The State of New Jersey
Department of Environmental Protection

2011 Annual Report

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

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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 2011, 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 of inspector performance audits and inspection equipment audits for both 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.

Number of Inspections

There were 2,222,537 total emissions inspections performed in New Jersey during calendar year 2011. This includes initial inspections and all re-inspections. Of the total emissions inspections performed, 1,985,804 (89.3 percent) were initial inspections, and 236,733 (10.7 percent) were re-inspections.

Of the total emission inspections, 1,805,602 (81.3%) were performed by the centralized network, while the remaining 416,694 (18.7%) 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.

Inspection Results

The initial overall emission failure rate for the entire network was 13.5%. The centralized initial overall emission failure rate was 14.1% and the decentralized initial overall emission failure rate was 10.7%. With the exception of the decentralized network, these failure rates are somewhat higher than the 2010 failure rates of 12.6%, 12.8%, and 11.9%, respectively. This is reflective of the change from 4 to 5 year exemption for non-commercial vehicles.

The overall and OBD first retest pass rates remained the same compared to those for the year 2010. The overall first retest pass rate remained at 86.2% for both 2010 and 2011. The OBDII first retest pass rate also remained unchanged from 2010 to 2011 at 86.0%. The percentages are based on the number of vehicles that actually returned for a first retest.

Of the 1,985,804 overall initial emissions inspections conducted in the year 2011, 1,641,919 (82.7%) were OBD inspections, while 332,732 (16.8%) were tailpipe (i.e., two speed idle or idle) inspections. These are all referred to as primary emissions tests. In addition, there were 11,153 (0.6%) inspections where no primary emissions test (i.e. OBD, two speed idle, or idle) was performed. These were mainly commercial diesel vehicles that received a secondary emissions test, usually for tampering and/or smoke.

New Jersey has mechanisms available to manually "bypass" the OBDII test (and run a TSI test) for those motor vehicles that have demonstrated a problem meeting readiness criteria or simply can't communicate. The number of vehicles bypassed from OBD to a tailpipe test was 731 (0.04% of initial OBD tests).

Vehicles With No Known Final Outcome

In tracking what happened to each of the 268,942 overall initial emission inspection failures in 2011, the data shows that 190,539 (70.8%) passed a first retest, 13,526 (5.0%) passed a second or subsequent retest, and 64,877 (24.2% of initial failures; 3.3% of initial inspections) either dropped out of the registration database (i.e. no longer in fleet), or 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). The breakdown of no known outcome versus dropped from the fleet for 2011 will be provided in the 2012 Annual Report in order to allow analysis of data from a full inspection cycle.

The final breakdown of the 2010 year's 271,002 initially failed vehicles was 34,734 (12.8%) dropped from the fleet while 29,185 (10.8%) had no known final outcome.

No vehicles received a waiver in the year 2011, as the waiver program was officially phased out and discontinued by the end of 2009.

Compliance Rate

The program compliance rate, as measured by the date and type of windshield sticker on randomly surveyed vehicles, of 95.6% for the year 2011 was slightly lower than the prior year's rates (95.7% for 2010 and 96.3% for 2009).

Equipment Audits

In regard to the inspection equipment, the CIF equipment audit fail rate decreased from 28.0% in 2010 to 16% in 2011, and the PIF equipment audit fail rate decreased from 14.8% in 2010 to 12.1% in 2011. The increase in audit failure rates in 2010 occurred during implementation of the new program. The 2011 equipment audit rates reflect the eventual successful implementation of the equipment in the new program.

A summary of the key statistics for the years 2010 and 2011 is presented in Table 1.

Table 1: Year 2010 and 2011 Key Statistics Comparison

Key Statistics	**2010**	**2011**
Number of Total Emission Inspections	2,697,291	2,222,537
Total Emission Inspections – Centralized/Decent. Split	81.4%/18.6%	81.3%/18.7%
Total Emission Inspections – Initial/Reinspection Split	79.5%/20.5%	89.3%/10.7%
Number of Initial Emission Inspections	2,144,226	1,985,804
Overall Initial Emission Failure Rate	12.6%	13.5%
Centralized Initial Emission Failure Rate	12.8%	14.1%
Decentralized Initial Emission Failure Rate	11.9%	10.7%
Overall Emission Inspection 1st Retest Pass Rate	86.2%	86.2%
OBDII 1st Retest Pass Rate	86.0%	86.0%
Two Speed Idle 1st Retest Pass Rate	82.1%	82.0%
Sticker Compliance Rate	95.7%	95.6%
Emissions-Only CIF Covert Performance Audit Fail Rate	3.1%	4.4%
Emissions-Only PIF Covert Performance Audit Fail Rate	5.3%	3.8%
CIF Equipment Audit Fail Rate	28%	16%
PIF Equipment Audit Fail Rate	14.8%	12.1%
# CIF Lanes/Consoles	141	140
# PIFs	1,122	1,279
# Emission Repair Facilities (ERFs)	1,576	1,589
	2009	**2010**
Number of Vehicles with No Known Final Outcome[1]	36,022	29,185
As Percentage of Initial Inspections	1.6%	1.4%
As Percentage of Initial Failures	14.4%	10.8%

[1] Total vehicles with no known final outcome includes tests for the following 12 months of the new year for the 2010 report (i.e. registration data through December 2011) and 3 months of registration data from the following year for the 2009 report (i.e. registration data through March 2010). Vehicles with no known final outcome for 2011 will be reported in the 2012 report to allow for analysis of data from a full registration cycle.

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 information on the various types of program activities performed as well as 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 2011.

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 five model years (i.e. new vehicles) are exempt from inspection in any given year.

