The State of New Jersey
Department of Environmental Protection

2010 Annual Report

New Jersey Enhanced Inspection and Maintenance (I/M) Program

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 2010, and is specific to the emissions portion of the State's enhanced Inspection and Maintenance (I/M) program.

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 2,697,291 total emissions inspections performed in New Jersey during calendar year 2010. This includes initial inspections and all re-inspections. Of the total emissions inspections performed, 2,144,226 (79.5 percent) were initial inspections, and 553,065 (20.5 percent) were re-inspections.

Of the total emission inspections, 2,196,031 (81.4%) were performed by the centralized network, while the remaining 501,260 (18.6%) 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.

There were 97,209 fewer initial inspections in 2010 than there were in the year 2009. This decrease is due to several factors. In August of 2010, the State changed non-commercial passenger vehicle new model inspection exemption from 4 to 5 years. New Jersey simultaneously dropped the safety component of our inspection for non-commercial passenger vehicles. The variable effect of the biennial cycle has been altered due to the midyear programmatic changes and appears to have had a significant impact. Despite public outreach programs, the motoring public has had some initial confusion about when and if their vehicle is due for inspection. The full effect will take at least a full biennial cycle to see the true impact on inspection volumes.

The initial overall emission failure rate for the entire network was 12.6%. The centralized initial overall emission failure rate was 12.8% and the decentralized initial overall emission failure rate was 11.9%. These failure rates are somewhat higher than the 2009 failure rates of 11.1%, 11.4%, and 10.1%, respectively.

The overall and OBD first retest pass rates increased compared to those for the year 2009. The overall first retest pass rate went from 82.0% in 2009 to 86.2% in 2010, while the OBDII first retest pass rate went from 78.7% in 2009 to 86.0% in 2010. These are relative to all vehicles that actually returned for a first retest.

In tracking what happened to each of the 271,002 overall initial emission inspection failures, the data shows that 193,612 (71.4%) passed a first retest, 13,459 (5.0%) passed a second or subsequent retest, 18,414 (6.8%) dropped out of the registration database (i.e. no longer in fleet), and 45,505 (16.8%) had no known final outcome (i.e. dropped out of the inspection cycle without having passed an emission test in the 3 months following the end of the year and are still part of the registered fleet). No vehicles received a waiver in the year 2010, as the waiver program was officially phased out and discontinued by the end of 2009.

In addition, no ASM5015 tailpipe emission tests were conducted in the year 2010, as this test was discontinued on April 1, 2009. In lieu of the ASM test, vehicles were given the 2500 RPM test from that point forward. Beginning in early 2010, emission testing equipment in both the CIFs and PIFs was gradually transitioned from the 2500 RPM test to the two-speed idle (TSI) test. Data in this Report which summarizes activity described as two-speed idle includes some 2500 RPM tests from the early part of 2010 as well. OBD testing of model year 1997 and newer light-duty diesel vehicles and trucks was also implemented in 2010. For reporting purposes, the “legacy system” is defined as the system on which all inspections were conducted prior to the transition described above, while the “upgraded system” is the system on which all inspections are conducted after the transition.

Of the 2,144,226 overall initial emissions inspections conducted in the year 2010, 1,795,832 (83.8%) were OBD inspections, while 332,989 (15.5%) were tailpipe (i.e., two speed idle, 2500 RPM, or idle) inspections. These are all referred to as primary emissions tests. In addition, there were 15,405 (0.7%) inspections where no primary emissions test (i.e. OBD, two speed idle, 2500 RPM, or idle) was performed. These were mainly commercial diesel vehicles that received a secondary emissions test, usually for tampering and/or smoke. In the year 2009, the OBD to tailpipe ratio was 80.9% to 19.1%.

New Jersey has mechanisms available to manually "bypass" the OBDII test (and run a TSI test) for those motor vehicles that have demonstrated an issue meeting readiness criteria or simply can't communicate. The ratio of vehicles tested to bypasses in the upgraded system has been reduced to about 3% of the legacy system rate. The reduction in tests bypassed per vehicle is due to the improved communications from both software and hardware upgrades in the year 2010.

The program compliance rate, as measured by the date and type of windshield sticker on randomly surveyed vehicles, of 95.7% for the year 2010 was somewhat lower than the

prior year's rates (96.3% for 2009 and 96.0% for 2008).

In regard to the inspection equipment, the CIF equipment audit fail rate increased from 11.0% in 2009 to 28.0% in 2010, and the PIF equipment audit fail rate increased from 7.7% in 2009 to 14.8% in 2010. An increase in audit failure rates is to be expected with a new program.

A summary of the key statistics for the years 2009 and 2010 is presented in Table 1.

Table 1: Year 2009 and 2010 Key Statistics Comparison

Key Statistics	**2009**	**2010**
Number of Total Emission Inspections	2,901,388	2,697,291
Total Emission Inspections – Centralized/Decent. Split	81%/19%	81%/19%
Total Emission Inspections – Initial/Reinspection Split	77%/23%	79.5%/20.5%
Number of Initial Emission Inspections	2,241,435	2,144,226
Overall Initial Emission Failure Rate	11.1%	12.6%
Centralized Initial Emission Failure Rate	11.4%	12.8%
Decentralized Initial Emission Failure Rate	10.1%	11.9%
Overall Emission Inspection 1st Retest Pass Rate	82.0%	86.2%
OBDII 1st Retest Pass Rate	78.7%	86.0%
Two Speed Idle 1st Retest Pass Rate	N/A	82.1%
Number of Vehicles with No Known Final Outcome[1]	36,022	45,505
As Percentage of Initial Inspections	1.6%	2.1%
As Percentage of Initial Failures	14.4%	16.8%
Sticker Compliance Rate	96.3%	95.7%
Emissions-Only CIF Covert Performance Audit Fail Rate	3.7%	3.1%
Emissions-Only PIF Covert Performance Audit Fail Rate	6.4%	5.3%
CIF Equipment Audit Fail Rate	11.0%	28%
PIF Equipment Audit Fail Rate	7.7%	14.8%
# CIF Lanes	120	120
# PIFs	1,023	1,122
# Emission Repair Facilities (ERFs)	1,664	1,576

[1] Total vehicles with no known final outcome includes tests for the following 3 months of the new year for both the 2009 and 2010 reports (i.e., registration data through March 2010 for the 2009 report and through March 2011 for the 2010 report).

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 2010.

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). The ASM5015 was performed on all model year 1981 and newer light duty gas vehicles and trucks amenable to dynamometer testing until implementation of on-board diagnostic (OBD) testing in 2003 and 2004.

The Clean Air Act required I/M programs to incorporate 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.

Until April 1, 2009, the ASM5015 test continued to be performed on all model year 1981 through 1995 light duty gas vehicles and trucks amenable to dynamometer testing. In addition, light duty gas vehicles and trucks of model year 1996 and newer that were unable to be OBDII-tested (i.e. OBDII bypasses) were ASM5015-tested.

At that time, the 2500 RPM test replaced the ASM5015 as the tailpipe test for those older vehicles and vehicles unable to be OBDII-tested. The 2500 RPM test was then phased out in early 2010 due to implementation of the two speed idle test for these vehicles under the State’s 2010 update to the I/M program. The CIF transition occurred during January, February and March, and all CIFs were fully phased over by March 27, 2010. The PIF transition took longer, from January through May, with phase-in complete on May 18, 2010.

The idle test was always performed on all pre-1981 light duty gas vehicles and trucks, as well as on all heavy duty gas vehicles regardless of model year. 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.

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) have been exempt from inspection in any given year. Beginning on August 1, 2010, the first five model years are now exempt.

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 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 2010. The SIFs are not included in this table.

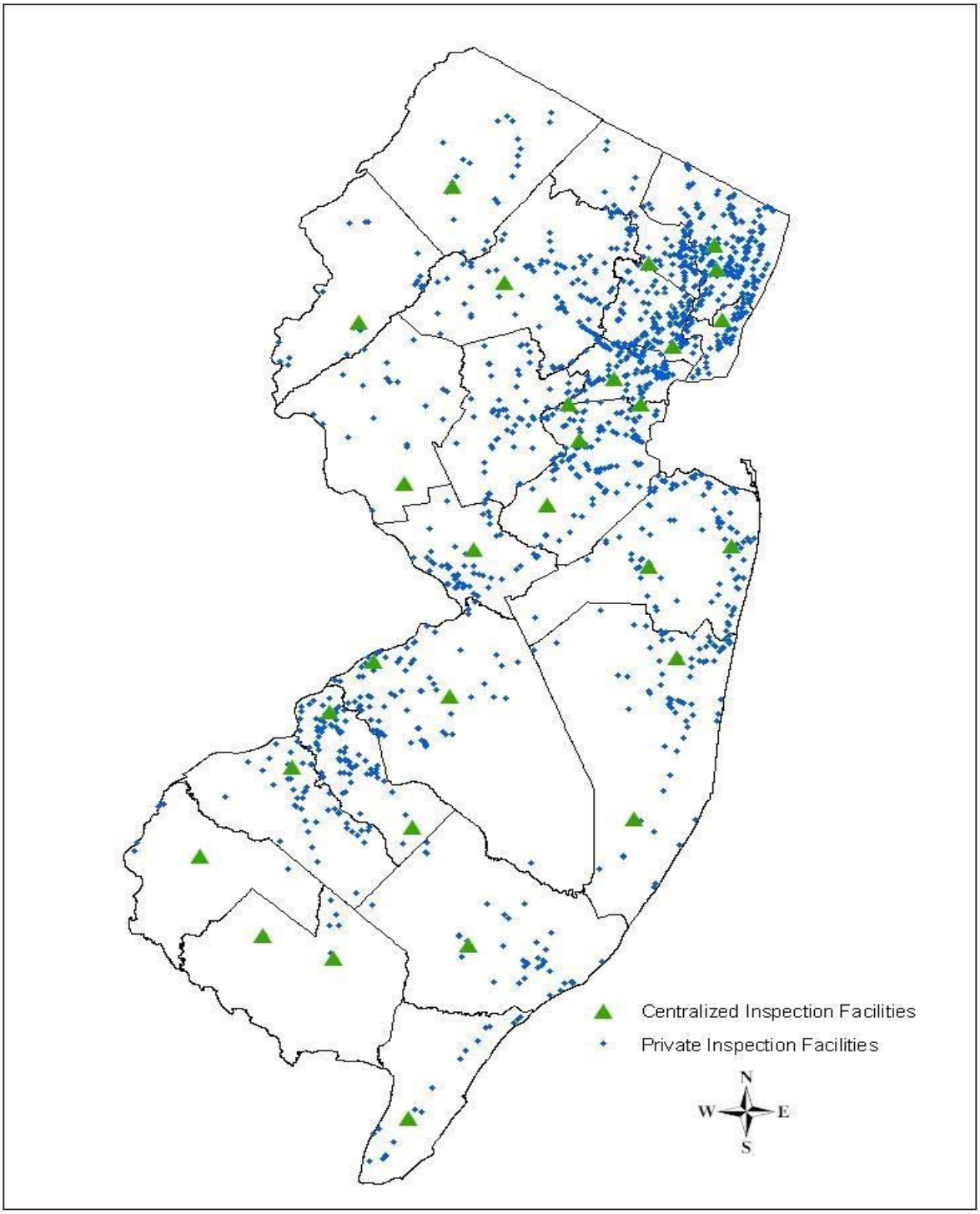
Table 2: New Jersey's Centralized Inspection Facilities

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 2010, there were 1,122 PIFs that performed at least one inspection during the entire year; of these, 143 PIFs only performed inspections for a portion of the year (at least three months with no inspections).

Figure 1 shows the locations of the CIFs and PIFs in New Jersey in the year 2010.

Figure 1: 2010 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. As of December 31, 2010, there were 1,576 registered ERFs. Alternatively, vehicle owners are permitted to make repairs to their own vehicles for reinspection purposes.

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 2010, the CIFs performed 2,196,031 emission inspections, or approximately 81 percent of the almost 2.7 million total emission inspections performed. The PIFs performed 501,260 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 2010, 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, through July 31, 2010, the first four model years (i.e. new vehicles) were exempt from inspection. Beginning on August 1, 2010, the first five model years are now 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 2010 data, the “sawtooth” effect is evident in the fact that the even model years have a significantly higher inspection volume than the odd model years (see Appendix I, Part D, Figure D-2).

In prior Annual Reports, the data presented was based on "create date" rather than actual "test date." This meant that the data was sorted by the date it was received by the Vehicle Inspection Database (VID) rather than by the actual date the inspection was performed. In the upgraded system with its new reporting structure in 2010, this is no longer the case. The data in this year’s Annual Report is presented by test date, and create date is no longer used in reporting. As such, the “Create Date Report” Appendix presenting create date statistics and found in all previous Annual Reports has been eliminated from this and all future Annual Reports. However, it is still possible for a PIF to perform a series of inspections offline without transmitting those inspection results to the VID immediately[2].

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

[2] The VID has a parameter for each PIF that sets a limit based on time and number of inspections. If this limit is exceeded, the PIF is locked out until records are transmitted. Throughout the year 2010, this parameter allowed 10 tests over 30 days.

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

The year 2010 is also a special case since it was a transition year containing data from both the legacy and upgraded systems. The upgraded system dropped and added data fields. The consolidation of the various data fields may lead to some anomalies.

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 an operational concern (e.g., leaking fuel or excess smoke) 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%, but we have capped it 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 eleventh 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 (LDGTs): trucks fueled on gasoline, which have a GVWR up to 8500 lb. (e.g., pick-ups, minivans, passenger vans, and sport-utility vehicles).

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.

New to the 2010 Report are two diesel vehicle categories, as OBDII testing of model year 1997 and newer Light-Duty Diesel Vehicles and Trucks began in the year 2010. These categories are:

Light-Duty Diesel Vehicles (LDDVs): vehicles fueled on diesel, which have a GVWR up to 8500 lb. (passenger cars).

Light-Duty Diesel Trucks (LDDTs): trucks fueled on diesel, which have a GVWR up to 8500 lb. (e.g., pick-ups, minivans, passenger vans, and sport-utility vehicles).

There were four types of primary emission-related tests performed in New Jersey in the year 2010. They are the OBDII test, which does not measure exhaust pollutants and is predictive, and the three tailpipe exhaust emissions tests - the 2500 revolutions per minute (RPM) test, the two speed idle test, and the idle test. In addition, several secondary emission-related tests are performed. These include the visual smoke check, gas cap test, visual catalytic converter check, and liquid leak check. There is also a new grouping in this 2010 Annual Report called "No Primary Test" for those vehicles that did not receive one of the four types of primary emissions tests. These were mainly commercial diesel vehicles that were not eligible for a primary emissions test, but still received a secondary emissions test, usually for tampering and/or smoke.

It is important to note in this Report that an overall emissions inspection consists of the several test types listed above, i.e. at least one of the primary emissions tests (in all cases except for commercial diesel vehicles) along with one or more of the secondary emissions tests. The results are presented by overall emissions inspections and by each test type. In addition, the OBDII test consists of several components (i.e. bulb check, key-on-engine-running Malfunction Indicator Light (MIL) check, Data Link Connector (DLC) check, communications check, MIL command status, and readiness status). These results are presented by overall OBD inspections and by each individual component.

The OBDII test was implemented on August 4, 2003 for all model year 1998 and newer LDGVs and LDGTs. OBDII testing of model year 1996 and 1997 LDGVs and LDGTs began on January 12, 2004. OBDII testing of model year 1997 and newer LDDVs and LDDTs began in the year 2010.

The 2500 RPM 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 and LDGTs, as well as vehicles of model year 1996 and newer that are unable to be OBDII-tested (i.e. OBDII bypasses). This test continued to be used in the early part of 2010 while the two speed idle test was being phased in. By May 18, 2010, the 2500 RPM test was no longer being performed.

The two speed idle test measures vehicle tailpipe emissions of HC and CO at two different idle speeds with the engine unloaded. The vehicle's emissions must not exceed the same standards at both idle and at 2500 RPM. It is performed on all model year 1981 through 1995 LDGVs and LDGTs. In addition, this test is performed on any motor vehicle of model year 1996 or later that is not OBD-eligible. This test was phased in during the early months of 2010 under New Jersey’s upgraded I/M program and has replaced the 2500 RPM test.

Finally, the idle test is performed on pre-1981 LDGVs and LDGTs, 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 2010.

Total Emissions Inspections

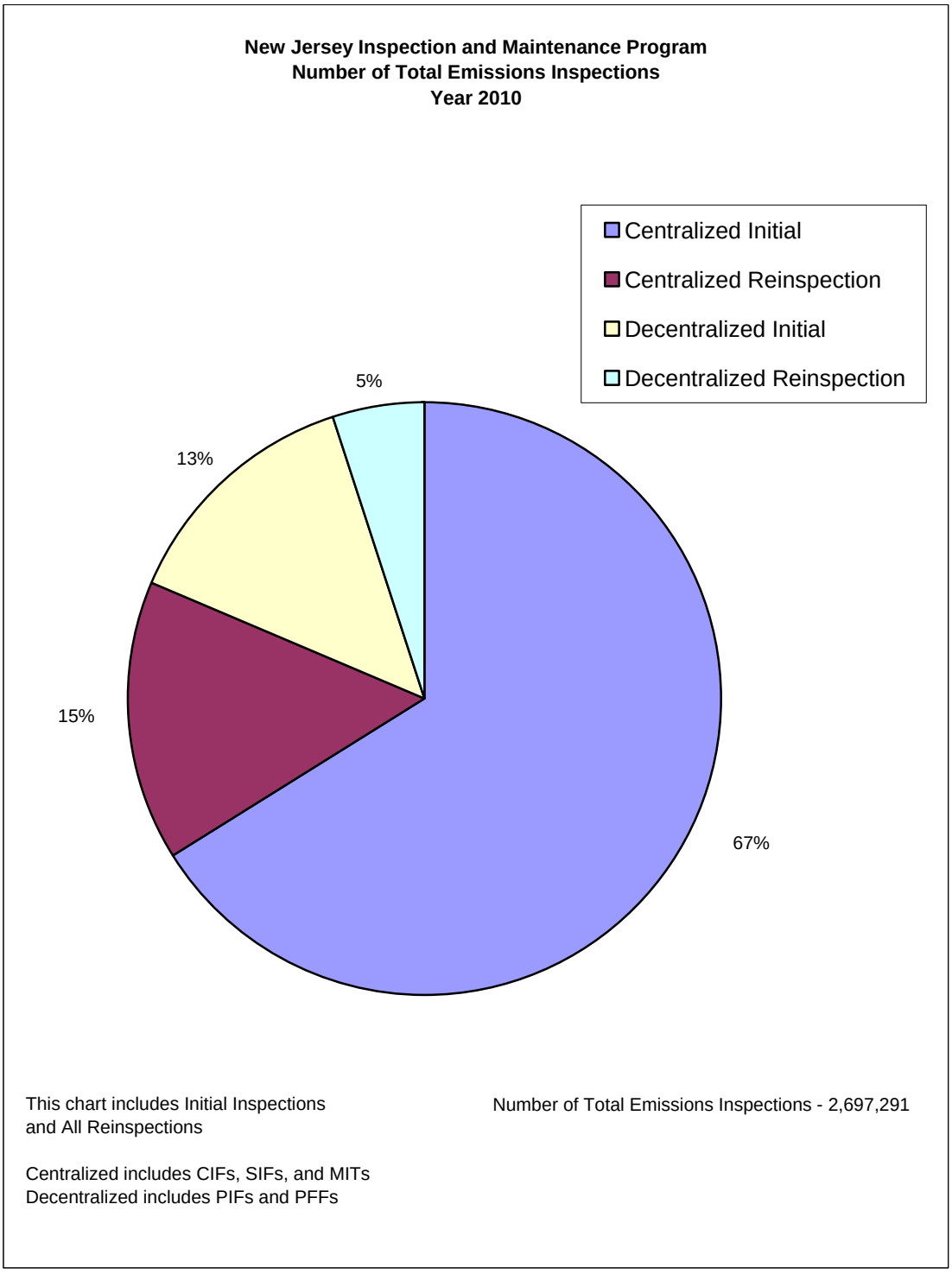
There were 2,697,291 total emissions inspections performed in New Jersey during calendar year 2010. This includes initial inspections and all re-inspections. Of the total emissions inspections performed, 2,144,226 (79.5 percent) were initial inspections, and 553,065 (20.5 percent) were re-inspections (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 Insps	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility (CIF)	Total	1,765,318		412,500		2,177,818	
	Fail	224,221	12.7%	74,615	18.1%	298,836	13.7%
	Pass	1,541,097	87.3%	337,885	81.9%	1,878,982	86.3%
Private Inspection Facility (PIF)	Total	361,801		137,481		499,282	
	Fail	42,994	11.9%	17,060	12.4%	60,054	12.0%
	Pass	318,807	88.1%	120,421	87.6%	439,228	88.0%
Private Fleet Facility (PFF)	Total	1,687		291		1,978	
	Fail	183	10.8%	66	22.7%	249	12.6%
	Pass	1,504	89.2%	225	77.3%	1,729	87.4%
Specialty Inspection Facility (SIF)	Total	1,376		687		2,063	
	Fail	235	17.1%	126	18.3%	361	17.5%
	Pass	1,141	82.9%	561	81.7%	1,702	82.5%
Mobile Inspection Team (MIT)	Total	14,044		2,106		16,150	
	Fail	3,369	24.0%	825	39.2%	4,194	26.0%
	Pass	10,675	76.0%	1,281	60.8%	11,956	74.0%
Total		2,144,226		553,065		**2,697,291**	
Total Fail		271,002	12.6%	92,692	16.8%	363,694	13.5%
Total Pass		1,873,224	87.4%	460,373	83.2%	2,333,597	86.5%
% of Grand Total # of Inspections			79.5%		20.5%		

Of the total number of emissions inspections, 2,196,031 (81.4 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 501,260 (18.6 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 2010 are shown in Appendix I – Part B. There were 2,144,226 initial overall emission inspections conducted in New Jersey in the year 2010. Of the total number of initial overall emission inspections, 1,780,738 (83.0%) were performed by the centralized network, while the remaining 363,488 (17.0%) were performed by the decentralized network.

The initial overall emission failure rate for the entire network was 12.6%. The centralized initial overall emission failure rate was 12.8% and the decentralized initial overall emission failure rate was 11.9%.

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 8.0% (Westfield) to 21.6% (Newark). The highest volume CIF was Wayne (eight lanes), with a total of 118,266 initial overall emission inspections and a 12.1% initial overall emission failure rate, and the lowest was Salem (one lane), with a total of 14,836 initial overall emission inspections and a 13.1% 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:

1,210,079	(56.4%) LDGVs,
843,952	(39.4%) LDGTs,
909	(0.0%) LDDTs,
3,943	(0.2%) LDDVs
66,626	(3.1%) HDGVs, and
18,717	(0.9%) vehicles of unknown type[3]
2,144,226	Total

An overall emission inspection consists of several components. These components include an OBDII test or a tailpipe exhaust emission test (2500 RPM through May 18, 2010; two speed idle; or idle), and five additional emission-related tests to which vehicles may be subjected. The five additional emission-related tests are a visual anti-tampering inspection (also called the catalytic converter check), a visible smoke inspection, an evaporative gas cap inspection, a liquid leak inspection and a miscellaneous emissions check.

[3] 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.

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 diesel and gasoline-fueled vehicles, regardless of model year, and checks for the presence of any visible continuous smoke emitted from either the tailpipe or the crankcase. The evaporative gas cap inspection is performed on all 2000 or earlier 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. The liquid leak inspection is performed on all vehicles and detects visibly leaking fluids such as gasoline, oil, antifreeze, and brake fluid. The miscellaneous emissions check, also for all vehicles, is designed to allow inspectors to fail a vehicle for any other obvious emission-related defect.

Of the 2,144,226 initial overall emission inspections, 1,873,224 (87.4%) passed, while 271,002 (12.6%) 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	1,613,053	89.8%	182,779	10.2%
Two Speed Idle (inc. 2500 RPM)	190,212	77.0%	56,727	23.0%
Idle	78,331	91.0%	7,719	9.0%
Gas Cap	1,712,891	99.0%	17,563	1.0%
Catalytic Converter	2,106,180	99.71%	6,196	0.29%
Visible Smoke	2,132,279	99.4%	11,945	0.6%
Liquid Leak	1,737,178	99.2%	14,541	0.8%
Miscellaneous Emissions	1,739,161	99.3%	12,484	0.7%

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 and LDGTs was implemented on August 4, 2003, and OBDII testing of model year 1996 and 1997 LDGVs and LDGT was implemented on January 12, 2004. In the upgraded system, OBDII testing is also done on model year 1997 and newer LDDVs and LDDTs.

During 2010 the upgraded system was being phased in, and this paragraph describes the hardware used and the bypass procedures of the legacy system, which was used until May 2010. The CIF Vetronix OBDII 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 was a miscellaneous safety field, the CAN OBDII results from PIFs were not analyzed as emissions results. However, the vehicles did receive a tailpipe test and the results were recorded as tailpipe-tested vehicles. In addition, the miscellaneous comments were audited for compliance with the PIF CAN OBDII protocol.

In the upgraded system, all CIF and PIF stations were upgraded with Vetronix interfaces supporting CAN which greatly reduced the need for OBDII bypasses. This is explained in more detail further in this section.

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, referred to as the Malfunction Indicator Light (MIL), on the vehicle instrument panel to alert the driver. The system will also store information about any detected malfunctions, referred to as Diagnostic Trouble Codes (DTCs), so that a repair technician can accurately identify 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, DLC status, and an electronic examination of the OBDII computer's data. It consists of the following individual components: the MIL bulb check, MIL Key On Engine Running

(KOER) 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 the MIL commanded on.

There is additional data captured during the OBDII test used for vehicle identification purposes. These elements are designed to ensure the vehicle being OBD tested is in fact the vehicle entered into the inspection database and receiving a sticker, thus avoiding a process commonly referred to as clean-scanning, where a known passing vehicle is used when performing the OBDII test on a vehicle that would have failed. There is also additional data captured during the OBDII test that is used for flagging stations that may be routinely exploiting known weaknesses in OBDII testing methodology to pass vehicles that should have failed.

In New Jersey, the MIL checks are conducted first, starting with the bulb check. The MIL bulb check is performed by briefly turning the motor vehicle ignition system to the Key On Engine Off (KOEO) position and visually verifying that the MIL illuminates. The next step in the MIL check is the Key On Engine Running (KOER) test. The KOER MIL test is performed by starting the vehicle, and visually determining if the MIL is on or off. If the MIL illuminates or flashes continuously while the engine is running it is considered on. If either MIL check fails, the motor vehicle has failed the OBDII test.

Next, the Diagnostic Link Connector (DLC) condition is checked; 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.

For the remainder of the OBDII test, the motor vehicle is then started and left running (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 after 4 attempts, 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 excluded from OBDII testing and instead are given a two-speed idle (TSI) tailpipe emissions test. In the upgraded system, no vehicles have been excluded from OBDII communications. This is explained in more detail further in this section.

If the OBDII analyzer successfully communicates with the motor vehicle's OBDII system, a check is made of the engine's RPM to ensure the vehicle is being tested in the KEOR position. Starting with model year 2002 some vehicles changed the behavior of the MIL light. These vehicles actually command the MIL on during KOEO bulb check which would cause the vehicle to fail if the test was conducted with the engine off. As a result, this RPM check was added to the upgraded system to minimize the chance of a vehicle falsely failing the OBDII test because it was tested in the KOEO state. Exclusions for

RPM were also added to the system in case requesting RPM from certain vehicles caused a problem, or simply the vehicle does not support the request. Currently, the only vehicles excluded from the RPM requirement of the OBDII test are gasoline/electric hybrids.

Next, the analyzer will retrieve information to determine the readiness status of the vehicle. 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 non-continuous readiness monitors have been set, the motor vehicle is deemed "not ready" for an OBDII test which is a failure. If multiple modules respond to the request for readiness data the results from each module are combined using 'inclusive or' to provide one result. There are certain year/make/model combinations 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. Currently, 84 of approximately 20,000 OBDII eligible individual year/make/model combinations are completely excluded from readiness testing results (OBD Scan still attempted). There are an additional 78 individual year/make/model combinations that have been excluded from the continuous monitor readiness portion of the OBDII test. There are a total of 162 entries on the table.

In New Jersey's upgraded system, an additional readiness criterion was added. This new criterion states that the three continuous monitors, which are Fuel System, Misfire, and Comprehensive Components, must all be supported and ready for OBDII tested gasoline vehicles. The intent of this new criterion was twofold. First, it was added to identify potential tampering of the OBDII system. Most Powertrain Control Module (PCM) performance upgrades disable one or all of these monitors to avoid MIL illumination when other engine parameters are changed that would normally trigger the MIL to be commanded on. Second, this criterion also ensures that communication with the vehicle's PCM has been established since Fuel System and Misfire monitors are only supported by that module type. Since this is a new requirement for New Jersey, efforts were made in the OBDII test software design to minimize any potential for false failures caused by this new criterion. For a complete description, including the detailed process flow diagram developed by NJDEP that was used as the basis for New Jersey's OBDII test design, see Appendix IV – NJDEP's OBDII Technical Synopsis and Process Flow Diagram.

Exclusions from Readiness and/or OBDII

The OBDII system monitors the status of up to eleven emission control related subsystems by performing either continuous or periodic functional tests of specific components and vehicle conditions. The periodic, or non-continuous, monitors only run after a certain set of conditions has been met. The algorithms for running these non-

continuous monitors are unique to each motor vehicle manufacturer and readiness monitor and involve such conditions as ambient temperature, engine coolant temperature, and vehicle speed.

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. For gasoline vehicles, the New Jersey specific criterion also states that all three continuous monitors must be ready. Motor vehicles deemed 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 excluded from readiness still get an OBDII test, but the readiness result is ignored.

Some vehicles have known problems with continuous monitors and can be excluded from this requirement using the same lookup table. The vehicles that are excluded from continuous monitor support still get an OBDII test, but the readiness status of the three continuous monitors is ignored.

This lookup table is also used to exclude 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. The visual MIL checks still apply even on these excluded vehicles, therefore if the MIL illuminates continuously or flashes in the KOER position the vehicle will fail the OBDII test. The vehicle will also get a TSI tailpipe exhaust emissions test, and the final emissions result will be an aggregate of the visual MIL checks and the TSI test results.

A copy of the current exclusion list for OBD can be found in Appendix VI.

OBDII Bypasses

New Jersey also has mechanisms available to the centralized (CIF) and decentralized (PIF) networks to manually "bypass" the OBDII test (and run a TSI test) for those motor vehicles that have demonstrated an issue meeting readiness criteria or simply can't communicate.

During the year 2010, there were 10,216 OBDII tests bypassed at both CIFs and PIFs. The break down of legacy (January – May 2010) versus upgraded (June – December 2010) systems shows 313,872 (17%) vehicles getting an initial OBDII test under the legacy system. There were 9,086 (89% of all bypasses) OBDII tests bypassed under the legacy system for an approximate rate of 29 tests bypassed per 10,000 vehicles tested. The upgraded system had 1,481,960 initial OBDII tests, or 83% of the vehicles OBDII tested, with only 1,130 (11% of all bypasses) OBDII tests bypassed for a rate of 8 tests bypassed per 10,000 vehicles tested. The ratio of vehicles tested to bypasses has been reduced to about 3% of the legacy system rate. The reduction in tests bypassed per vehicle is due to the improved communications from both software and hardware upgrades. All analyzers are now Controller Area Network (CAN) OBDII, unlike the legacy PIF systems (as described in more detail earlier in this section of the report). This information is presented in OBD Bypass Table A: System Grand Totals.

OBD Bypass Table A: System Grand Totals

System	# Initial OBDII Tests	% Getting OBDII Test	# Bypasses	% Bypasses	Bypass Rate (per 10,000 Vehicles Tested)	# Fail	# Pass	Fail Rate
Legacy	313,872	17%	9,086	89%	289	26	9,060	0.3%
Upgraded	1,481,960	83%	1,130	11%	8	156	974	13.8%
All	1,795,832		10,216			182	10,034	1.8%

Under the legacy system, 9,077 were bypassed to the 2500 RPM test, having a 0.2% rate of failure. Another 9 vehicles were bypassed but unsafe to test resulting in a fail unable to perform emission result. The main bypass test in the upgraded system is the TSI (Two Speed Idle) test. There were 1,113 bypassed to the TSI test, having a 13.5% rate of failure. If a vehicle cannot be TSI tested, then the test is downgraded to a curb idle test. In the upgraded system, 17 were bypassed to a curb idle test with a 35.3% rate of failure.

This information is presented in OBD Bypass Table B: Test Summary.

OBD Bypass Table B: Test Summary

System	Network Type	Emission Test Switched To	Inspections	Fail	Pass	Fail Rate
Legacy	Centralized	2500	148	1	147	0.7%
Legacy	Centralized	None	2	2	0	100.0%
Legacy	Decentralized	2500	8,929	16	8,913	0.2%
Legacy	Decentralized	None	7	7	0	100.0%
Legacy	All	2500	9,077	17	9,060	0.2%
Legacy	All	None	9	9	0	100.0%
Upgraded	Centralized	Idle	17	6	11	35.3%
Upgraded	Centralized	TSI	331	51	280	15.4%
Upgraded	Decentralized	TSI	782	99	683	12.7%
Upgraded	All	TSI	1,113	150	963	13.5%

Under the legacy system, bypasses were available on initial tests. The upgraded system requires an attempt using the OBDII test with a failed result before a re-inspection with bypass can occur. All bypasses must be authorized by the State. Bypasses in the upgraded system are now split by network type. Centralized (CIF) bypasses are authorized by the NJDEP and Decentralized (PIF) bypasses are authorized by the NJMVC.

For the PIF network, the inspector is required to contact NJMVC to request approval to perform a bypass. The bypass approvals are entered into a state controlled system, so a monthly reconciliation can occur. Each month all bypasses performed by the PIF network are compared to the authorizations given by NJMVC, and any station performing unauthorized OBDII bypasses are referred to NJMVC for possible enforcement action.

The PIF network in 2010 had 9,718 OBDII tests (0.54% of initial OBDII tests) bypassed. In the legacy system, 8,929 were bypassed to the 2500 RPM test with a 0.2% fail rate and 7 were unsafe to test, causing a failed emission result with an indicator that the test was not performed. In the upgraded system, 782 were bypassed to the TSI test and resulted in a 12.7% fail rate. There were no bypasses to the curb idle test in the PIFs. The overall failure rate for the PIF bypasses was 1.3%. This information is presented in OBD Bypass Table B: Test Summary and in OBD Bypass Table C: System Network Totals.

For the CIF network, a customer service representative contacts NJDEP via email to request authorization for the OBDII bypass providing all necessary information needed to make a decision. If the bypass is authorized the customer representative makes arrangements for the customer to return to a CIF station to receive the bypass.

2010 had 498 OBDII tests (0.03% of initial OBDII tests) bypassed by the CIF network. In the legacy system, 148 were bypassed to the 2500 RPM test with a 0.7% fail rate and 2 were unsafe to test, causing a fail not performed emission result. In the upgraded system, 331 were bypassed to the TSI test and resulted in a 15.4% fail rate and 17 were bypassed to the curb idle test with a 35.3% fail rate. The overall failure rate for the CIF bypasses was 12.0%. This information is presented in OBD Bypass Table B: Test Summary and in OBD Bypass Table C: System Network Totals.

OBD Bypass Table C: System Network Totals

System	Network Type	Inspections	Fail	Pass	Fail Rate
Legacy	Centralized	150	3	147	2.0%
Legacy	Decentralized	8,936	23	8,913	0.3%
Upgraded	Centralized	348	57	291	16.4%
Upgraded	Decentralized	782	99	683	12.7%
Both	Centralized	498	60	438	12.0%
Both	Decentralized	9,718	122	9,596	1.3%

The OBDII bypass authorization process coupled with the hardware upgrades of the upgraded system have brought the number of bypasses down to an almost insignificant amount. The NJDEP continues to monitor all OBD bypasses closely to ensure that it is not widely abused, and to consider vehicles that may need to be added to the OBDII exclusion list.

Summary of OBDII Inspection Data

There were a total of 1,795,832 initial OBDII inspections in the year 2010. Of these, 1,750,015 (97.4%) passed either initially or a first or subsequent retest, and approximately 45,817 (2.6%) failed without a subsequent passing inspection. 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 1,795,832 initial overall OBDII inspections, 1,613,053 (89.8%) passed initially, while 182,779 (10.2%) failed at least one OBDII test component. Table 5 shows the initial pass/fail summary for the overall OBDII inspection and for each individual component of the OBDII inspection. As some initial overall OBDII inspections resulted in multiple OBDII component failures, Table 5 reflects multiple counting of any such inspection.

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

Component	# Initial Tests	# Pass	Pass Rate	# Fail	Fail Rate
Overall	**1,795,832**	**1,613,053**	**89.8%**	**182,779**	**10.2%**
Bulb Check	1,795,832	1,785,638	99.4%	10,194	0.6%
KOER MIL Check	1,785,638	1,703,178	95.4%	82,460	4.6%
DLC Check	1,795,832	1,790,489	99.7%	5,343	0.3%
Communication	1,790,350	1,785,235	99.7%	5,115	0.3%
Readiness Status	1,763,488	1,684,640	95.6%	78,848	4.5%
MIL Command Status	1,785,549	1,680,273	94.1%	105,276	5.9%

In Table 5, the number of some OBD component checks is less than the number of overall initial OBDII tests because there are some vehicles that have damaged, missing or obstructed DLCs and some which fail to communicate and return MIL command status and readiness status.

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 305,305 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	293,917	96.3%
Passed OBDII and Failed Gas Cap	8,976	2.9%
Failed OBDII and Passed Gas Cap	2,335	0.8%
Failed Both OBDII and Gas Cap	177	0.1%
Totals	**305,305**	**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 1,803,957 overall (initial and all retests) OBDII MIL command status checks. 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	1,695,340	94.0%
MIL Off with DTCs	1,963	0.11%
MIL On with No DTCs	706	0.04%
MIL On with DTCs	105,948	5.9%
Totals	**1,803,957**	**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 1,769,077 overall readiness checks. Of these, 1,508,115 (85.2%) had all monitors set, while 260,962 (14.8%) 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 78,848 actual readiness failures, for a readiness failure rate of 4.5%. 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 2010, there were 875 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 is generally the result of authorized bypasses.

A vehicle may initially fail OBD and then undergo repairs and diagnostics at an ERF who has verified that the vehicle has no additional repairable defects, or cannot be made ready, or communicates correctly with a generic scan tool. After examination of the test results and repair information, the State may authorize a CIF or PIF to bypass the OBD test to a tailpipe test upon reinspection.

Of the 875 OBDII failures switched to tailpipe testing, 15 (0.01% of initial OBD failures) passed the first or subsequent tailpipe retest, while 860 (0.47% of initial OBD failures) failed tailpipe testing without a subsequent passing inspection.

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 exactly the same suite of emissions tests on vehicles as a CIF or PIF would perform.

A total of 14,044 MIT initial emission inspections were performed in the year 2010. Of the roadside emission inspections, 10,675 (76%) vehicles passed while 3,369 (24%) failed. Those failing a roadside inspection 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 emissions portion of the inspection.

Table 8: Roadside Inspections

Station Type	# of Inspections	#Pass	# Fail	Fail Rate
MIT Roadside	14,044	10,675	3,369	24%

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 271,002 (12.6%) overall initial emission inspection failures out of the 2,144,226 total initial overall emission inspections conducted in the year 2010. 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, receiving a waiver from the inspection requirements (legacy system only; none in 2010), or dropping from the inspection cycle.

For the purposes of this report, the re-inspection data is analyzed by emission inspection test type (i.e., OBDII test, two speed idle test, idle test, gas cap, catalytic converter, liquid leak, miscellaneous emissions 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, 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 309,954 initially failed emission tests in the year 2010. 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 (271,002) 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 2010. 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	182,779	21,013	128,748	11.5%	70.4%
Two Speed Idle	56,727	8,230	37,778	14.5%	66.6%
Idle	7,719	941	5,322	12.2%	68.9%
Gas Cap	17,563	707	15,161	4.0%	86.3%
Catalytic Converter	6,196	163	4,427	2.6%	71.4%
Visible Smoke	11,945	458	8,507	3.8%	71.2%
Liquid Leak	14,541	839	11,091	5.8%	76.3%
Miscellaneous Emissions	12,484	282	11,569	2.3%	92.7%
Overall	**271,002**	**31,014**	**193,612**	**11.4%**	**71.4%**

Table 10 shows the number of initial fails and the number and percent of second or subsequent retest passes for each emission test type for the year 2010.

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	182,779	8,214	4.5%
Two Speed Idle	56,727	4,223	7.4%
Idle	7,719	466	6.0%
Gas Cap	17,563	453	2.6%
Catalytic Converter	6,196	7	0.1%
Visible Smoke	11,945	153	1.3%
Liquid Leak	14,541	558	3.8%
Miscellaneous Emissions	12,484	216	1.7%
Overall	**271,002**	**13,459**	**5.0%**

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

No vehicles received a waiver in the year 2010, as the waiver program was officially phased out and discontinued by the end of 2009.

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 271,002 overall initial emission inspection failures, 193,612 (71.4%) passed a first retest, 13,459 (5.0%) passed a second or subsequent retest, 18,414 (6.8%) dropped out of the registration database (i.e. no longer in fleet), and 45,505 (16.8%) had no known final outcome (i.e. a fail with no subsequent passing inspection).

Table 11 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 2010. 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 11: 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	1,795,832	182,779	33,552	18.4%	1.9%
Two Speed Idle	246,939	56,727	9,688	17.1%	3.9%
Idle	86,050	7,719	1,342	17.4%	1.6%
Gas Cap	1,730,454	17,563	1,114	6.3%	0.1%
Catalytic Converter	2,112,376	6,196	1,208	19.5%	0.6%
Visible Smoke	2,144,224	11,945	2,115	17.7%	0.1%
Liquid Leak	1,751,719	14,541	1,914	13.2%	0.1%
Miscellaneous Emissions	1,751,645	12,484	444	3.6%	0.03%
Overall	**2,144,226**	**271,002**	**45,505**	**16.8%**	**2.1%**

Overall, there were a total of 45,505 vehicles with no known final outcome for the year 2010. This analysis takes into consideration vehicles inspected late in the year 2010 that returned for inspection within the first three months of 2011, and also includes registration data through the first three months of 2011. As such, the overall drop rate (vehicles with no known final outcome) as a percentage of total initial emissions inspections is 2.1%.

Table 12 presents a detailed breakdown of this data by model year and vehicle type.

Table 12: Vehicles With No Known Final Outcome

Model Year	Overall # Vehicles With No Known Outcome	% of Total Vehicles Dropped	Vehicle Type					
			# HDGV Vehicles	# LDDT Vehicles	# LDDV Vehicles	# LDGT Vehicles	# LDGV Vehicles	# Unknown Type Vehicles
Pre86/Unknown	1,156	2.5%	73	0	4	306	760	13
1986	479	1.1%	44	0	0	188	242	5
1987	439	1.0%	22	0	0	186	229	2
1988	622	1.4%	31	0	1	276	307	7
1989	544	1.2%	37	0	0	213	288	6
1990	914	2.0%	25	0	0	298	588	3
1991	713	1.6%	20	0	0	207	486	0
1992	1,261	2.8%	24	0	0	324	912	1
1993	1,215	2.7%	23	0	0	392	795	5
1994	1,967	4.3%	46	0	0	760	1,152	9
1995	1,674	3.7%	62	0	0	665	944	3
1996	3,711	8.2%	59	0	0	1,321	2,327	4
1997	3,842	8.4%	54	1	5	1,428	2,347	7
1998	4,536	10.0%	33	0	6	1,871	2,622	4
1999	3,778	8.3%	43	0	2	1,370	2,361	2
2000	4,739	10.4%	66	0	5	1,648	3,018	2
2001	4,159	9.1%	24	0	3	1,660	2,470	2
2002	4,046	8.9%	26	0	2	1,873	2,145	0
2003	2,182	4.8%	8	0	3	922	1,247	2
2004	1,709	3.8%	12	1	4	783	909	0
2005	933	2.1%	3	1	1	407	520	1
2006	648	1.4%	4	0	1	278	363	2
2007	187	0.4%	0	0	0	83	103	1
2008	27	0.1%	2	0	0	9	16	0
2009	6	0.0%	0	0	0	0	6	0
2010	16	0.0%	0	0	1	2	13	0
2011	2	0.0%	0	0	0	0	2	0
Totals	**45,505**	**100%**	**741**	**3**	**38**	**17,470**	**27,172**	**81**
% of Total Vehicles Dropped			**1.63%**	**0.01%**	**0.08%**	**38.39%**	**59.71%**	**0.18%**

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

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 13 presents first retest fail and pass rates by emission test type.

Table 13: First Retest Inspection Fail/Pass Rates by Emission Test Type

Test Type	# First Retest Insps	# Fail	# Pass	Fail Rate	Pass Rate
OBDII	149,761	21,013	128,748	14.0%	86.0%
Two Speed Idle	46,008	8,230	37,778	17.9%	82.1%
Idle	6,263	941	5,322	15.0%	85.0%
Gas Cap	15,868	707	15,161	4.5%	95.5%
Catalytic Converter	4,590	163	4,427	3.6%	96.4%
Visible Smoke	8,965	458	8,507	5.1%	94.9%
Liquid Leak	11,930	839	11,091	7.0%	93.0%
Miscellaneous Emissions	11,851	282	11,569	2.4%	97.6%
Overall	**224,626**	**31,014**	**193,612**	**13.8%**	**86.2%**

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

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 2010, New Jersey's I/M program network consisted of 29 CIFs, with a combined total of 120 lanes, and 1,277 licensed PIFs of which 1,159 performed at least one inspection. All 29 CIF and 575 PIF facilities received at least one overt performance audit in 2010. This information is shown in Table 14. 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 14: Overt Performance Audits

	CIFs	PIFs
# receiving overt performance audits	29	575
# not receiving overt performance audits	0	652
# shut down as a result of overt performance audits	NA*	120

* 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, OBD 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 2010 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 2010 the NJMVC had 47 covert auditors and 31 covert vehicles available to conduct covert performance audits. During the year 2010, 29 CIFs and 926 PIFs received covert performance audits. A total of 417 covert audits were performed on the CIFs and 1,386 were performed on the PIFs. These totals include covert audits where the vehicle is set to fail safety and/or emissions.

Table 15 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 15 reflects double counting of any such vehicle.

Table 15: 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	141	564
# conducted with the vehicle set to fail the component check (catalyst)	4	80
# conducted with the vehicle set to fail the evaporative gas cap test	49	241
# conducted with the vehicle set to fail any combination of two or more of the above tests	49	258
# conducted with the vehicle not set to fail any emission inspection component	274	764
Total # of Covert Performance Audits	417	1,386

Table 16 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 16 reflects double counting of any such audit.

Table 16: 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**
# of audits resulting in a false pass for the exhaust test	0	0
# of audits resulting in a false pass for the OBDII test	10	33
# of audits resulting in a false pass for the component check (catalyst)	0	1
# of audits resulting in a false pass for the evaporative gas cap test	0	7
# of audits resulting in a false pass for any combination of two or more of the above tests	0	2
# of audits resulting in a false pass for any non-emissions related component	67	390
# of audits resulting in a proper inspection (no false pass or false fails)	404	1312
Total # of Covert Emissions-Related Audits	143	625

In the year 2010, the overall covert performance audit failure rate for the entire network was 4.83%. These results encompass emissions only aspects of the covert performance audits. The overall emissions covert audit failure rate for the centralized network alone was 3.12%, while that for the decentralized network was 5.34%. This information is presented in Table 17.

Table 17: Overall Covert Performance Audit Results

Network	**Total Audits**	**Number Fail**	**Failure Rate**	**Number Pass**	**Pass Rate**
Centralized	417	13	3.12%	404	96.88%
Decentralized	1,386	74	5.34%	1.312	94.66%
Total	**1,803**	**87**	**4.83%**	**1,716**	**95.17%**

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 4,788 licensed inspectors conducting emission tests in both the CIFs and PIFs during the year 2010. Of these inspectors, 21 were suspended, fired, or otherwise prohibited from conducting emission inspections as a result of covert performance audits. In addition, 7 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 67 inspectors were fined during the year 2010.

The NJMVC conducted 262 hearings to consider adverse actions against inspectors and inspection facilities, and 249 of these hearings resulted in adverse actions against

inspectors and inspection facilities. The remaining 13 resulted in no adverse action. A total of $60,150 in fines was collected from the State's centralized contractor and from individual PIFs. The amount of the individual fine varies depending on the specific violation. Table 18 summarizes the results of all adjudicated actions only during the year 2010.

Table 18: Fines and Hearings

	Inspectors	Facilities
# suspended, fired, or otherwise prohibited from testing as a result of covert audits	21	12
# suspended, fired, or otherwise prohibited from testing for other causes	7	5
# that received fines	67	18
# of hearings held to consider adverse actions	232	30
# of hearings held resulting in adverse actions	223	26
Total amount collected in fines	$36,500	$23,650

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 system leak check, five (5) point gas analysis, zero air generator inspection, RPM adapter inspection, inspection of the OBDII reader, and gas cap audits. A PIF equipment audit is almost identical, but does not include the zero air generator inspection.

In New Jersey, there were five equipment manufacturers through 2009 – ESP, Dynotech, Snap-On, SPX, and Worldwide - approved to provide and service inspection equipment to the PIFs. Each PIF was free to select one of these approved equipment vendors, depending on their individual needs and preferences. Beginning in 2010, with implementation of a new I/M program, this equipment was phased out and the PIFs were all required to use equipment from a sole approved vendor, SGS Testcom. The NJMVC is responsible for performing audits of the emission testing equipment in the PIFs.

In the year 2010, the NJMVC conducted a total of 822 equipment audits at the PIFs. Of these, 813 were initial audits.

Of the 575 overtly audited PIFs, 120 (approximately 21%) 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 2010 was 14.8%. One way to look at the PIF equipment audit data is by equipment manufacturer rather than by individual PIF. Table 19 summarizes the decentralized network initial equipment audit results by equipment manufacturer.

Table 19: Decentralized Initial Equipment Audit Summary

Manufacturer	# Audits	# Fail	% Fail	# Pass	% Pass
Legacy System					
1. ESP	128	5	4%	123	96.1%
2. Dynotech	8	2	25%	6	75.0%
3. Snap-On	84	13	15%	71	84.5%
4. SPX	40	3	8%	37	92.5%
5. Worldwide	8	0	0%	8	100.0%
Total Legacy System	268	23	8.6%	245	91.4%
Upgraded System					
6. SGS Testcom	554	98	18%	456	82.3%
Overall (Legacy and Upgraded Systems)	**822**	**121**	**14.7%**	**701**	**85.3%**

In 2010, the NJDEP performed 1,293 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 30 of the 32 centralized stations, including the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2010.

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 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 20, 23 centralized stations (72%) had at least one lane shut down as a result of initial equipment audits during the year 2010. Lanes were shut down overnight an average of four (4) times per month in the year 2010.

Table 20: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	32
# of initial equipment audits	1,263
# of stations that failed equipment audits	30
% of stations that failed equipment audits	94%
# of stations with at least one lane shut down as a result of equipment audits	23
% of stations with at least one lane shut down as a result of equipment audits	72%
# of centralized and specialty lanes	150
# of lanes shut down at some point during the year as a result of equipment audits	58
% of lanes shut down at some point during the year as a result of equipment audits (the percent of the total number of centralized lanes)	39%

The overall initial centralized equipment audit failure rate for the year 2010 was 28%.

Both the PIF and CIF equipment audit failure rates increased in 2010 from 2009. An increase in audit failure rates is to be expected with a new program. There were minor hardware and software issues that needed to be resolved with the new equipment.

A detailed breakdown of initial equipment audits by station is shown in Table 21. An additional breakdown by lane is presented in Appendix II.

Table 21: CIF/SIF Initial Equipment Audit Pass/Fail Rates by Station

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	0	0%	2	100%
Bakers Basin	54	10	19%	44	81%
Bridgeton	11	5	45%	6	55%
Cape May	11	4	36%	7	64%
Cherry Hill	64	24	38%	40	63%
Delanco	38	6	16%	32	84%
Deptford	41	18	44%	23	56%
Eatontown	52	8	15%	44	85%
Flemington	42	6	14%	36	86%
Freehold	50	11	22%	39	78%
Kilmer	51	15	29%	36	71%
Lakewood	51	13	25%	38	75%
Lodi	53	23	43%	30	57%
Manahawkin	37	9	24%	28	76%
Mays Landing	32	10	31%	22	69%
Millville	21	11	52%	10	48%
Morristown Specialty	1	1	100%	0	0%
Newark	64	15	23%	49	77%
Newton	31	6	19%	25	81%
Paramus	61	14	23%	47	77%
Plainfield	28	14	50%	14	50%
Rahway	72	20	28%	52	72%
Randolph	67	20	30%	47	70%
Salem	11	3	27%	8	73%
Secaucus	64	15	23%	49	77%
South Brunswick	55	11	20%	44	80%
Southampton	46	16	35%	30	65%
Washington	11	2	18%	9	82%
Wayne	83	24	29%	59	71%
Westfield	22	8	36%	14	64%
Winslow	35	6	17%	29	83%
Winslow Specialty	2	0	0%	2	100%
Totals	**1263**	**348**	**28%**	**915**	**72%**

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 almost 2.7 million inspections in the year 2010. During that year, the State conducted inspection sticker compliance surveys. A compliance survey is when vehicles are audited while in a parking lot, or while parked on the street, and compliance is determined by the inspection sticker expiration dates.

Both the NJDEP and the NJMVC conduct sticker surveys. The NJDEP sticker surveys are conducted on a regular monthly basis (an average of approximately 3,400 vehicles per month in the year 2010) throughout the year, while the NJMVC usually conducts one survey every six months (approximately 5,000 vehicles per survey). Both agencies conduct random surveys in various areas throughout the northern, central, and southern portions of the State. The NJMVC's overall compliance rate for the year 2010 (93.5%) was lower than the NJDEP's (96.3%).

For the purposes of this report, both agencies' surveys were combined for an overall result. A total of 50,735 vehicles were surveyed in the year 2010. Of these, 48,560 (95.7%) were compliant with the program requirements. Detailed information on these sticker compliance surveys is presented in Appendix III.

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 for 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 22 presents inspection sticker enforcement activity for the year 2010.

Table 22: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations	2,137,007
# of missing compliance documents (stickers)	4,487
# of time extensions & other exemptions granted to motorists	1,903

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 2007 - 2010 Key Statistics Comparison

Key Statistics	2007	2008	2009	2010
Number of Total Emission Inspections	2,454,821	2,862,426	2,901,388	2,697,291
Total Emission Inspections – Centralized/Decentralized Split	79%/21%	80%/20%	81%/19%	81%/19%
Total Emission Inspections – Initial/Reinspection Split	90%/10%	76%/24%	77%/23%	80%/20%
Number of Initial Emission Inspections	2,214,287	2,184,896	2,241,435	2,144,226
Overall Initial Emission Failure Rate	12.1%	12.1%	11.1%	12.6%
Centralized Initial Emission Failure Rate	12.3%	12.4%	11.4%	12.8%
Decentralized Initial Emission Failure Rate	10.9%	10.9%	10.1%	11.9%
Overall Emission Insp. 1st Retest Pass Rate	91.0%	80.1%	82.0%	86.2%
OBDII 1st Retest Pass Rate	90.2%	78.9%	78.7%	86.0%
Two Speed Idle 1st Retest Pass Rate	88.4%	72.9%	74.6%	82.1%
Number of Vehicles with No Known Final Outcome[4]	27,685	28,229	36,022	45,505
As Percentage of Initial Inspections	1.3%	1.3%	1.6%	2.1%
As Percentage of Initial Failures	10.4%	10.7%	14.4%	16.8%
Sticker Compliance Rate	96.6%	96.0%	96.3%	95.7%
Emissions-Only CIF Covert Performance Audit Fail Rate	1.8%	3.5%	3.7%	3.1%
Emissions-Only PIF Covert Performance Audit Fail Rate	4.6%	5.2%	6.4%	5.3%
CIF Equipment Audit Fail Rate	16.0%	12.0%	11.0%	28.0%
PIF Equipment Audit Fail Rate	9.3%	7.9%	7.7%	14.8%
# CIF Lanes	124	122	120	120
# PIFs	1,110	1,096	1,023	1,122
# Emission Repair Facilities (ERFs)	1,817	1,685	1,664	1,576

[4] Total vehicles with no known final outcome analyses include 3 months of registration data from the following year for the 2009 and 2010 reports, and 6 months of registration data from the following year for the 2007 and 2008 reports.

