	2	6	12.5%	37.5%	0	0	0	-	-	2	0	0	0.0%	0.0%
1994	LDGV	916	22	790	2.4%	86.2%	38	3	20	7.9%	52.6%	126	7	78	5.6%	61.9%
1994	Unknown	11	0	1	0.0%	9.1%	0	0	0	-	-	1	0	0	0.0%	0.0%
1995	HDGV	13	1	6	7.7%	46.2%	2	1	0	50.0%	0.0%	0	0	0	-	-
1995	LDGT1	550	20	509	3.6%	92.5%	8	0	4	0.0%	50.0%	32	2	23	6.3%	71.9%
1995	LDGT2	50	0	16	0.0%	32.0%	1	0	0	0.0%	0.0%	2	1	0	50.0%	0.0%
1995	LDGV	2,128	53	1,872	2.5%	88.0%	38	2	16	5.3%	42.1%	216	12	154	5.6%	71.3%
1995	Unknown	7	0	3	0.0%	42.9%	0	0	0	-	-	0	0	0	-	-
1996	HDGV	5	0	2	0.0%	40.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1996	LDGT1	257	15	204	5.8%	79.4%	1	0	0	0.0%	0.0%	26	3	15	11.5%	57.7%
1996	LDGT2	38	1	12	2.6%	31.6%	1	0	0	0.0%	0.0%	3	0	0	0.0%	0.0%
1996	LDGV	1,704	87	1,367	5.1%	80.2%	36	3	21	8.3%	58.3%	360	30	224	8.3%	62.2%
1996	Unknown	3	1	2	33.3%	66.7%	0	0	0	-	-	0	0	0	-	-
1997	HDGV	23	0	17	0.0%	73.9%	0	0	0	-	-	0	0	0	-	-
1997	LDGT1	659	29	581	4.4%	88.2%	2	0	2	0.0%	100.0%	24	3	16	12.5%	66.7%
1997	LDGT2	35	4	15	11.4%	42.9%	1	0	0	0.0%	0.0%	2	0	0	0.0%	0.0%
1997	LDGV	2,819	106	2,375	3.8%	84.2%	44	3	25	6.8%	56.8%	520	32	348	6.2%	66.9%
1997	Unknown	12	2	4	16.7%	33.3%	0	0	0	-	-	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2009

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
1998	HDGV	24	1	20	4.2%	83.3%	0	0	0	-	-	0	0	0	-	-
1998	LDGT1	402	17	345	4.2%	85.8%	3	0	3	0.0%	100.0%	21	6	9	28.6%	42.9%
1998	LDGT2	30	1	11	3.3%	36.7%	1	0	1	0.0%	100.0%	3	0	1	0.0%	33.3%
1998	LDGV	2,151	93	1,783	4.3%	82.9%	45	3	28	6.7%	62.2%	392	40	258	10.2%	65.8%
1998	Unknown	9	1	1	11.1%	11.1%	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	HDGV	13	0	5	0.0%	38.5%	0	0	0	-	-	0	0	0	-	-
1999	LDGT1	669	23	600	3.4%	89.7%	5	1	3	20.0%	60.0%	30	0	22	0.0%	73.3%
1999	LDGT2	35	0	15	0.0%	42.9%	1	1	0	100.0%	0.0%	3	0	1	0.0%	33.3%
1999	LDGV	3,569	103	3,126	2.9%	87.6%	39	2	29	5.1%	74.4%	497	37	339	7.4%	68.2%
1999	Unknown	21	3	8	14.3%	38.1%	0	0	0	-	-	1	0	0	0.0%	0.0%
2000	HDGV	9	0	7	0.0%	77.8%	0	0	0	-	-	1	0	1	0.0%	100.0%
2000	LDGT1	592	18	524	3.0%	88.5%	1	0	0	0.0%	0.0%	17	0	15	0.0%	88.2%
2000	LDGT2	47	5	23	10.6%	48.9%	0	0	0	-	-	3	0	0	0.0%	0.0%
2000	LDGV	2,787	85	2,462	3.0%	88.3%	16	0	10	0.0%	62.5%	340	29	248	8.5%	72.9%
2000	Unknown	10	0	7	0.0%	70.0%	0	0	0	-	-	0	0	0	-	-
2001	HDGV	15	0	6	0.0%	40.0%	0	0	0	-	-	0	0	0	-	-
2001	LDGT1	887	22	819	2.5%	92.3%	0	0	0	-	-	20	0	18	0.0%	90.0%
2001	LDGT2	54	3	16	5.6%	29.6%	0	0	0	-	-	1	0	0	0.0%	0.0%
2001	LDGV	3,578	90	3,158	2.5%	88.3%	28	1	19	3.6%	67.9%	267	19	209	7.1%	78.3%
2001	Unknown	13	0	6	0.0%	46.2%	0	0	0	-	-	1	0	1	0.0%	100.0%
2002	HDGV	7	1	2	14.3%	28.6%	0	0	0	-	-	1	0	1	0.0%	100.0%
2002	LDGT1	589	20	529	3.4%	89.8%	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2002	LDGT2	55	3	13	5.5%	23.6%	0	0	0	-	-	2	0	1	0.0%	50.0%
2002	LDGV	2,702	43	2,400	1.6%	88.8%	22	1	13	4.5%	59.1%	102	6	74	5.9%	72.5%
2002	Unknown	13	1	1	7.7%	7.7%	0	0	0	-	-	0	0	0	-	-
2003	HDGV	23	0	6	0.0%	26.1%	0	0	0	-	-	1	0	0	0.0%	0.0%
2003	LDGT1	1,476	37	1,389	2.5%	94.1%	0	0	0	-	-	7	0	6	0.0%	85.7%
2003	LDGT2	51	4	13	7.8%	25.5%	0	0	0	-	-	0	0	0	-	-
2003	LDGV	5,666	100	5,271	1.8%	93.0%	25	0	17	0.0%	68.0%	63	2	50	3.2%	79.4%
2003	Unknown	20	2	3	10.0%	15.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2004	HDGV	9	0	3	0.0%	33.3%	0	0	0	-	-	0	0	0	-	-
2004	LDGT1	350	8	325	2.3%	92.9%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2004	LDGT2	27	0	14	0.0%	51.9%	1	0	0	0.0%	0.0%	0	0	0	-	-
2004	LDGV	3,052	52	2,758	1.7%	90.4%	21	1	11	4.8%	52.4%	30	0	23	0.0%	76.7%
2004	Unknown	10	1	1	10.0%	10.0%	0	0	0	-	-	1	1	0	100.0%	0.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2009

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
2005	HDGV	7	0	3	0.0%	42.9%	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	604	3	567	0.5%	93.9%	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	LDGT2	15	0	6	0.0%	40.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGV	4,423	53	4,123	1.2%	93.2%	30	1	23	3.3%	76.7%	16	1	12	6.3%	75.0%
2005	Unknown	7	0	1	0.0%	14.3%	0	0	0	-	-	0	0	0	-	-
2006	HDGV	9	0	5	0.0%	55.6%	0	0	0	-	-	0	0	0	-	-
2006	LDGT1	138	3	122	2.2%	88.4%	0	0	0	-	-	0	0	0	-	-
2006	LDGT2	11	0	4	0.0%	36.4%	0	0	0	-	-	0	0	0	-	-
2006	LDGV	1,674	24	1,520	1.4%	90.8%	4	0	2	0.0%	50.0%	12	2	10	16.7%	83.3%
2006	Unknown	5	0	2	0.0%	40.0%	0	0	0	-	-	0	0	0	-	-
2007	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	37	2	31	5.4%	83.8%	0	0	0	-	-	0	0	0	-	-
2007	LDGT2	3	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2007	LDGV	562	12	516	2.1%	91.8%	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGV	1	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2008	LDGT1	20	0	20	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2008	LDGT2	1	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2008	LDGV	240	4	208	1.7%	86.7%	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2008	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	HDGV	1	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2009	LDGT1	6	0	5	0.0%	83.3%	0	0	0	-	-	0	0	0	-	-
2009	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGV	57	1	46	1.8%	80.7%	0	0	0	-	-	0	0	0	-	-
2009	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2010	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**52,733**	**1,456**	**46,130**	**2.8%**	**87.5%**	**734**	**42**	**409**	**5.7%**	**55.7%**	**3,952**	**279**	**2,665**	**7.1%**	**67.4%**

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 2009

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 85/Unknown	HDGV	56	7	12.5%	0	0	-	0	0	-
Pre 85/Unknown	LDGT1	729	116	15.9%	2	0	0.0%	42	15	35.7%
Pre 85/Unknown	LDGT2	79	2	2.5%	1	0	0.0%	6	0	0.0%
Pre 85/Unknown	LDGV	2,023	223	11.0%	15	1	6.7%	158	24	15.2%
Pre 85/Unknown	Unknown	44	2	4.5%	0	0	-	1	0	0.0%
1985	HDGV	18	0	0.0%	0	0	-	0	0	-
1985	LDGT1	375	73	19.5%	0	0	-	31	5	16.1%
1985	LDGT2	23	2	8.7%	0	0	-	1	0	0.0%
1985	LDGV	729	98	13.4%	0	0	-	141	21	14.9%
1985	Unknown	14	0	0.0%	0	0	-	0	0	-
1986	HDGV	20	0	0.0%	0	0	-	0	0	-
1986	LDGT1	401	61	15.2%	0	0	-	56	11	19.6%
1986	LDGT2	33	1	3.0%	0	0	-	5	0	0.0%
1986	LDGV	633	87	13.7%	0	0	-	173	29	16.8%
1986	Unknown	16	2	12.5%	0	0	-	0	0	-
1987	HDGV	23	2	8.7%	0	0	-	0	0	-
1987	LDGT1	604	85	14.1%	0	0	-	48	8	16.7%
1987	LDGT2	38	3	7.9%	0	0	-	3	0	0.0%
1987	LDGV	1,455	171	11.8%	0	0	-	293	52	17.7%
1987	Unknown	17	0	0.0%	0	0	-	0	0	-
1988	HDGV	14	0	0.0%	0	0	-	0	0	-
1988	LDGT1	466	71	15.2%	0	0	-	98	25	25.5%
1988	LDGT2	40	1	2.5%	0	0	-	8	0	0.0%
1988	LDGV	1,010	124	12.3%	0	0	-	278	46	16.5%
1988	Unknown	11	1	9.1%	0	0	-	0	0	-
1989	HDGV	38	2	5.3%	0	0	-	0	0	-
1989	LDGT1	830	121	14.6%	0	0	-	139	32	23.0%
1989	LDGT2	63	4	6.3%	0	0	-	13	1	7.7%
1989	LDGV	2,242	240	10.7%	0	0	-	410	58	14.1%
1989	Unknown	24	1	4.2%	0	0	-	0	0	-
1990	HDGV	16	2	12.5%	0	0	-	0	0	-
1990	LDGT1	441	50	11.3%	0	0	-	94	14	14.9%
1990	LDGT2	30	1	3.3%	0	0	-	5	0	0.0%
1990	LDGV	1,861	232	12.5%	0	0	-	489	93	19.0%
1990	Unknown	9	0	0.0%	0	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 2009

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
1991	HDGV	4	0	0.0%	0	0	-	0	0	-
1991	LDGT1	792	108	13.6%	0	0	-	183	39	21.3%
1991	LDGT2	37	2	5.4%	0	0	-	4	0	0.0%
1991	LDGV	3,803	489	12.9%	0	0	-	945	190	20.1%
1991	Unknown	10	2	20.0%	0	0	-	0	0	-
1992	HDGV	13	0	0.0%	0	0	-	0	0	-
1992	LDGT1	571	88	15.4%	0	0	-	147	29	19.7%
1992	LDGT2	48	0	0.0%	0	0	-	14	0	0.0%
1992	LDGV	3,216	430	13.4%	0	0	-	1,065	200	18.8%
1992	Unknown	9	0	0.0%	0	0	-	0	0	-
1993	HDGV	21	1	4.8%	0	0	-	0	0	-
1993	LDGT1	1,306	175	13.4%	0	0	-	248	46	18.5%
1993	LDGT2	100	7	7.0%	0	0	-	9	1	11.1%
1993	LDGV	6,580	808	12.3%	0	0	-	1,557	258	16.6%
1993	Unknown	14	1	7.1%	0	0	-	0	0	-
1994	HDGV	28	1	3.6%	0	0	-	0	0	-
1994	LDGT1	988	143	14.5%	0	0	-	216	48	22.2%
1994	LDGT2	81	6	7.4%	0	0	-	20	0	0.0%
1994	LDGV	4,561	582	12.8%	0	0	-	1,313	242	18.4%
1994	Unknown	18	0	0.0%	0	0	-	0	0	-
1995	HDGV	49	0	0.0%	0	0	-	0	0	-
1995	LDGT1	1,652	193	11.7%	0	0	-	271	47	17.3%
1995	LDGT2	162	2	1.2%	0	0	-	14	0	0.0%
1995	LDGV	8,156	820	10.1%	0	0	-	1,683	268	15.9%
1995	Unknown	19	2	10.5%	0	0	-	0	0	-
1996	HDGV	28	0	0.0%	0	0	-	0	0	-
1996	LDGT1	1,519	169	11.1%	1,254	140	11.2%	1	0	0.0%
1996	LDGT2	293	16	5.5%	278	15	5.4%	0	0	-
1996	LDGV	11,623	1,249	10.7%	10,266	1,145	11.2%	2	0	0.0%
1996	Unknown	17	1	5.9%	1	0	0.0%	0	0	-
1997	HDGV	62	6	9.7%	0	0	-	0	0	-
1997	LDGT1	2,989	288	9.6%	2,303	235	10.2%	3	0	0.0%
1997	LDGT2	347	21	6.1%	334	17	5.1%	0	0	-
1997	LDGV	19,819	2,192	11.1%	17,413	2,035	11.7%	14	3	21.4%
1997	Unknown	29	1	3.4%	3	0	0.0%	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 2009

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
1998	HDGV	37	3	8.1%	0	0	-	0	0	-
1998	LDGT1	2,086	208	10.0%	1,716	181	10.5%	0	0	-
1998	LDGT2	279	21	7.5%	267	20	7.5%	0	0	-
1998	LDGV	15,503	1,750	11.3%	13,646	1,611	11.8%	21	4	19.0%
1998	Unknown	16	0	0.0%	1	0	0.0%	0	0	-
1999	HDGV	36	0	0.0%	0	0	-	0	0	-
1999	LDGT1	2,649	227	8.6%	1,941	178	9.2%	0	0	-
1999	LDGT2	352	18	5.1%	331	18	5.4%	0	0	-
1999	LDGV	20,725	2,111	10.2%	17,611	1,948	11.1%	2	1	50.0%
1999	Unknown	45	2	4.4%	1	0	0.0%	0	0	-
2000	HDGV	31	2	6.5%	0	0	-	0	0	-
2000	LDGT1	2,109	222	10.5%	1,542	197	12.8%	0	0	-
2000	LDGT2	283	27	9.5%	252	24	9.5%	0	0	-
2000	LDGV	16,972	1,678	9.9%	14,598	1,541	10.6%	0	0	-
2000	Unknown	16	1	6.3%	0	0	-	0	0	-
2001	HDGV	22	0	0.0%	0	0	-	0	0	-
2001	LDGT1	3,906	490	12.5%	3,103	454	14.6%	0	0	-
2001	LDGT2	466	48	10.3%	441	47	10.7%	0	0	-
2001	LDGV	25,512	3,441	13.5%	22,563	3,284	14.6%	0	0	-
2001	Unknown	23	0	0.0%	2	0	0.0%	0	0	-
2002	HDGV	16	1	6.3%	0	0	-	0	0	-
2002	LDGT1	2,039	236	11.6%	1,521	210	13.8%	0	0	-
2002	LDGT2	346	29	8.4%	316	27	8.5%	0	0	-
2002	LDGV	14,985	1,746	11.7%	12,733	1,677	13.2%	0	0	-
2002	Unknown	17	0	0.0%	1	0	0.0%	0	0	-
2003	HDGV	30	1	3.3%	0	0	-	0	0	-
2003	LDGT1	3,478	276	7.9%	2,133	223	10.5%	0	0	-
2003	LDGT2	358	22	6.1%	327	18	5.5%	0	0	-
2003	LDGV	19,674	1,821	9.3%	14,662	1,692	11.5%	0	0	-
2003	Unknown	31	2	6.5%	5	1	20.0%	0	0	-
2004	HDGV	10	1	10.0%	0	0	-	0	0	-
2004	LDGT1	958	84	8.8%	614	72	11.7%	0	0	-
2004	LDGT2	187	14	7.5%	172	14	8.1%	0	0	-
2004	LDGV	8,823	696	7.9%	6,025	625	10.4%	1	0	0.0%
2004	Unknown	11	0	0.0%	0	0	-	0	0	-

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Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2009

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
2005	HDGV	10	0	0.0%	0	0	-	0	0	-
2005	LDGT1	1,687	130	7.7%	1,129	125	11.1%	0	0	-
2005	LDGT2	164	13	7.9%	152	13	8.6%	0	0	-
2005	LDGV	12,720	854	6.7%	8,582	776	9.0%	1	1	100.0%
2005	Unknown	7	0	0.0%	0	0	-	0	0	-
2006	HDGV	10	0	0.0%	0	0	-	0	0	-
2006	LDGT1	413	28	6.8%	280	25	8.9%	0	0	-
2006	LDGT2	68	4	5.9%	58	4	6.9%	0	0	-
2006	LDGV	5,350	345	6.4%	3,768	313	8.3%	3	0	0.0%
2006	Unknown	5	0	0.0%	0	0	-	0	0	-
2007	HDGV	0	0	-	0	0	-	0	0	-
2007	LDGT1	115	9	7.8%	79	9	11.4%	0	0	-
2007	LDGT2	12	0	0.0%	9	0	0.0%	0	0	-
2007	LDGV	1,794	97	5.4%	1,251	84	6.7%	0	0	-
2007	Unknown	2	0	0.0%	2	0	0.0%	0	0	-
2008	HDGV	1	0	0.0%	0	0	-	0	0	-
2008	LDGT1	64	3	4.7%	44	3	6.8%	0	0	-
2008	LDGT2	14	2	14.3%	12	2	16.7%	0	0	-
2008	LDGV	1,109	54	4.9%	865	49	5.7%	0	0	-
2008	Unknown	0	0	-	0	0	-	0	0	-
2009	HDGV	1	0	0.0%	0	0	-	0	0	-
2009	LDGT1	16	0	0.0%	9	0	0.0%	0	0	-
2009	LDGT2	6	0	0.0%	6	0	0.0%	0	0	-
2009	LDGV	385	12	3.1%	325	11	3.4%	0	0	-
2009	Unknown	0	0	-	0	0	-	0	0	-
2010	HDGV	0	0	-	0	0	-	0	0	-
2010	LDGT1	2	0	0.0%	2	0	0.0%	0	0	-
2010	LDGT2	0	0	-	0	0	-	0	0	-
2010	LDGV	36	0	0.0%	34	0	0.0%	0	0	-
2010	Unknown	0	0	-	0	0	-	0	0	-
Totals		**249,411**	**26,317**	**10.6%**	**165,001**	**19,064**	**11.6%**	**10,229**	**1,811**	**17.7%**