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

There are 29 CIFs located throughout the State, consisting of a combined total of 140 inspection lanes, of which 119 are full inspection, along with an additional 21 re-inspection consoles. The 2010 CIF audit section of this report covered only the 120 full inspection lanes, while the 2011 CIF audit section of this report also includes the 21 reinspection consoles. The re-inspection consoles, while equipped to perform OBD and gas cap tests, were initially designated for re-inspections only. Since the passenger vehicle safety inspection requirement was eliminated in mid-2010, the re-inspection consoles have been used to perform both initial and retest emission inspections and are now formally included in our audit statistics. In addition, in 2011, one of the full inspection lanes at the Rahway CIF was shut down as a construction staging area, resulting in the decreased total of 119 full 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 nine (9) lane/console station (Wayne CIF). On April 30, 2011, three (3) low volume CIFs (Bridgeton, Delanco, and Westfield) were permanently closed. In addition, the Morristown SIF was permanently closed in August of 2011 due to irreparable storm damage from Hurricane Irene. The last inspection at this facility was conducted on August 26, 2011.

Table 2 lists each of the CIFs within the State and the total number of operated lanes/consoles in each facility during the year 2011. The SIFs are not included in this table.

Table 2: New Jersey's Centralized Inspection Facilities

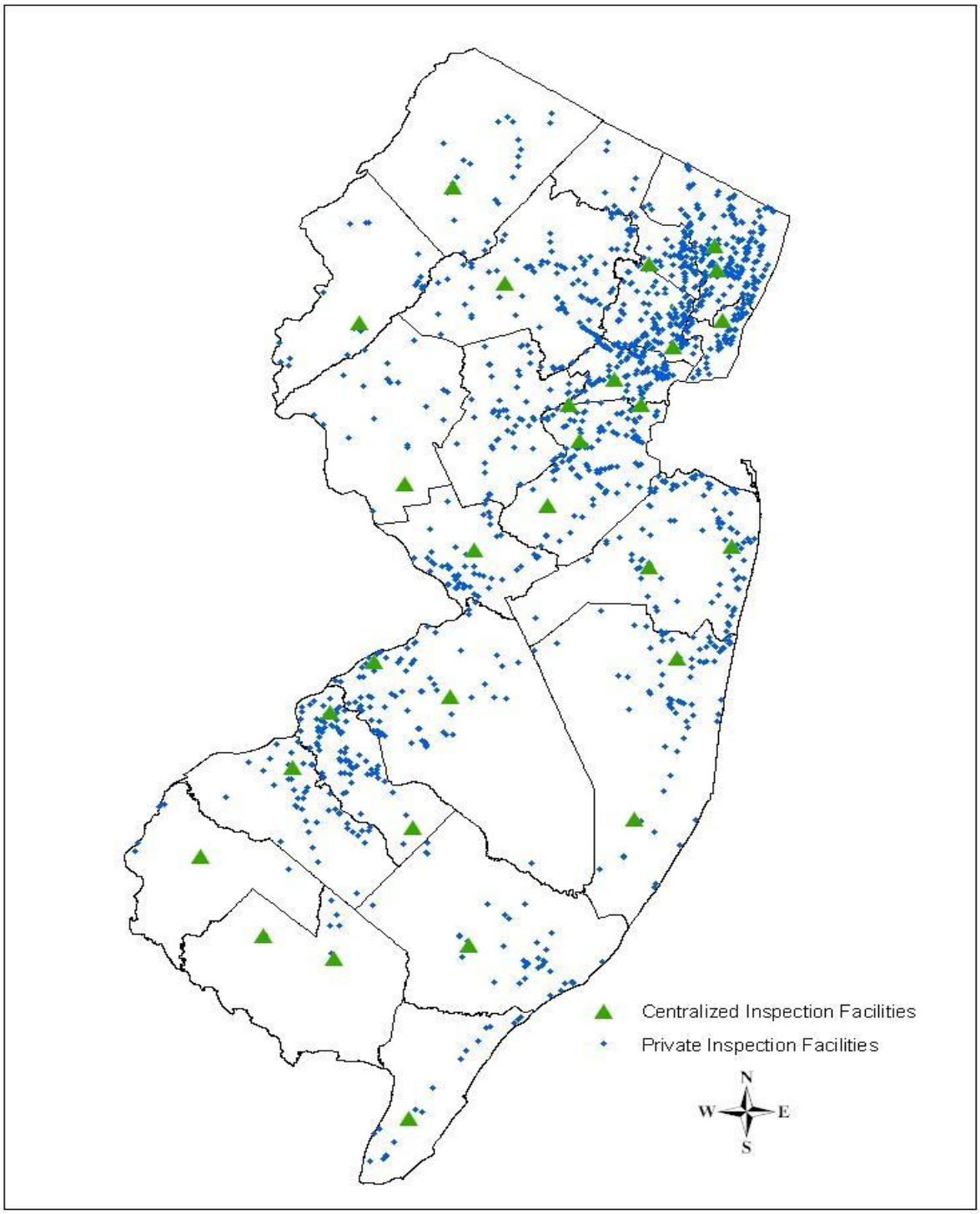
Centralized Inspection Facility	# of Lanes/Consoles
Baker's Basin*	7
Bridgeton	1
Cape May	1
Cherry Hill*	7
Delanco*	4
Deptford	4
Eatontown*	7
Flemington*	4
Freehold*	7
Kilmer*	7
Lakewood*	7
Lodi*	6
Manahawkin*	4
Mays Landing*	5
Millville	2
Newark*	6
Newton*	3
Paramus*	6
Plainfield	3
Rahway*	6
Randolph*	7
Salem	1
Secaucus*	7
South Brunswick*	7
Southampton*	5
Washington	1
Wayne*	9
Westfield	2
Winslow*	4
Total	**140**

* Has one reinspection console.