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 2010

Test Station	Data	Initial Insps	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility	Total	1,765,318		412,500		2,177,818	
	Fail	224,221	12.7%	74,615	18.1%	298,836	13.7%
	Pass	1,541,097	87.3%	337,885	81.9%	1,878,982	86.3%
Private Inspection Facility	Total	361,801		137,481		499,282	
	Fail	42,994	11.9%	17,060	12.4%	60,054	12.0%
	Pass	318,807	88.1%	120,421	87.6%	439,228	88.0%
Private Fleet Facility	Total	1,687		291		1,978	
	Fail	183	10.8%	66	22.7%	249	12.6%
	Pass	1,504	89.2%	225	77.3%	1,729	87.4%
Specialty Inspection Facility	Total	1,376		687		2,063	
	Fail	235	17.1%	126	18.3%	361	17.5%
	Pass	1,141	82.9%	561	81.7%	1,702	82.5%
Mobile Inspection Team	Total	14,044		2,106		16,150	
*Initial - 1st Inspection of cycle	Fail	3,369	24.0%	825	39.2%	4,194	26.0%
Retest - 2nd or subsequent of cycle	Pass	10,675	76.0%	1,281	60.8%	11,956	74.0%
Total # of Inspections		**2,144,226**		**553,065**		**2,697,291**	
Total # Fail		**271,002**	**12.6%**	**92,692**	**16.8%**	**363,694**	**13.5%**
Total # Pass		**1,873,224**	**87.4%**	**460,373**	**83.2%**	**2,333,597**	**86.5%**
% of Grand Total # of Inspections		**79.5%**			**20.5%**		

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	2,196,031	81.4%
Decentralized	501,260	18.6%
Total	**2,697,291**	

Table A-1

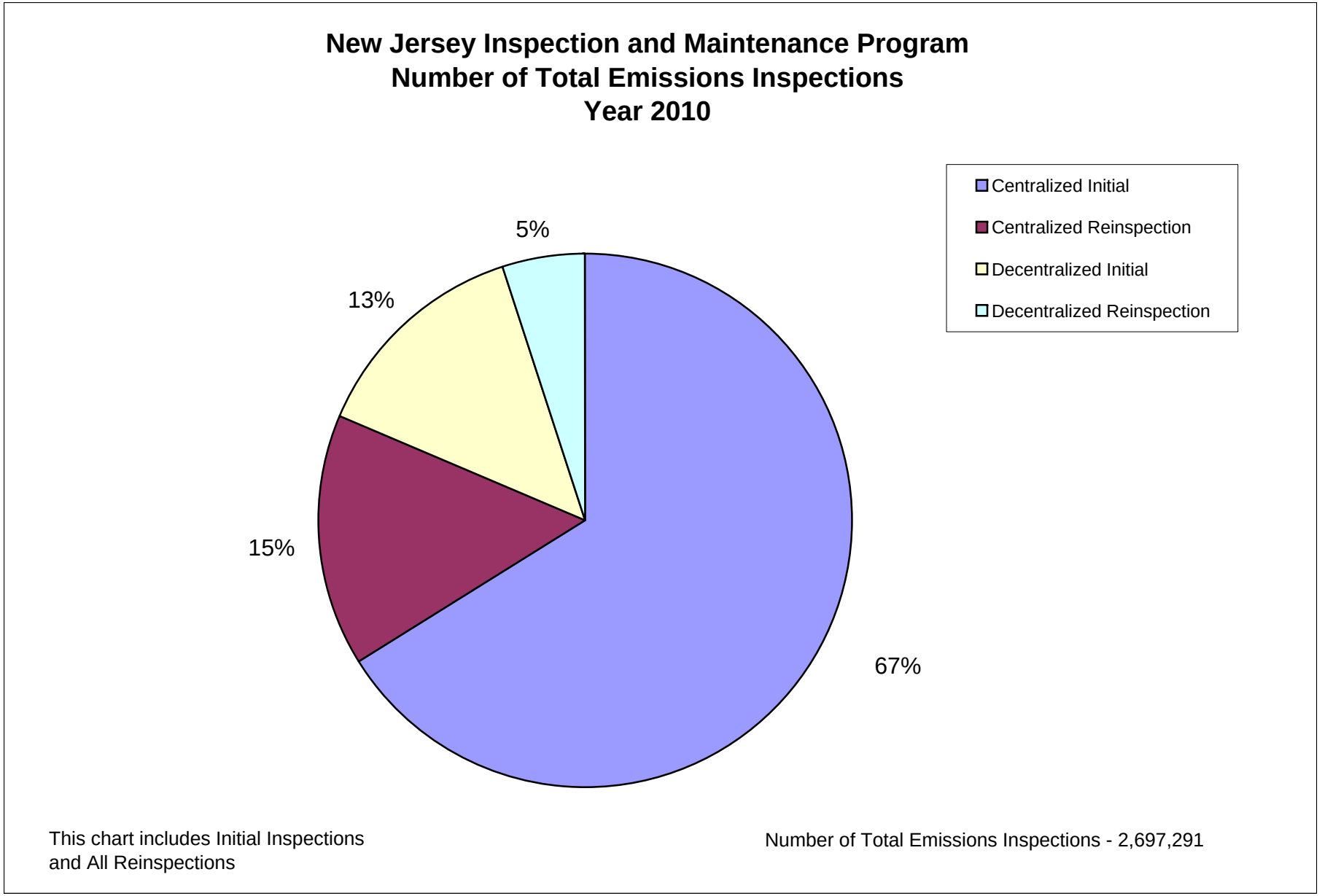

New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2010
Centralized Initial
Centralized Reinspection
Decentralized Initial
Decentralized Reinspection
5%
13%
15%
67%
This chart includes Initial Inspections and All Reinspections
Number of Total Emissions Inspections - 2,697,291

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 2010

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
Pre86/Unknown	Centralized	7,897	3,703	46.9%	4,194	53.1%
Pre86/Unknown	Decentralized	7,391	1,406	19.0%	5,985	81.0%
1986	Centralized	4,851	2,104	43.4%	2,747	56.6%
1986	Decentralized	3,236	638	19.7%	2,598	80.3%
1987	Centralized	3,787	1,580	41.7%	2,207	58.3%
1987	Decentralized	2,526	454	18.0%	2,072	82.0%
1988	Centralized	8,756	3,215	36.7%	5,541	63.3%
1988	Decentralized	5,145	836	16.2%	4,309	83.8%
1989	Centralized	6,017	2,427	40.3%	3,590	59.7%
1989	Decentralized	3,639	571	15.7%	3,068	84.3%
1990	Centralized	14,912	5,242	35.2%	9,670	64.8%
1990	Decentralized	6,831	1,045	15.3%	5,786	84.7%
1991	Centralized	9,062	3,310	36.5%	5,752	63.5%
1991	Decentralized	4,659	658	14.1%	4,001	85.9%
1992	Centralized	24,365	7,914	32.5%	16,451	67.5%
1992	Decentralized	9,963	1,464	14.7%	8,499	85.3%
1993	Centralized	18,005	5,969	33.2%	12,036	66.8%
1993	Decentralized	8,118	1,108	13.6%	7,010	86.4%
1994	Centralized	48,616	12,585	25.9%	36,031	74.1%
1994	Decentralized	16,842	2,144	12.7%	14,698	87.3%
1995	Centralized	34,249	8,896	26.0%	25,353	74.0%
1995	Decentralized	13,370	1,585	11.9%	11,785	88.1%
1996	Centralized	69,428	14,821	21.3%	54,607	78.7%
1996	Decentralized	20,280	2,659	13.1%	17,621	86.9%
1997	Centralized	56,092	14,246	25.4%	41,846	74.6%
1997	Decentralized	17,325	2,862	16.5%	14,463	83.5%
1998	Centralized	111,980	19,996	17.9%	91,984	82.1%
1998	Decentralized	26,265	3,537	13.5%	22,728	86.5%
1999	Centralized	87,748	16,452	18.7%	71,296	81.3%
1999	Decentralized	21,560	2,909	13.5%	18,651	86.5%
2000	Centralized	175,130	25,826	14.7%	149,304	85.3%
2000	Decentralized	33,888	4,016	11.9%	29,872	88.1%
2001	Centralized	111,553	18,310	16.4%	93,243	83.6%
2001	Decentralized	22,012	3,369	15.3%	18,643	84.7%
2002	Centralized	219,518	22,654	10.3%	196,864	89.7%
2002	Decentralized	34,664	3,778	10.9%	30,886	89.1%
2003	Centralized	128,418	11,925	9.3%	116,493	90.7%
2003	Decentralized	19,531	2,024	10.4%	17,507	89.6%
2004	Centralized	250,129	12,921	5.2%	237,208	94.8%
2004	Decentralized	32,343	2,386	7.4%	29,957	92.6%
2005	Centralized	121,254	6,183	5.1%	115,071	94.9%
2005	Decentralized	15,240	1,189	7.8%	14,051	92.2%
2006	Centralized	193,448	5,853	3.0%	187,595	97.0%
2006	Decentralized	24,446	1,653	6.8%	22,793	93.2%

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2010

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
2007	Centralized	48,989	1,236	2.5%	47,753	97.5%
2007	Decentralized	7,913	477	6.0%	7,436	94.0%
2008	Centralized	17,076	307	1.8%	16,769	98.2%
2008	Decentralized	3,380	232	6.9%	3,148	93.1%
2009	Centralized	6,990	103	1.5%	6,887	98.5%
2009	Decentralized	1,462	98	6.7%	1,364	93.3%
2010	Centralized	2,403	47	2.0%	2,356	98.0%
2010	Decentralized	1,201	63	5.2%	1,138	94.8%
2011	Centralized	65	0	0.0%	65	100.0%
2011	Decentralized	258	16	6.2%	242	93.8%
Total	Centralized	1,780,738	227,825	12.8%	1,552,913	87.2%
Total	Decentralized	363,488	43,177	11.9%	320,311	88.1%
Grand Total		**2,144,226**	**271,002**	**12.6%**	**1,873,224**	**87.4%**

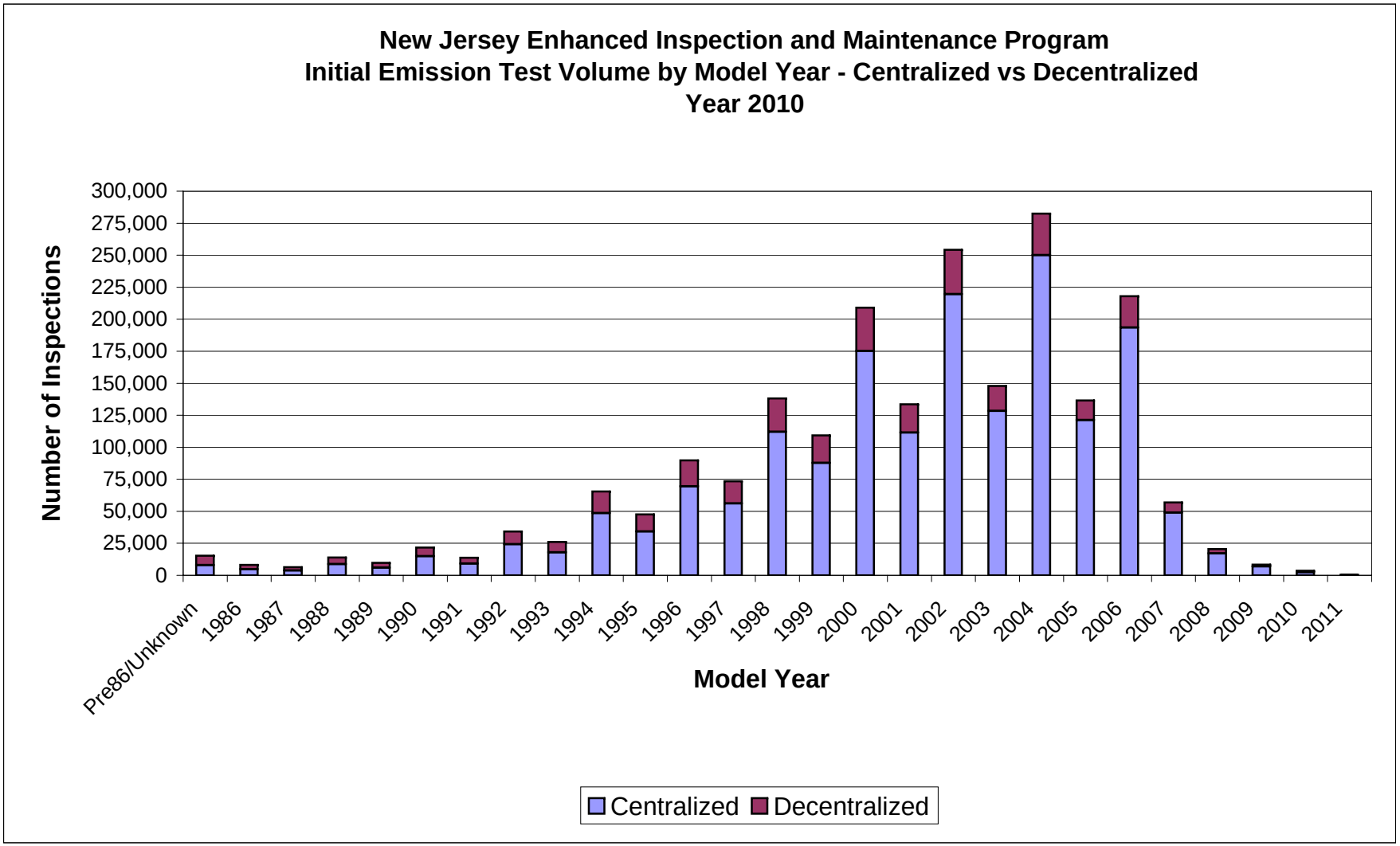

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2010
Number of Inspections
300,000
275,000
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre86/Unknown
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
Model Year
Centralized
Decentralized

Figure B-1

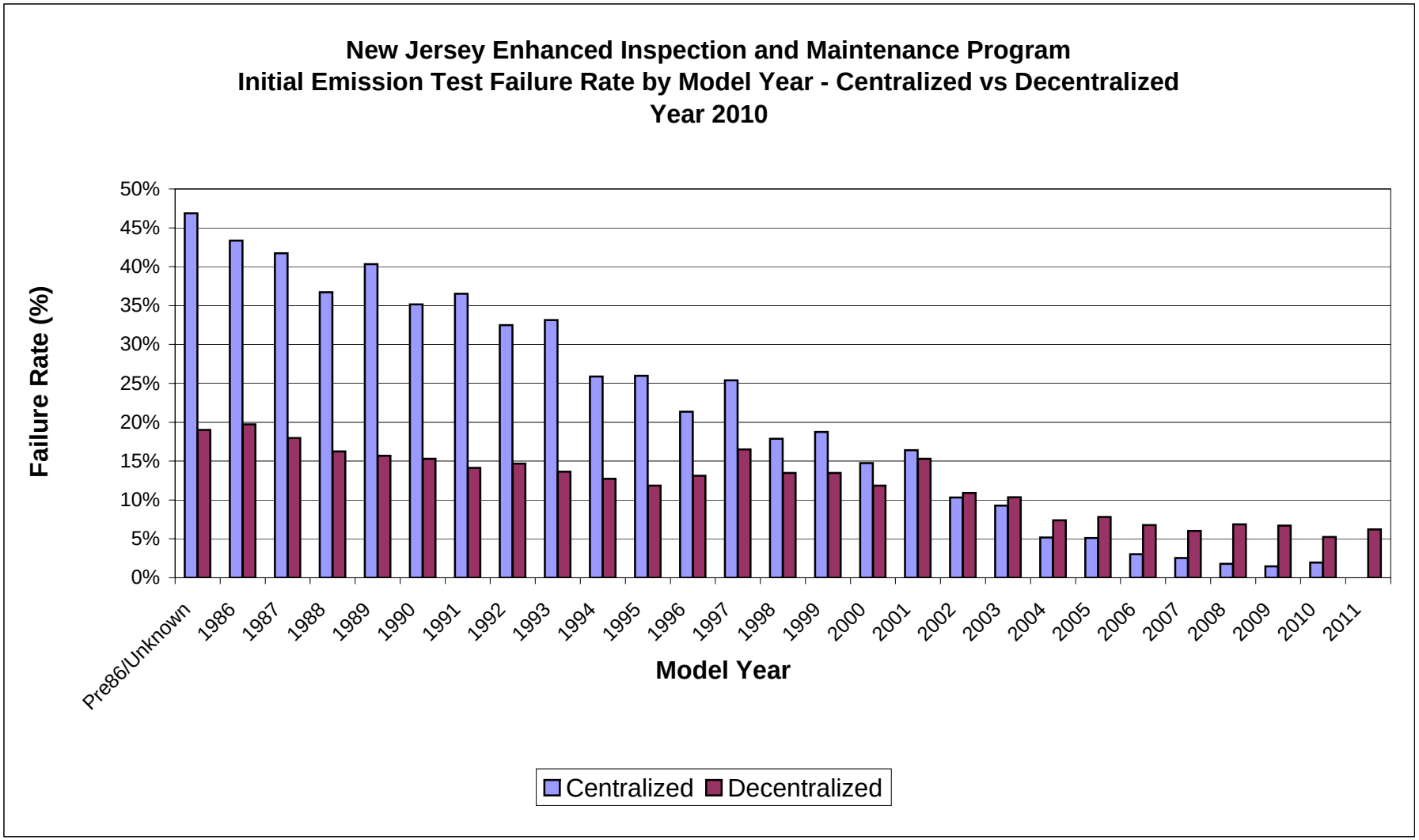

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2010
Failure Rate (%)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Pre86/Unknown
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
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 2010

STATION NAME	# of Lanes	Inspections	# Pass	# Fail	% Fail
BAKERS BASIN CIF	6	93,258	81,928	11,330	12.1%
BRIDGETON CIF	1	16,443	13,744	2,699	16.4%
CAPE MAY CIF	1	18,443	16,414	2,029	11.0%
CHERRY HILL CIF	6	86,883	74,599	12,284	14.1%
DELANCO CIF	3	37,780	32,465	5,315	14.1%
DEPTFORD CIF	4	79,438	69,202	10,236	12.9%
EATONTOWN CIF	6	89,177	78,134	11,043	12.4%
FLEMINGTON CIF	3	55,324	49,997	5,327	9.6%
FREEHOLD CIF	6	62,596	56,463	6,133	9.8%
KILMER CIF	6	79,570	70,466	9,104	11.4%
LAKEWOOD CIF	6	98,410	86,566	11,844	12.0%
LODI CIF	5	79,220	68,176	11,044	13.9%
MANAHAWKIN CIF	3	35,536	31,283	4,253	12.0%
MAYS LANDING CIF	4	54,893	47,007	7,886	14.4%
MILLVILLE CIF	2	31,499	25,727	5,772	18.3%
NEWARK CIF	5	88,348	69,285	19,063	21.6%
NEWTON CIF	2	37,825	33,566	4,259	11.3%
PARAMUS CIF	5	98,673	90,015	8,658	8.8%
PLAINFIELD CIF	3	43,165	36,856	6,309	14.6%
RAHWAY CIF	6	75,601	63,780	11,821	15.6%
RANDOLPH CIF	6	95,835	86,538	9,297	9.7%
SALEM CIF	1	14,836	12,890	1,946	13.1%
SECAUCUS CIF	6	72,732	62,483	10,249	14.1%
SOUTH BRUNSWICK CIF	6	54,920	49,319	5,601	10.2%
SOUTHAMPTON CIF	4	53,253	46,914	6,339	11.9%
WASHINGTON CIF	1	20,056	17,909	2,147	10.7%
WAYNE CIF	8	118,266	104,008	14,258	12.1%
WESTFIELD CIF	2	33,154	30,510	2,644	8.0%
WINSLOW CIF	3	40,184	34,853	5,331	13.3%
TOTAL	**120**	**1,765,318**	**1,541,097**	**224,221**	**12.7%**

Table C-1

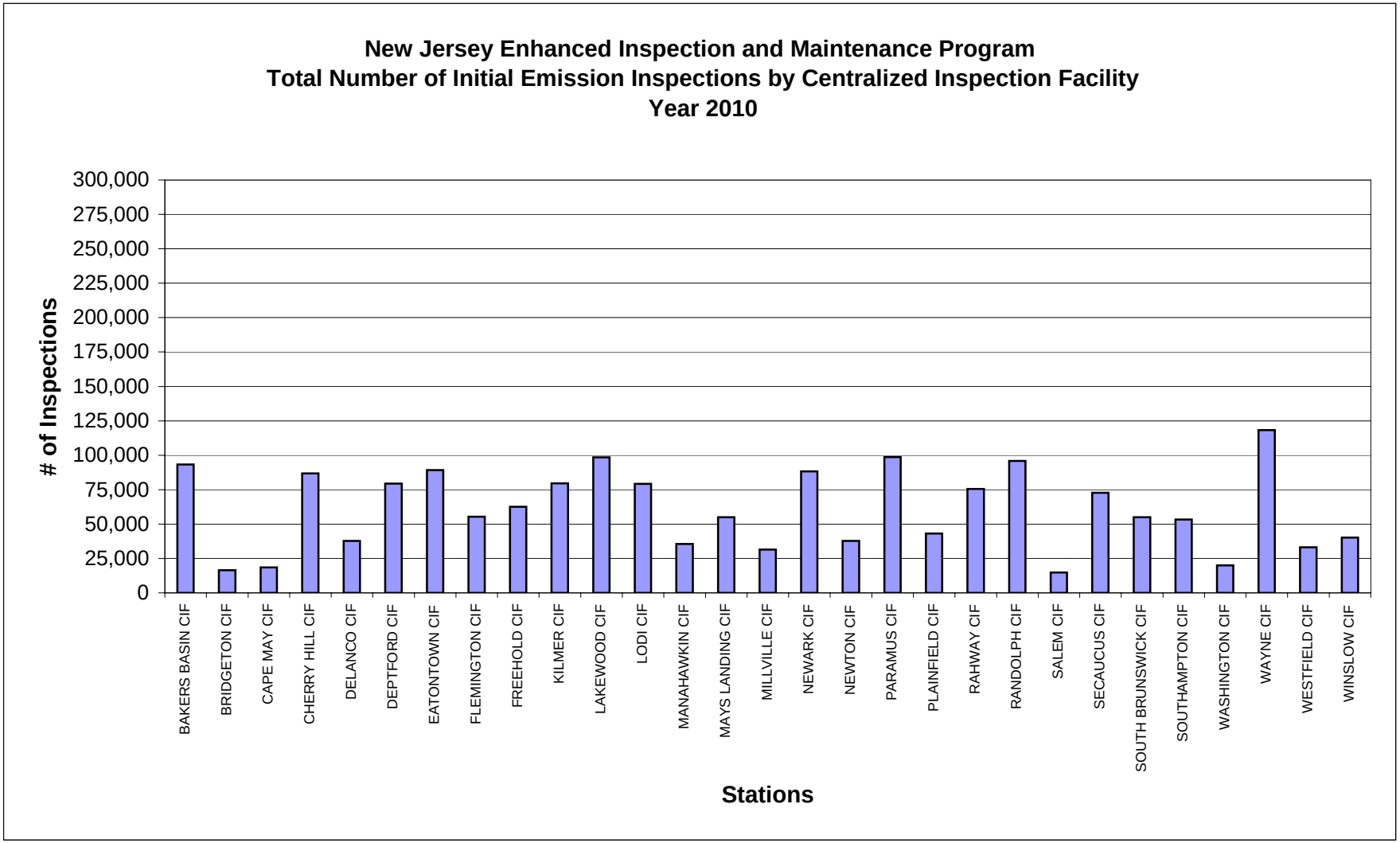

New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2010
# of Inspections
300,000
275,000
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
BAKERS BASIN CIF
BRIDGETON CIF
CAPE MAY CIF
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

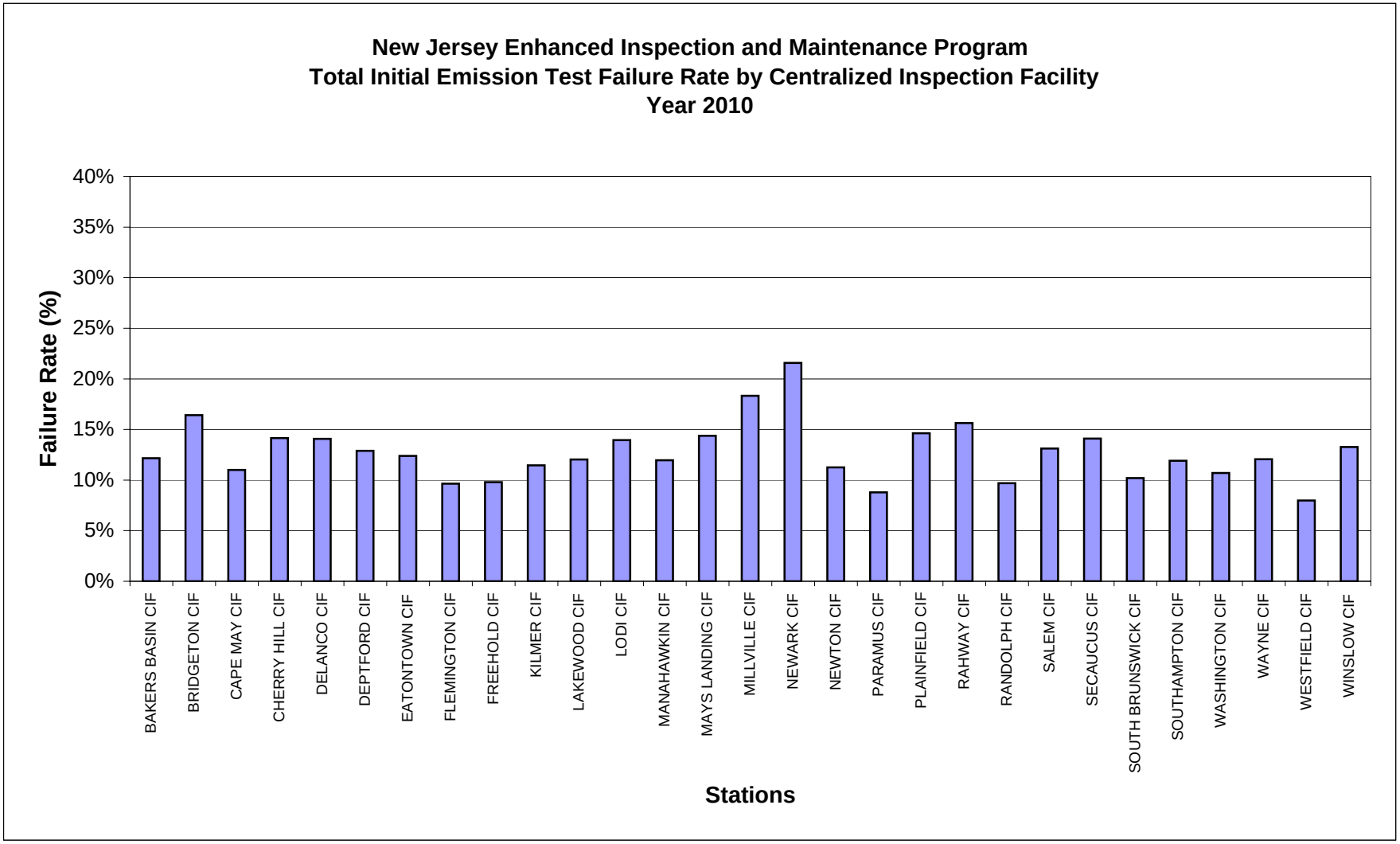

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2010
Failure Rate (%)
40%
35%
30%
25%
20%
15%
10%
5%
0%
BAKERS BASIN CIF
BRIDGETON CIF
CAPE MAY CIF
CHERRY HILL CIF
DELANCO CIF
DEPTFORD CIF
EATONTOWN CIF
FLEMINGTON 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 2010

Model Year	# of Vehicles Tested						
	HDGT	LDDT	LDDV	LDGT	LDGV	Unknown	Total
Pre 86/Unknown	964	58	662	3,400	9,979	225	15,288
1986	711	19	69	2,209	4,985	94	8,087
1987	420	8	84	2,081	3,642	78	6,313
1988	941	9	12	4,607	8,167	165	13,901
1989	696	9	10	3,342	5,453	146	9,656
1990	744	14	31	5,592	15,177	185	21,743
1991	382	6	53	3,550	9,592	138	13,721
1992	748	8	65	8,193	25,032	282	34,328
1993	659	4	34	7,946	17,181	299	26,123
1994	1,785	24	13	21,545	41,559	532	65,458
1995	1,751	27	53	16,190	29,144	454	47,619
1996	2,431	28	102	29,692	56,622	833	89,708
1997	2,508	23	66	26,287	43,752	781	73,417
1998	2,612	23	258	50,388	84,212	752	138,245
1999	3,320	13	144	40,383	64,418	1,030	109,308
2000	6,782	15	203	74,904	125,503	1,611	209,018
2001	4,372	15	138	52,506	75,400	1,134	133,565
2002	7,844	10	365	109,961	134,058	1,944	254,182
2003	4,578	8	143	60,323	81,531	1,366	147,949
2004	9,213	21	475	134,277	136,014	2,472	282,472
2005	3,209	45	370	59,237	72,848	785	136,494
2006	7,385	470	524	95,848	111,133	2,534	217,894
2007	1,304	36	7	21,650	33,518	387	56,902
2008	655	9	10	8,283	11,250	249	20,456
2009	315	5	27	1,216	6,773	116	8,452
2010	259	2	22	341	2,855	125	3,604
2011	38	0	3	1	281	0	323
Totals	66,626	909	3,943	843,952	1,210,079	18,717	**2,144,226**
% of Grand Total	3.1%	0.0%	0.2%	39.4%	56.4%	0.9%	

HDGT - Heavy-Duty Gas Truck
LDDT - Light-Duty Diesel Truck
LDDV - Light-Duty Diesel Vehicle
LDGT - Light-Duty Gas Truck
LDGV - Light-Duty Gas Vehicle

Table D-1

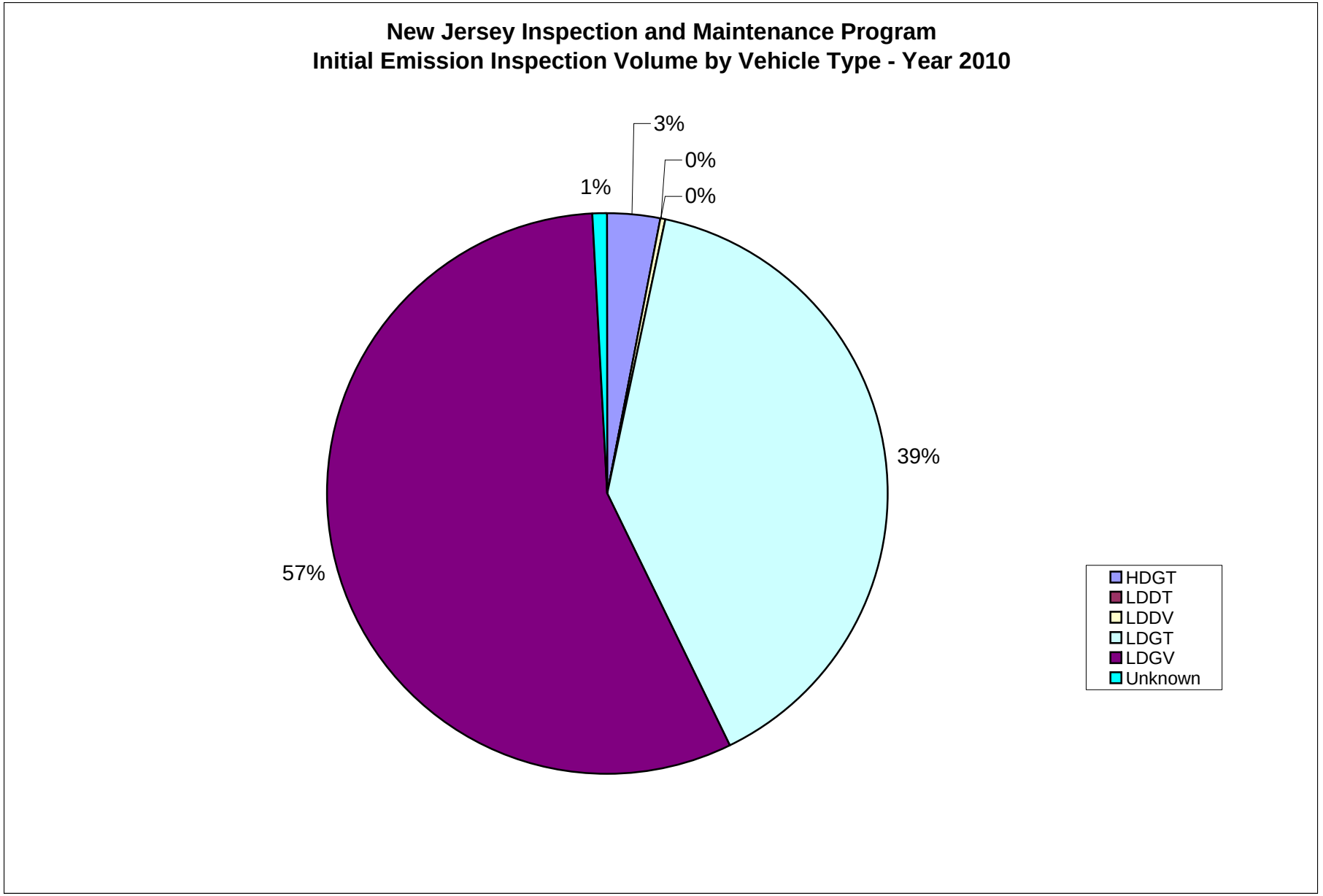

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type - Year 2010
3%
0%
0%
1%
39%
57%
HDGT
LDDT
LDDV
LDGT
LDGV
Unknown

Figure D-1

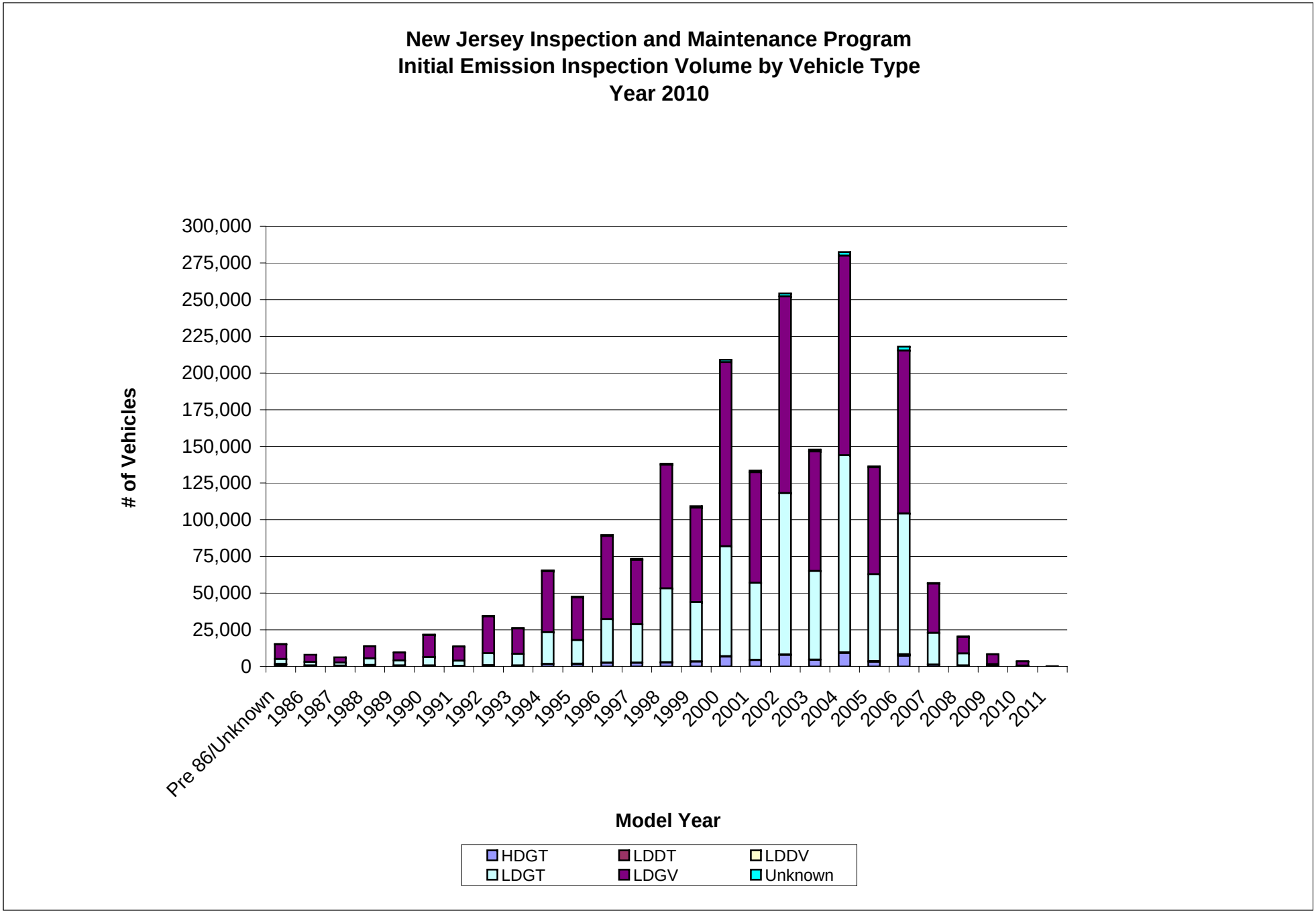

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2010
# of Vehicles
300,000
275,000
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre 86/Unknown
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
Model Year
HDGT
LDDT
LDDV
LDGT
LDGV
Unknown

Figure D-2

APPENDIX I -
PART E

INITIAL
EMISSION INSPECTION
FAILURES
BY TEST TYPE

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2010

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 86/Unknown	HDGT	964	307	657	31.8%	0	0	0	-
Pre 86/Unknown	LDDT	58	1	57	1.7%	10	0	10	0.0%
Pre 86/Unknown	LDDV	662	15	647	2.3%	91	0	91	0.0%
Pre 86/Unknown	LDGT	3,400	1,453	1,947	42.7%	44	18	26	40.9%
Pre 86/Unknown	LDGV	9,977	3,267	6,710	32.7%	108	48	60	44.4%
Pre 86/Unknown	Unknown	225	66	159	29.3%	0	0	0	-
1986	HDGT	711	232	479	32.6%	0	0	0	-
1986	LDDT	19	0	19	0.0%	0	0	0	-
1986	LDDV	69	2	67	2.9%	0	0	0	-
1986	LDGT	2,209	982	1,227	44.5%	0	0	0	-
1986	LDGV	4,985	1,508	3,477	30.3%	0	0	0	-
1986	Unknown	94	18	76	19.1%	0	0	0	-
1987	HDGT	420	122	298	29.0%	0	0	0	-
1987	LDDT	8	0	8	0.0%	0	0	0	-
1987	LDDV	84	1	83	1.2%	0	0	0	-
1987	LDGT	2,081	826	1,255	39.7%	0	0	0	-
1987	LDGV	3,642	1,071	2,571	29.4%	0	0	0	-
1987	Unknown	78	14	64	17.9%	0	0	0	-
1988	HDGT	941	226	715	24.0%	0	0	0	-
1988	LDDT	9	0	9	0.0%	0	0	0	-
1988	LDDV	12	1	11	8.3%	0	0	0	-
1988	LDGT	4,607	1,601	3,006	34.8%	0	0	0	-
1988	LDGV	8,167	2,194	5,973	26.9%	0	0	0	-
1988	Unknown	165	29	136	17.6%	0	0	0	-
1989	HDGT	696	187	509	26.9%	0	0	0	-
1989	LDDT	9	0	9	0.0%	0	0	0	-
1989	LDDV	10	0	10	0.0%	0	0	0	-
1989	LDGT	3,342	1,228	2,114	36.7%	0	0	0	-
1989	LDGV	5,453	1,560	3,893	28.6%	0	0	0	-
1989	Unknown	146	23	123	15.8%	0	0	0	-
1990	HDGT	744	180	564	24.2%	0	0	0	-
1990	LDDT	14	0	14	0.0%	0	0	0	-
1990	LDDV	31	1	30	3.2%	0	0	0	-
1990	LDGT	5,592	1,975	3,617	35.3%	0	0	0	-
1990	LDGV	15,177	4,106	11,071	27.1%	0	0	0	-
1990	Unknown	185	25	160	13.5%	0	0	0	-

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2010

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	HDGT	382	98	284	25.7%	0	0	0	-
1991	LDDT	6	0	6	0.0%	0	0	0	-
1991	LDDV	53	0	53	0.0%	0	0	0	-
1991	LDGT	3,550	1,137	2,413	32.0%	0	0	0	-
1991	LDGV	9,592	2,723	6,869	28.4%	0	0	0	-
1991	Unknown	138	10	128	7.2%	0	0	0	-
1992	HDGT	748	159	589	21.3%	0	0	0	-
1992	LDDT	8	0	8	0.0%	0	0	0	-
1992	LDDV	65	2	63	3.1%	0	0	0	-
1992	LDGT	8,193	2,423	5,770	29.6%	0	0	0	-
1992	LDGV	25,032	6,776	18,256	27.1%	0	0	0	-
1992	Unknown	282	18	264	6.4%	0	0	0	-
1993	HDGT	659	150	509	22.8%	0	0	0	-
1993	LDDT	4	0	4	0.0%	0	0	0	-
1993	LDDV	34	1	33	2.9%	0	0	0	-
1993	LDGT	7,946	2,291	5,655	28.8%	0	0	0	-
1993	LDGV	17,181	4,607	12,574	26.8%	0	0	0	-
1993	Unknown	299	28	271	9.4%	0	0	0	-
1994	HDGT	1,785	358	1,427	20.1%	0	0	0	-
1994	LDDT	24	0	24	0.0%	0	0	0	-
1994	LDDV	13	0	13	0.0%	0	0	0	-
1994	LDGT	21,545	5,353	16,192	24.8%	0	0	0	-
1994	LDGV	41,559	8,971	32,588	21.6%	0	0	0	-
1994	Unknown	532	47	485	8.8%	0	0	0	-
1995	HDGT	1,751	355	1,396	20.3%	0	0	0	-
1995	LDDT	27	0	27	0.0%	0	0	0	-
1995	LDDV	53	1	52	1.9%	0	0	0	-
1995	LDGT	16,190	3,914	12,276	24.2%	0	0	0	-
1995	LDGV	29,144	6,187	22,957	21.2%	0	0	0	-
1995	Unknown	454	24	430	5.3%	0	0	0	-
1996	HDGT	2,431	414	2,017	17.0%	0	0	0	-
1996	LDDT	28	0	28	0.0%	0	0	0	-
1996	LDDV	102	0	102	0.0%	0	0	0	-
1996	LDGT	29,692	6,585	23,107	22.2%	29,590	5,507	24,083	18.6%
1996	LDGV	56,622	10,443	46,179	18.4%	56,530	9,126	47,404	16.1%
1996	Unknown	833	38	795	4.6%	1	1	0	100.0%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2010

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
1997	HDGT	2,508	398	2,110	15.9%	0	0	0	-
1997	LDDT	23	3	20	13.0%	16	3	13	18.8%
1997	LDDV	66	16	50	24.2%	59	16	43	27.1%
1997	LDGT	26,287	6,503	19,784	24.7%	26,101	5,715	20,386	21.9%
1997	LDGV	43,752	10,160	33,592	23.2%	43,668	9,132	34,536	20.9%
1997	Unknown	781	28	753	3.6%	10	4	6	40.0%
1998	HDGT	2,612	359	2,253	13.7%	0	0	0	-
1998	LDDT	23	5	18	21.7%	8	3	5	37.5%
1998	LDDV	258	52	206	20.2%	244	51	193	20.9%
1998	LDGT	50,388	9,443	40,945	18.7%	49,980	8,173	41,807	16.4%
1998	LDGV	84,212	13,640	70,572	16.2%	84,119	11,764	72,355	14.0%
1998	Unknown	752	34	718	4.5%	7	1	6	14.3%
1999	HDGT	3,320	374	2,946	11.3%	0	0	0	-
1999	LDDT	13	0	13	0.0%	6	0	6	0.0%
1999	LDDV	144	17	127	11.8%	138	16	122	11.6%
1999	LDGT	40,383	7,149	33,234	17.7%	40,236	5,978	34,258	14.9%
1999	LDGV	64,418	11,794	52,624	18.3%	64,351	10,275	54,076	16.0%
1999	Unknown	1,030	27	1,003	2.6%	19	2	17	10.5%
2000	HDGT	6,782	621	6,161	9.2%	0	0	0	-
2000	LDDT	15	0	15	0.0%	2	0	2	0.0%
2000	LDDV	203	40	163	19.7%	192	39	153	20.3%
2000	LDGT	74,904	10,988	63,916	14.7%	74,619	8,812	65,807	11.8%
2000	LDGV	125,503	18,167	107,336	14.5%	125,415	15,677	109,738	12.5%
2000	Unknown	1,611	26	1,585	1.6%	18	0	18	0.0%
2001	HDGT	4,372	178	4,194	4.1%	0	0	0	-
2001	LDDT	15	1	14	6.7%	2	1	1	50.0%
2001	LDDV	138	27	111	19.6%	127	27	100	21.3%
2001	LDGT	52,506	9,346	43,160	17.8%	52,253	9,255	42,998	17.7%
2001	LDGV	75,400	12,107	63,293	16.1%	75,320	11,940	63,380	15.9%
2001	Unknown	1,134	20	1,114	1.8%	21	1	20	4.8%
2002	HDGT	7,844	264	7,580	3.4%	0	0	0	-
2002	LDDT	10	0	10	0.0%	0	0	0	-
2002	LDDV	365	50	315	13.7%	349	50	299	14.3%
2002	LDGT	109,961	12,617	97,344	11.5%	109,484	12,479	97,005	11.4%
2002	LDGV	134,058	13,483	120,575	10.1%	133,980	13,296	120,684	9.9%
2002	Unknown	1,944	18	1,926	0.9%	16	1	15	6.3%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2010

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
2003	HDGT	4,578	131	4,447	2.9%	0	0	0	-
2003	LDDT	8	0	8	0.0%	1	0	1	0.0%
2003	LDDV	143	20	123	14.0%	136	20	116	14.7%
2003	LDGT	60,323	6,239	54,084	10.3%	60,002	6,165	53,837	10.3%
2003	LDGV	81,531	7,540	73,991	9.2%	81,403	7,444	73,959	9.1%
2003	Unknown	1,366	19	1,347	1.4%	27	6	21	22.2%
2004	HDGT	9,213	168	9,045	1.8%	0	0	0	-
2004	LDDT	21	2	19	9.5%	9	2	7	22.2%
2004	LDDV	475	32	443	6.7%	468	31	437	6.6%
2004	LDGT	134,277	7,488	126,789	5.6%	133,094	7,363	125,731	5.5%
2004	LDGV	136,014	7,608	128,406	5.6%	135,196	7,502	127,694	5.5%
2004	Unknown	2,472	9	2,463	0.4%	35	2	33	5.7%
2005	HDGT	3,209	41	3,168	1.3%	0	0	0	-
2005	LDDT	45	8	37	17.8%	35	8	27	22.9%
2005	LDDV	370	6	364	1.6%	358	6	352	1.7%
2005	LDGT	59,237	3,460	55,777	5.8%	58,199	3,408	54,791	5.9%
2005	LDGV	72,848	3,847	69,001	5.3%	72,247	3,753	68,494	5.2%
2005	Unknown	785	10	775	1.3%	22	2	20	9.1%
2006	HDGT	7,385	118	7,267	1.6%	0	0	0	-
2006	LDDT	470	8	462	1.7%	99	7	92	7.1%
2006	LDDV	524	9	515	1.7%	505	7	498	1.4%
2006	LDGT	95,848	3,305	92,543	3.4%	93,357	3,216	90,141	3.4%
2006	LDGV	111,133	4,048	107,085	3.6%	109,490	3,947	105,543	3.6%
2006	Unknown	2,534	18	2,516	0.7%	118	7	111	5.9%
2007	HDGT	1,304	18	1,286	1.4%	0	0	0	-
2007	LDDT	36	0	36	0.0%	20	0	20	0.0%
2007	LDDV	7	0	7	0.0%	3	0	3	0.0%
2007	LDGT	21,650	706	20,944	3.3%	20,801	686	20,115	3.3%
2007	LDGV	33,518	974	32,544	2.9%	33,059	951	32,108	2.9%
2007	Unknown	387	15	372	3.9%	196	13	183	6.6%
2008	HDGT	655	15	640	2.3%	0	0	0	-
2008	LDDT	9	0	9	0.0%	8	0	8	0.0%
2008	LDDV	10	0	10	0.0%	7	0	7	0.0%
2008	LDGT	8,283	192	8,091	2.3%	7,940	188	7,752	2.4%
2008	LDGV	11,250	330	10,920	2.9%	10,947	324	10,623	3.0%
2008	Unknown	249	2	247	0.8%	4	0	4	0.0%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2010

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
2009	HDGT	315	6	309	1.9%	0	0	0	-
2009	LDDT	5	1	4	20.0%	0	0	0	-
2009	LDDV	27	1	26	3.7%	18	1	17	5.6%
2009	LDGT	1,216	39	1,177	3.2%	1,081	38	1,043	3.5%
2009	LDGV	6,773	153	6,620	2.3%	6,568	151	6,417	2.3%
2009	Unknown	116	1	115	0.9%	2	0	2	0.0%
2010	HDGT	259	4	255	1.5%	0	0	0	-
2010	LDDT	2	0	2	0.0%	0	0	0	-
2010	LDDV	22	3	19	13.6%	15	3	12	20.0%
2010	LDGT	341	13	328	3.8%	282	13	269	4.6%
2010	LDGV	2,855	89	2,766	3.1%	2,689	89	2,600	3.3%
2010	Unknown	125	1	124	0.8%	0	0	0	-
2011	HDGT	38	1	37	2.6%	0	0	0	-
2011	LDDT	2	0	2	0.0%	0	0	0	-
2011	LDDV	3	1	2	33.3%	1	1	0	100.0%
2011	LDGT	1	0	1	0.0%	1	0	1	0.0%
2011	LDGV	281	14	267	5.0%	255	14	241	5.5%
2011	Unknown	0	0	0	-	0	0	0	-
Totals		**2,144,226**	**271,002**	**1,873,224**	**12.6%**	**1,795,832**	**182,779**	**1,613,053**	**10.2%**

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2010

Model Yr	Veh Type	TSI Insps [1]	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test [2] Insps	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
Pre 86/Unknown	HDGT	0	0	0	-	964	282	682	29.3%	0	0	0	-
Pre 86/Unknown	LDDT	0	0	0	-	0	0	0	-	48	1	47	2.1%
Pre 86/Unknown	LDDV	0	0	0	-	0	0	0	-	571	15	556	2.6%
Pre 86/Unknown	LDGT	2,375	1,048	1,327	44.1%	981	287	694	29.3%	0	0	0	-
Pre 86/Unknown	LDGV	4,520	1,406	3,114	31.1%	5,347	1,589	3,758	29.7%	2	0	2	0.0%
Pre 86/Unknown	Unknown	1	0	1	0.0%	170	60	110	35.3%	54	1	53	1.9%
1986	HDGT	0	0	0	-	711	204	507	28.7%	0	0	0	-
1986	LDDT	0	0	0	-	0	0	0	-	19	0	19	0.0%
1986	LDDV	0	0	0	-	0	0	0	-	69	2	67	2.9%
1986	LDGT	2,177	880	1,297	40.4%	32	7	25	21.9%	0	0	0	-
1986	LDGV	4,822	1,359	3,463	28.2%	163	52	111	31.9%	0	0	0	-
1986	Unknown	0	0	0	-	38	17	21	44.7%	56	1	55	1.8%
1987	HDGT	0	0	0	-	420	114	306	27.1%	0	0	0	-
1987	LDDT	0	0	0	-	0	0	0	-	8	0	8	0.0%
1987	LDDV	0	0	0	-	0	0	0	-	84	1	83	1.2%
1987	LDGT	2,007	740	1,267	36.9%	74	14	60	18.9%	0	0	0	-
1987	LDGV	3,434	920	2,514	26.8%	208	59	149	28.4%	0	0	0	-
1987	Unknown	1	1	0	100.0%	50	11	39	22.0%	27	1	26	3.7%
1988	HDGT	0	0	0	-	941	191	750	20.3%	0	0	0	-
1988	LDDT	0	0	0	-	0	0	0	-	9	0	9	0.0%
1988	LDDV	0	0	0	-	0	0	0	-	12	1	11	8.3%
1988	LDGT	4,539	1,402	3,137	30.9%	68	20	48	29.4%	0	0	0	-
1988	LDGV	8,029	1,994	6,035	24.8%	138	48	90	34.8%	0	0	0	-
1988	Unknown	2	1	1	50.0%	109	18	91	16.5%	54	1	53	1.9%
1989	HDGT	0	0	0	-	696	167	529	24.0%	0	0	0	-
1989	LDDT	0	0	0	-	0	0	0	-	9	0	9	0.0%
1989	LDDV	0	0	0	-	0	0	0	-	10	0	10	0.0%
1989	LDGT	3,295	1,070	2,225	32.5%	47	6	41	12.8%	0	0	0	-
1989	LDGV	5,330	1,379	3,951	25.9%	123	48	75	39.0%	0	0	0	-
1989	Unknown	1	0	1	0.0%	73	15	58	20.5%	72	1	71	1.4%
1990	HDGT	0	0	0	-	744	148	596	19.9%	0	0	0	-
1990	LDDT	0	0	0	-	0	0	0	-	14	0	14	0.0%
1990	LDDV	0	0	0	-	0	0	0	-	31	1	30	3.2%
1990	LDGT	5,532	1,753	3,779	31.7%	60	16	44	26.7%	0	0	0	-
1990	LDGV	15,049	3,714	11,335	24.7%	128	82	46	64.1%	0	0	0	-
1990	Unknown	3	0	3	0.0%	89	18	71	20.2%	93	3	90	3.2%

[1] Includes 2500 RPM test results from legacy system

[2] Vehicles that did not receive an OBDII, TSI, or Idle Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2010

Model Yr	Veh Type	TSI Insps [1]	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test [2] Insps	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
1991	HDGT	0	0	0	-	382	80	302	20.9%	0	0	0	-
1991	LDDT	0	0	0	-	0	0	0	-	6	0	6	0.0%
1991	LDDV	0	0	0	-	0	0	0	-	53	0	53	0.0%
1991	LDGT	3,511	998	2,513	28.4%	39	6	33	15.4%	0	0	0	-
1991	LDGV	9,363	2,404	6,959	25.7%	229	100	129	43.7%	0	0	0	-
1991	Unknown	5	1	4	20.0%	62	8	54	12.9%	71	0	71	0.0%
1992	HDGT	0	0	0	-	748	126	622	16.8%	0	0	0	-
1992	LDDT	0	0	0	-	0	0	0	-	8	0	8	0.0%
1992	LDDV	0	0	0	-	0	0	0	-	65	2	63	3.1%
1992	LDGT	8,180	2,083	6,097	25.5%	13	0	13	0.0%	0	0	0	-
1992	LDGV	24,778	6,154	18,624	24.8%	254	161	93	63.4%	0	0	0	-
1992	Unknown	3	0	3	0.0%	124	10	114	8.1%	155	2	153	1.3%
1993	HDGT	0	0	0	-	659	110	549	16.7%	0	0	0	-
1993	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.0%
1993	LDDV	0	0	0	-	0	0	0	-	34	1	33	2.9%
1993	LDGT	7,923	2,000	5,923	25.2%	23	7	16	30.4%	0	0	0	-
1993	LDGV	16,773	4,080	12,693	24.3%	406	170	236	41.9%	2	0	2	0.0%
1993	Unknown	1	0	1	0.0%	133	15	118	11.3%	165	4	161	2.4%
1994	HDGT	0	0	0	-	1,785	250	1,535	14.0%	0	0	0	-
1994	LDDT	0	0	0	-	0	0	0	-	24	0	24	0.0%
1994	LDDV	0	0	0	-	0	0	0	-	13	0	13	0.0%
1994	LDGT	21,503	4,645	16,858	21.6%	42	10	32	23.8%	0	0	0	-
1994	LDGV	41,217	7,852	33,365	19.1%	341	174	167	51.0%	1	0	1	0.0%
1994	Unknown	7	1	6	14.3%	225	32	193	14.2%	300	3	297	1.0%
1995	HDGT	0	0	0	-	1,750	268	1,482	15.3%	1	0	1	0.0%
1995	LDDT	0	0	0	-	0	0	0	-	27	0	27	0.0%
1995	LDDV	0	0	0	-	0	0	0	-	53	1	52	1.9%
1995	LDGT	16,155	3,480	12,675	21.5%	35	6	29	17.1%	0	0	0	-
1995	LDGV	28,530	5,339	23,191	18.7%	614	173	441	28.2%	0	0	0	-
1995	Unknown	1	0	1	0.0%	135	13	122	9.6%	318	3	315	0.9%
1996	HDGT	0	0	0	-	2,431	292	2,139	12.0%	0	0	0	-
1996	LDDT	0	0	0	-	0	0	0	-	28	0	28	0.0%
1996	LDDV	0	0	0	-	0	0	0	-	102	0	102	0.0%
1996	LDGT	56	0	56	0.0%	46	0	46	0.0%	0	0	0	-
1996	LDGV	85	0	85	0.0%	6	1	5	16.7%	1	0	1	0.0%
1996	Unknown	1	0	1	0.0%	252	24	228	9.5%	579	4	575	0.7%

[1] Includes 2500 RPM test results from legacy system

[2] Vehicles that did not receive an OBDII, TSI, or Idle Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2010

Model Yr	Veh Type	TSI Insps [1]	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test [2] Insps	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
1997	HDGT	0	0	0	-	2,508	271	2,237	10.8%	0	0	0	-
1997	LDDT	0	0	0	-	0	0	0	-	7	0	7	0.0%
1997	LDDV	0	0	0	-	0	0	0	-	7	0	7	0.0%
1997	LDGT	80	2	78	2.5%	105	8	97	7.6%	1	0	1	0.0%
1997	LDGV	79	2	77	2.5%	5	1	4	20.0%	0	0	0	-
1997	Unknown	0	0	0	-	210	15	195	7.1%	561	5	556	0.9%
1998	HDGT	0	0	0	-	2,612	210	2,402	8.0%	0	0	0	-
1998	LDDT	0	0	0	-	0	0	0	-	15	2	13	13.3%
1998	LDDV	0	0	0	-	0	0	0	-	14	1	13	7.1%
1998	LDGT	248	0	248	0.0%	157	10	147	6.4%	3	0	3	0.0%
1998	LDGV	89	1	88	1.1%	4	3	1	75.0%	0	0	0	-
1998	Unknown	0	0	0	-	366	23	343	6.3%	379	2	377	0.5%
1999	HDGT	0	0	0	-	3,320	230	3,090	6.9%	0	0	0	-
1999	LDDT	0	0	0	-	0	0	0	-	7	0	7	0.0%
1999	LDDV	0	0	0	-	0	0	0	-	6	0	6	0.0%
1999	LDGT	26	0	26	0.0%	120	8	112	6.7%	1	0	1	0.0%
1999	LDGV	63	0	63	0.0%	3	0	3	0.0%	1	0	1	0.0%
1999	Unknown	0	0	0	-	293	17	276	5.8%	718	2	716	0.3%
2000	HDGT	0	0	0	-	6,780	349	6,431	5.1%	2	1	1	50.0%
2000	LDDT	0	0	0	-	0	0	0	-	13	0	13	0.0%
2000	LDDV	0	0	0	-	0	0	0	-	11	0	11	0.0%
2000	LDGT	35	1	34	2.9%	250	17	233	6.8%	0	0	0	-
2000	LDGV	77	0	77	0.0%	10	4	6	40.0%	1	0	1	0.0%
2000	Unknown	0	0	0	-	386	11	375	2.8%	1,207	6	1,201	0.5%
2001	HDGT	0	0	0	-	4,370	172	4,198	3.9%	2	0	2	0.0%
2001	LDDT	0	0	0	-	0	0	0	-	13	0	13	0.0%
2001	LDDV	0	0	0	-	0	0	0	-	11	0	11	0.0%
2001	LDGT	43	0	43	0.0%	207	7	200	3.4%	3	0	3	0.0%
2001	LDGV	64	0	64	0.0%	13	0	13	0.0%	3	0	3	0.0%
2001	Unknown	0	0	0	-	302	14	288	4.6%	811	5	806	0.6%
2002	HDGT	0	0	0	-	7,844	253	7,591	3.2%	0	0	0	-
2002	LDDT	0	0	0	-	0	0	0	-	10	0	10	0.0%
2002	LDDV	0	0	0	-	0	0	0	-	16	0	16	0.0%
2002	LDGT	67	1	66	1.5%	410	13	397	3.2%	0	0	0	-
2002	LDGV	58	2	56	3.4%	8	2	6	25.0%	12	0	12	0.0%
2002	Unknown	0	0	0	-	290	10	280	3.4%	1,638	6	1,632	0.4%

[1] Includes 2500 RPM test results from legacy system

[2] Vehicles that did not receive an OBDII, TSI, or Idle Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2010

Model Yr	Veh Type	TSI Insps [1]	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test [2] Insps	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2003	HDGT	0	0	0	-	4,578	117	4,461	2.6%	0	0	0	-
2003	LDDT	0	0	0	-	0	0	0	-	7	0	7	0.0%
2003	LDDV	0	0	0	-	0	0	0	-	7	0	7	0.0%
2003	LDGT	36	0	36	0.0%	284	10	274	3.5%	1	0	1	0.0%
2003	LDGV	110	2	108	1.8%	10	2	8	20.0%	8	0	8	0.0%
2003	Unknown	0	0	0	-	326	10	316	3.1%	1,013	2	1,011	0.2%
2004	HDGT	0	0	0	-	9,213	159	9,054	1.7%	0	0	0	-
2004	LDDT	0	0	0	-	0	0	0	-	12	0	12	0.0%
2004	LDDV	0	0	0	-	0	0	0	-	7	0	7	0.0%
2004	LDGT	406	0	406	0.0%	775	23	752	3.0%	2	0	2	0.0%
2004	LDGV	773	3	770	0.4%	8	2	6	25.0%	37	0	37	0.0%
2004	Unknown	0	0	0	-	321	4	317	1.2%	2,116	3	2,113	0.1%
2005	HDGT	0	0	0	-	3,209	40	3,169	1.2%	0	0	0	-
2005	LDDT	0	0	0	-	0	0	0	-	10	0	10	0.0%
2005	LDDV	0	0	0	-	0	0	0	-	12	0	12	0.0%
2005	LDGT	456	1	455	0.2%	580	10	570	1.7%	2	0	2	0.0%
2005	LDGV	565	2	563	0.4%	8	1	7	12.5%	28	0	28	0.0%
2005	Unknown	0	0	0	-	201	1	200	0.5%	562	7	555	1.2%
2006	HDGT	0	0	0	-	7,376	107	7,269	1.5%	9	0	9	0.0%
2006	LDDT	0	0	0	-	0	0	0	-	371	1	370	0.3%
2006	LDDV	0	0	0	-	0	0	0	-	19	0	19	0.0%
2006	LDGT	1,244	2	1,242	0.2%	1,188	13	1,175	1.1%	59	0	59	0.0%
2006	LDGV	1,563	2	1,561	0.1%	17	6	11	35.3%	63	0	63	0.0%
2006	Unknown	3	0	3	0.0%	616	7	609	1.1%	1,797	4	1,793	0.2%
2007	HDGT	0	0	0	-	1,303	18	1,285	1.4%	1	0	1	0.0%
2007	LDDT	0	0	0	-	0	0	0	-	16	0	16	0.0%
2007	LDDV	0	0	0	-	0	0	0	-	4	0	4	0.0%
2007	LDGT	355	0	355	0.0%	490	4	486	0.8%	4	0	4	0.0%
2007	LDGV	392	1	391	0.3%	61	1	60	1.6%	6	0	6	0.0%
2007	Unknown	4	0	4	0.0%	27	0	27	0.0%	160	2	158	1.3%
2008	HDGT	0	0	0	-	655	14	641	2.1%	0	0	0	-
2008	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.0%
2008	LDDV	0	0	0	-	0	0	0	-	3	0	3	0.0%
2008	LDGT	226	0	226	0.0%	108	0	108	0.0%	9	0	9	0.0%
2008	LDGV	279	1	278	0.4%	16	1	15	6.3%	8	0	8	0.0%
2008	Unknown	0	0	0	-	103	0	103	0.0%	142	2	140	1.4%

[1] Includes 2500 RPM test results from legacy system

[2] Vehicles that did not receive an OBDII, TSI, or Idle Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2010

Model Yr	Veh Type	TSI Insps [1]	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test [2] Insps	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2009	HDGT	0	0	0	-	315	5	310	1.6%	0	0	0	-
2009	LDDT	0	0	0	-	0	0	0	-	5	1	4	20.0%
2009	LDDV	0	0	0	-	0	0	0	-	9	0	9	0.0%
2009	LDGT	41	0	41	0.0%	94	1	93	1.1%	0	0	0	-
2009	LDGV	196	0	196	0.0%	7	0	7	0.0%	2	0	2	0.0%
2009	Unknown	0	0	0	-	86	1	85	1.2%	28	0	28	0.0%
2010	HDGT	0	0	0	-	259	4	255	1.5%	0	0	0	-
2010	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
2010	LDDV	0	0	0	-	0	0	0	-	7	0	7	0.0%
2010	LDGT	9	0	9	0.0%	50	0	50	0.0%	0	0	0	-
2010	LDGV	132	0	132	0.0%	32	0	32	0.0%	2	0	2	0.0%
2010	Unknown	0	0	0	-	0	0	0	-	125	1	124	0.8%
2011	HDGT	0	0	0	-	38	1	37	2.6%	0	0	0	-
2011	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
2011	LDDV	0	0	0	-	0	0	0	-	2	0	2	0.0%
2011	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2011	LDGV	11	0	11	0.0%	15	0	15	0.0%	0	0	0	-
2011	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
Totals		**246,939**	**56,727**	**190,212**	**23.0%**	**86,050**	**7,719**	**78,331**	**9.0%**	**15,405**	**102**	**15,303**	**0.7%**

[1] Includes 2500 RPM test results from legacy system

[2] Vehicles that did not receive an OBDII, TSI, or Idle Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2010

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 86/Unknown	HDGT	901	92	809	10.2%	436	15	421	3.44%	964	24	940	2.49%
Pre 86/Unknown	LDDT	0	0	0	-	5	0	5	0.00%	58	0	58	0.00%
Pre 86/Unknown	LDDV	0	0	0	-	64	0	64	0.00%	662	11	651	1.66%
Pre 86/Unknown	LDGT	1,531	145	1,386	9.5%	3,011	70	2,941	2.32%	3,400	100	3,300	2.94%
Pre 86/Unknown	LDGV	3,227	231	2,996	7.2%	7,001	176	6,825	2.51%	9,977	266	9,711	2.67%
Pre 86/Unknown	Unknown	64	2	62	3.1%	68	6	62	8.82%	225	3	222	1.33%
1986	HDGT	677	70	607	10.3%	418	7	411	1.67%	711	11	700	1.55%
1986	LDDT	0	0	0	-	2	0	2	0.00%	19	0	19	0.00%
1986	LDDV	0	0	0	-	8	0	8	0.00%	69	2	67	2.90%
1986	LDGT	1,016	105	911	10.3%	2,209	58	2,151	2.63%	2,209	84	2,125	3.80%
1986	LDGV	1,980	76	1,904	3.8%	4,985	91	4,894	1.83%	4,985	156	4,829	3.13%
1986	Unknown	13	1	12	7.7%	11	1	10	9.09%	94	2	92	2.13%
1987	HDGT	380	33	347	8.7%	255	7	248	2.75%	420	10	410	2.38%
1987	LDDT	0	0	0	-	1	0	1	0.00%	8	0	8	0.00%
1987	LDDV	0	0	0	-	16	0	16	0.00%	84	1	83	1.19%
1987	LDGT	1,029	82	947	8.0%	2,081	40	2,041	1.92%	2,081	69	2,012	3.32%
1987	LDGV	1,748	87	1,661	5.0%	3,642	54	3,588	1.48%	3,642	94	3,548	2.58%
1987	Unknown	19	0	19	0.0%	16	0	16	0.00%	78	1	77	1.28%
1988	HDGT	900	77	823	8.6%	671	8	663	1.19%	941	7	934	0.74%
1988	LDDT	0	0	0	-	0	0	0	-	9	0	9	0.00%
1988	LDDV	0	0	0	-	0	0	0	-	12	1	11	8.33%
1988	LDGT	2,091	150	1,941	7.2%	4,607	104	4,503	2.26%	4,607	158	4,449	3.43%
1988	LDGV	3,418	157	3,261	4.6%	8,167	131	8,036	1.60%	8,167	210	7,957	2.57%
1988	Unknown	41	5	36	12.2%	53	1	52	1.89%	165	3	162	1.82%
1989	HDGT	675	56	619	8.3%	499	8	491	1.60%	696	12	684	1.72%
1989	LDDT	0	0	0	-	0	0	0	-	9	0	9	0.00%
1989	LDDV	0	0	0	-	2	0	2	0.00%	10	0	10	0.00%
1989	LDGT	1,713	137	1,576	8.0%	3,342	63	3,279	1.89%	3,342	106	3,236	3.17%
1989	LDGV	2,755	115	2,640	4.2%	5,453	125	5,328	2.29%	5,453	200	5,253	3.67%
1989	Unknown	31	6	25	19.4%	31	0	31	0.00%	146	0	146	0.00%
1990	HDGT	729	77	652	10.6%	537	6	531	1.12%	744	11	733	1.48%
1990	LDDT	0	0	0	-	1	0	1	0.00%	14	0	14	0.00%
1990	LDDV	0	0	0	-	4	0	4	0.00%	31	1	30	3.23%
1990	LDGT	2,487	159	2,328	6.4%	5,592	122	5,470	2.18%	5,592	197	5,395	3.52%
1990	LDGV	6,462	249	6,213	3.9%	15,177	281	14,896	1.85%	15,177	422	14,755	2.78%
1990	Unknown	35	0	35	0.0%	52	0	52	0.00%	185	3	182	1.62%