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 2009

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 85/Unknown	HDGV	0	0	-	48	6	12.5%	14	2	14.3%	3	0	0.0%	1	0	0.0%
Pre 85/Unknown	LDGT1	220	36	16.4%	362	55	15.2%	165	13	7.9%	18	0	0.0%	13	2	15.4%
Pre 85/Unknown	LDGT2	28	1	3.6%	36	1	2.8%	18	2	11.1%	4	0	0.0%	1	0	0.0%
Pre 85/Unknown	LDGV	507	56	11.0%	1,125	129	11.5%	330	20	6.1%	41	0	0.0%	39	0	0.0%
Pre 85/Unknown	Unknown	4	1	25.0%	34	1	2.9%	6	0	0.0%	0	0	-	0	0	-
1985	HDGV	0	0	-	17	0	0.0%	2	0	0.0%	1	0	0.0%	0	0	-
1985	LDGT1	216	49	22.7%	68	12	17.6%	85	8	9.4%	5	0	0.0%	11	2	18.2%
1985	LDGT2	14	1	7.1%	0	0	-	13	2	15.4%	0	0	-	2	0	0.0%
1985	LDGV	465	66	14.2%	13	4	30.8%	148	12	8.1%	11	0	0.0%	16	0	0.0%
1985	Unknown	2	0	0.0%	9	0	0.0%	3	0	0.0%	1	0	0.0%	0	0	-
1986	HDGV	0	0	-	18	0	0.0%	4	0	0.0%	1	0	0.0%	0	0	-
1986	LDGT1	186	27	14.5%	79	16	20.3%	106	6	5.7%	9	0	0.0%	9	0	0.0%
1986	LDGT2	23	1	4.3%	0	0	-	6	0	0.0%	2	0	0.0%	1	0	0.0%
1986	LDGV	364	50	13.7%	10	0	0.0%	117	12	10.3%	5	0	0.0%	14	1	7.1%
1986	Unknown	0	0	-	15	2	13.3%	3	0	0.0%	1	0	0.0%	0	0	-
1987	HDGV	0	0	-	21	2	9.5%	4	0	0.0%	4	0	0.0%	1	0	0.0%
1987	LDGT1	327	50	15.3%	112	17	15.2%	154	15	9.7%	5	0	0.0%	14	0	0.0%
1987	LDGT2	29	3	10.3%	0	0	-	6	0	0.0%	4	0	0.0%	3	0	0.0%
1987	LDGV	920	107	11.6%	27	3	11.1%	290	12	4.1%	12	0	0.0%	33	0	0.0%
1987	Unknown	0	0	-	15	0	0.0%	1	0	0.0%	2	0	0.0%	1	0	0.0%
1988	HDGV	0	0	-	10	0	0.0%	5	0	0.0%	1	0	0.0%	2	0	0.0%
1988	LDGT1	213	31	14.6%	70	7	10.0%	119	14	11.8%	3	0	0.0%	18	0	0.0%
1988	LDGT2	24	1	4.2%	0	0	-	11	0	0.0%	2	0	0.0%	0	0	-
1988	LDGV	573	64	11.2%	21	4	19.0%	191	9	4.7%	14	1	7.1%	18	0	0.0%
1988	Unknown	0	0	-	9	1	11.1%	3	0	0.0%	1	0	0.0%	0	0	-
1989	HDGV	0	0	-	33	2	6.1%	12	0	0.0%	1	0	0.0%	1	0	0.0%
1989	LDGT1	402	53	13.2%	125	20	16.0%	216	24	11.1%	3	0	0.0%	24	2	8.3%
1989	LDGT2	41	3	7.3%	0	0	-	14	0	0.0%	1	0	0.0%	5	0	0.0%
1989	LDGV	1,424	161	11.3%	21	3	14.3%	475	30	6.3%	13	0	0.0%	54	2	3.7%
1989	Unknown	0	0	-	22	1	4.5%	9	0	0.0%	0	0	-	1	0	0.0%
1990	HDGV	0	0	-	13	2	15.4%	6	0	0.0%	0	0	-	0	0	-
1990	LDGT1	190	21	11.1%	53	3	5.7%	128	18	14.1%	3	0	0.0%	12	0	0.0%
1990	LDGT2	21	1	4.8%	0	0	-	5	0	0.0%	2	0	0.0%	3	0	0.0%
1990	LDGV	1,076	124	11.5%	14	1	7.1%	363	18	5.0%	13	2	15.4%	41	1	2.4%
1990	Unknown	0	0	-	7	0	0.0%	3	0	0.0%	1	0	0.0%	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 2009

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
1991	HDGV	0	0	-	4	0	0.0%	0	0	-	0	0	-	0	0	-
1991	LDGT1	365	52	14.2%	55	6	10.9%	228	18	7.9%	2	0	0.0%	30	1	3.3%
1991	LDGT2	20	1	5.0%	0	0	-	13	2	15.4%	2	0	0.0%	2	0	0.0%
1991	LDGV	2,229	271	12.2%	10	1	10.0%	733	40	5.5%	30	2	6.7%	96	5	5.2%
1991	Unknown	0	0	-	7	2	28.6%	4	0	0.0%	0	0	-	0	0	-
1992	HDGV	0	0	-	7	0	0.0%	6	0	0.0%	1	0	0.0%	0	0	-
1992	LDGT1	243	39	16.0%	41	6	14.6%	163	27	16.6%	3	0	0.0%	13	1	7.7%
1992	LDGT2	26	0	0.0%	0	0	-	10	0	0.0%	0	0	-	2	0	0.0%
1992	LDGV	1,696	200	11.8%	6	1	16.7%	549	45	8.2%	29	2	6.9%	87	3	3.4%
1992	Unknown	0	0	-	8	0	0.0%	1	0	0.0%	1	0	0.0%	0	0	-
1993	HDGV	0	0	-	20	1	5.0%	3	0	0.0%	0	0	-	0	0	-
1993	LDGT1	674	102	15.1%	69	8	11.6%	379	32	8.4%	9	0	0.0%	26	0	0.0%
1993	LDGT2	69	6	8.7%	0	0	-	29	0	0.0%	2	0	0.0%	4	0	0.0%
1993	LDGV	4,009	502	12.5%	14	0	0.0%	1,217	46	3.8%	40	1	2.5%	185	8	4.3%
1993	Unknown	0	1	-	10	0	0.0%	3	0	0.0%	0	0	-	0	0	-
1994	HDGV	0	0	-	21	0	0.0%	9	2	22.2%	1	0	0.0%	1	0	0.0%
1994	LDGT1	418	71	17.0%	74	13	17.6%	317	17	5.4%	4	0	0.0%	12	0	0.0%
1994	LDGT2	51	5	9.8%	0	0	-	16	2	12.5%	0	0	-	2	0	0.0%
1994	LDGV	2,476	307	12.4%	14	0	0.0%	916	30	3.3%	38	3	7.9%	126	4	3.2%
1994	Unknown	1	0	0.0%	7	0	0.0%	11	0	0.0%	0	0	-	1	0	0.0%
1995	HDGV	0	0	-	38	0	0.0%	13	0	0.0%	2	0	0.0%	0	0	-
1995	LDGT1	701	91	13.0%	195	36	18.5%	550	37	6.7%	8	0	0.0%	32	2	6.3%
1995	LDGT2	113	2	1.8%	0	0	-	50	0	0.0%	1	0	0.0%	2	0	0.0%
1995	LDGV	4,536	490	10.8%	15	3	20.0%	2,128	92	4.3%	38	2	5.3%	216	8	3.7%
1995	Unknown	1	0	0.0%	14	2	14.3%	7	0	0.0%	0	0	-	0	0	-
1996	HDGV	0	0	-	24	0	0.0%	5	0	0.0%	0	0	-	1	0	0.0%
1996	LDGT1	1	0	0.0%	69	11	15.9%	257	26	10.1%	1	0	0.0%	26	2	7.7%
1996	LDGT2	0	0	-	0	0	-	38	0	0.0%	1	0	0.0%	3	0	0.0%
1996	LDGV	14	1	7.1%	16	2	12.5%	1,704	126	7.4%	36	1	2.8%	360	18	5.0%
1996	Unknown	0	0	-	14	1	7.1%	3	0	0.0%	0	0	-	0	0	-
1997	HDGV	0	0	-	47	5	10.6%	23	0	0.0%	0	0	-	0	0	-
1997	LDGT1	3	0	0.0%	148	17	11.5%	659	52	7.9%	2	0	0.0%	24	1	4.2%
1997	LDGT2	0	0	-	0	0	-	35	4	11.4%	1	0	0.0%	2	0	0.0%
1997	LDGV	23	1	4.3%	32	3	9.4%	2,819	172	6.1%	44	1	2.3%	520	17	3.3%
1997	Unknown	0	0	-	18	0	0.0%	12	2	16.7%	0	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 2009

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
1998	HDGV	0	0	-	14	2	14.3%	24	2	8.3%	0	0	-	0	0	-
1998	LDGT1	2	0	0.0%	53	8	15.1%	402	26	6.5%	3	0	0.0%	21	3	14.3%
1998	LDGT2	0	0	-	0	0	-	30	2	6.7%	1	0	0.0%	3	0	0.0%
1998	LDGV	20	2	10.0%	16	1	6.3%	2,151	153	7.1%	45	1	2.2%	392	20	5.1%
1998	Unknown	0	0	-	8	0	0.0%	9	0	0.0%	1	0	0.0%	0	0	-
1999	HDGV	0	0	-	25	0	0.0%	13	0	0.0%	0	0	-	0	0	-
1999	LDGT1	1	0	0.0%	141	21	14.9%	669	40	6.0%	5	0	0.0%	30	0	0.0%
1999	LDGT2	0	0	-	0	0	-	35	0	0.0%	1	0	0.0%	3	0	0.0%
1999	LDGV	7	0	0.0%	14	1	7.1%	3,569	165	4.6%	39	0	0.0%	497	23	4.6%
1999	Unknown	1	0	0.0%	23	1	4.3%	21	2	9.5%	0	0	-	1	0	0.0%
2000	HDGV	0	0	-	23	2	8.7%	9	0	0.0%	0	0	-	1	0	0.0%
2000	LDGT1	0	0	-	52	4	7.7%	592	34	5.7%	1	0	0.0%	17	0	0.0%
2000	LDGT2	0	0	-	0	0	-	47	4	8.5%	0	0	-	3	0	0.0%
2000	LDGV	2	0	0.0%	16	1	6.3%	2,787	150	5.4%	16	0	0.0%	340	18	5.3%
2000	Unknown	0	0	-	6	0	0.0%	10	0	0.0%	0	0	-	0	0	-
2001	HDGV	0	0	-	9	0	0.0%	15	0	0.0%	0	0	-	0	0	-
2001	LDGT1	0	0	-	55	3	5.5%	887	40	4.5%	0	0	-	20	0	0.0%
2001	LDGT2	0	0	-	0	0	-	54	0	0.0%	0	0	-	1	0	0.0%
2001	LDGV	4	1	25.0%	12	4	33.3%	3,578	149	4.2%	28	1	3.6%	267	13	4.9%
2001	Unknown	0	0	-	10	0	0.0%	13	0	0.0%	0	0	-	1	0	0.0%
2002	HDGV	0	0	-	9	1	11.1%	7	0	0.0%	0	0	-	1	0	0.0%
2002	LDGT1	1	0	0.0%	27	1	3.7%	589	40	6.8%	1	0	0.0%	3	0	0.0%
2002	LDGT2	0	0	-	0	0	-	55	4	7.3%	0	0	-	2	0	0.0%
2002	LDGV	4	1	25.0%	4	0	0.0%	2,702	73	2.7%	22	0	0.0%	102	5	4.9%
2002	Unknown	0	0	-	3	0	0.0%	13	0	0.0%	0	0	-	0	0	-
2003	HDGV	0	0	-	9	1	11.1%	23	0	0.0%	0	0	-	1	0	0.0%
2003	LDGT1	0	0	-	49	5	10.2%	1,476	74	5.0%	0	0	-	7	0	0.0%
2003	LDGT2	0	0	-	0	0	-	51	3	5.9%	0	0	-	0	0	-
2003	LDGV	2	0	0.0%	3	0	0.0%	5,666	184	3.2%	25	0	0.0%	63	2	3.2%
2003	Unknown	0	0	-	5	0	0.0%	20	2	10.0%	0	0	-	1	0	0.0%
2004	HDGV	0	0	-	2	1	50.0%	9	0	0.0%	0	0	-	0	0	-
2004	LDGT1	1	0	0.0%	9	1	11.1%	350	16	4.6%	1	0	0.0%	2	0	0.0%
2004	LDGT2	0	0	-	0	0	-	27	0	0.0%	1	0	0.0%	0	0	-
2004	LDGV	4	0	0.0%	3	1	33.3%	3,052	90	2.9%	21	0	0.0%	30	0	0.0%
2004	Unknown	0	0	-	2	0	0.0%	10	0	0.0%	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 2009

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
2005	HDGV	0	0	-	3	0	0.0%	7	0	0.0%	0	0	-	0	0	-
2005	LDGT1	2	0	0.0%	8	2	25.0%	604	6	1.0%	2	0	0.0%	0	0	-
2005	LDGT2	0	0	-	0	0	-	15	0	0.0%	0	0	-	0	0	-
2005	LDGV	14	0	0.0%	1	0	0.0%	4,423	97	2.2%	30	1	3.3%	16	1	6.3%
2005	Unknown	0	0	-	0	0	-	7	0	0.0%	0	0	-	0	0	-
2006	HDGV	0	0	-	1	0	0.0%	9	0	0.0%	0	0	-	0	0	-
2006	LDGT1	0	0	-	2	0	0.0%	138	6	4.3%	0	0	-	0	0	-
2006	LDGT2	0	0	-	0	0	-	11	0	0.0%	0	0	-	0	0	-
2006	LDGV	11	0	0.0%	1	0	0.0%	1,674	43	2.6%	4	0	0.0%	12	2	16.7%
2006	Unknown	0	0	-	0	0	-	5	0	0.0%	0	0	-	0	0	-
2007	HDGV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDGT1	0	0	-	1	0	0.0%	37	0	0.0%	0	0	-	0	0	-
2007	LDGT2	0	0	-	0	0	-	3	0	0.0%	0	0	-	0	0	-
2007	LDGV	4	0	0.0%	1	0	0.0%	562	24	4.3%	2	0	0.0%	2	0	0.0%
2007	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2008	HDGV	0	0	-	0	0	-	1	0	0.0%	0	0	-	0	0	-
2008	LDGT1	0	0	-	0	0	-	20	0	0.0%	0	0	-	0	0	-
2008	LDGT2	1	0	0.0%	0	0	-	1	0	0.0%	0	0	-	0	0	-
2008	LDGV	7	0	0.0%	0	0	-	240	6	2.5%	2	0	0.0%	1	0	0.0%
2008	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2009	HDGV	0	0	-	0	0	-	1	0	0.0%	0	0	-	0	0	-
2009	LDGT1	1	0	0.0%	0	0	-	6	0	0.0%	0	0	-	0	0	-
2009	LDGT2	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDGV	2	0	0.0%	2	0	0.0%	57	2	3.5%	0	0	-	0	0	-
2009	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2010	HDGV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDGT1	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDGT2	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDGV	0	0	-	0	0	-	2	0	0.0%	0	0	-	0	0	-
2010	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Totals		**25,029**	**3,053**	**12.2%**	**4,026**	**471**	**11.7%**	**52,733**	**2,426**	**4.6%**	**734**	**18**	**2.5%**	**3,952**	**167**	**4.2%**

Table H (Page 8 of 8)

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 2009

Model Year	Vehicles Initially Failing ASM5015 or OBD Test	Waivers Received		Waivers for LDGV Vehicles	Waivers for LDGT1 Vehicles	Waivers for LDGT2 Vehicles
		Number	%			
Pre 85/Unknown	225	0	0.00%	0	0	0
1985	173	0	0.00%	0	0	0
1986	234	0	0.00%	0	0	0
1987	344	0	0.00%	0	0	0
1988	384	1	0.26%	1	0	0
1989	562	0	0.00%	0	0	0
1990	588	0	0.00%	0	0	0
1991	1,132	0	0.00%	0	0	0
1992	1,226	2	0.16%	1	1	0
1993	1,814	2	0.11%	2	0	0
1994	1,549	0	0.00%	0	0	0
1995	1,968	2	0.10%	1	1	0
1996	11,802	13	0.11%	13	0	0
1997	20,070	33	0.16%	21	9	3
1998	15,651	16	0.10%	14	2	0
1999	19,886	18	0.09%	10	7	1
2000	16,392	20	0.12%	10	8	2
2001	26,109	27	0.10%	21	5	1
2002	14,571	19	0.13%	13	3	3
2003	17,127	9	0.05%	6	2	1
2004	6,812	2	0.03%	2	0	0
2005	9,864	1	0.01%	0	1	0
2006	4,109	0	0.00%	0	0	0
2007	1,341	0	0.00%	0	0	0
2008	921	0	0.00%	0	0	0
2009	340	0	0.00%	0	0	0
2010	36	0	0.00%	0	0	0
TOTAL	**175,230**	**165**	**0.09%**	**115**	**39**	**11**
% of Waivers Issued by Vehicle Type				**70%**	**24%**	**7%**