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 2011, there were 1,279 PIFs that performed at least one inspection during the entire year; of these, 201 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 2011.

Figure 1: 2011 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, 2011, there were 1,589 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 2011, the CIFs performed 1,805,843 emission inspections, or approximately 81.3% percent of the approximate 2.2 million total emission inspections performed. The PIFs performed 416,694 emission inspections, or approximately 18.7% 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 2011, please refer to Section III.A. – Test Data Report, and Appendix I – Test Data Report Tables and Figures.

III. Data Analysis and Reporting

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

The biennial test frequency was initially implemented at enhanced program startup in 1999 by requiring all odd model year vehicles to be inspected in the odd calendar years and all even model year vehicles to be inspected in the even calendar years. The result is a "sawtooth" effect whenever the program's statistical data is graphically presented by model year. For the year 2011 data, the “sawtooth” effect is evident in the fact that the odd model years have a significantly higher inspection volume than the even model years (see Appendix I, Part D, Figure D-2).

In 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. With the implementation of an upgraded inspection system and new reporting structure in 2010, this is no longer the case. The data is now presented by test date, and create date is no longer used in reporting. 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 be included in this query result. Therefore, depending on which field one selects for a query, the total numbers will vary slightly.

[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 2011, this parameter allowed 10 tests over 30 days.

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 twelfth 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 (commercial vehicles) 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.

In addition, the two diesel vehicle 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 three types of primary emission-related tests performed in New Jersey in the year 2011. They are the OBDII test, which does not measure exhaust pollutants and is predictive, and the two tailpipe exhaust emissions tests, 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 grouping called “No Primary Test” for those vehicles that did not receive one of the three 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 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.

Idle tests are 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 2011 (2010 for the vehicles with no known final outcome analysis).

Total Emissions Inspections

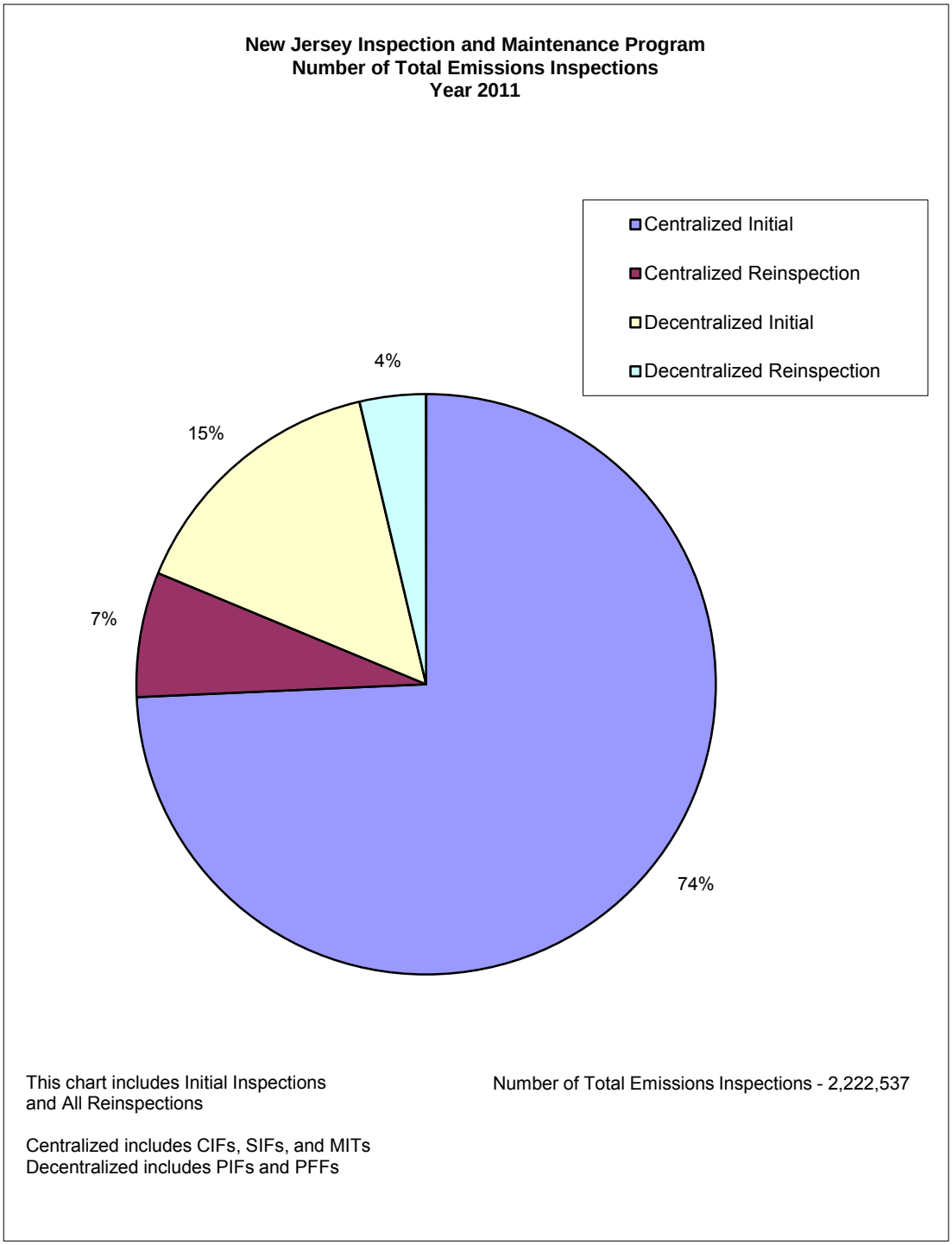
There were 2,222,537 total emissions inspections performed in New Jersey during calendar year 2011. This includes initial inspections and all re-inspections. Of the total emissions inspections performed, 1,985,804 (89.3 percent) were initial inspections, and 236,733 (10.7 percent) were re-inspections (first re-inspections and second and subsequent re-inspections). Table 3 provides a detailed summary of the total emissions inspections performed.