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Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2010

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	HDGT	371	43	328	11.6%	282	4	278	1.42%	382	7	375	1.83%
1991	LDDT	0	0	0	-	1	0	1	0.00%	6	0	6	0.00%
1991	LDDV	0	0	0	-	6	0	6	0.00%	53	0	53	0.00%
1991	LDGT	1,814	116	1,698	6.4%	3,550	88	3,462	2.48%	3,550	122	3,428	3.44%
1991	LDGV	4,883	211	4,672	4.3%	9,592	191	9,401	1.99%	9,592	320	9,272	3.34%
1991	Unknown	27	2	25	7.4%	42	1	41	2.38%	138	2	136	1.45%
1992	HDGT	744	61	683	8.2%	613	4	609	0.65%	748	12	736	1.60%
1992	LDDT	0	0	0	-	0	0	0	-	8	0	8	0.00%
1992	LDDV	0	0	0	-	10	0	10	0.00%	65	2	63	3.08%
1992	LDGT	3,665	220	3,445	6.0%	8,193	147	8,046	1.79%	8,193	245	7,948	2.99%
1992	LDGV	10,724	351	10,373	3.3%	25,032	417	24,615	1.67%	25,032	756	24,276	3.02%
1992	Unknown	57	1	56	1.8%	88	1	87	1.14%	282	1	281	0.35%
1993	HDGT	651	71	580	10.9%	507	9	498	1.78%	659	11	648	1.67%
1993	LDDT	0	0	0	-	1	0	1	0.00%	4	0	4	0.00%
1993	LDDV	0	0	0	-	7	0	7	0.00%	34	1	33	2.94%
1993	LDGT	4,130	227	3,903	5.5%	7,946	149	7,797	1.88%	7,946	272	7,674	3.42%
1993	LDGV	8,859	328	8,531	3.7%	17,181	335	16,846	1.95%	17,181	581	16,600	3.38%
1993	Unknown	66	9	57	13.6%	96	0	96	0.00%	299	2	297	0.67%
1994	HDGT	1,774	159	1,615	9.0%	1,401	11	1,390	0.79%	1,785	18	1,767	1.01%
1994	LDDT	0	0	0	-	2	0	2	0.00%	24	0	24	0.00%
1994	LDDV	0	0	0	-	2	0	2	0.00%	13	0	13	0.00%
1994	LDGT	9,555	452	9,103	4.7%	21,545	269	21,276	1.25%	21,545	543	21,002	2.52%
1994	LDGV	17,755	686	17,069	3.9%	41,559	601	40,958	1.45%	41,559	1,088	40,471	2.62%
1994	Unknown	101	6	95	5.9%	186	1	185	0.54%	532	3	529	0.56%
1995	HDGT	1,732	144	1,588	8.3%	1,409	9	1,400	0.64%	1,751	12	1,739	0.69%
1995	LDDT	0	0	0	-	3	0	3	0.00%	27	0	27	0.00%
1995	LDDV	0	0	0	-	9	0	9	0.00%	53	1	52	1.89%
1995	LDGT	8,421	341	8,080	4.0%	16,190	201	15,989	1.24%	16,190	332	15,858	2.05%
1995	LDGV	14,880	493	14,387	3.3%	29,144	331	28,813	1.14%	29,144	639	28,505	2.19%
1995	Unknown	64	4	60	6.3%	159	1	158	0.63%	454	2	452	0.44%
1996	HDGT	2,423	183	2,240	7.6%	2,019	10	2,009	0.50%	2,431	11	2,420	0.45%
1996	LDDT	0	0	0	-	2	0	2	0.00%	28	0	28	0.00%
1996	LDDV	0	0	0	-	14	0	14	0.00%	102	0	102	0.00%
1996	LDGT	13,163	699	12,464	5.3%	29,692	55	29,637	0.19%	29,692	187	29,505	0.63%
1996	LDGV	24,609	757	23,852	3.1%	56,622	162	56,460	0.29%	56,622	433	56,189	0.76%
1996	Unknown	110	5	105	4.5%	265	2	263	0.75%	833	3	830	0.36%

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Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
1997	HDGT	2,486	188	2,298	7.6%	2,001	10	1,991	0.50%	2,508	17	2,491	0.68%
1997	LDDT	0	0	0	-	3	0	3	0.00%	23	0	23	0.00%
1997	LDDV	0	0	0	-	5	0	5	0.00%	66	1	65	1.52%
1997	LDGT	13,147	532	12,615	4.0%	26,287	47	26,240	0.18%	26,287	153	26,134	0.58%
1997	LDGV	21,683	627	21,056	2.9%	43,752	135	43,617	0.31%	43,752	331	43,421	0.76%
1997	Unknown	108	4	104	3.7%	281	1	280	0.36%	781	3	778	0.38%
1998	HDGT	2,600	206	2,394	7.9%	2,155	6	2,149	0.28%	2,612	13	2,599	0.50%
1998	LDDT	0	0	0	-	0	0	0	-	23	1	22	4.35%
1998	LDDV	0	0	0	-	30	0	30	0.00%	258	1	257	0.39%
1998	LDGT	21,869	743	21,126	3.4%	50,388	84	50,304	0.17%	50,388	217	50,171	0.43%
1998	LDGV	36,629	1,007	35,622	2.7%	84,212	152	84,060	0.18%	84,212	505	83,707	0.60%
1998	Unknown	155	4	151	2.6%	354	0	354	0.00%	752	2	750	0.27%
1999	HDGT	3,297	204	3,093	6.2%	2,721	8	2,713	0.29%	3,320	10	3,310	0.30%
1999	LDDT	0	0	0	-	0	0	0	-	13	0	13	0.00%
1999	LDDV	0	0	0	-	24	0	24	0.00%	144	1	143	0.69%
1999	LDGT	18,044	654	17,390	3.6%	40,383	60	40,323	0.15%	40,383	158	40,225	0.39%
1999	LDGV	28,192	883	27,309	3.1%	64,418	129	64,289	0.20%	64,418	382	64,036	0.59%
1999	Unknown	110	4	106	3.6%	344	3	341	0.87%	1,030	4	1,026	0.39%
2000	HDGT	6,746	381	6,365	5.6%	5,554	15	5,539	0.27%	6,782	25	6,757	0.37%
2000	LDDT	0	0	0	-	2	0	2	0.00%	15	0	15	0.00%
2000	LDDV	0	0	0	-	27	1	26	3.70%	203	0	203	0.00%
2000	LDGT	74,904	1,307	73,597	1.7%	74,904	71	74,833	0.09%	74,904	229	74,675	0.31%
2000	LDGV	125,501	1,532	123,969	1.2%	125,503	127	125,376	0.10%	125,503	468	125,035	0.37%
2000	Unknown	154	3	151	1.9%	531	0	531	0.00%	1,611	4	1,607	0.25%
2001	HDGT	305	5	300	1.6%	3,823	7	3,816	0.18%	4,372	12	4,360	0.27%
2001	LDDT	0	0	0	-	1	0	1	0.00%	15	0	15	0.00%
2001	LDDV	0	0	0	-	17	0	17	0.00%	138	0	138	0.00%
2001	LDGT	52,445	134	52,311	0.3%	52,506	61	52,445	0.12%	52,506	157	52,349	0.30%
2001	LDGV	75,287	160	75,127	0.2%	75,400	85	75,315	0.11%	75,400	253	75,147	0.34%
2001	Unknown	12	0	12	0.0%	408	1	407	0.25%	1,134	5	1,129	0.44%
2002	HDGT	361	6	355	1.7%	6,763	19	6,744	0.28%	7,844	33	7,811	0.42%
2002	LDDT	0	0	0	-	0	0	0	-	10	0	10	0.00%
2002	LDDV	0	0	0	-	33	0	33	0.00%	365	0	365	0.00%
2002	LDGT	109,867	173	109,694	0.2%	109,961	81	109,880	0.07%	109,961	176	109,785	0.16%
2002	LDGV	133,903	188	133,715	0.1%	134,058	127	133,931	0.09%	134,058	273	133,785	0.20%
2002	Unknown	14	0	14	0.0%	488	1	487	0.20%	1,944	3	1,941	0.15%

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Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
2003	HDGT	316	10	306	3.2%	3,996	8	3,988	0.20%	4,578	10	4,568	0.22%
2003	LDDT	0	0	0	-	0	0	0	-	8	0	8	0.00%
2003	LDDV	0	0	0	-	15	0	15	0.00%	143	0	143	0.00%
2003	LDGT	60,291	98	60,193	0.2%	60,323	48	60,275	0.08%	60,323	70	60,253	0.12%
2003	LDGV	81,461	116	81,345	0.1%	81,531	86	81,445	0.11%	81,531	107	81,424	0.13%
2003	Unknown	15	1	14	6.7%	493	0	493	0.00%	1,366	1	1,365	0.07%
2004	HDGT	331	6	325	1.8%	7,883	6	7,877	0.08%	9,213	20	9,193	0.22%
2004	LDDT	0	0	0	-	0	0	0	-	21	0	21	0.00%
2004	LDDV	0	0	0	-	37	0	37	0.00%	475	3	472	0.63%
2004	LDGT	134,199	128	134,071	0.1%	134,277	69	134,208	0.05%	134,277	101	134,176	0.08%
2004	LDGV	135,928	130	135,798	0.1%	136,014	91	135,923	0.07%	136,014	108	135,906	0.08%
2004	Unknown	4	0	4	0.0%	622	0	622	0.00%	2,472	2	2,470	0.08%
2005	HDGT	189	2	187	1.1%	2,588	0	2,588	0.00%	3,209	3	3,206	0.09%
2005	LDDT	0	0	0	-	12	0	12	0.00%	45	0	45	0.00%
2005	LDDV	0	0	0	-	30	0	30	0.00%	370	0	370	0.00%
2005	LDGT	59,210	69	59,141	0.1%	59,237	37	59,200	0.06%	59,237	46	59,191	0.08%
2005	LDGV	72,785	111	72,674	0.2%	72,848	83	72,765	0.11%	72,848	84	72,764	0.12%
2005	Unknown	10	0	10	0.0%	317	0	317	0.00%	785	5	780	0.64%
2006	HDGT	301	5	296	1.7%	6,022	2	6,020	0.03%	7,385	9	7,376	0.12%
2006	LDDT	0	0	0	-	81	0	81	0.00%	470	1	469	0.21%
2006	LDDV	0	0	0	-	69	0	69	0.00%	524	2	522	0.38%
2006	LDGT	95,797	83	95,714	0.1%	95,848	30	95,818	0.03%	95,848	41	95,807	0.04%
2006	LDGV	111,054	96	110,958	0.1%	111,133	61	111,072	0.05%	111,133	54	111,079	0.05%
2006	Unknown	20	1	19	5.0%	895	1	894	0.11%	2,534	3	2,531	0.12%
2007	HDGT	50	0	50	0.0%	1,072	1	1,071	0.09%	1,304	1	1,303	0.08%
2007	LDDT	0	0	0	-	31	0	31	0.00%	36	0	36	0.00%
2007	LDDV	0	0	0	-	4	0	4	0.00%	7	0	7	0.00%
2007	LDGT	21,644	25	21,619	0.1%	21,650	11	21,639	0.05%	21,650	12	21,638	0.06%
2007	LDGV	33,492	26	33,466	0.1%	33,518	32	33,486	0.10%	33,518	29	33,489	0.09%
2007	Unknown	8	0	8	0.0%	360	2	358	0.56%	387	1	386	0.26%
2008	HDGT	35	1	34	2.9%	498	0	498	0.00%	655	2	653	0.31%
2008	LDDT	0	0	0	-	9	0	9	0.00%	9	0	9	0.00%
2008	LDDV	0	0	0	-	10	0	10	0.00%	10	0	10	0.00%
2008	LDGT	8,276	12	8,264	0.1%	8,283	8	8,275	0.10%	8,283	8	8,275	0.10%
2008	LDGV	11,232	9	11,223	0.1%	11,250	7	11,243	0.06%	11,250	6	11,244	0.05%
2008	Unknown	7	0	7	0.0%	211	2	209	0.95%	249	0	249	0.00%

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Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
2009	HDGT	13	1	12	7.7%	238	0	238	0.00%	315	0	315	0.00%
2009	LDDT	0	0	0	-	5	1	4	20.00%	5	0	5	0.00%
2009	LDDV	0	0	0	-	25	0	25	0.00%	27	0	27	0.00%
2009	LDGT	1,215	2	1,213	0.2%	1,216	0	1,216	0.00%	1,216	0	1,216	0.00%
2009	LDGV	6,768	3	6,765	0.0%	6,773	2	6,771	0.03%	6,773	2	6,771	0.03%
2009	Unknown	3	0	3	0.0%	107	0	107	0.00%	116	1	115	0.86%
2010	HDGT	4	0	4	0.0%	144	0	144	0.00%	259	1	258	0.39%
2010	LDDT	0	0	0	-	2	0	2	0.00%	2	0	2	0.00%
2010	LDDV	0	0	0	-	22	1	21	4.55%	22	0	22	0.00%
2010	LDGT	341	0	341	0.0%	341	0	341	0.00%	341	0	341	0.00%
2010	LDGV	2,854	2	2,852	0.1%	2,855	2	2,853	0.07%	2,855	4	2,851	0.14%
2010	Unknown	0	0	0	-	37	1	36	2.70%	125	0	125	0.00%
2011	HDGT	0	0	0	-	35	0	35	0.00%	38	0	38	0.00%
2011	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2011	LDDV	0	0	0	-	3	0	3	0.00%	3	0	3	0.00%
2011	LDGT	1	0	1	0.0%	1	0	1	0.00%	1	0	1	0.00%
2011	LDGV	281	0	281	0.0%	281	0	281	0.00%	281	0	281	0.00%
2011	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
Totals		**1,730,454**	**17,563**	**1,712,891**	**1.0%**	**2,112,376**	**6,196**	**2,106,180**	**0.29%**	**2,144,224**	**11,945**	**2,132,279**	**0.56%**

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2010

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss [3] Insps	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate	New System [4] Insps	New System Fail	New System Pass	New System Fail Rate
Pre 86/Unknown	HDGT	724	40	684	5.52%	724	15	709	2.07%	724	263	461	36.33%
Pre 86/Unknown	LDDT	39	1	38	2.56%	39	0	39	0.00%	39	1	38	2.56%
Pre 86/Unknown	LDDV	511	5	506	0.98%	511	3	508	0.59%	511	15	496	2.94%
Pre 86/Unknown	LDGT	2,598	181	2,417	6.97%	2,598	55	2,543	2.12%	2,598	1,279	1,319	49.23%
Pre 86/Unknown	LDGV	8,388	452	7,936	5.39%	8,387	154	8,233	1.84%	8,387	3,002	5,385	35.79%
Pre 86/Unknown	Unknown	174	9	165	5.17%	174	2	172	1.15%	174	58	116	33.33%
1986	HDGT	556	26	530	4.68%	556	20	536	3.60%	556	204	352	36.69%
1986	LDDT	11	0	11	0.00%	11	0	11	0.00%	11	0	11	0.00%
1986	LDDV	57	0	57	0.00%	57	0	57	0.00%	57	2	55	3.51%
1986	LDGT	1,757	143	1,614	8.14%	1,757	66	1,691	3.76%	1,757	894	863	50.88%
1986	LDGV	4,214	262	3,952	6.22%	4,214	68	4,146	1.61%	4,214	1,406	2,808	33.36%
1986	Unknown	71	3	68	4.23%	71	2	69	2.82%	71	18	53	25.35%
1987	HDGT	308	20	288	6.49%	308	3	305	0.97%	308	98	210	31.82%
1987	LDDT	4	0	4	0.00%	4	0	4	0.00%	4	0	4	0.00%
1987	LDDV	54	1	53	1.85%	54	1	53	1.85%	54	1	53	1.85%
1987	LDGT	1,540	144	1,396	9.35%	1,539	46	1,493	2.99%	1,539	731	808	47.50%
1987	LDGV	2,805	180	2,625	6.42%	2,805	49	2,756	1.75%	2,805	951	1,854	33.90%
1987	Unknown	57	5	52	8.77%	57	1	56	1.75%	57	12	45	21.05%
1988	HDGT	715	31	684	4.34%	714	21	693	2.94%	714	196	518	27.45%
1988	LDDT	8	0	8	0.00%	8	0	8	0.00%	8	0	8	0.00%
1988	LDDV	9	0	9	0.00%	9	0	9	0.00%	9	1	8	11.11%
1988	LDGT	3,688	253	3,435	6.86%	3,688	122	3,566	3.31%	3,687	1,487	2,200	40.33%
1988	LDGV	6,826	397	6,429	5.82%	6,826	104	6,722	1.52%	6,826	2,044	4,782	29.94%
1988	Unknown	129	5	124	3.88%	129	6	123	4.65%	129	25	104	19.38%
1989	HDGT	527	29	498	5.50%	527	14	513	2.66%	527	156	371	29.60%
1989	LDDT	6	0	6	0.00%	6	0	6	0.00%	6	0	6	0.00%
1989	LDDV	6	0	6	0.00%	6	0	6	0.00%	6	0	6	0.00%
1989	LDGT	2,452	184	2,268	7.50%	2,452	103	2,349	4.20%	2,452	1,090	1,362	44.45%
1989	LDGV	4,066	276	3,790	6.79%	4,065	90	3,975	2.21%	4,065	1,374	2,691	33.80%
1989	Unknown	114	2	112	1.75%	114	4	110	3.51%	114	19	95	16.67%
1990	HDGT	586	30	556	5.12%	586	15	571	2.56%	586	166	420	28.33%
1990	LDDT	10	0	10	0.00%	10	0	10	0.00%	10	0	10	0.00%
1990	LDDV	24	0	24	0.00%	24	0	24	0.00%	24	1	23	4.17%
1990	LDGT	4,504	294	4,210	6.53%	4,504	135	4,369	3.00%	4,504	1,844	2,660	40.94%
1990	LDGV	12,601	786	11,815	6.24%	12,600	202	12,398	1.60%	12,600	3,793	8,807	30.10%
1990	Unknown	146	3	143	2.05%	146	5	141	3.42%	146	25	121	17.12%

[3] Miscellaneous Emissions rejections, i.e. exhaust system damage, overheating, high RPM, etc.

[4] Vehicles tested under New Jersey's new emissions testing system

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Year 2010

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss [3] Insps	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate	New System [4] Insps	New System Fail	New System Pass	New System Fail Rate
1991	HDGT	275	18	257	6.55%	275	7	268	2.55%	275	76	199	27.64%
1991	LDDT	5	0	5	0.00%	5	0	5	0.00%	5	0	5	0.00%
1991	LDDV	38	0	38	0.00%	38	0	38	0.00%	38	0	38	0.00%
1991	LDGT	2,640	198	2,442	7.50%	2,640	83	2,557	3.14%	2,640	1,016	1,624	38.48%
1991	LDGV	7,076	533	6,543	7.53%	7,076	135	6,941	1.91%	7,076	2,423	4,653	34.24%
1991	Unknown	99	1	98	1.01%	99	0	99	0.00%	99	9	90	9.09%
1992	HDGT	606	19	587	3.14%	606	20	586	3.30%	606	137	469	22.61%
1992	LDDT	7	0	7	0.00%	7	0	7	0.00%	7	0	7	0.00%
1992	LDDV	48	0	48	0.00%	48	0	48	0.00%	48	2	46	4.17%
1992	LDGT	6,613	399	6,214	6.03%	6,613	212	6,401	3.21%	6,613	2,263	4,350	34.22%
1992	LDGV	20,633	1,211	19,422	5.87%	20,631	315	20,316	1.53%	20,631	6,299	14,332	30.53%
1992	Unknown	229	4	225	1.75%	229	8	221	3.49%	229	18	211	7.86%
1993	HDGT	496	23	473	4.64%	496	16	480	3.23%	496	131	365	26.41%
1993	LDDT	3	0	3	0.00%	3	0	3	0.00%	3	0	3	0.00%
1993	LDDV	22	0	22	0.00%	22	0	22	0.00%	22	1	21	4.55%
1993	LDGT	5,799	380	5,419	6.55%	5,797	168	5,629	2.90%	5,797	2,028	3,769	34.98%
1993	LDGV	12,695	853	11,842	6.72%	12,692	208	12,484	1.64%	12,692	4,140	8,552	32.62%
1993	Unknown	202	7	195	3.47%	202	8	194	3.96%	202	22	180	10.89%
1994	HDGT	1,455	41	1,414	2.82%	1,455	65	1,390	4.47%	1,455	321	1,134	22.06%
1994	LDDT	20	0	20	0.00%	20	0	20	0.00%	20	0	20	0.00%
1994	LDDV	5	0	5	0.00%	5	0	5	0.00%	5	0	5	0.00%
1994	LDGT	17,628	811	16,817	4.60%	17,624	420	17,204	2.38%	17,624	5,019	12,605	28.48%
1994	LDGV	34,700	1,730	32,970	4.99%	34,698	561	34,137	1.62%	34,698	8,423	26,275	24.28%
1994	Unknown	412	7	405	1.70%	412	7	405	1.70%	412	43	369	10.44%
1995	HDGT	1,293	42	1,251	3.25%	1,293	37	1,256	2.86%	1,293	293	1,000	22.66%
1995	LDDT	18	0	18	0.00%	18	0	18	0.00%	18	0	18	0.00%
1995	LDDV	37	0	37	0.00%	37	0	37	0.00%	37	1	36	2.70%
1995	LDGT	11,849	643	11,206	5.43%	11,849	228	11,621	1.92%	11,849	3,541	8,308	29.88%
1995	LDGV	21,637	1,037	20,600	4.79%	21,634	405	21,229	1.87%	21,634	5,624	16,010	26.00%
1995	Unknown	317	3	314	0.95%	317	5	312	1.58%	317	19	298	5.99%
1996	HDGT	2,032	48	1,984	2.36%	2,032	82	1,950	4.04%	2,032	372	1,660	18.31%
1996	LDDT	21	0	21	0.00%	21	0	21	0.00%	21	0	21	0.00%
1996	LDDV	84	0	84	0.00%	84	0	84	0.00%	84	0	84	0.00%
1996	LDGT	24,293	78	24,215	0.32%	24,291	524	23,767	2.16%	24,291	5,458	18,833	22.47%
1996	LDGV	47,080	160	46,920	0.34%	47,077	641	46,436	1.36%	47,077	8,790	38,287	18.67%
1996	Unknown	651	6	645	0.92%	651	4	647	0.61%	651	31	620	4.76%

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1997	HDGT	1,824	51	1,773	2.80%	1,824	51	1,773	2.80%	1,824	331	1,493	18.15%
1997	LDDT	16	0	16	0.00%	16	0	16	0.00%	16	3	13	18.75%
1997	LDDV	54	1	53	1.85%	54	0	54	0.00%	54	16	38	29.63%
1997	LDGT	19,833	64	19,769	0.32%	19,832	381	19,451	1.92%	19,832	5,095	14,737	25.69%
1997	LDGV	33,432	112	33,320	0.34%	33,431	466	32,965	1.39%	33,431	7,932	25,499	23.73%
1997	Unknown	546	4	542	0.73%	546	4	542	0.73%	546	24	522	4.40%
1998	HDGT	2,156	50	2,106	2.32%	2,156	98	2,058	4.55%	2,156	318	1,838	14.75%
1998	LDDT	21	1	20	4.76%	21	1	20	4.76%	21	4	17	19.05%
1998	LDDV	216	1	215	0.46%	216	1	215	0.46%	216	52	164	24.07%
1998	LDGT	41,297	104	41,193	0.25%	41,296	690	40,606	1.67%	41,296	7,777	33,519	18.83%
1998	LDGV	70,358	146	70,212	0.21%	70,353	886	69,467	1.26%	70,353	11,522	58,831	16.38%
1998	Unknown	598	6	592	1.00%	598	5	593	0.84%	598	31	567	5.18%
1999	HDGT	2,596	53	2,543	2.04%	2,596	77	2,519	2.97%	2,596	319	2,277	12.29%
1999	LDDT	13	0	13	0.00%	13	0	13	0.00%	13	0	13	0.00%
1999	LDDV	117	0	117	0.00%	117	0	117	0.00%	117	17	100	14.53%
1999	LDGT	32,119	71	32,048	0.22%	32,115	637	31,478	1.98%	32,115	5,825	26,290	18.14%
1999	LDGV	52,108	138	51,970	0.26%	52,104	759	51,345	1.46%	52,104	9,661	42,443	18.54%
1999	Unknown	772	9	763	1.17%	772	4	768	0.52%	772	25	747	3.24%
2000	HDGT	5,539	95	5,444	1.72%	5,539	147	5,392	2.65%	5,539	538	5,001	9.71%
2000	LDDT	10	0	10	0.00%	10	0	10	0.00%	10	0	10	0.00%
2000	LDDV	165	0	165	0.00%	165	0	165	0.00%	165	39	126	23.64%
2000	LDGT	60,838	108	60,730	0.18%	60,835	1,081	59,754	1.78%	60,835	9,065	51,770	14.90%
2000	LDGV	103,802	145	103,657	0.14%	103,797	1,167	102,630	1.12%	103,797	15,283	88,514	14.72%
2000	Unknown	1,232	7	1,225	0.57%	1,231	10	1,221	0.81%	1,231	22	1,209	1.79%
2001	HDGT	3,435	46	3,389	1.34%	3,434	5	3,429	0.15%	3,434	160	3,274	4.66%
2001	LDDT	11	0	11	0.00%	11	0	11	0.00%	11	0	11	0.00%
2001	LDDV	113	0	113	0.00%	113	0	113	0.00%	113	27	86	23.89%
2001	LDGT	42,607	90	42,517	0.21%	42,607	37	42,570	0.09%	42,607	7,507	35,100	17.62%
2001	LDGV	62,886	89	62,797	0.14%	62,884	53	62,831	0.08%	62,884	10,014	52,870	15.92%
2001	Unknown	854	6	848	0.70%	854	1	853	0.12%	854	19	835	2.22%
2002	HDGT	6,435	94	6,341	1.46%	6,435	6	6,429	0.09%	6,435	245	6,190	3.81%
2002	LDDT	9	0	9	0.00%	9	0	9	0.00%	9	0	9	0.00%
2002	LDDV	318	0	318	0.00%	318	1	317	0.31%	318	50	268	15.72%
2002	LDGT	90,473	110	90,363	0.12%	90,469	56	90,413	0.06%	90,469	10,534	79,935	11.64%
2002	LDGV	111,076	137	110,939	0.12%	111,072	76	110,996	0.07%	111,071	11,166	99,905	10.05%
2002	Unknown	1,516	7	1,509	0.46%	1,516	3	1,513	0.20%	1,516	17	1,499	1.12%

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2003	HDGT	3,506	49	3,457	1.40%	3,506	6	3,500	0.17%	3,506	112	3,394	3.19%
2003	LDDT	8	0	8	0.00%	8	0	8	0.00%	8	0	8	0.00%
2003	LDDV	122	0	122	0.00%	122	0	122	0.00%	122	20	102	16.39%
2003	LDGT	49,385	53	49,332	0.11%	49,384	24	49,360	0.05%	49,384	5,116	44,268	10.36%
2003	LDGV	69,021	70	68,951	0.10%	69,019	43	68,976	0.06%	69,019	6,309	62,710	9.14%
2003	Unknown	966	7	959	0.72%	966	1	965	0.10%	966	18	948	1.86%
2004	HDGT	7,695	69	7,626	0.90%	7,695	7	7,688	0.09%	7,694	160	7,534	2.08%
2004	LDDT	20	0	20	0.00%	20	0	20	0.00%	20	2	18	10.00%
2004	LDDV	431	1	430	0.23%	431	1	430	0.23%	431	32	399	7.42%
2004	LDGT	111,003	83	110,920	0.07%	111,003	45	110,958	0.04%	111,003	6,104	104,899	5.50%
2004	LDGV	113,288	80	113,208	0.07%	113,286	50	113,236	0.04%	113,285	6,299	106,986	5.56%
2004	Unknown	1,959	4	1,955	0.20%	1,959	1	1,958	0.05%	1,959	9	1,950	0.46%
2005	HDGT	2,534	18	2,516	0.71%	2,534	1	2,533	0.04%	2,534	38	2,496	1.50%
2005	LDDT	30	0	30	0.00%	30	0	30	0.00%	30	8	22	26.67%
2005	LDDV	333	0	333	0.00%	333	1	332	0.30%	333	6	327	1.80%
2005	LDGT	49,883	42	49,841	0.08%	49,883	12	49,871	0.02%	49,883	2,821	47,062	5.66%
2005	LDGV	63,661	58	63,603	0.09%	63,659	26	63,633	0.04%	63,659	3,269	60,390	5.14%
2005	Unknown	556	6	550	1.08%	556	1	555	0.18%	556	9	547	1.62%
2006	HDGT	6,067	55	6,012	0.91%	6,067	9	6,058	0.15%	6,067	112	5,955	1.85%
2006	LDDT	363	0	363	0.00%	363	0	363	0.00%	363	8	355	2.20%
2006	LDDV	431	1	430	0.23%	431	2	429	0.46%	431	9	422	2.09%
2006	LDGT	75,194	41	75,153	0.05%	75,193	24	75,169	0.03%	75,193	2,395	72,798	3.19%
2006	LDGV	87,097	52	87,045	0.06%	87,093	38	87,055	0.04%	87,093	2,960	84,133	3.40%
2006	Unknown	2,011	7	2,004	0.35%	2,011	1	2,010	0.05%	2,011	14	1,997	0.70%
2007	HDGT	1,097	14	1,083	1.28%	1,097	1	1,096	0.09%	1,097	18	1,079	1.64%
2007	LDDT	25	0	25	0.00%	25	0	25	0.00%	25	0	25	0.00%
2007	LDDV	3	0	3	0.00%	3	0	3	0.00%	3	0	3	0.00%
2007	LDGT	18,073	11	18,062	0.06%	18,073	7	18,066	0.04%	18,073	543	17,530	3.00%
2007	LDGV	29,271	26	29,245	0.09%	29,271	6	29,265	0.02%	29,271	763	28,508	2.61%
2007	Unknown	302	1	301	0.33%	302	1	301	0.33%	302	12	290	3.97%
2008	HDGT	521	6	515	1.15%	521	0	521	0.00%	521	14	507	2.69%
2008	LDDT	8	0	8	0.00%	8	0	8	0.00%	8	0	8	0.00%
2008	LDDV	10	0	10	0.00%	10	0	10	0.00%	10	0	10	0.00%
2008	LDGT	6,728	8	6,720	0.12%	6,728	3	6,725	0.04%	6,728	124	6,604	1.84%
2008	LDGV	9,242	7	9,235	0.08%	9,242	2	9,240	0.02%	9,242	221	9,021	2.39%
2008	Unknown	168	0	168	0.00%	168	0	168	0.00%	168	2	166	1.19%

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2009	HDGT	267	5	262	1.87%	267	0	267	0.00%	267	5	262	1.87%
2009	LDDT	5	0	5	0.00%	5	1	4	20.00%	5	1	4	20.00%
2009	LDDV	22	0	22	0.00%	22	0	22	0.00%	22	1	21	4.55%
2009	LDGT	917	1	916	0.11%	917	0	917	0.00%	917	27	890	2.94%
2009	LDGV	5,283	2	5,281	0.04%	5,283	1	5,282	0.02%	5,283	86	5,197	1.63%
2009	Unknown	84	0	84	0.00%	84	0	84	0.00%	84	1	83	1.19%
2010	HDGT	242	3	239	1.24%	242	0	242	0.00%	242	4	238	1.65%
2010	LDDT	2	0	2	0.00%	2	0	2	0.00%	2	0	2	0.00%
2010	LDDV	22	0	22	0.00%	22	0	22	0.00%	22	3	19	13.64%
2010	LDGT	311	0	311	0.00%	311	0	311	0.00%	311	11	300	3.54%
2010	LDGV	2,507	2	2,505	0.08%	2,507	0	2,507	0.00%	2,507	61	2,446	2.43%
2010	Unknown	36	0	36	0.00%	36	1	35	2.78%	36	1	35	2.78%
2011	HDGT	38	0	38	0.00%	38	0	38	0.00%	38	1	37	2.63%
2011	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2011	LDDV	3	0	3	0.00%	3	0	3	0.00%	3	1	2	33.33%
2011	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2011	LDGV	270	0	270	0.00%	270	0	270	0.00%	270	14	256	5.19%
2011	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
Totals		**1,751,719**	**14,541**	**1,737,178**	**0.83%**	**1,751,645**	**12,484**	**1,739,161**	**0.71%**	**1,751,641**	**229,038**	**1,522,603**	**13.08%**

[3] Miscellaneous Emissions rejections, i.e. exhaust system damage, overheating, high RPM, etc.

[4] Vehicles tested under New Jersey's new emissions testing system

New Jersey Enhanced Inspection and Maintenance Program
Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2010

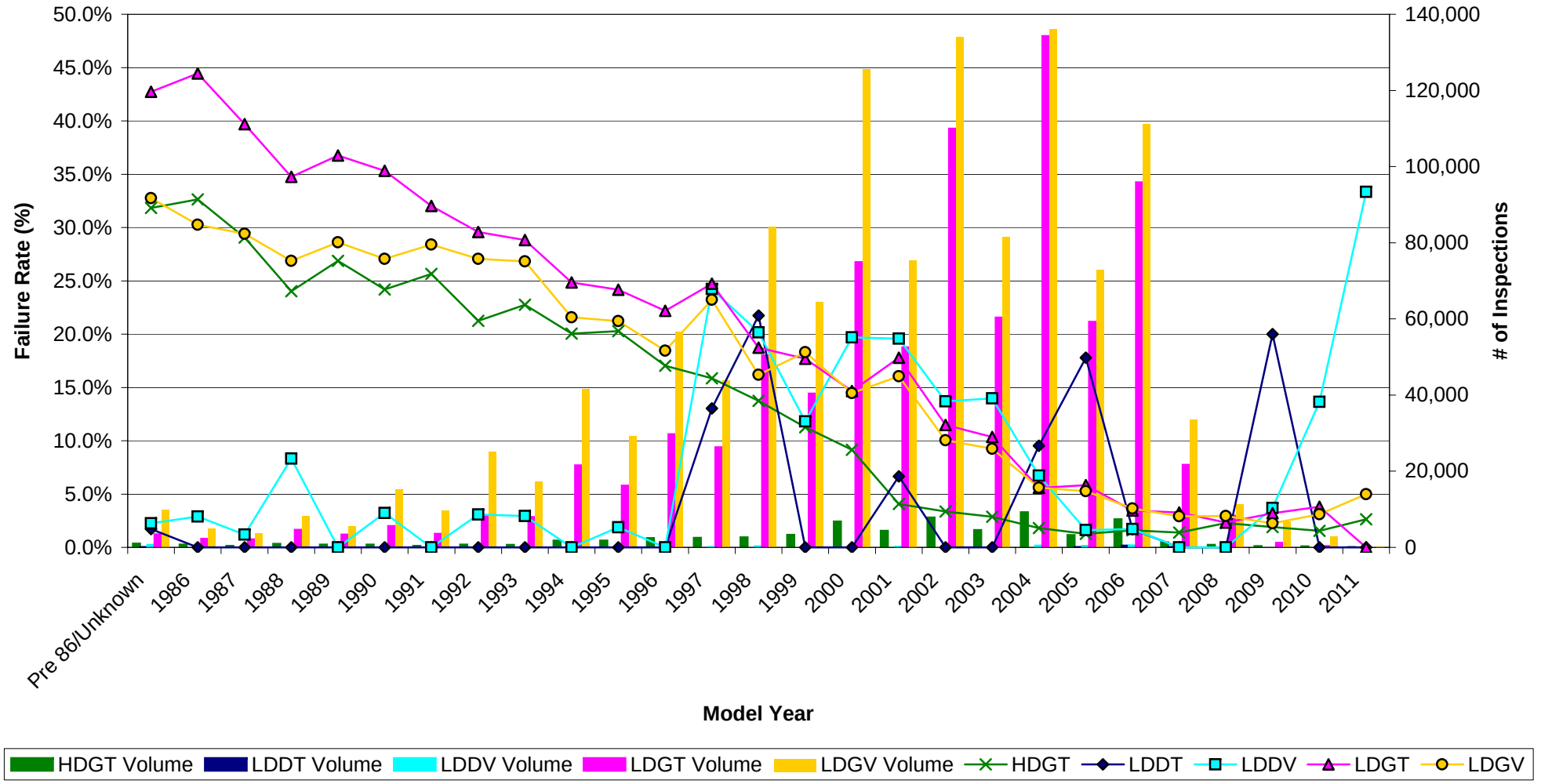

Figure E-1

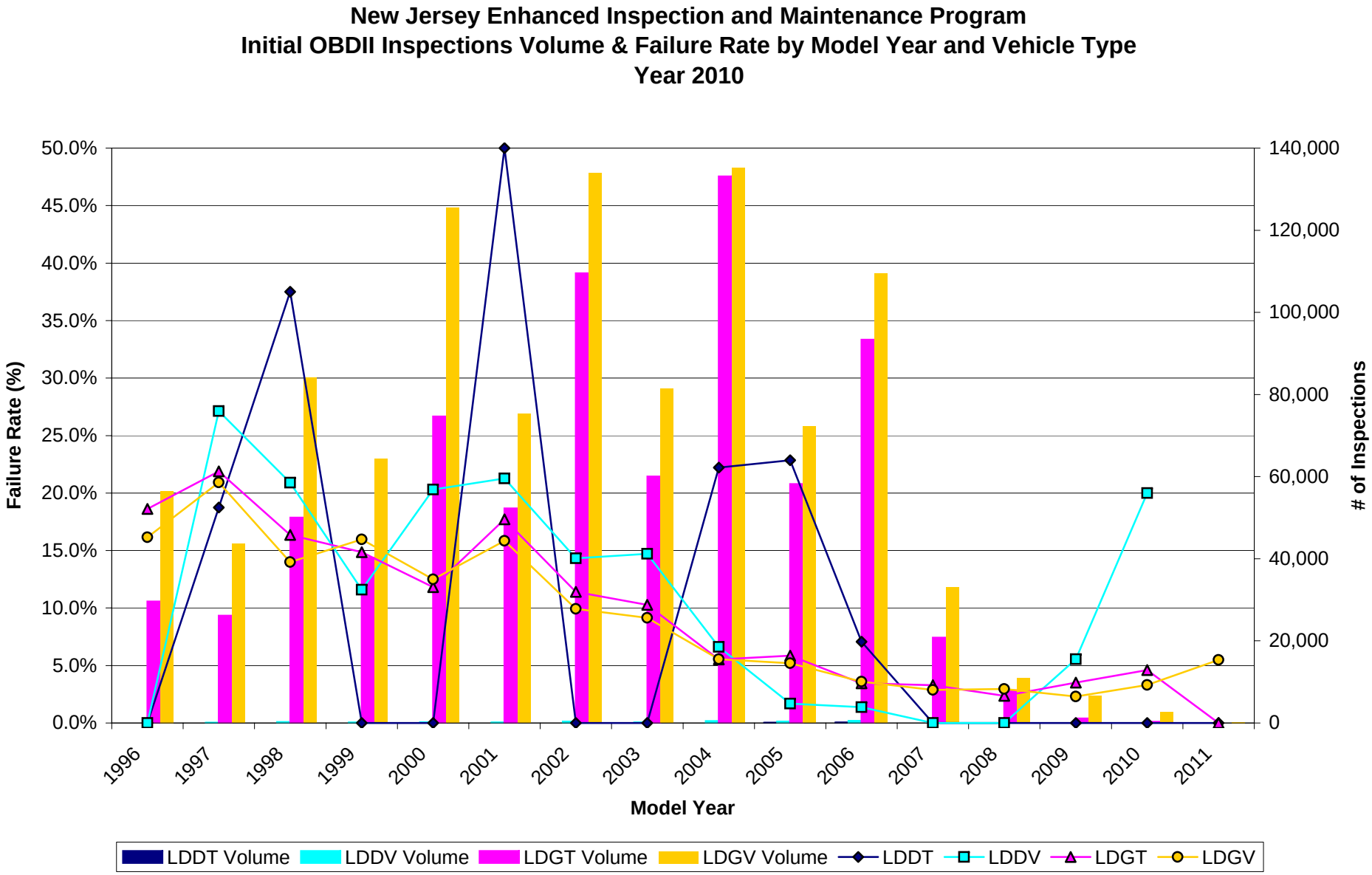
New Jersey Enhanced Inspection and Maintenance Program
Initial OBDII Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2010
Failure Rate (%)
# of Inspections
Model Year
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
LDDT
LDDV
LDGT
LDGV

Figure E-2

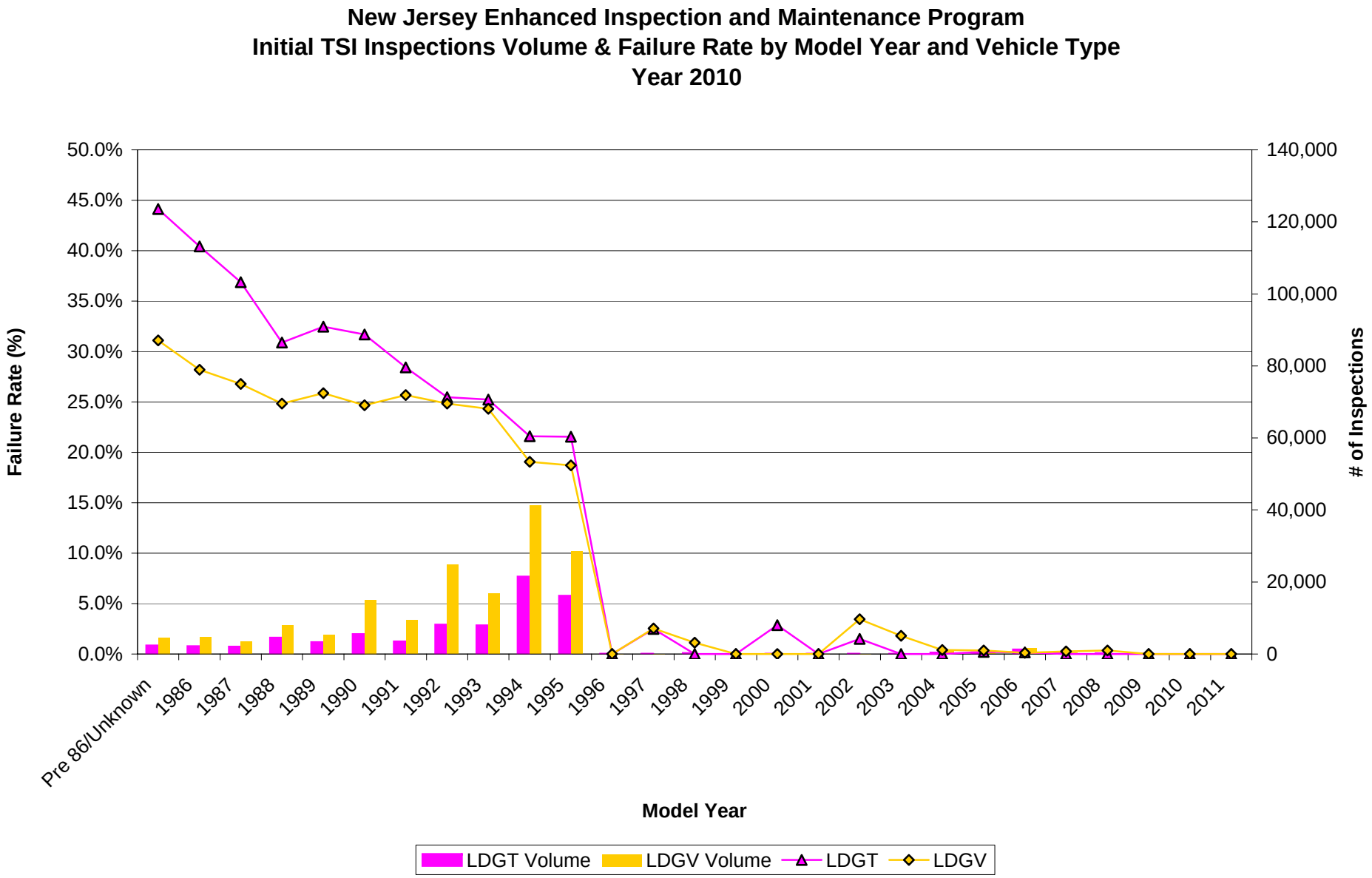
New Jersey Enhanced Inspection and Maintenance Program
Initial TSI Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2010
Failure Rate (%)
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
# of Inspections
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Pre 86/Unknown
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
2011
Model Year
LDGT Volume
LDGV Volume
LDGT
LDGV

Figure E-3

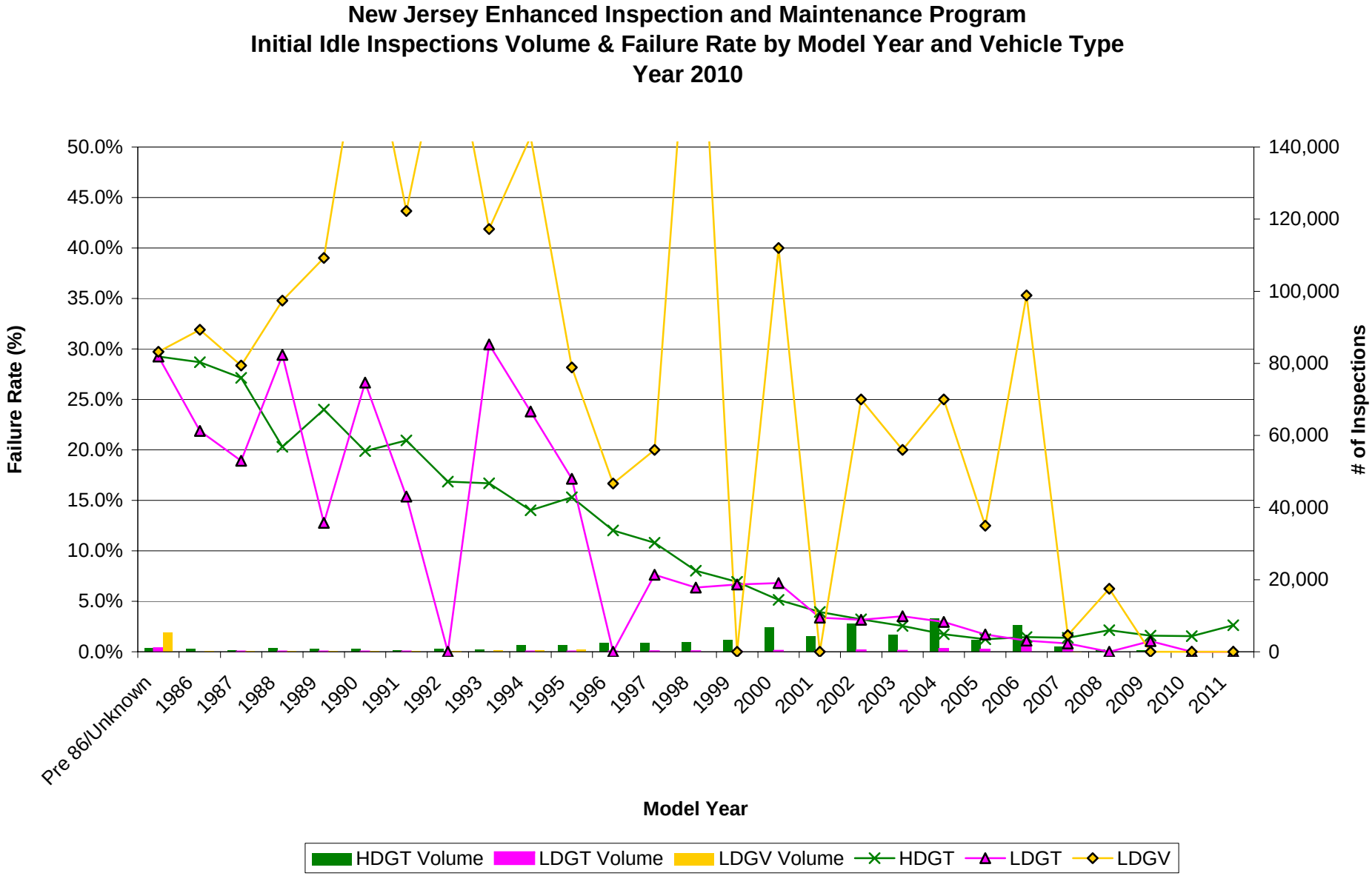
New Jersey Enhanced Inspection and Maintenance Program
Initial Idle Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2010
Failure Rate (%)
# of Inspections
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Pre 86/Unknown
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
2011
Model Year
HDGT Volume
LDGT Volume
LDGV Volume
HDGT
LDGT
LDGV

Figure E-4

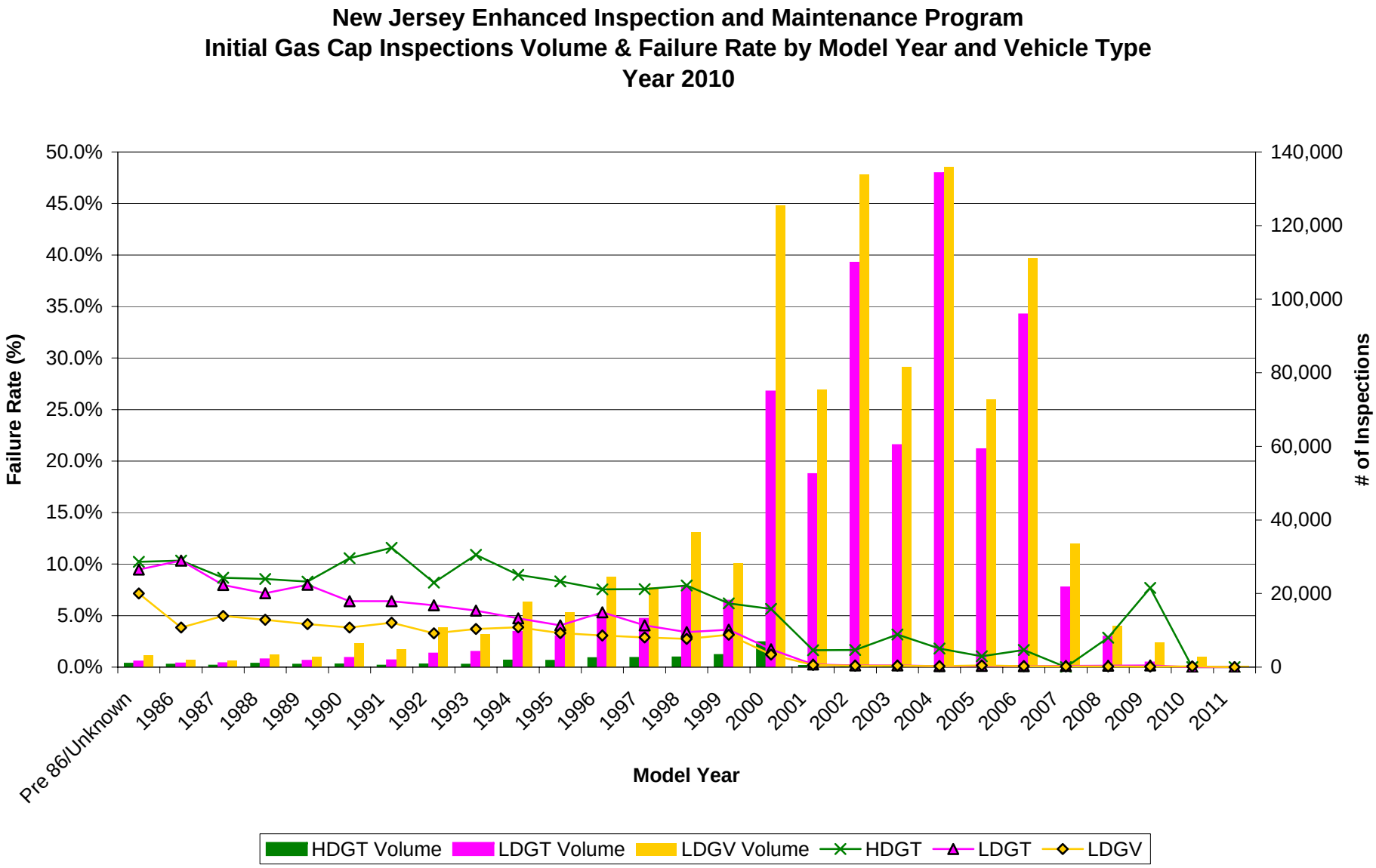
New Jersey Enhanced Inspection and Maintenance Program
Initial Gas Cap Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2010
Failure Rate (%)
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
# of Inspections
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Pre 86/Unknown
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
2011
Model Year
HDGT Volume
LDGT Volume
LDGV Volume
HDGT
LDGT
LDGV

Figure E-5

New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2010

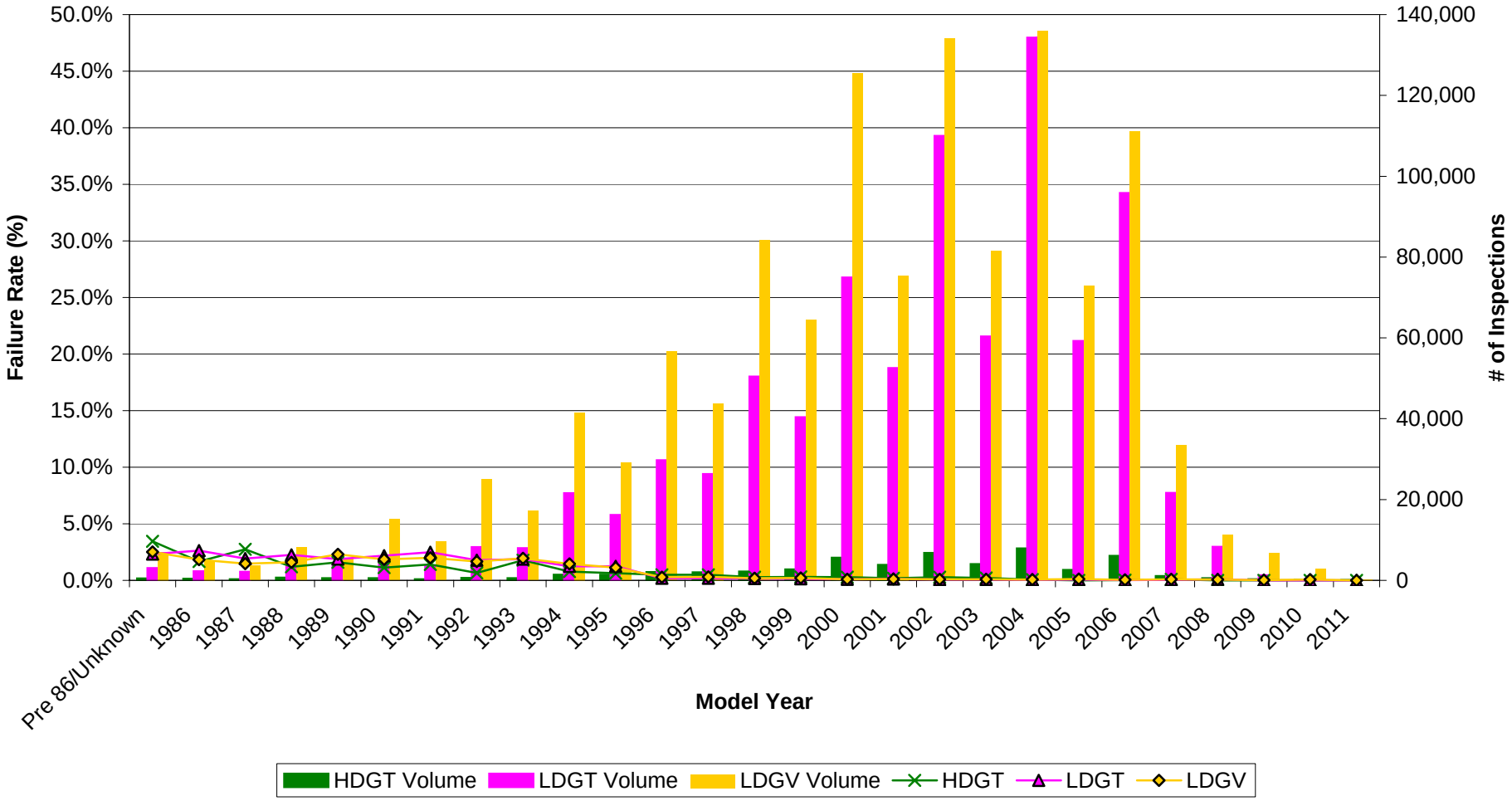

Figure E-6

New Jersey Enhanced Inspection and Maintenance Program
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2010

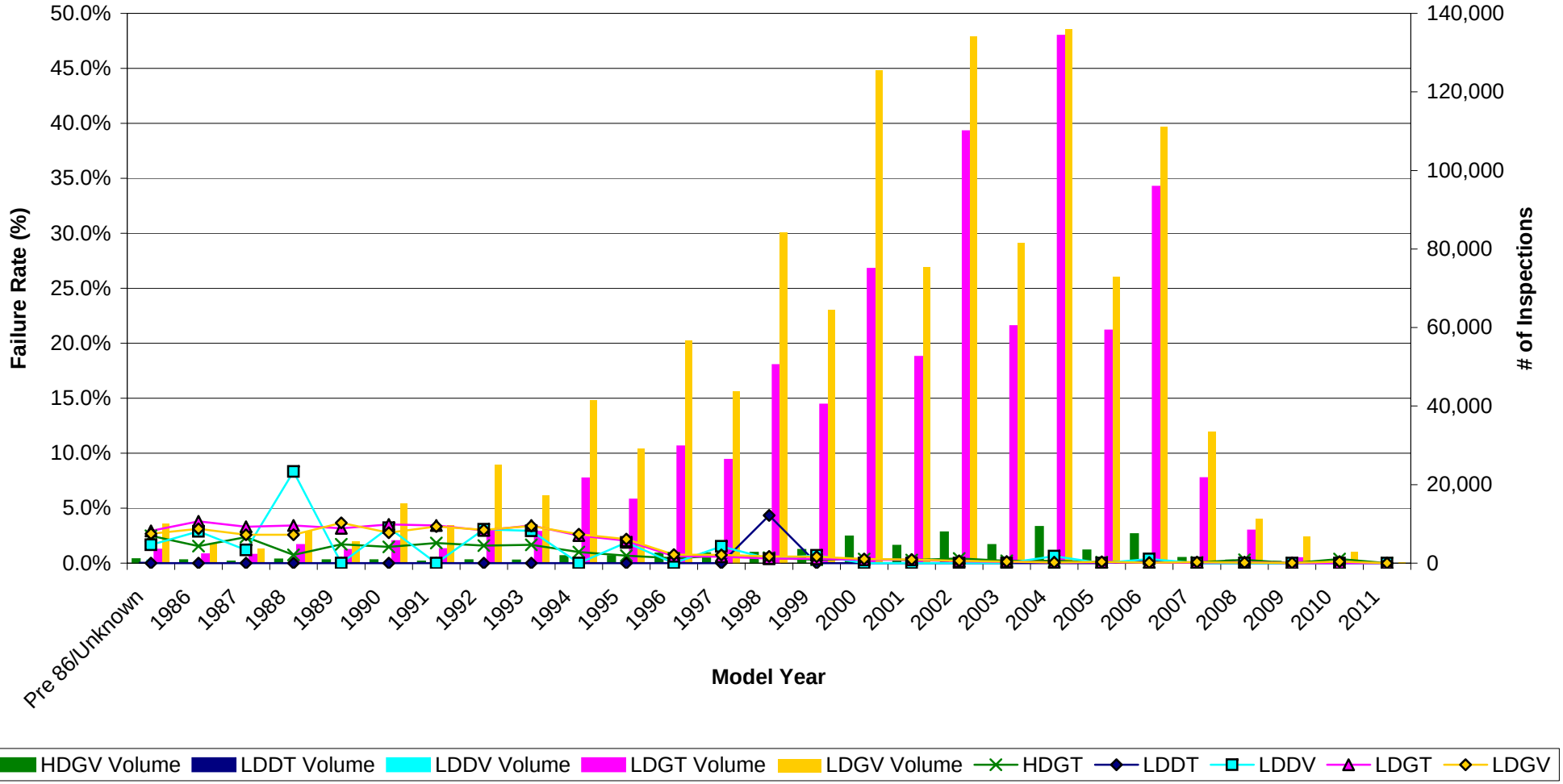

Figure E-7

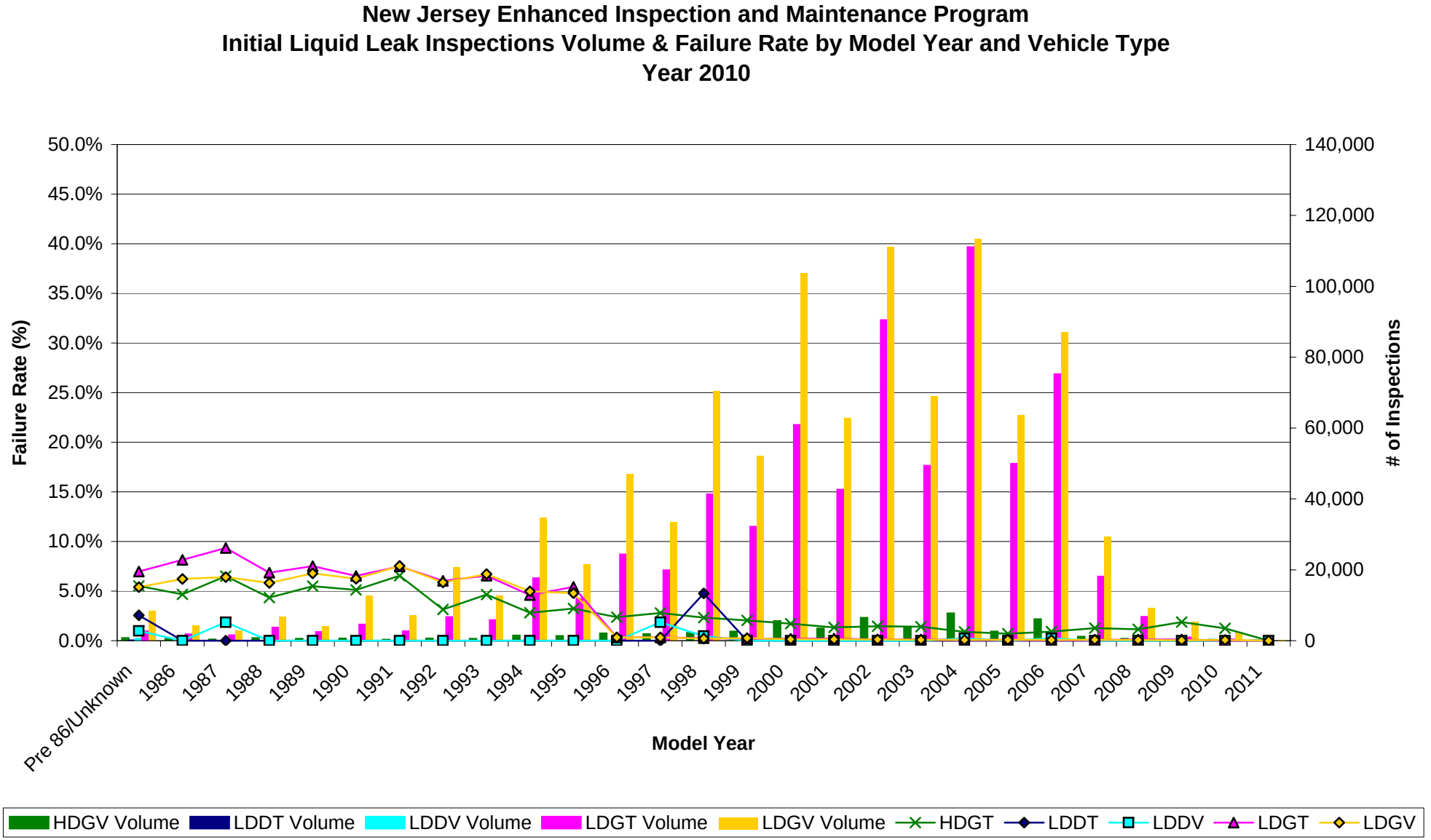
New Jersey Enhanced Inspection and Maintenance Program
Initial Liquid Leak Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2010
Failure Rate (%)
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
# of Inspections
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Pre 86/Unknown
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
2011
Model Year
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGT
LDDT
LDDV
LDGT
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 2010

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	LDDT	10	10	100.0%	0	0.0%
Unknown	LDDV	91	91	100.0%	0	0.0%
Unknown	LDGT	44	35	79.5%	9	20.5%
Unknown	LDGV	108	87	80.6%	21	19.4%
Unknown	Unknown	0	0	-	0	-
1996	LDDT	0	0	-	0	-
1996	LDDV	0	0	-	0	-
1996	LDGT	29,590	27,776	93.9%	1,814	6.1%
1996	LDGV	56,530	53,236	94.2%	3,294	5.8%
1996	Unknown	1	0	0.0%	1	100.0%
1997	LDDT	16	14	87.5%	2	12.5%
1997	LDDV	59	53	89.8%	6	10.2%
1997	LDGT	26,101	24,164	92.6%	1,937	7.4%
1997	LDGV	43,668	40,215	92.1%	3,453	7.9%
1997	Unknown	10	7	70.0%	3	30.0%
1998	LDDT	8	8	100.0%	0	0.0%
1998	LDDV	244	236	96.7%	8	3.3%
1998	LDGT	49,980	47,470	95.0%	2,510	5.0%
1998	LDGV	84,119	80,557	95.8%	3,562	4.2%
1998	Unknown	7	7	100.0%	0	0.0%
1999	LDDT	6	6	100.0%	0	0.0%
1999	LDDV	138	133	96.4%	5	3.6%
1999	LDGT	40,236	38,463	95.6%	1,773	4.4%
1999	LDGV	64,351	61,084	94.9%	3,267	5.1%
1999	Unknown	19	19	100.0%	0	0.0%
2000	LDDT	2	2	100.0%	0	0.0%
2000	LDDV	192	184	95.8%	8	4.2%
2000	LDGT	74,619	72,521	97.2%	2,098	2.8%
2000	LDGV	125,415	121,332	96.7%	4,083	3.3%
2000	Unknown	18	18	100.0%	0	0.0%
2001	LDDT	2	2	100.0%	0	0.0%
2001	LDDV	127	123	96.9%	4	3.1%
2001	LDGT	52,253	50,078	95.8%	2,175	4.2%
2001	LDGV	75,320	72,019	95.6%	3,301	4.4%
2001	Unknown	21	21	100.0%	0	0.0%
2002	LDDT	0	0	-	0	-
2002	LDDV	349	343	98.3%	6	1.7%
2002	LDGT	109,484	107,133	97.9%	2,351	2.1%
2002	LDGV	133,980	131,059	97.8%	2,921	2.2%
2002	Unknown	16	16	100.0%	0	0.0%
2003	LDDT	1	1	100.0%	0	0.0%
2003	LDDV	136	133	97.8%	3	2.2%
2003	LDGT	60,002	58,843	98.1%	1,159	1.9%
2003	LDGV	81,403	79,820	98.1%	1,583	1.9%
2003	Unknown	27	25	92.6%	2	7.4%

* Includes vehicles that are no longer registered.