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

Table I-1

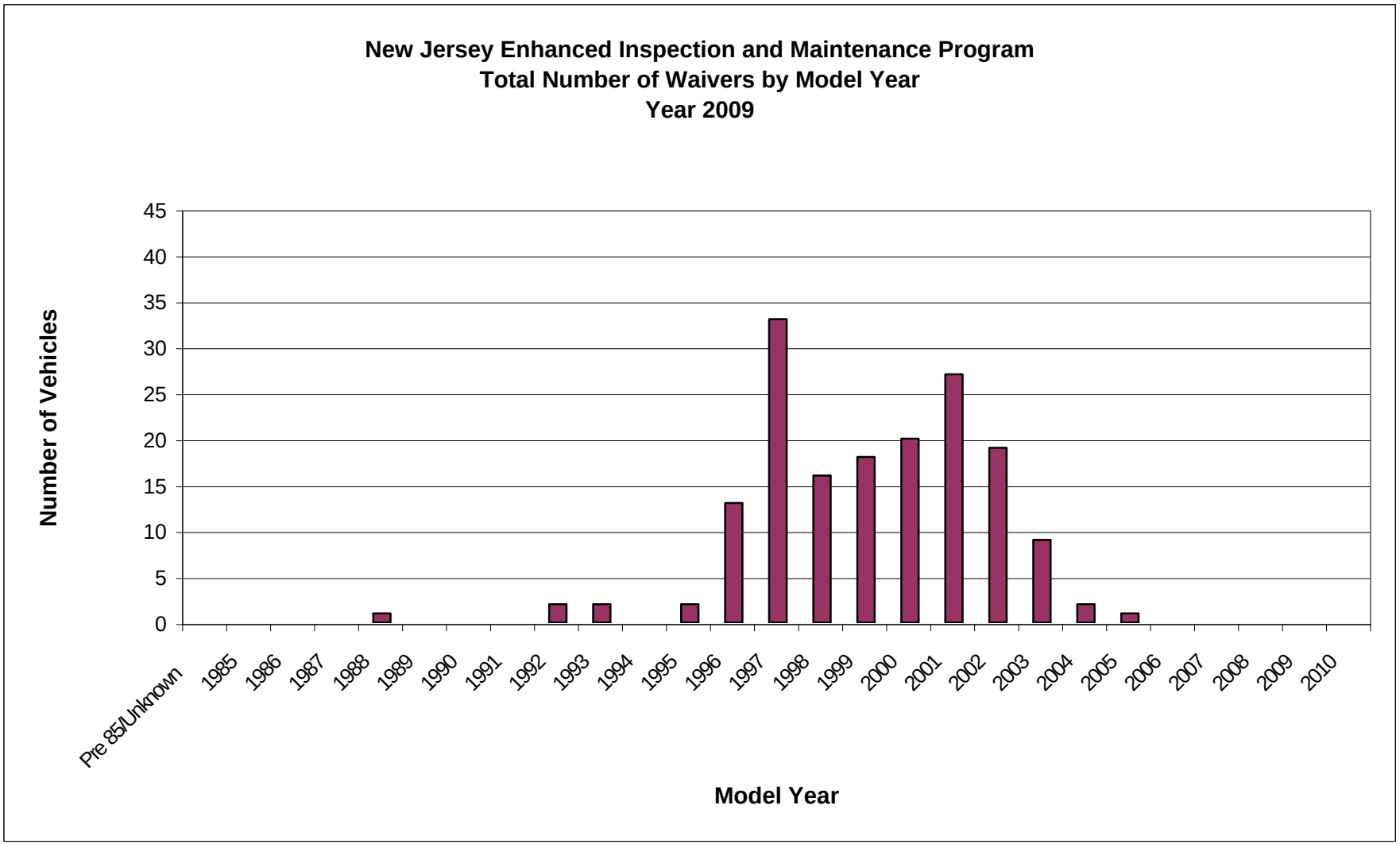
New Jersey Enhanced Inspection and Maintenance Program
Total Number of Waivers by Model Year
Year 2009
Number of Vehicles
45
40
35
30
25
20
15
10
5
0
Pre 85/Unknown
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
Model 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 2009

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 85/Unknown	HDGV	570	56	29	11	18	3.16%	32.14%	0	0	0	-	-
Pre 85/Unknown	LDGT1	2,083	729	96	34	62	2.98%	8.50%	10	2	0	0.00%	0.00%
Pre 85/Unknown	LDGT2	648	79	66	23	43	6.64%	54.43%	7	1	0	0.00%	0.00%
Pre 85/Unknown	LDGV	9,547	2,023	542	222	320	3.35%	15.82%	71	15	0	0.00%	0.00%
Pre 85/Unknown	Unknown	427	44	35	5	30	7.03%	68.18%	0	0	0	-	-
1985	HDGV	296	18	11	3	8	2.70%	44.44%	0	0	0	-	-
1985	LDGT1	1,023	375	50	14	36	3.52%	9.60%	0	0	0	-	-
1985	LDGT2	253	23	17	6	11	4.35%	47.83%	0	0	0	-	-
1985	LDGV	4,177	729	155	66	89	2.13%	12.21%	0	0	0	-	-
1985	Unknown	135	14	10	1	9	6.67%	64.29%	0	0	0	-	-
1986	HDGV	279	20	16	5	11	3.94%	55.00%	0	0	0	-	-
1986	LDGT1	1,077	401	54	20	34	3.16%	8.48%	0	0	0	-	-
1986	LDGT2	236	33	29	5	24	10.17%	72.73%	0	0	0	-	-
1986	LDGV	3,452	633	148	59	89	2.58%	14.06%	0	0	0	-	-
1986	Unknown	144	16	14	2	12	8.33%	75.00%	0	0	0	-	-
1987	HDGV	501	23	17	3	14	2.79%	60.87%	0	0	0	-	-
1987	LDGT1	2,557	604	60	19	41	1.60%	6.79%	0	0	0	-	-
1987	LDGT2	605	38	31	3	28	4.63%	73.68%	0	0	0	-	-
1987	LDGV	9,642	1,455	249	109	140	1.45%	9.62%	0	0	0	-	-
1987	Unknown	211	17	15	2	13	6.16%	76.47%	0	0	0	-	-
1988	HDGV	443	14	11	4	7	1.58%	50.00%	0	0	0	-	-
1988	LDGT1	1,807	466	73	27	46	2.55%	9.87%	0	0	0	-	-
1988	LDGT2	597	40	36	14	22	3.69%	55.00%	0	0	0	-	-
1988	LDGV	6,034	1,010	241	110	131	2.17%	12.97%	0	0	0	-	-
1988	Unknown	170	11	9	4	5	2.94%	45.45%	0	0	0	-	-
1989	HDGV	754	38	30	5	25	3.32%	65.79%	0	0	0	-	-
1989	LDGT1	3,477	830	90	39	51	1.47%	6.14%	0	0	0	-	-
1989	LDGT2	1,156	63	50	16	34	2.94%	53.97%	0	0	0	-	-
1989	LDGV	15,595	2,242	421	178	243	1.56%	10.84%	0	0	0	-	-
1989	Unknown	287	24	19	2	17	5.92%	70.83%	0	0	0	-	-
1990	HDGV	316	16	11	3	8	2.53%	50.00%	0	0	0	-	-
1990	LDGT1	1,912	441	61	21	40	2.09%	9.07%	0	0	0	-	-
1990	LDGT2	625	30	25	10	15	2.40%	50.00%	0	0	0	-	-
1990	LDGV	11,151	1,861	463	185	278	2.49%	14.94%	0	0	0	-	-
1990	Unknown	114	9	5	1	4	3.51%	44.44%	0	0	0	-	-

1 Initially failed, no emission pass in next 3 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 2009

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
1991	HDGV	352	4	3	2	1	0.28%	25.00%	0	0	0	-	-
1991	LDGT1	3,535	792	97	36	61	1.73%	7.70%	0	0	0	-	-
1991	LDGT2	900	37	30	13	17	1.89%	45.95%	0	0	0	-	-
1991	LDGV	25,063	3,803	697	296	401	1.60%	10.54%	0	0	0	-	-
1991	Unknown	154	10	7	0	7	4.55%	70.00%	0	0	0	-	-
1992	HDGV	325	13	9	3	6	1.85%	46.15%	0	0	0	-	-
1992	LDGT1	2,357	571	80	27	53	2.25%	9.28%	0	0	0	-	-
1992	LDGT2	865	48	37	12	25	2.89%	52.08%	0	0	0	-	-
1992	LDGV	18,823	3,216	725	282	443	2.35%	13.77%	0	0	0	-	-
1992	Unknown	110	9	7	2	5	4.55%	55.56%	0	0	0	-	-
1993	HDGV	711	21	15	6	9	1.27%	42.86%	0	0	0	-	-
1993	LDGT1	5,974	1,306	134	57	77	1.29%	5.90%	0	0	0	-	-
1993	LDGT2	2,161	100	69	18	51	2.36%	51.00%	0	0	0	-	-
1993	LDGV	47,921	6,580	1,077	447	630	1.31%	9.57%	0	0	0	-	-
1993	Unknown	270	14	9	2	7	2.59%	50.00%	0	0	0	-	-
1994	HDGV	739	28	19	8	11	1.49%	39.29%	0	0	0	-	-
1994	LDGT1	4,960	988	121	51	70	1.41%	7.09%	0	0	0	-	-
1994	LDGT2	2,091	81	62	13	49	2.34%	60.49%	0	0	0	-	-
1994	LDGV	33,303	4,561	917	374	543	1.63%	11.91%	0	0	0	-	-
1994	Unknown	242	18	17	4	13	5.37%	72.22%	0	0	0	-	-
1995	HDGV	1,859	49	37	11	26	1.40%	53.06%	0	0	0	-	-
1995	LDGT1	8,889	1,652	110	42	68	0.76%	4.12%	0	0	0	-	-
1995	LDGT2	5,233	162	125	31	94	1.80%	58.02%	0	0	0	-	-
1995	LDGV	84,509	8,156	1,195	420	775	0.92%	9.50%	0	0	0	-	-
1995	Unknown	663	19	13	1	12	1.81%	63.16%	0	0	0	-	-
1996	HDGV	904	28	21	5	16	1.77%	57.14%	0	0	0	-	-
1996	LDGT1	5,188	1,519	406	122	284	5.47%	18.70%	4,839	1,254	271	5.60%	21.61%
1996	LDGT2	2,370	293	254	63	191	8.06%	65.19%	2,330	278	180	7.73%	64.75%
1996	LDGV	53,015	11,623	3,916	1,247	2,669	5.03%	22.96%	52,271	10,266	2,562	4.90%	24.96%
1996	Unknown	323	17	12	3	9	2.79%	52.94%	1	1	0	0.00%	0.00%
1997	HDGV	2,538	62	26	2	24	0.95%	38.71%	0	0	0	-	-
1997	LDGT1	13,035	2,989	629	181	448	3.44%	14.99%	12,111	2,303	427	3.53%	18.54%
1997	LDGT2	4,864	347	269	60	209	4.30%	60.23%	4,829	334	204	4.22%	61.08%
1997	LDGV	114,534	19,819	5,491	1,504	3,987	3.48%	20.12%	113,202	17,413	3,814	3.37%	21.90%
1997	Unknown	1,214	29	21	2	19	1.57%	65.52%	7	3	0	0.00%	0.00%

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2009

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
1998	HDGV	1,088	37	11	3	8	0.74%	21.62%	0	0	0	-	-
1998	LDGT1	9,533	2,086	530	157	373	3.91%	17.88%	9,045	1,716	356	3.94%	20.75%
1998	LDGT2	3,104	279	217	50	167	5.38%	59.86%	3,078	267	161	5.23%	60.30%
1998	LDGV	86,141	15,503	4,304	1,092	3,212	3.73%	20.72%	84,317	13,646	3,064	3.63%	22.45%
1998	Unknown	436	16	14	1	13	2.98%	81.25%	8	1	0	0.00%	0.00%
1999	HDGV	2,759	36	24	6	18	0.65%	50.00%	0	0	0	-	-
1999	LDGT1	14,102	2,649	461	124	337	2.39%	12.72%	12,987	1,941	318	2.45%	16.38%
1999	LDGT2	7,132	352	264	45	219	3.07%	62.22%	7,110	331	209	2.94%	63.14%
1999	LDGV	153,584	20,725	4,612	1,176	3,436	2.24%	16.58%	152,362	17,611	3,274	2.15%	18.59%
1999	Unknown	1,575	45	29	1	28	1.78%	62.22%	11	1	0	0.00%	0.00%
2000	HDGV	2,161	31	19	3	16	0.74%	51.61%	0	0	0	-	-
2000	LDGT1	11,932	2,109	397	103	294	2.46%	13.94%	11,178	1,542	272	2.43%	17.64%
2000	LDGT2	5,133	283	188	31	157	3.06%	55.48%	5,108	252	142	2.78%	56.35%
2000	LDGV	121,840	16,972	3,855	900	2,955	2.43%	17.41%	120,793	14,598	2,834	2.35%	19.41%
2000	Unknown	1,087	16	8	2	6	0.55%	37.50%	7	0	0	0.00%	-
2001	HDGV	3,875	22	12	3	9	0.23%	40.91%	0	0	0	-	-
2001	LDGT1	18,202	3,906	524	104	420	2.31%	10.75%	16,867	3,103	410	2.43%	13.21%
2001	LDGT2	9,056	466	323	55	268	2.96%	57.51%	9,034	441	257	2.84%	58.28%
2001	LDGV	190,188	25,512	4,576	979	3,597	1.89%	14.10%	188,626	22,563	3,484	1.85%	15.44%
2001	Unknown	2,163	23	12	2	10	0.46%	43.48%	11	2	1	9.09%	50.00%
2002	HDGV	2,051	16	9	3	6	0.29%	37.50%	0	0	0	-	-
2002	LDGT1	10,707	2,039	290	60	230	2.15%	11.28%	9,895	1,521	218	2.20%	14.33%
2002	LDGT2	5,726	346	218	39	179	3.13%	51.73%	5,712	316	169	2.96%	53.48%
2002	LDGV	130,883	14,985	2,616	541	2,075	1.59%	13.85%	130,140	12,733	2,005	1.54%	15.75%
2002	Unknown	1,162	17	12	0	12	1.03%	70.59%	3	1	0	0.00%	0.00%
2003	HDGV	5,112	30	19	0	19	0.37%	63.33%	0	0	0	-	-
2003	LDGT1	20,845	3,478	273	73	200	0.96%	5.75%	19,319	2,133	183	0.95%	8.58%
2003	LDGT2	12,941	358	223	50	173	1.34%	48.32%	12,903	327	162	1.26%	49.54%
2003	LDGV	241,539	19,674	2,223	445	1,778	0.74%	9.04%	239,420	14,662	1,683	0.70%	11.48%
2003	Unknown	2,791	31	17	1	16	0.57%	51.61%	22	5	0	0.00%	0.00%
2004	HDGV	2,128	10	5	1	4	0.19%	40.00%	0	0	0	-	-
2004	LDGT1	9,550	958	81	17	64	0.67%	6.68%	8,894	614	58	0.65%	9.45%
2004	LDGT2	7,965	187	101	24	77	0.97%	41.18%	7,690	172	73	0.95%	42.44%
2004	LDGV	119,365	8,823	1,060	196	864	0.72%	9.79%	116,834	6,025	773	0.66%	12.83%
2004	Unknown	1,263	11	9	2	7	0.55%	63.64%	5	0	0	0.00%	-

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2009

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
2005	HDGV	4,867	10	3	0	3	0.06%	30.00%	0	0	0	-	-
2005	LDGT1	20,051	1,687	98	32	66	0.33%	3.91%	18,592	1,129	57	0.31%	5.05%
2005	LDGT2	15,081	164	89	17	72	0.48%	43.90%	14,227	152	68	0.48%	44.74%
2005	LDGV	244,787	12,720	1,020	182	838	0.34%	6.59%	233,791	8,582	739	0.32%	8.61%
2005	Unknown	2,450	7	6	0	6	0.24%	85.71%	5	0	0	0.00%	-
2006	HDGV	2,097	10	4	1	3	0.14%	30.00%	0	0	0	-	-
2006	LDGT1	8,833	413	28	7	21	0.24%	5.08%	8,197	280	17	0.21%	6.07%
2006	LDGT2	6,413	68	27	5	22	0.34%	32.35%	6,010	58	19	0.32%	32.76%
2006	LDGV	100,971	5,350	368	46	322	0.32%	6.02%	96,629	3,768	281	0.29%	7.46%
2006	Unknown	1,048	5	3	0	3	0.29%	60.00%	14	0	0	0.00%	-
2007	HDGV	635	0	0	0	0	0.00%	-	0	0	0	-	-
2007	LDGT1	3,870	115	8	0	8	0.21%	6.96%	3,543	79	4	0.11%	5.06%
2007	LDGT2	2,650	12	4	2	2	0.08%	16.67%	2,434	9	0	0.00%	0.00%
2007	LDGV	33,853	1,794	94	19	75	0.22%	4.18%	31,891	1,251	62	0.19%	4.96%
2007	Unknown	319	2	2	2	0	0.00%	0.00%	4	2	0	0.00%	0.00%
2008	HDGV	649	1	0	0	0	0.00%	0.00%	0	0	0	-	-
2008	LDGT1	3,464	64	6	2	4	0.12%	6.25%	3,163	44	4	0.13%	9.09%
2008	LDGT2	2,234	14	5	0	5	0.22%	35.71%	2,060	12	3	0.15%	25.00%
2008	LDGV	24,811	1,109	41	4	37	0.15%	3.34%	23,175	865	32	0.14%	3.70%
2008	Unknown	237	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2009	HDGV	203	1	0	0	0	0.00%	0.00%	0	0	0	-	-
2009	LDGT1	1,112	16	0	0	0	0.00%	0.00%	990	9	0	0.00%	0.00%
2009	LDGT2	732	6	3	1	2	0.27%	33.33%	643	6	2	0.31%	33.33%
2009	LDGV	7,930	385	14	0	14	0.18%	3.64%	7,255	325	12	0.17%	3.69%
2009	Unknown	138	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2010	HDGV	5	0	0	0	0	0.00%	-	0	0	0	-	-
2010	LDGT1	129	2	1	0	1	0.78%	50.00%	74	2	1	1.35%	50.00%
2010	LDGT2	59	0	0	0	0	0.00%	-	24	0	0	0.00%	-
2010	LDGV	384	36	3	0	3	0.78%	8.33%	265	34	3	1.13%	8.82%
2010	Unknown	9	0	0	0	0	0.00%	-	0	0	0	-	-
Totals		**2,241,435**	**249,411**	**49,209**	**13,187**	**36,022**	**1.6%**	**14.4%**	**1,814,045**	**165,001**	**28,868**	**1.6%**	**17.5%**