Table 3: Total Emissions Inspections

Test Station	Data	Initial Insps	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility (CIF)	Total	1,635,758		153,718		1,789,476	
	Fail	229,322	14.0%	28,595	18.6%	257,917	14.4%
	Pass	1,406,436	86.0%	125,123	81.4%	1,531,559	85.6%
Private Inspection Facility (PIF)	Total	331,398		81,685		413,083	
	Fail	35,408	10.7%	3,610	4.4%	39,018	9.4%
	Pass	295,990	89.3%	78,075	95.6%	374,065	90.6%
Private Fleet Facility (PFF)	Total	3,200		411		3,611	
	Fail	390	12.2%	29	7.1%	419	11.6%
	Pass	2,810	87.8%	382	92.9%	3,192	88.4%
Specialty Inspection Facility (SIF)	Total	1,002		88		1,090	
	Fail	153	15.3%	21	23.9%	174	16.0%
	Pass	849	84.7%	67	76.1%	916	84.0%
Mobile Inspection Team (MIT)	Total	14,446		831		15,277	
	Fail	3,669	25.4%	413	49.7%	4,082	26.7%
	Pass	10,777	74.6%	418	50.3%	11,195	73.3%
Total		**1,985,804**		**236,733**		**2,222,537**	
Total Fail		**268,942**	**13.5%**	**32,668**	**13.8%**	**301,610**	**13.6%**
Total Pass		**1,716,862**	**86.5%**	**204,065**	**86.2%**	**1,920,927**	**86.4%**
% of Grand Total # of Inspections			**89.3%**		**10.7%**		

Of the total number of emissions inspections, 1,805,843 (81.3 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 416,694 (18.7 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 2011 are shown in Appendix I – Part B. There were 1,985,804 initial overall emission inspections conducted in New Jersey in the year 2011. Of the total number of initial overall emission inspections, 1,651,206 (83.2%) were performed by the centralized network, while the remaining 334,598 (16.8%) were performed by the decentralized network.

The initial overall emission failure rate for the entire network was 13.5%. The centralized initial overall emission failure rate was 14.1% and the decentralized initial overall emission failure rate was 10.7%.

A further look at the initial overall emission inspection results by each individual CIF is presented in Appendix I – Part C. The initial overall emission failure rates at the CIFs ranged from 9.7% (Paramus) to 23.1% (Newark). The highest volume CIF was Wayne (nine lanes/consoles), with a total of 108,778 initial overall emission inspections and a 13.5% initial overall emission failure rate, and the lowest was Bridgeton (one lane), with a total of 5,128 initial overall emission inspections and a 19.6% 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:

1,468,034	(73.9%) LDGVs,
419,217	(21.1%) LDGTs,
392	(0.0%) LDDTs,
2,549	(0.1%) LDDVs
66,768	(3.4%) HDGVs, and
28,844	(1.5%) vehicles of unknown type[3]
1,985,804	Total

An overall emission inspection consists of several components. These components include an OBDII test or a tailpipe exhaust emission test (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 1,985,804 initial overall emission inspections, 1,716,862 (86.5%) passed, while 268,942 (13.5%) failed at least one emission inspection component. Table 4 shows the number of passes and pass rate and the number of failures and fail rate for each initial emission inspection test type. As some initial overall emission inspections resulted in multiple test type failures, Table 4 reflects multiple counting of any such inspection.

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

Test Type	# Pass	Pass Rate	# Fail	Fail Rate
OBDII	1,454,930	88.6%	186,989	11.4%
Two Speed Idle	169,799	76.2%	53,043	23.8%
Idle	100,897	91.8%	8,993	82.0%
Gas Cap	723,815	96.3%	28,098	3.7%
Catalytic Converter	1,961,610	99.4%	11,212	0.6%
Visible Smoke	1,971,119	99.3%	14,685	0.7%
Liquid Leak	1,975,299	99.5%	10,505	0.5%
Miscellaneous Emissions	1,975,843	99.5%	9,961	0.5%

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 LDGTs was implemented on January 12, 2004. The current system, implemented in 2010, added in OBDII testing on model year 1997 and newer LDDVs and LDDTs.

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 current system, which had been upgraded in 2010, 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. The RPM check minimizes the chance of a vehicle falsely failing the OBDII test because it was tested in the KOEO state. Exclusions for RPM are also included in case requesting RPM from certain vehicles causes 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.

New Jersey's current system also 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 criterion is twofold. First, it identifies 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. 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 2011, there were 731vehicles receiving an OBD Bypass at both CIFs and PIFs. The system had 1,641,919 initial OBDII tests with only 731 (.04%) OBDII tests bypassed for a rate of approximately 4 tests bypassed per 10,000 vehicles tested.

OBD Bypass Table A: System Grand Totals

System	# Initial OBDII Tests	# Bypasses	% Bypasses	Bypass Rate (per 10,000 Vehicles Tested)	# Fail	# Pass	Fail Rate
All	1,641,919	731	.04%	4	77	654	10.5%

The main bypass test is the TSI (Two Speed Idle) test. There were 731 bypassed to a TSI or idle test, having a 10.5% rate of failure

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

OBD Bypass Table B: Test Summary

Network Type	Emission Test Switched To	Inspections	Fail	Pass	Fail Rate
Centralized	Idle	161	3	158	1.9%
Centralized	TSI	102	4	98	3.9%
Decentralized	Idle	127	5	122	3.9%
Decentralized	TSI	341	19	322	5.6%
All		731	31	700	4.2%

The 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 system are 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 is referred to NJMVC for possible enforcement action.