New Jersey Enhanced Inspection and Maintenance Program
Overall OBDII Inspections - Initial and All Retests
Year 2010

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*
2004	LDDT	9	8	88.9%	1	11.1%
2004	LDDV	468	464	99.1%	4	0.9%
2004	LDGT	133,094	132,109	99.3%	985	0.7%
2004	LDGV	135,196	134,007	99.1%	1,189	0.9%
2004	Unknown	35	34	97.1%	1	2.9%
2005	LDDT	35	34	97.1%	1	2.9%
2005	LDDV	358	356	99.4%	2	0.6%
2005	LDGT	58,199	57,692	99.1%	507	0.9%
2005	LDGV	72,247	71,604	99.1%	643	0.9%
2005	Unknown	22	22	100.0%	0	0.0%
2006	LDDT	99	98	99.0%	1	1.0%
2006	LDDV	505	504	99.8%	1	0.2%
2006	LDGT	93,357	93,001	99.6%	356	0.4%
2006	LDGV	109,490	109,023	99.6%	467	0.4%
2006	Unknown	118	114	96.6%	4	3.4%
2007	LDDT	20	20	100.0%	0	0.0%
2007	LDDV	3	3	100.0%	0	0.0%
2007	LDGT	20,801	20,706	99.5%	95	0.5%
2007	LDGV	33,059	32,927	99.6%	132	0.4%
2007	Unknown	196	194	99.0%	2	1.0%
2008	LDDT	8	8	100.0%	0	0.0%
2008	LDDV	7	7	100.0%	0	0.0%
2008	LDGT	7,940	7,930	99.9%	10	0.1%
2008	LDGV	10,947	10,923	99.8%	24	0.2%
2008	Unknown	4	4	100.0%	0	0.0%
2009	LDDT	0	0	-	0	-
2009	LDDV	18	18	100.0%	0	0.0%
2009	LDGT	1,081	1,081	100.0%	0	0.0%
2009	LDGV	6,568	6,560	99.9%	8	0.1%
2009	Unknown	2	2	100.0%	0	0.0%
2010	LDDT	0	0	-	0	-
2010	LDDV	15	13	86.7%	2	13.3%
2010	LDGT	282	280	99.3%	2	0.7%
2010	LDGV	2,689	2,671	99.3%	18	0.7%
2010	Unknown	0	0	-	0	-
2011	LDDT	0	0	-	0	-
2011	LDDV	1	1	100.0%	0	0.0%
2011	LDGT	1	1	100.0%	0	0.0%
2011	LDGV	255	252	98.8%	3	1.2%
2011	Unknown	0	0	-	0	-
Totals		**1,795,832**	**1,750,015**	**97.4%**	**45,817**	**2.6%**

Table F-1 (page 2 of 2)

* Includes vehicles that are no longer registered.

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2010

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	LDDT	10	10	0	0.0%	10	0	0.0%
Unknown	LDDV	91	91	0	0.0%	91	0	0.0%
Unknown	LDGT	44	27	17	38.6%	26	1	3.7%
Unknown	LDGV	108	62	46	42.6%	60	2	3.2%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	29,590	28,853	737	2.5%	26,530	2,323	8.1%
1996	LDGV	56,530	55,641	889	1.6%	51,237	4,404	7.9%
1996	Unknown	1	0	1	100.0%	0	0	-
1997	LDDT	16	16	0	0.0%	15	1	6.3%
1997	LDDV	59	54	5	8.5%	49	5	9.3%
1997	LDGT	26,101	25,397	704	2.7%	22,984	2,413	9.5%
1997	LDGV	43,668	42,903	765	1.8%	38,667	4,236	9.9%
1997	Unknown	10	10	0	0.0%	10	0	0.0%
1998	LDDT	8	8	0	0.0%	6	2	25.0%
1998	LDDV	244	242	2	0.8%	226	16	6.6%
1998	LDGT	49,980	49,128	852	1.7%	45,611	3,517	7.2%
1998	LDGV	84,119	83,336	783	0.9%	77,592	5,744	6.9%
1998	Unknown	7	7	0	0.0%	7	0	0.0%
1999	LDDT	6	6	0	0.0%	6	0	0.0%
1999	LDDV	138	137	1	0.7%	134	3	2.2%
1999	LDGT	40,236	39,771	465	1.2%	36,954	2,817	7.1%
1999	LDGV	64,351	63,705	646	1.0%	58,697	5,008	7.9%
1999	Unknown	19	18	1	5.3%	18	0	0.0%
2000	LDDT	2	2	0	0.0%	2	0	0.0%
2000	LDDV	192	191	1	0.5%	178	13	6.8%
2000	LDGT	74,619	74,010	609	0.8%	69,763	4,247	5.7%
2000	LDGV	125,415	124,663	752	0.6%	117,038	7,625	6.1%
2000	Unknown	18	18	0	0.0%	18	0	0.0%
2001	LDDT	2	2	0	0.0%	2	0	0.0%
2001	LDDV	127	126	1	0.8%	113	13	10.3%
2001	LDGT	52,253	51,770	483	0.9%	48,001	3,769	7.3%
2001	LDGV	75,320	74,844	476	0.6%	69,568	5,276	7.0%
2001	Unknown	21	21	0	0.0%	21	0	0.0%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	349	346	3	0.9%	322	24	6.9%
2002	LDGT	109,484	109,095	389	0.4%	103,414	5,681	5.2%
2002	LDGV	133,980	133,601	379	0.3%	127,547	6,054	4.5%
2002	Unknown	16	16	0	0.0%	16	0	0.0%
2003	LDDT	1	1	0	0.0%	1	0	0.0%
2003	LDDV	136	135	1	0.7%	129	6	4.4%
2003	LDGT	60,002	59,822	180	0.3%	56,906	2,916	4.9%
2003	LDGV	81,403	81,193	210	0.3%	78,034	3,159	3.9%
2003	Unknown	27	26	1	3.7%	25	1	3.8%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2010

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
2004	LDDT	9	9	0	0.0%	8	1	11.1%
2004	LDDV	468	467	1	0.2%	452	15	3.2%
2004	LDGT	133,094	132,924	170	0.1%	129,439	3,485	2.6%
2004	LDGV	135,196	134,991	205	0.2%	131,931	3,060	2.3%
2004	Unknown	35	35	0	0.0%	35	0	0.0%
2005	LDDT	35	35	0	0.0%	28	7	20.0%
2005	LDDV	358	358	0	0.0%	355	3	0.8%
2005	LDGT	58,199	58,128	71	0.1%	56,628	1,500	2.6%
2005	LDGV	72,247	72,132	115	0.2%	70,711	1,421	2.0%
2005	Unknown	22	22	0	0.0%	22	0	0.0%
2006	LDDT	99	99	0	0.0%	92	7	7.1%
2006	LDDV	505	504	1	0.2%	502	2	0.4%
2006	LDGT	93,357	93,291	66	0.1%	91,871	1,420	1.5%
2006	LDGV	109,490	109,402	88	0.1%	107,988	1,414	1.3%
2006	Unknown	118	118	0	0.0%	115	3	2.5%
2007	LDDT	20	20	0	0.0%	20	0	0.0%
2007	LDDV	3	3	0	0.0%	3	0	0.0%
2007	LDGT	20,801	20,785	16	0.1%	20,526	259	1.2%
2007	LDGV	33,059	33,029	30	0.1%	32,698	331	1.0%
2007	Unknown	196	196	0	0.0%	191	5	2.6%
2008	LDDT	8	8	0	0.0%	8	0	0.0%
2008	LDDV	7	7	0	0.0%	7	0	0.0%
2008	LDGT	7,940	7,929	11	0.1%	7,865	64	0.8%
2008	LDGV	10,947	10,936	11	0.1%	10,843	93	0.9%
2008	Unknown	4	4	0	0.0%	4	0	0.0%
2009	LDDT	0	0	0	-	0	0	-
2009	LDDV	18	18	0	0.0%	18	0	0.0%
2009	LDGT	1,081	1,081	0	0.0%	1,068	13	1.2%
2009	LDGV	6,568	6,564	4	0.1%	6,508	56	0.9%
2009	Unknown	2	2	0	0.0%	2	0	0.0%
2010	LDDT	0	0	0	-	0	0	-
2010	LDDV	15	15	0	0.0%	15	0	0.0%
2010	LDGT	282	282	0	0.0%	280	2	0.7%
2010	LDGV	2,689	2,683	6	0.2%	2,664	19	0.7%
2010	Unknown	0	0	0	-	0	0	-
2011	LDDT	0	0	0	-	0	0	-
2011	LDDV	1	1	0	0.0%	1	0	0.0%
2011	LDGT	1	1	0	0.0%	1	0	0.0%
2011	LDGV	255	255	0	0.0%	251	4	1.6%
2011	Unknown	0	0	0	-	0	0	-
Totals		**1,795,832**	**1,785,638**	**10,194**	**0.6%**	**1,703,178**	**82,460**	**4.6%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2010

Model Yr	Veh Type	OBDII Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
Unknown	LDDT	10	10	0	0.00%	10	0	0.00%
Unknown	LDDV	91	91	0	0.00%	91	0	0.00%
Unknown	LDGT	44	27	17	38.64%	27	0	0.00%
Unknown	LDGV	108	62	46	42.59%	62	0	0.00%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	29,590	29,441	149	0.50%	29,366	75	0.25%
1996	LDGV	56,530	56,153	377	0.67%	55,994	151	0.27%
1996	Unknown	1	1	0	0.00%	0	1	100.00%
1997	LDDT	16	16	0	0.00%	16	0	0.00%
1997	LDDV	59	57	2	3.39%	57	0	0.00%
1997	LDGT	26,101	25,986	115	0.44%	25,876	103	0.40%
1997	LDGV	43,668	43,412	256	0.59%	43,257	140	0.32%
1997	Unknown	10	9	1	10.00%	9	0	0.00%
1998	LDDT	8	8	0	0.00%	8	0	0.00%
1998	LDDV	244	242	2	0.82%	237	5	2.07%
1998	LDGT	49,980	49,766	214	0.43%	49,543	177	0.36%
1998	LDGV	84,119	83,797	322	0.38%	83,534	254	0.30%
1998	Unknown	7	6	1	14.29%	6	0	0.00%
1999	LDDT	6	6	0	0.00%	6	0	0.00%
1999	LDDV	138	135	3	2.17%	133	2	1.48%
1999	LDGT	40,236	40,093	143	0.36%	39,979	114	0.28%
1999	LDGV	64,351	63,989	362	0.56%	63,794	189	0.30%
1999	Unknown	19	18	1	5.26%	18	0	0.00%
2000	LDDT	2	2	0	0.00%	2	0	0.00%
2000	LDDV	192	190	2	1.04%	187	3	1.58%
2000	LDGT	74,619	74,427	192	0.26%	74,161	266	0.36%
2000	LDGV	125,415	125,042	373	0.30%	124,587	452	0.36%
2000	Unknown	18	18	0	0.00%	18	0	0.00%
2001	LDDT	2	2	0	0.00%	2	0	0.00%
2001	LDDV	127	127	0	0.00%	124	3	2.36%
2001	LDGT	52,253	52,075	178	0.34%	51,923	152	0.29%
2001	LDGV	75,320	75,094	226	0.30%	74,876	213	0.28%
2001	Unknown	21	21	0	0.00%	21	0	0.00%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	349	348	1	0.29%	348	0	0.00%
2002	LDGT	109,484	109,233	251	0.23%	109,088	139	0.13%
2002	LDGV	133,980	133,663	317	0.24%	133,458	205	0.15%
2002	Unknown	16	16	0	0.00%	16	0	0.00%
2003	LDDT	1	1	0	0.00%	1	0	0.00%
2003	LDDV	136	136	0	0.00%	136	0	0.00%
2003	LDGT	60,002	59,878	124	0.21%	59,783	95	0.16%
2003	LDGV	81,403	81,203	200	0.25%	81,072	131	0.16%
2003	Unknown	27	27	0	0.00%	27	0	0.00%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2010

Model Yr	Veh Type	OBDII Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2004	LDDT	9	9	0	0.00%	8	1	11.11%
2004	LDDV	468	466	2	0.43%	466	0	0.00%
2004	LDGT	133,094	132,812	282	0.21%	132,577	235	0.18%
2004	LDGV	135,196	134,877	319	0.24%	134,647	203	0.15%
2004	Unknown	35	34	1	2.86%	34	0	0.00%
2005	LDDT	35	35	0	0.00%	35	0	0.00%
2005	LDDV	358	357	1	0.28%	357	0	0.00%
2005	LDGT	58,199	58,088	111	0.19%	57,919	169	0.29%
2005	LDGV	72,247	72,077	170	0.24%	71,925	145	0.20%
2005	Unknown	22	22	0	0.00%	22	0	0.00%
2006	LDDT	99	99	0	0.00%	99	0	0.00%
2006	LDDV	505	503	2	0.40%	503	0	0.00%
2006	LDGT	93,357	93,230	127	0.14%	92,855	375	0.40%
2006	LDGV	109,490	109,249	241	0.22%	108,615	634	0.58%
2006	Unknown	118	118	0	0.00%	116	2	1.69%
2007	LDDT	20	20	0	0.00%	20	0	0.00%
2007	LDDV	3	3	0	0.00%	3	0	0.00%
2007	LDGT	20,801	20,758	43	0.21%	20,657	101	0.49%
2007	LDGV	33,059	32,969	90	0.27%	32,815	154	0.47%
2007	Unknown	196	195	1	0.51%	193	2	1.03%
2008	LDDT	8	8	0	0.00%	8	0	0.00%
2008	LDDV	7	7	0	0.00%	7	0	0.00%
2008	LDGT	7,940	7,925	15	0.19%	7,874	51	0.64%
2008	LDGV	10,947	10,917	30	0.27%	10,824	93	0.85%
2008	Unknown	4	4	0	0.00%	4	0	0.00%
2009	LDDT	0	0	0	-	0	0	-
2009	LDDV	18	18	0	0.00%	18	0	0.00%
2009	LDGT	1,081	1,079	2	0.19%	1,071	8	0.74%
2009	LDGV	6,568	6,552	16	0.24%	6,503	49	0.75%
2009	Unknown	2	2	0	0.00%	2	0	0.00%
2010	LDDT	0	0	0	-	0	0	-
2010	LDDV	15	15	0	0.00%	15	0	0.00%
2010	LDGT	282	282	0	0.00%	281	1	0.35%
2010	LDGV	2,689	2,677	12	0.45%	2,655	22	0.82%
2010	Unknown	0	0	0	-	0	0	-
2011	LDDT	0	0	0	-	0	0	-
2011	LDDV	1	0	1	100.00%	0	0	-
2011	LDGT	1	1	0	0.00%	1	0	0.00%
2011	LDGV	255	253	2	0.78%	253	0	0.00%
2011	Unknown	0	0	0	-	0	0	-
Totals		**1,795,832**	**1,790,489**	**5,343**	**0.30%**	**1,785,235**	**5,115**	**0.29%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2010

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	LDDT	10	10	0	0.0%	10	0	0.0%
Unknown	LDDV	91	91	0	0.0%	91	0	0.0%
Unknown	LDGT	44	27	0	0.0%	26	1	3.7%
Unknown	LDGV	108	61	1	1.6%	61	1	1.6%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	29,590	25,652	3,714	12.6%	19,399	1,870	8.8%
1996	LDGV	56,530	49,678	6,316	11.3%	44,177	2,512	5.4%
1996	Unknown	1	0	0	-	0	0	-
1997	LDDT	16	13	3	18.8%	16	0	0.0%
1997	LDDV	59	45	12	21.1%	57	0	0.0%
1997	LDGT	26,101	22,372	3,525	13.6%	23,411	2,354	9.1%
1997	LDGV	43,668	37,501	5,757	13.3%	37,872	3,771	9.1%
1997	Unknown	10	6	3	33.3%	7	2	22.2%
1998	LDDT	8	5	3	37.5%	8	0	0.0%
1998	LDDV	244	194	43	18.1%	237	1	0.4%
1998	LDGT	49,980	44,730	4,876	9.8%	46,071	3,301	6.7%
1998	LDGV	84,119	75,875	7,659	9.2%	76,320	4,242	5.3%
1998	Unknown	7	6	0	0.0%	6	0	0.0%
1999	LDDT	6	6	0	0.0%	6	0	0.0%
1999	LDDV	138	122	11	8.3%	133	1	0.7%
1999	LDGT	40,236	36,360	3,663	9.2%	37,380	2,649	6.6%
1999	LDGV	64,351	57,350	6,444	10.1%	59,819	3,992	6.3%
1999	Unknown	19	17	1	5.6%	18	0	0.0%
2000	LDDT	2	2	0	0.0%	2	0	0.0%
2000	LDDV	192	154	33	17.6%	187	1	0.5%
2000	LDGT	74,619	69,165	5,110	6.9%	70,669	3,614	4.9%
2000	LDGV	125,415	114,744	9,845	7.9%	118,584	6,046	4.9%
2000	Unknown	18	18	0	0.0%	18	0	0.0%
2001	LDDT	2	1	1	50.0%	2	0	0.0%
2001	LDDV	127	100	24	19.4%	124	0	0.0%
2001	LDGT	52,253	47,295	4,676	9.0%	46,845	5,138	9.9%
2001	LDGV	75,320	68,236	6,642	8.9%	68,936	5,975	8.0%
2001	Unknown	21	21	0	0.0%	20	1	4.8%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	349	299	49	14.1%	348	0	0.0%
2002	LDGT	109,484	101,943	7,145	6.5%	103,091	6,022	5.5%
2002	LDGV	133,980	126,012	7,447	5.6%	127,254	6,234	4.7%
2002	Unknown	16	16	0	0.0%	15	1	6.3%
2003	LDDT	1	1	0	0.0%	1	0	0.0%
2003	LDDV	136	117	19	14.0%	136	0	0.0%
2003	LDGT	60,002	56,260	3,523	5.9%	56,914	2,885	4.8%
2003	LDGV	81,403	77,168	3,904	4.8%	77,393	3,696	4.6%
2003	Unknown	27	24	3	11.1%	26	1	3.7%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2010

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
2004	LDDT	9	8	0	0.0%	8	0	0.0%
2004	LDDV	468	448	18	3.9%	453	13	2.8%
2004	LDGT	133,094	128,574	4,005	3.0%	129,356	3,244	2.4%
2004	LDGV	135,196	131,014	3,635	2.7%	130,928	3,745	2.8%
2004	Unknown	35	33	1	2.9%	34	0	0.0%
2005	LDDT	35	28	7	20.0%	35	0	0.0%
2005	LDDV	358	353	4	1.1%	356	1	0.3%
2005	LDGT	58,199	56,170	1,751	3.0%	56,338	1,592	2.7%
2005	LDGV	72,247	70,152	1,775	2.5%	70,074	1,866	2.6%
2005	Unknown	22	21	1	4.5%	21	1	4.5%
2006	LDDT	99	93	6	6.1%	99	0	0.0%
2006	LDDV	505	499	4	0.8%	502	1	0.2%
2006	LDGT	93,357	91,391	1,464	1.6%	91,492	1,372	1.5%
2006	LDGV	109,490	107,140	1,478	1.4%	106,987	1,636	1.5%
2006	Unknown	118	114	3	2.6%	116	1	0.9%
2007	LDDT	20	20	0	0.0%	20	0	0.0%
2007	LDDV	3	3	0	0.0%	3	0	0.0%
2007	LDGT	20,801	20,419	238	1.2%	20,348	309	1.5%
2007	LDGV	33,059	32,525	293	0.9%	32,417	405	1.2%
2007	Unknown	196	188	5	2.6%	186	7	3.6%
2008	LDDT	8	8	0	0.0%	8	0	0.0%
2008	LDDV	7	7	0	0.0%	7	0	0.0%
2008	LDGT	7,940	7,837	37	0.5%	7,798	76	1.0%
2008	LDGV	10,947	10,761	63	0.6%	10,698	127	1.2%
2008	Unknown	4	4	0	0.0%	4	0	0.0%
2009	LDDT	0	0	0	-	0	0	-
2009	LDDV	18	18	0	0.0%	17	1	5.6%
2009	LDGT	1,081	1,067	4	0.4%	1,052	19	1.8%
2009	LDGV	6,568	6,476	29	0.4%	6,456	50	0.8%
2009	Unknown	2	2	0	0.0%	2	0	0.0%
2010	LDDT	0	0	0	-	0	0	-
2010	LDDV	15	15	0	0.0%	12	3	20.0%
2010	LDGT	282	280	1	0.4%	271	10	3.6%
2010	LDGV	2,689	2,654	2	0.1%	2,608	48	1.8%
2010	Unknown	0	0	0	-	0	0	-
2011	LDDT	0	0	0	-	0	0	-
2011	LDDV	1	0	0	-	0	0	-
2011	LDGT	1	1	0	0.0%	1	0	0.0%
2011	LDGV	255	253	0	0.0%	243	10	4.0%
2011	Unknown	0	0	0	-	0	0	-
Totals		**1,795,832**	**1,680,273**	**105,276**	**5.9%**	**1,684,640**	**78,848**	**4.5%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII and Gas Cap (GC) Evaporative Test Report
Year 2010

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	LDGT	39	9	23.1%	30	76.9%	0	0.0%	0	0.00%
Unknown	LDGV	87	11	12.6%	76	87.4%	0	0.0%	0	0.00%
Unknown	Unknown	0	0	-	0	-	0	-	0	-
1996	LDGT	13,084	694	5.3%	12,336	94.3%	51	0.4%	3	0.02%
1996	LDGV	24,522	749	3.1%	23,639	96.4%	129	0.5%	5	0.02%
1996	Unknown	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
1997	LDGT	13,011	521	4.0%	12,385	95.2%	98	0.8%	7	0.05%
1997	LDGV	21,604	615	2.8%	20,783	96.2%	194	0.9%	12	0.06%
1997	Unknown	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
1998	LDGT	21,559	713	3.3%	20,702	96.0%	131	0.6%	13	0.06%
1998	LDGV	36,541	987	2.7%	35,161	96.2%	374	1.0%	19	0.05%
1998	Unknown	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
1999	LDGT	17,962	631	3.5%	17,177	95.6%	136	0.8%	18	0.10%
1999	LDGV	28,131	861	3.1%	26,950	95.8%	300	1.1%	20	0.07%
1999	Unknown	2	0	0.0%	2	100.0%	0	0.0%	0	0.00%
2000	LDGT	34,167	1,204	3.5%	32,757	95.9%	176	0.5%	30	0.09%
2000	LDGV	57,385	1,411	2.5%	55,544	96.8%	391	0.7%	39	0.07%
2000	Unknown	3	0	0.0%	3	100.0%	0	0.0%	0	0.00%
2001	LDGT	2,908	49	1.7%	2,829	97.3%	27	0.9%	3	0.10%
2001	LDGV	3,381	44	1.3%	3,309	97.9%	27	0.8%	1	0.03%
2001	Unknown	0	0	-	0	-	0	-	0	-
2002	LDGT	4,115	65	1.6%	4,005	97.3%	42	1.0%	3	0.07%
2002	LDGV	4,432	51	1.2%	4,338	97.9%	42	0.9%	1	0.02%
2002	Unknown	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2003	LDGT	2,535	41	1.6%	2,468	97.4%	25	1.0%	1	0.04%
2003	LDGV	2,616	37	1.4%	2,563	98.0%	16	0.6%	0	0.00%
2003	Unknown	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2004	LDGT	3,789	57	1.5%	3,707	97.8%	24	0.6%	1	0.03%
2004	LDGV	3,438	50	1.5%	3,371	98.1%	17	0.5%	0	0.00%
2004	Unknown	0	0	-	0	-	0	-	0	-
2005	LDGT	1,666	24	1.4%	1,634	98.1%	8	0.5%	0	0.00%
2005	LDGV	1,537	36	2.3%	1,491	97.0%	9	0.6%	1	0.07%
2005	Unknown	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2006	LDGT	2,446	51	2.1%	2,385	97.5%	10	0.4%	0	0.00%
2006	LDGV	2,846	45	1.6%	2,795	98.2%	6	0.2%	0	0.00%
2006	Unknown	3	0	0.0%	3	100.0%	0	0.0%	0	0.00%
2007	LDGT	415	6	1.4%	408	98.3%	1	0.2%	0	0.00%
2007	LDGV	524	8	1.5%	516	98.5%	57	10.9%	0	0.00%
2007	Unknown	3	0	0.0%	3	100.0%	0	0.0%	0	0.00%
2008	LDGT	167	2	1.2%	165	98.8%	15	9.0%	0	0.00%
2008	LDGV	210	2	1.0%	208	99.0%	17	8.1%	0	0.00%
2008	Unknown	0	0	-	0	-	0	-	0	-

New Jersey Enhanced Inspection and Maintenance Program
OBDII and Gas Cap (GC) Evaporative Test Report
Year 2010

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
2009	LDGT	26	1	3.8%	25	96.2%	2	7.7%	0	0.00%
2009	LDGV	128	1	0.8%	127	99.2%	9	7.0%	0	0.00%
2009	Unknown	0	0	-	0	-	0	-	0	-
2010	LDGT	0	0	-	0	-	0	-	0	-
2010	LDGV	17	0	0.0%	16	94.1%	1	5.9%	0	0.00%
2010	Unknown	0	0	-	0	-	0	-	0	-
2011	LDGT	0	0	-	0	-	0	-	0	-
2011	LDGV	0	0	-	0	-	0	-	0	-
2011	Unknown	0	0	-	0	-	0	-	0	-
Totals		**305,305**	**8,976**	**2.9%**	**293,917**	**96.3%**	**2,335**	**0.8%**	**177**	**0.06%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Malfunction Indicator Lamp (MIL) Report
Year 2010

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	LDDT	10	10	100.0%	0	0.00%	0	0.00%	0	0.0%
Unknown	LDDV	91	91	100.0%	0	0.00%	0	0.00%	0	0.0%
Unknown	LDGT	27	27	100.0%	0	0.00%	0	0.00%	0	0.0%
Unknown	LDGV	62	61	98.4%	0	0.00%	0	0.00%	1	1.6%
Unknown	Unknown	0	0	-	0	-	0	-	0	-
1996	LDDT	0	0	-	0	-	0	-	0	-
1996	LDDV	0	0	-	0	-	0	-	0	-
1996	LDGT	29,681	25,808	87.0%	116	0.39%	13	0.04%	3,744	12.6%
1996	LDGV	56,629	50,117	88.5%	99	0.17%	37	0.07%	6,376	11.3%
1996	Unknown	0	0	-	0	-	0	-	0	-
1997	LDDT	16	13	81.3%	0	0.00%	0	0.00%	3	18.8%
1997	LDDV	57	45	78.9%	0	0.00%	2	3.51%	10	17.5%
1997	LDGT	26,172	22,509	86.0%	95	0.36%	9	0.03%	3,559	13.6%
1997	LDGV	43,649	37,706	86.4%	130	0.30%	26	0.06%	5,787	13.3%
1997	Unknown	10	7	70.0%	0	0.00%	3	30.00%	0	0.0%
1998	LDDT	8	5	62.5%	0	0.00%	0	0.00%	3	37.5%
1998	LDDV	239	195	81.6%	0	0.00%	0	0.00%	44	18.4%
1998	LDGT	50,123	45,052	89.9%	123	0.25%	15	0.03%	4,933	9.8%
1998	LDGV	84,432	76,534	90.6%	138	0.16%	27	0.03%	7,733	9.2%
1998	Unknown	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
1999	LDDT	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
1999	LDDV	134	123	91.8%	0	0.00%	0	0.00%	11	8.2%
1999	LDGT	40,393	36,595	90.6%	91	0.23%	36	0.09%	3,671	9.1%
1999	LDGV	64,325	57,710	89.7%	113	0.18%	44	0.07%	6,458	10.0%
1999	Unknown	18	17	94.4%	0	0.00%	0	0.00%	1	5.6%
2000	LDDT	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2000	LDDV	188	155	82.4%	0	0.00%	0	0.00%	33	17.6%
2000	LDGT	75,119	69,789	92.9%	139	0.19%	21	0.03%	5,170	6.9%
2000	LDGV	125,869	115,747	92.0%	146	0.12%	72	0.06%	9,904	7.9%
2000	Unknown	18	18	100.0%	0	0.00%	0	0.00%	0	0.0%
2001	LDDT	2	1	50.0%	0	0.00%	0	0.00%	1	50.0%
2001	LDDV	126	101	80.2%	0	0.00%	0	0.00%	25	19.8%
2001	LDGT	52,425	47,663	90.9%	40	0.08%	37	0.07%	4,685	8.9%
2001	LDGV	75,471	68,638	90.9%	112	0.15%	34	0.05%	6,687	8.9%
2001	Unknown	21	21	100.0%	0	0.00%	0	0.00%	0	0.0%
2002	LDDT	0	0	-	0	-	0	-	0	-
2002	LDDV	354	305	86.2%	0	0.00%	0	0.00%	49	13.8%
2002	LDGT	110,252	102,861	93.3%	139	0.13%	36	0.03%	7,216	6.5%
2002	LDGV	134,768	127,088	94.3%	125	0.09%	57	0.04%	7,498	5.6%
2002	Unknown	16	16	100.0%	0	0.00%	0	0.00%	0	0.0%
2003	LDDT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2003	LDDV	136	117	86.0%	0	0.00%	0	0.00%	19	14.0%
2003	LDGT	60,189	56,578	94.0%	60	0.10%	26	0.04%	3,525	5.9%
2003	LDGV	81,720	77,709	95.1%	53	0.06%	48	0.06%	3,910	4.8%
2003	Unknown	27	24	88.9%	0	0.00%	3	11.11%	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 2010

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
2004	LDDT	8	8	100.0%	0	0.00%	0	0.00%	0	0.0%
2004	LDDV	469	451	96.2%	0	0.00%	0	0.00%	18	3.8%
2004	LDGT	133,938	129,792	96.9%	77	0.06%	18	0.01%	4,051	3.0%
2004	LDGV	136,200	132,427	97.2%	80	0.06%	36	0.03%	3,657	2.7%
2004	Unknown	34	33	97.1%	0	0.00%	1	2.94%	0	0.0%
2005	LDDT	35	28	80.0%	0	0.00%	0	0.00%	7	20.0%
2005	LDDV	359	355	98.9%	0	0.00%	0	0.00%	4	1.1%
2005	LDGT	58,381	56,584	96.9%	24	0.04%	15	0.03%	1,758	3.0%
2005	LDGV	72,469	70,654	97.5%	22	0.03%	27	0.04%	1,766	2.4%
2005	Unknown	23	22	95.7%	0	0.00%	0	0.00%	1	4.3%
2006	LDDT	101	95	94.1%	0	0.00%	0	0.00%	6	5.9%
2006	LDDV	519	515	99.2%	0	0.00%	0	0.00%	4	0.8%
2006	LDGT	94,094	92,574	98.4%	25	0.03%	13	0.01%	1,482	1.6%
2006	LDGV	110,138	108,619	98.6%	15	0.01%	33	0.03%	1,471	1.3%
2006	Unknown	117	114	97.4%	0	0.00%	0	0.00%	3	2.6%
2007	LDDT	20	20	100.0%	0	0.00%	0	0.00%	0	0.0%
2007	LDDV	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2007	LDGT	20,925	20,685	98.9%	0	0.00%	9	0.04%	231	1.1%
2007	LDGV	33,320	33,020	99.1%	1	0.00%	4	0.01%	295	0.9%
2007	Unknown	196	191	97.4%	0	0.00%	0	0.00%	5	2.6%
2008	LDDT	8	8	100.0%	0	0.00%	0	0.00%	0	0.0%
2008	LDDV	7	7	100.0%	0	0.00%	0	0.00%	0	0.0%
2008	LDGT	7,969	7,932	99.5%	0	0.00%	1	0.01%	36	0.5%
2008	LDGV	10,920	10,856	99.4%	0	0.00%	3	0.03%	61	0.6%
2008	Unknown	4	4	100.0%	0	0.00%	0	0.00%	0	0.0%
2009	LDDT	0	0	-	0	-	0	-	0	-
2009	LDDV	18	18	100.0%	0	0.00%	0	0.00%	0	0.0%
2009	LDGT	1,080	1,076	99.6%	0	0.00%	0	0.00%	4	0.4%
2009	LDGV	6,563	6,534	99.6%	0	0.00%	0	0.00%	29	0.4%
2009	Unknown	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2010	LDDT	0	0	-	0	-	0	-	0	-
2010	LDDV	16	16	100.0%	0	0.00%	0	0.00%	0	0.0%
2010	LDGT	285	284	99.6%	0	0.00%	0	0.00%	1	0.4%
2010	LDGV	2,689	2,687	99.9%	0	0.00%	0	0.00%	2	0.1%
2010	Unknown	0	0	-	0	-	0	-	0	-
2011	LDDT	0	0	-	0	-	0	-	0	-
2011	LDDV	0	0	-	0	-	0	-	0	-
2011	LDGT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2011	LDGV	254	254	100.0%	0	0.00%	0	0.00%	0	0.0%
2011	Unknown	0	0	-	0	-	0	-	0	-
Totals		**1,803,957**	**1,695,340**	**94.0%**	**1,963**	**0.11%**	**706**	**0.04%**	**105,948**	**5.9%**

Table F-4 (Page 2 of 2)

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBDII Readiness Status Report
Year 2010

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
Unknown	LDDT	0	0	0	-
Unknown	LDDV	1	0	1	0.0%
Unknown	LDGT	8	3	5	37.5%
Unknown	LDGV	26	1	25	3.8%
Unknown	Unknown	0	0	0	-
1996	LDDT	0	0	0	-
1996	LDDV	0	0	0	-
1996	LDGT	21,291	7,773	13,518	36.5%
1996	LDGV	46,964	12,757	34,207	27.2%
1996	Unknown	0	0	0	-
1997	LDDT	12	0	12	0.0%
1997	LDDV	51	20	31	39.2%
1997	LDGT	25,657	10,515	15,142	41.0%
1997	LDGV	41,516	13,400	28,116	32.3%
1997	Unknown	8	1	7	12.5%
1998	LDDT	8	0	8	0.0%
1998	LDDV	209	58	151	27.8%
1998	LDGT	49,377	14,714	34,663	29.8%
1998	LDGV	81,044	17,773	63,271	21.9%
1998	Unknown	6	0	6	0.0%
1999	LDDT	6	0	6	0.0%
1999	LDDV	113	22	91	19.5%
1999	LDGT	40,014	12,875	27,139	32.2%
1999	LDGV	63,828	15,475	48,353	24.2%
1999	Unknown	18	0	18	0.0%
2000	LDDT	0	0	0	-
2000	LDDV	161	7	154	4.3%
2000	LDGT	74,508	16,447	58,061	22.1%
2000	LDGV	125,131	23,739	101,392	19.0%
2000	Unknown	18	0	18	0.0%
2001	LDDT	2	0	2	0.0%
2001	LDDV	112	3	109	2.7%
2001	LDGT	51,920	11,930	39,990	23.0%
2001	LDGV	75,008	13,532	61,476	18.0%
2001	Unknown	21	1	20	4.8%
2002	LDDT	0	0	0	-
2002	LDDV	323	19	304	5.9%
2002	LDGT	109,639	15,869	93,770	14.5%
2002	LDGV	134,071	14,240	119,831	10.6%
2002	Unknown	16	1	15	6.3%
2003	LDDT	1	0	1	0.0%
2003	LDDV	121	4	117	3.3%
2003	LDGT	59,756	8,916	50,840	14.9%
2003	LDGV	81,233	8,389	72,844	10.3%
2003	Unknown	27	2	25	7.4%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Readiness Status Report
Year 2010

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2004	LDDT	8	2	6	25.0%
2004	LDDV	429	18	411	4.2%
2004	LDGT	133,323	10,295	123,028	7.7%
2004	LDGV	135,482	8,746	126,736	6.5%
2004	Unknown	34	8	26	23.5%
2005	LDDT	23	0	23	0.0%
2005	LDDV	331	2	329	0.6%
2005	LDGT	58,057	4,693	53,364	8.1%
2005	LDGV	71,976	4,492	67,484	6.2%
2005	Unknown	23	3	20	13.0%
2006	LDDT	83	1	82	1.2%
2006	LDDV	444	2	442	0.5%
2006	LDGT	93,476	5,564	87,912	6.0%
2006	LDGV	109,252	5,215	104,037	4.8%
2006	Unknown	116	8	108	6.9%
2007	LDDT	14	0	14	0.0%
2007	LDDV	2	0	2	0.0%
2007	LDGT	20,825	1,039	19,786	5.0%
2007	LDGV	33,154	1,271	31,883	3.8%
2007	Unknown	196	8	188	4.1%
2008	LDDT	7	0	7	0.0%
2008	LDDV	7	1	6	14.3%
2008	LDGT	7,915	251	7,664	3.2%
2008	LDGV	10,830	371	10,459	3.4%
2008	Unknown	4	0	4	0.0%
2009	LDDT	0	0	0	-
2009	LDDV	15	4	11	26.7%
2009	LDGT	1,074	45	1,029	4.2%
2009	LDGV	6,519	212	6,307	3.3%
2009	Unknown	2	0	2	0.0%
2010	LDDT	0	0	0	-
2010	LDDV	16	4	12	25.0%
2010	LDGT	284	24	260	8.5%
2010	LDGV	2,676	141	2,535	5.3%
2010	Unknown	0	0	0	-
2011	LDDT	0	0	0	-
2011	LDDV	0	0	0	-
2011	LDGT	1	0	1	0.0%
2011	LDGV	254	56	198	22.0%
2011	Unknown	0	0	0	-
Totals		**1,769,077**	**260,962**	**1,508,115**	**14.8%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Failures Switched to Tailpipe Testing
Year 2010

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	LDDT	0	0	-	0	-
Unknown	LDDV	0	0	-	0	-
Unknown	LDGT	18	0	0.0%	5	27.778%
Unknown	LDGV	48	2	4.2%	11	22.917%
Unknown	Unknown	0	0	-	0	-
1996	LDDT	0	0	-	0	-
1996	LDDV	0	0	-	0	-
1996	LDGT	5,507	2	0.0%	39	0.708%
1996	LDGV	9,126	0	0.0%	51	0.559%
1996	Unknown	1	0	0.0%	0	0.000%
1997	LDDT	3	0	0.0%	0	0.000%
1997	LDDV	16	0	0.0%	0	0.000%
1997	LDGT	5,715	1	0.0%	18	0.315%
1997	LDGV	9,132	2	0.0%	37	0.405%
1997	Unknown	4	0	0.0%	0	0.000%
1998	LDDT	3	0	0.0%	0	0.000%
1998	LDDV	51	0	0.0%	0	0.000%
1998	LDGT	8,173	0	0.0%	45	0.551%
1998	LDGV	11,764	1	0.0%	27	0.230%
1998	Unknown	1	0	0.0%	0	0.000%
1999	LDDT	0	0	-	0	-
1999	LDDV	16	0	0.0%	0	0.000%
1999	LDGT	5,978	2	0.0%	27	0.452%
1999	LDGV	10,275	0	0.0%	27	0.263%
1999	Unknown	2	0	0.0%	0	0.000%
2000	LDDT	0	0	-	0	-
2000	LDDV	39	0	0.0%	0	0.000%
2000	LDGT	8,812	0	0.0%	30	0.340%
2000	LDGV	15,677	2	0.0%	97	0.619%
2000	Unknown	0	0	-	0	-
2001	LDDT	1	0	0.0%	0	0.000%
2001	LDDV	27	0	0.0%	0	0.000%
2001	LDGT	9,255	0	0.0%	51	0.551%
2001	LDGV	11,940	0	0.0%	41	0.343%
2001	Unknown	1	0	0.0%	1	100.000%
2002	LDDT	0	0	-	0	-
2002	LDDV	50	0	0.0%	0	0.000%
2002	LDGT	12,479	1	0.0%	62	0.497%
2002	LDGV	13,296	1	0.0%	64	0.481%
2002	Unknown	1	0	0.0%	1	100.000%
2003	LDDT	0	0	-	0	-
2003	LDDV	20	0	0.0%	0	0.000%
2003	LDGT	6,165	0	0.0%	29	0.470%
2003	LDGV	7,444	0	0.0%	34	0.457%
2003	Unknown	6	0	0.0%	2	33.333%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Failures Switched to Tailpipe Testing
Year 2010

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
2004	LDDT	2	0	0.0%	0	0.000%
2004	LDDV	31	0	0.0%	0	0.000%
2004	LDGT	7,363	0	0.0%	46	0.625%
2004	LDGV	7,502	0	0.0%	36	0.480%
2004	Unknown	2	0	0.0%	0	0.000%
2005	LDDT	8	0	0.0%	0	0.000%
2005	LDDV	6	0	0.0%	0	0.000%
2005	LDGT	3,408	0	0.0%	6	0.176%
2005	LDGV	3,753	0	0.0%	21	0.560%
2005	Unknown	2	0	0.0%	1	50.000%
2006	LDDT	7	0	0.0%	0	0.000%
2006	LDDV	7	0	0.0%	0	0.000%
2006	LDGT	3,216	0	0.0%	14	0.435%
2006	LDGV	3,947	0	0.0%	20	0.507%
2006	Unknown	7	0	0.0%	0	0.000%
2007	LDDT	0	0	-	0	-
2007	LDDV	0	0	-	0	-
2007	LDGT	686	0	0.0%	1	0.146%
2007	LDGV	951	1	0.1%	4	0.421%
2007	Unknown	13	0	0.0%	0	0.000%
2008	LDDT	0	0	-	0	-
2008	LDDV	0	0	-	0	-
2008	LDGT	188	0	0.0%	2	1.064%
2008	LDGV	324	0	0.0%	5	1.543%
2008	Unknown	0	0	-	0	-
2009	LDDT	0	0	-	0	-
2009	LDDV	1	0	0.0%	0	0.000%
2009	LDGT	38	0	0.0%	2	5.263%
2009	LDGV	151	0	0.0%	0	0.000%
2009	Unknown	0	0	-	0	-
2010	LDDT	0	0	-	0	-
2010	LDDV	3	0	0.0%	0	0.000%
2010	LDGT	13	0	0.0%	1	7.692%
2010	LDGV	89	0	0.0%	2	2.247%
2010	Unknown	0	0	-	0	-
2011	LDDT	0	0	-	0	-
2011	LDDV	1	0	0.0%	0	0.000%
2011	LDGT	0	0	-	0	-
2011	LDGV	14	0	0.0%	0	0.000%
2011	Unknown	0	0	-	0	-
Totals		**182,779**	**15**	**0.0%**	**860**	**0.471%**

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 2010

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 86/Unknown	HDGT	307	41	202	13.4%	65.8%	0	0	0	-	-
Pre 86/Unknown	LDDT	1	0	1	0.0%	100.0%	0	0	0	-	-
Pre 86/Unknown	LDDV	15	1	10	6.7%	66.7%	0	0	0	-	-
Pre 86/Unknown	LDGT	1,453	265	891	18.2%	61.3%	18	1	8	5.6%	44.4%
Pre 86/Unknown	LDGV	3,267	491	2,021	15.0%	61.9%	48	4	26	8.3%	54.2%
Pre 86/Unknown	Unknown	66	8	45	12.1%	68.2%	0	0	0	-	-
1986	HDGT	232	27	162	11.6%	69.8%	0	0	0	-	-
1986	LDDT	0	0	0	-	-	0	0	0	-	-
1986	LDDV	2	0	1	0.0%	50.0%	0	0	0	-	-
1986	LDGT	982	172	637	17.5%	64.9%	0	0	0	-	-
1986	LDGV	1,508	208	1,050	13.8%	69.6%	0	0	0	-	-
1986	Unknown	18	3	11	16.7%	61.1%	0	0	0	-	-
1987	HDGT	122	13	85	10.7%	69.7%	0	0	0	-	-
1987	LDDT	0	0	0	-	-	0	0	0	-	-
1987	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-
1987	LDGT	826	155	475	18.8%	57.5%	0	0	0	-	-
1987	LDGV	1,071	175	656	16.3%	61.3%	0	0	0	-	-
1987	Unknown	14	2	10	14.3%	71.4%	0	0	0	-	-
1988	HDGT	226	29	167	12.8%	73.9%	0	0	0	-	-
1988	LDDT	0	0	0	-	-	0	0	0	-	-
1988	LDDV	1	1	0	100.0%	0.0%	0	0	0	-	-
1988	LDGT	1,601	224	1,084	14.0%	67.7%	0	0	0	-	-
1988	LDGV	2,194	291	1,536	13.3%	70.0%	0	0	0	-	-
1988	Unknown	29	3	20	10.3%	69.0%	0	0	0	-	-
1989	HDGT	187	25	124	13.4%	66.3%	0	0	0	-	-
1989	LDDT	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-
1989	LDGT	1,228	198	787	16.1%	64.1%	0	0	0	-	-
1989	LDGV	1,560	238	966	15.3%	61.9%	0	0	0	-	-
1989	Unknown	23	1	15	4.3%	65.2%	0	0	0	-	-
1990	HDGT	180	23	126	12.8%	70.0%	0	0	0	-	-
1990	LDDT	0	0	0	-	-	0	0	0	-	-
1990	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-
1990	LDGT	1,975	330	1,348	16.7%	68.3%	0	0	0	-	-
1990	LDGV	4,106	520	2,865	12.7%	69.8%	0	0	0	-	-
1990	Unknown	25	2	21	8.0%	84.0%	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 2010

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	HDGT	98	15	65	15.3%	66.3%	0	0	0	-	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	1,137	169	749	14.9%	65.9%	0	0	0	-	-
1991	LDGV	2,723	400	1,710	14.7%	62.8%	0	0	0	-	-
1991	Unknown	10	1	9	10.0%	90.0%	0	0	0	-	-
1992	HDGT	159	14	124	8.8%	78.0%	0	0	0	-	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	2	0	2	0.0%	100.0%	0	0	0	-	-
1992	LDGT	2,423	325	1,751	13.4%	72.3%	0	0	0	-	-
1992	LDGV	6,776	849	4,846	12.5%	71.5%	0	0	0	-	-
1992	Unknown	18	2	16	11.1%	88.9%	0	0	0	-	-
1993	HDGT	150	14	110	9.3%	73.3%	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	1	0	0	0.0%	0.0%	0	0	0	-	-
1993	LDGT	2,291	300	1,547	13.1%	67.5%	0	0	0	-	-
1993	LDGV	4,607	656	3,007	14.2%	65.3%	0	0	0	-	-
1993	Unknown	28	2	19	7.1%	67.9%	0	0	0	-	-
1994	HDGT	358	29	283	8.1%	79.1%	0	0	0	-	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	5,353	695	3,864	13.0%	72.2%	0	0	0	-	-
1994	LDGV	8,971	1,002	6,583	11.2%	73.4%	0	0	0	-	-
1994	Unknown	47	5	36	10.6%	76.6%	0	0	0	-	-
1995	HDGT	355	39	260	11.0%	73.2%	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-
1995	LDGT	3,914	526	2,706	13.4%	69.1%	0	0	0	-	-
1995	LDGV	6,187	745	4,321	12.0%	69.8%	0	0	0	-	-
1995	Unknown	24	3	18	12.5%	75.0%	0	0	0	-	-
1996	HDGT	414	38	324	9.2%	78.3%	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	6,585	761	4,433	11.6%	67.3%	5,507	729	3,442	13.2%	62.5%
1996	LDGV	10,443	1,288	6,666	12.3%	63.8%	9,126	1,248	5,468	13.7%	59.9%
1996	Unknown	38	4	30	10.5%	78.9%	1	0	0	0.0%	0.0%

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Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
1997	HDGT	398	41	304	10.3%	76.4%	0	0	0	-	-
1997	LDDT	3	1	1	33.3%	33.3%	3	1	1	33.3%	33.3%
1997	LDDV	16	2	10	12.5%	62.5%	16	2	10	12.5%	62.5%
1997	LDGT	6,503	800	4,274	12.3%	65.7%	5,715	776	3,545	13.6%	62.0%
1997	LDGV	10,160	1,385	6,223	13.6%	61.3%	9,132	1,353	5,310	14.8%	58.1%
1997	Unknown	28	2	21	7.1%	75.0%	4	1	1	25.0%	25.0%
1998	HDGT	359	22	298	6.1%	83.0%	0	0	0	-	-
1998	LDDT	5	0	5	0.0%	100.0%	3	0	3	0.0%	100.0%
1998	LDDV	52	4	42	7.7%	80.8%	51	4	41	7.8%	80.4%
1998	LDGT	9,443	1,116	6,457	11.8%	68.4%	8,173	1,081	5,267	13.2%	64.4%
1998	LDGV	13,640	1,521	9,430	11.2%	69.1%	11,764	1,464	7,724	12.4%	65.7%
1998	Unknown	34	3	26	8.8%	76.5%	1	0	1	0.0%	100.0%
1999	HDGT	374	20	310	5.3%	82.9%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	17	2	11	11.8%	64.7%	16	2	10	12.5%	62.5%
1999	LDGT	7,149	747	5,051	10.4%	70.7%	5,978	712	3,957	11.9%	66.2%
1999	LDGV	11,794	1,423	7,985	12.1%	67.7%	10,275	1,369	6,589	13.3%	64.1%
1999	Unknown	27	1	24	3.7%	88.9%	2	0	2	0.0%	100.0%
2000	HDGT	621	29	524	4.7%	84.4%	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	40	1	32	2.5%	80.0%	39	1	31	2.6%	79.5%
2000	LDGT	10,988	960	8,406	8.7%	76.5%	8,812	918	6,339	10.4%	71.9%
2000	LDGV	18,167	1,953	13,230	10.8%	72.8%	15,677	1,880	10,900	12.0%	69.5%
2000	Unknown	26	2	23	7.7%	88.5%	0	0	0	-	-
2001	HDGT	178	13	141	7.3%	79.2%	0	0	0	-	-
2001	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2001	LDDV	27	0	23	0.0%	85.2%	27	0	23	0.0%	85.2%
2001	LDGT	9,346	1,212	6,626	13.0%	70.9%	9,255	1,202	6,552	13.0%	70.8%
2001	LDGV	12,107	1,753	8,096	14.5%	66.9%	11,940	1,734	7,965	14.5%	66.7%
2001	Unknown	20	0	18	0.0%	90.0%	1	0	1	0.0%	100.0%
2002	HDGT	264	19	218	7.2%	82.6%	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	50	2	42	4.0%	84.0%	50	2	42	4.0%	84.0%
2002	LDGT	12,617	1,262	9,637	10.0%	76.4%	12,479	1,243	9,523	10.0%	76.3%
2002	LDGV	13,483	1,500	9,889	11.1%	73.3%	13,296	1,486	9,734	11.2%	73.2%
2002	Unknown	18	2	16	11.1%	88.9%	1	0	1	0.0%	100.0%

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Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
2003	HDGT	131	7	114	5.3%	87.0%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	20	0	17	0.0%	85.0%	20	0	17	0.0%	85.0%
2003	LDGT	6,239	561	4,807	9.0%	77.0%	6,165	558	4,738	9.1%	76.9%
2003	LDGV	7,540	882	5,545	11.7%	73.5%	7,444	869	5,468	11.7%	73.5%
2003	Unknown	19	1	17	5.3%	89.5%	6	1	4	16.7%	66.7%
2004	HDGT	168	17	141	10.1%	83.9%	0	0	0	-	-
2004	LDDT	2	0	1	0.0%	50.0%	2	0	1	0.0%	50.0%
2004	LDDV	32	2	26	6.3%	81.3%	31	1	26	3.2%	83.9%
2004	LDGT	7,488	552	6,195	7.4%	82.7%	7,363	544	6,081	7.4%	82.6%
2004	LDGV	7,608	668	6,083	8.8%	80.0%	7,502	661	5,992	8.8%	79.9%
2004	Unknown	9	0	8	0.0%	88.9%	2	0	1	0.0%	50.0%
2005	HDGT	41	0	37	0.0%	90.2%	0	0	0	-	-
2005	LDDT	8	0	7	0.0%	87.5%	8	0	7	0.0%	87.5%
2005	LDDV	6	0	4	0.0%	66.7%	6	0	4	0.0%	66.7%
2005	LDGT	3,460	263	2,809	7.6%	81.2%	3,408	261	2,763	7.7%	81.1%
2005	LDGV	3,847	343	3,015	8.9%	78.4%	3,753	339	2,932	9.0%	78.1%
2005	Unknown	10	0	9	0.0%	90.0%	2	0	2	0.0%	100.0%
2006	HDGT	118	5	109	4.2%	92.4%	0	0	0	-	-
2006	LDDT	8	0	7	0.0%	87.5%	7	0	6	0.0%	85.7%
2006	LDDV	9	0	8	0.0%	88.9%	7	0	6	0.0%	85.7%
2006	LDGT	3,305	198	2,823	6.0%	85.4%	3,216	192	2,743	6.0%	85.3%
2006	LDGV	4,048	242	3,431	6.0%	84.8%	3,947	236	3,339	6.0%	84.6%
2006	Unknown	18	1	14	5.6%	77.8%	7	1	3	14.3%	42.9%
2007	HDGT	18	1	17	5.6%	94.4%	0	0	0	-	-
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	706	40	584	5.7%	82.7%	686	39	566	5.7%	82.5%
2007	LDGV	974	61	812	6.3%	83.4%	951	60	790	6.3%	83.1%
2007	Unknown	15	1	12	6.7%	80.0%	13	0	11	0.0%	84.6%
2008	HDGT	15	5	9	33.3%	60.0%	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	192	4	178	2.1%	92.7%	188	4	175	2.1%	93.1%
2008	LDGV	330	17	295	5.2%	89.4%	324	17	289	5.2%	89.2%
2008	Unknown	2	0	2	0.0%	100.0%	0	0	0	-	-

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Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
2009	HDGT	6	0	6	0.0%	100.0%	0	0	0	-	-
2009	LDDT	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	LDGT	39	1	38	2.6%	97.4%	38	1	37	2.6%	97.4%
2009	LDGV	153	5	141	3.3%	92.2%	151	5	139	3.3%	92.1%
2009	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-
2010	HDGT	4	0	4	0.0%	100.0%	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	3	0	1	0.0%	33.3%	3	0	1	0.0%	33.3%
2010	LDGT	13	1	11	7.7%	84.6%	13	1	11	7.7%	84.6%
2010	LDGV	89	10	66	11.2%	74.2%	89	10	66	11.2%	74.2%
2010	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-
2011	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2011	LDGT	0	0	0	-	-	0	0	0	-	-
2011	LDGV	14	0	11	0.0%	78.6%	14	0	11	0.0%	78.6%
2011	Unknown	0	0	0	-	-	0	0	0	-	-
Totals		**271,002**	**31,014**	**193,612**	**11.4%**	**71.4%**	**182,779**	**21,013**	**128,748**	**11.5%**	**70.4%**

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Model Yr	Veh Type	TSI Initial Fails	# TSI Fail	# TSI Pass	% TSI Fail	% TSI Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass	No Primary Test Initial Fails	# No Primary Test Fail	# No Primary Test Pass	% No Primary Test Fail	% No Primary Test Pass
Pre 86/Unknown	HDGT	0	0	0	-	-	282	38	182	13.5%	64.5%	0	0	0	-	-
Pre 86/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	48	0	1	0.0%	2.1%
Pre 86/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	571	1	10	0.2%	1.8%
Pre 86/Unknown	LDGT	1,048	208	606	19.8%	57.8%	287	49	195	17.1%	67.9%	0	0	0	-	-
Pre 86/Unknown	LDGV	1,406	221	865	15.7%	61.5%	1,589	252	941	15.9%	59.2%	2	0	0	0.0%	0.0%
Pre 86/Unknown	Unknown	0	0	0	-	-	60	7	40	11.7%	66.7%	54	1	0	1.9%	0.0%
1986	HDGT	0	0	0	-	-	204	24	138	11.8%	67.6%	0	0	0	-	-
1986	LDDT	0	0	0	-	-	0	0	0	-	-	19	0	0	0.0%	0.0%
1986	LDDV	0	0	0	-	-	0	0	0	-	-	69	0	1	0.0%	1.4%
1986	LDGT	880	166	547	18.9%	62.2%	7	2	3	28.6%	42.9%	0	0	0	-	-
1986	LDGV	1,359	201	920	14.8%	67.7%	52	4	39	7.7%	75.0%	0	0	0	-	-
1986	Unknown	0	0	0	-	-	17	3	10	17.6%	58.8%	56	0	1	0.0%	1.8%
1987	HDGT	0	0	0	-	-	114	10	80	8.8%	70.2%	0	0	0	-	-
1987	LDDT	0	0	0	-	-	0	0	0	-	-	8	0	0	0.0%	0.0%
1987	LDDV	0	0	0	-	-	0	0	0	-	-	84	0	1	0.0%	1.2%
1987	LDGT	740	147	410	19.9%	55.4%	14	4	4	28.6%	28.6%	0	0	0	-	-
1987	LDGV	920	157	544	17.1%	59.1%	59	10	36	16.9%	61.0%	0	0	0	-	-
1987	Unknown	1	0	1	0.0%	100.0%	11	2	7	18.2%	63.6%	27	0	1	0.0%	3.7%
1988	HDGT	0	0	0	-	-	191	26	136	13.6%	71.2%	0	0	0	-	-
1988	LDDT	0	0	0	-	-	0	0	0	-	-	9	0	0	0.0%	0.0%
1988	LDDV	0	0	0	-	-	0	0	0	-	-	12	1	0	8.3%	0.0%
1988	LDGT	1,402	214	906	15.3%	64.6%	20	1	16	5.0%	80.0%	0	0	0	-	-
1988	LDGV	1,994	279	1,366	14.0%	68.5%	48	6	31	12.5%	64.6%	0	0	0	-	-
1988	Unknown	1	0	0	0.0%	0.0%	18	2	12	11.1%	66.7%	54	0	0	0.0%	0.0%
1989	HDGT	0	0	0	-	-	167	25	105	15.0%	62.9%	0	0	0	-	-
1989	LDDT	0	0	0	-	-	0	0	0	-	-	9	0	0	0.0%	0.0%
1989	LDDV	0	0	0	-	-	0	0	0	-	-	10	0	0	0.0%	0.0%
1989	LDGT	1,070	187	650	17.5%	60.7%	6	3	3	50.0%	50.0%	0	0	0	-	-
1989	LDGV	1,379	229	820	16.6%	59.5%	48	3	29	6.3%	60.4%	0	0	0	-	-
1989	Unknown	0	0	0	-	-	15	1	8	6.7%	53.3%	72	0	0	0.0%	0.0%
1990	HDGT	0	0	0	-	-	148	22	98	14.9%	66.2%	0	0	0	-	-
1990	LDDT	0	0	0	-	-	0	0	0	-	-	14	0	0	0.0%	0.0%
1990	LDDV	0	0	0	-	-	0	0	0	-	-	31	0	1	0.0%	3.2%
1990	LDGT	1,753	317	1,146	18.1%	65.4%	16	4	12	25.0%	75.0%	0	0	0	-	-
1990	LDGV	3,714	504	2,525	13.6%	68.0%	82	9	48	11.0%	58.5%	0	0	0	-	-
1990	Unknown	0	0	0	-	-	18	2	14	11.1%	77.8%	93	0	3	0.0%	3.2%