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2009

Model Yr	Veh Type	ASM Initial Insps	ASM Initial Fails	ASM No Known Outcome	ASM Drop Rate % of Initial Insps	ASM Drop Rate % of Initial Fails	2500 Initial Insps	2500 Initial Fails	2500 No Known Outcome	2500 Drop Rate % of Initial Insps	2500 Drop Rate % of Initial Fails	Idle Initial Insps	Idle Initial Fails	Idle No Known Outcome	Idle Drop Rate % of Initial Insps	Idle Drop Rate % of Initial Fails
Pre 85/Unknown	HDGV	0	0	0	-	-	0	0	0	-	-	570	48	16	2.81%	33.33%
Pre 85/Unknown	LDGT1	225	42	1	0.44%	2.38%	775	220	31	4.00%	14.09%	1,073	362	24	2.24%	6.63%
Pre 85/Unknown	LDGT2	61	6	1	1.64%	16.67%	211	28	18	8.53%	64.29%	369	36	18	4.88%	50.00%
Pre 85/Unknown	LDGV	709	158	15	2.12%	9.49%	3,074	507	91	2.96%	17.95%	5,693	1,125	188	3.30%	16.71%
Pre 85/Unknown	Unknown	1	1	0	0.00%	0.00%	8	4	0	0.00%	0.00%	418	34	25	5.98%	73.53%
1985	HDGV	0	0	0	-	-	0	0	0	-	-	296	17	7	2.36%	41.18%
1985	LDGT1	190	31	6	3.16%	19.35%	728	216	27	3.71%	12.50%	105	68	0	0.00%	0.00%
1985	LDGT2	46	1	0	0.00%	0.00%	207	14	7	3.38%	50.00%	0	0	0	-	-
1985	LDGV	726	141	12	1.65%	8.51%	3,351	465	71	2.12%	15.27%	100	13	1	1.00%	7.69%
1985	Unknown	1	0	0	0.00%	-	3	2	0	0.00%	0.00%	131	9	6	4.58%	66.67%
1986	HDGV	0	0	0	-	-	0	0	0	-	-	279	18	10	3.58%	55.56%
1986	LDGT1	247	56	6	2.43%	10.71%	715	186	25	3.50%	13.44%	115	79	0	0.00%	0.00%
1986	LDGT2	63	5	5	7.94%	100.00%	173	23	16	9.25%	69.57%	0	0	0	-	-
1986	LDGV	814	173	16	1.97%	9.25%	2,553	364	64	2.51%	17.58%	85	10	0	0.00%	0.00%
1986	Unknown	0	0	0	-	-	0	0	0	-	-	144	15	11	7.64%	73.33%
1987	HDGV	0	0	0	-	-	0	0	0	-	-	501	21	12	2.40%	57.14%
1987	LDGT1	524	48	1	0.19%	2.08%	1,844	327	38	2.06%	11.62%	189	112	1	0.53%	0.89%
1987	LDGT2	116	3	2	1.72%	66.67%	489	29	22	4.50%	75.86%	0	0	0	-	-
1987	LDGV	1,785	293	10	0.56%	3.41%	7,608	920	111	1.46%	12.07%	249	27	5	2.01%	18.52%
1987	Unknown	0	0	0	-	-	0	0	0	-	-	211	15	11	5.21%	73.33%
1988	HDGV	0	0	0	-	-	0	0	0	-	-	443	10	6	1.35%	60.00%
1988	LDGT1	445	98	8	1.80%	8.16%	1,240	213	32	2.58%	15.02%	122	70	1	0.82%	1.43%
1988	LDGT2	153	8	5	3.27%	62.50%	444	24	11	2.48%	45.83%	0	0	0	-	-
1988	LDGV	1,508	278	23	1.53%	8.27%	4,391	573	93	2.12%	16.23%	135	21	4	2.96%	19.05%
1988	Unknown	0	0	0	-	-	1	0	0	0.00%	-	169	9	3	1.78%	33.33%
1989	HDGV	0	0	0	-	-	0	0	0	-	-	754	33	22	2.92%	66.67%
1989	LDGT1	768	139	5	0.65%	3.60%	2,443	402	36	1.47%	8.96%	266	125	0	0.00%	0.00%
1989	LDGT2	248	13	5	2.02%	38.46%	908	41	22	2.42%	53.66%	0	0	0	-	-
1989	LDGV	3,031	410	31	1.02%	7.56%	12,369	1,424	179	1.45%	12.57%	195	21	3	1.54%	14.29%
1989	Unknown	0	0	0	-	-	1	0	0	0.00%	-	286	22	16	5.59%	72.73%
1990	HDGV	0	0	0	-	-	0	0	0	-	-	316	13	7	2.22%	53.85%
1990	LDGT1	508	94	4	0.79%	4.26%	1,269	190	34	2.68%	17.89%	135	53	0	0.00%	0.00%
1990	LDGT2	168	5	1	0.60%	20.00%	457	21	12	2.63%	57.14%	0	0	0	-	-
1990	LDGV	3,046	489	46	1.51%	9.41%	7,981	1,076	204	2.56%	18.96%	124	14	2	1.61%	14.29%
1990	Unknown	1	0	0	0.00%	-	3	0	0	0.00%	-	110	7	3	2.73%	42.86%

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1991	HDGV	0	0	0	-	-	0	0	0	-	-	352	4	1	0.28%	25.00%
1991	LDGT1	836	183	7	0.84%	3.83%	2,564	365	44	1.72%	12.05%	135	55	0	0.00%	0.00%
1991	LDGT2	186	4	2	1.08%	50.00%	714	20	9	1.26%	45.00%	0	0	0	-	-
1991	LDGV	4,936	945	63	1.28%	6.67%	19,943	2,229	290	1.45%	13.01%	184	10	2	1.09%	20.00%
1991	Unknown	0	0	0	-	-	1	0	0	0.00%	-	153	7	5	3.27%	71.43%
1992	HDGV	0	0	0	-	-	0	0	0	-	-	325	7	4	1.23%	57.14%
1992	LDGT1	641	147	9	1.40%	6.12%	1,578	243	35	2.22%	14.40%	138	41	1	0.72%	2.44%
1992	LDGT2	246	14	7	2.85%	50.00%	619	26	15	2.42%	57.69%	0	0	0	-	-
1992	LDGV	5,185	1,065	117	2.26%	10.99%	13,515	1,696	277	2.05%	16.33%	123	6	0	0.00%	0.00%
1992	Unknown	0	0	0	-	-	0	0	0	-	-	110	8	4	3.64%	50.00%
1993	HDGV	0	0	0	-	-	0	0	0	-	-	711	20	9	1.27%	45.00%
1993	LDGT1	1,296	248	13	1.00%	5.24%	4,452	674	56	1.26%	8.31%	226	69	0	0.00%	0.00%
1993	LDGT2	452	9	3	0.66%	33.33%	1,709	69	39	2.28%	56.52%	0	0	0	-	-
1993	LDGV	9,546	1,557	110	1.15%	7.06%	38,086	4,009	451	1.18%	11.25%	289	14	4	1.38%	28.57%
1993	Unknown	1	0	0	0.00%	-	1	0	0	0.00%	-	268	10	6	2.24%	60.00%
1994	HDGV	0	0	0	-	-	0	0	0	-	-	739	21	9	1.22%	42.86%
1994	LDGT1	1,297	216	17	1.31%	7.87%	3,391	418	42	1.24%	10.05%	272	74	0	0.00%	0.00%
1994	LDGT2	561	20	12	2.14%	60.00%	1,530	51	30	1.96%	58.82%	0	0	0	-	-
1994	LDGV	8,984	1,313	130	1.45%	9.90%	24,011	2,476	362	1.51%	14.62%	308	14	3	0.97%	21.43%
1994	Unknown	0	0	0	-	-	5	1	1	20.00%	100.00%	237	7	6	2.53%	85.71%
1995	HDGV	0	0	0	-	-	0	0	0	-	-	1,859	38	23	1.24%	60.53%
1995	LDGT1	1,714	271	8	0.47%	2.95%	6,458	701	45	0.70%	6.42%	717	195	2	0.28%	1.03%
1995	LDGT2	1,120	14	6	0.54%	42.86%	4,113	113	71	1.73%	62.83%	0	0	0	-	-
1995	LDGV	16,534	1,683	114	0.69%	6.77%	67,541	4,536	540	0.80%	11.90%	434	15	3	0.69%	20.00%
1995	Unknown	0	0	0	-	-	6	1	0	0.00%	0.00%	657	14	10	1.52%	71.43%
1996	HDGV	0	0	0	-	-	0	0	0	-	-	904	24	15	1.66%	62.50%
1996	LDGT1	2	1	0	0.00%	0.00%	27	1	0	0.00%	0.00%	320	69	0	0.00%	0.00%
1996	LDGT2	7	0	0	0.00%	-	33	0	0	0.00%	-	0	0	0	-	-
1996	LDGV	56	2	0	0.00%	0.00%	372	14	2	0.54%	14.29%	316	16	2	0.63%	12.50%
1996	Unknown	0	0	0	-	-	1	0	0	0.00%	-	321	14	9	2.80%	64.29%
1997	HDGV	0	0	0	-	-	0	0	0	-	-	2,538	47	21	0.83%	44.68%
1997	LDGT1	13	3	0	0.00%	0.00%	33	3	0	0.00%	0.00%	878	148	0	0.00%	0.00%
1997	LDGT2	7	0	0	0.00%	-	28	0	0	0.00%	-	0	0	0	-	-
1997	LDGV	143	14	1	0.70%	7.14%	571	23	2	0.35%	8.70%	618	32	6	0.97%	18.75%
1997	Unknown	0	0	0	-	-	0	0	0	-	-	1,207	18	14	1.16%	77.78%

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1998	HDGV	0	0	0	-	-	0	0	0	-	-	1,088	14	4	0.37%	28.57%
1998	LDGT1	15	0	0	0.00%	-	73	2	0	0.00%	0.00%	400	53	0	0.00%	0.00%
1998	LDGT2	2	0	0	0.00%	-	24	0	0	0.00%	-	0	0	0	-	-
1998	LDGV	361	21	4	1.11%	19.05%	1,073	20	1	0.09%	5.00%	390	16	1	0.26%	6.25%
1998	Unknown	0	0	0	-	-	0	0	0	-	-	428	8	7	1.64%	87.50%
1999	HDGV	0	0	0	-	-	0	0	0	-	-	2,759	25	13	0.47%	52.00%
1999	LDGT1	1	0	0	0.00%	-	14	1	0	0.00%	0.00%	1,100	141	1	0.09%	0.71%
1999	LDGT2	0	0	0	-	-	22	0	0	0.00%	-	0	0	0	-	-
1999	LDGV	58	2	0	0.00%	0.00%	465	7	0	0.00%	0.00%	699	14	1	0.14%	7.14%
1999	Unknown	0	0	0	-	-	1	1	0	0.00%	0.00%	1,563	23	17	1.09%	73.91%
2000	HDGV	0	0	0	-	-	0	0	0	-	-	2,161	23	14	0.65%	60.87%
2000	LDGT1	3	0	0	0.00%	-	19	0	0	0.00%	-	732	52	0	0.00%	0.00%
2000	LDGT2	2	0	0	0.00%	-	23	0	0	0.00%	-	0	0	0	-	-
2000	LDGV	45	0	0	0.00%	-	263	2	0	0.00%	0.00%	739	16	5	0.68%	31.25%
2000	Unknown	0	0	0	-	-	0	0	0	-	-	1,080	6	3	0.28%	50.00%
2001	HDGV	0	0	0	-	-	0	0	0	-	-	3,875	9	4	0.10%	44.44%
2001	LDGT1	2	0	0	0.00%	-	31	0	0	0.00%	-	1,302	55	0	0.00%	0.00%
2001	LDGT2	3	0	0	0.00%	-	19	0	0	0.00%	-	0	0	0	-	-
2001	LDGV	81	0	0	0.00%	-	474	4	0	0.00%	0.00%	1,007	12	1	0.10%	8.33%
2001	Unknown	0	0	0	-	-	1	0	0	0.00%	-	2,151	10	6	0.28%	60.00%
2002	HDGV	0	0	0	-	-	0	0	0	-	-	2,051	9	3	0.15%	33.33%
2002	LDGT1	5	0	0	0.00%	-	95	1	0	0.00%	0.00%	712	27	0	0.00%	0.00%
2002	LDGT2	1	0	0	0.00%	-	13	0	0	0.00%	-	0	0	0	-	-
2002	LDGV	9	0	0	0.00%	-	155	4	0	0.00%	0.00%	579	4	1	0.17%	25.00%
2002	Unknown	0	0	0	-	-	0	0	0	-	-	1,159	3	2	0.17%	66.67%
2003	HDGV	0	0	0	-	-	0	0	0	-	-	5,112	9	6	0.12%	66.67%
2003	LDGT1	0	0	0	-	-	32	0	0	0.00%	-	1,494	49	0	0.00%	0.00%
2003	LDGT2	3	0	0	0.00%	-	35	0	0	0.00%	-	0	0	0	-	-
2003	LDGV	54	0	0	0.00%	-	649	2	0	0.00%	0.00%	1,416	3	0	0.00%	0.00%
2003	Unknown	0	0	0	-	-	3	0	0	0.00%	-	2,766	5	4	0.14%	80.00%
2004	HDGV	0	0	0	-	-	0	0	0	-	-	2,128	2	1	0.05%	50.00%
2004	LDGT1	7	0	0	0.00%	-	53	1	0	0.00%	0.00%	596	9	0	0.00%	0.00%
2004	LDGT2	36	0	0	0.00%	-	239	0	0	0.00%	-	0	0	0	-	-
2004	LDGV	261	1	0	0.00%	0.00%	1,626	4	0	0.00%	0.00%	644	3	0	0.00%	0.00%
2004	Unknown	0	0	0	-	-	1	0	0	0.00%	-	1,257	2	1	0.08%	50.00%

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Model Yr	Veh Type	ASM Initial Insps	ASM Initial Fails	ASM No Known Outcome	ASM Drop Rate % of Initial Insps	ASM Drop Rate % of Initial Fails	2500 Initial Insps	2500 Initial Fails	2500 No Known Outcome	2500 Drop Rate % of Initial Insps	2500 Drop Rate % of Initial Fails	Idle Initial Insps	Idle Initial Fails	Idle No Known Outcome	Idle Drop Rate % of Initial Insps	Idle Drop Rate % of Initial Fails
2005	HDGV	0	0	0	-	-	0	0	0	-	-	4,867	3	1	0.02%	33.33%
2005	LDGT1	19	0	0	0.00%	-	315	2	0	0.00%	0.00%	1,125	8	0	0.00%	0.00%
2005	LDGT2	81	0	0	0.00%	-	773	0	0	0.00%	-	0	0	0	-	-
2005	LDGV	1,168	1	0	0.00%	0.00%	8,462	14	0	0.00%	0.00%	1,366	1	0	0.00%	0.00%
2005	Unknown	0	0	0	-	-	1	0	0	0.00%	-	2,444	0	0	0.00%	-
2006	HDGV	0	0	0	-	-	0	0	0	-	-	2,097	1	0	0.00%	0.00%
2006	LDGT1	2	0	0	0.00%	-	194	0	0	0.00%	-	440	2	0	0.00%	0.00%
2006	LDGT2	17	0	0	0.00%	-	386	0	0	0.00%	-	0	0	0	-	-
2006	LDGV	135	3	0	0.00%	0.00%	3,519	11	0	0.00%	0.00%	688	1	0	0.00%	0.00%
2006	Unknown	0	0	0	-	-	2	0	0	0.00%	-	1,032	0	0	0.00%	-
2007	HDGV	0	0	0	-	-	0	0	0	-	-	635	0	0	0.00%	-
2007	LDGT1	3	0	0	0.00%	-	202	0	0	0.00%	-	122	1	0	0.00%	0.00%
2007	LDGT2	7	0	0	0.00%	-	209	0	0	0.00%	-	0	0	0	-	-
2007	LDGV	91	0	0	0.00%	-	1,724	4	0	0.00%	0.00%	147	1	0	0.00%	0.00%
2007	Unknown	0	0	0	-	-	1	0	0	0.00%	-	314	0	0	0.00%	-
2008	HDGV	0	0	0	-	-	0	0	0	-	-	649	0	0	0.00%	-
2008	LDGT1	4	0	0	0.00%	-	187	0	0	0.00%	-	110	0	0	0.00%	-
2008	LDGT2	11	0	0	0.00%	-	163	1	1	0.61%	100.00%	0	0	0	-	-
2008	LDGV	72	0	0	0.00%	-	1,411	7	0	0.00%	0.00%	153	0	0	0.00%	-
2008	Unknown	0	0	0	-	-	2	0	0	0.00%	-	234	0	0	0.00%	-
2009	HDGV	0	0	0	-	-	0	0	0	-	-	203	0	0	0.00%	-
2009	LDGT1	1	0	0	0.00%	-	96	1	0	0.00%	0.00%	25	0	0	0.00%	-
2009	LDGT2	3	0	0	0.00%	-	86	0	0	0.00%	-	0	0	0	-	-
2009	LDGV	16	0	0	0.00%	-	622	2	0	0.00%	0.00%	37	2	0	0.00%	0.00%
2009	Unknown	0	0	0	-	-	0	0	0	-	-	137	0	0	0.00%	-
2010	HDGV	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
2010	LDGT1	0	0	0	-	-	55	0	0	0.00%	-	0	0	0	-	-
2010	LDGT2	0	0	0	-	-	35	0	0	0.00%	-	0	0	0	-	-
2010	LDGV	0	0	0	-	-	119	0	0	0.00%	-	0	0	0	-	-
2010	Unknown	0	0	0	-	-	0	0	0	-	-	9	0	0	0.00%	-
Totals		**71,726**	**10,229**	**826**	**1.2%**	**8.1%**	**268,515**	**25,029**	**3,457**	**1.3%**	**13.8%**	**87,149**	**4,026**	**657**	**0.8%**	**16.3%**