In 2011, there were 468 (0.03% of initial OBDII inspections) OBDII tests bypassed by the PIF network. There were 341 bypassed to the TSI test and resulted in a 5.6% fail rate. There were 127 bypassed to the curb idle test in the PIFs with a 3.9% fail rate. The overall failure rate for the PIF bypasses was 5.1%. This information is presented in OBD Bypass Table B: Test Summary and in OBD Bypass Table C: System Network Totals.

For the CIF network, contact is made by a customer service representative via email to NJDEP requesting 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.

In 2011, there were 263 (0.02 % of initial OBDII inspections) OBDII tests bypassed by the CIF network. There were 102 bypassed to the TSI test and resulted in a 3.9% fail rate, and 161 were bypassed to the curb idle test with a 1.9% fail rate. The overall failure rate for the CIF bypasses was 2.7%. 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

Network Type	Inspections	Fail	Pass	Fail Rate
Centralized	263	7	256	2.7%
Decentralized	468	24	444	5.1%

The OBDII bypass authorization process coupled with the hardware upgrades from the previous 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 1,641,919 initial OBDII inspections in the year 2011. Of these, 1,578,400 (96.1%) passed either initially or a first or subsequent retest, and approximately 63,519 (3.9%) 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 1,641,919 initial overall OBDII inspections, 1,454,930 (88.6%) passed initially, while 186,989 (11.4%) failed at least one OBDII test component. The 11.4% fail rate is about ten percent higher than the 10.2% fail rate in 2010. This is due to a combination of a full year of tighter readiness standards, going from a 4 to 5 year exemption for non-commercial vehicles (started in 2010), and an additional year of aging to the OBDII fleet.

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	**1,641,919**	**1,454,930**	**88.6%**	**186,989**	**11.4%**
Bulb Check	1,641,919	1,631,367	99.4%	10,552	0.6%
KOER MIL Check	1,631,367	1,549,718	95.0%	81,649	5.0%
DLC Check	1,641,919	1,637,101	99.7%	4,818	0.3%
Communication	1,637,101	1,631,229	99.6%	5,872	0.4%
Readiness Status	1,614,389	1,532,390	94.9%	81,999	5.1%
MIL Command Status	1,631,229	1,523,930	93.4%	107,299	6.6%

In Table 5, the number of some OBDII component checks is less than the number of overall initial OBDII tests. In 2011 there were 10,690 vehicles that had damaged, missing, or obstructed DLCs, or which failed to communicate and return MIL command status and readiness status. There were 16,840 exempt from readiness testing.

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 489,976 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	479,930	98.0%
Passed OBDII and Failed Gas Cap	1,132	0.2%
Failed OBDII and Passed Gas Cap	8,764	1.8%
Failed Both OBDII and Gas Cap	150	0.0%
Totals	**489,976**	**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 1,631,226 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	1,523,924	93.4%
MIL Off with DTCs	3	0.0%
MIL On with No DTCs	177	0.0%
MIL On with DTCs	107,122	6.6%
Totals	**1,631,226**	**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 1,867,799 overall readiness checks. Of these, 1,565,579 (83.8%) had all monitors set, while 302,220 (16.2%) had not ready monitors. This number with not ready monitors are not necessarily failures, as model year 1996 through 2000 vehicles are allowed up to two not ready monitors, while model year 2001 and newer vehicles are allowed up to one not ready monitor. Taking these allowances into consideration, there were 81,999 actual readiness failures, for a readiness failure rate of 5.1%. More detailed information on readiness status by model year and vehicle type is presented in Appendix I - Part F, Table F-5.

OBDII Test Failures Switched to Tailpipe Testing

In the year 2011, there were 731 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 OBDII test to a tailpipe test upon reinspection.

Of the 731 OBDII failures switched to tailpipe testing, 654 (0.35% of initial OBD failures) passed the first or subsequent tailpipe retest, while 77 (0.041% 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 15,277 MIT emission inspections were performed in the year 2011. Of the roadside emission inspections, 11,195 (73%) vehicles passed while 4,082 (27%) 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 Initial	14,446	10,777	3,669	25%
MIT Roadside Reinspection	831	413	418	50%
MIT Roadside Total	15,277	11,195	4,082	27%

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. The MIT roadside reinspections in many cases are vehicles pulled over prior to the repair portion of the reinspection cycle, hence the higher failure rate.

Emission Re-Inspections

There were 268,942 (13.5%) overall initial emission inspection failures out of the 1,985,804 total initial overall emission inspections conducted in the year 2011. Vehicles failing their initial inspection are required to be repaired and re-inspected. In some cases, initially failed vehicles required multiple re-inspections before either passing or 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 323,486 initially failed emission tests in the year 2011. 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 (268,942) 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 2011. 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	186,989	21,043	129,560	11.3%	69.3%
Two Speed Idle	53,043	7,834	35,617	14.8%	67.1%
Idle	8,993	938	6,773	10.4%	75.3%
Gas Cap	28,098	381	24,928	1.4%	88.7%
Catalytic Converter	11,212	511	8,038	4.6%	71.7%
Visible Smoke	14,685	593	10,645	4.0%	72.5%
Liquid Leak	10,505	298	7,887	2.8%	75.1%
Miscellaneous Emissions	9,961	508	7,156	5.1%	71.8%
Overall Tests	**323,486**	**32,106**	**230,604**	**9.9%**	**71.3%**
Overall Vehicles	**268,942**	**30,387**	**190,539**	**11.3%**	**70.8%**

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 2011.