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Model Yr	Veh Type	TSI Initial Fails	# TSI Fail	# TSI Pass	% TSI Fail	% TSI Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass	No Primary Test Initial Fails	# No Primary Test Fail	# No Primary Test Pass	% No Primary Test Fail	% No Primary Test Pass
1991	HDGT	0	0	0	-	-	80	11	52	13.8%	65.0%	0	0	0	-	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-	6	0	0	0.0%	0.0%
1991	LDDV	0	0	0	-	-	0	0	0	-	-	53	0	0	0.0%	0.0%
1991	LDGT	998	163	625	16.3%	62.6%	6	0	5	0.0%	83.3%	0	0	0	-	-
1991	LDGV	2,404	374	1,458	15.6%	60.6%	100	15	57	15.0%	57.0%	0	0	0	-	-
1991	Unknown	1	1	0	100.0%	0.0%	8	0	8	0.0%	100.0%	71	0	0	0.0%	0.0%
1992	HDGT	0	0	0	-	-	126	13	94	10.3%	74.6%	0	0	0	-	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-	8	0	0	0.0%	0.0%
1992	LDDV	0	0	0	-	-	0	0	0	-	-	65	0	2	0.0%	3.1%
1992	LDGT	2,083	312	1,441	15.0%	69.2%	0	0	0	-	-	0	0	0	-	-
1992	LDGV	6,154	800	4,330	13.0%	70.4%	161	28	90	17.4%	55.9%	0	0	0	-	-
1992	Unknown	0	0	0	-	-	10	0	10	0.0%	100.0%	155	1	1	0.6%	0.6%
1993	HDGT	0	0	0	-	-	110	14	71	12.7%	64.5%	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-	4	0	0	0.0%	0.0%
1993	LDDV	0	0	0	-	-	0	0	0	-	-	34	0	0	0.0%	0.0%
1993	LDGT	2,000	290	1,281	14.5%	64.1%	7	2	5	28.6%	71.4%	0	0	0	-	-
1993	LDGV	4,080	621	2,582	15.2%	63.3%	170	22	102	12.9%	60.0%	2	0	0	0.0%	0.0%
1993	Unknown	0	0	0	-	-	15	1	8	6.7%	53.3%	165	1	2	0.6%	1.2%
1994	HDGT	0	0	0	-	-	250	29	185	11.6%	74.0%	0	0	0	-	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-	24	0	0	0.0%	0.0%
1994	LDDV	0	0	0	-	-	0	0	0	-	-	13	0	0	0.0%	0.0%
1994	LDGT	4,645	673	3,209	14.5%	69.1%	10	1	6	10.0%	60.0%	0	0	0	-	-
1994	LDGV	7,852	948	5,601	12.1%	71.3%	174	24	113	13.8%	64.9%	1	0	0	0.0%	0.0%
1994	Unknown	1	0	1	0.0%	100.0%	32	5	21	15.6%	65.6%	300	0	3	0.0%	1.0%
1995	HDGT	0	0	0	-	-	268	37	179	13.8%	66.8%	1	0	0	0.0%	0.0%
1995	LDDT	0	0	0	-	-	0	0	0	-	-	27	0	0	0.0%	0.0%
1995	LDDV	0	0	0	-	-	0	0	0	-	-	53	0	1	0.0%	1.9%
1995	LDGT	3,480	516	2,315	14.8%	66.5%	6	2	2	33.3%	33.3%	0	0	0	-	-
1995	LDGV	5,339	700	3,609	13.1%	67.6%	173	21	106	12.1%	61.3%	0	0	0	-	-
1995	Unknown	0	0	0	-	-	13	2	10	15.4%	76.9%	318	1	0	0.3%	0.0%
1996	HDGT	0	0	0	-	-	292	34	215	11.6%	73.6%	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	28	0	0	0.0%	0.0%
1996	LDDV	0	0	0	-	-	0	0	0	-	-	102	0	0	0.0%	0.0%
1996	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGV	0	0	0	-	-	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%
1996	Unknown	0	0	0	-	-	24	2	19	8.3%	79.2%	579	1	3	0.2%	0.5%

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Model Yr	Veh Type	TSI Initial Fails	# TSI Fail	# TSI Pass	% TSI Fail	% TSI Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass	No Primary Test Initial Fails	# No Primary Test Fail	# No Primary Test Pass	% No Primary Test Fail	% No Primary Test Pass
1997	HDGT	0	0	0	-	-	271	35	192	12.9%	70.8%	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	7	0	0	0.0%	0.0%
1997	LDDV	0	0	0	-	-	0	0	0	-	-	7	0	0	0.0%	0.0%
1997	LDGT	2	0	2	0.0%	100.0%	8	1	5	12.5%	62.5%	1	0	0	0.0%	0.0%
1997	LDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	Unknown	0	0	0	-	-	15	1	11	6.7%	73.3%	561	0	5	0.0%	0.9%
1998	HDGT	0	0	0	-	-	210	18	161	8.6%	76.7%	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	15	0	2	0.0%	13.3%
1998	LDDV	0	0	0	-	-	0	0	0	-	-	14	0	1	0.0%	7.1%
1998	LDGT	0	0	0	-	-	10	0	8	0.0%	80.0%	3	0	0	0.0%	0.0%
1998	LDGV	1	0	0	0.0%	0.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
1998	Unknown	0	0	0	-	-	23	3	16	13.0%	69.6%	379	0	1	0.0%	0.3%
1999	HDGT	0	0	0	-	-	230	16	184	7.0%	80.0%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	7	0	0	0.0%	0.0%
1999	LDDV	0	0	0	-	-	0	0	0	-	-	6	0	0	0.0%	0.0%
1999	LDGT	0	0	0	-	-	8	1	7	12.5%	87.5%	1	0	0	0.0%	0.0%
1999	LDGV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
1999	Unknown	0	0	0	-	-	17	1	14	5.9%	82.4%	718	0	2	0.0%	0.3%
2000	HDGT	0	0	0	-	-	349	21	268	6.0%	76.8%	2	0	1	0.0%	50.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	13	0	0	0.0%	0.0%
2000	LDDV	0	0	0	-	-	0	0	0	-	-	11	0	0	0.0%	0.0%
2000	LDGT	1	0	1	0.0%	100.0%	17	0	16	0.0%	94.1%	0	0	0	-	-
2000	LDGV	0	0	0	-	-	4	0	3	0.0%	75.0%	1	0	0	0.0%	0.0%
2000	Unknown	0	0	0	-	-	11	2	9	18.2%	81.8%	1,207	0	6	0.0%	0.5%
2001	HDGT	0	0	0	-	-	172	13	135	7.6%	78.5%	2	0	0	0.0%	0.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	13	0	0	0.0%	0.0%
2001	LDDV	0	0	0	-	-	0	0	0	-	-	11	0	0	0.0%	0.0%
2001	LDGT	0	0	0	-	-	7	0	6	0.0%	85.7%	3	0	0	0.0%	0.0%
2001	LDGV	0	0	0	-	-	0	0	0	-	-	3	0	0	0.0%	0.0%
2001	Unknown	0	0	0	-	-	14	0	12	0.0%	85.7%	811	0	5	0.0%	0.6%
2002	HDGT	0	0	0	-	-	253	19	209	7.5%	82.6%	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	10	0	0	0.0%	0.0%
2002	LDDV	0	0	0	-	-	0	0	0	-	-	16	0	0	0.0%	0.0%
2002	LDGT	1	0	1	0.0%	100.0%	13	0	12	0.0%	92.3%	0	0	0	-	-
2002	LDGV	2	0	2	0.0%	100.0%	2	0	1	0.0%	50.0%	12	0	0	0.0%	0.0%
2002	Unknown	0	0	0	-	-	10	2	8	20.0%	80.0%	1,638	0	6	0.0%	0.4%

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Model Yr	Veh Type	TSI Initial Fails	# TSI Fail	# TSI Pass	% TSI Fail	% TSI Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass	No Primary Test Initial Fails	# No Primary Test Fail	# No Primary Test Pass	% No Primary Test Fail	% No Primary Test Pass
2003	HDGT	0	0	0	-	-	117	6	102	5.1%	87.2%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	7	0	0	0.0%	0.0%
2003	LDDV	0	0	0	-	-	0	0	0	-	-	7	0	0	0.0%	0.0%
2003	LDGT	0	0	0	-	-	10	0	9	0.0%	90.0%	1	0	0	0.0%	0.0%
2003	LDGV	2	1	1	50.0%	50.0%	2	0	2	0.0%	100.0%	8	0	0	0.0%	0.0%
2003	Unknown	0	0	0	-	-	10	0	10	0.0%	100.0%	1,013	0	2	0.0%	0.2%
2004	HDGT	0	0	0	-	-	159	16	134	10.1%	84.3%	0	0	0	-	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-	12	0	0	0.0%	0.0%
2004	LDDV	0	0	0	-	-	0	0	0	-	-	7	0	0	0.0%	0.0%
2004	LDGT	0	0	0	-	-	23	3	18	13.0%	78.3%	2	0	0	0.0%	0.0%
2004	LDGV	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%	37	0	0	0.0%	0.0%
2004	Unknown	0	0	0	-	-	4	0	4	0.0%	100.0%	2,116	0	3	0.0%	0.1%
2005	HDGT	0	0	0	-	-	40	0	36	0.0%	90.0%	0	0	0	-	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-	10	0	0	0.0%	0.0%
2005	LDDV	0	0	0	-	-	0	0	0	-	-	12	0	0	0.0%	0.0%
2005	LDGT	1	0	1	0.0%	100.0%	10	0	9	0.0%	90.0%	2	0	0	0.0%	0.0%
2005	LDGV	2	1	1	50.0%	50.0%	1	0	1	0.0%	100.0%	28	0	0	0.0%	0.0%
2005	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	562	0	6	0.0%	1.1%
2006	HDGT	0	0	0	-	-	107	4	100	3.7%	93.5%	9	0	0	0.0%	0.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	371	0	1	0.0%	0.3%
2006	LDDV	0	0	0	-	-	0	0	0	-	-	19	0	0	0.0%	0.0%
2006	LDGT	2	0	2	0.0%	100.0%	13	1	12	7.7%	92.3%	59	0	0	0.0%	0.0%
2006	LDGV	2	0	2	0.0%	100.0%	6	0	6	0.0%	100.0%	63	0	0	0.0%	0.0%
2006	Unknown	0	0	0	-	-	7	0	7	0.0%	100.0%	1,797	0	4	0.0%	0.2%
2007	HDGT	0	0	0	-	-	18	1	17	5.6%	94.4%	1	0	0	0.0%	0.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	16	0	0	0.0%	0.0%
2007	LDDV	0	0	0	-	-	0	0	0	-	-	4	0	0	0.0%	0.0%
2007	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%	4	0	0	0.0%	0.0%
2007	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	6	0	0	0.0%	0.0%
2007	Unknown	0	0	0	-	-	0	0	0	-	-	160	1	1	0.6%	0.6%
2008	HDGT	0	0	0	-	-	14	5	8	35.7%	57.1%	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
2008	LDDV	0	0	0	-	-	0	0	0	-	-	3	0	0	0.0%	0.0%
2008	LDGT	0	0	0	-	-	0	0	0	-	-	9	0	0	0.0%	0.0%
2008	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	8	0	0	0.0%	0.0%
2008	Unknown	0	0	0	-	-	0	0	0	-	-	142	0	2	0.0%	1.4%

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Model Yr	Veh Type	TSI Initial Fails	# TSI Fail	# TSI Pass	% TSI Fail	% TSI Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass	No Primary Test Initial Fails	# No Primary Test Fail	# No Primary Test Pass	% No Primary Test Fail	% No Primary Test Pass
2009	HDGT	0	0	0	-	-	5	0	5	0.0%	100.0%	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	5	0	1	0.0%	20.0%
2009	LDDV	0	0	0	-	-	0	0	0	-	-	9	0	0	0.0%	0.0%
2009	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	LDGV	0	0	0	-	-	0	0	0	-	-	2	0	0	0.0%	0.0%
2009	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	28	0	0	0.0%	0.0%
2010	HDGT	0	0	0	-	-	4	0	4	0.0%	100.0%	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	0	0.0%	0.0%
2010	LDDV	0	0	0	-	-	0	0	0	-	-	7	0	0	0.0%	0.0%
2010	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGV	0	0	0	-	-	0	0	0	-	-	2	0	0	0.0%	0.0%
2010	Unknown	0	0	0	-	-	0	0	0	-	-	125	0	1	0.0%	0.8%
2011	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	0	0.0%	0.0%
2011	LDDV	0	0	0	-	-	0	0	0	-	-	2	0	0	0.0%	0.0%
2011	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**56,727**	**8,230**	**37,778**	**14.5%**	**66.6%**	**7,719**	**941**	**5,322**	**12.2%**	**68.9%**	**15,405**	**8**	**81**	**0.1%**	**0.5%**

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Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
Pre 86/Unknown	HDGT	92	7	61	7.6%	66.3%	15	0	9	0.0%	60.0%	24	0	16	0.0%	66.7%
Pre 86/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 86/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	11	0	7	0.0%	63.6%
Pre 86/Unknown	LDGT	145	10	114	6.9%	78.6%	70	4	41	5.7%	58.6%	100	5	62	5.0%	62.0%
Pre 86/Unknown	LDGV	231	14	177	6.1%	76.6%	176	7	88	4.0%	50.0%	266	3	167	1.1%	62.8%
Pre 86/Unknown	Unknown	2	0	2	0.0%	100.0%	6	0	4	0.0%	66.7%	3	0	2	0.0%	66.7%
1986	HDGT	70	4	53	5.7%	75.7%	7	0	5	0.0%	71.4%	11	0	7	0.0%	63.6%
1986	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1986	LDDV	0	0	0	-	-	0	0	0	-	-	2	0	1	0.0%	50.0%
1986	LDGT	105	7	84	6.7%	80.0%	58	1	33	1.7%	56.9%	84	3	52	3.6%	61.9%
1986	LDGV	76	5	66	6.6%	86.8%	91	4	65	4.4%	71.4%	156	13	102	8.3%	65.4%
1986	Unknown	1	0	0	0.0%	0.0%	1	0	1	0.0%	100.0%	2	0	1	0.0%	50.0%
1987	HDGT	33	1	23	3.0%	69.7%	7	0	5	0.0%	71.4%	10	0	5	0.0%	50.0%
1987	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1987	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1987	LDGT	82	12	50	14.6%	61.0%	40	1	21	2.5%	52.5%	69	3	35	4.3%	50.7%
1987	LDGV	87	5	69	5.7%	79.3%	54	2	31	3.7%	57.4%	94	3	59	3.2%	62.8%
1987	Unknown	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1988	HDGT	77	11	56	14.3%	72.7%	8	1	5	12.5%	62.5%	7	1	3	14.3%	42.9%
1988	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-	1	1	0	100.0%	0.0%
1988	LDGT	150	9	117	6.0%	78.0%	104	1	75	1.0%	72.1%	158	5	106	3.2%	67.1%
1988	LDGV	157	6	135	3.8%	86.0%	131	5	76	3.8%	58.0%	210	9	134	4.3%	63.8%
1988	Unknown	5	1	4	20.0%	80.0%	1	0	1	0.0%	100.0%	3	0	2	0.0%	66.7%
1989	HDGT	56	1	43	1.8%	76.8%	8	0	4	0.0%	50.0%	12	0	7	0.0%	58.3%
1989	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1989	LDGT	137	10	97	7.3%	70.8%	63	3	42	4.8%	66.7%	106	5	64	4.7%	60.4%
1989	LDGV	115	6	94	5.2%	81.7%	125	9	68	7.2%	54.4%	200	12	120	6.0%	60.0%
1989	Unknown	6	0	4	0.0%	66.7%	0	0	0	-	-	0	0	0	-	-
1990	HDGT	77	2	58	2.6%	75.3%	6	0	5	0.0%	83.3%	11	0	8	0.0%	72.7%
1990	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1990	LDGT	159	10	132	6.3%	83.0%	122	8	83	6.6%	68.0%	197	10	131	5.1%	66.5%
1990	LDGV	249	12	206	4.8%	82.7%	281	10	166	3.6%	59.1%	422	16	271	3.8%	64.2%
1990	Unknown	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%

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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	HDGT	43	6	31	14.0%	72.1%	4	0	4	0.0%	100.0%	7	1	6	14.3%	85.7%
1991	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDGT	116	7	97	6.0%	83.6%	88	4	53	4.5%	60.2%	122	6	77	4.9%	63.1%
1991	LDGV	211	15	166	7.1%	78.7%	191	8	118	4.2%	61.8%	320	19	182	5.9%	56.9%
1991	Unknown	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1992	HDGT	61	3	52	4.9%	85.2%	4	0	4	0.0%	100.0%	12	0	11	0.0%	91.7%
1992	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
1992	LDGT	220	8	189	3.6%	85.9%	147	1	100	0.7%	68.0%	245	4	163	1.6%	66.5%
1992	LDGV	351	19	293	5.4%	83.5%	417	11	288	2.6%	69.1%	756	28	516	3.7%	68.3%
1992	Unknown	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1993	HDGT	71	3	57	4.2%	80.3%	9	0	5	0.0%	55.6%	11	0	6	0.0%	54.5%
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
1993	LDGT	227	12	185	5.3%	81.5%	149	6	93	4.0%	62.4%	272	21	164	7.7%	60.3%
1993	LDGV	328	17	265	5.2%	80.8%	335	16	214	4.8%	63.9%	581	28	378	4.8%	65.1%
1993	Unknown	9	0	7	0.0%	77.8%	0	0	0	-	-	2	0	0	0.0%	0.0%
1994	HDGT	159	6	134	3.8%	84.3%	11	0	9	0.0%	81.8%	18	0	14	0.0%	77.8%
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	452	20	391	4.4%	86.5%	269	5	179	1.9%	66.5%	543	23	357	4.2%	65.7%
1994	LDGV	686	24	586	3.5%	85.4%	601	17	402	2.8%	66.9%	1,088	48	743	4.4%	68.3%
1994	Unknown	6	0	6	0.0%	100.0%	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
1995	HDGT	144	9	118	6.3%	81.9%	9	0	8	0.0%	88.9%	12	0	10	0.0%	83.3%
1995	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1995	LDGT	341	3	298	0.9%	87.4%	201	7	134	3.5%	66.7%	332	11	220	3.3%	66.3%
1995	LDGV	493	23	417	4.7%	84.6%	331	12	214	3.6%	64.7%	639	38	427	5.9%	66.8%
1995	Unknown	4	1	3	25.0%	75.0%	1	1	0	100.0%	0.0%	2	1	1	50.0%	50.0%
1996	HDGT	183	9	156	4.9%	85.2%	10	0	10	0.0%	100.0%	11	0	9	0.0%	81.8%
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	699	30	598	4.3%	85.6%	55	0	43	0.0%	78.2%	187	5	139	2.7%	74.3%
1996	LDGV	757	18	653	2.4%	86.3%	162	1	126	0.6%	77.8%	433	19	323	4.4%	74.6%
1996	Unknown	5	1	4	20.0%	80.0%	2	1	1	50.0%	50.0%	3	1	2	33.3%	66.7%

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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
1997	HDGT	188	12	157	6.4%	83.5%	10	0	9	0.0%	90.0%	17	0	14	0.0%	82.4%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1997	LDGT	532	18	456	3.4%	85.7%	47	0	38	0.0%	80.9%	153	3	111	2.0%	72.5%
1997	LDGV	627	15	528	2.4%	84.2%	135	2	97	1.5%	71.9%	331	8	214	2.4%	64.7%
1997	Unknown	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
1998	HDGT	206	5	184	2.4%	89.3%	6	1	3	16.7%	50.0%	13	1	9	7.7%	69.2%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1998	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1998	LDGT	743	23	652	3.1%	87.8%	84	0	74	0.0%	88.1%	217	5	169	2.3%	77.9%
1998	LDGV	1,007	34	904	3.4%	89.8%	152	3	117	2.0%	77.0%	505	21	373	4.2%	73.9%
1998	Unknown	4	0	4	0.0%	100.0%	0	0	0	-	-	2	0	1	0.0%	50.0%
1999	HDGT	204	7	176	3.4%	86.3%	8	0	5	0.0%	62.5%	10	0	9	0.0%	90.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1999	LDGT	654	29	572	4.4%	87.5%	60	0	51	0.0%	85.0%	158	7	123	4.4%	77.8%
1999	LDGV	883	32	789	3.6%	89.4%	129	0	111	0.0%	86.0%	382	12	286	3.1%	74.9%
1999	Unknown	4	0	4	0.0%	100.0%	3	0	3	0.0%	100.0%	4	0	4	0.0%	100.0%
2000	HDGT	381	12	344	3.1%	90.3%	15	1	12	6.7%	80.0%	25	1	19	4.0%	76.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2000	LDGT	1,307	33	1,208	2.5%	92.4%	71	0	68	0.0%	95.8%	229	5	197	2.2%	86.0%
2000	LDGV	1,532	61	1,374	4.0%	89.7%	127	2	113	1.6%	89.0%	468	17	375	3.6%	80.1%
2000	Unknown	3	0	3	0.0%	100.0%	0	0	0	-	-	4	0	4	0.0%	100.0%
2001	HDGT	5	0	5	0.0%	100.0%	7	0	5	0.0%	71.4%	12	0	10	0.0%	83.3%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	134	7	116	5.2%	86.6%	61	1	59	1.6%	96.7%	157	3	140	1.9%	89.2%
2001	LDGV	160	10	138	6.3%	86.3%	85	3	72	3.5%	84.7%	253	12	202	4.7%	79.8%
2001	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%
2002	HDGT	6	0	6	0.0%	100.0%	19	0	15	0.0%	78.9%	33	0	28	0.0%	84.8%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	173	5	160	2.9%	92.5%	81	1	77	1.2%	95.1%	176	5	160	2.8%	90.9%
2002	LDGV	188	9	161	4.8%	85.6%	127	1	108	0.8%	85.0%	273	6	235	2.2%	86.1%
2002	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%

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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
2003	HDGT	10	0	10	0.0%	100.0%	8	0	7	0.0%	87.5%	10	0	10	0.0%	100.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	98	2	90	2.0%	91.8%	48	0	46	0.0%	95.8%	70	1	63	1.4%	90.0%
2003	LDGV	116	4	106	3.4%	91.4%	86	1	77	1.2%	89.5%	107	2	95	1.9%	88.8%
2003	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2004	HDGT	6	0	5	0.0%	83.3%	6	0	6	0.0%	100.0%	20	2	17	10.0%	85.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
2004	LDGT	128	6	119	4.7%	93.0%	69	0	67	0.0%	97.1%	101	1	96	1.0%	95.0%
2004	LDGV	130	4	114	3.1%	87.7%	91	0	78	0.0%	85.7%	108	3	96	2.8%	88.9%
2004	Unknown	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2005	HDGT	2	0	2	0.0%	100.0%	0	0	0	-	-	3	0	1	0.0%	33.3%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	69	4	62	5.8%	89.9%	37	0	37	0.0%	100.0%	46	0	44	0.0%	95.7%
2005	LDGV	111	1	102	0.9%	91.9%	83	0	75	0.0%	90.4%	84	0	80	0.0%	95.2%
2005	Unknown	0	0	0	-	-	0	0	0	-	-	5	0	4	0.0%	80.0%
2006	HDGT	5	0	5	0.0%	100.0%	2	0	1	0.0%	50.0%	9	0	9	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDDV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2006	LDGT	83	2	78	2.4%	94.0%	30	0	29	0.0%	96.7%	41	0	40	0.0%	97.6%
2006	LDGV	96	3	91	3.1%	94.8%	61	0	58	0.0%	95.1%	54	1	53	1.9%	98.1%
2006	Unknown	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2007	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	25	1	22	4.0%	88.0%	11	0	11	0.0%	100.0%	12	0	11	0.0%	91.7%
2007	LDGV	26	0	26	0.0%	100.0%	32	0	31	0.0%	96.9%	29	0	29	0.0%	100.0%
2007	Unknown	0	0	0	-	-	2	1	1	50.0%	50.0%	1	0	1	0.0%	100.0%
2008	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	2	0	1	0.0%	50.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	12	0	11	0.0%	91.7%	8	0	8	0.0%	100.0%	8	0	8	0.0%	100.0%
2008	LDGV	9	0	9	0.0%	100.0%	7	0	7	0.0%	100.0%	6	0	6	0.0%	100.0%
2008	Unknown	0	0	0	-	-	2	0	2	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
2009	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	LDDT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	LDGV	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2009	Unknown	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2010	HDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2010	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGV	2	1	1	50.0%	50.0%	2	0	2	0.0%	100.0%	4	0	3	0.0%	75.0%
2010	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2011	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**17,563**	**707**	**15,161**	**4.0%**	**86.3%**	**6,196**	**163**	**4,427**	**2.6%**	**71.4%**	**11,945**	**458**	**8,507**	**3.8%**	**71.2%**

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Year 2010

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail	# Liquid Leak Pass	% Liquid Leak Fail	% Liquid Leak Pass	Misc Emiss Initial Fails	# Misc Emiss Fail	# Misc Emiss Pass	% Misc Emiss Fail	% Misc Emiss Pass
Pre 86/Unknown	HDGT	40	2	28	5.0%	70.0%	15	2	11	13.3%	73.3%
Pre 86/Unknown	LDDT	1	0	1	0.0%	100.0%	0	0	0	-	-
Pre 86/Unknown	LDDV	5	0	3	0.0%	60.0%	3	1	2	33.3%	66.7%
Pre 86/Unknown	LDGT	181	17	129	9.4%	71.3%	55	1	44	1.8%	80.0%
Pre 86/Unknown	LDGV	452	35	324	7.7%	71.7%	154	4	133	2.6%	86.4%
Pre 86/Unknown	Unknown	9	1	7	11.1%	77.8%	2	0	2	0.0%	100.0%
1986	HDGT	26	0	21	0.0%	80.8%	20	1	17	5.0%	85.0%
1986	LDDT	0	0	0	-	-	0	0	0	-	-
1986	LDDV	0	0	0	-	-	0	0	0	-	-
1986	LDGT	143	8	104	5.6%	72.7%	66	1	62	1.5%	93.9%
1986	LDGV	262	18	209	6.9%	79.8%	68	2	64	2.9%	94.1%
1986	Unknown	3	0	2	0.0%	66.7%	2	0	1	0.0%	50.0%
1987	HDGT	20	1	12	5.0%	60.0%	3	0	3	0.0%	100.0%
1987	LDDT	0	0	0	-	-	0	0	0	-	-
1987	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1987	LDGT	144	12	92	8.3%	63.9%	46	1	41	2.2%	89.1%
1987	LDGV	180	14	125	7.8%	69.4%	49	2	41	4.1%	83.7%
1987	Unknown	5	0	5	0.0%	100.0%	1	0	1	0.0%	100.0%
1988	HDGT	31	3	21	9.7%	67.7%	21	3	17	14.3%	81.0%
1988	LDDT	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-
1988	LDGT	253	14	192	5.5%	75.9%	122	3	111	2.5%	91.0%
1988	LDGV	397	36	283	9.1%	71.3%	104	4	95	3.8%	91.3%
1988	Unknown	5	0	5	0.0%	100.0%	6	0	6	0.0%	100.0%
1989	HDGT	29	0	20	0.0%	69.0%	14	2	12	14.3%	85.7%
1989	LDDT	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-
1989	LDGT	184	16	137	8.7%	74.5%	103	3	93	2.9%	90.3%
1989	LDGV	276	21	186	7.6%	67.4%	90	3	80	3.3%	88.9%
1989	Unknown	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
1990	HDGT	30	1	19	3.3%	63.3%	15	0	11	0.0%	73.3%
1990	LDDT	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-
1990	LDGT	294	29	215	9.9%	73.1%	135	7	124	5.2%	91.9%
1990	LDGV	786	53	564	6.7%	71.8%	202	5	184	2.5%	91.1%
1990	Unknown	3	0	3	0.0%	100.0%	5	0	5	0.0%	100.0%

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Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail	# Liquid Leak Pass	% Liquid Leak Fail	% Liquid Leak Pass	Misc Emiss Initial Fails	# Misc Emiss Fail	# Misc Emiss Pass	% Misc Emiss Fail	% Misc Emiss Pass
1991	HDGT	18	1	14	5.6%	77.8%	7	0	7	0.0%	100.0%
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	198	9	139	4.5%	70.2%	83	3	74	3.6%	89.2%
1991	LDGV	533	39	375	7.3%	70.4%	135	5	122	3.7%	90.4%
1991	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-
1992	HDGT	19	0	17	0.0%	89.5%	20	1	17	5.0%	85.0%
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	399	23	291	5.8%	72.9%	212	8	199	3.8%	93.9%
1992	LDGV	1,211	69	909	5.7%	75.1%	315	10	295	3.2%	93.7%
1992	Unknown	4	1	3	25.0%	75.0%	8	2	6	25.0%	75.0%
1993	HDGT	23	0	15	0.0%	65.2%	16	0	14	0.0%	87.5%
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	380	22	266	5.8%	70.0%	168	2	153	1.2%	91.1%
1993	LDGV	853	63	606	7.4%	71.0%	208	6	185	2.9%	88.9%
1993	Unknown	7	0	5	0.0%	71.4%	8	0	7	0.0%	87.5%
1994	HDGT	41	0	35	0.0%	85.4%	65	0	56	0.0%	86.2%
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	811	55	609	6.8%	75.1%	420	7	395	1.7%	94.0%
1994	LDGV	1,730	108	1,316	6.2%	76.1%	561	14	514	2.5%	91.6%
1994	Unknown	7	1	5	14.3%	71.4%	7	0	7	0.0%	100.0%
1995	HDGT	42	4	30	9.5%	71.4%	37	0	36	0.0%	97.3%
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	643	43	471	6.7%	73.3%	228	5	204	2.2%	89.5%
1995	LDGV	1,037	56	770	5.4%	74.3%	405	14	365	3.5%	90.1%
1995	Unknown	3	0	1	0.0%	33.3%	5	0	5	0.0%	100.0%
1996	HDGT	48	4	38	8.3%	79.2%	82	3	73	3.7%	89.0%
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	78	3	60	3.8%	76.9%	524	10	501	1.9%	95.6%
1996	LDGV	160	2	132	1.3%	82.5%	641	11	587	1.7%	91.6%
1996	Unknown	6	1	4	16.7%	66.7%	4	0	4	0.0%	100.0%

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1997	HDGT	51	2	44	3.9%	86.3%	51	2	42	3.9%	82.4%
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	LDGT	64	1	48	1.6%	75.0%	381	8	356	2.1%	93.4%
1997	LDGV	112	1	89	0.9%	79.5%	466	8	428	1.7%	91.8%
1997	Unknown	4	0	4	0.0%	100.0%	4	0	4	0.0%	100.0%
1998	HDGT	50	3	42	6.0%	84.0%	98	2	90	2.0%	91.8%
1998	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1998	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1998	LDGT	104	2	85	1.9%	81.7%	690	9	664	1.3%	96.2%
1998	LDGV	146	2	128	1.4%	87.7%	886	11	837	1.2%	94.5%
1998	Unknown	6	1	4	16.7%	66.7%	5	0	5	0.0%	100.0%
1999	HDGT	53	2	44	3.8%	83.0%	77	1	65	1.3%	84.4%
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	71	2	58	2.8%	81.7%	637	8	606	1.3%	95.1%
1999	LDGV	138	3	115	2.2%	83.3%	759	11	713	1.4%	93.9%
1999	Unknown	9	1	7	11.1%	77.8%	4	0	4	0.0%	100.0%
2000	HDGT	95	4	78	4.2%	82.1%	147	2	136	1.4%	92.5%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	108	0	103	0.0%	95.4%	1,081	4	1,045	0.4%	96.7%
2000	LDGV	145	2	132	1.4%	91.0%	1,167	15	1,125	1.3%	96.4%
2000	Unknown	7	0	7	0.0%	100.0%	10	0	9	0.0%	90.0%
2001	HDGT	46	2	38	4.3%	82.6%	5	0	5	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	90	3	82	3.3%	91.1%	37	4	29	10.8%	78.4%
2001	LDGV	89	2	83	2.2%	93.3%	53	3	45	5.7%	84.9%
2001	Unknown	6	0	6	0.0%	100.0%	1	0	1	0.0%	100.0%
2002	HDGT	94	1	88	1.1%	93.6%	6	0	4	0.0%	66.7%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%
2002	LDGT	110	2	105	1.8%	95.5%	56	9	45	16.1%	80.4%
2002	LDGV	137	0	126	0.0%	92.0%	76	9	55	11.8%	72.4%
2002	Unknown	7	0	7	0.0%	100.0%	3	0	3	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2010

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail	# Liquid Leak Pass	% Liquid Leak Fail	% Liquid Leak Pass	Misc Emiss Initial Fails	# Misc Emiss Fail	# Misc Emiss Pass	% Misc Emiss Fail	% Misc Emiss Pass
2003	HDGT	49	1	45	2.0%	91.8%	6	0	6	0.0%	100.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	53	0	48	0.0%	90.6%	24	0	24	0.0%	100.0%
2003	LDGV	70	0	68	0.0%	97.1%	43	7	34	16.3%	79.1%
2003	Unknown	7	0	7	0.0%	100.0%	1	0	1	0.0%	100.0%
2004	HDGT	69	8	61	11.6%	88.4%	7	1	5	14.3%	71.4%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	1	0	1	0.0%	100.0%	1	1	0	100.0%	0.0%
2004	LDGT	83	3	78	3.6%	94.0%	45	5	38	11.1%	84.4%
2004	LDGV	80	0	76	0.0%	95.0%	50	5	33	10.0%	66.0%
2004	Unknown	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%
2005	HDGT	18	0	17	0.0%	94.4%	1	0	1	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	1	0	0	0.0%	0.0%
2005	LDGT	42	0	42	0.0%	100.0%	12	1	10	8.3%	83.3%
2005	LDGV	58	0	56	0.0%	96.6%	26	1	21	3.8%	80.8%
2005	Unknown	6	0	5	0.0%	83.3%	1	0	1	0.0%	100.0%
2006	HDGT	55	3	52	5.5%	94.5%	9	0	7	0.0%	77.8%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2006	LDGT	41	1	40	2.4%	97.6%	24	4	20	16.7%	83.3%
2006	LDGV	52	0	52	0.0%	100.0%	38	4	33	10.5%	86.8%
2006	Unknown	7	0	7	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	HDGT	14	0	14	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	11	0	10	0.0%	90.9%	7	1	6	14.3%	85.7%
2007	LDGV	26	0	26	0.0%	100.0%	6	0	6	0.0%	100.0%
2007	Unknown	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2008	HDGT	6	2	4	33.3%	66.7%	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	8	0	8	0.0%	100.0%	3	0	2	0.0%	66.7%
2008	LDGV	7	0	7	0.0%	100.0%	2	0	2	0.0%	100.0%
2008	Unknown	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 2010

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail	# Liquid Leak Pass	% Liquid Leak Fail	% Liquid Leak Pass	Misc Emiss Initial Fails	# Misc Emiss Fail	# Misc Emiss Pass	% Misc Emiss Fail	% Misc Emiss Pass
2009	HDGT	5	0	5	0.0%	100.0%	0	0	0	-	-
2009	LDDT	0	0	0	-	-	1	0	1	0.0%	100.0%
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	LDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	Unknown	0	0	0	-	-	0	0	0	-	-
2010	HDGT	3	0	3	0.0%	100.0%	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	0	0	0	-	-
2010	LDGV	2	0	2	0.0%	100.0%	0	0	0	-	-
2010	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%
2011	HDGT	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-
2011	LDGV	0	0	0	-	-	0	0	0	-	-
2011	Unknown	0	0	0	-	-	0	0	0	-	-
Totals		**14,541**	**839**	**11,091**	**5.8%**	**76.3%**	**12,484**	**282**	**11,569**	**2.3%**	**92.7%**

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 2010

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	TSI Initial Fails	# TSI Pass R2	% TSI Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2
Pre86/Unknown	HDGT	307	19	6.2%	0	0	-	0	0	-	282	18	6.4%	92	4	4.3%
Pre86/Unknown	LDDT	1	0	0.0%	0	0	-	0	0	-	0	0	-	0	0	-
Pre86/Unknown	LDDV	15	1	6.7%	0	0	-	0	0	-	0	0	-	0	0	-
Pre86/Unknown	LDGT	1,453	126	8.7%	18	1	5.6%	1,048	93	8.9%	287	27	9.4%	145	7	4.8%
Pre86/Unknown	LDGV	3,267	221	6.8%	48	1	2.1%	1,406	100	7.1%	1,589	108	6.8%	231	8	3.5%
Pre86/Unknown	Unknown	66	3	4.5%	0	0	-	0	0	-	60	2	3.3%	2	0	0.0%
1986	HDGT	232	17	7.3%	0	0	-	0	0	-	204	15	7.4%	70	3	4.3%
1986	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1986	LDDV	2	0	0.0%	0	0	-	0	0	-	0	0	-	0	0	-
1986	LDGT	982	90	9.2%	0	0	-	880	87	9.9%	7	0	0.0%	105	5	4.8%
1986	LDGV	1,508	109	7.2%	0	0	-	1,359	104	7.7%	52	3	5.8%	76	3	3.9%
1986	Unknown	18	1	5.6%	0	0	-	0	0	-	17	1	5.9%	1	0	0.0%
1987	HDGT	122	4	3.3%	0	0	-	0	0	-	114	3	2.6%	33	1	3.0%
1987	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1987	LDDV	1	0	0.0%	0	0	-	0	0	-	0	0	-	0	0	-
1987	LDGT	826	78	9.4%	0	0	-	740	73	9.9%	14	1	7.1%	82	9	11.0%
1987	LDGV	1,071	74	6.9%	0	0	-	920	64	7.0%	59	4	6.8%	87	3	3.4%
1987	Unknown	14	1	7.1%	0	0	-	1	0	0.0%	11	1	9.1%	0	0	-
1988	HDGT	226	16	7.1%	0	0	-	0	0	-	191	14	7.3%	77	6	7.8%
1988	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1988	LDDV	1	0	0.0%	0	0	-	0	0	-	0	0	-	0	0	-
1988	LDGT	1,601	134	8.4%	0	0	-	1,402	126	9.0%	20	0	0.0%	150	7	4.7%
1988	LDGV	2,194	162	7.4%	0	0	-	1,994	155	7.8%	48	4	8.3%	157	2	1.3%
1988	Unknown	29	1	3.4%	0	0	-	1	0	0.0%	18	0	0.0%	5	1	20.0%
1989	HDGT	187	12	6.4%	0	0	-	0	0	-	167	12	7.2%	56	0	0.0%
1989	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1989	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1989	LDGT	1,228	91	7.4%	0	0	-	1,070	84	7.9%	6	2	33.3%	137	7	5.1%
1989	LDGV	1,560	103	6.6%	0	0	-	1,379	99	7.2%	48	2	4.2%	115	4	3.5%
1989	Unknown	23	0	0.0%	0	0	-	0	0	-	15	0	0.0%	6	0	0.0%
1990	HDGT	180	19	10.6%	0	0	-	0	0	-	148	18	12.2%	77	2	2.6%
1990	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1990	LDDV	1	0	0.0%	0	0	-	0	0	-	0	0	-	0	0	-
1990	LDGT	1,975	196	9.9%	0	0	-	1,753	189	10.8%	16	2	12.5%	159	4	2.5%
1990	LDGV	4,106	278	6.8%	0	0	-	3,714	269	7.2%	82	4	4.9%	249	5	2.0%
1990	Unknown	25	1	4.0%	0	0	-	0	0	-	18	1	5.6%	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 2010

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	TSI Initial Fails	# TSI Pass R2	% TSI Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2
1991	HDGT	98	7	7.1%	0	0	-	0	0	-	80	5	6.3%	43	3	7.0%
1991	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1991	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1991	LDGT	1,137	73	6.4%	0	0	-	998	69	6.9%	6	0	0.0%	116	4	3.4%
1991	LDGV	2,723	164	6.0%	0	0	-	2,404	152	6.3%	100	4	4.0%	211	12	5.7%
1991	Unknown	10	1	10.0%	0	0	-	1	1	100.0%	8	0	0.0%	2	0	0.0%
1992	HDGT	159	8	5.0%	0	0	-	0	0	-	126	8	6.3%	61	2	3.3%
1992	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDDV	2	0	0.0%	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDGT	2,423	194	8.0%	0	0	-	2,083	185	8.9%	0	0	-	220	4	1.8%
1992	LDGV	6,776	449	6.6%	0	0	-	6,154	425	6.9%	161	9	5.6%	351	9	2.6%
1992	Unknown	18	1	5.6%	0	0	-	0	0	-	10	0	0.0%	1	0	0.0%
1993	HDGT	150	5	3.3%	0	0	-	0	0	-	110	5	4.5%	71	3	4.2%
1993	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDDV	1	0	0.0%	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDGT	2,291	138	6.0%	0	0	-	2,000	134	6.7%	7	1	14.3%	227	10	4.4%
1993	LDGV	4,607	319	6.9%	0	0	-	4,080	301	7.4%	170	10	5.9%	328	13	4.0%
1993	Unknown	28	1	3.6%	0	0	-	0	0	-	15	1	6.7%	9	0	0.0%
1994	HDGT	358	18	5.0%	0	0	-	0	0	-	250	18	7.2%	159	5	3.1%
1994	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1994	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1994	LDGT	5,353	415	7.8%	0	0	-	4,645	401	8.6%	10	1	10.0%	452	13	2.9%
1994	LDGV	8,971	541	6.0%	0	0	-	7,852	510	6.5%	174	9	5.2%	686	19	2.8%
1994	Unknown	47	1	2.1%	0	0	-	1	0	0.0%	32	1	3.1%	6	0	0.0%
1995	HDGT	355	19	5.4%	0	0	-	0	0	-	268	17	6.3%	144	7	4.9%
1995	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDDV	1	0	0.0%	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDGT	3,914	249	6.4%	0	0	-	3,480	241	6.9%	6	1	16.7%	341	1	0.3%
1995	LDGV	6,187	383	6.2%	0	0	-	5,339	361	6.8%	173	6	3.5%	493	14	2.8%
1995	Unknown	24	0	0.0%	0	0	-	0	0	-	13	0	0.0%	4	0	0.0%
1996	HDGT	414	18	4.3%	0	0	-	0	0	-	292	15	5.1%	183	6	3.3%
1996	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDGT	6,585	271	4.1%	5,507	251	4.6%	0	0	-	0	0	-	699	21	3.0%
1996	LDGV	10,443	389	3.7%	9,126	364	4.0%	0	0	-	1	0	0.0%	757	8	1.1%
1996	Unknown	38	2	5.3%	1	0	0.0%	0	0	-	24	1	4.2%	5	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 2010

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	TSI Initial Fails	# TSI Pass R2	% TSI Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2
1997	HDGT	398	26	6.5%	0	0	-	0	0	-	271	22	8.1%	188	8	4.3%
1997	LDDT	3	0	0.0%	3	0	0.0%	0	0	-	0	0	-	0	0	-
1997	LDDV	16	0	0.0%	16	0	0.0%	0	0	-	0	0	-	0	0	-
1997	LDGT	6,503	256	3.9%	5,715	233	4.1%	2	0	0.0%	8	1	12.5%	532	14	2.6%
1997	LDGV	10,160	383	3.8%	9,132	369	4.0%	2	0	0.0%	1	0	0.0%	627	6	1.0%
1997	Unknown	28	0	0.0%	4	0	0.0%	0	0	-	15	0	0.0%	4	0	0.0%
1998	HDGT	359	15	4.2%	0	0	-	0	0	-	210	12	5.7%	206	4	1.9%
1998	LDDT	5	0	0.0%	3	0	0.0%	0	0	-	0	0	-	0	0	-
1998	LDDV	52	2	3.8%	51	2	3.9%	0	0	-	0	0	-	0	0	-
1998	LDGT	9,443	421	4.5%	8,173	396	4.8%	0	0	-	10	0	0.0%	743	11	1.5%
1998	LDGV	13,640	517	3.8%	11,764	478	4.1%	1	0	0.0%	3	0	0.0%	1,007	25	2.5%
1998	Unknown	34	2	5.9%	1	0	0.0%	0	0	-	23	2	8.7%	4	0	0.0%
1999	HDGT	374	12	3.2%	0	0	-	0	0	-	230	10	4.3%	204	5	2.5%
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	17	1	5.9%	16	1	6.3%	0	0	-	0	0	-	0	0	-
1999	LDGT	7,149	271	3.8%	5,978	248	4.1%	0	0	-	8	0	0.0%	654	17	2.6%
1999	LDGV	11,794	455	3.9%	10,275	419	4.1%	0	0	-	0	0	-	883	20	2.3%
1999	Unknown	27	1	3.7%	2	0	0.0%	0	0	-	17	1	5.9%	4	0	0.0%
2000	HDGT	621	18	2.9%	0	0	-	0	0	-	349	13	3.7%	381	8	2.1%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	40	0	0.0%	39	0	0.0%	0	0	-	0	0	-	0	0	-
2000	LDGT	10,988	405	3.7%	8,812	375	4.3%	1	0	0.0%	17	0	0.0%	1,307	17	1.3%
2000	LDGV	18,167	742	4.1%	15,677	694	4.4%	0	0	-	4	0	0.0%	1,532	43	2.8%
2000	Unknown	26	0	0.0%	0	0	-	0	0	-	11	1	9.1%	3	0	0.0%
2001	HDGT	178	7	3.9%	0	0	-	0	0	-	172	7	4.1%	5	0	0.0%
2001	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2001	LDDV	27	0	0.0%	27	0	0.0%	0	0	-	0	0	-	0	0	-
2001	LDGT	9,346	534	5.7%	9,255	528	5.7%	0	0	-	7	0	0.0%	134	2	1.5%
2001	LDGV	12,107	682	5.6%	11,940	674	5.6%	0	0	-	0	0	-	160	6	3.8%
2001	Unknown	20	0	0.0%	1	0	0.0%	0	0	-	14	0	0.0%	0	0	-
2002	HDGT	264	14	5.3%	0	0	-	0	0	-	253	14	5.5%	6	0	0.0%
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	50	2	4.0%	50	2	4.0%	0	0	-	0	0	-	0	0	-
2002	LDGT	12,617	620	4.9%	12,479	605	4.8%	1	0	0.0%	13	0	0.0%	173	4	2.3%
2002	LDGV	13,483	649	4.8%	13,296	641	4.8%	2	0	0.0%	2	0	0.0%	188	7	3.7%
2002	Unknown	18	2	11.1%	1	0	0.0%	0	0	-	10	2	20.0%	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 2010

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	TSI Initial Fails	# TSI Pass R2	% TSI Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2
2003	HDGT	131	6	4.6%	0	0	-	0	0	-	117	5	4.3%	10	0	0.0%
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	20	0	0.0%	20	0	0.0%	0	0	-	0	0	-	0	0	-
2003	LDGT	6,239	270	4.3%	6,165	268	4.3%	0	0	-	10	0	0.0%	98	2	2.0%
2003	LDGV	7,540	402	5.3%	7,444	393	5.3%	2	0	0.0%	2	0	0.0%	116	2	1.7%
2003	Unknown	19	0	0.0%	6	0	0.0%	0	0	-	10	0	0.0%	1	0	0.0%
2004	HDGT	168	10	6.0%	0	0	-	0	0	-	159	9	5.7%	6	0	0.0%
2004	LDDT	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-	0	0	-
2004	LDDV	32	1	3.1%	31	1	3.2%	0	0	-	0	0	-	0	0	-
2004	LDGT	7,488	303	4.0%	7,363	297	4.0%	0	0	-	23	3	13.0%	128	5	3.9%
2004	LDGV	7,608	327	4.3%	7,502	321	4.3%	3	0	0.0%	2	0	0.0%	130	4	3.1%
2004	Unknown	9	0	0.0%	2	0	0.0%	0	0	-	4	0	0.0%	0	0	-
2005	HDGT	41	0	0.0%	0	0	-	0	0	-	40	0	0.0%	2	0	0.0%
2005	LDDT	8	0	0.0%	8	0	0.0%	0	0	-	0	0	-	0	0	-
2005	LDDV	6	0	0.0%	6	0	0.0%	0	0	-	0	0	-	0	0	-
2005	LDGT	3,460	140	4.0%	3,408	138	4.0%	1	0	0.0%	10	0	0.0%	69	1	1.4%
2005	LDGV	3,847	180	4.7%	3,753	178	4.7%	2	0	0.0%	1	0	0.0%	111	1	0.9%
2005	Unknown	10	0	0.0%	2	0	0.0%	0	0	-	1	0	0.0%	0	0	-
2006	HDGT	118	5	4.2%	0	0	-	0	0	-	107	4	3.7%	5	0	0.0%
2006	LDDT	8	0	0.0%	7	0	0.0%	0	0	-	0	0	-	0	0	-
2006	LDDV	9	0	0.0%	7	0	0.0%	0	0	-	0	0	-	0	0	-
2006	LDGT	3,305	123	3.7%	3,216	117	3.6%	2	0	0.0%	13	1	7.7%	83	2	2.4%
2006	LDGV	4,048	146	3.6%	3,947	141	3.6%	2	0	0.0%	6	0	0.0%	96	2	2.1%
2006	Unknown	18	0	0.0%	7	0	0.0%	0	0	-	7	0	0.0%	1	0	0.0%
2007	HDGT	18	1	5.6%	0	0	-	0	0	-	18	1	5.6%	0	0	-
2007	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDGT	706	26	3.7%	686	25	3.6%	0	0	-	4	0	0.0%	25	1	4.0%
2007	LDGV	974	30	3.1%	951	29	3.0%	1	0	0.0%	1	0	0.0%	26	0	0.0%
2007	Unknown	15	1	6.7%	13	0	0.0%	0	0	-	0	0	-	0	0	-
2008	HDGT	15	4	26.7%	0	0	-	0	0	-	14	4	28.6%	1	0	0.0%
2008	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGT	192	3	1.6%	188	3	1.6%	0	0	-	0	0	-	12	0	0.0%
2008	LDGV	330	11	3.3%	324	11	3.4%	1	0	0.0%	1	0	0.0%	9	0	0.0%
2008	Unknown	2	0	0.0%	0	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 2010

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	TSI Initial Fails	# TSI Pass R2	% TSI Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2
2009	HDGT	6	0	0.0%	0	0	-	0	0	-	5	0	0.0%	1	0	0.0%
2009	LDDT	1	0	0.0%	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2009	LDGT	39	1	2.6%	38	1	2.6%	0	0	-	1	0	0.0%	2	0	0.0%
2009	LDGV	153	4	2.6%	151	4	2.6%	0	0	-	0	0	-	3	0	0.0%
2009	Unknown	1	0	0.0%	0	0	-	0	0	-	1	0	0.0%	0	0	-
2010	HDGT	4	0	0.0%	0	0	-	0	0	-	4	0	0.0%	0	0	-
2010	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDDV	3	0	0.0%	3	0	0.0%	0	0	-	0	0	-	0	0	-
2010	LDGT	13	0	0.0%	13	0	0.0%	0	0	-	0	0	-	0	0	-
2010	LDGV	89	5	5.6%	89	5	5.6%	0	0	-	0	0	-	2	1	50.0%
2010	Unknown	1	0	0.0%	0	0	-	0	0	-	0	0	-	0	0	-
2011	HDGT	1	0	0.0%	0	0	-	0	0	-	1	0	0.0%	0	0	-
2011	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2011	LDGT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDGV	14	0	0.0%	14	0	0.0%	0	0	-	0	0	-	0	0	-
2011	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Totals		**271,002**	**13,459**	**5.0%**	**182,779**	**8,214**	**4.5%**	**56,727**	**4,223**	**7.4%**	**7,719**	**466**	**6.0%**	**17,563**	**453**	**2.6%**

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 2010

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
Pre86/Unknown	HDGT	15	0	0.0%	24	0	0.0%	40	2	5.0%	15	1	6.7%
Pre86/Unknown	LDDT	0	0	-	0	0	-	1	0	0.0%	0	0	-
Pre86/Unknown	LDDV	0	0	-	11	0	0.0%	5	0	0.0%	3	1	33.3%
Pre86/Unknown	LDGT	70	0	0.0%	100	0	0.0%	181	14	7.7%	55	1	1.8%
Pre86/Unknown	LDGV	176	1	0.6%	266	0	0.0%	452	24	5.3%	154	1	0.6%
Pre86/Unknown	Unknown	6	0	0.0%	3	0	0.0%	9	1	11.1%	2	0	0.0%
1986	HDGT	7	0	0.0%	11	0	0.0%	26	0	0.0%	20	1	5.0%
1986	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1986	LDDV	0	0	-	2	0	0.0%	0	0	-	0	0	-
1986	LDGT	58	0	0.0%	84	0	0.0%	143	3	2.1%	66	1	1.5%
1986	LDGV	91	1	1.1%	156	0	0.0%	262	14	5.3%	68	2	2.9%
1986	Unknown	1	0	0.0%	2	0	0.0%	3	0	0.0%	2	0	0.0%
1987	HDGT	7	0	0.0%	10	0	0.0%	20	1	5.0%	3	0	0.0%
1987	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1987	LDDV	0	0	-	1	0	0.0%	1	0	0.0%	1	0	0.0%
1987	LDGT	40	0	0.0%	69	0	0.0%	144	10	6.9%	46	1	2.2%
1987	LDGV	54	1	1.9%	94	0	0.0%	180	7	3.9%	49	2	4.1%
1987	Unknown	0	0	-	1	0	0.0%	5	0	0.0%	1	0	0.0%
1988	HDGT	8	0	0.0%	7	0	0.0%	31	2	6.5%	21	2	9.5%
1988	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1988	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
1988	LDGT	104	0	0.0%	158	0	0.0%	253	12	4.7%	122	3	2.5%
1988	LDGV	131	0	0.0%	210	0	0.0%	397	25	6.3%	104	2	1.9%
1988	Unknown	1	0	0.0%	3	0	0.0%	5	0	0.0%	6	0	0.0%
1989	HDGT	8	0	0.0%	12	0	0.0%	29	0	0.0%	14	1	7.1%
1989	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1989	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1989	LDGT	63	0	0.0%	106	0	0.0%	184	11	6.0%	103	2	1.9%
1989	LDGV	125	0	0.0%	200	0	0.0%	276	9	3.3%	90	3	3.3%
1989	Unknown	0	0	-	0	0	-	2	0	0.0%	4	0	0.0%
1990	HDGT	6	0	0.0%	11	0	0.0%	30	1	3.3%	15	0	0.0%
1990	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1990	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
1990	LDGT	122	0	0.0%	197	0	0.0%	294	20	6.8%	135	4	3.0%
1990	LDGV	281	0	0.0%	422	3	0.7%	786	41	5.2%	202	4	2.0%
1990	Unknown	0	0	-	3	0	0.0%	3	0	0.0%	5	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 2010

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
1991	HDGT	4	0	0.0%	7	0	0.0%	18	1	5.6%	7	0	0.0%
1991	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1991	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1991	LDGT	88	0	0.0%	122	0	0.0%	198	4	2.0%	83	2	2.4%
1991	LDGV	191	0	0.0%	320	0	0.0%	533	17	3.2%	135	3	2.2%
1991	Unknown	1	0	0.0%	2	5	250.0%	1	0	0.0%	0	0	-
1992	HDGT	4	0	0.0%	12	0	0.0%	19	0	0.0%	20	0	0.0%
1992	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDDV	0	0	-	2	0	0.0%	0	0	-	0	0	-
1992	LDGT	147	0	0.0%	245	0	0.0%	399	19	4.8%	212	5	2.4%
1992	LDGV	417	0	0.0%	756	1	0.1%	1,211	41	3.4%	315	5	1.6%
1992	Unknown	1	0	0.0%	1	1	100.0%	4	1	25.0%	8	1	12.5%
1993	HDGT	9	0	0.0%	11	0	0.0%	23	0	0.0%	16	0	0.0%
1993	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
1993	LDGT	149	0	0.0%	272	0	0.0%	380	12	3.2%	168	1	0.6%
1993	LDGV	335	0	0.0%	581	3	0.5%	853	36	4.2%	208	5	2.4%
1993	Unknown	0	0	-	2	4	200.0%	7	0	0.0%	8	0	0.0%
1994	HDGT	11	0	0.0%	18	0	0.0%	41	0	0.0%	65	0	0.0%
1994	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1994	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1994	LDGT	269	0	0.0%	543	0	0.0%	811	39	4.8%	420	3	0.7%
1994	LDGV	601	0	0.0%	1,088	1	0.1%	1,730	71	4.1%	561	10	1.8%
1994	Unknown	1	0	0.0%	3	2	66.7%	7	1	14.3%	7	0	0.0%
1995	HDGT	9	0	0.0%	12	0	0.0%	42	4	9.5%	37	0	0.0%
1995	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
1995	LDGT	201	0	0.0%	332	0	0.0%	643	30	4.7%	228	4	1.8%
1995	LDGV	331	2	0.6%	639	3	0.5%	1,037	36	3.5%	405	10	2.5%
1995	Unknown	1	0	0.0%	2	7	350.0%	3	0	0.0%	5	0	0.0%
1996	HDGT	10	0	0.0%	11	0	0.0%	48	3	6.3%	82	2	2.4%
1996	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDGT	55	0	0.0%	187	0	0.0%	78	3	3.8%	524	8	1.5%
1996	LDGV	162	0	0.0%	433	0	0.0%	160	0	0.0%	641	8	1.2%
1996	Unknown	2	0	0.0%	3	3	100.0%	6	1	16.7%	4	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 2010

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
1997	HDGT	10	0	0.0%	17	0	0.0%	51	0	0.0%	51	1	2.0%
1997	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDV	0	0	-	1	0	0.0%	1	0	0.0%	0	0	-
1997	LDGT	47	0	0.0%	153	0	0.0%	64	1	1.6%	381	8	2.1%
1997	LDGV	135	1	0.7%	331	2	0.6%	112	0	0.0%	466	6	1.3%
1997	Unknown	1	0	0.0%	3	6	200.0%	4	0	0.0%	4	0	0.0%
1998	HDGT	6	0	0.0%	13	0	0.0%	50	3	6.0%	98	1	1.0%
1998	LDDT	0	0	-	1	0	0.0%	1	0	0.0%	1	0	0.0%
1998	LDDV	0	0	-	1	0	0.0%	1	0	0.0%	1	0	0.0%
1998	LDGT	84	0	0.0%	217	0	0.0%	104	2	1.9%	690	8	1.2%
1998	LDGV	152	0	0.0%	505	7	1.4%	146	2	1.4%	886	10	1.1%
1998	Unknown	0	0	-	2	10	500.0%	6	0	0.0%	5	0	0.0%
1999	HDGT	8	0	0.0%	10	0	0.0%	53	1	1.9%	77	1	1.3%
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
1999	LDGT	60	0	0.0%	158	0	0.0%	71	2	2.8%	637	8	1.3%
1999	LDGV	129	0	0.0%	382	11	2.9%	138	2	1.4%	759	10	1.3%
1999	Unknown	3	0	0.0%	4	13	325.0%	9	1	11.1%	4	0	0.0%
2000	HDGT	15	0	0.0%	25	0	0.0%	95	3	3.2%	147	1	0.7%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	1	0	0.0%	0	0	-	0	0	-	0	0	-
2000	LDGT	71	0	0.0%	229	0	0.0%	108	0	0.0%	1,081	4	0.4%
2000	LDGV	127	0	0.0%	468	3	0.6%	145	2	1.4%	1,167	11	0.9%
2000	Unknown	0	0	-	4	15	375.0%	7	0	0.0%	10	0	0.0%
2001	HDGT	7	0	0.0%	12	0	0.0%	46	1	2.2%	5	0	0.0%
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDGT	61	0	0.0%	157	0	0.0%	90	1	1.1%	37	3	8.1%
2001	LDGV	85	0	0.0%	253	0	0.0%	89	2	2.2%	53	3	5.7%
2001	Unknown	1	0	0.0%	5	8	160.0%	6	0	0.0%	1	0	0.0%
2002	HDGT	19	0	0.0%	33	1	3.0%	94	1	1.1%	6	0	0.0%
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	0	0	-	0	0	-	0	0	-	1	0	0.0%
2002	LDGT	81	0	0.0%	176	0	0.0%	110	2	1.8%	56	9	16.1%
2002	LDGV	127	0	0.0%	273	2	0.7%	137	0	0.0%	76	8	10.5%
2002	Unknown	1	0	0.0%	3	1	33.3%	7	0	0.0%	3	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 2010