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Pre 85/Unknown	HDGV	516	14	6	1.16%	42.86%	360	3	1	0.28%	33.33%	570	1	0	0.00%	0.00%
Pre 85/Unknown	LDGT1	1,746	165	15	0.86%	9.09%	1,510	18	1	0.07%	5.56%	2,083	13	1	0.05%	7.69%
Pre 85/Unknown	LDGT2	585	18	11	1.88%	61.11%	500	4	2	0.40%	50.00%	648	1	0	0.00%	0.00%
Pre 85/Unknown	LDGV	7,100	330	42	0.59%	12.73%	6,531	41	14	0.21%	34.15%	9,547	39	9	0.09%	23.08%
Pre 85/Unknown	Unknown	297	6	5	1.68%	83.33%	194	0	0	0.00%	-	427	0	0	0.00%	-
1985	HDGV	282	2	1	0.35%	50.00%	232	1	0	0.00%	0.00%	296	0	0	0.00%	-
1985	LDGT1	1,000	85	5	0.50%	5.88%	968	5	1	0.10%	20.00%	1,023	11	2	0.20%	18.18%
1985	LDGT2	253	13	6	2.37%	46.15%	250	0	0	0.00%	-	253	2	0	0.00%	0.00%
1985	LDGV	4,092	148	10	0.24%	6.76%	4,155	11	3	0.07%	27.27%	4,177	16	5	0.12%	31.25%
1985	Unknown	112	3	2	1.79%	66.67%	97	1	1	1.03%	100.00%	135	0	0	0.00%	-
1986	HDGV	271	4	3	1.11%	75.00%	225	1	1	0.44%	100.00%	279	0	0	0.00%	-
1986	LDGT1	1,051	106	8	0.76%	7.55%	1,023	9	1	0.10%	11.11%	1,077	9	1	0.09%	11.11%
1986	LDGT2	233	6	4	1.72%	66.67%	230	2	1	0.43%	50.00%	236	1	0	0.00%	0.00%
1986	LDGV	3,355	117	12	0.36%	10.26%	3,404	5	1	0.03%	20.00%	3,452	14	6	0.17%	42.86%
1986	Unknown	119	3	3	2.52%	100.00%	98	1	1	1.02%	100.00%	144	0	0	0.00%	-
1987	HDGV	471	4	3	0.64%	75.00%	453	4	1	0.22%	25.00%	501	1	0	0.00%	0.00%
1987	LDGT1	2,527	154	8	0.32%	5.19%	2,500	5	1	0.04%	20.00%	2,557	14	4	0.16%	28.57%
1987	LDGT2	603	6	5	0.83%	83.33%	602	4	2	0.33%	50.00%	605	3	2	0.33%	66.67%
1987	LDGV	9,499	290	26	0.27%	8.97%	9,582	12	3	0.03%	25.00%	9,642	33	3	0.03%	9.09%
1987	Unknown	164	1	1	0.61%	100.00%	171	2	1	0.58%	50.00%	211	1	0	0.00%	0.00%
1988	HDGV	427	5	2	0.47%	40.00%	427	1	0	0.00%	0.00%	443	2	1	0.23%	50.00%
1988	LDGT1	1,796	119	6	0.33%	5.04%	1,784	3	1	0.06%	33.33%	1,807	18	3	0.17%	16.67%
1988	LDGT2	595	11	9	1.51%	81.82%	595	2	0	0.00%	0.00%	597	0	0	0.00%	-
1988	LDGV	5,940	191	16	0.27%	8.38%	5,972	14	3	0.05%	21.43%	6,034	18	6	0.10%	33.33%
1988	Unknown	133	3	1	0.75%	33.33%	150	1	1	0.67%	100.00%	170	0	0	0.00%	-
1989	HDGV	738	12	9	1.22%	75.00%	744	1	0	0.00%	0.00%	754	1	1	0.13%	100.00%
1989	LDGT1	3,457	216	11	0.32%	5.09%	3,448	3	0	0.00%	0.00%	3,477	24	5	0.14%	20.83%
1989	LDGT2	1,154	14	8	0.69%	57.14%	1,152	1	1	0.09%	100.00%	1,156	5	3	0.26%	60.00%
1989	LDGV	15,436	475	38	0.25%	8.00%	15,534	13	4	0.03%	30.77%	15,595	54	7	0.04%	12.96%
1989	Unknown	265	9	4	1.51%	44.44%	268	0	0	0.00%	-	287	1	1	0.35%	100.00%
1990	HDGV	311	6	2	0.64%	33.33%	309	0	0	0.00%	-	316	0	0	0.00%	-
1990	LDGT1	1,899	128	7	0.37%	5.47%	1,892	3	1	0.05%	33.33%	1,912	12	2	0.10%	16.67%
1990	LDGT2	625	5	3	0.48%	60.00%	622	2	2	0.32%	100.00%	625	3	1	0.16%	33.33%
1990	LDGV	11,050	363	35	0.32%	9.64%	11,073	13	5	0.05%	38.46%	11,151	41	8	0.07%	19.51%
1990	Unknown	100	3	1	1.00%	33.33%	112	1	0	0.00%	0.00%	114	0	0	0.00%	-

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Year 2009

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
1991	HDGV	350	0	0	0.00%	-	348	0	0	0.00%	-	352	0	0	0.00%	-
1991	LDGT1	3,519	228	12	0.34%	5.26%	3,514	2	0	0.00%	0.00%	3,535	30	7	0.20%	23.33%
1991	LDGT2	900	13	6	0.67%	46.15%	899	2	0	0.00%	0.00%	900	2	0	0.00%	0.00%
1991	LDGV	24,932	733	53	0.21%	7.23%	24,978	30	8	0.03%	26.67%	25,063	96	19	0.08%	19.79%
1991	Unknown	134	4	2	1.49%	50.00%	148	0	0	0.00%	-	154	0	0	0.00%	-
1992	HDGV	322	6	2	0.62%	33.33%	324	1	1	0.31%	100.00%	325	0	0	0.00%	-
1992	LDGT1	2,351	163	9	0.38%	5.52%	2,334	3	0	0.00%	0.00%	2,357	13	1	0.04%	7.69%
1992	LDGT2	861	10	3	0.35%	30.00%	857	0	0	0.00%	-	865	2	0	0.00%	0.00%
1992	LDGV	18,769	549	59	0.31%	10.75%	18,666	29	7	0.04%	24.14%	18,823	87	22	0.12%	25.29%
1992	Unknown	102	1	1	0.98%	100.00%	107	1	1	0.93%	100.00%	110	0	0	0.00%	-
1993	HDGV	709	3	0	0.00%	0.00%	707	0	0	0.00%	-	711	0	0	0.00%	-
1993	LDGT1	5,941	379	14	0.24%	3.69%	5,964	9	1	0.02%	11.11%	5,974	26	4	0.07%	15.38%
1993	LDGT2	2,161	29	11	0.51%	37.93%	2,148	2	1	0.05%	50.00%	2,161	4	3	0.14%	75.00%
1993	LDGV	47,814	1,217	79	0.17%	6.49%	47,754	40	9	0.02%	22.50%	47,921	185	28	0.06%	15.14%
1993	Unknown	255	3	1	0.39%	33.33%	263	0	0	0.00%	-	270	0	0	0.00%	-
1994	HDGV	737	9	2	0.27%	22.22%	734	1	1	0.14%	100.00%	739	1	0	0.00%	0.00%
1994	LDGT1	4,949	317	17	0.34%	5.36%	4,931	4	1	0.02%	25.00%	4,960	12	4	0.08%	33.33%
1994	LDGT2	2,090	16	9	0.43%	56.25%	2,076	0	0	0.00%	-	2,091	2	2	0.10%	100.00%
1994	LDGV	33,198	916	63	0.19%	6.88%	33,080	38	6	0.02%	15.79%	33,303	126	29	0.09%	23.02%
1994	Unknown	232	11	8	3.45%	72.73%	234	0	0	0.00%	-	242	1	0	0.00%	0.00%
1995	HDGV	1,854	13	3	0.16%	23.08%	1,847	2	1	0.05%	50.00%	1,859	0	0	0.00%	-
1995	LDGT1	8,853	550	12	0.14%	2.18%	8,865	8	3	0.03%	37.50%	8,889	32	4	0.04%	12.50%
1995	LDGT2	5,233	50	26	0.50%	52.00%	5,222	1	1	0.02%	100.00%	5,233	2	2	0.04%	100.00%
1995	LDGV	84,282	2,128	134	0.16%	6.30%	84,288	38	15	0.02%	39.47%	84,509	216	40	0.05%	18.52%
1995	Unknown	628	7	4	0.64%	57.14%	648	0	0	0.00%	-	663	0	0	0.00%	-
1996	HDGV	901	5	2	0.22%	40.00%	892	0	0	0.00%	-	904	1	0	0.00%	0.00%
1996	LDGT1	5,179	257	26	0.50%	10.12%	5,161	1	1	0.02%	100.00%	5,188	26	3	0.06%	11.54%
1996	LDGT2	2,368	38	17	0.72%	44.74%	2,362	1	1	0.04%	100.00%	2,370	3	3	0.13%	100.00%
1996	LDGV	52,900	1,704	172	0.33%	10.09%	52,719	36	9	0.02%	25.00%	53,015	360	77	0.15%	21.39%
1996	Unknown	307	3	1	0.33%	33.33%	317	0	0	0.00%	-	323	0	0	0.00%	-
1997	HDGV	2,537	23	6	0.24%	26.09%	2,477	0	0	0.00%	-	2,538	0	0	0.00%	-
1997	LDGT1	13,018	659	36	0.28%	5.46%	12,994	2	0	0.00%	0.00%	13,035	24	2	0.02%	8.33%
1997	LDGT2	4,864	35	15	0.31%	42.86%	4,853	1	1	0.02%	100.00%	4,864	2	2	0.04%	100.00%
1997	LDGV	114,276	2,819	234	0.20%	8.30%	114,153	44	12	0.01%	27.27%	114,534	520	105	0.09%	20.19%
1997	Unknown	1,190	12	7	0.59%	58.33%	1,187	0	0	0.00%	-	1,214	0	0	0.00%	-

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Year 2009

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1998	HDGV	1,084	24	3	0.28%	12.50%	1,086	0	0	0.00%	-	1,088	0	0	0.00%	-
1998	LDGT1	9,523	402	25	0.26%	6.22%	9,478	3	0	0.00%	0.00%	9,533	21	5	0.05%	23.81%
1998	LDGT2	3,098	30	14	0.45%	46.67%	3,094	1	0	0.00%	0.00%	3,104	3	1	0.03%	33.33%
1998	LDGV	85,870	2,151	203	0.24%	9.44%	85,688	45	9	0.01%	20.00%	86,141	392	76	0.09%	19.39%
1998	Unknown	419	9	8	1.91%	88.89%	430	1	0	0.00%	0.00%	436	0	0	0.00%	-
1999	HDGV	2,755	13	6	0.22%	46.15%	2,757	0	0	0.00%	-	2,759	0	0	0.00%	-
1999	LDGT1	14,095	669	33	0.23%	4.93%	14,064	5	1	0.01%	20.00%	14,102	30	6	0.04%	20.00%
1999	LDGT2	7,130	35	15	0.21%	42.86%	7,117	1	1	0.01%	100.00%	7,132	3	2	0.03%	66.67%
1999	LDGV	153,141	3,569	244	0.16%	6.84%	153,104	39	7	0.00%	17.95%	153,584	497	85	0.06%	17.10%
1999	Unknown	1,553	21	12	0.77%	57.14%	1,568	0	0	0.00%	-	1,575	1	1	0.06%	100.00%
2000	HDGV	2,159	9	2	0.09%	22.22%	2,158	0	0	0.00%	-	2,161	1	0	0.00%	0.00%
2000	LDGT1	11,926	592	33	0.28%	5.57%	11,890	1	1	0.01%	100.00%	11,932	17	2	0.02%	11.76%
2000	LDGT2	5,127	47	20	0.39%	42.55%	5,118	0	0	0.00%	-	5,133	3	3	0.06%	100.00%
2000	LDGV	121,447	2,787	165	0.14%	5.92%	121,392	16	6	0.00%	37.50%	121,840	340	51	0.04%	15.00%
2000	Unknown	1,077	10	2	0.19%	20.00%	1,085	0	0	0.00%	-	1,087	0	0	0.00%	-
2001	HDGV	3,870	15	6	0.16%	40.00%	3,873	0	0	0.00%	-	3,875	0	0	0.00%	-
2001	LDGT1	18,190	887	23	0.13%	2.59%	18,134	0	0	0.00%	-	18,202	20	2	0.01%	10.00%
2001	LDGT2	9,020	54	21	0.23%	38.89%	9,002	0	0	0.00%	-	9,056	1	1	0.01%	100.00%
2001	LDGV	189,047	3,578	172	0.09%	4.81%	189,495	28	7	0.00%	25.00%	190,188	267	35	0.02%	13.11%
2001	Unknown	2,142	13	3	0.14%	23.08%	2,162	0	0	0.00%	-	2,163	1	0	0.00%	0.00%
2002	HDGV	2,046	7	3	0.15%	42.86%	2,048	0	0	0.00%	-	2,051	1	0	0.00%	0.00%
2002	LDGT1	10,611	589	19	0.18%	3.23%	10,664	1	0	0.00%	0.00%	10,707	3	0	0.00%	0.00%
2002	LDGT2	5,708	55	20	0.35%	36.36%	5,700	0	0	0.00%	-	5,726	2	0	0.00%	0.00%
2002	LDGV	129,651	2,702	126	0.10%	4.66%	130,367	22	6	0.00%	27.27%	130,883	102	19	0.01%	18.63%
2002	Unknown	1,150	13	10	0.87%	76.92%	1,159	0	0	0.00%	-	1,162	0	0	0.00%	-
2003	HDGV	5,104	23	14	0.27%	60.87%	5,107	0	0	0.00%	-	5,112	1	1	0.02%	100.00%
2003	LDGT1	20,695	1,476	28	0.14%	1.90%	20,798	0	0	0.00%	-	20,845	7	0	0.00%	0.00%
2003	LDGT2	12,901	51	19	0.15%	37.25%	12,909	0	0	0.00%	-	12,941	0	0	0.00%	-
2003	LDGV	238,289	5,666	137	0.06%	2.42%	240,975	25	6	0.00%	24.00%	241,539	63	7	0.00%	11.11%
2003	Unknown	2,774	20	11	0.40%	55.00%	2,791	0	0	0.00%	-	2,791	1	0	0.00%	0.00%
2004	HDGV	2,120	9	4	0.19%	44.44%	2,127	0	0	0.00%	-	2,128	0	0	0.00%	-
2004	LDGT1	9,481	350	5	0.05%	1.43%	9,535	1	0	0.00%	0.00%	9,550	2	0	0.00%	0.00%
2004	LDGT2	7,926	27	6	0.08%	22.22%	7,948	1	1	0.01%	100.00%	7,965	0	0	0.00%	-
2004	LDGV	117,281	3,052	108	0.09%	3.54%	119,117	21	9	0.01%	42.86%	119,365	30	4	0.00%	13.33%
2004	Unknown	1,251	10	6	0.48%	60.00%	1,262	0	0	0.00%	-	1,263	1	0	0.00%	0.00%

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Year 2009

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2005	HDGV	4,859	7	2	0.04%	28.57%	4,860	0	0	0.00%	-	4,867	0	0	0.00%	-
2005	LDGT1	19,949	604	12	0.06%	1.99%	20,025	2	0	0.00%	0.00%	20,051	0	0	0.00%	-
2005	LDGT2	15,020	15	5	0.03%	33.33%	15,064	0	0	0.00%	-	15,081	0	0	0.00%	-
2005	LDGV	241,073	4,423	129	0.05%	2.92%	244,529	30	5	0.00%	16.67%	244,787	16	1	0.00%	6.25%
2005	Unknown	2,431	7	6	0.25%	85.71%	2,449	0	0	0.00%	-	2,450	0	0	0.00%	-
2006	HDGV	2,090	9	3	0.14%	33.33%	2,095	0	0	0.00%	-	2,097	0	0	0.00%	-
2006	LDGT1	8,804	138	4	0.05%	2.90%	8,822	0	0	0.00%	-	8,833	0	0	0.00%	-
2006	LDGT2	6,361	11	3	0.05%	27.27%	6,410	0	0	0.00%	-	6,413	0	0	0.00%	-
2006	LDGV	97,733	1,674	49	0.05%	2.93%	100,859	4	1	0.00%	25.00%	100,971	12	0	0.00%	0.00%
2006	Unknown	1,029	5	3	0.29%	60.00%	1,048	0	0	0.00%	-	1,048	0	0	0.00%	-
2007	HDGV	629	0	0	0.00%	-	634	0	0	0.00%	-	635	0	0	0.00%	-
2007	LDGT1	3,855	37	5	0.13%	13.51%	3,864	0	0	0.00%	-	3,870	0	0	0.00%	-
2007	LDGT2	2,618	3	2	0.08%	66.67%	2,648	0	0	0.00%	-	2,650	0	0	0.00%	-
2007	LDGV	32,626	562	14	0.04%	2.49%	33,821	2	0	0.00%	0.00%	33,853	2	0	0.00%	0.00%
2007	Unknown	312	0	0	0.00%	-	319	0	0	0.00%	-	319	0	0	0.00%	-
2008	HDGV	570	1	0	0.00%	0.00%	649	0	0	0.00%	-	649	0	0	0.00%	-
2008	LDGT1	2,979	20	0	0.00%	0.00%	3,464	0	0	0.00%	-	3,464	0	0	0.00%	-
2008	LDGT2	1,841	1	1	0.05%	100.00%	2,234	0	0	0.00%	-	2,234	0	0	0.00%	-
2008	LDGV	20,687	240	5	0.02%	2.08%	24,787	2	0	0.00%	0.00%	24,811	1	0	0.00%	0.00%
2008	Unknown	211	0	0	0.00%	-	237	0	0	0.00%	-	237	0	0	0.00%	-
2009	HDGV	177	1	0	0.00%	0.00%	203	0	0	0.00%	-	203	0	0	0.00%	-
2009	LDGT1	881	6	0	0.00%	0.00%	1,112	0	0	0.00%	-	1,112	0	0	0.00%	-
2009	LDGT2	517	0	0	0.00%	-	732	0	0	0.00%	-	732	0	0	0.00%	-
2009	LDGV	6,201	57	2	0.03%	3.51%	7,925	0	0	0.00%	-	7,930	0	0	0.00%	-
2009	Unknown	114	0	0	0.00%	-	138	0	0	0.00%	-	138	0	0	0.00%	-
2010	HDGV	3	0	0	0.00%	-	5	0	0	0.00%	-	5	0	0	0.00%	-
2010	LDGT1	99	0	0	0.00%	-	128	0	0	0.00%	-	129	0	0	0.00%	-
2010	LDGT2	52	0	0	0.00%	-	59	0	0	0.00%	-	59	0	0	0.00%	-
2010	LDGV	282	2	0	0.00%	0.00%	384	0	0	0.00%	-	384	0	0	0.00%	-
2010	Unknown	9	0	0	0.00%	-	9	0	0	0.00%	-	9	0	0	0.00%	-
Totals		**2,210,591**	**52,733**	**3,145**	**0.1%**	**6.0%**	**2,229,933**	**734**	**194**	**0.01%**	**26.4%**	**2,241,435**	**3,952**	**730**	**0.03%**	**18.5%**