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	186,989	8,527	4.6%
Two Speed Idle	53,043	3,896	7.3%
Idle	8,993	554	6.2%
Gas Cap	28,098	228	0.8%
Catalytic Converter	11,212	171	1.5%
Visible Smoke	14,685	220	1.5%
Liquid Leak	10,505	115	1.1%
Miscellaneous Emissions	9,961	222	2.2%
Overall Tests	**323,486**	**13,933**	**4.3%**
Overall Vehicles	**268,942**	**13,526**	**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 2011, as the waiver program was officially

phased out and discontinued by the end of 2009.

Vehicles With No Known Final Outcome - 2010

As mentioned previously, some vehicles were subject to multiple re-inspections before passing emission inspection. The following data is for 2010. Final outcomes for 2011 will be reported next year so that a full year's worth of registration and inspection data can be analyzed to more accurately determine the outcome of these vehicles.

Of the 271,002 overall initial emission inspection failures in the year 2010, 193,612 (71.4%) passed a first retest, 13,459 (5.0%) passed a second or subsequent retest, 34,734 (12.8%) dropped out of the registration database (i.e. no longer in fleet), and 29,185 (10.8%) 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 twelve (12) 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	No Known Final Outcome Rate - % of Initial Fails	No Known Final Outcome Rate – % of Initial Inspections
OBDII	1,795,832	182,779	22,394	12.3%	1.2%
Two Speed Idle	246,939	56,727	5,325	9.4%	2.2%
Idle	86,050	7,719	915	11.9%	1.1%
Gas Cap	1,730,454	17,563	671	3.8%	0.0%
Catalytic Converter	2,112,376	6,196	612	9.9%	0.03%
Visible Smoke	2,144,224	11,945	1,055	8.8%	0.05%
Liquid Leak	1,751,719	14,541	977	6.7%	0.06%
Miscellaneous Emissions	1,751,645	12,484	267	2.1%	0.02%
Overall	**2,144,226**	**271,002**	**29,185**	**10.8%**	**1.4%**

This analysis takes into consideration vehicles inspected late in the year 2010 that returned for inspection at any time throughout 2011, and also includes registration data through all of 2011. As such, the overall drop rate (vehicles with no known final outcome) as a percentage of total initial emissions inspections is 1.4%.

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 Final Outcome	% of Total Vehicles With No Known Final Outcome	Vehicle Type					
			# HDGV Vehicles	# LDDT Vehicles	# LDDV Vehicles	# LDGT Vehicles	# LDGV Vehicles	# Unknown Type Vehicles
Pre86/Unknown	775	2.7%	47	0	3	189	526	10
1986	290	1.0%	31	0	0	121	134	4
1987	251	0.9%	15	0	0	101	133	2
1988	356	1.2%	21	0	1	169	160	5
1989	319	1.1%	26	0	0	140	150	3
1990	496	1.7%	19	0	0	182	292	3
1991	353	1.2%	10	0	0	113	230	0
1992	661	2.3%	14	0	0	181	465	1
1993	645	2.2%	10	0	0	211	421	3
1994	1,092	3.7%	29	0	0	468	589	6
1995	935	3.2%	45	0	0	383	504	3
1996	2,153	7.4%	42	0	0	773	1,335	3
1997	2,351	8.1%	37	1	3	930	1,377	3
1998	2,845	9.7%	27	0	5	1,193	1,616	4
1999	2,431	8.3%	31	0	2	929	1,468	1
2000	3,201	11.0%	48	0	3	1,172	1,976	2
2001	2,880	9.9%	16	0	1	1,180	1,681	2
2002	2,903	9.9%	18	0	2	1,368	1,515	0
2003	1,611	5.5%	6	0	2	678	923	2
2004	1,276	4.4%	7	1	4	592	672	0
2005	700	2.4%	3	1	1	318	376	1
2006	486	1.7%	4	0	1	209	271	1
2007	138	0.5%	0	0	0	63	75	0
2008	19	0.1%	2	0	0	7	10	0
2009	5	0.0%	0	0	0	0	5	0
2010	12	0.0%	0	0	0	1	11	0
2011	1	0.0%	0	0	0	0	1	0
Totals	29,185	100.0%	508	3	28	11,671	16,916	59
% of Total Vehicles With No Known Final Outcome			**1.74 %**	**0.00%**	**0.01%**	**39.99%**	**57.96%**	**0.20%**

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. The first retest pass rate is an indicator of repair effectiveness and reflects the training and abilities of Certified Emission Repair Technicians. A higher first retest pass rate could indicate a more effective repair.

In the year 2009, the Emission Repair Technician training program was updated to include an advanced OBDII module and a light-duty diesel module. All repair technicians were required to take this training as their certifications were due to expire. The higher first retest pass rate in 2010 and 2011 as compared to prior years (80.1% in 2008 and 82.0% in 2009 for overall, and 78.9% in 2008 and 78.7% in 2009 for OBDII) could be a result of this updated training requirement.