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
2003	HDGT	8	0	0.0%	10	0	0.0%	49	1	2.0%	6	0	0.0%
2003	LDDT	0	0	-	0	1	-	0	0	-	0	0	-
2003	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDGT	48	0	0.0%	70	0	0.0%	53	0	0.0%	24	0	0.0%
2003	LDGV	86	0	0.0%	107	2	1.9%	70	0	0.0%	43	6	14.0%
2003	Unknown	0	0	-	1	7	700.0%	7	0	0.0%	1	0	0.0%
2004	HDGT	6	0	0.0%	20	0	0.0%	69	7	10.1%	7	1	14.3%
2004	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDDV	0	0	-	3	0	0.0%	1	0	0.0%	1	0	0.0%
2004	LDGT	69	0	0.0%	101	0	0.0%	83	2	2.4%	45	3	6.7%
2004	LDGV	91	0	0.0%	108	3	2.8%	80	0	0.0%	50	4	8.0%
2004	Unknown	0	0	-	2	3	150.0%	4	0	0.0%	1	0	0.0%
2005	HDGT	0	0	-	3	0	0.0%	18	0	0.0%	1	0	0.0%
2005	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDDV	0	0	-	0	0	-	0	0	-	1	0	0.0%
2005	LDGT	37	0	0.0%	46	0	0.0%	42	0	0.0%	12	1	8.3%
2005	LDGV	83	0	0.0%	84	1	1.2%	58	0	0.0%	26	1	3.8%
2005	Unknown	0	0	-	5	7	140.0%	6	0	0.0%	1	0	0.0%
2006	HDGT	2	0	0.0%	9	0	0.0%	55	3	5.5%	9	0	0.0%
2006	LDDT	0	0	-	1	0	0.0%	0	0	-	0	0	-
2006	LDDV	0	0	-	2	0	0.0%	1	0	0.0%	2	0	0.0%
2006	LDGT	30	0	0.0%	41	0	0.0%	41	1	2.4%	24	4	16.7%
2006	LDGV	61	0	0.0%	54	2	3.7%	52	0	0.0%	38	4	10.5%
2006	Unknown	1	0	0.0%	3	4	133.3%	7	0	0.0%	1	0	0.0%
2007	HDGT	1	0	0.0%	1	0	0.0%	14	0	0.0%	1	0	0.0%
2007	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDGT	11	0	0.0%	12	0	0.0%	11	0	0.0%	7	1	14.3%
2007	LDGV	32	0	0.0%	29	3	10.3%	26	0	0.0%	6	0	0.0%
2007	Unknown	2	1	50.0%	1	3	300.0%	1	0	0.0%	1	0	0.0%
2008	HDGT	0	0	-	2	0	0.0%	6	2	33.3%	0	0	-
2008	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGT	8	0	0.0%	8	0	0.0%	8	0	0.0%	3	0	0.0%
2008	LDGV	7	0	0.0%	6	0	0.0%	7	0	0.0%	2	0	0.0%
2008	Unknown	2	0	0.0%	0	1	-	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 2010

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
2009	HDGT	0	0	-	0	0	-	5	0	0.0%	0	0	-
2009	LDDT	1	0	0.0%	0	2	-	0	0	-	1	0	0.0%
2009	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDGT	0	0	-	0	0	-	1	0	0.0%	0	0	-
2009	LDGV	2	0	0.0%	2	1	50.0%	2	0	0.0%	1	0	0.0%
2009	Unknown	0	0	-	1	0	0.0%	0	0	-	0	0	-
2010	HDGT	0	0	-	1	0	0.0%	3	0	0.0%	0	0	-
2010	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDDV	1	0	0.0%	0	0	-	0	0	-	0	0	-
2010	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDGV	2	0	0.0%	4	0	0.0%	2	0	0.0%	0	0	-
2010	Unknown	1	0	0.0%	0	0	-	0	0	-	1	0	0.0%
2011	HDGT	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2011	Unknown	0	0	-	0	1	-	0	0	-	0	0	-
Totals		**6,196**	**7**	**0.1%**	**11,945**	**153**	**1.3%**	**14,541**	**558**	**3.8%**	**12,484**	**216**	**1.7%**

R2 = 2nd or Subsequent Retest

APPENDIX I -
PART I

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 2010

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
Pre86/Unknown	HDGT	964	307	86	13	73	7.57%	23.78%	0	0	0	-	-
Pre86/Unknown	LDDT	58	1	0	0	0	0.00%	0.00%	10	0	0	0.00%	-
Pre86/Unknown	LDDV	662	15	4	0	4	0.60%	26.67%	91	0	0	0.00%	-
Pre86/Unknown	LDGT	3,400	1,453	436	130	306	9.00%	21.06%	44	18	3	6.82%	16.67%
Pre86/Unknown	LDGV	9,977	3,267	1,025	265	760	7.62%	23.26%	108	48	5	4.63%	10.42%
Pre86/Unknown	Unknown	225	66	18	5	13	5.78%	19.70%	0	0	0	-	-
1986	HDGT	711	232	53	9	44	6.19%	18.97%	0	0	0	-	-
1986	LDDT	19	0	0	0	0	0.00%	-	0	0	0	-	-
1986	LDDV	69	2	1	1	0	0.00%	0.00%	0	0	0	-	-
1986	LDGT	2,209	982	255	67	188	8.51%	19.14%	0	0	0	-	-
1986	LDGV	4,985	1,508	348	106	242	4.85%	16.05%	0	0	0	-	-
1986	Unknown	94	18	6	1	5	5.32%	27.78%	0	0	0	-	-
1987	HDGT	420	122	33	11	22	5.24%	18.03%	0	0	0	-	-
1987	LDDT	8	0	0	0	0	0.00%	-	0	0	0	-	-
1987	LDDV	84	1	0	0	0	0.00%	0.00%	0	0	0	-	-
1987	LDGT	2,081	826	273	87	186	8.94%	22.52%	0	0	0	-	-
1987	LDGV	3,642	1,071	341	112	229	6.29%	21.38%	0	0	0	-	-
1987	Unknown	78	14	3	1	2	2.56%	14.29%	0	0	0	-	-
1988	HDGT	941	226	43	12	31	3.29%	13.72%	0	0	0	-	-
1988	LDDT	9	0	0	0	0	0.00%	-	0	0	0	-	-
1988	LDDV	12	1	1	0	1	8.33%	100.00%	0	0	0	-	-
1988	LDGT	4,607	1,601	382	106	276	5.99%	17.24%	0	0	0	-	-
1988	LDGV	8,167	2,194	496	189	307	3.76%	13.99%	0	0	0	-	-
1988	Unknown	165	29	8	1	7	4.24%	24.14%	0	0	0	-	-
1989	HDGT	696	187	51	14	37	5.32%	19.79%	0	0	0	-	-
1989	LDDT	9	0	0	0	0	0.00%	-	0	0	0	-	-
1989	LDDV	10	0	0	0	0	0.00%	-	0	0	0	-	-
1989	LDGT	3,342	1,228	350	137	213	6.37%	17.35%	0	0	0	-	-
1989	LDGV	5,453	1,560	491	203	288	5.28%	18.46%	0	0	0	-	-
1989	Unknown	146	23	8	2	6	4.11%	26.09%	0	0	0	-	-

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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 2010

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
1990	HDGT	744	180	35	10	25	3.36%	13.89%	0	0	0	-	-
1990	LDDT	14	0	0	0	0	0.00%	-	0	0	0	-	-
1990	LDDV	31	1	0	0	0	0.00%	0.00%	0	0	0	-	-
1990	LDGT	5,592	1,975	431	133	298	5.33%	15.09%	0	0	0	-	-
1990	LDGV	15,177	4,106	963	375	588	3.87%	14.32%	0	0	0	-	-
1990	Unknown	185	25	3	0	3	1.62%	12.00%	0	0	0	-	-
1991	HDGT	382	98	26	6	20	5.24%	20.41%	0	0	0	-	-
1991	LDDT	6	0	0	0	0	0.00%	-	0	0	0	-	-
1991	LDDV	53	0	0	0	0	0.00%	-	0	0	0	-	-
1991	LDGT	3,550	1,137	315	108	207	5.83%	18.21%	0	0	0	-	-
1991	LDGV	9,592	2,723	849	363	486	5.07%	17.85%	0	0	0	-	-
1991	Unknown	138	10	0	0	0	0.00%	0.00%	0	0	0	-	-
1992	HDGT	748	159	27	3	24	3.21%	15.09%	0	0	0	-	-
1992	LDDT	8	0	0	0	0	0.00%	-	0	0	0	-	-
1992	LDDV	65	2	0	0	0	0.00%	0.00%	0	0	0	-	-
1992	LDGT	8,193	2,423	478	154	324	3.95%	13.37%	0	0	0	-	-
1992	LDGV	25,032	6,776	1,481	569	912	3.64%	13.46%	0	0	0	-	-
1992	Unknown	282	18	1	0	1	0.35%	5.56%	0	0	0	-	-
1993	HDGT	659	150	35	12	23	3.49%	15.33%	0	0	0	-	-
1993	LDDT	4	0	0	0	0	0.00%	-	0	0	0	-	-
1993	LDDV	34	1	1	1	0	0.00%	0.00%	0	0	0	-	-
1993	LDGT	7,946	2,291	604	212	392	4.93%	17.11%	0	0	0	-	-
1993	LDGV	17,181	4,607	1,281	486	795	4.63%	17.26%	0	0	0	-	-
1993	Unknown	299	28	8	3	5	1.67%	17.86%	0	0	0	-	-
1994	HDGT	1,785	358	57	11	46	2.58%	12.85%	0	0	0	-	-
1994	LDDT	24	0	0	0	0	0.00%	-	0	0	0	-	-
1994	LDDV	13	0	0	0	0	0.00%	-	0	0	0	-	-
1994	LDGT	21,545	5,353	1,074	314	760	3.53%	14.20%	0	0	0	-	-
1994	LDGV	41,559	8,971	1,846	694	1,152	2.77%	12.84%	0	0	0	-	-
1994	Unknown	532	47	10	1	9	1.69%	19.15%	0	0	0	-	-

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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 2010

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
1995	HDGT	1,751	355	76	14	62	3.54%	17.46%	0	0	0	-	-
1995	LDDT	27	0	0	0	0	0.00%	-	0	0	0	-	-
1995	LDDV	53	1	0	0	0	0.00%	0.00%	0	0	0	-	-
1995	LDGT	16,190	3,914	959	294	665	4.11%	16.99%	0	0	0	-	-
1995	LDGV	29,144	6,187	1,483	539	944	3.24%	15.26%	0	0	0	-	-
1995	Unknown	454	24	6	3	3	0.66%	12.50%	0	0	0	-	-
1996	HDGT	2,431	414	72	13	59	2.43%	14.25%	0	0	0	-	-
1996	LDDT	28	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDDV	102	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDGT	29,692	6,585	1,880	559	1,321	4.45%	20.06%	29,590	5,507	1,282	4.33%	23.28%
1996	LDGV	56,622	10,443	3,388	1,061	2,327	4.11%	22.28%	56,530	9,126	2,261	4.00%	24.78%
1996	Unknown	833	38	6	2	4	0.48%	10.53%	1	1	0	0.00%	0.00%
1997	HDGT	2,508	398	68	14	54	2.15%	13.57%	0	0	0	-	-
1997	LDDT	23	3	2	1	1	4.35%	33.33%	16	3	1	6.25%	33.33%
1997	LDDV	66	16	6	1	5	7.58%	31.25%	59	16	5	8.47%	31.25%
1997	LDGT	26,287	6,503	1,973	545	1,428	5.43%	21.96%	26,101	5,715	1,407	5.39%	24.62%
1997	LDGV	43,752	10,160	3,553	1,206	2,347	5.36%	23.10%	43,668	9,132	2,288	5.24%	25.05%
1997	Unknown	781	28	7	0	7	0.90%	25.00%	10	4	3	30.00%	75.00%
1998	HDGT	2,612	359	46	13	33	1.26%	9.19%	0	0	0	-	-
1998	LDDT	23	5	0	0	0	0.00%	0.00%	8	3	0	0.00%	0.00%
1998	LDDV	258	52	8	2	6	2.33%	11.54%	244	51	6	2.46%	11.76%
1998	LDGT	50,388	9,443	2,565	694	1,871	3.71%	19.81%	49,980	8,173	1,841	3.68%	22.53%
1998	LDGV	84,212	13,640	3,693	1,071	2,622	3.11%	19.22%	84,119	11,764	2,537	3.02%	21.57%
1998	Unknown	752	34	6	2	4	0.53%	11.76%	7	1	0	0.00%	0.00%
1999	HDGT	3,320	374	52	9	43	1.30%	11.50%	0	0	0	-	-
1999	LDDT	13	0	0	0	0	0.00%	-	6	0	0	0.00%	-
1999	LDDV	144	17	5	3	2	1.39%	11.76%	138	16	2	1.45%	12.50%
1999	LDGT	40,383	7,149	1,827	457	1,370	3.39%	19.16%	40,236	5,978	1,329	3.30%	22.23%
1999	LDGV	64,418	11,794	3,354	993	2,361	3.67%	20.02%	64,351	10,275	2,310	3.59%	22.48%
1999	Unknown	1,030	27	2	0	2	0.19%	7.41%	19	2	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 2010

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
2000	HDGT	6,782	621	79	13	66	0.97%	10.63%	0	0	0	-	-
2000	LDDT	15	0	0	0	0	0.00%	-	2	0	0	0.00%	-
2000	LDDV	203	40	8	3	5	2.46%	12.50%	192	39	5	2.60%	12.82%
2000	LDGT	74,904	10,988	2,177	529	1,648	2.20%	15.00%	74,619	8,812	1,592	2.13%	18.07%
2000	LDGV	125,503	18,167	4,195	1,177	3,018	2.40%	16.61%	125,415	15,677	2,937	2.34%	18.73%
2000	Unknown	1,611	26	2	0	2	0.12%	7.69%	18	0	0	0.00%	-
2001	HDGT	4,372	178	30	6	24	0.55%	13.48%	0	0	0	-	-
2001	LDDT	15	1	0	0	0	0.00%	0.00%	2	1	0	0.00%	0.00%
2001	LDDV	138	27	4	1	3	2.17%	11.11%	127	27	3	2.36%	11.11%
2001	LDGT	52,506	9,346	2,186	526	1,660	3.16%	17.76%	52,253	9,255	1,654	3.17%	17.87%
2001	LDGV	75,400	12,107	3,327	857	2,470	3.28%	20.40%	75,320	11,940	2,451	3.25%	20.53%
2001	Unknown	1,134	20	2	0	2	0.18%	10.00%	21	1	0	0.00%	0.00%
2002	HDGT	7,844	264	32	6	26	0.33%	9.85%	0	0	0	-	-
2002	LDDT	10	0	0	0	0	0.00%	-	0	0	0	-	-
2002	LDDV	365	50	6	4	2	0.55%	4.00%	349	50	2	0.57%	4.00%
2002	LDGT	109,961	12,617	2,360	487	1,873	1.70%	14.85%	109,484	12,479	1,864	1.70%	14.94%
2002	LDGV	134,058	13,483	2,945	800	2,145	1.60%	15.91%	133,980	13,296	2,125	1.59%	15.98%
2002	Unknown	1,944	18	0	0	0	0.00%	0.00%	16	1	0	0.00%	0.00%
2003	HDGT	4,578	131	11	3	8	0.17%	6.11%	0	0	0	-	-
2003	LDDT	8	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2003	LDDV	143	20	3	0	3	2.10%	15.00%	136	20	3	2.21%	15.00%
2003	LDGT	60,323	6,239	1,161	239	922	1.53%	14.78%	60,002	6,165	920	1.53%	14.92%
2003	LDGV	81,531	7,540	1,593	346	1,247	1.53%	16.54%	81,403	7,444	1,239	1.52%	16.64%
2003	Unknown	1,366	19	2	0	2	0.15%	10.53%	27	6	2	7.41%	33.33%
2004	HDGT	9,213	168	17	5	12	0.13%	7.14%	0	0	0	-	-
2004	LDDT	21	2	1	0	1	4.76%	50.00%	9	2	1	11.11%	50.00%
2004	LDDV	475	32	5	1	4	0.84%	12.50%	468	31	3	0.64%	9.68%
2004	LDGT	134,277	7,488	990	207	783	0.58%	10.46%	133,094	7,363	778	0.58%	10.57%
2004	LDGV	136,014	7,608	1,198	289	909	0.67%	11.95%	135,196	7,502	900	0.67%	12.00%
2004	Unknown	2,472	9	1	1	0	0.00%	0.00%	35	2	0	0.00%	0.00%

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Year 2010

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2005	HDGT	3,209	41	4	1	3	0.09%	7.32%	0	0	0	-	-
2005	LDDT	45	8	1	0	1	2.22%	12.50%	35	8	1	2.86%	12.50%
2005	LDDV	370	6	2	1	1	0.27%	16.67%	358	6	1	0.28%	16.67%
2005	LDGT	59,237	3,460	511	104	407	0.69%	11.76%	58,199	3,408	405	0.70%	11.88%
2005	LDGV	72,848	3,847	652	132	520	0.71%	13.52%	72,247	3,753	512	0.71%	13.64%
2005	Unknown	785	10	1	0	1	0.13%	10.00%	22	2	0	0.00%	0.00%
2006	HDGT	7,385	118	4	0	4	0.05%	3.39%	0	0	0	-	-
2006	LDDT	470	8	1	1	0	0.00%	0.00%	99	7	0	0.00%	0.00%
2006	LDDV	524	9	1	0	1	0.19%	11.11%	505	7	1	0.20%	14.29%
2006	LDGT	95,848	3,305	359	81	278	0.29%	8.41%	93,357	3,216	277	0.30%	8.61%
2006	LDGV	111,133	4,048	470	107	363	0.33%	8.97%	109,490	3,947	360	0.33%	9.12%
2006	Unknown	2,534	18	4	2	2	0.08%	11.11%	118	7	2	1.69%	28.57%
2007	HDGT	1,304	18	0	0	0	0.00%	0.00%	0	0	0	-	-
2007	LDDT	36	0	0	0	0	0.00%	-	20	0	0	0.00%	-
2007	LDDV	7	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2007	LDGT	21,650	706	96	13	83	0.38%	11.76%	20,801	686	82	0.39%	11.95%
2007	LDGV	33,518	974	132	29	103	0.31%	10.57%	33,059	951	103	0.31%	10.83%
2007	Unknown	387	15	2	1	1	0.26%	6.67%	196	13	1	0.51%	7.69%
2008	HDGT	655	15	2	0	2	0.31%	13.33%	0	0	0	-	-
2008	LDDT	9	0	0	0	0	0.00%	-	8	0	0	0.00%	-
2008	LDDV	10	0	0	0	0	0.00%	-	7	0	0	0.00%	-
2008	LDGT	8,283	192	11	2	9	0.11%	4.69%	7,940	188	8	0.10%	4.26%
2008	LDGV	11,250	330	24	8	16	0.14%	4.85%	10,947	324	16	0.15%	4.94%
2008	Unknown	249	2	0	0	0	0.00%	0.00%	4	0	0	0.00%	-
2009	HDGT	315	6	0	0	0	0.00%	0.00%	0	0	0	-	-
2009	LDDT	5	1	0	0	0	0.00%	0.00%	0	0	0	-	-
2009	LDDV	27	1	0	0	0	0.00%	0.00%	18	1	0	0.00%	0.00%
2009	LDGT	1,216	39	0	0	0	0.00%	0.00%	1,081	38	0	0.00%	0.00%
2009	LDGV	6,773	153	8	2	6	0.09%	3.92%	6,568	151	6	0.09%	3.97%
2009	Unknown	116	1	0	0	0	0.00%	0.00%	2	0	0	0.00%	-

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 2010

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
2010	HDGT	259	4	0	0	0	0.00%	0.00%	0	0	0	-	-
2010	LDDT	2	0	0	0	0	0.00%	-	0	0	0	-	-
2010	LDDV	22	3	2	1	1	4.55%	33.33%	15	3	1	6.67%	33.33%
2010	LDGT	341	13	2	0	2	0.59%	15.38%	282	13	2	0.71%	15.38%
2010	LDGV	2,855	89	18	5	13	0.46%	14.61%	2,689	89	13	0.48%	14.61%
2010	Unknown	125	1	0	0	0	0.00%	0.00%	0	0	0	-	-
2011	HDGT	38	1	0	0	0	0.00%	0.00%	0	0	0	-	-
2011	LDDT	2	0	0	0	0	0.00%	-	0	0	0	-	-
2011	LDDV	3	1	0	0	0	0.00%	0.00%	1	1	0	0.00%	0.00%
2011	LDGT	1	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2011	LDGV	281	14	3	1	2	0.71%	14.29%	255	14	2	0.78%	14.29%
2011	Unknown	0	0	0	0	0	-	-	0	0	0	-	-
Totals		**2,144,226**	**271,002**	**63,919**	**18,414**	**45,505**	**2.1%**	**16.8%**	**1,795,832**	**182,779**	**33,552**	**1.9%**	**18.4%**

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 2010

Model Yr	Veh Type	TSI Initial Insps	TSI Initial Fails	TSI No Known Outcome	TSI Drop Rate % of Initial Insps	TSI 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
Pre86/Unknown	HDGT	0	0	0	-	-	964	282	69	7.16%	24.47%
Pre86/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre86/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre86/Unknown	LDGT	2,375	1,048	259	10.91%	24.71%	981	287	37	3.77%	12.89%
Pre86/Unknown	LDGV	4,520	1,406	317	7.01%	22.55%	5,347	1,589	423	7.91%	26.62%
Pre86/Unknown	Unknown	1	0	0	0.00%	-	170	60	13	7.65%	21.67%
1986	HDGT	0	0	0	-	-	711	204	42	5.91%	20.59%
1986	LDDT	0	0	0	-	-	0	0	0	-	-
1986	LDDV	0	0	0	-	-	0	0	0	-	-
1986	LDGT	2,177	880	182	8.36%	20.68%	32	7	2	6.25%	28.57%
1986	LDGV	4,822	1,359	233	4.83%	17.14%	163	52	6	3.68%	11.54%
1986	Unknown	0	0	0	-	-	38	17	5	13.16%	29.41%
1987	HDGT	0	0	0	-	-	420	114	21	5.00%	18.42%
1987	LDDT	0	0	0	-	-	0	0	0	-	-
1987	LDDV	0	0	0	-	-	0	0	0	-	-
1987	LDGT	2,007	740	178	8.87%	24.05%	74	14	6	8.11%	42.86%
1987	LDGV	3,434	920	211	6.14%	22.93%	208	59	13	6.25%	22.03%
1987	Unknown	1	1	0	0.00%	0.00%	50	11	2	4.00%	18.18%
1988	HDGT	0	0	0	-	-	941	191	29	3.08%	15.18%
1988	LDDT	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-
1988	LDGT	4,539	1,402	269	5.93%	19.19%	68	20	3	4.41%	15.00%
1988	LDGV	8,029	1,994	297	3.70%	14.89%	138	48	5	3.62%	10.42%
1988	Unknown	2	1	1	50.00%	100.00%	109	18	5	4.59%	27.78%
1989	HDGT	0	0	0	-	-	696	167	37	5.32%	22.16%
1989	LDDT	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-
1989	LDGT	3,295	1,070	203	6.16%	18.97%	47	6	1	2.13%	16.67%
1989	LDGV	5,330	1,379	278	5.22%	20.16%	123	48	3	2.44%	6.25%
1989	Unknown	1	0	0	0.00%	-	73	15	6	8.22%	40.00%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2010

Model Yr	Veh Type	TSI Initial Insps	TSI Initial Fails	TSI No Known Outcome	TSI Drop Rate % of Initial Insps	TSI 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
1990	HDGT	0	0	0	-	-	744	148	23	3.09%	15.54%
1990	LDDT	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-
1990	LDGT	5,532	1,753	288	5.21%	16.43%	60	16	2	3.33%	12.50%
1990	LDGV	15,049	3,714	574	3.81%	15.46%	128	82	6	4.69%	7.32%
1990	Unknown	3	0	0	0.00%	-	89	18	3	3.37%	16.67%
1991	HDGT	0	0	0	-	-	382	80	18	4.71%	22.50%
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	3,511	998	201	5.72%	20.14%	39	6	0	0.00%	0.00%
1991	LDGV	9,363	2,404	467	4.99%	19.43%	229	100	12	5.24%	12.00%
1991	Unknown	5	1	0	0.00%	0.00%	62	8	0	0.00%	0.00%
1992	HDGT	0	0	0	-	-	748	126	21	2.81%	16.67%
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	8,180	2,083	315	3.85%	15.12%	13	0	0	0.00%	-
1992	LDGV	24,778	6,154	879	3.55%	14.28%	254	161	21	8.27%	13.04%
1992	Unknown	3	0	0	0.00%	-	124	10	0	0.00%	0.00%
1993	HDGT	0	0	0	-	-	659	110	22	3.34%	20.00%
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	7,923	2,000	380	4.80%	19.00%	23	7	1	4.35%	14.29%
1993	LDGV	16,773	4,080	766	4.57%	18.77%	406	170	15	3.69%	8.82%
1993	Unknown	1	0	0	0.00%	-	133	15	4	3.01%	26.67%
1994	HDGT	0	0	0	-	-	1,785	250	38	2.13%	15.20%
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	21,503	4,645	739	3.44%	15.91%	42	10	3	7.14%	30.00%
1994	LDGV	41,217	7,852	1,113	2.70%	14.17%	341	174	16	4.69%	9.20%
1994	Unknown	7	1	0	0.00%	0.00%	225	32	9	4.00%	28.13%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2010

Model Yr	Veh Type	TSI Initial Insps	TSI Initial Fails	TSI No Known Outcome	TSI Drop Rate % of Initial Insps	TSI 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
1995	HDGT	0	0	0	-	-	1,750	268	58	3.31%	21.64%
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	16,155	3,480	646	4.00%	18.56%	35	6	2	5.71%	33.33%
1995	LDGV	28,530	5,339	890	3.12%	16.67%	614	173	25	4.07%	14.45%
1995	Unknown	1	0	0	0.00%	-	135	13	2	1.48%	15.38%
1996	HDGT	0	0	0	-	-	2,431	292	51	2.10%	17.47%
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	56	0	0	0.00%	-	46	0	0	0.00%	-
1996	LDGV	85	0	0	0.00%	-	6	1	1	16.67%	100.00%
1996	Unknown	1	0	0	0.00%	-	252	24	3	1.19%	12.50%
1997	HDGT	0	0	0	-	-	2,508	271	45	1.79%	16.61%
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	80	2	0	0.00%	0.00%	105	8	1	0.95%	12.50%
1997	LDGV	79	2	0	0.00%	0.00%	5	1	0	0.00%	0.00%
1997	Unknown	0	0	0	-	-	210	15	4	1.90%	26.67%
1998	HDGT	0	0	0	-	-	2,612	210	26	1.00%	12.38%
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-
1998	LDGT	248	0	0	0.00%	-	157	10	2	1.27%	20.00%
1998	LDGV	89	1	0	0.00%	0.00%	4	3	0	0.00%	0.00%
1998	Unknown	0	0	0	-	-	366	23	3	0.82%	13.04%
1999	HDGT	0	0	0	-	-	3,320	230	31	0.93%	13.48%
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	26	0	0	0.00%	-	120	8	1	0.83%	12.50%
1999	LDGV	63	0	0	0.00%	-	3	0	0	0.00%	-
1999	Unknown	0	0	0	-	-	293	17	2	0.68%	11.76%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2010

Model Yr	Veh Type	TSI Initial Insps	TSI Initial Fails	TSI No Known Outcome	TSI Drop Rate % of Initial Insps	TSI 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
2000	HDGT	0	0	0	-	-	6,780	349	56	0.83%	16.05%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	35	1	0	0.00%	0.00%	250	17	1	0.40%	5.88%
2000	LDGV	77	0	0	0.00%	-	10	4	1	10.00%	25.00%
2000	Unknown	0	0	0	-	-	386	11	1	0.26%	9.09%
2001	HDGT	0	0	0	-	-	4,370	172	24	0.55%	13.95%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	43	0	0	0.00%	-	207	7	1	0.48%	14.29%
2001	LDGV	64	0	0	0.00%	-	13	0	0	0.00%	-
2001	Unknown	0	0	0	-	-	302	14	2	0.66%	14.29%
2002	HDGT	0	0	0	-	-	7,844	253	25	0.32%	9.88%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	67	1	0	0.00%	0.00%	410	13	1	0.24%	7.69%
2002	LDGV	58	2	0	0.00%	0.00%	8	2	0	0.00%	0.00%
2002	Unknown	0	0	0	-	-	290	10	0	0.00%	0.00%
2003	HDGT	0	0	0	-	-	4,578	117	7	0.15%	5.98%
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	36	0	0	0.00%	-	284	10	1	0.35%	10.00%
2003	LDGV	110	2	1	0.91%	50.00%	10	2	0	0.00%	0.00%
2003	Unknown	0	0	0	-	-	326	10	0	0.00%	0.00%
2004	HDGT	0	0	0	-	-	9,213	159	12	0.13%	7.55%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	406	0	0	0.00%	-	775	23	2	0.26%	8.70%
2004	LDGV	773	3	0	0.00%	0.00%	8	2	0	0.00%	0.00%
2004	Unknown	0	0	0	-	-	321	4	0	0.00%	0.00%

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Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2010

Model Yr	Veh Type	TSI Initial Insps	TSI Initial Fails	TSI No Known Outcome	TSI Drop Rate % of Initial Insps	TSI 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	HDGT	0	0	0	-	-	3,209	40	3	0.09%	7.50%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	456	1	0	0.00%	0.00%	580	10	1	0.17%	10.00%
2005	LDGV	565	2	1	0.18%	50.00%	8	1	0	0.00%	0.00%
2005	Unknown	0	0	0	-	-	201	1	0	0.00%	0.00%
2006	HDGT	0	0	0	-	-	7,376	107	3	0.04%	2.80%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	1,244	2	0	0.00%	0.00%	1,188	13	0	0.00%	0.00%
2006	LDGV	1,563	2	0	0.00%	0.00%	17	6	0	0.00%	0.00%
2006	Unknown	3	0	0	0.00%	-	616	7	0	0.00%	0.00%
2007	HDGT	0	0	0	-	-	1,303	18	0	0.00%	0.00%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	355	0	0	0.00%	-	490	4	0	0.00%	0.00%
2007	LDGV	392	1	0	0.00%	0.00%	61	1	0	0.00%	0.00%
2007	Unknown	4	0	0	0.00%	-	27	0	0	0.00%	-
2008	HDGT	0	0	0	-	-	655	14	2	0.31%	14.29%
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	226	0	0	0.00%	-	108	0	0	0.00%	-
2008	LDGV	279	1	0	0.00%	0.00%	16	1	0	0.00%	0.00%
2008	Unknown	0	0	0	-	-	103	0	0	0.00%	-
2009	HDGT	0	0	0	-	-	315	5	0	0.00%	0.00%
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	41	0	0	0.00%	-	94	1	0	0.00%	0.00%
2009	LDGV	196	0	0	0.00%	-	7	0	0	0.00%	-
2009	Unknown	0	0	0	-	-	86	1	0	0.00%	0.00%

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Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
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Model Yr	Veh Type	TSI Initial Insps	TSI Initial Fails	TSI No Known Outcome	TSI Drop Rate % of Initial Insps	TSI 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
2010	HDGT	0	0	0	-	-	259	4	0	0.00%	0.00%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	9	0	0	0.00%	-	50	0	0	0.00%	-
2010	LDGV	132	0	0	0.00%	-	32	0	0	0.00%	-
2010	Unknown	0	0	0	-	-	0	0	0	-	-
2011	HDGT	0	0	0	-	-	38	1	0	0.00%	0.00%
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-
2011	LDGV	11	0	0	0.00%	-	15	0	0	0.00%	-
2011	Unknown	0	0	0	-	-	0	0	0	-	-
Totals		**246,939**	**56,727**	**9,688**	**3.9%**	**17.1%**	**86,050**	**7,719**	**1,342**	**1.6%**	**17.4%**

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2010

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
Pre86/Unknown	HDGT	901	92	20	2.22%	21.74%	436	15	5	1.15%	33.33%	964	24	8	0.83%	33.33%
Pre86/Unknown	LDDT	0	0	0	-	-	5	0	0	0.00%	-	58	0	0	0.00%	-
Pre86/Unknown	LDDV	0	0	0	-	-	64	0	0	0.00%	-	662	11	4	0.60%	36.36%
Pre86/Unknown	LDGT	1,531	145	11	0.72%	7.59%	3,011	70	17	0.56%	24.29%	3,400	100	22	0.65%	22.00%
Pre86/Unknown	LDGV	3,227	231	24	0.74%	10.39%	7,001	176	63	0.90%	35.80%	9,977	266	63	0.63%	23.68%
Pre86/Unknown	Unknown	64	2	0	0.00%	0.00%	68	6	1	1.47%	16.67%	225	3	0	0.00%	0.00%
1986	HDGT	677	70	11	1.62%	15.71%	418	7	1	0.24%	14.29%	711	11	3	0.42%	27.27%
1986	LDDT	0	0	0	-	-	2	0	0	0.00%	-	19	0	0	0.00%	-
1986	LDDV	0	0	0	-	-	8	0	0	0.00%	-	69	2	0	0.00%	0.00%
1986	LDGT	1,016	105	11	1.08%	10.48%	2,209	58	20	0.91%	34.48%	2,209	84	27	1.22%	32.14%
1986	LDGV	1,980	76	5	0.25%	6.58%	4,985	91	14	0.28%	15.38%	4,985	156	31	0.62%	19.87%
1986	Unknown	13	1	0	0.00%	0.00%	11	1	0	0.00%	0.00%	94	2	0	0.00%	0.00%
1987	HDGT	380	33	7	1.84%	21.21%	255	7	2	0.78%	28.57%	420	10	4	0.95%	40.00%
1987	LDDT	0	0	0	-	-	1	0	0	0.00%	-	8	0	0	0.00%	-
1987	LDDV	0	0	0	-	-	16	0	0	0.00%	-	84	1	0	0.00%	0.00%
1987	LDGT	1,029	82	11	1.07%	13.41%	2,081	40	14	0.67%	35.00%	2,081	69	22	1.06%	31.88%
1987	LDGV	1,748	87	5	0.29%	5.75%	3,642	54	16	0.44%	29.63%	3,642	94	27	0.74%	28.72%
1987	Unknown	19	0	0	0.00%	-	16	0	0	0.00%	-	78	1	0	0.00%	0.00%
1988	HDGT	900	77	11	1.22%	14.29%	671	8	3	0.45%	37.50%	941	7	4	0.43%	57.14%
1988	LDDT	0	0	0	-	-	0	0	0	-	-	9	0	0	0.00%	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-	12	1	1	8.33%	100.00%
1988	LDGT	2,091	150	14	0.67%	9.33%	4,607	104	21	0.46%	20.19%	4,607	158	37	0.80%	23.42%
1988	LDGV	3,418	157	11	0.32%	7.01%	8,167	131	40	0.49%	30.53%	8,167	210	49	0.60%	23.33%
1988	Unknown	41	5	0	0.00%	0.00%	53	1	0	0.00%	0.00%	165	3	1	0.61%	33.33%
1989	HDGT	675	56	10	1.48%	17.86%	499	8	3	0.60%	37.50%	696	12	4	0.57%	33.33%
1989	LDDT	0	0	0	-	-	0	0	0	-	-	9	0	0	0.00%	-
1989	LDDV	0	0	0	-	-	2	0	0	0.00%	-	10	0	0	0.00%	-
1989	LDGT	1,713	137	18	1.05%	13.14%	3,342	63	16	0.48%	25.40%	3,342	106	27	0.81%	25.47%
1989	LDGV	2,755	115	4	0.15%	3.48%	5,453	125	40	0.73%	32.00%	5,453	200	44	0.81%	22.00%
1989	Unknown	31	6	1	3.23%	16.67%	31	0	0	0.00%	-	146	0	0	0.00%	-

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1990	HDGT	729	77	12	1.65%	15.58%	537	6	1	0.19%	16.67%	744	11	1	0.13%	9.09%
1990	LDDT	0	0	0	-	-	1	0	0	0.00%	-	14	0	0	0.00%	-
1990	LDDV	0	0	0	-	-	4	0	0	0.00%	-	31	1	0	0.00%	0.00%
1990	LDGT	2,487	159	12	0.48%	7.55%	5,592	122	23	0.41%	18.85%	5,592	197	40	0.72%	20.30%
1990	LDGV	6,462	249	19	0.29%	7.63%	15,177	281	74	0.49%	26.33%	15,177	422	86	0.57%	20.38%
1990	Unknown	35	0	0	0.00%	-	52	0	0	0.00%	-	185	3	0	0.00%	0.00%
1991	HDGT	371	43	6	1.62%	13.95%	282	4	0	0.00%	0.00%	382	7	1	0.26%	14.29%
1991	LDDT	0	0	0	-	-	1	0	0	0.00%	-	6	0	0	0.00%	-
1991	LDDV	0	0	0	-	-	6	0	0	0.00%	-	53	0	0	0.00%	-
1991	LDGT	1,814	116	10	0.55%	8.62%	3,550	88	21	0.59%	23.86%	3,550	122	27	0.76%	22.13%
1991	LDGV	4,883	211	12	0.25%	5.69%	9,592	191	57	0.59%	29.84%	9,592	320	88	0.92%	27.50%
1991	Unknown	27	2	0	0.00%	0.00%	42	1	0	0.00%	0.00%	138	2	0	0.00%	0.00%
1992	HDGT	744	61	6	0.81%	9.84%	613	4	0	0.00%	0.00%	748	12	1	0.13%	8.33%
1992	LDDT	0	0	0	-	-	0	0	0	-	-	8	0	0	0.00%	-
1992	LDDV	0	0	0	-	-	10	0	0	0.00%	-	65	2	0	0.00%	0.00%
1992	LDGT	3,665	220	13	0.35%	5.91%	8,193	147	32	0.39%	21.77%	8,193	245	56	0.68%	22.86%
1992	LDGV	10,724	351	18	0.17%	5.13%	25,032	417	85	0.34%	20.38%	25,032	756	139	0.56%	18.39%
1992	Unknown	57	1	0	0.00%	0.00%	88	1	0	0.00%	0.00%	282	1	0	0.00%	0.00%
1993	HDGT	651	71	4	0.61%	5.63%	507	9	3	0.59%	33.33%	659	11	2	0.30%	18.18%
1993	LDDT	0	0	0	-	-	1	0	0	0.00%	-	4	0	0	0.00%	-
1993	LDDV	0	0	0	-	-	7	0	0	0.00%	-	34	1	0	0.00%	0.00%
1993	LDGT	4,130	227	18	0.44%	7.93%	7,946	149	38	0.48%	25.50%	7,946	272	64	0.81%	23.53%
1993	LDGV	8,859	328	19	0.21%	5.79%	17,181	335	79	0.46%	23.58%	17,181	581	126	0.73%	21.69%
1993	Unknown	66	9	1	1.52%	11.11%	96	0	0	0.00%	-	299	2	2	0.67%	100.00%
1994	HDGT	1,774	159	16	0.90%	10.06%	1,401	11	2	0.14%	18.18%	1,785	18	4	0.22%	22.22%
1994	LDDT	0	0	0	-	-	2	0	0	0.00%	-	24	0	0	0.00%	-
1994	LDDV	0	0	0	-	-	2	0	0	0.00%	-	13	0	0	0.00%	-
1994	LDGT	9,555	452	27	0.28%	5.97%	21,545	269	58	0.27%	21.56%	21,545	543	119	0.55%	21.92%
1994	LDGV	17,755	686	31	0.17%	4.52%	41,559	601	132	0.32%	21.96%	41,559	1,088	217	0.52%	19.94%
1994	Unknown	101	6	0	0.00%	0.00%	186	1	0	0.00%	0.00%	532	3	0	0.00%	0.00%

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1995	HDGT	1,732	144	17	0.98%	11.81%	1,409	9	1	0.07%	11.11%	1,751	12	2	0.11%	16.67%
1995	LDDT	0	0	0	-	-	3	0	0	0.00%	-	27	0	0	0.00%	-
1995	LDDV	0	0	0	-	-	9	0	0	0.00%	-	53	1	0	0.00%	0.00%
1995	LDGT	8,421	341	25	0.30%	7.33%	16,190	201	45	0.28%	22.39%	16,190	332	73	0.45%	21.99%
1995	LDGV	14,880	493	28	0.19%	5.68%	29,144	331	75	0.26%	22.66%	29,144	639	119	0.41%	18.62%
1995	Unknown	64	4	0	0.00%	0.00%	159	1	0	0.00%	0.00%	454	2	0	0.00%	0.00%
1996	HDGT	2,423	183	18	0.74%	9.84%	2,019	10	0	0.00%	0.00%	2,431	11	2	0.08%	18.18%
1996	LDDT	0	0	0	-	-	2	0	0	0.00%	-	28	0	0	0.00%	-
1996	LDDV	0	0	0	-	-	14	0	0	0.00%	-	102	0	0	0.00%	-
1996	LDGT	13,163	699	37	0.28%	5.29%	29,692	55	9	0.03%	16.36%	29,692	187	28	0.09%	14.97%
1996	LDGV	24,609	757	47	0.19%	6.21%	56,622	162	21	0.04%	12.96%	56,622	433	64	0.11%	14.78%
1996	Unknown	110	5	1	0.91%	20.00%	265	2	0	0.00%	0.00%	833	3	0	0.00%	0.00%
1997	HDGT	2,486	188	17	0.68%	9.04%	2,001	10	1	0.05%	10.00%	2,508	17	2	0.08%	11.76%
1997	LDDT	0	0	0	-	-	3	0	0	0.00%	-	23	0	0	0.00%	-
1997	LDDV	0	0	0	-	-	5	0	0	0.00%	-	66	1	0	0.00%	0.00%
1997	LDGT	13,147	532	34	0.26%	6.39%	26,287	47	7	0.03%	14.89%	26,287	153	27	0.10%	17.65%
1997	LDGV	21,683	627	47	0.22%	7.50%	43,752	135	28	0.06%	20.74%	43,752	331	67	0.15%	20.24%
1997	Unknown	108	4	0	0.00%	0.00%	281	1	0	0.00%	0.00%	781	3	0	0.00%	0.00%
1998	HDGT	2,600	206	14	0.54%	6.80%	2,155	6	2	0.09%	33.33%	2,612	13	3	0.11%	23.08%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	23	1	0	0.00%	0.00%
1998	LDDV	0	0	0	-	-	30	0	0	0.00%	-	258	1	0	0.00%	0.00%
1998	LDGT	21,869	743	46	0.21%	6.19%	50,388	84	7	0.01%	8.33%	50,388	217	29	0.06%	13.36%
1998	LDGV	36,629	1,007	45	0.12%	4.47%	84,212	152	29	0.03%	19.08%	84,212	505	71	0.08%	14.06%
1998	Unknown	155	4	0	0.00%	0.00%	354	0	0	0.00%	-	752	2	1	0.13%	50.00%
1999	HDGT	3,297	204	19	0.58%	9.31%	2,721	8	3	0.11%	37.50%	3,320	10	1	0.03%	10.00%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	13	0	0	0.00%	-
1999	LDDV	0	0	0	-	-	24	0	0	0.00%	-	144	1	0	0.00%	0.00%
1999	LDGT	18,044	654	44	0.24%	6.73%	40,383	60	7	0.02%	11.67%	40,383	158	20	0.05%	12.66%
1999	LDGV	28,192	883	36	0.13%	4.08%	64,418	129	12	0.02%	9.30%	64,418	382	54	0.08%	14.14%
1999	Unknown	110	4	0	0.00%	0.00%	344	3	0	0.00%	0.00%	1,030	4	0	0.00%	0.00%

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2000	HDGT	6,746	381	25	0.37%	6.56%	5,554	15	2	0.04%	13.33%	6,782	25	4	0.06%	16.00%
2000	LDDT	0	0	0	-	-	2	0	0	0.00%	-	15	0	0	0.00%	-
2000	LDDV	0	0	0	-	-	27	1	0	0.00%	0.00%	203	0	0	0.00%	-
2000	LDGT	74,904	1,307	57	0.08%	4.36%	74,904	71	3	0.00%	4.23%	74,904	229	23	0.03%	10.04%
2000	LDGV	125,501	1,532	74	0.06%	4.83%	125,503	127	8	0.01%	6.30%	125,503	468	56	0.04%	11.97%
2000	Unknown	154	3	0	0.00%	0.00%	531	0	0	0.00%	-	1,611	4	0	0.00%	0.00%
2001	HDGT	305	5	0	0.00%	0.00%	3,823	7	2	0.05%	28.57%	4,372	12	2	0.05%	16.67%
2001	LDDT	0	0	0	-	-	1	0	0	0.00%	-	15	0	0	0.00%	-
2001	LDDV	0	0	0	-	-	17	0	0	0.00%	-	138	0	0	0.00%	-
2001	LDGT	52,445	134	8	0.02%	5.97%	52,506	61	2	0.00%	3.28%	52,506	157	10	0.02%	6.37%
2001	LDGV	75,287	160	8	0.01%	5.00%	75,400	85	5	0.01%	5.88%	75,400	253	33	0.04%	13.04%
2001	Unknown	12	0	0	0.00%	-	408	1	0	0.00%	0.00%	1,134	5	0	0.00%	0.00%
2002	HDGT	361	6	0	0.00%	0.00%	6,763	19	4	0.06%	21.05%	7,844	33	5	0.06%	15.15%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	10	0	0	0.00%	-
2002	LDDV	0	0	0	-	-	33	0	0	0.00%	-	365	0	0	0.00%	-
2002	LDGT	109,867	173	8	0.01%	4.62%	109,961	81	2	0.00%	2.47%	109,961	176	10	0.01%	5.68%
2002	LDGV	133,903	188	17	0.01%	9.04%	134,058	127	16	0.01%	12.60%	134,058	273	21	0.02%	7.69%
2002	Unknown	14	0	0	0.00%	-	488	1	0	0.00%	0.00%	1,944	3	0	0.00%	0.00%
2003	HDGT	316	10	0	0.00%	0.00%	3,996	8	1	0.03%	12.50%	4,578	10	0	0.00%	0.00%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	8	0	0	0.00%	-
2003	LDDV	0	0	0	-	-	15	0	0	0.00%	-	143	0	0	0.00%	-
2003	LDGT	60,291	98	6	0.01%	6.12%	60,323	48	2	0.00%	4.17%	60,323	70	6	0.01%	8.57%
2003	LDGV	81,461	116	6	0.01%	5.17%	81,531	86	7	0.01%	8.14%	81,531	107	9	0.01%	8.41%
2003	Unknown	15	1	0	0.00%	0.00%	493	0	0	0.00%	-	1,366	1	0	0.00%	0.00%
2004	HDGT	331	6	0	0.00%	0.00%	7,883	6	0	0.00%	0.00%	9,213	20	1	0.01%	5.00%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	21	0	0	0.00%	-
2004	LDDV	0	0	0	-	-	37	0	0	0.00%	-	475	3	0	0.00%	0.00%
2004	LDGT	134,199	128	2	0.00%	1.56%	134,277	69	2	0.00%	2.90%	134,277	101	3	0.00%	2.97%
2004	LDGV	135,928	130	12	0.01%	9.23%	136,014	91	13	0.01%	14.29%	136,014	108	8	0.01%	7.41%
2004	Unknown	4	0	0	0.00%	-	622	0	0	0.00%	-	2,472	2	0	0.00%	0.00%

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2005	HDGT	189	2	0	0.00%	0.00%	2,588	0	0	0.00%	-	3,209	3	1	0.03%	33.33%
2005	LDDT	0	0	0	-	-	12	0	0	0.00%	-	45	0	0	0.00%	-
2005	LDDV	0	0	0	-	-	30	0	0	0.00%	-	370	0	0	0.00%	-
2005	LDGT	59,210	69	4	0.01%	5.80%	59,237	37	0	0.00%	0.00%	59,237	46	0	0.00%	0.00%
2005	LDGV	72,785	111	7	0.01%	6.31%	72,848	83	7	0.01%	8.43%	72,848	84	4	0.01%	4.76%
2005	Unknown	10	0	0	0.00%	-	317	0	0	0.00%	-	785	5	1	0.13%	20.00%
2006	HDGT	301	5	0	0.00%	0.00%	6,022	2	1	0.02%	50.00%	7,385	9	0	0.00%	0.00%
2006	LDDT	0	0	0	-	-	81	0	0	0.00%	-	470	1	0	0.00%	0.00%
2006	LDDV	0	0	0	-	-	69	0	0	0.00%	-	524	2	0	0.00%	0.00%
2006	LDGT	95,797	83	2	0.00%	2.41%	95,848	30	0	0.00%	0.00%	95,848	41	1	0.00%	2.44%
2006	LDGV	111,054	96	2	0.00%	2.08%	111,133	61	2	0.00%	3.28%	111,133	54	0	0.00%	0.00%
2006	Unknown	20	1	0	0.00%	0.00%	895	1	0	0.00%	0.00%	2,534	3	0	0.00%	0.00%
2007	HDGT	50	0	0	0.00%	-	1,072	1	0	0.00%	0.00%	1,304	1	0	0.00%	0.00%
2007	LDDT	0	0	0	-	-	31	0	0	0.00%	-	36	0	0	0.00%	-
2007	LDDV	0	0	0	-	-	4	0	0	0.00%	-	7	0	0	0.00%	-
2007	LDGT	21,644	25	2	0.01%	8.00%	21,650	11	0	0.00%	0.00%	21,650	12	1	0.00%	8.33%
2007	LDGV	33,492	26	0	0.00%	0.00%	33,518	32	1	0.00%	3.13%	33,518	29	0	0.00%	0.00%
2007	Unknown	8	0	0	0.00%	-	360	2	0	0.00%	0.00%	387	1	0	0.00%	0.00%
2008	HDGT	35	1	0	0.00%	0.00%	498	0	0	0.00%	-	655	2	1	0.15%	50.00%
2008	LDDT	0	0	0	-	-	9	0	0	0.00%	-	9	0	0	0.00%	-
2008	LDDV	0	0	0	-	-	10	0	0	0.00%	-	10	0	0	0.00%	-
2008	LDGT	8,276	12	1	0.01%	8.33%	8,283	8	0	0.00%	0.00%	8,283	8	0	0.00%	0.00%
2008	LDGV	11,232	9	0	0.00%	0.00%	11,250	7	0	0.00%	0.00%	11,250	6	0	0.00%	0.00%
2008	Unknown	7	0	0	0.00%	-	211	2	0	0.00%	0.00%	249	0	0	0.00%	-
2009	HDGT	13	1	0	0.00%	0.00%	238	0	0	0.00%	-	315	0	0	0.00%	-
2009	LDDT	0	0	0	-	-	5	1	0	0.00%	0.00%	5	0	0	0.00%	-
2009	LDDV	0	0	0	-	-	25	0	0	0.00%	-	27	0	0	0.00%	-
2009	LDGT	1,215	2	0	0.00%	0.00%	1,216	0	0	0.00%	-	1,216	0	0	0.00%	-
2009	LDGV	6,768	3	0	0.00%	0.00%	6,773	2	0	0.00%	0.00%	6,773	2	0	0.00%	0.00%
2009	Unknown	3	0	0	0.00%	-	107	0	0	0.00%	-	116	1	0	0.00%	0.00%

New Jersey Enhanced Inspection and Maintenance Program
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Year 2010

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
2010	HDGT	4	0	0	0.00%	-	144	0	0	0.00%	-	259	1	0	0.00%	0.00%
2010	LDDT	0	0	0	-	-	2	0	0	0.00%	-	2	0	0	0.00%	-
2010	LDDV	0	0	0	-	-	22	1	0	0.00%	0.00%	22	0	0	0.00%	-
2010	LDGT	341	0	0	0.00%	-	341	0	0	0.00%	-	341	0	0	0.00%	-
2010	LDGV	2,854	2	0	0.00%	0.00%	2,855	2	0	0.00%	0.00%	2,855	4	1	0.04%	25.00%
2010	Unknown	0	0	0	-	-	37	1	0	0.00%	0.00%	125	0	0	0.00%	-
2011	HDGT	0	0	0	-	-	35	0	0	0.00%	-	38	0	0	0.00%	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	3	0	0	0.00%	-	3	0	0	0.00%	-
2011	LDGT	1	0	0	0.00%	-	1	0	0	0.00%	-	1	0	0	0.00%	-
2011	LDGV	281	0	0	0.00%	-	281	0	0	0.00%	-	281	0	0	0.00%	-
2011	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**1,730,454**	**17,563**	**1,114**	**0.1%**	**6.3%**	**2,112,376**	**6,196**	**1,208**	**0.06%**	**19.5%**	**2,144,224**	**11,945**	**2,115**	**0.10%**	**17.7%**

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
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Model Yr	Veh Type	Liquid Leak Initial Insps	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak Drop Rate % of Initial Insps	Liquid Leak Drop Rate % of Initial Fails	Misc Emissions Initial Insps	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions Drop Rate % of Initial Insps	Misc Emissions Drop Rate % of Initial Fails
Pre86/Unknown	HDGT	724	40	8	1.10%	20.00%	202	8	1	0.50%	12.50%
Pre86/Unknown	LDDT	39	1	0	0.00%	0.00%	1,455	65	7	0.48%	10.77%
Pre86/Unknown	LDDV	511	5	2	0.39%	40.00%	20	0	0	0.00%	-
Pre86/Unknown	LDGT	2,598	181	27	1.04%	14.92%	5	0	0	0.00%	-
Pre86/Unknown	LDGV	8,388	452	76	0.91%	16.81%	17,624	420	12	0.07%	2.86%
Pre86/Unknown	Unknown	174	9	0	0.00%	0.00%	34,698	561	19	0.05%	3.39%
1986	HDGT	556	26	3	0.54%	11.54%	412	7	0	0.00%	0.00%
1986	LDDT	11	0	0	0.00%	-	1,293	37	1	0.08%	2.70%
1986	LDDV	57	0	0	0.00%	-	18	0	0	0.00%	-
1986	LDGT	1,757	143	25	1.42%	17.48%	37	0	0	0.00%	-
1986	LDGV	4,214	262	26	0.62%	9.92%	11,849	228	12	0.10%	5.26%
1986	Unknown	71	3	0	0.00%	0.00%	21,634	405	18	0.08%	4.44%
1987	HDGT	308	20	6	1.95%	30.00%	317	5	0	0.00%	0.00%
1987	LDDT	4	0	0	0.00%	-	2,032	82	6	0.30%	7.32%
1987	LDDV	54	1	0	0.00%	0.00%	21	0	0	0.00%	-
1987	LDGT	1,540	144	24	1.56%	16.67%	84	0	0	0.00%	-
1987	LDGV	2,805	180	35	1.25%	19.44%	24,291	524	12	0.05%	2.29%
1987	Unknown	57	5	0	0.00%	0.00%	47,077	641	33	0.07%	5.15%
1988	HDGT	715	31	6	0.84%	19.35%	651	4	0	0.00%	0.00%
1988	LDDT	8	0	0	0.00%	-	1,824	51	6	0.33%	11.76%
1988	LDDV	9	0	0	0.00%	-	16	0	0	0.00%	-
1988	LDGT	3,688	253	39	1.06%	15.42%	54	0	0	0.00%	-
1988	LDGV	6,826	397	57	0.84%	14.36%	19,832	381	9	0.05%	2.36%
1988	Unknown	129	5	0	0.00%	0.00%	33,431	466	22	0.07%	4.72%
1989	HDGT	527	29	7	1.33%	24.14%	546	4	0	0.00%	0.00%
1989	LDDT	6	0	0	0.00%	-	2,156	98	6	0.28%	6.12%
1989	LDDV	6	0	0	0.00%	-	21	1	0	0.00%	0.00%
1989	LDGT	2,452	184	27	1.10%	14.67%	216	1	0	0.00%	0.00%
1989	LDGV	4,066	276	48	1.18%	17.39%	41,296	690	12	0.03%	1.74%
1989	Unknown	114	2	0	0.00%	0.00%	70,353	886	29	0.04%	3.27%

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Model Yr	Veh Type	Liquid Leak Initial Insps	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak Drop Rate % of Initial Insps	Liquid Leak Drop Rate % of Initial Fails	Misc Emissions Initial Insps	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions Drop Rate % of Initial Insps	Misc Emissions Drop Rate % of Initial Fails
1990	HDGT	586	30	8	1.37%	26.67%	598	5	0	0.00%	0.00%
1990	LDDT	10	0	0	0.00%	-	2,596	77	8	0.31%	10.39%
1990	LDDV	24	0	0	0.00%	-	13	0	0	0.00%	-
1990	LDGT	4,504	294	34	0.75%	11.56%	117	0	0	0.00%	-
1990	LDGV	12,601	786	108	0.86%	13.74%	32,115	637	17	0.05%	2.67%
1990	Unknown	146	3	0	0.00%	0.00%	52,104	759	20	0.04%	2.64%
1991	HDGT	275	18	1	0.36%	5.56%	772	4	0	0.00%	0.00%
1991	LDDT	5	0	0	0.00%	-	5,539	147	8	0.14%	5.44%
1991	LDDV	38	0	0	0.00%	-	10	0	0	0.00%	-
1991	LDGT	2,640	198	31	1.17%	15.66%	165	0	0	0.00%	-
1991	LDGV	7,076	533	94	1.33%	17.64%	60,835	1,081	25	0.04%	2.31%
1991	Unknown	99	1	0	0.00%	0.00%	103,797	1,167	21	0.02%	1.80%
1992	HDGT	606	19	1	0.17%	5.26%	1,231	10	1	0.08%	10.00%
1992	LDDT	7	0	0	0.00%	-	3,434	5	0	0.00%	0.00%
1992	LDDV	48	0	0	0.00%	-	11	0	0	0.00%	-
1992	LDGT	6,613	399	64	0.97%	16.04%	113	0	0	0.00%	-
1992	LDGV	20,633	1,211	165	0.80%	13.63%	42,607	37	4	0.01%	10.81%
1992	Unknown	229	4	0	0.00%	0.00%	62,884	53	3	0.00%	5.66%
1993	HDGT	496	23	3	0.60%	13.04%	854	1	0	0.00%	0.00%
1993	LDDT	3	0	0	0.00%	-	6,435	6	1	0.02%	16.67%
1993	LDDV	22	0	0	0.00%	-	9	0	0	0.00%	-
1993	LDGT	5,799	380	63	1.09%	16.58%	318	1	0	0.00%	0.00%
1993	LDGV	12,695	853	135	1.06%	15.83%	90,469	56	2	0.00%	3.57%
1993	Unknown	202	7	2	0.99%	28.57%	111,072	76	7	0.01%	9.21%
1994	HDGT	1,455	41	5	0.34%	12.20%	1,516	3	0	0.00%	0.00%
1994	LDDT	20	0	0	0.00%	-	3,506	6	0	0.00%	0.00%
1994	LDDV	5	0	0	0.00%	-	8	0	0	0.00%	-
1994	LDGT	17,628	811	112	0.64%	13.81%	122	0	0	0.00%	-
1994	LDGV	34,700	1,730	226	0.65%	13.06%	49,384	24	0	0.00%	0.00%
1994	Unknown	412	7	1	0.24%	14.29%	69,019	43	1	0.00%	2.33%

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Model Yr	Veh Type	Liquid Leak Initial Insps	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak Drop Rate % of Initial Insps	Liquid Leak Drop Rate % of Initial Fails	Misc Emissions Initial Insps	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions Drop Rate % of Initial Insps	Misc Emissions Drop Rate % of Initial Fails
1995	HDGT	1,293	42	7	0.54%	16.67%	966	1	0	0.00%	0.00%
1995	LDDT	18	0	0	0.00%	-	7,695	7	0	0.00%	0.00%
1995	LDDV	37	0	0	0.00%	-	20	0	0	0.00%	-
1995	LDGT	11,849	643	99	0.84%	15.40%	431	1	1	0.23%	100.00%
1995	LDGV	21,637	1,037	145	0.67%	13.98%	111,003	45	1	0.00%	2.22%
1995	Unknown	317	3	1	0.32%	33.33%	113,286	50	8	0.01%	16.00%
1996	HDGT	2,032	48	7	0.34%	14.58%	1,959	1	0	0.00%	0.00%
1996	LDDT	21	0	0	0.00%	-	2,534	1	0	0.00%	0.00%
1996	LDDV	84	0	0	0.00%	-	30	0	0	0.00%	-
1996	LDGT	24,293	78	10	0.04%	12.82%	333	1	0	0.00%	0.00%
1996	LDGV	47,080	160	18	0.04%	11.25%	49,883	12	1	0.00%	8.33%
1996	Unknown	651	6	0	0.00%	0.00%	63,659	26	3	0.00%	11.54%
1997	HDGT	1,824	51	4	0.22%	7.84%	556	1	0	0.00%	0.00%
1997	LDDT	16	0	0	0.00%	-	6,067	9	2	0.03%	22.22%
1997	LDDV	54	1	0	0.00%	0.00%	363	0	0	0.00%	-
1997	LDGT	19,833	64	10	0.05%	15.63%	431	2	0	0.00%	0.00%
1997	LDGV	33,432	112	15	0.04%	13.39%	75,193	24	0	0.00%	0.00%
1997	Unknown	546	4	0	0.00%	0.00%	87,093	38	1	0.00%	2.63%
1998	HDGT	2,156	50	5	0.23%	10.00%	2,011	1	0	0.00%	0.00%
1998	LDDT	21	1	0	0.00%	0.00%	1,097	1	0	0.00%	0.00%
1998	LDDV	216	1	0	0.00%	0.00%	25	0	0	0.00%	-
1998	LDGT	41,297	104	13	0.03%	12.50%	3	0	0	0.00%	-
1998	LDGV	70,358	146	10	0.01%	6.85%	18,073	7	0	0.00%	0.00%
1998	Unknown	598	6	1	0.17%	16.67%	29,271	6	0	0.00%	0.00%
1999	HDGT	2,596	53	8	0.31%	15.09%	302	1	0	0.00%	0.00%
1999	LDDT	13	0	0	0.00%	-	521	0	0	0.00%	-
1999	LDDV	117	0	0	0.00%	-	8	0	0	0.00%	-
1999	LDGT	32,119	71	6	0.02%	8.45%	10	0	0	0.00%	-
1999	LDGV	52,108	138	12	0.02%	8.70%	6,728	3	1	0.01%	33.33%
1999	Unknown	772	9	1	0.13%	11.11%	9,242	2	0	0.00%	0.00%