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 2009

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 85/Unknown	HDGV	31	11	20	35.5%	64.5%	0	0	0	-	-
Pre 85/Unknown	LDGT1	653	136	517	20.8%	79.2%	0	0	0	-	-
Pre 85/Unknown	LDGT2	28	17	11	60.7%	39.3%	0	0	0	-	-
Pre 85/Unknown	LDGV	1570	312	1258	19.9%	80.1%	14	1	13	7.1%	92.9%
Pre 85/Unknown	Unknown	17	10	7	58.8%	41.2%	0	0	0	-	-
1985	HDGV	8	1	7	12.5%	87.5%	0	0	0	-	-
1985	LDGT1	340	88	252	25.9%	74.1%	0	0	0	-	-
1985	LDGT2	8	4	4	50.0%	50.0%	0	0	0	-	-
1985	LDGV	598	122	476	20.4%	79.6%	0	0	0	-	-
1985	Unknown	8	4	4	50.0%	50.0%	0	0	0	-	-
1986	HDGV	7	3	4	42.9%	57.1%	0	0	0	-	-
1986	LDGT1	360	74	286	20.6%	79.4%	0	0	0	-	-
1986	LDGT2	16	13	3	81.3%	18.8%	0	0	0	-	-
1986	LDGV	507	109	398	21.5%	78.5%	0	0	0	-	-
1986	Unknown	5	5	0	100.0%	0.0%	0	0	0	-	-
1987	HDGV	9	5	4	55.6%	44.4%	0	0	0	-	-
1987	LDGT1	552	93	459	16.8%	83.2%	0	0	0	-	-
1987	LDGT2	15	11	4	73.3%	26.7%	0	0	0	-	-
1987	LDGV	1244	209	1035	16.8%	83.2%	0	0	0	-	-
1987	Unknown	5	3	2	60.0%	40.0%	0	0	0	-	-
1988	HDGV	6	3	3	50.0%	50.0%	0	0	0	-	-
1988	LDGT1	407	85	322	20.9%	79.1%	0	0	0	-	-
1988	LDGT2	5	2	3	40.0%	60.0%	0	0	0	-	-
1988	LDGV	816	171	645	21.0%	79.0%	0	0	0	-	-
1988	Unknown	3	2	1	66.7%	33.3%	0	0	0	-	-
1989	HDGV	10	4	6	40.0%	60.0%	0	0	0	-	-
1989	LDGT1	755	136	619	18.0%	82.0%	0	0	0	-	-
1989	LDGT2	21	12	9	57.1%	42.9%	0	0	0	-	-
1989	LDGV	1891	310	1581	16.4%	83.6%	0	0	0	-	-
1989	Unknown	9	5	4	55.6%	44.4%	0	0	0	-	-
1990	HDGV	8	5	3	62.5%	37.5%	0	0	0	-	-
1990	LDGT1	391	61	330	15.6%	84.4%	0	0	0	-	-
1990	LDGT2	9	5	4	55.6%	44.4%	0	0	0	-	-
1990	LDGV	1499	333	1166	22.2%	77.8%	0	0	0	-	-
1990	Unknown	5	1	4	20.0%	80.0%	0	0	0	-	-

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First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
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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
1991	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
1991	LDGT1	715	128	587	17.9%	82.1%	0	0	0	-	-
1991	LDGT2	9	4	5	44.4%	55.6%	0	0	0	-	-
1991	LDGV	3201	584	2617	18.2%	81.8%	0	0	0	-	-
1991	Unknown	5	4	1	80.0%	20.0%	0	0	0	-	-
1992	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-
1992	LDGT1	510	107	403	21.0%	79.0%	0	0	0	-	-
1992	LDGT2	19	8	11	42.1%	57.9%	0	0	0	-	-
1992	LDGV	2645	584	2061	22.1%	77.9%	0	0	0	-	-
1992	Unknown	2	0	2	0.0%	100.0%	0	0	0	-	-
1993	HDGV	10	5	5	50.0%	50.0%	0	0	0	-	-
1993	LDGT1	1194	197	997	16.5%	83.5%	0	0	0	-	-
1993	LDGT2	41	17	24	41.5%	58.5%	0	0	0	-	-
1993	LDGV	5680	985	4695	17.3%	82.7%	0	0	0	-	-
1993	Unknown	5	1	4	20.0%	80.0%	0	0	0	-	-
1994	HDGV	11	3	8	27.3%	72.7%	0	0	0	-	-
1994	LDGT1	883	159	724	18.0%	82.0%	0	0	0	-	-
1994	LDGT2	29	16	13	55.2%	44.8%	0	0	0	-	-
1994	LDGV	3827	765	3062	20.0%	80.0%	0	0	0	-	-
1994	Unknown	3	2	1	66.7%	33.3%	0	0	0	-	-
1995	HDGV	20	8	12	40.0%	60.0%	0	0	0	-	-
1995	LDGT1	1559	210	1349	13.5%	86.5%	0	0	0	-	-
1995	LDGT2	52	17	35	32.7%	67.3%	0	0	0	-	-
1995	LDGV	7134	993	6141	13.9%	86.1%	0	0	0	-	-
1995	Unknown	9	5	4	55.6%	44.4%	0	0	0	-	-
1996	HDGV	9	2	7	22.2%	77.8%	0	0	0	-	-
1996	LDGT1	1216	272	944	22.4%	77.6%	968	240	728	24.8%	75.2%
1996	LDGT2	95	72	23	75.8%	24.2%	90	68	21	75.6%	23.3%
1996	LDGV	8765	2307	6458	26.3%	73.7%	7,531	2,172	5,347	28.8%	71.0%
1996	Unknown	10	6	4	60.0%	40.0%	1	0	1	0.0%	100.0%
1997	HDGV	38	8	30	21.1%	78.9%	0	0	0	-	-
1997	LDGT1	2526	454	2072	18.0%	82.0%	1,858	392	1,465	21.1%	78.8%
1997	LDGT2	133	76	57	57.1%	42.9%	125	71	54	56.8%	43.2%
1997	LDGV	15827	3691	12136	23.3%	76.7%	13,629	3,497	10,107	25.7%	74.2%
1997	Unknown	11	4	7	36.4%	63.6%	3	1	2	33.3%	66.7%

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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
1998	HDGV	28	5	23	17.9%	82.1%	0	0	0	-	-
1998	LDGT1	1692	344	1348	20.3%	79.7%	1,336	309	1,026	23.1%	76.8%
1998	LDGT2	108	67	41	62.0%	38.0%	104	65	39	62.5%	37.5%
1998	LDGV	12375	2926	9449	23.6%	76.4%	10,668	2,738	7,917	25.7%	74.2%
1998	Unknown	5	3	2	60.0%	40.0%	1	0	1	0.0%	100.0%
1999	HDGV	15	3	12	20.0%	80.0%	0	0	0	-	-
1999	LDGT1	2297	336	1961	14.6%	85.4%	1,608	283	1,323	17.6%	82.3%
1999	LDGT2	149	79	70	53.0%	47.0%	141	79	62	56.0%	44.0%
1999	LDGV	17309	3307	14002	19.1%	80.9%	14,361	3,100	11,238	21.6%	78.3%
1999	Unknown	19	5	14	26.3%	73.7%	1	0	1	0.0%	100.0%
2000	HDGV	13	3	10	23.1%	76.9%	0	0	0	-	-
2000	LDGT1	1816	326	1490	18.0%	82.0%	1,272	297	974	23.3%	76.6%
2000	LDGT2	134	66	68	49.3%	50.7%	116	60	56	51.7%	48.3%
2000	LDGV	14126	2687	11439	19.0%	81.0%	11,879	2,519	9,342	21.2%	78.6%
2000	Unknown	10	3	7	30.0%	70.0%	0	0	0	-	-
2001	HDGV	10	0	10	0.0%	100.0%	0	0	0	-	-
2001	LDGT1	3531	639	2892	18.1%	81.9%	2,740	601	2,134	21.9%	77.9%
2001	LDGT2	218	123	95	56.4%	43.6%	202	120	82	59.4%	40.6%
2001	LDGV	22212	4717	17495	21.2%	78.8%	19,378	4,542	14,821	23.4%	76.5%
2001	Unknown	11	0	11	0.0%	100.0%	1	0	1	0.0%	100.0%
2002	HDGV	9	3	6	33.3%	66.7%	0	0	0	-	-
2002	LDGT1	1837	324	1513	17.6%	82.4%	1,330	296	1,032	22.3%	77.6%
2002	LDGT2	167	68	99	40.7%	59.3%	148	65	83	43.9%	56.1%
2002	LDGV	13024	2401	10623	18.4%	81.6%	10,857	2,325	8,522	21.4%	78.5%
2002	Unknown	6	1	5	16.7%	83.3%	1	0	1	0.0%	100.0%
2003	HDGV	11	1	10	9.1%	90.9%	0	0	0	-	-
2003	LDGT1	3254	325	2929	10.0%	90.0%	1,928	271	1,655	14.1%	85.8%
2003	LDGT2	181	68	113	37.6%	62.4%	163	63	99	38.7%	60.7%
2003	LDGV	17960	2330	15630	13.0%	87.0%	13,056	2,191	10,857	16.8%	83.2%
2003	Unknown	16	4	12	25.0%	75.0%	5	1	4	20.0%	80.0%
2004	HDGV	5	1	4	20.0%	80.0%	0	0	0	-	-
2004	LDGT1	899	106	793	11.8%	88.2%	560	93	467	16.6%	83.4%
2004	LDGT2	103	31	72	30.1%	69.9%	94	31	63	33.0%	67.0%
2004	LDGV	7974	907	7067	11.4%	88.6%	5,277	828	4,445	15.7%	84.2%
2004	Unknown	3	1	2	33.3%	66.7%	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
2005	HDGV	7	0	7	0.0%	100.0%	0	0	0	-	-
2005	LDGT1	1604	145	1459	9.0%	91.0%	1,059	140	918	13.2%	86.7%
2005	LDGT2	89	27	62	30.3%	69.7%	82	27	55	32.9%	67.1%
2005	LDGV	11892	1046	10846	8.8%	91.2%	7,868	961	6,903	12.2%	87.7%
2005	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-
2006	HDGV	6	0	6	0.0%	100.0%	0	0	0	-	-
2006	LDGT1	390	33	357	8.5%	91.5%	261	29	232	11.1%	88.9%
2006	LDGT2	45	8	37	17.8%	82.2%	39	8	31	20.5%	79.5%
2006	LDGV	5041	404	4637	8.0%	92.0%	3,500	369	3,130	10.5%	89.4%
2006	Unknown	2	0	2	0.0%	100.0%	0	0	0	-	-
2007	HDGV	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	109	11	98	10.1%	89.9%	75	9	66	12.0%	88.0%
2007	LDGT2	8	0	8	0.0%	100.0%	7	0	7	0.0%	100.0%
2007	LDGV	1712	109	1603	6.4%	93.6%	1,183	96	1,086	8.1%	91.8%
2007	Unknown	0	0	0	-	-	0	0	0	-	-
2008	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	LDGT1	58	3	55	5.2%	94.8%	38	3	35	7.9%	92.1%
2008	LDGT2	9	2	7	22.2%	77.8%	9	2	7	22.2%	77.8%
2008	LDGV	1074	60	1014	5.6%	94.4%	835	55	780	6.6%	93.4%
2008	Unknown	0	0	0	-	-	0	0	0	-	-
2009	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	LDGT1	16	0	16	0.0%	100.0%	9	0	9	0.0%	100.0%
2009	LDGT2	5	2	3	40.0%	60.0%	5	2	3	40.0%	60.0%
2009	LDGV	373	14	359	3.8%	96.2%	315	13	302	4.1%	95.9%
2009	Unknown	0	0	0	-	-	0	0	0	-	-
2010	HDGV	0	0	0	-	-	0	0	0	-	-
2010	LDGT1	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2010	LDGT2	0	0	0	-	-	0	0	0	-	-
2010	LDGV	33	0	33	0.0%	100.0%	31	0	31	0.0%	100.0%
2010	Unknown	0	0	0	-	-	0	0	0	-	-
Totals		**212,018**	**38,133**	**173,885**	**18.0%**	**82.0%**	**136,763**	**29,033**	**107,579**	**21.2%**	**78.7%**

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Year 2009

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 85/Unknown	HDGV	0	0	0	-	-	0	0	0	-	-	27	10	17	37.0%	63.0%
Pre 85/Unknown	LDGT1	36	15	21	41.7%	58.3%	188	48	140	25.5%	74.5%	332	62	270	18.7%	81.3%
Pre 85/Unknown	LDGT2	2	2	0	100.0%	0.0%	8	6	2	75.0%	25.0%	15	7	8	46.7%	53.3%
Pre 85/Unknown	LDGV	129	36	93	27.9%	72.1%	380	75	304	19.7%	80.0%	861	179	680	20.8%	79.0%
Pre 85/Unknown	Unknown	1	0	1	0.0%	100.0%	4	1	3	25.0%	75.0%	11	8	3	72.7%	27.3%
1985	HDGV	0	0	0	-	-	0	0	0	-	-	8	1	7	12.5%	87.5%
1985	LDGT1	23	7	16	30.4%	69.6%	192	60	132	31.3%	68.8%	68	12	56	17.6%	82.4%
1985	LDGT2	0	0	0	-	-	5	3	2	60.0%	40.0%	0	0	0	-	-
1985	LDGV	119	25	94	21.0%	79.0%	367	83	284	22.6%	77.4%	12	5	7	41.7%	58.3%
1985	Unknown	0	0	0	-	-	2	0	2	0.0%	100.0%	6	4	2	66.7%	33.3%
1986	HDGV	0	0	0	-	-	0	0	0	-	-	6	2	4	33.3%	66.7%
1986	LDGT1	49	15	34	30.6%	69.4%	155	34	121	21.9%	78.1%	79	17	62	21.5%	78.5%
1986	LDGT2	4	3	1	75.0%	25.0%	10	8	2	80.0%	20.0%	0	0	0	-	-
1986	LDGV	141	36	105	25.5%	74.5%	280	63	216	22.5%	77.1%	10	0	10	0.0%	100.0%
1986	Unknown	0	0	0	-	-	0	0	0	-	-	5	5	0	100.0%	0.0%
1987	HDGV	0	0	0	-	-	0	0	0	-	-	9	5	4	55.6%	44.4%
1987	LDGT1	47	9	38	19.1%	80.9%	279	56	223	20.1%	79.9%	112	18	94	16.1%	83.9%
1987	LDGT2	0	0	0	-	-	13	10	3	76.9%	23.1%	0	0	0	-	-
1987	LDGV	258	62	196	24.0%	76.0%	771	134	636	17.4%	82.5%	20	3	17	15.0%	85.0%
1987	Unknown	0	0	0	-	-	0	0	0	-	-	4	2	2	50.0%	50.0%
1988	HDGV	0	0	0	-	-	0	0	0	-	-	6	3	3	50.0%	50.0%
1988	LDGT1	83	29	54	34.9%	65.1%	176	40	136	22.7%	77.3%	70	8	62	11.4%	88.6%
1988	LDGT2	0	0	0	-	-	4	2	2	50.0%	50.0%	0	0	0	-	-
1988	LDGV	225	56	169	24.9%	75.1%	450	98	351	21.8%	78.0%	15	4	11	26.7%	73.3%
1988	Unknown	0	0	0	-	-	0	0	0	-	-	3	2	1	66.7%	33.3%
1989	HDGV	0	0	0	-	-	0	0	0	-	-	9	4	5	44.4%	55.6%
1989	LDGT1	128	37	91	28.9%	71.1%	350	62	287	17.7%	82.0%	125	20	105	16.0%	84.0%
1989	LDGT2	4	2	2	50.0%	50.0%	14	9	5	64.3%	35.7%	0	0	0	-	-
1989	LDGV	355	76	279	21.4%	78.6%	1,173	205	965	17.5%	82.3%	14	4	9	28.6%	64.3%
1989	Unknown	0	0	0	-	-	0	0	0	-	-	8	4	4	50.0%	50.0%
1990	HDGV	0	0	0	-	-	0	0	0	-	-	6	5	1	83.3%	16.7%
1990	LDGT1	83	16	67	19.3%	80.7%	156	29	126	18.6%	80.8%	53	3	50	5.7%	94.3%
1990	LDGT2	1	1	0	100.0%	0.0%	8	4	4	50.0%	50.0%	0	0	0	-	-
1990	LDGV	405	116	289	28.6%	71.4%	832	189	634	22.7%	76.2%	12	1	11	8.3%	91.7%
1990	Unknown	0	0	0	-	-	0	0	0	-	-	4	1	3	25.0%	75.0%