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	150,603	21,043	129,560	14.0%	86.0%
Two Speed Idle	43,451	7,834	35,617	18.0%	82.0%
Idle	7,711	938	6,773	12.2%	87.8%
Gas Cap	25,309	381	24,928	1.5%	98.5%
Catalytic Converter	8,549	511	8,038	6.0%	94.0%
Visible Smoke	11,238	593	10,645	5.3%	94.7%
Liquid Leak	8,185	298	7,887	3.6%	96.4%
Miscellaneous Emissions	7,664	508	7,156	6.6%	93.4%
Overall	**220,926**	**30,387**	**190,539**	**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 2011, New Jersey's I/M program network consisted of 29 CIFs, with a combined total of 140 lanes/consoles, and 1,279 licensed PIFs which performed at least one inspection. All 29 CIF and 535 PIF facilities received at least one overt performance audit in 2011. 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	535
# not receiving overt performance audits	0	744
# shut down as a result of overt performance audits	NA*	78

* 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 2011 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 2011 the NJMVC had 39 covert auditors and 32 covert vehicles available to conduct covert performance audits. This is less than in 2010, when there were 47 covert auditors and 31 covert vehicles. During the year 2011, 29 CIFs and 791 PIFs received covert performance audits. A total of 388 covert audits were performed on the CIFs and 1,162 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	58	357
# conducted with the vehicle set to fail the component check (catalyst)	66	86
# conducted with the vehicle set to fail the evaporative gas cap test	13	354
# conducted with the vehicle set to fail any combination of two or more of the above tests	12	150
# conducted with the vehicle not set to fail any emission inspection component	260	522
Total # of Covert Performance Audits	388	1,162

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	0	19
# of audits resulting in a false pass for the component check (catalyst)	15	6
# of audits resulting in a false pass for the evaporative gas cap test	0	4
# of audits resulting in a false pass for any combination of two or more of the above tests	0	3
# of audits resulting in a false pass for any non-emissions related component	38	363
# of audits resulting in a proper inspection (no false pass or false fails)	332	769
Total # of Covert Emissions-Related Audits	388	1,162

In the year 2011, the overall emission covert performance audit failure rate for the entire network was 3.9%. These results encompass emissions only aspects of the covert performance audits. The overall emissions covert audit failure rate for the centralized network alone was 4.4%, while that for the decentralized network was 3.8%. This information is presented in Table 17.

Table 17: Overall Emission Covert Performance Audit Results

Network	Total Audits	Number Fail	Failure Rate	Number Pass	Pass Rate
Centralized	388	17	4.4%	371	95.6%
Decentralized	1,162	44	3.8%	1,118	96.2%
Total	**1,550**	**61**	**3.9%**	**1,489**	**96.1%**

New Jersey had 4,563 licensed inspectors conducting emission tests in both the CIFs and PIFs during the year 2011. Of these inspectors, 10 were suspended, fired, or otherwise prohibited from conducting emission inspections as a result of covert performance audits. No 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 83 inspectors were fined during the year 2011. Four (4) PIF stations were suspended, fired, or otherwise prohibited from conducting emission inspections as a result of covert performance audits.

The NJMVC conducted 179 hearings to consider adverse actions against inspectors and inspection facilities, and 110 of these hearings resulted in adverse actions against inspectors and inspection facilities. The remaining 69 resulted in no adverse action. A total of $78,150 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 2011.

Table 18: Fines and Hearings – Centralized and Decentralized Networks

	Inspectors	Facilities
# suspended, fired, or otherwise prohibited from testing as a result of covert audits	10	4
# suspended, fired, or otherwise prohibited from testing for other causes	0	0
# that received fines	83	7
# of hearings held to consider adverse actions	162	17
# of hearings held resulting in adverse actions	101	9
Total amount collected in fines	$39,400	$38,750

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, PIFs are 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 2011, the NJMVC conducted a total of 787 equipment audits at the PIFs. Of these, 770 were initial audits.

Of the 535 overtly audited PIFs, 65 (approximately 12.1%) 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 (audited and unaudited) initial decentralized equipment audit failure rate for the year 2011 was 6.1%. Table 19 summarizes the decentralized network equipment audit results.

Table 19: Decentralized Equipment Audit Summary

	Number	Percentage	
# of PIFs	1,279		
# of PIFs receiving equipment audits	535	41.8%	
# of PIFs receiving required (40 CFR 51.363(c)) 2 annual equipment audits	229	17.9%	
# of equipment audits			
(total)	787		
(initial)	770		
(second or subsequent)	17		
# of PIFs shut down as a result of equipment audits			
(total)	78	14.6% (of those audited)	6.1% (of all PIFs)
(failed equipment)	65	12.1% (of those audited)	5.1% (of all PIFs)
(no current program equipment)	13	2.6% (of those audited)	1.1% (of all PIFs)

In 2011, the NJDEP performed 1,503 initial lane audits of the equipment in the CIFs/SIFs. These audits are conducted on the lanes/consoles 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 2011.

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/consoles 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, 31 centralized stations (94%) had at least one lane shut down as a result of initial equipment audits during the year 2011. Lanes/consoles were shut down overnight an average of three (3) times per month in the year 2011.

Table 20: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	32
# of initial equipment audits	1,503
# 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	17
% of stations with at least one lane shut down as a result of equipment audits	53%
# of centralized and specialty lanes/consoles	143
# of lanes/consoles shut down at some point during the year as a result of equipment audits	30
% of lanes/consoles shut down at some point during the year as a result of equipment audits (% of the total number of centralized lanes/consoles)	21%

The overall initial centralized equipment audit failure rate for the year 2011 was 16%.