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Model Yr	Veh Type	Liquid Leak Initial Insps	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak Drop Rate % of Initial Insps	Liquid Leak Drop Rate % of Initial Fails	Misc Emissions Initial Insps	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions Drop Rate % of Initial Insps	Misc Emissions Drop Rate % of Initial Fails
2000	HDGT	5,539	95	12	0.22%	12.63%	168	0	0	0.00%	-
2000	LDDT	10	0	0	0.00%	-	267	0	0	0.00%	-
2000	LDDV	165	0	0	0.00%	-	5	1	0	0.00%	0.00%
2000	LDGT	60,838	108	5	0.01%	4.63%	22	0	0	0.00%	-
2000	LDGV	103,802	145	7	0.01%	4.83%	917	0	0	0.00%	-
2000	Unknown	1,232	7	0	0.00%	0.00%	5,283	1	0	0.00%	0.00%
2001	HDGT	3,435	46	7	0.20%	15.22%	84	0	0	0.00%	-
2001	LDDT	11	0	0	0.00%	-	242	0	0	0.00%	-
2001	LDDV	113	0	0	0.00%	-	2	0	0	0.00%	-
2001	LDGT	42,607	90	6	0.01%	6.67%	22	0	0	0.00%	-
2001	LDGV	62,886	89	2	0.00%	2.25%	311	0	0	0.00%	-
2001	Unknown	854	6	0	0.00%	0.00%	2,507	0	0	0.00%	-
2002	HDGT	6,435	94	5	0.08%	5.32%	36	1	0	0.00%	0.00%
2002	LDDT	9	0	0	0.00%	-	38	0	0	0.00%	-
2002	LDDV	318	0	0	0.00%	-	0	0	0	-	-
2002	LDGT	90,473	110	3	0.00%	2.73%	3	0	0	0.00%	-
2002	LDGV	111,076	137	7	0.01%	5.11%	0	0	0	-	-
2002	Unknown	1,516	7	0	0.00%	0.00%	270	0	0	0.00%	-
2003	HDGT	3,506	49	1	0.03%	2.04%	0	0	0	-	-
2003	LDDT	8	0	0	0.00%	-	724	15	3	0.41%	20.00%
2003	LDDV	122	0	0	0.00%	-	39	0	0	0.00%	-
2003	LDGT	49,385	53	5	0.01%	9.43%	511	3	0	0.00%	0.00%
2003	LDGV	69,021	70	1	0.00%	1.43%	2,598	55	5	0.19%	9.09%
2003	Unknown	966	7	0	0.00%	0.00%	8,387	154	12	0.14%	7.79%
2004	HDGT	7,695	69	1	0.01%	1.45%	174	2	0	0.00%	0.00%
2004	LDDT	20	0	0	0.00%	-	556	20	2	0.36%	10.00%
2004	LDDV	431	1	0	0.00%	0.00%	11	0	0	0.00%	-
2004	LDGT	111,003	83	3	0.00%	3.61%	57	0	0	0.00%	-
2004	LDGV	113,288	80	3	0.00%	3.75%	1,757	66	2	0.11%	3.03%
2004	Unknown	1,959	4	0	0.00%	0.00%	4,214	68	2	0.05%	2.94%

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Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
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Model Yr	Veh Type	Liquid Leak Initial Insps	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak Drop Rate % of Initial Insps	Liquid Leak Drop Rate % of Initial Fails	Misc Emissions Initial Insps	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions Drop Rate % of Initial Insps	Misc Emissions Drop Rate % of Initial Fails
2005	HDGT	2,534	18	1	0.04%	5.56%	71	2	0	0.00%	0.00%
2005	LDDT	30	0	0	0.00%	-	308	3	0	0.00%	0.00%
2005	LDDV	333	0	0	0.00%	-	4	0	0	0.00%	-
2005	LDGT	49,883	42	0	0.00%	0.00%	54	1	0	0.00%	0.00%
2005	LDGV	63,661	58	2	0.00%	3.45%	1,539	46	1	0.06%	2.17%
2005	Unknown	556	6	1	0.18%	16.67%	2,805	49	3	0.11%	6.12%
2006	HDGT	6,067	55	0	0.00%	0.00%	57	1	0	0.00%	0.00%
2006	LDDT	363	0	0	0.00%	-	714	21	2	0.28%	9.52%
2006	LDDV	431	1	0	0.00%	0.00%	8	0	0	0.00%	-
2006	LDGT	75,194	41	0	0.00%	0.00%	9	0	0	0.00%	-
2006	LDGV	87,097	52	0	0.00%	0.00%	3,688	122	4	0.11%	3.28%
2006	Unknown	2,011	7	0	0.00%	0.00%	6,826	104	1	0.01%	0.96%
2007	HDGT	1,097	14	0	0.00%	0.00%	129	6	0	0.00%	0.00%
2007	LDDT	25	0	0	0.00%	-	527	14	1	0.19%	7.14%
2007	LDDV	3	0	0	0.00%	-	6	0	0	0.00%	-
2007	LDGT	18,073	11	1	0.01%	9.09%	6	0	0	0.00%	-
2007	LDGV	29,271	26	0	0.00%	0.00%	2,452	103	7	0.29%	6.80%
2007	Unknown	302	1	0	0.00%	0.00%	4,065	90	4	0.10%	4.44%
2008	HDGT	521	6	0	0.00%	0.00%	114	4	0	0.00%	0.00%
2008	LDDT	8	0	0	0.00%	-	586	15	2	0.34%	13.33%
2008	LDDV	10	0	0	0.00%	-	10	0	0	0.00%	-
2008	LDGT	6,728	8	0	0.00%	0.00%	24	0	0	0.00%	-
2008	LDGV	9,242	7	0	0.00%	0.00%	4,504	135	4	0.09%	2.96%
2008	Unknown	168	0	0	0.00%	-	12,600	202	7	0.06%	3.47%
2009	HDGT	267	5	0	0.00%	0.00%	146	5	0	0.00%	0.00%
2009	LDDT	5	0	0	0.00%	-	275	7	0	0.00%	0.00%
2009	LDDV	22	0	0	0.00%	-	5	0	0	0.00%	-
2009	LDGT	917	1	0	0.00%	0.00%	38	0	0	0.00%	-
2009	LDGV	5,283	2	0	0.00%	0.00%	2,640	83	4	0.15%	4.82%
2009	Unknown	84	0	0	0.00%	-	7,076	135	3	0.04%	2.22%

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Year 2010

Model Yr	Veh Type	Liquid Leak Initial Insps	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak Drop Rate % of Initial Insps	Liquid Leak Drop Rate % of Initial Fails	Misc Emissions Initial Insps	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions Drop Rate % of Initial Insps	Misc Emissions Drop Rate % of Initial Fails
2010	HDGT	242	3	0	0.00%	0.00%	99	0	0	0.00%	-
2010	LDDT	2	0	0	0.00%	-	606	20	3	0.50%	15.00%
2010	LDDV	22	0	0	0.00%	-	7	0	0	0.00%	-
2010	LDGT	311	0	0	0.00%	-	48	0	0	0.00%	-
2010	LDGV	2,507	2	0	0.00%	0.00%	6,613	212	5	0.08%	2.36%
2010	Unknown	36	0	0	0.00%	-	20,631	315	5	0.02%	1.59%
2011	HDGT	38	0	0	0.00%	-	229	8	1	0.44%	12.50%
2011	LDDT	0	0	0	-	-	496	16	1	0.20%	6.25%
2011	LDDV	3	0	0	0.00%	-	3	0	0	0.00%	-
2011	LDGT	0	0	0	-	-	22	0	0	0.00%	-
2011	LDGV	270	0	0	0.00%	-	5,797	168	8	0.14%	4.76%
2011	Unknown	0	0	0	-	-	12,692	208	11	0.09%	5.29%
Totals		**1,751,719**	**14,541**	**1,914**	**0.11%**	**13.2%**	**1,751,645**	**12,484**	**444**	**0.03%**	**3.6%**

APPENDIX I -
PART J

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 2010

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	TSI First Retest Insps	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
Pre86/Unknown	HDGT	243	41	202	16.9%	83.1%	0	0	0	-	-	0	0	0	-	-
Pre86/Unknown	LDDT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
Pre86/Unknown	LDDV	11	1	10	9.1%	90.9%	0	0	0	-	-	0	0	0	-	-
Pre86/Unknown	LDGT	1,156	265	891	22.9%	77.1%	9	1	8	11.1%	88.9%	814	208	606	25.6%	74.4%
Pre86/Unknown	LDGV	2,512	491	2,021	19.5%	80.5%	30	4	26	13.3%	86.7%	1,086	221	865	20.3%	79.7%
Pre86/Unknown	Unknown	53	8	45	15.1%	84.9%	0	0	0	-	-	0	0	0	-	-
1986	HDGT	189	27	162	14.3%	85.7%	0	0	0	-	-	0	0	0	-	-
1986	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1986	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1986	LDGT	809	172	637	21.3%	78.7%	0	0	0	-	-	713	166	547	23.3%	76.7%
1986	LDGV	1,258	208	1,050	16.5%	83.5%	0	0	0	-	-	1,121	201	920	17.9%	82.1%
1986	Unknown	14	3	11	21.4%	78.6%	0	0	0	-	-	0	0	0	-	-
1987	HDGT	98	13	85	13.3%	86.7%	0	0	0	-	-	0	0	0	-	-
1987	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1987	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1987	LDGT	630	155	475	24.6%	75.4%	0	0	0	-	-	557	147	410	26.4%	73.6%
1987	LDGV	831	175	656	21.1%	78.9%	0	0	0	-	-	701	157	544	22.4%	77.6%
1987	Unknown	12	2	10	16.7%	83.3%	0	0	0	-	-	1	0	1	0.0%	100.0%
1988	HDGT	196	29	167	14.8%	85.2%	0	0	0	-	-	0	0	0	-	-
1988	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDDV	1	1	0	100.0%	0.0%	0	0	0	-	-	0	0	0	-	-
1988	LDGT	1,308	224	1,084	17.1%	82.9%	0	0	0	-	-	1,120	214	906	19.1%	80.9%
1988	LDGV	1,827	291	1,536	15.9%	84.1%	0	0	0	-	-	1,645	279	1,366	17.0%	83.0%
1988	Unknown	23	3	20	13.0%	87.0%	0	0	0	-	-	0	0	0	-	-
1989	HDGT	149	25	124	16.8%	83.2%	0	0	0	-	-	0	0	0	-	-
1989	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1989	LDGT	985	198	787	20.1%	79.9%	0	0	0	-	-	837	187	650	22.3%	77.7%
1989	LDGV	1,204	238	966	19.8%	80.2%	0	0	0	-	-	1,049	229	820	21.8%	78.2%
1989	Unknown	16	1	15	6.3%	93.8%	0	0	0	-	-	0	0	0	-	-
1990	HDGT	149	23	126	15.4%	84.6%	0	0	0	-	-	0	0	0	-	-
1990	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1990	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1990	LDGT	1,678	330	1,348	19.7%	80.3%	0	0	0	-	-	1,463	317	1,146	21.7%	78.3%
1990	LDGV	3,385	520	2,865	15.4%	84.6%	0	0	0	-	-	3,029	504	2,525	16.6%	83.4%
1990	Unknown	23	2	21	8.7%	91.3%	0	0	0	-	-	0	0	0	-	-

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Year 2010

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	TSI First Retest Insps	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
1991	HDGT	80	15	65	18.8%	81.3%	0	0	0	-	-	0	0	0	-	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDGT	918	169	749	18.4%	81.6%	0	0	0	-	-	788	163	625	20.7%	79.3%
1991	LDGV	2,110	400	1,710	19.0%	81.0%	0	0	0	-	-	1,832	374	1,458	20.4%	79.6%
1991	Unknown	10	1	9	10.0%	90.0%	0	0	0	-	-	1	1	0	100.0%	0.0%
1992	HDGT	138	14	124	10.1%	89.9%	0	0	0	-	-	0	0	0	-	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDDV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1992	LDGT	2,076	325	1,751	15.7%	84.3%	0	0	0	-	-	1,753	312	1,441	17.8%	82.2%
1992	LDGV	5,695	849	4,846	14.9%	85.1%	0	0	0	-	-	5,130	800	4,330	15.6%	84.4%
1992	Unknown	18	2	16	11.1%	88.9%	0	0	0	-	-	0	0	0	-	-
1993	HDGT	124	14	110	11.3%	88.7%	0	0	0	-	-	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	1,847	300	1,547	16.2%	83.8%	0	0	0	-	-	1,571	290	1,281	18.5%	81.5%
1993	LDGV	3,663	656	3,007	17.9%	82.1%	0	0	0	-	-	3,203	621	2,582	19.4%	80.6%
1993	Unknown	21	2	19	9.5%	90.5%	0	0	0	-	-	0	0	0	-	-
1994	HDGT	312	29	283	9.3%	90.7%	0	0	0	-	-	0	0	0	-	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	4,559	695	3,864	15.2%	84.8%	0	0	0	-	-	3,882	673	3,209	17.3%	82.7%
1994	LDGV	7,585	1,002	6,583	13.2%	86.8%	0	0	0	-	-	6,549	948	5,601	14.5%	85.5%
1994	Unknown	41	5	36	12.2%	87.8%	0	0	0	-	-	1	0	1	0.0%	100.0%
1995	HDGT	299	39	260	13.0%	87.0%	0	0	0	-	-	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1995	LDGT	3,232	526	2,706	16.3%	83.7%	0	0	0	-	-	2,831	516	2,315	18.2%	81.8%
1995	LDGV	5,066	745	4,321	14.7%	85.3%	0	0	0	-	-	4,309	700	3,609	16.2%	83.8%
1995	Unknown	21	3	18	14.3%	85.7%	0	0	0	-	-	0	0	0	-	-
1996	HDGT	362	38	324	10.5%	89.5%	0	0	0	-	-	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	5,194	761	4,433	14.7%	85.3%	4,171	729	3,442	17.5%	82.5%	0	0	0	-	-
1996	LDGV	7,954	1,288	6,666	16.2%	83.8%	6,716	1,248	5,468	18.6%	81.4%	0	0	0	-	-
1996	Unknown	34	4	30	11.8%	88.2%	0	0	0	-	-	0	0	0	-	-

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1997	HDGT	345	41	304	11.9%	88.1%	0	0	0	-	-	0	0	0	-	-
1997	LDDT	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
1997	LDDV	12	2	10	16.7%	83.3%	12	2	10	16.7%	83.3%	0	0	0	-	-
1997	LDGT	5,074	800	4,274	15.8%	84.2%	4,321	776	3,545	18.0%	82.0%	2	0	2	0.0%	100.0%
1997	LDGV	7,608	1,385	6,223	18.2%	81.8%	6,663	1,353	5,310	20.3%	79.7%	2	0	2	0.0%	100.0%
1997	Unknown	23	2	21	8.7%	91.3%	2	1	1	50.0%	50.0%	0	0	0	-	-
1998	HDGT	320	22	298	6.9%	93.1%	0	0	0	-	-	0	0	0	-	-
1998	LDDT	5	0	5	0.0%	100.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
1998	LDDV	46	4	42	8.7%	91.3%	45	4	41	8.9%	91.1%	0	0	0	-	-
1998	LDGT	7,573	1,116	6,457	14.7%	85.3%	6,348	1,081	5,267	17.0%	83.0%	0	0	0	-	-
1998	LDGV	10,951	1,521	9,430	13.9%	86.1%	9,188	1,464	7,724	15.9%	84.1%	0	0	0	-	-
1998	Unknown	29	3	26	10.3%	89.7%	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	HDGT	330	20	310	6.1%	93.9%	0	0	0	-	-	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	13	2	11	15.4%	84.6%	12	2	10	16.7%	83.3%	0	0	0	-	-
1999	LDGT	5,798	747	5,051	12.9%	87.1%	4,669	712	3,957	15.2%	84.8%	0	0	0	-	-
1999	LDGV	9,408	1,423	7,985	15.1%	84.9%	7,958	1,369	6,589	17.2%	82.8%	0	0	0	-	-
1999	Unknown	25	1	24	4.0%	96.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2000	HDGT	553	29	524	5.2%	94.8%	0	0	0	-	-	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	33	1	32	3.0%	97.0%	32	1	31	3.1%	96.9%	0	0	0	-	-
2000	LDGT	9,366	960	8,406	10.2%	89.8%	7,257	918	6,339	12.6%	87.4%	1	0	1	0.0%	100.0%
2000	LDGV	15,183	1,953	13,230	12.9%	87.1%	12,780	1,880	10,900	14.7%	85.3%	0	0	0	-	-
2000	Unknown	25	2	23	8.0%	92.0%	0	0	0	-	-	0	0	0	-	-
2001	HDGT	154	13	141	8.4%	91.6%	0	0	0	-	-	0	0	0	-	-
2001	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2001	LDDV	23	0	23	0.0%	100.0%	23	0	23	0.0%	100.0%	0	0	0	-	-
2001	LDGT	7,838	1,212	6,626	15.5%	84.5%	7,754	1,202	6,552	15.5%	84.5%	0	0	0	-	-
2001	LDGV	9,849	1,753	8,096	17.8%	82.2%	9,699	1,734	7,965	17.9%	82.1%	0	0	0	-	-
2001	Unknown	18	0	18	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2002	HDGT	237	19	218	8.0%	92.0%	0	0	0	-	-	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	44	2	42	4.5%	95.5%	44	2	42	4.5%	95.5%	0	0	0	-	-
2002	LDGT	10,899	1,262	9,637	11.6%	88.4%	10,766	1,243	9,523	11.5%	88.5%	1	0	1	0.0%	100.0%
2002	LDGV	11,389	1,500	9,889	13.2%	86.8%	11,220	1,486	9,734	13.2%	86.8%	2	0	2	0.0%	100.0%
2002	Unknown	18	2	16	11.1%	88.9%	1	0	1	0.0%	100.0%	0	0	0	-	-

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2003	HDGT	121	7	114	5.8%	94.2%	0	0	0	-	-	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	17	0	17	0.0%	100.0%	17	0	17	0.0%	100.0%	0	0	0	-	-
2003	LDGT	5,368	561	4,807	10.5%	89.5%	5,296	558	4,738	10.5%	89.5%	0	0	0	-	-
2003	LDGV	6,427	882	5,545	13.7%	86.3%	6,337	869	5,468	13.7%	86.3%	2	1	1	50.0%	50.0%
2003	Unknown	18	1	17	5.6%	94.4%	5	1	4	20.0%	80.0%	0	0	0	-	-
2004	HDGT	158	17	141	10.8%	89.2%	0	0	0	-	-	0	0	0	-	-
2004	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDDV	28	2	26	7.1%	92.9%	27	1	26	3.7%	96.3%	0	0	0	-	-
2004	LDGT	6,747	552	6,195	8.2%	91.8%	6,625	544	6,081	8.2%	91.8%	0	0	0	-	-
2004	LDGV	6,751	668	6,083	9.9%	90.1%	6,653	661	5,992	9.9%	90.1%	3	0	3	0.0%	100.0%
2004	Unknown	8	0	8	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2005	HDGT	37	0	37	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDDT	7	0	7	0.0%	100.0%	7	0	7	0.0%	100.0%	0	0	0	-	-
2005	LDDV	4	0	4	0.0%	100.0%	4	0	4	0.0%	100.0%	0	0	0	-	-
2005	LDGT	3,072	263	2,809	8.6%	91.4%	3,024	261	2,763	8.6%	91.4%	1	0	1	0.0%	100.0%
2005	LDGV	3,358	343	3,015	10.2%	89.8%	3,271	339	2,932	10.4%	89.6%	2	1	1	50.0%	50.0%
2005	Unknown	9	0	9	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2006	HDGT	114	5	109	4.4%	95.6%	0	0	0	-	-	0	0	0	-	-
2006	LDDT	7	0	7	0.0%	100.0%	6	0	6	0.0%	100.0%	0	0	0	-	-
2006	LDDV	8	0	8	0.0%	100.0%	6	0	6	0.0%	100.0%	0	0	0	-	-
2006	LDGT	3,021	198	2,823	6.6%	93.4%	2,935	192	2,743	6.5%	93.5%	2	0	2	0.0%	100.0%
2006	LDGV	3,673	242	3,431	6.6%	93.4%	3,575	236	3,339	6.6%	93.4%	2	0	2	0.0%	100.0%
2006	Unknown	15	1	14	6.7%	93.3%	4	1	3	25.0%	75.0%	0	0	0	-	-
2007	HDGT	18	1	17	5.6%	94.4%	0	0	0	-	-	0	0	0	-	-
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	624	40	584	6.4%	93.6%	605	39	566	6.4%	93.6%	0	0	0	-	-
2007	LDGV	873	61	812	7.0%	93.0%	850	60	790	7.1%	92.9%	1	0	1	0.0%	100.0%
2007	Unknown	13	1	12	7.7%	92.3%	11	0	11	0.0%	100.0%	0	0	0	-	-
2008	HDGT	14	5	9	35.7%	64.3%	0	0	0	-	-	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	182	4	178	2.2%	97.8%	179	4	175	2.2%	97.8%	0	0	0	-	-
2008	LDGV	312	17	295	5.4%	94.6%	306	17	289	5.6%	94.4%	1	0	1	0.0%	100.0%
2008	Unknown	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	HDGT	6	0	6	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-

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2009	LDDT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	LDGT	39	1	38	2.6%	97.4%	38	1	37	2.6%	97.4%	0	0	0	-	-
2009	LDGV	146	5	141	3.4%	96.6%	144	5	139	3.5%	96.5%	0	0	0	-	-
2009	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2010	HDGT	4	0	4	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2010	LDGT	12	1	11	8.3%	91.7%	12	1	11	8.3%	91.7%	0	0	0	-	-
2010	LDGV	76	10	66	13.2%	86.8%	76	10	66	13.2%	86.8%	0	0	0	-	-
2010	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2011	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGV	11	0	11	0.0%	100.0%	11	0	11	0.0%	100.0%	0	0	0	-	-
2011	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**224,626**	**31,014**	**193,612**	**13.8%**	**86.2%**	**149,761**	**21,013**	**128,748**	**14.0%**	**86.0%**	**46,008**	**8,230**	**37,778**	**17.9%**	**82.1%**

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2010

Model Yr	Veh Type	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	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
Pre86/Unknown	HDGT	220	38	182	17.3%	82.7%	68	7	61	10.3%	89.7%	9	0	9	0.0%	100.0%
Pre86/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre86/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre86/Unknown	LDGT	244	49	195	20.1%	79.9%	124	10	114	8.1%	91.9%	45	4	41	8.9%	91.1%
Pre86/Unknown	LDGV	1,193	252	941	21.1%	78.9%	191	14	177	7.3%	92.7%	95	7	88	7.4%	92.6%
Pre86/Unknown	Unknown	47	7	40	14.9%	85.1%	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
1986	HDGT	162	24	138	14.8%	85.2%	57	4	53	7.0%	93.0%	5	0	5	0.0%	100.0%
1986	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1986	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1986	LDGT	5	2	3	40.0%	60.0%	91	7	84	7.7%	92.3%	34	1	33	2.9%	97.1%
1986	LDGV	43	4	39	9.3%	90.7%	71	5	66	7.0%	93.0%	69	4	65	5.8%	94.2%
1986	Unknown	13	3	10	23.1%	76.9%	0	0	0	-	-	1	0	1	0.0%	100.0%
1987	HDGT	90	10	80	11.1%	88.9%	24	1	23	4.2%	95.8%	5	0	5	0.0%	100.0%
1987	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1987	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1987	LDGT	8	4	4	50.0%	50.0%	62	12	50	19.4%	80.6%	22	1	21	4.5%	95.5%
1987	LDGV	46	10	36	21.7%	78.3%	74	5	69	6.8%	93.2%	33	2	31	6.1%	93.9%
1987	Unknown	9	2	7	22.2%	77.8%	0	0	0	-	-	0	0	0	-	-
1988	HDGT	162	26	136	16.0%	84.0%	67	11	56	16.4%	83.6%	6	1	5	16.7%	83.3%
1988	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDGT	17	1	16	5.9%	94.1%	126	9	117	7.1%	92.9%	76	1	75	1.3%	98.7%
1988	LDGV	37	6	31	16.2%	83.8%	141	6	135	4.3%	95.7%	81	5	76	6.2%	93.8%
1988	Unknown	14	2	12	14.3%	85.7%	5	1	4	20.0%	80.0%	1	0	1	0.0%	100.0%
1989	HDGT	130	25	105	19.2%	80.8%	44	1	43	2.3%	97.7%	4	0	4	0.0%	100.0%
1989	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1989	LDGT	6	3	3	50.0%	50.0%	107	10	97	9.3%	90.7%	45	3	42	6.7%	93.3%
1989	LDGV	32	3	29	9.4%	90.6%	100	6	94	6.0%	94.0%	77	9	68	11.7%	88.3%
1989	Unknown	9	1	8	11.1%	88.9%	4	0	4	0.0%	100.0%	0	0	0	-	-
1990	HDGT	120	22	98	18.3%	81.7%	60	2	58	3.3%	96.7%	5	0	5	0.0%	100.0%
1990	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1990	LDGT	16	4	12	25.0%	75.0%	142	10	132	7.0%	93.0%	91	8	83	8.8%	91.2%
1990	LDGV	57	9	48	15.8%	84.2%	218	12	206	5.5%	94.5%	176	10	166	5.7%	94.3%
1990	Unknown	16	2	14	12.5%	87.5%	0	0	0	-	-	0	0	0	-	-

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Year 2010

Model Yr	Veh Type	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	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
1991	HDGT	63	11	52	17.5%	82.5%	37	6	31	16.2%	83.8%	4	0	4	0.0%	100.0%
1991	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDGT	5	0	5	0.0%	100.0%	104	7	97	6.7%	93.3%	57	4	53	7.0%	93.0%
1991	LDGV	72	15	57	20.8%	79.2%	181	15	166	8.3%	91.7%	126	8	118	6.3%	93.7%
1991	Unknown	8	0	8	0.0%	100.0%	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
1992	HDGT	107	13	94	12.1%	87.9%	55	3	52	5.5%	94.5%	4	0	4	0.0%	100.0%
1992	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDGT	0	0	0	-	-	197	8	189	4.1%	95.9%	101	1	100	1.0%	99.0%
1992	LDGV	118	28	90	23.7%	76.3%	312	19	293	6.1%	93.9%	299	11	288	3.7%	96.3%
1992	Unknown	10	0	10	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1993	HDGT	85	14	71	16.5%	83.5%	60	3	57	5.0%	95.0%	5	0	5	0.0%	100.0%
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	7	2	5	28.6%	71.4%	197	12	185	6.1%	93.9%	99	6	93	6.1%	93.9%
1993	LDGV	124	22	102	17.7%	82.3%	282	17	265	6.0%	94.0%	230	16	214	7.0%	93.0%
1993	Unknown	9	1	8	11.1%	88.9%	7	0	7	0.0%	100.0%	0	0	0	-	-
1994	HDGT	214	29	185	13.6%	86.4%	140	6	134	4.3%	95.7%	9	0	9	0.0%	100.0%
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	7	1	6	14.3%	85.7%	411	20	391	4.9%	95.1%	184	5	179	2.7%	97.3%
1994	LDGV	137	24	113	17.5%	82.5%	610	24	586	3.9%	96.1%	419	17	402	4.1%	95.9%
1994	Unknown	26	5	21	19.2%	80.8%	6	0	6	0.0%	100.0%	1	0	1	0.0%	100.0%
1995	HDGT	216	37	179	17.1%	82.9%	127	9	118	7.1%	92.9%	8	0	8	0.0%	100.0%
1995	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDGT	4	2	2	50.0%	50.0%	301	3	298	1.0%	99.0%	141	7	134	5.0%	95.0%
1995	LDGV	127	21	106	16.5%	83.5%	440	23	417	5.2%	94.8%	226	12	214	5.3%	94.7%
1995	Unknown	12	2	10	16.7%	83.3%	4	1	3	25.0%	75.0%	1	1	0	100.0%	0.0%
1996	HDGT	249	34	215	13.7%	86.3%	165	9	156	5.5%	94.5%	10	0	10	0.0%	100.0%
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	628	30	598	4.8%	95.2%	43	0	43	0.0%	100.0%
1996	LDGV	0	0	0	-	-	671	18	653	2.7%	97.3%	127	1	126	0.8%	99.2%
1996	Unknown	21	2	19	9.5%	90.5%	5	1	4	20.0%	80.0%	2	1	1	50.0%	50.0%

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Model Yr	Veh Type	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	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
1997	HDGT	227	35	192	15.4%	84.6%	169	12	157	7.1%	92.9%	9	0	9	0.0%	100.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	6	1	5	16.7%	83.3%	474	18	456	3.8%	96.2%	38	0	38	0.0%	100.0%
1997	LDGV	1	0	1	0.0%	100.0%	543	15	528	2.8%	97.2%	99	2	97	2.0%	98.0%
1997	Unknown	12	1	11	8.3%	91.7%	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%
1998	HDGT	179	18	161	10.1%	89.9%	189	5	184	2.6%	97.4%	4	1	3	25.0%	75.0%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	8	0	8	0.0%	100.0%	675	23	652	3.4%	96.6%	74	0	74	0.0%	100.0%
1998	LDGV	3	0	3	0.0%	100.0%	938	34	904	3.6%	96.4%	120	3	117	2.5%	97.5%
1998	Unknown	19	3	16	15.8%	84.2%	4	0	4	0.0%	100.0%	0	0	0	-	-
1999	HDGT	200	16	184	8.0%	92.0%	183	7	176	3.8%	96.2%	5	0	5	0.0%	100.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGT	8	1	7	12.5%	87.5%	601	29	572	4.8%	95.2%	51	0	51	0.0%	100.0%
1999	LDGV	0	0	0	-	-	821	32	789	3.9%	96.1%	111	0	111	0.0%	100.0%
1999	Unknown	15	1	14	6.7%	93.3%	4	0	4	0.0%	100.0%	3	0	3	0.0%	100.0%
2000	HDGT	289	21	268	7.3%	92.7%	356	12	344	3.4%	96.6%	13	1	12	7.7%	92.3%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2000	LDGT	16	0	16	0.0%	100.0%	1,241	33	1,208	2.7%	97.3%	68	0	68	0.0%	100.0%
2000	LDGV	3	0	3	0.0%	100.0%	1,435	61	1,374	4.3%	95.7%	115	2	113	1.7%	98.3%
2000	Unknown	11	2	9	18.2%	81.8%	3	0	3	0.0%	100.0%	0	0	0	-	-
2001	HDGT	148	13	135	8.8%	91.2%	5	0	5	0.0%	100.0%	5	0	5	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	6	0	6	0.0%	100.0%	123	7	116	5.7%	94.3%	60	1	59	1.7%	98.3%
2001	LDGV	0	0	0	-	-	148	10	138	6.8%	93.2%	75	3	72	4.0%	96.0%
2001	Unknown	12	0	12	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2002	HDGT	228	19	209	8.3%	91.7%	6	0	6	0.0%	100.0%	15	0	15	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	12	0	12	0.0%	100.0%	165	5	160	3.0%	97.0%	78	1	77	1.3%	98.7%
2002	LDGV	1	0	1	0.0%	100.0%	170	9	161	5.3%	94.7%	109	1	108	0.9%	99.1%
2002	Unknown	10	2	8	20.0%	80.0%	0	0	0	-	-	1	0	1	0.0%	100.0%

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Model Yr	Veh Type	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	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
2003	HDGT	108	6	102	5.6%	94.4%	10	0	10	0.0%	100.0%	7	0	7	0.0%	100.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	9	0	9	0.0%	100.0%	92	2	90	2.2%	97.8%	46	0	46	0.0%	100.0%
2003	LDGV	2	0	2	0.0%	100.0%	110	4	106	3.6%	96.4%	78	1	77	1.3%	98.7%
2003	Unknown	10	0	10	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	HDGT	150	16	134	10.7%	89.3%	5	0	5	0.0%	100.0%	6	0	6	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	21	3	18	14.3%	85.7%	125	6	119	4.8%	95.2%	67	0	67	0.0%	100.0%
2004	LDGV	2	0	2	0.0%	100.0%	118	4	114	3.4%	96.6%	78	0	78	0.0%	100.0%
2004	Unknown	4	0	4	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	HDGT	36	0	36	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	9	0	9	0.0%	100.0%	66	4	62	6.1%	93.9%	37	0	37	0.0%	100.0%
2005	LDGV	1	0	1	0.0%	100.0%	103	1	102	1.0%	99.0%	75	0	75	0.0%	100.0%
2005	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	HDGT	104	4	100	3.8%	96.2%	5	0	5	0.0%	100.0%	1	0	1	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT	13	1	12	7.7%	92.3%	80	2	78	2.5%	97.5%	29	0	29	0.0%	100.0%
2006	LDGV	6	0	6	0.0%	100.0%	94	3	91	3.2%	96.8%	58	0	58	0.0%	100.0%
2006	Unknown	7	0	7	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	HDGT	18	1	17	5.6%	94.4%	0	0	0	-	-	1	0	1	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	4	0	4	0.0%	100.0%	23	1	22	4.3%	95.7%	11	0	11	0.0%	100.0%
2007	LDGV	1	0	1	0.0%	100.0%	26	0	26	0.0%	100.0%	31	0	31	0.0%	100.0%
2007	Unknown	0	0	0	-	-	0	0	0	-	-	2	1	1	50.0%	50.0%
2008	HDGT	13	5	8	38.5%	61.5%	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	11	0	11	0.0%	100.0%	8	0	8	0.0%	100.0%
2008	LDGV	1	0	1	0.0%	100.0%	9	0	9	0.0%	100.0%	7	0	7	0.0%	100.0%
2008	Unknown	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2009	HDGT	5	0	5	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-

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2009	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2009	LDGV	0	0	0	-	-	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
2009	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2010	HDGT	4	0	4	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2010	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGV	0	0	0	-	-	2	1	1	50.0%	50.0%	2	0	2	0.0%	100.0%
2010	Unknown	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2011	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**6,263**	**941**	**5,322**	**15.0%**	**85.0%**	**15,868**	**707**	**15,161**	**4.5%**	**95.5%**	**4,590**	**163**	**4,427**	**3.6%**	**96.4%**

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Model Yr	Veh Type	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
Pre86/Unknown	HDGT	16	0	16	0.0%	100.0%	30	2	28	6.7%	93.3%	13	2	11	15.4%	84.6%
Pre86/Unknown	LDDT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
Pre86/Unknown	LDDV	7	0	7	0.0%	100.0%	3	0	3	0.0%	100.0%	3	1	2	33.3%	66.7%
Pre86/Unknown	LDGT	67	5	62	7.5%	92.5%	146	17	129	11.6%	88.4%	45	1	44	2.2%	97.8%
Pre86/Unknown	LDGV	170	3	167	1.8%	98.2%	359	35	324	9.7%	90.3%	137	4	133	2.9%	97.1%
Pre86/Unknown	Unknown	2	0	2	0.0%	100.0%	8	1	7	12.5%	87.5%	2	0	2	0.0%	100.0%
1986	HDGT	7	0	7	0.0%	100.0%	21	0	21	0.0%	100.0%	18	1	17	5.6%	94.4%
1986	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1986	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1986	LDGT	55	3	52	5.5%	94.5%	112	8	104	7.1%	92.9%	63	1	62	1.6%	98.4%
1986	LDGV	115	13	102	11.3%	88.7%	227	18	209	7.9%	92.1%	66	2	64	3.0%	97.0%
1986	Unknown	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
1987	HDGT	5	0	5	0.0%	100.0%	13	1	12	7.7%	92.3%	3	0	3	0.0%	100.0%
1987	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1987	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1987	LDGT	38	3	35	7.9%	92.1%	104	12	92	11.5%	88.5%	42	1	41	2.4%	97.6%
1987	LDGV	62	3	59	4.8%	95.2%	139	14	125	10.1%	89.9%	43	2	41	4.7%	95.3%
1987	Unknown	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%	1	0	1	0.0%	100.0%
1988	HDGT	4	1	3	25.0%	75.0%	24	3	21	12.5%	87.5%	20	3	17	15.0%	85.0%
1988	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDDV	1	1	0	100.0%	0.0%	0	0	0	-	-	0	0	0	-	-
1988	LDGT	111	5	106	4.5%	95.5%	206	14	192	6.8%	93.2%	114	3	111	2.6%	97.4%
1988	LDGV	143	9	134	6.3%	93.7%	319	36	283	11.3%	88.7%	99	4	95	4.0%	96.0%
1988	Unknown	2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%	6	0	6	0.0%	100.0%
1989	HDGT	7	0	7	0.0%	100.0%	20	0	20	0.0%	100.0%	14	2	12	14.3%	85.7%
1989	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1989	LDGT	69	5	64	7.2%	92.8%	153	16	137	10.5%	89.5%	96	3	93	3.1%	96.9%
1989	LDGV	132	12	120	9.1%	90.9%	207	21	186	10.1%	89.9%	83	3	80	3.6%	96.4%
1989	Unknown	0	0	0	-	-	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
1990	HDGT	8	0	8	0.0%	100.0%	20	1	19	5.0%	95.0%	11	0	11	0.0%	100.0%
1990	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1990	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1990	LDGT	141	10	131	7.1%	92.9%	244	29	215	11.9%	88.1%	131	7	124	5.3%	94.7%
1990	LDGV	287	16	271	5.6%	94.4%	617	53	564	8.6%	91.4%	189	5	184	2.6%	97.4%
1990	Unknown	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%	5	0	5	0.0%	100.0%

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1991	HDGT	7	1	6	14.3%	85.7%	15	1	14	6.7%	93.3%	7	0	7	0.0%	100.0%
1991	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDGT	83	6	77	7.2%	92.8%	148	9	139	6.1%	93.9%	77	3	74	3.9%	96.1%
1991	LDGV	201	19	182	9.5%	90.5%	414	39	375	9.4%	90.6%	127	5	122	3.9%	96.1%
1991	Unknown	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1992	HDGT	11	0	11	0.0%	100.0%	17	0	17	0.0%	100.0%	18	1	17	5.6%	94.4%
1992	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDDV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1992	LDGT	167	4	163	2.4%	97.6%	314	23	291	7.3%	92.7%	207	8	199	3.9%	96.1%
1992	LDGV	544	28	516	5.1%	94.9%	978	69	909	7.1%	92.9%	305	10	295	3.3%	96.7%
1992	Unknown	1	0	1	0.0%	100.0%	4	1	3	25.0%	75.0%	8	2	6	25.0%	75.0%
1993	HDGT	6	0	6	0.0%	100.0%	15	0	15	0.0%	100.0%	14	0	14	0.0%	100.0%
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	185	21	164	11.4%	88.6%	288	22	266	7.6%	92.4%	155	2	153	1.3%	98.7%
1993	LDGV	406	28	378	6.9%	93.1%	669	63	606	9.4%	90.6%	191	6	185	3.1%	96.9%
1993	Unknown	0	0	0	-	-	5	0	5	0.0%	100.0%	7	0	7	0.0%	100.0%
1994	HDGT	14	0	14	0.0%	100.0%	35	0	35	0.0%	100.0%	56	0	56	0.0%	100.0%
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	380	23	357	6.1%	93.9%	664	55	609	8.3%	91.7%	402	7	395	1.7%	98.3%
1994	LDGV	791	48	743	6.1%	93.9%	1,424	108	1,316	7.6%	92.4%	528	14	514	2.7%	97.3%
1994	Unknown	3	0	3	0.0%	100.0%	6	1	5	16.7%	83.3%	7	0	7	0.0%	100.0%
1995	HDGT	10	0	10	0.0%	100.0%	34	4	30	11.8%	88.2%	36	0	36	0.0%	100.0%
1995	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1995	LDGT	231	11	220	4.8%	95.2%	514	43	471	8.4%	91.6%	209	5	204	2.4%	97.6%
1995	LDGV	465	38	427	8.2%	91.8%	826	56	770	6.8%	93.2%	379	14	365	3.7%	96.3%
1995	Unknown	2	1	1	50.0%	50.0%	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%
1996	HDGT	9	0	9	0.0%	100.0%	42	4	38	9.5%	90.5%	76	3	73	3.9%	96.1%
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	144	5	139	3.5%	96.5%	63	3	60	4.8%	95.2%	511	10	501	2.0%	98.0%
1996	LDGV	342	19	323	5.6%	94.4%	134	2	132	1.5%	98.5%	598	11	587	1.8%	98.2%
1996	Unknown	3	1	2	33.3%	66.7%	5	1	4	20.0%	80.0%	4	0	4	0.0%	100.0%

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1997	HDGT	14	0	14	0.0%	100.0%	46	2	44	4.3%	95.7%	44	2	42	4.5%	95.5%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	LDGT	114	3	111	2.6%	97.4%	49	1	48	2.0%	98.0%	364	8	356	2.2%	97.8%
1997	LDGV	222	8	214	3.6%	96.4%	90	1	89	1.1%	98.9%	436	8	428	1.8%	98.2%
1997	Unknown	3	0	3	0.0%	100.0%	4	0	4	0.0%	100.0%	4	0	4	0.0%	100.0%
1998	HDGT	10	1	9	10.0%	90.0%	45	3	42	6.7%	93.3%	92	2	90	2.2%	97.8%
1998	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1998	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1998	LDGT	174	5	169	2.9%	97.1%	87	2	85	2.3%	97.7%	673	9	664	1.3%	98.7%
1998	LDGV	394	21	373	5.3%	94.7%	130	2	128	1.5%	98.5%	848	11	837	1.3%	98.7%
1998	Unknown	1	0	1	0.0%	100.0%	5	1	4	20.0%	80.0%	5	0	5	0.0%	100.0%
1999	HDGT	9	0	9	0.0%	100.0%	46	2	44	4.3%	95.7%	66	1	65	1.5%	98.5%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1999	LDGT	130	7	123	5.4%	94.6%	60	2	58	3.3%	96.7%	614	8	606	1.3%	98.7%
1999	LDGV	298	12	286	4.0%	96.0%	118	3	115	2.5%	97.5%	724	11	713	1.5%	98.5%
1999	Unknown	4	0	4	0.0%	100.0%	8	1	7	12.5%	87.5%	4	0	4	0.0%	100.0%
2000	HDGT	20	1	19	5.0%	95.0%	82	4	78	4.9%	95.1%	138	2	136	1.4%	98.6%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	202	5	197	2.5%	97.5%	103	0	103	0.0%	100.0%	1,049	4	1,045	0.4%	99.6%
2000	LDGV	392	17	375	4.3%	95.7%	134	2	132	1.5%	98.5%	1,140	15	1,125	1.3%	98.7%
2000	Unknown	4	0	4	0.0%	100.0%	7	0	7	0.0%	100.0%	9	0	9	0.0%	100.0%
2001	HDGT	10	0	10	0.0%	100.0%	40	2	38	5.0%	95.0%	5	0	5	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	143	3	140	2.1%	97.9%	85	3	82	3.5%	96.5%	33	4	29	12.1%	87.9%
2001	LDGV	214	12	202	5.6%	94.4%	85	2	83	2.4%	97.6%	48	3	45	6.3%	93.8%
2001	Unknown	5	0	5	0.0%	100.0%	6	0	6	0.0%	100.0%	1	0	1	0.0%	100.0%
2002	HDGT	28	0	28	0.0%	100.0%	89	1	88	1.1%	98.9%	4	0	4	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2002	LDGT	165	5	160	3.0%	97.0%	107	2	105	1.9%	98.1%	54	9	45	16.7%	83.3%
2002	LDGV	241	6	235	2.5%	97.5%	126	0	126	0.0%	100.0%	64	9	55	14.1%	85.9%
2002	Unknown	3	0	3	0.0%	100.0%	7	0	7	0.0%	100.0%	3	0	3	0.0%	100.0%

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2003	HDGT	10	0	10	0.0%	100.0%	46	1	45	2.2%	97.8%	6	0	6	0.0%	100.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	64	1	63	1.6%	98.4%	48	0	48	0.0%	100.0%	24	0	24	0.0%	100.0%
2003	LDGV	97	2	95	2.1%	97.9%	68	0	68	0.0%	100.0%	41	7	34	17.1%	82.9%
2003	Unknown	1	0	1	0.0%	100.0%	7	0	7	0.0%	100.0%	1	0	1	0.0%	100.0%
2004	HDGT	19	2	17	10.5%	89.5%	69	8	61	11.6%	88.4%	6	1	5	16.7%	83.3%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	3	0	3	0.0%	100.0%	1	0	1	0.0%	100.0%	1	1	0	100.0%	0.0%
2004	LDGT	97	1	96	1.0%	99.0%	81	3	78	3.7%	96.3%	43	5	38	11.6%	88.4%
2004	LDGV	99	3	96	3.0%	97.0%	76	0	76	0.0%	100.0%	38	5	33	13.2%	86.8%
2004	Unknown	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%
2005	HDGT	1	0	1	0.0%	100.0%	17	0	17	0.0%	100.0%	1	0	1	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	44	0	44	0.0%	100.0%	42	0	42	0.0%	100.0%	11	1	10	9.1%	90.9%
2005	LDGV	80	0	80	0.0%	100.0%	56	0	56	0.0%	100.0%	22	1	21	4.5%	95.5%
2005	Unknown	4	0	4	0.0%	100.0%	5	0	5	0.0%	100.0%	1	0	1	0.0%	100.0%
2006	HDGT	9	0	9	0.0%	100.0%	55	3	52	5.5%	94.5%	7	0	7	0.0%	100.0%
2006	LDDT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	LDDV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2006	LDGT	40	0	40	0.0%	100.0%	41	1	40	2.4%	97.6%	24	4	20	16.7%	83.3%
2006	LDGV	54	1	53	1.9%	98.1%	52	0	52	0.0%	100.0%	37	4	33	10.8%	89.2%
2006	Unknown	3	0	3	0.0%	100.0%	7	0	7	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	HDGT	1	0	1	0.0%	100.0%	14	0	14	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	11	0	11	0.0%	100.0%	10	0	10	0.0%	100.0%	7	1	6	14.3%	85.7%
2007	LDGV	29	0	29	0.0%	100.0%	26	0	26	0.0%	100.0%	6	0	6	0.0%	100.0%
2007	Unknown	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2008	HDGT	1	0	1	0.0%	100.0%	6	2	4	33.3%	66.7%	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	8	0	8	0.0%	100.0%	8	0	8	0.0%	100.0%	2	0	2	0.0%	100.0%
2008	LDGV	6	0	6	0.0%	100.0%	7	0	7	0.0%	100.0%	2	0	2	0.0%	100.0%
2008	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	HDGT	0	0	0	-	-	5	0	5	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 2010

Model Yr	Veh Type	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
2009	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	LDGV	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2010	HDGT	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGV	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2010	Unknown	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2011	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**8,965**	**458**	**8,507**	**5.1%**	**94.9%**	**11,930**	**839**	**11,091**	**7.0%**	**93.0%**	**11,851**	**282**	**11,569**	**2.4%**	**97.6%**

APPENDIX II

CENTRALIZED INSPECTION FACILITY EQUIPMENT AUDIT REPORT

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Station
Year 2010

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	0	0%	2	100%
Bakers Basin	54	10	19%	44	81%
Bridgeton	11	5	45%	6	55%
Cape May	11	4	36%	7	64%
Cherry Hill	64	24	38%	40	63%
Delanco	38	6	16%	32	84%
Deptford	41	18	44%	23	56%
Eatontown	52	8	15%	44	85%
Flemington	42	6	14%	36	86%
Freehold	50	11	22%	39	78%
Kilmer	51	15	29%	36	71%
Lakewood	51	13	25%	38	75%
Lodi	53	23	43%	30	57%
Manahawkin	37	9	24%	28	76%
Mays Landing	32	10	31%	22	69%
Millville	21	11	52%	10	48%
Morristown Specialty	1	1	100%	0	0%
Newark	64	15	23%	49	77%
Newton	31	6	19%	25	81%
Paramus	61	14	23%	47	77%
Plainfield	28	14	50%	14	50%
Rahway	72	20	28%	52	72%
Randolph	67	20	30%	47	70%
Salem	11	3	27%	8	73%
Secaucus	64	15	23%	49	77%
South Brunswick	55	11	20%	44	80%
Southampton	46	16	35%	30	65%
Washington	11	2	18%	9	82%
Wayne	83	24	29%	59	71%
Westfield	22	8	36%	14	64%
Winslow	35	6	17%	29	83%
Winslow Specialty	2	0	0%	2	100%
Totals	**1,263**	**348**	**28%**	**915**	**72%**

Table II-1

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2010

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	1	2	0	0%	2	100%
Bakers Basin	54	1	11	4	36%	7	64%
		2	9	3	33%	6	67%
		3	9	1	11%	8	89%
		4	9	2	22%	7	78%
		5	7	0	0%	7	100%
		6	2	0	0%	2	100%
		Reinspection	7	0	0%	7	100%
Bridgeton	11	1	11	5	45%	6	55%
Cape May	11	1	11	4	36%	7	64%
Cherry Hill	64	1	11	8	73%	3	27%
		2	10	3	30%	7	70%
		3	9	2	22%	7	78%
		4	10	3	30%	7	70%
		5	9	6	67%	3	33%
		6	7	2	29%	5	71%
		Reinspection	8	0	0%	8	100%
Delanco	38	1	10	4	40%	6	60%
		2	10	0	0%	10	100%
		3	9	2	22%	7	78%
		Reinspection	9	0	0%	9	100%
Deptford	41	1	11	6	55%	5	45%
		2	11	4	36%	7	64%
		3	10	4	40%	6	60%
		4	9	4	44%	5	56%
Eatontown	52	1	8	3	38%	5	63%
		2	8	2	25%	6	75%
		3	9	1	11%	8	89%
		4	9	2	22%	7	78%
		5	5	0	0%	5	100%
		6	5	0	0%	5	100%
		Reinspection	8	0	0%	8	100%
Flemington	42	1	10	2	20%	8	80%
		2	11	4	36%	7	64%
		3	11	0	0%	11	100%
		Reinspection	10	0	0%	10	100%
Freehold	50	1	7	2	29%	5	71%
		2	8	2	25%	6	75%
		3	7	1	14%	6	86%
		4	7	1	14%	6	86%
		5	6	2	33%	4	67%
		6	6	3	50%	3	50%
		Reinspection	9	0	0%	9	100%
Kilmer	51	1	8	6	75%	2	25%
		2	8	2	25%	6	75%
		3	7	2	29%	5	71%
		4	8	1	13%	7	88%
		5	7	0	0%	7	100%
		6	5	4	80%	1	20%
		Reinspection	8	0	0%	8	100%

Table II-2

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2010

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Lakewood	51	1	8	3	38%	5	63%
		2	8	2	25%	6	75%
		3	8	3	38%	5	63%
		4	8	1	13%	7	88%
		5	7	0	0%	7	100%
		6	5	4	80%	1	20%
		Reinspection	7	0	0%	7	100%
Lodi	53	1	10	5	50%	5	50%
		2	10	4	40%	6	60%
		3	10	5	50%	5	50%
		4	9	6	67%	3	33%
		5	7	3	43%	4	57%
		Reinspection	7	0	0%	7	100%
Manahawkin	37	1	10	3	30%	7	70%
		2	9	3	33%	6	67%
		3	8	3	38%	5	63%
		Reinspection	10	0	0%	10	100%
Mays Landing	32	1	7	4	57%	3	43%
		2	8	3	38%	5	63%
		3	7	1	14%	6	86%
		4	6	2	33%	4	67%
		Reinspection	4	0	0%	4	100%
Millville	21	1	10	7	70%	3	30%
		2	11	4	36%	7	64%
Morristown Specialty	1	1	1	1	-	0	-
Newark	64	1	11	3	27%	8	73%
		2	11	3	27%	8	73%
		3	11	4	36%	7	64%
		4	11	3	27%	8	73%
		5	10	2	20%	8	80%
		Reinspection	10	0	0%	10	100%
Newton	31	1	10	3	30%	7	70%
		2	11	3	27%	8	73%
		Reinspection	10	0	0%	10	100%
Paramus	61	1	10	4	40%	6	60%
		2	10	1	10%	9	90%
		3	10	6	60%	4	40%
		4	11	3	27%	8	73%
		5	11	0	0%	11	100%
		Reinspection	9	0	0%	9	100%
Plainfield	28	1	8	4	50%	4	50%
		2	10	6	60%	4	40%
		3	10	4	40%	6	60%
Rahway	72	1	10	3	30%	7	70%
		2	11	5	45%	6	55%
		3	11	2	18%	9	82%
		4	11	4	36%	7	64%
		5	11	5	45%	6	55%
		6	8	1	13%	7	88%
		Reinspection	10	0	0%	10	100%

Table II-2

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2010

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Randolph	67	1	11	4	36%	7	64%
		2	10	4	40%	6	60%
		3	10	2	20%	8	80%
		4	11	7	64%	4	36%
		5	10	2	20%	8	80%
		6	6	1	17%	5	83%
		Reinspection	9	0	0%	9	100%
Salem	11	1	11	3	27%	8	73%
Secaucus	64	1	9	3	33%	6	67%
		2	10	4	40%	6	60%
		3	8	4	50%	4	50%
		4	12	3	25%	9	75%
		5	8	1	13%	7	88%
		6	7	0	0%	7	100%
		Reinspection	10	0	0%	10	100%
South Brunswick	55	1	8	3	38%	5	63%
		2	8	1	13%	7	88%
		3	9	1	11%	8	89%
		4	9	2	22%	7	78%
		5	7	1	14%	6	86%
		6	8	2	25%	6	75%
		Reinspection	6	1	17%	5	83%
Southampton	46	1	10	5	50%	5	50%
		2	9	5	56%	4	44%
		3	10	3	30%	7	70%
		4	9	3	33%	6	67%
		Reinspection	8	0	0%	8	100%
Washington	11	1	11	2	18%	9	82%
Wayne	83	1	11	3	27%	8	73%
		2	10	4	40%	6	60%
		3	11	4	36%	7	64%
		4	10	5	50%	5	50%
		5	12	2	17%	10	83%
		6	8	3	38%	5	63%
		7	6	1	17%	5	83%
		8	5	2	40%	3	60%
		Reinspection	10	0	0%	10	100%
Westfield	22	1	11	4	36%	7	64%
		2	11	4	36%	7	64%
Winslow	35	1	9	1	11%	8	89%
		2	9	2	22%	7	78%
		3	8	3	38%	5	63%
		Reinspection	9	0	0%	9	100%
Winslow Specialty	2	1	2	0	-	2	-
Totals	**1,263**	**144**	**1,263**	**348**	**28%**	**915**	**72%**

Table II-2
(Page 3 of 3)

APPENDIX III

COMPLIANCE STICKER SURVEY REPORT

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Summary
Year 2010

2010	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**	3,285	139	13	18	45	63	102	36	1	95.8%
Febuary	**NJDEP**	2,769	127	16	8	37	66	101	26	0	95.4%
March	**NJDEP**	3,915	139	10	19	34	76	120	19	0	96.4%
April	**NJDEP**	3,167	134	28	12	26	68	116	16	2	95.8%
May	**NJMVC**	5,000	348	0	73	116	159	Not Reported			93.0%
May	**NJDEP**	2,140	90	4	14	22	50	84	5	1	95.8%
June	**NJDEP**	4,285	160	18	10	28	104	123	36	1	96.3%
July	**NJDEP**	2,545	102	9	15	29	49	92	10	0	96.0%
August	**NJDEP**	4,845	161	23	18	35	85	131	26	4	96.7%
September	**NJDEP**	3,708	114	16	13	21	64	92	22	0	96.9%
October	**NJDEP**	3,122	93	10	11	15	57	86	7	0	97.0%
November	**NJMVC**	5,000	305	0	59	95	151	Not Reported			93.9%
November	**NJDEP**	4,857	191	34	20	43	94	169	17	5	96.1%
December	**NJDEP**	2,097	72	8	9	16	39	52	20	0	96.6%
Totals		50,735	2,175	189	299	562	1,125	1,268	240	14	95.7%

Table III-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2010

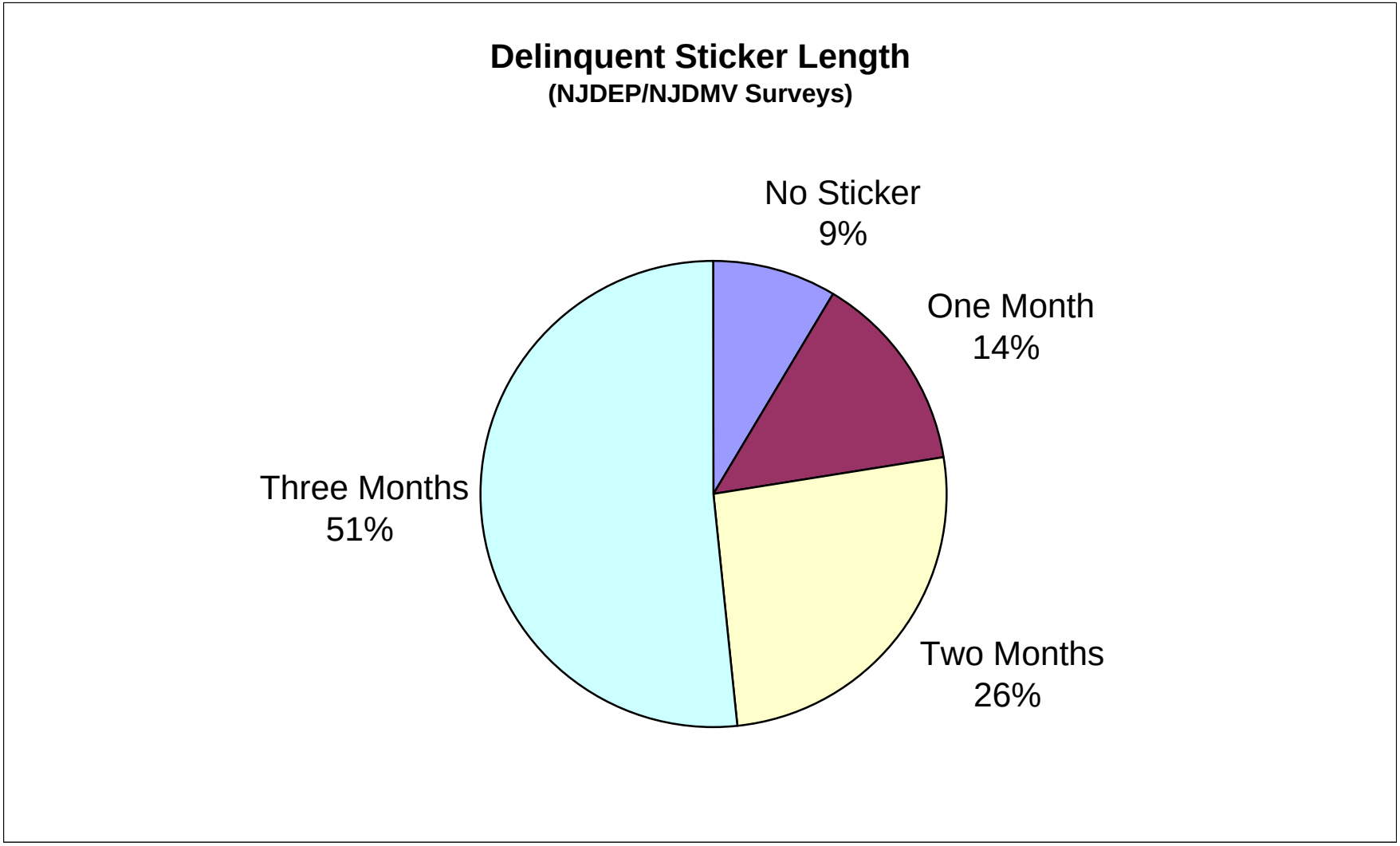


Figure III-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2010

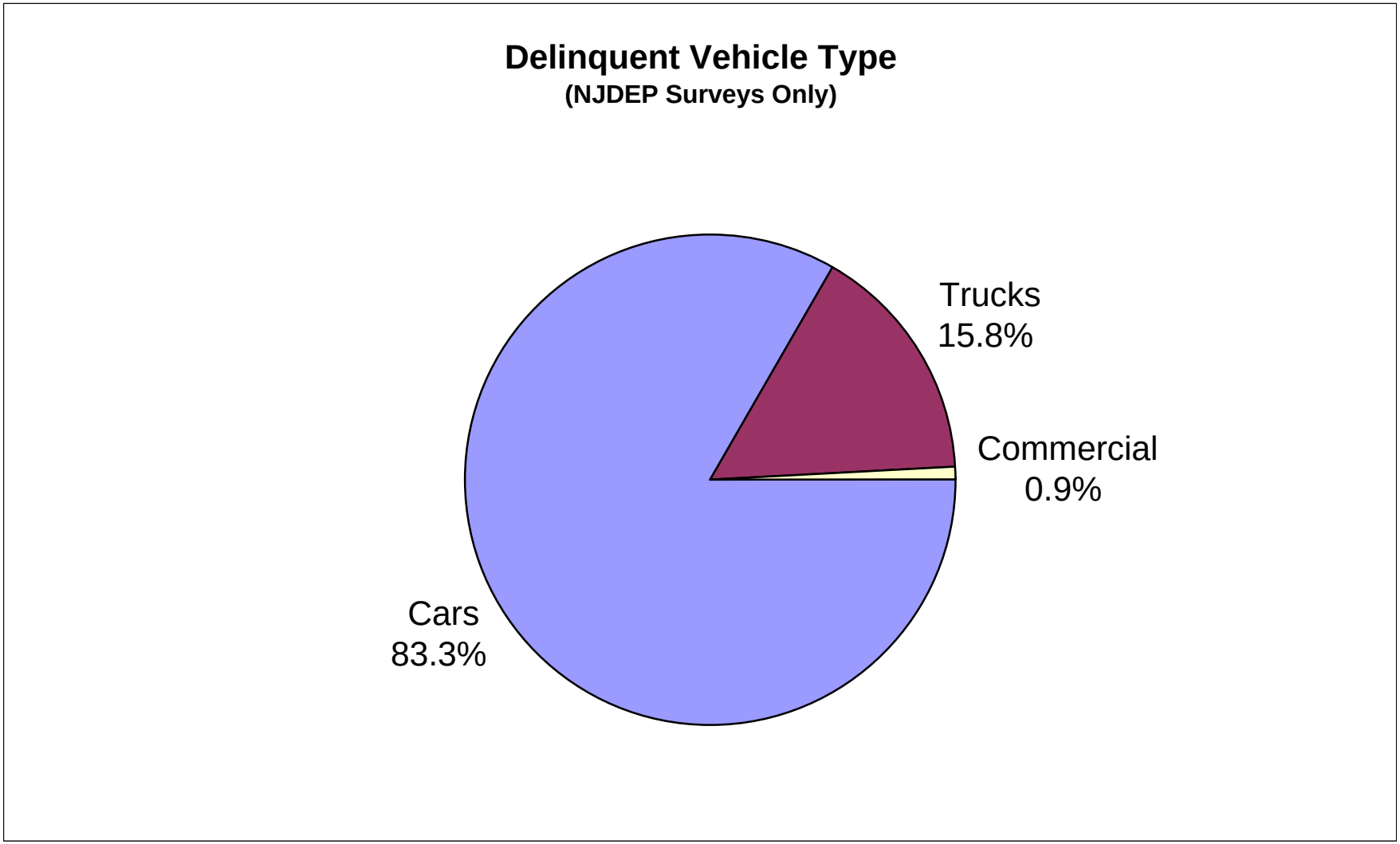


Figure III-2

APPENDIX IV

NJDEP's OBDII Technical Synopsis and Process Flow Diagram

NJDEP's OBDII Technical Synopsis

During OBDII investigations conducted in the legacy system it was found that some PCMs will ignore the request for readiness information 10~15% of the time, and only respond with the data from the Transmission Control Module (TCM). Since TCMs do not support all three of the newly required continuous monitors the vehicle will fail the readiness portion of the test. To mitigate this issue, an error trap with a retry loop was employed so for a vehicle that reports any one of the continuous monitors as either not supported or not ready, five additional attempts are made to retrieve readiness status from additional modules. Even with the error trap in place some vehicles have known issues with continuous monitors, and have been excluded from this portion of the OBD test. These vehicles are exempt from the continuous monitor 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. Currently, 84 of approximately 20,000 OBDII eligible individual year/make/model combinations are completely excluded from readiness testing results (OBD Scan still attempted). There are an additional 78 individual year/make/model combinations that have been excluded from the continuous monitor readiness portion of the OBDII test. There are a total of 162 entries on the table.