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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
1991	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1991	LDGT1	165	40	125	24.2%	75.8%	314	67	247	21.3%	78.7%	55	6	49	10.9%	89.1%
1991	LDGT2	0	0	0	-	-	5	2	3	40.0%	60.0%	0	0	0	-	-
1991	LDGV	813	216	597	26.6%	73.4%	1,824	331	1,487	18.1%	81.5%	7	1	6	14.3%	85.7%
1991	Unknown	0	0	0	-	-	0	0	0	-	-	3	3	0	100.0%	0.0%
1992	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
1992	LDGT1	133	33	100	24.8%	75.2%	207	49	157	23.7%	75.8%	41	7	34	17.1%	82.9%
1992	LDGT2	5	4	1	80.0%	20.0%	11	3	8	27.3%	72.7%	0	0	0	-	-
1992	LDGV	878	258	620	29.4%	70.6%	1,366	283	1,082	20.7%	79.2%	5	1	4	20.0%	80.0%
1992	Unknown	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
1993	HDGV	0	0	0	-	-	0	0	0	-	-	9	5	4	55.6%	44.4%
1993	LDGT1	226	53	172	23.5%	76.1%	596	112	484	18.8%	81.2%	69	8	60	11.6%	87.0%
1993	LDGT2	3	2	1	66.7%	33.3%	30	15	15	50.0%	50.0%	0	0	0	-	-
1993	LDGV	1,348	314	1,031	23.3%	76.5%	3,405	607	2,793	17.8%	82.0%	12	2	10	16.7%	83.3%
1993	Unknown	0	0	0	-	-	1	1	0	100.0%	0.0%	2	0	2	0.0%	100.0%
1994	HDGV	0	0	0	-	-	0	0	0	-	-	8	2	6	25.0%	75.0%
1994	LDGT1	184	53	131	28.8%	71.2%	360	78	279	21.7%	77.5%	74	13	61	17.6%	82.4%
1994	LDGT2	5	4	1	80.0%	20.0%	20	10	10	50.0%	50.0%	0	0	0	-	-
1994	LDGV	1,096	312	781	28.5%	71.3%	2,024	408	1,613	20.2%	79.7%	12	1	11	8.3%	91.7%
1994	Unknown	0	0	0	-	-	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%
1995	HDGV	0	0	0	-	-	0	0	0	-	-	14	7	7	50.0%	50.0%
1995	LDGT1	246	49	197	19.9%	80.1%	648	102	545	15.7%	84.1%	195	38	157	19.5%	80.5%
1995	LDGT2	2	0	2	0.0%	100.0%	38	16	21	42.1%	55.3%	0	0	0	-	-
1995	LDGV	1,486	320	1,166	21.5%	78.5%	3,864	594	3,263	15.4%	84.4%	12	3	9	25.0%	75.0%
1995	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	6	5	1	83.3%	16.7%
1996	HDGV	0	0	0	-	-	0	0	0	-	-	7	2	5	28.6%	71.4%
1996	LDGT1	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	69	11	58	15.9%	84.1%
1996	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGV	0	0	0	-	-	13	2	11	15.4%	84.6%	16	4	12	25.0%	75.0%
1996	Unknown	0	0	0	-	-	0	0	0	-	-	7	5	1	71.4%	14.3%
1997	HDGV	0	0	0	-	-	0	0	0	-	-	26	7	19	26.9%	73.1%
1997	LDGT1	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%	148	17	131	11.5%	88.5%
1997	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGV	13	4	9	30.8%	69.2%	19	1	17	5.3%	89.5%	28	5	23	17.9%	82.1%
1997	Unknown	0	0	0	-	-	0	0	0	-	-	5	2	3	40.0%	60.0%

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1998	HDGV	0	0	0	-	-	0	0	0	-	-	8	3	5	37.5%	62.5%
1998	LDGT1	0	0	0	-	-	2	0	2	0.0%	100.0%	53	8	45	15.1%	84.9%
1998	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGV	17	5	12	29.4%	70.6%	17	2	15	11.8%	88.2%	15	1	14	6.7%	93.3%
1998	Unknown	0	0	0	-	-	0	0	0	-	-	1	1	0	100.0%	0.0%
1999	HDGV	0	0	0	-	-	0	0	0	-	-	10	3	7	30.0%	70.0%
1999	LDGT1	0	0	0	-	-	1	0	1	0.0%	100.0%	141	22	119	15.6%	84.4%
1999	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGV	2	1	1	50.0%	50.0%	7	0	7	0.0%	100.0%	13	1	12	7.7%	92.3%
1999	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	6	2	4	33.3%	66.7%
2000	HDGV	0	0	0	-	-	0	0	0	-	-	7	3	4	42.9%	57.1%
2000	LDGT1	0	0	0	-	-	0	0	0	-	-	52	4	48	7.7%	92.3%
2000	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	10	2	8	20.0%	80.0%
2000	Unknown	0	0	0	-	-	0	0	0	-	-	3	1	2	33.3%	66.7%
2001	HDGV	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
2001	LDGT1	0	0	0	-	-	0	0	0	-	-	55	3	52	5.5%	94.5%
2001	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGV	0	0	0	-	-	4	1	3	25.0%	75.0%	11	4	7	36.4%	63.6%
2001	Unknown	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
2002	HDGV	0	0	0	-	-	0	0	0	-	-	5	2	3	40.0%	60.0%
2002	LDGT1	0	0	0	-	-	1	0	1	0.0%	100.0%	27	1	26	3.7%	96.3%
2002	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGV	0	0	0	-	-	4	1	3	25.0%	75.0%	3	0	3	0.0%	100.0%
2002	Unknown	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2003	HDGV	0	0	0	-	-	0	0	0	-	-	3	1	2	33.3%	66.7%
2003	LDGT1	0	0	0	-	-	0	0	0	-	-	49	5	44	10.2%	89.8%
2003	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
2003	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2004	HDGV	0	0	0	-	-	0	0	0	-	-	1	1	0	100.0%	0.0%
2004	LDGT1	0	0	0	-	-	1	0	1	0.0%	100.0%	9	1	8	11.1%	88.9%
2004	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGV	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%	3	1	2	33.3%	66.7%
2004	Unknown	0	0	0	-	-	0	0	0	-	-	1	1	0	100.0%	0.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2009

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
2005	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2005	LDGT1	0	0	0	-	-	2	0	2	0.0%	100.0%	8	2	6	25.0%	75.0%
2005	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGV	1	1	0	100.0%	0.0%	14	0	14	0.0%	100.0%	1	0	1	0.0%	100.0%
2005	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT1	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2006	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGV	3	0	3	0.0%	100.0%	11	0	11	0.0%	100.0%	1	0	1	0.0%	100.0%
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	-	-	1	0	1	0.0%	100.0%
2007	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGV	0	0	0	-	-	7	0	7	0.0%	100.0%	0	0	0	-	-
2008	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT1	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2009	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**8,724**	**2,212**	**6,505**	**25.4%**	**74.6%**	**20,656**	**3,905**	**16,704**	**18.9%**	**80.9%**	**3,262**	**628**	**2,629**	**19.3%**	**80.6%**

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2009

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 85/Unknown	HDGV	5	1	4	20.0%	80.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
Pre 85/Unknown	LDGT1	146	8	129	5.5%	88.4%	17	0	14	0.0%	82.4%	11	2	9	18.2%	81.8%
Pre 85/Unknown	LDGT2	5	2	3	40.0%	60.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
Pre 85/Unknown	LDGV	271	15	248	5.5%	91.5%	19	2	15	10.5%	78.9%	23	1	22	4.3%	95.7%
Pre 85/Unknown	Unknown	2	1	1	50.0%	50.0%	0	0	0	-	-	0	0	0	-	-
1985	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1985	LDGT1	76	4	70	5.3%	92.1%	5	2	2	40.0%	40.0%	8	2	6	25.0%	75.0%
1985	LDGT2	5	1	4	20.0%	80.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1985	LDGV	126	7	119	5.6%	94.4%	6	1	5	16.7%	83.3%	7	0	7	0.0%	100.0%
1985	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1986	HDGV	1	1	0	100.0%	0.0%	0	0	0	-	-	0	0	0	-	-
1986	LDGT1	94	3	91	3.2%	96.8%	7	0	4	0.0%	57.1%	7	0	7	0.0%	100.0%
1986	LDGT2	2	1	1	50.0%	50.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1986	LDGV	100	7	91	7.0%	91.0%	4	0	4	0.0%	100.0%	6	2	4	33.3%	66.7%
1986	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1987	HDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1987	LDGT1	142	8	130	5.6%	91.5%	4	0	3	0.0%	75.0%	9	1	8	11.1%	88.9%
1987	LDGT2	0	0	0	-	-	2	0	2	0.0%	100.0%	2	1	1	50.0%	50.0%
1987	LDGV	249	7	240	2.8%	96.4%	7	0	7	0.0%	100.0%	26	0	26	0.0%	100.0%
1987	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1988	HDGV	2	1	1	50.0%	50.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1988	LDGT1	108	7	98	6.5%	90.7%	1	0	1	0.0%	100.0%	12	0	12	0.0%	100.0%
1988	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1988	LDGV	169	6	160	3.6%	94.7%	12	2	10	16.7%	83.3%	9	0	9	0.0%	100.0%
1988	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1989	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1989	LDGT1	199	12	185	6.0%	93.0%	3	0	3	0.0%	100.0%	17	2	15	11.8%	88.2%
1989	LDGT2	5	0	5	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
1989	LDGV	421	17	399	4.0%	94.8%	5	0	5	0.0%	100.0%	37	2	35	5.4%	94.6%
1989	Unknown	4	1	3	25.0%	75.0%	0	0	0	-	-	0	0	0	-	-
1990	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1990	LDGT1	116	9	107	7.8%	92.2%	2	0	2	0.0%	100.0%	10	1	9	10.0%	90.0%
1990	LDGT2	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1990	LDGV	316	13	300	4.1%	94.9%	9	5	4	55.6%	44.4%	29	2	27	6.9%	93.1%
1990	Unknown	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2009

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
1991	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDGT1	212	10	200	4.7%	94.3%	2	0	2	0.0%	100.0%	22	3	19	13.6%	86.4%
1991	LDGT2	5	2	3	40.0%	60.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1991	LDGV	649	21	618	3.2%	95.2%	19	3	16	15.8%	84.2%	65	6	59	9.2%	90.8%
1991	Unknown	3	1	1	33.3%	33.3%	0	0	0	-	-	0	0	0	-	-
1992	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1992	LDGT1	151	17	133	11.3%	88.1%	1	0	1	0.0%	100.0%	12	1	11	8.3%	91.7%
1992	LDGT2	3	1	2	33.3%	66.7%	0	0	0	-	-	2	0	2	0.0%	100.0%
1992	LDGV	479	32	440	6.7%	91.9%	18	3	15	16.7%	83.3%	52	5	47	9.6%	90.4%
1992	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1993	LDGT1	358	18	338	5.0%	94.4%	7	0	7	0.0%	100.0%	19	0	19	0.0%	100.0%
1993	LDGT2	11	0	10	0.0%	90.9%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1993	LDGV	1,097	28	1,065	2.6%	97.1%	23	1	22	4.3%	95.7%	143	15	128	10.5%	89.5%
1993	Unknown	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1994	HDGV	4	1	3	25.0%	75.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1994	LDGT1	292	11	278	3.8%	95.2%	1	0	1	0.0%	100.0%	6	0	6	0.0%	100.0%
1994	LDGT2	8	2	6	25.0%	75.0%	0	0	0	-	-	0	0	0	-	-
1994	LDGV	822	22	790	2.7%	96.1%	25	3	20	12.0%	80.0%	85	7	78	8.2%	91.8%
1994	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1995	HDGV	7	1	6	14.3%	85.7%	1	1	0	100.0%	0.0%	0	0	0	-	-
1995	LDGT1	533	20	509	3.8%	95.5%	5	0	4	0.0%	80.0%	25	2	23	8.0%	92.0%
1995	LDGT2	16	0	16	0.0%	100.0%	0	0	0	-	-	1	1	0	100.0%	0.0%
1995	LDGV	1,944	53	1,872	2.7%	96.3%	19	2	16	10.5%	84.2%	166	12	154	7.2%	92.8%
1995	Unknown	3	0	3	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1996	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1996	LDGT1	219	15	204	6.8%	93.2%	0	0	0	-	-	18	3	15	16.7%	83.3%
1996	LDGT2	13	1	12	7.7%	92.3%	0	0	0	-	-	0	0	0	-	-
1996	LDGV	1,469	87	1,367	5.9%	93.1%	25	3	21	12.0%	84.0%	255	30	224	11.8%	87.8%
1996	Unknown	3	1	2	33.3%	66.7%	0	0	0	-	-	0	0	0	-	-
1997	HDGV	17	0	17	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1997	LDGT1	615	29	581	4.7%	94.5%	2	0	2	0.0%	100.0%	19	3	16	15.8%	84.2%
1997	LDGT2	19	4	15	21.1%	78.9%	0	0	0	-	-	0	0	0	-	-
1997	LDGV	2,502	106	2,375	4.2%	94.9%	28	3	25	10.7%	89.3%	381	32	348	8.4%	91.3%
1997	Unknown	6	2	4	33.3%	66.7%	0	0	0	-	-	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2009

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
1998	HDGV	21	1	20	4.8%	95.2%	0	0	0	-	-	0	0	0	-	-
1998	LDGT1	366	17	345	4.6%	94.3%	3	0	3	0.0%	100.0%	15	6	9	40.0%	60.0%
1998	LDGT2	12	1	11	8.3%	91.7%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1998	LDGV	1,899	93	1,783	4.9%	93.9%	31	3	28	9.7%	90.3%	298	40	258	13.4%	86.6%
1998	Unknown	2	1	1	50.0%	50.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	HDGV	5	0	5	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1999	LDGT1	627	23	600	3.7%	95.7%	4	1	3	25.0%	75.0%	22	0	22	0.0%	100.0%
1999	LDGT2	15	0	15	0.0%	100.0%	1	1	0	100.0%	0.0%	1	0	1	0.0%	100.0%
1999	LDGV	3,264	103	3,126	3.2%	95.8%	32	2	29	6.3%	90.6%	377	37	339	9.8%	89.9%
1999	Unknown	11	3	8	27.3%	72.7%	0	0	0	-	-	0	0	0	-	-
2000	HDGV	7	0	7	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2000	LDGT1	549	18	524	3.3%	95.4%	0	0	0	-	-	15	0	15	0.0%	100.0%
2000	LDGT2	28	5	23	17.9%	82.1%	0	0	0	-	-	0	0	0	-	-
2000	LDGV	2,570	85	2,462	3.3%	95.8%	10	0	10	0.0%	100.0%	277	29	248	10.5%	89.5%
2000	Unknown	7	0	7	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2001	HDGV	8	0	6	0.0%	75.0%	0	0	0	-	-	0	0	0	-	-
2001	LDGT1	858	22	819	2.6%	95.5%	0	0	0	-	-	18	0	18	0.0%	100.0%
2001	LDGT2	30	3	16	10.0%	53.3%	0	0	0	-	-	0	0	0	-	-
2001	LDGV	3,373	90	3,158	2.7%	93.6%	20	1	19	5.0%	95.0%	229	19	209	8.3%	91.3%
2001	Unknown	8	0	6	0.0%	75.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2002	HDGV	4	1	2	25.0%	50.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2002	LDGT1	567	20	529	3.5%	93.3%	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2002	LDGT2	31	3	13	9.7%	41.9%	0	0	0	-	-	1	0	1	0.0%	100.0%
2002	LDGV	2,546	43	2,400	1.7%	94.3%	14	1	13	7.1%	92.9%	80	6	74	7.5%	92.5%
2002	Unknown	4	1	1	25.0%	25.0%	0	0	0	-	-	0	0	0	-	-
2003	HDGV	9	0	6	0.0%	66.7%	0	0	0	-	-	0	0	0	-	-
2003	LDGT1	1,443	37	1,389	2.6%	96.3%	0	0	0	-	-	6	0	6	0.0%	100.0%
2003	LDGT2	28	4	13	14.3%	46.4%	0	0	0	-	-	0	0	0	-	-
2003	LDGV	5,501	100	5,271	1.8%	95.8%	17	0	17	0.0%	100.0%	53	2	50	3.8%	94.3%
2003	Unknown	9	2	3	22.2%	33.3%	0	0	0	-	-	1	0	1	0.0%	100.0%
2004	HDGV	4	0	3	0.0%	75.0%	0	0	0	-	-	0	0	0	-	-
2004	LDGT1	344	8	325	2.3%	94.5%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2004	LDGT2	18	0	14	0.0%	77.8%	0	0	0	-	-	0	0	0	-	-
2004	LDGV	2,926	52	2,758	1.8%	94.3%	12	1	11	8.3%	91.7%	23	0	23	0.0%	100.0%
2004	Unknown	3	1	1	33.3%	33.3%	0	0	0	-	-	1	1	0	100.0%	0.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2009

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
2005	HDGV	5	0	3	0.0%	60.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	587	3	567	0.5%	96.6%	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	LDGT2	9	0	6	0.0%	66.7%	0	0	0	-	-	0	0	0	-	-
2005	LDGV	4,266	53	4,123	1.2%	96.6%	25	1	23	4.0%	92.0%	13	1	12	7.7%	92.3%
2005	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	HDGV	5	0	5	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	LDGT1	133	3	122	2.3%	91.7%	0	0	0	-	-	0	0	0	-	-
2006	LDGT2	7	0	4	0.0%	57.1%	0	0	0	-	-	0	0	0	-	-
2006	LDGV	1,621	24	1,520	1.5%	93.8%	3	0	2	0.0%	66.7%	12	2	10	16.7%	83.3%
2006	Unknown	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2007	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	34	2	31	5.9%	91.2%	0	0	0	-	-	0	0	0	-	-
2007	LDGT2	1	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2007	LDGV	547	12	516	2.2%	94.3%	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGV	1	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2008	LDGT1	20	0	20	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2008	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGV	235	4	208	1.7%	88.5%	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2008	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	HDGV	1	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2009	LDGT1	6	0	5	0.0%	83.3%	0	0	0	-	-	0	0	0	-	-
2009	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGV	55	1	46	1.8%	83.6%	0	0	0	-	-	0	0	0	-	-
2009	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2010	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**48,679**	**1,456**	**46,130**	**3.0%**	**94.8%**	**469**	**42**	**409**	**9.0%**	**87.2%**	**2,949**	**279**	**2,665**	**9.5%**	**90.4%**