Next, the analyzer will retrieve information to determine the vehicle's MIL command status and if any malfunctions (DTCs) have been recorded by the vehicle's OBDII system. If the vehicle's MIL is commanded on, the motor vehicle has failed the OBDII test and up to 10 individual DTCs will be recorded in the inspection record and on the Vehicle Inspection Report (VIR). If multiple modules respond to the request for DTC data the results from each module are combined to provide one result. If a vehicle's MIL is commanded off, the motor vehicle does not fail the OBDII test, and no DTCs are recorded in the inspection record.

In the legacy system, if a DTC was recorded that related to a catalyst fault, a flag was set in the inspection record. Once this flag was set and the vehicle returned for re-inspection certain special rules would apply. Since during the initial inspection it was determined there was a catalyst fault present in the vehicle it is important to verify that the necessary repairs were made. These rules would require the catalyst monitor to be set to ready during a re-inspection, or else a back up 2500 RPM tailpipe test would be required. The vehicle's emissions result would then be an aggregate of both the OBD and tailpipe test results.

In the upgraded system these rules were changed to provide greater assurance that the necessary repairs were made. Once the flag was set the vehicle's catalyst monitor must be set to ready on re-inspection, or else the vehicle will fail for readiness regardless of the number of not ready non-continuous monitors. Since catalyst related DTCs are important to this process and only a maximum of ten DTCs are recorded in the inspection record, the software provides order

precedence to these trouble codes. For example, if the PCM responds to the DTC request with eleven codes, and the last one is P0420, the catalyst trouble code is moved to the beginning of the ordered list to ensure it is included in the inspection record.

Next the analyzer will request information relating to the identification of the motor vehicle, and additional information relating to the vehicle condition at the time of the test. The values that relate to identifying a vehicle are numerous, and a brief description of each is as follows.

Module identifiers are recorded for up to three separate modules for each vehicle. These are put into ascending order in the inspection record to provide consistency among configuration types and alleviate any response order issues. The actual response in hexadecimal for parameter identification (PID) 00, PID 20, and PID 40 are also recorded for each OBDII test. If multiple modules respond to the request for parameters supported (i.e. PID00) the results from each module are combined using 'inclusive or' to provide one result. The legacy system simply added these values together for what is commonly referred to as PID count, but since many vehicles supported the same number of parameters the PID count alone was not a sufficient identifier.

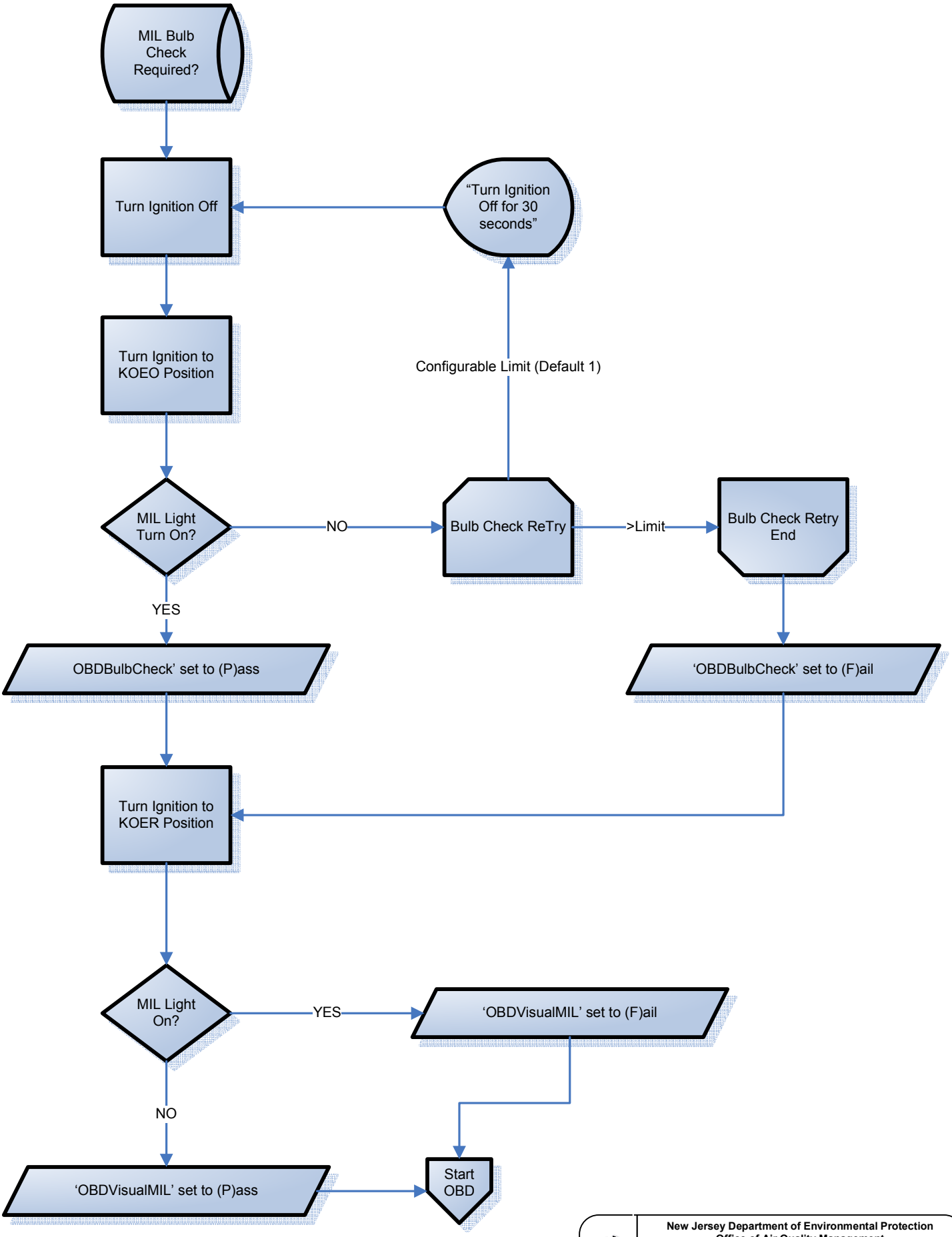
Vehicles were required to store the VIN number of the vehicle in the PCM starting in model year 2005, and some vehicle manufacturers started populating this data element early. As such, in the upgraded system electronic VIN information is recorded starting in model year 1998. Even if the electronic VIN that is returned by the OBDII system does not match the actual vehicle VIN, the data captured can still be used in identifying the vehicle being tested.

In the upgraded system, two additional vehicle identifiers have been added to the required data elements. These are the Calibration Identification Number (Calid) and Calibration Verification Number (CVN). These elements are not only useful for vehicle identification purposes but can also be used to indentify vehicles where the manufacturer's PCM calibration has been altered. Some non-OEM calibrations alter the Calid for their own internal identification purposes, and these vehicles can be flagged as tampered. However, Calid alone is not entirely sufficient to determine whether a vehicle's OEM calibration has been tampered with because it is merely a static value held in a memory address of the calibration itself. Once the address is known any modified calibration can use the OEM Calid to appear as if the calibration is unaltered, commonly referred to as spoofing. This is why CVN data is also captured during the OBDII test. The calibration verification number is the result of a manufacturer determined hash digest of the calibration itself. This means that a change in even one bit of information to the OEM calibration would result in a different CVN value. The nature of how each CVN is calculated makes it much more difficult to spoof, since numerous changes would have to be made to a calibration to ensure a valid CVN would be returned from the manufacturers hash digest algorithm.

The additional data captured during the OBDII test that is used for flagging stations that may be routinely exploiting known weaknesses in OBDII testing methodology is: distance traveled with the MIL on, vehicle warm up cycles since the last time DTC information cleared from the PCM, distance travelled with the MIL on, time since DTC information was cleared from the PCM, and time the vehicle was operated with the MIL on.

Each one of these parameters is configured in a reference table as to which model years they apply, and for what fuel types. For instance, PID 20 and PID 40 information is requested for gasoline vehicles starting with the 2000 model year.

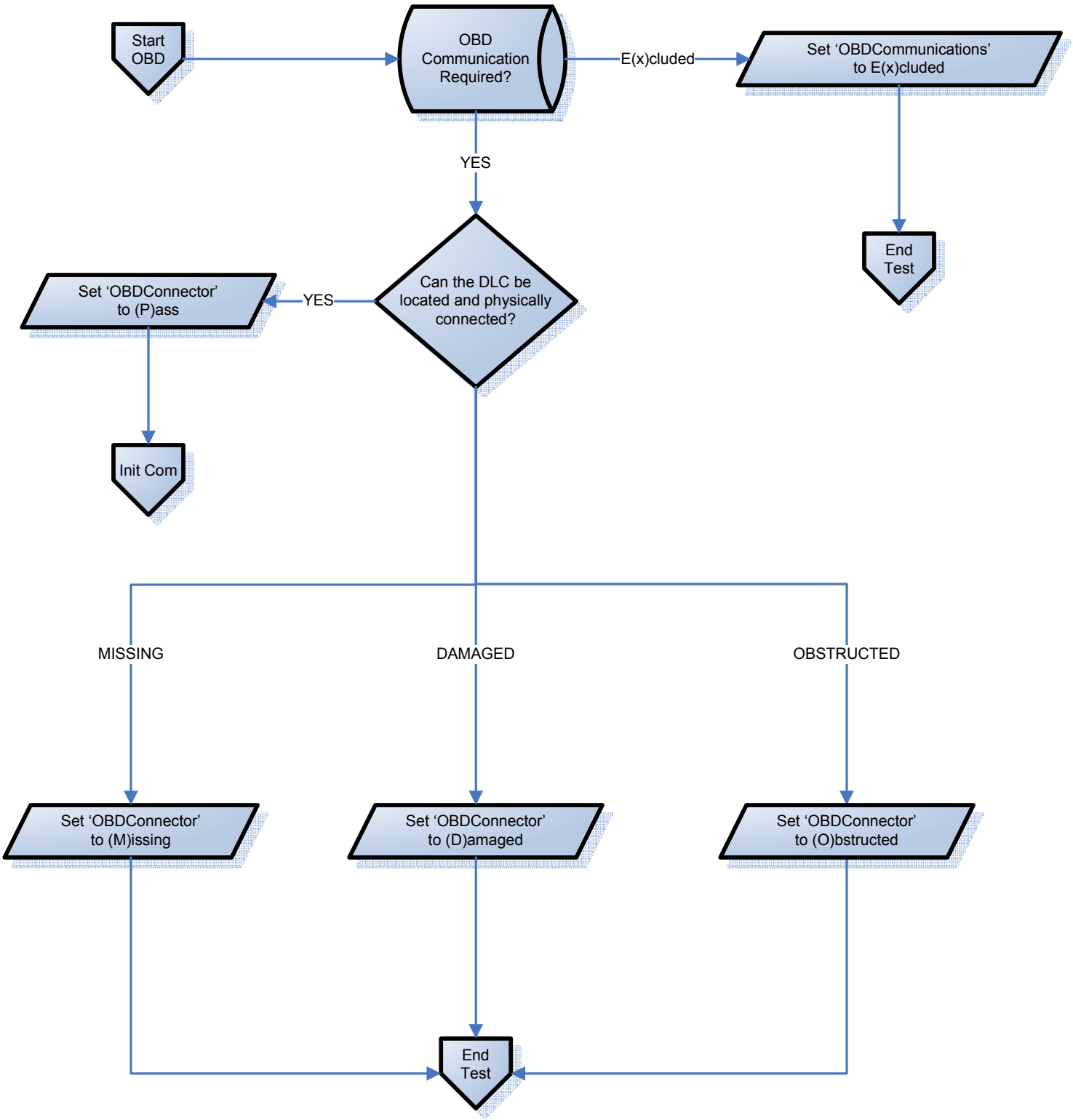
If the vehicle passes its visual MIL inspections, successfully communicates with the analyzer, the analyzer indicates that the motor vehicle is deemed “ready”, and the OBDII system is not indicating any malfunctions of the motor vehicle (MIL is commanded off), then the motor vehicle has passed the OBDII test.



New Jersey Department of Environmental Protection
Office of Air Quality Management
Bureau of Motor Vehicle Inspection & Maintenence

Jeff Kennedy
Principal Environmental Engineer
Air Pollution Control

2/3/2011



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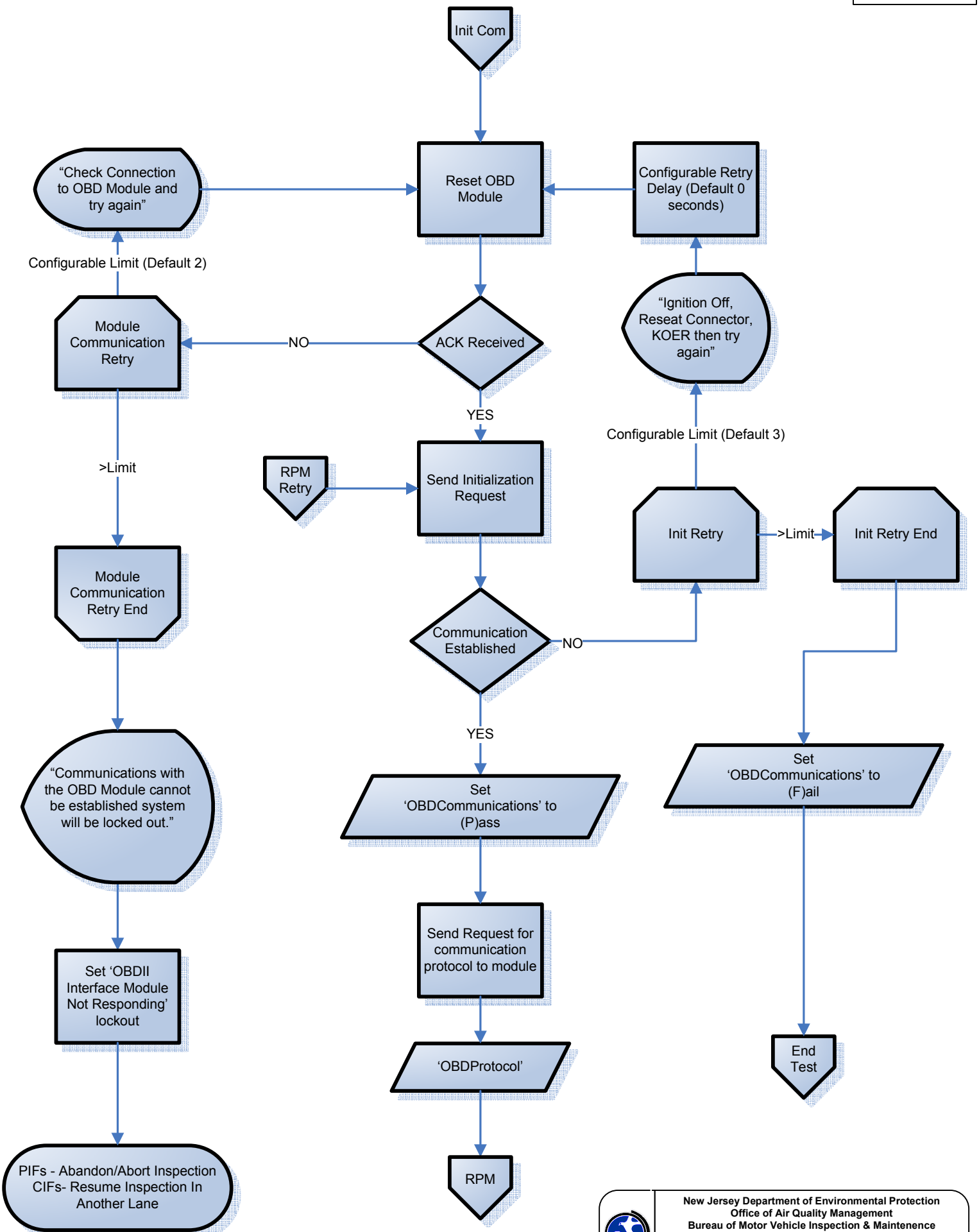

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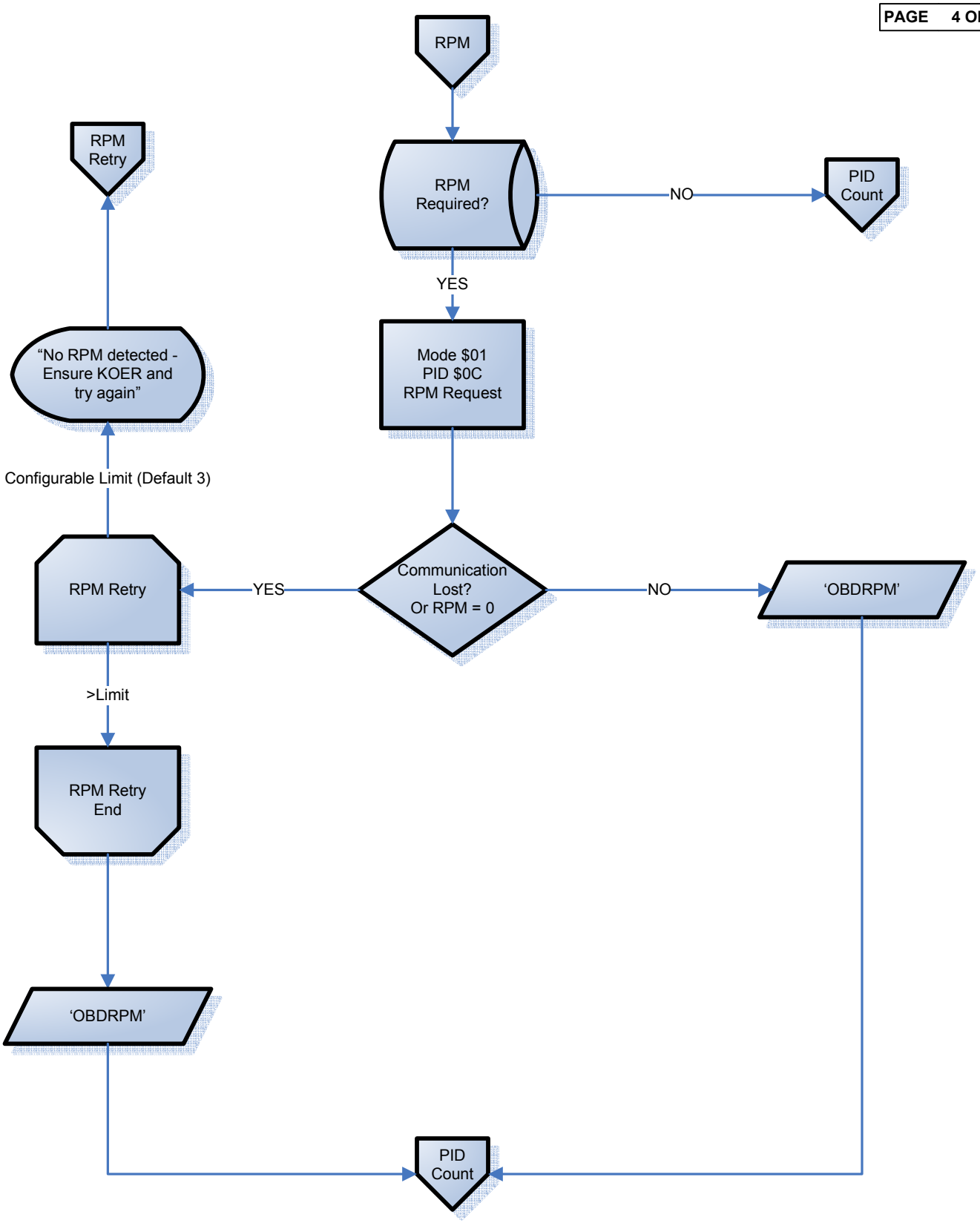
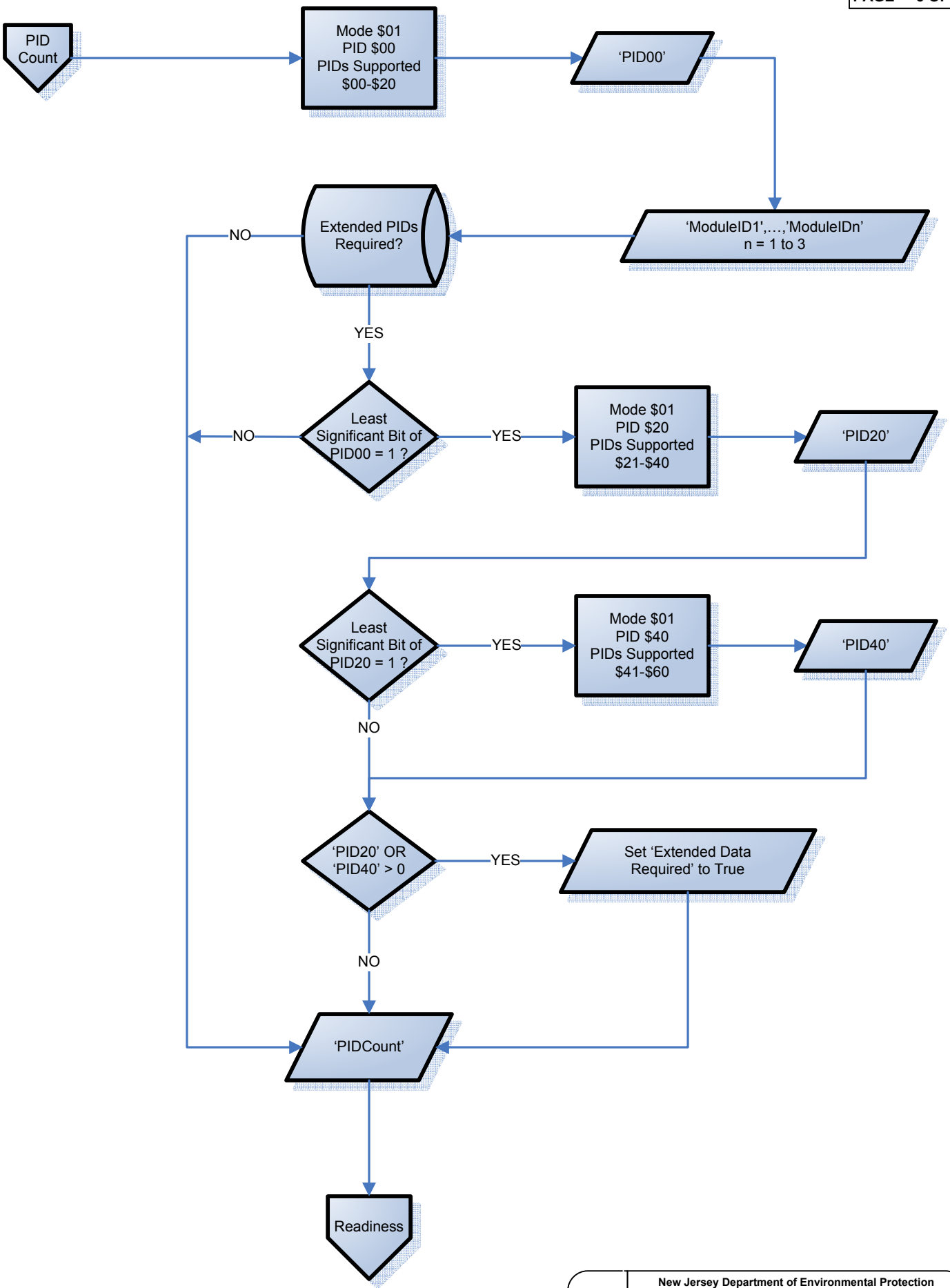

RPM
RPM Required?
NO
PID Count
YES
Mode $01
PID $0C
RPM Request
Communication Lost?
Or RPM = 0
YES
RPM Retry
NO
'OBDRPM'
>Limit
RPM Retry End
'OBDRPM'
PID Count
Configurable Limit (Default 3)
"No RPM detected - Ensure KOER and try again"
RPM Retry



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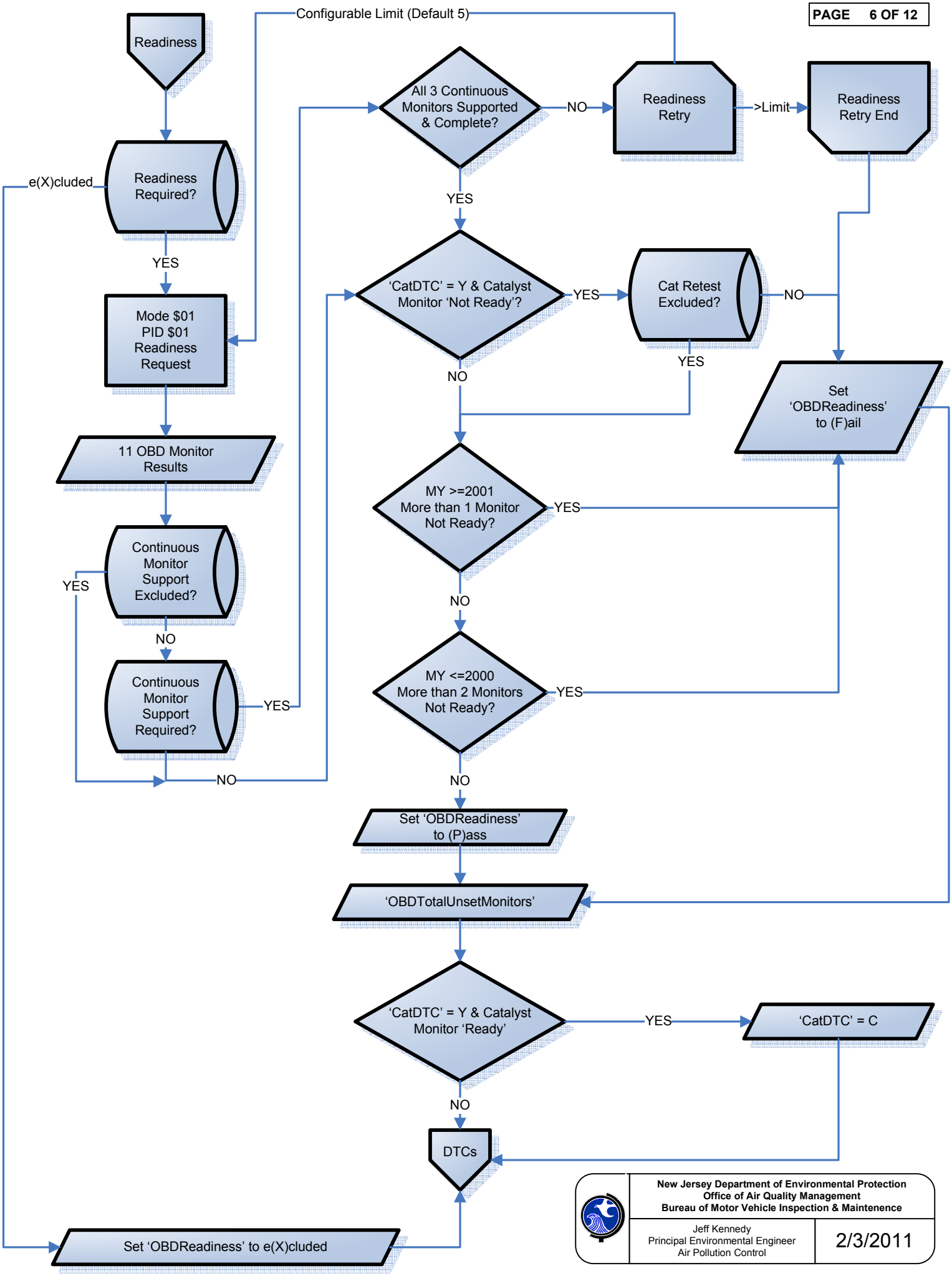
Air Pollution Control

2/3/2011



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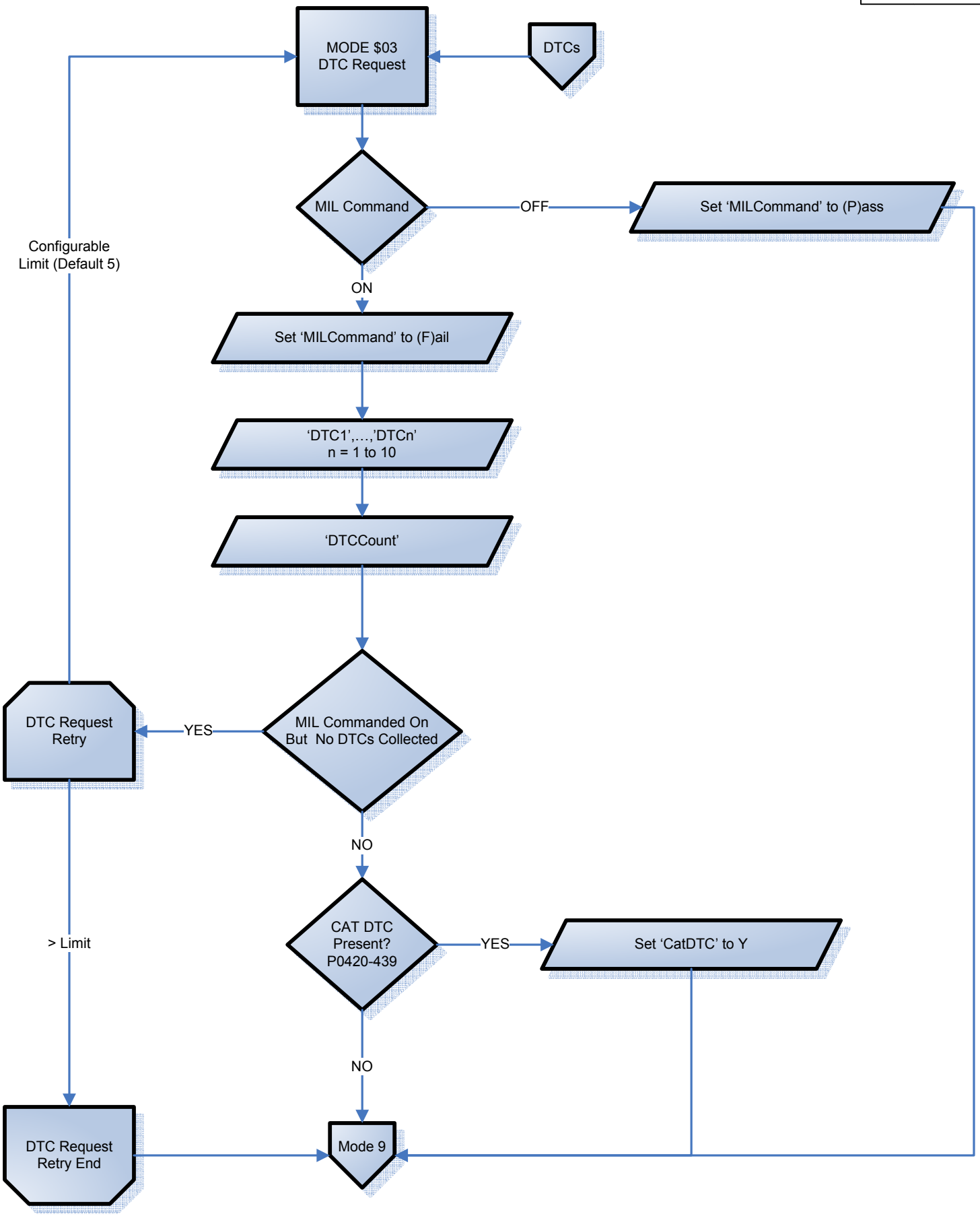
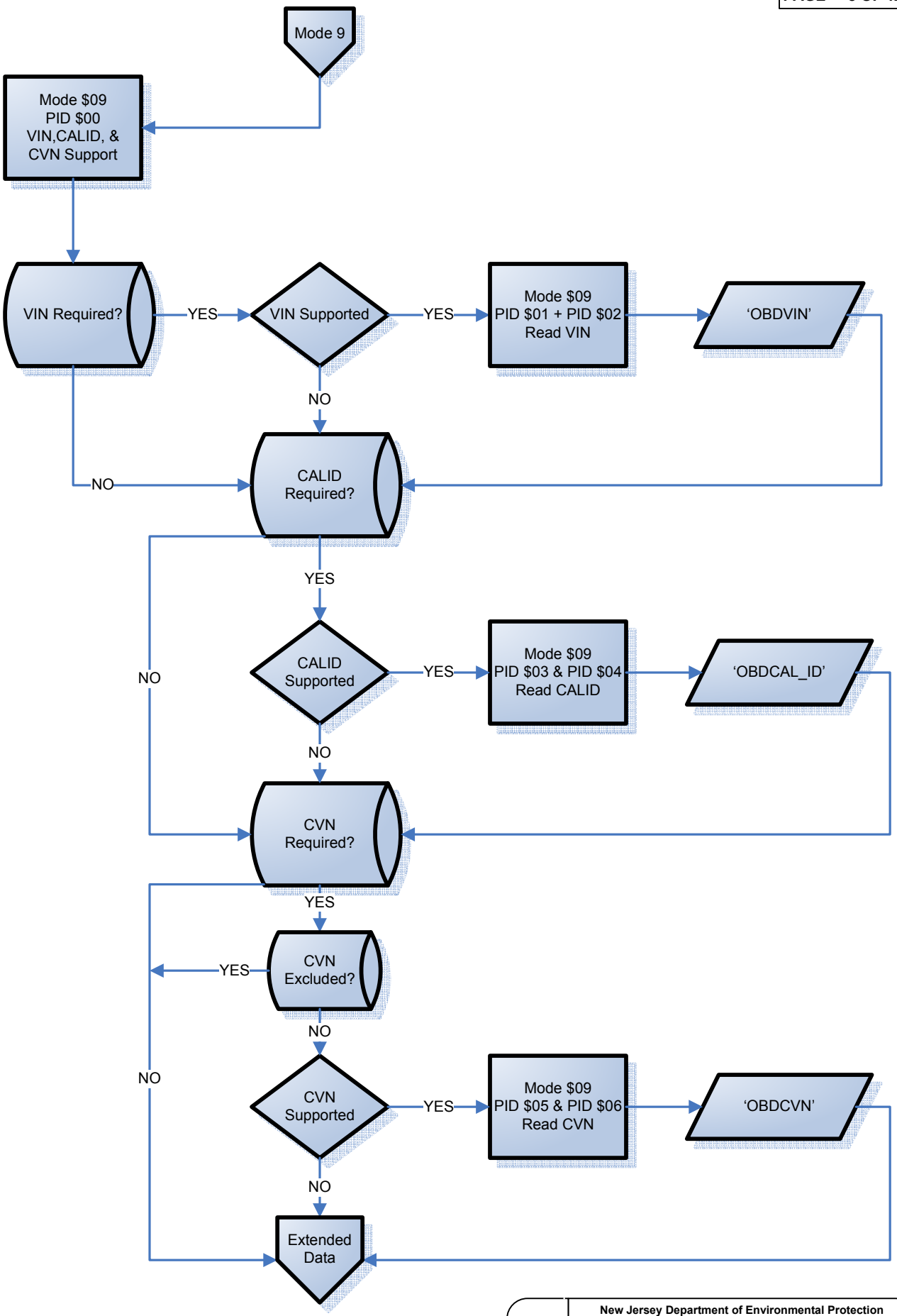
Bureau of Motor Vehicle Inspection & Maintenence

Jeff Kennedy
Principal Environmental Engineer
Air Pollution Control

2/3/2011


MODE $03
DTC Request
DTCs
MIL Command
OFF
Set 'MILCommand' to (P)ass
Configurable
Limit (Default 5)
ON
Set 'MILCommand' to (F)ail
'DTC1',…,'DTCn'
n = 1 to 10
'DTCCount'
DTC Request
Retry
YES
MIL Commanded On
But No DTCs Collected
NO
> Limit
CAT DTC
Present?
P0420-439
YES
Set 'CatDTC' to Y
NO
DTC Request
Retry End
Mode 9



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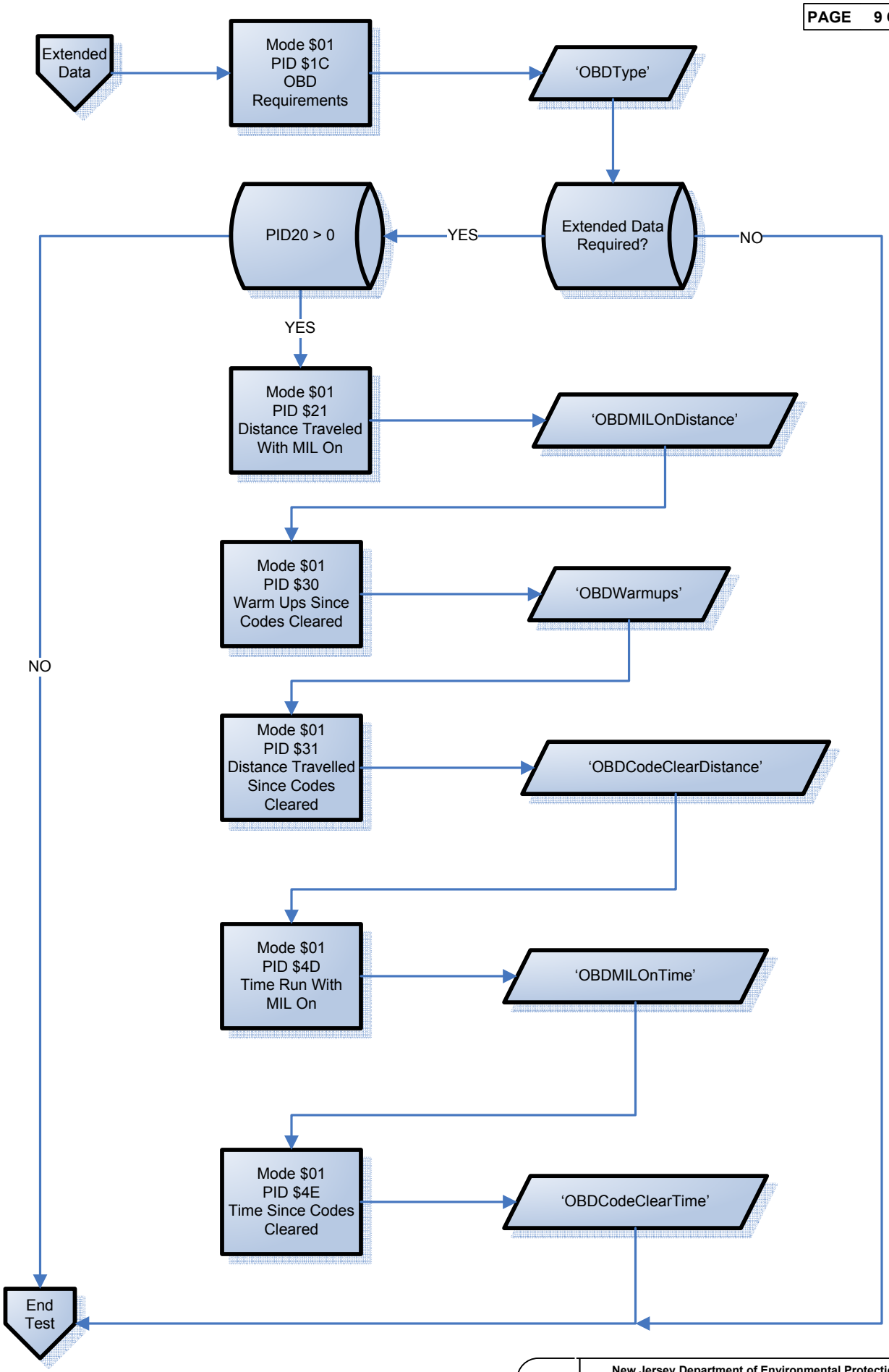
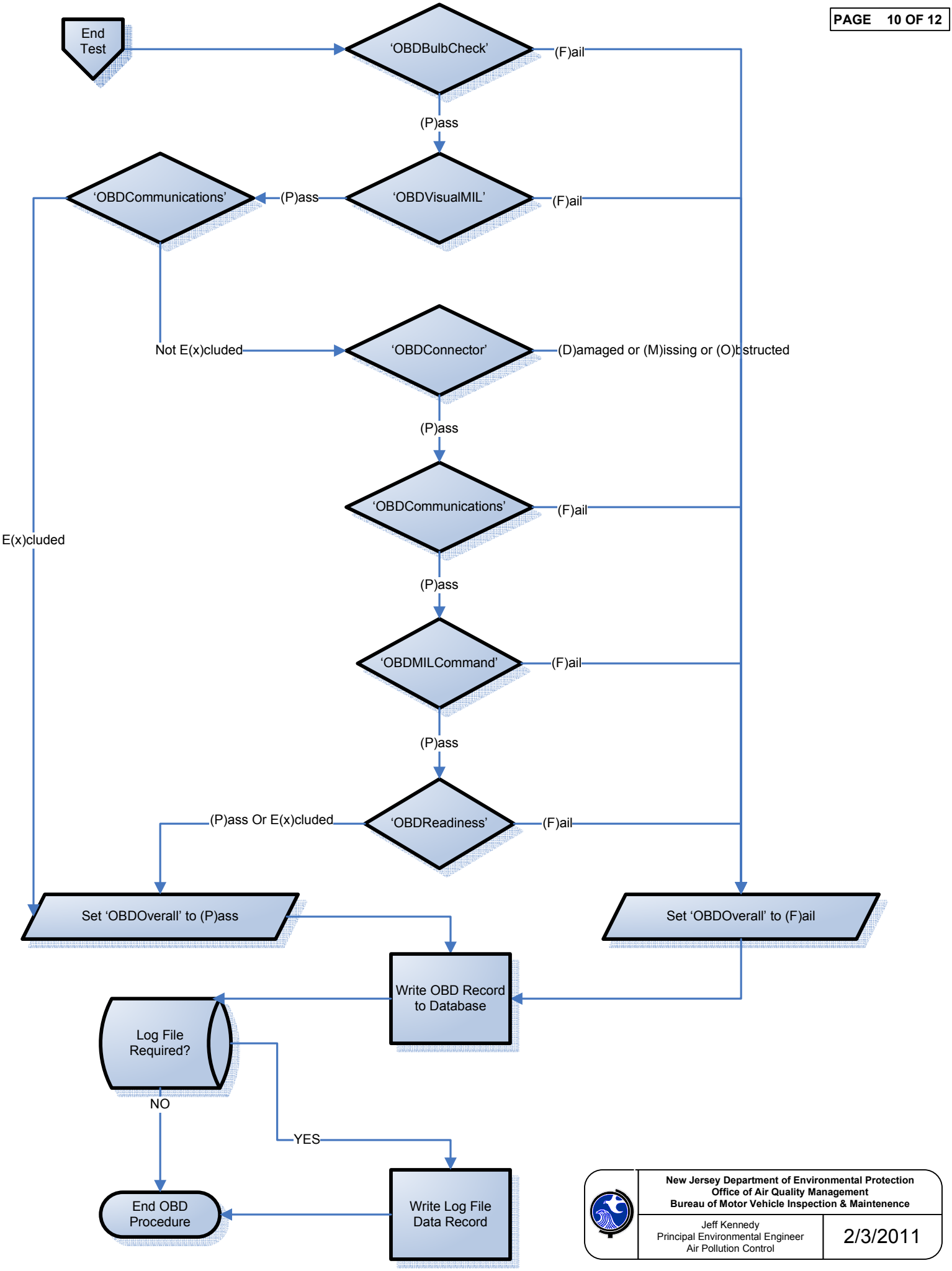

Extended Data
Mode $01 PID $1C OBD Requirements
'OBDType'
Extended Data Required?
YES
NO
PID20 > 0
YES
NO
Mode $01 PID $21 Distance Traveled With MIL On
'OBDMILOnDistance'
Mode $01 PID $30 Warm Ups Since Codes Cleared
'OBDWarmups'
Mode $01 PID $31 Distance Travelled Since Codes Cleared
'OBDCodeClearDistance'
Mode $01 PID $4D Time Run With MIL On
'OBDMILOnTime'
Mode $01 PID $4E Time Since Codes Cleared
'OBDCodeClearTime'
End Test



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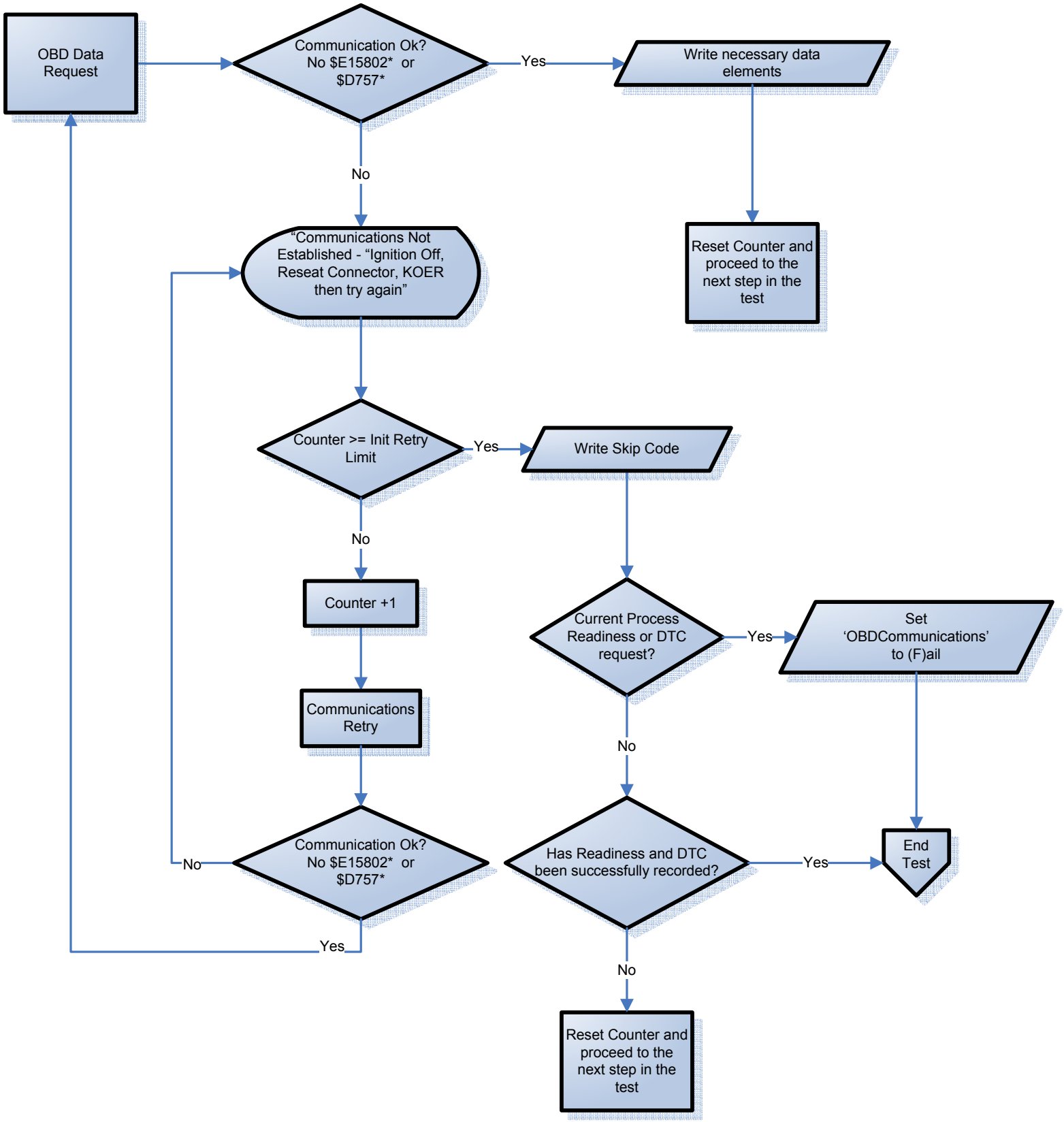

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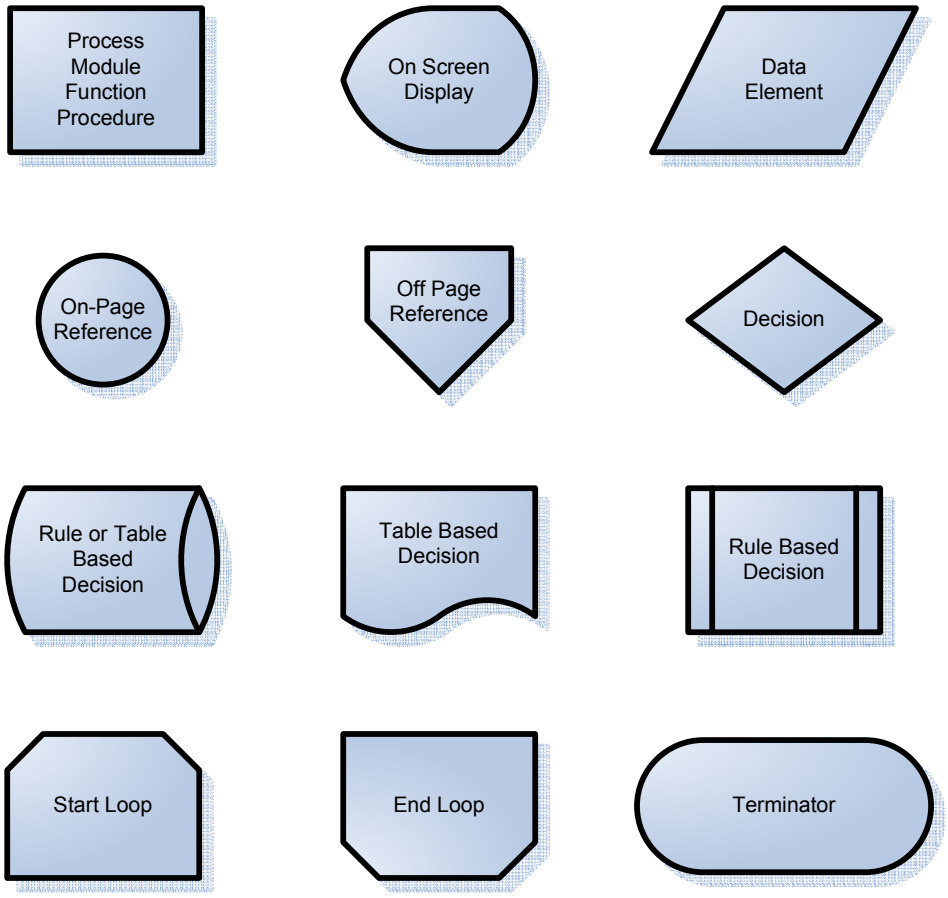
Process
Module
Function
Procedure
On Screen
Display
Data
Element
On-Page
Reference
Off Page
Reference
Decision
Rule or Table
Based
Decision
Table Based
Decision
Rule Based
Decision
Start Loop
End Loop
Terminator

APPENDIX V

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

Available Electronically Upon Request

APPENDIX VI

NJDEP's OBDII Exclusion List

MODEL YEAR	MAKE	MODEL	VIN MASK	COMMUNICATIONS EXCLUSION	RPM EXCLUSION	READINESS EXCLUSION	CONTINUOUS MONITOR EXCLUSION	CVN EXCLUSION	CAT RETEST EXCLUSION	BYPASS OBD ALLOWED
1996	CHRYSLER	CONCORDE	*	N	N	Y	N	N	N	N
1996	CHRYSLER	LHS	*	N	N	Y	N	N	N	N
1996	CHRYSLER	NEW YORKER	*	N	N	Y	N	N	N	N
1996	CHRYSLER	SEBRING	*	N	N	Y	N	N	N	N
1996	CHRYSLER	TOWN & COUNTRY	*	N	N	Y	N	N	N	N
1996	DODGE	AVENGER	*	N	N	Y	N	N	N	N
1996	DODGE	CARAVAN	*	N	N	Y	N	N	N	N
1996	DODGE	DAKOTA	*	N	N	Y	N	N	N	N
1996	DODGE	INTREPID	*	N	N	Y	N	N	N	N
1996	DODGE	NEON	*	N	N	Y	N	N	N	N
1996	DODGE	RAM PICKUP	*	N	N	Y	N	N	N	N
1996	DODGE	RAM VAN	*	N	N	Y	N	N	N	N
1996	DODGE	RAM WAGON	*	N	N	Y	N	N	N	N
1996	DODGE	STEALTH	*	N	N	Y	N	N	N	N
1996	DODGE	STRATUS	*	N	N	Y	N	N	N	N
1996	DODGE	VIPER	*	N	N	Y	N	N	N	N
1996	EAGLE	SUMMIT	*	N	N	Y	N	N	N	N
1996	EAGLE	TALON	*	N	N	Y	N	N	N	N
1996	EAGLE	VISION	*	N	N	Y	N	N	N	N
1996	FORD	CLUB WAGON	*	N	N	N	Y	N	N	N
1996	FORD	ECONOLINE	*	N	N	N	Y	N	N	N
1996	FORD	F150	*	N	N	N	Y	N	N	N
1996	INFINITI	G20	*	N	N	Y	N	N	N	N
1996	INFINITI	I30	*	N	N	Y	N	N	N	N
1996	INFINITI	J30	*	N	N	Y	N	N	N	N
1996	INFINITI	Q45	*	N	N	Y	N	N	N	N
1996	JEEP	CHEROKEE	*	N	N	Y	N	N	N	N
1996	JEEP	GRAND CHEROKEE	*	N	N	Y	N	N	N	N
1996	MAZDA	MPV	*	N	N	Y	Y	N	N	N
1996	MITSUBISHI	3000GT	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	DIAMANTE	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	ECLIPSE	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	GALANT	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	MIGHTY MAX	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	MIRAGE	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	MONTERO	*	N	N	Y	N	N	N	N
1996	NISSAN	200SX	*	N	N	Y	N	N	N	N
1996	NISSAN	240SX	*	N	N	Y	N	N	N	N
1996	NISSAN	300ZX	*	N	N	Y	N	N	N	N
1996	NISSAN	ALTIMA	*	N	N	Y	N	N	N	N
1996	NISSAN	MAXIMA	*	N	N	Y	N	N	N	N
1996	NISSAN	PATHFINDER	*	N	N	Y	N	N	N	N

1996	NISSAN	PICKUP	*	N	N	Y	N	N	N	N
1996	NISSAN	QUEST	*	N	N	Y	N	N	N	N
1996	NISSAN	SENTRA	*	N	N	Y	N	N	N	N
1996	PLYMOUTH	BREEZE	*	N	N	Y	N	N	N	N
1996	PLYMOUTH	NEON	*	N	N	Y	N	N	N	N
1996	PLYMOUTH	VOYAGER	*	N	N	Y	N	N	N	N
1996	SAAB	900	*	N	N	Y	N	N	N	N
1996	SAAB	9000	*	N	N	Y	N	N	N	N
1996	SUBARU	IMPREZA	*	N	N	Y	N	N	N	N
1996	SUBARU	LEGACY	*	N	N	Y	N	N	N	N
1996	SUBARU	SVX	*	N	N	Y	N	N	N	N
1996	VOLVO	850 SERIES	*	N	N	Y	N	N	N	N
1996	VOLVO	960 SERIES	*	N	N	Y	N	N	N	N
1997	CADILLAC	DEVILLE	*	N	N	N	Y	N	N	N
1997	CADILLAC	ELDORADO	*	N	N	N	Y	N	N	N
1997	CADILLAC	SEVILLE	*	N	N	N	Y	N	N	N
1997	EAGLE	TALON	*	N	N	Y	N	N	N	N
1997	MAZDA	MPV	*	N	N	Y	Y	N	N	N
1997	MITSUBISHI	3000GT	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	DIAMANTE	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	ECLIPSE	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	GALANT	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	MIRAGE	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	MONTERO	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	MONTERO SPORT	*	N	N	Y	N	N	N	N
1997	NISSAN	200SX	*	N	N	Y	N	N	N	N
1997	OLDSMOBILE	AURORA	*	N	N	N	Y	N	N	N
1997	SAAB	900	*	N	N	Y	N	N	N	N
1997	SAAB	9000	*	N	N	Y	N	N	N	N
1997	TOYOTA	PASEO	*	N	N	Y	N	N	N	N
1997	TOYOTA	TERCEL	*	N	N	Y	N	N	N	N
1997	VOLVO	850 SERIES	*	N	N	Y	N	N	N	N
1997	VOLVO	960 SERIES	*	N	N	Y	N	N	N	N
1998	EAGLE	TALON	*	N	N	Y	N	N	N	N
1998	MAZDA	MPV	*	N	N	N	Y	N	N	N
1998	MITSUBISHI	3000GT	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	DIAMANTE	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	ECLIPSE	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	GALANT	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	MIRAGE	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	MONTERO	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	MONTERO SPORT	*	N	N	Y	N	N	N	N
1998	SAAB	900	*	N	N	Y	N	N	N	N
1998	SAAB	9000	*	N	N	Y	N	N	N	N

1998	VOLVO	C70	*	N	N	Y	N	N	N	N
1998	VOLVO	S70	*	N	N	Y	N	N	N	N
1998	VOLVO	S90	*	N	N	Y	N	N	N	N
1998	VOLVO	V70	*	N	N	Y	N	N	N	N
1998	VOLVO	V90	*	N	N	Y	N	N	N	N
1999	BUICK	CENTURY	*	N	N	N	Y	N	N	N
1999	BUICK	LESABRE	*	N	N	N	Y	N	N	N
1999	BUICK	PARK AVENUE	*	N	N	N	Y	N	N	N
1999	BUICK	REGAL	*	N	N	N	Y	N	N	N
1999	BUICK	RIVIERA	*	N	N	N	Y	N	N	N
1999	CHEVROLET	CAMARO	*	N	N	N	Y	N	N	N
1999	CHEVROLET	LUMINA	*	N	N	N	Y	N	N	N
1999	CHEVROLET	MALIBU	*	N	N	N	Y	N	N	N
1999	CHEVROLET	MONTE CARLO	*	N	N	N	Y	N	N	N
1999	CHEVROLET	VENTURE	*	N	N	N	Y	N	N	N
1999	OLDSMOBILE	ALERO	*	N	N	N	Y	N	N	N
1999	OLDSMOBILE	CUTLASS	*	N	N	N	Y	N	N	N
1999	OLDSMOBILE	EIGHTY EIGHT	*	N	N	N	Y	N	N	N
1999	OLDSMOBILE	INTRIGUE	*	N	N	N	Y	N	N	N
1999	OLDSMOBILE	SILHOUETTE	*	N	N	N	Y	N	N	N
1999	PONTIAC	BONNEVILLE	*	N	N	N	Y	N	N	N
1999	PONTIAC	FIREBIRD	*	N	N	N	Y	N	N	N
1999	PONTIAC	GRAND AM	*	N	N	N	Y	N	N	N
1999	PONTIAC	GRAND PRIX	*	N	N	N	Y	N	N	N
1999	PONTIAC	MONTANA	*	N	N	N	Y	N	N	N
1999	SAAB	9-5	*	N	N	N	Y	N	N	N
2000	BUICK	CENTURY	*	N	N	N	Y	N	N	N
2000	BUICK	LESABRE	*	N	N	N	Y	N	N	N
2000	BUICK	PARK AVENUE	*	N	N	N	Y	N	N	N
2000	BUICK	REGAL	*	N	N	N	Y	N	N	N
2000	CHEVROLET	CAMARO	*	N	N	N	Y	N	N	N
2000	CHEVROLET	IMPALA	*	N	N	N	Y	N	N	N
2000	CHEVROLET	LUMINA	*	N	N	N	Y	N	N	N
2000	CHEVROLET	MALIBU	*	N	N	N	Y	N	N	N
2000	CHEVROLET	MONTE CARLO	*	N	N	N	Y	N	N	N
2000	CHEVROLET	VENTURE	*	N	N	N	Y	N	N	N
2000	JAGUAR	XJ8	*	N	N	N	Y	N	N	N
2000	JAGUAR	XK8	*	N	N	N	Y	N	N	N
2000	JAGUAR	XKR	*	N	N	N	Y	N	N	N
2000	OLDSMOBILE	ALERO	1G3N??2E?Y	N	N	N	Y	N	N	N
2000	OLDSMOBILE	INTRIGUE	*	N	N	N	Y	N	N	N
2000	OLDSMOBILE	SILHOUETTE	*	N	N	N	Y	N	N	N
2000	PONTIAC	BONNEVILLE	1G2HZ541?Y	N	N	N	Y	N	N	N
2000	PONTIAC	FIREBIRD	2G2FS?2K?Y	N	N	N	Y	N	N	N

2000 PONTIAC	GRAND AM	1G2N??2E?Y	N	N	N	Y	N	N	N
2000 PONTIAC	GRAND PRIX	*	N	N	N	Y	N	N	N
2000 PONTIAC	MONTANA	*	N	N	N	Y	N	N	N
2000 VOLVO	S40	*	N	N	N	Y	N	N	N
2000 VOLVO	V40	*	N	N	N	Y	N	N	N
2001 JAGUAR	XJ8	*	N	N	N	Y	N	N	N
2001 JAGUAR	XK8	*	N	N	N	Y	N	N	N
2001 OLDSMOBILE	AURORA	*	N	N	N	Y	N	N	N
2002 JAGUAR	X-TYPE	*	N	N	N	Y	N	N	N
2002 JAGUAR	XJ8	*	N	N	N	Y	N	N	N
2003 JAGUAR	S-TYPE	*	N	N	N	Y	N	N	N
2003 JAGUAR	X-TYPE	*	N	N	N	Y	N	N	N
2003 JAGUAR	XJ8	*	N	N	N	Y	N	N	N
2004 JAGUAR	S-TYPE	*	N	N	N	Y	N	N	N
2004 JAGUAR	X-TYPE	*	N	N	N	Y	N	N	N
2004 JAGUAR	XJ SERIES	*	N	N	N	Y	N	N	N
2004 JAGUAR	XJ8	*	N	N	N	Y	N	N	N
2004 JAGUAR	XJR	*	N	N	N	Y	N	N	N
2004 VOLVO	C70	*	N	N	N	Y	N	N	N
2005 JAGUAR	S-TYPE	*	N	N	N	Y	N	N	N
2005 JAGUAR	X-TYPE	*	N	N	N	Y	N	N	N
2005 JAGUAR	XJ SERIES	*	N	N	N	Y	N	N	N
2005 JAGUAR	XJ8	*	N	N	N	Y	N	N	N
2005 JAGUAR	XJR	*	N	N	N	Y	N	N	N
2005 JAGUAR	XKR	*	N	N	N	Y	N	N	N
2006 JAGUAR	S-TYPE	*	N	N	N	Y	N	N	N
2006 JAGUAR	X-TYPE	*	N	N	N	Y	N	N	N
2006 JAGUAR	XJ8	*	N	N	N	Y	N	N	N
2006 JAGUAR	XK8	*	N	N	N	Y	N	N	N