APPENDIX II

CREATE DATE REPORT

Create Date vs Test Date Statistics* for the Year 2009

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 2009	CIF/SIF	164,352	50	0.03%	1	0.00%
	PIF/PFF	40,114	395	0.98%	139	0.35%
	TOTAL	204,466	445	0.22%	140	0.07%
February 2009	CIF/SIF	169,949	3	0.00%	0	0.00%
	PIF/PFF	42,605	452	1.06%	131	0.31%
	TOTAL	212,554	455	0.21%	131	0.06%
March 2009	CIF/SIF	212,307	116	0.05%	0	0.00%
	PIF/PFF	51,291	755	1.47%	414	0.81%
	TOTAL	263,598	871	0.33%	414	0.16%
April 2009	CIF/SIF	213,351	219	0.10%	0	0.00%
	PIF/PFF	53,381	487	0.91%	148	0.28%
	TOTAL	266,732	706	0.26%	148	0.06%
May 2009	CIF/SIF	222,248	5	0.00%	0	0.00%
	PIF/PFF	55,612	1,423	2.56%	992	1.78%
	TOTAL	277,860	1,428	0.51%	992	0.36%
June 2009	CIF/SIF	233,662	169	0.07%	0	0.00%
	PIF/PFF	58,539	1,591	2.72%	1,148	1.96%
	TOTAL	292,201	1,760	0.60%	1,148	0.39%
July 2009	CIF/SIF	243,126	68	0.03%	23	0.01%
	PIF/PFF	55,636	546	0.98%	208	0.37%
	TOTAL	298,762	614	0.21%	231	0.08%
August 2009	CIF/SIF	234,802	184	0.08%	0	0.00%
	PIF/PFF	50,068	728	1.45%	355	0.71%
	TOTAL	284,870	912	0.32%	355	0.12%
September 2009	CIF/SIF	222,658	35	0.02%	6	0.00%
	PIF/PFF	50,104	558	1.11%	261	0.52%
	TOTAL	272,762	593	0.22%	267	0.10%
October 2009	CIF/SIF	207,966	55	0.03%	0	0.00%
	PIF/PFF	47,737	456	0.96%	178	0.37%
	TOTAL	255,703	511	0.20%	178	0.07%
November 2009	CIF/SIF	169,870	63	0.04%	0	0.00%
	PIF/PFF	39,515	605	1.53%	340	0.86%
	TOTAL	209,385	668	0.32%	340	0.16%
December 2009	CIF/SIF	172,076	2	0.00%	0	0.00%
	PIF/PFF	37,734	708	1.88%	440	1.17%
	TOTAL	209,810	710	0.34%	440	0.21%
Year 2009	**CIF/SIF**	**2,466,367**	**969**	**0.04%**	**30**	**0.00%**
	PIF/PFF	**582,336**	**8,704**	**1.49%**	**4,754**	**0.82%**
	TOTAL	**3,048,703**	**9,673**	**0.32%**	**4,784**	**0.16%**

* 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 2009

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	1	0	0%	1	100%
Bakers Basin	57	7	12%	50	88%
Bridgeton	12	3	25%	9	75%
Cape May	11	0	0%	11	100%
Cherry Hill	72	4	6%	68	94%
Delanco	35	4	11%	31	89%
Deptford	48	8	17%	40	83%
Eatontown	67	9	13%	58	87%
Flemington	36	1	3%	35	97%
Freehold	68	1	1%	67	99%
Kilmer	72	14	19%	58	81%
Lakewood	71	4	6%	67	94%
Lodi	60	19	32%	41	68%
Manahawkin	34	1	3%	33	97%
Mays Landing	36	7	19%	29	81%
Millville	25	8	32%	17	68%
Morristown Specialty	0	0	-	0	-
Newark	58	5	9%	53	91%
Newton	24	0	0%	24	100%
Paramus	58	11	19%	47	81%
Plainfield	33	7	21%	26	79%
Rahway	71	4	6%	67	94%
Randolph	70	6	9%	64	91%
Salem	12	0	0%	12	100%
Secaucus	70	6	9%	64	91%
South Brunswick	67	6	9%	61	91%
Southampton	44	4	9%	40	91%
Washington	12	0	0%	12	100%
Wayne	93	2	2%	91	98%
Westfield	24	5	21%	19	79%
Winslow	36	3	8%	33	92%
Winslow Specialty	0	0	-	0	-
Totals	**1,377**	**149**	**11%**	**1,228**	**89%**

Table III-1

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2009

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	1	1	1	0	0%	1	100%
Bakers Basin	57	1	11	2	18%	9	82%
		2	11	1	9%	10	91%
		3	11	3	27%	8	73%
		4	10	0	0%	10	100%
		5	8	0	0%	8	100%
		6 (METT)	6	1	17%	5	83%
Bridgeton	12	1	12	3	25%	9	75%
Cape May	11	1	11	0	0%	11	100%
Cherry Hill	72	1	12	0	0%	12	100%
		2	12	2	17%	10	83%
		3	12	1	8%	11	92%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6 (METT)	12	1	8%	11	92%
Delanco	35	1	12	2	17%	10	83%
		2	12	2	17%	10	83%
		3	11	0	0%	11	100%
Deptford	48	1	12	4	33%	8	67%
		2	12	1	8%	11	92%
		3	12	2	17%	10	83%
		4	12	1	8%	11	92%
Eatontown	67	1	12	3	25%	9	75%
		2	12	1	8%	11	92%
		3	12	2	17%	10	83%
		4	12	3	25%	9	75%
		5	9	0	0%	9	100%
		6	10	0	0%	10	100%
Flemington	36	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
		3	12	0	0%	12	100%
Freehold	68	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	10	1	10%	9	90%
		6	10	0	0%	10	100%
Kilmer	72	1	12	2	17%	10	83%
		2	12	5	42%	7	58%
		3	12	3	25%	9	75%
		4	12	1	8%	11	92%
		5	12	3	25%	9	75%
		6	12	0	0%	12	100%

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2009

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Lakewood	71	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
		3	12	2	17%	10	83%
		4	12	1	8%	11	92%
		5	12	0	0%	12	100%
		6	11	0	0%	11	100%
Lodi	60	1	12	8	67%	4	33%
		2	12	4	33%	8	67%
		3	12	4	33%	8	67%
		4	12	1	8%	11	92%
		5	12	2	17%	10	83%
Manahawkin	34	1	12	1	8%	11	92%
		2	12	0	0%	12	100%
		3	10	0	0%	10	100%
Mays Landing	36	1	8	3	38%	5	63%
		2	9	2	22%	7	78%
		3	9	1	11%	8	89%
		4	10	1	10%	9	90%
Millville	25	1	13	5	38%	8	62%
		2	12	3	25%	9	75%
Morristown Specialty	0	1	0	0	-	0	-
Newark	58	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
		3	11	2	18%	9	82%
		4	11	1	9%	10	91%
		5	12	1	8%	11	92%
Newton	24	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
Paramus	58	1	11	3	27%	8	73%
		2	11	4	36%	7	64%
		3	12	0	0%	12	100%
		4	12	2	17%	10	83%
		5	12	2	17%	10	83%
Plainfield	33	1	10	4	40%	6	60%
		2	12	0	0%	12	100%
		3	11	3	27%	8	73%
Rahway	71	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
		3	12	2	17%	10	83%
		4	12	1	8%	11	92%
		5	12	0	0%	12	100%
		6	11	0	0%	11	100%

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2009

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Randolph	70	1	12	0	0%	12	100%
		2	12	2	17%	10	83%
		3	12	4	33%	8	67%
		4	11	0	0%	11	100%
		5	12	0	0%	12	100%
		6	11	0	0%	11	100%
Salem	12	1	12	0	0%	12	100%
Secaucus	70	1	12	0	0%	12	100%
		2	12	2	17%	10	83%
		3	12	3	25%	9	75%
		4	12	0	0%	12	100%
		5	11	0	0%	11	100%
		6	11	1	9%	10	91%
South Brunswick	67	1	11	2	18%	9	82%
		2 (AWD)	11	0	0%	11	100%
		3	12	1	8%	11	92%
		4	12	1	8%	11	92%
		5	11	1	9%	10	91%
		6	10	1	10%	9	90%
Southampton	44	1	11	3	27%	8	73%
		2	11	1	9%	10	91%
		3	11	0	0%	11	100%
		4	11	0	0%	11	100%
Washington	12	1	12	0	0%	12	100%
Wayne	93	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	11	0	0%	11	100%
		6	13	0	0%	13	100%
		7	12	0	0%	12	100%
		8	9	1	11%	8	89%
Westfield	24	1	12	3	25%	9	75%
		2	12	2	17%	10	83%
Winslow	36	1	12	1	8%	11	92%
		2	12	2	17%	10	83%
		3	12	0	0%	12	100%
Winslow Specialty	0	1	0	0	-	0	-
Totals	**1,377**	**123**	**1,377**	**149**	**11%**	**1,228**	**89%**

Table III-2
(Page 3 of 3)

APPENDIX IV

COMPLIANCE STICKER SURVEY REPORT

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Summary
Year 2009

2009	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**	3,799	150	10	26	42	72	114	29	7	96.1%
Febuary	**NJDEP**	4,370	171	25	9	35	102	135	35	1	96.1%
March	**NJDEP**	5,388	205	41	10	41	113	164	40	1	96.2%
April	**NJDEP**	4,242	146	24	20	31	71	126	18	2	96.6%
May	**NJMVC**	5,000	228	0	61	54	113	Not Reported			95.4%
May	**NJDEP**	4,342	152	16	17	34	85	111	40	1	96.5%
June	**NJDEP**	4,057	140	13	14	33	80	114	26	0	96.5%
July	**NJDEP**	5,368	185	19	28	43	95	157	23	5	96.6%
August	**NJDEP**	3,152	129	12	28	21	68	104	25	0	95.9%
September	**NJDEP**	5,937	199	32	28	49	90	170	25	4	96.6%
October	**NJDEP**	2,260	94	8	10	19	57	66	26	2	95.8%
November	**NJDEP**	2,287	83	19	4	21	39	72	10	1	96.4%
December	**NJDEP**	5,206	174	26	26	37	85	145	28	1	96.7%
Totals		55,408	2,056	245	281	460	1,070	1,478	325	25	96.3%

Table IV-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2009

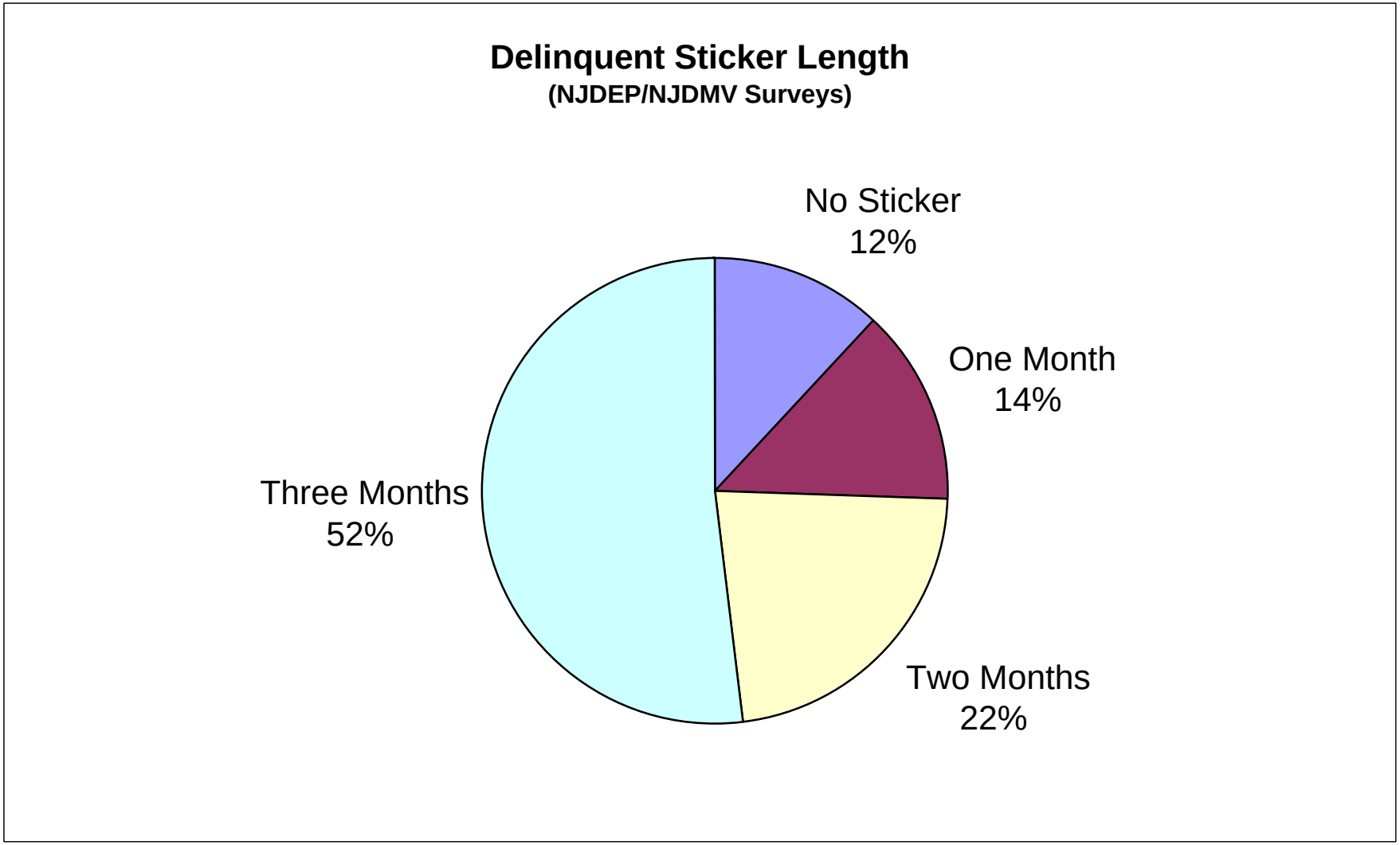

Figure IV-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2009

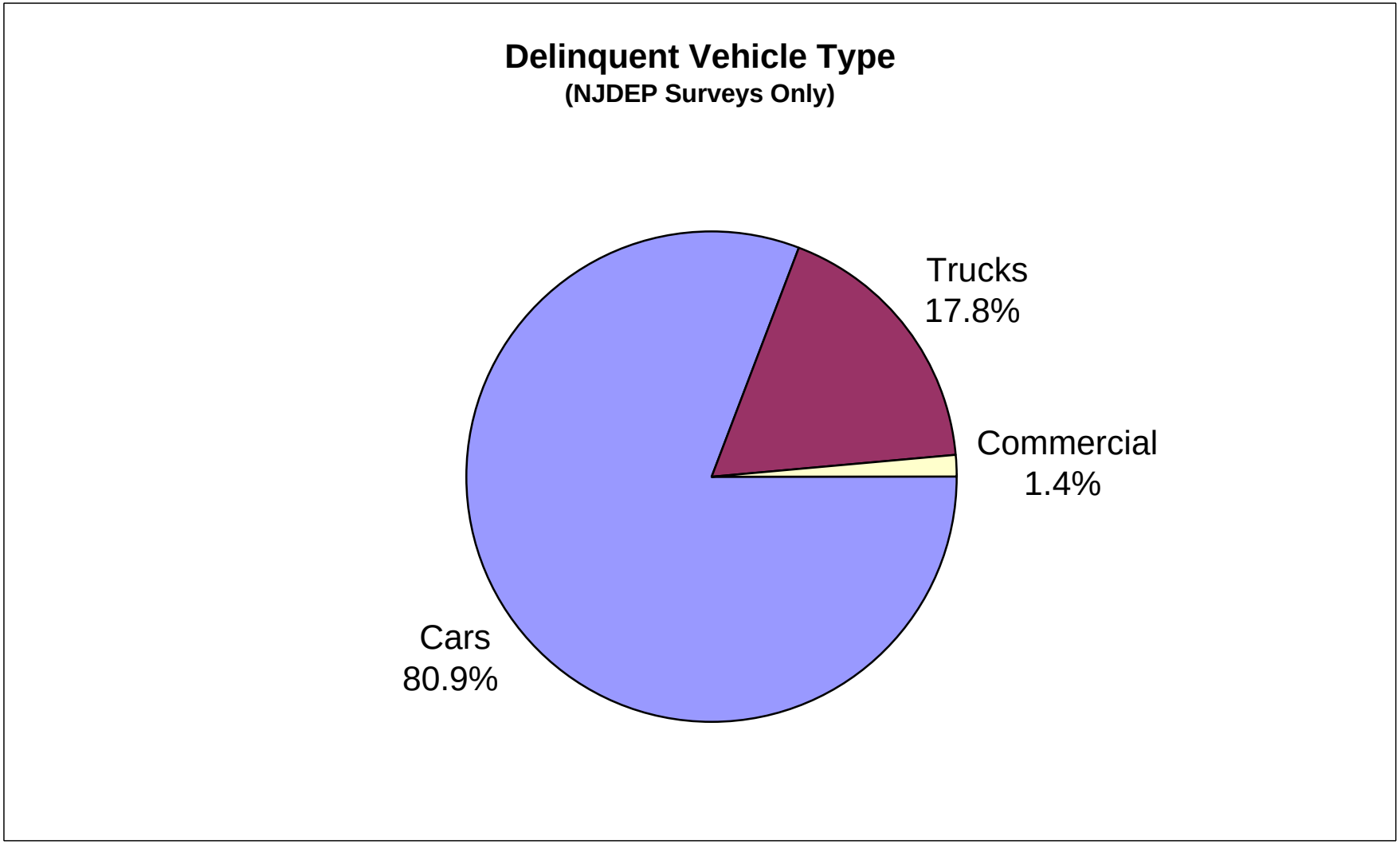

Figure IV-2

APPENDIX V

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

Available Electronically Upon Request