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	1	50%	1	50%
Bakers Basin	70	12	17%	58	83%
Bridgeton	4	2	50%	2	50%
Cape May	11	5	45%	6	55%
Cherry Hill	82	20	24%	62	76%
Delanco	16	3	19%	13	81%
Deptford	41	9	22%	32	78%
Eatontown	80	7	9%	73	91%
Flemington	48	7	15%	41	85%
Freehold	73	4	5%	69	95%
Kilmer	68	19	28%	49	72%
Lakewood	79	11	14%	68	86%
Lodi	65	13	20%	52	80%
Manahawkin	45	2	4%	43	96%
Mays Landing	48	13	27%	35	73%
Millville	24	5	21%	19	79%
Morristown Specialty	1	0	0%	1	100%
Newark	70	7	10%	63	90%
Newton	36	1	3%	35	97%
Paramus	72	15	21%	57	79%
Plainfield	36	18	50%	18	50%
Rahway	70	9	13%	61	87%
Randolph	82	18	22%	64	78%
Salem	12	2	17%	10	83%
Secaucus	80	5	6%	75	94%
South Brunswick	58	6	10%	52	90%
Southampton	58	8	14%	50	86%
Washington	12	1	8%	11	92%
Wayne	107	10	9%	97	91%
Westfield	7	4	57%	3	43%
Winslow	44	5	11%	39	89%
Winslow Specialty	2	0	0%	2	100%
Totals	**1,503**	**242**	**16%**	**1,261**	**84%**

D. Enforcement Report

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

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

Inspection Sticker Compliance

As mentioned previously, New Jersey performed over 2.2 million inspections in the year 2011. 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 4,400 vehicles per month in the year 2011) 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 2011 (94.2%) was lower than the NJDEP's (96.1%).

For the purposes of this report, both agencies' surveys were combined for an overall result. A total of 62,651 vehicles were surveyed in the year 2011. Of these, 59,916 (95.6%) 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 2011.

Table 22: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations	2,233,271
# of missing compliance documents (stickers)	4,690
# of time extensions & other exemptions granted to motorists	1,130 extensions letters and 26,103 one year extensions stickers

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 2008 - 2011 Key Statistics Comparison

Key Statistics	2008	2009	2010	2011
Number of Total Emission Inspections	2,862,426	2,901,388	2,697,291	2,222,537
Total Emission Inspections – Centralized/Decentralized Split	80%/20%	81%/19%	81%/19%	81.3%/18.7 %
Total Emission Inspections – Initial/Reinspection Split	76%/24%	77%/23%	80%/20%	89.3%/10.7 %
Number of Initial Emission Inspections	2,184,896	2,241,435	2,144,226	1,985,804
Overall Initial Emission Failure Rate	12.1%	11.1%	12.6%	13.5%
Centralized Initial Emission Failure Rate	12.4%	11.4%	12.8%	14.1%
Decentralized Initial Emission Failure Rate	10.9%	10.1%	11.9%	10.7%
Overall Emission Insp. 1st Retest Pass Rate	80.1%	82.0%	86.2%	86.2%
OBDII 1st Retest Pass Rate	78.9%	78.7%	86.0%	86.0%
Two Speed Idle 1st Retest Pass Rate	72.9%	74.6%	82.1%	82.0%
Number of Vehicles with No Known Final Outcome[4]	28,229	36,022	29,185	TBD
As Percentage of Initial Inspections	1.3%	1.6%	1.4%	TBD
As Percentage of Initial Failures	10.7%	14.4%	10.8%	TBD
Sticker Compliance Rate	96.0%	96.3%	95.7%	95.6%
Emissions-Only CIF Covert Performance Audit Fail Rate	3.5%	3.7%	3.1%	4.4%
Emissions-Only PIF Covert Performance Audit Fail Rate	5.2%	6.4%	5.3%	3.8%
CIF Equipment Audit Fail Rate	12.0%	11.0%	28.0%	16%
PIF Equipment Audit Fail Rate	7.9%	7.7%	14.8%	12.1%
# CIF Full inspection Lanes	122	120	120	119
# PIFs	1,096	1,023	1,122	1,279
# Emission Repair Facilities (ERFs)	1,685	1,664	1,576	1,589

[4] Total vehicles with no known final outcome analyses include 12 months of registration data from the following year for the 2010 report, 3 months of registration data from the following year for the 2009 report, and 6 months of registration data from the following year for the 2008 report. Vehicles with no known final outcome for 2011 are To Be Determined (TBD) and will be reported in the 2012 report to allow for analysis of data from a full registration cycle.

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 2011

Test Station	Data	Initial Insps	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility	Total	1,635,758		153,718		1,789,476	
	Fail	229,322	14.0%	28,595	18.6%	257,917	14.4%
	Pass	1,406,436	86.0%	125,123	81.4%	1,531,559	85.6%
Private Inspection Facility	Total	331,398		81,685		413,083	
	Fail	35,408	10.7%	3,610	4.4%	39,018	9.4%
	Pass	295,990	89.3%	78,075	95.6%	374,065	90.6%
Private Fleet Facility	Total	3,200		411		3,611	
	Fail	390	12.2%	29	7.1%	419	11.6%
	Pass	2,810	87.8%	382	92.9%	3,192	88.4%
Specialty Inspection Facility	Total	1,002		88		1,090	
	Fail	153	15.3%	21	23.9%	174	16.0%
	Pass	849	84.7%	67	76.1%	916	84.0%
Mobile Inspection Team	Total	14,446		831		15,277	
*Initial - 1st Inspection of cycle	Fail	3,669	25.4%	413	49.7%	4,082	26.7%
Retest - 2nd or subsequent of cycle	Pass	10,777	74.6%	418	50.3%	11,195	73.3%
Total # of Inspections		**1,985,804**		**236,733**		**2,222,537**	
Total # Fail		**268,942**	**13.5%**	**32,668**	**13.8%**	**301,610**	**13.6%**
Total # Pass		**1,716,862**	**86.5%**	**204,065**	**86.2%**	**1,920,927**	**86.4%**
% of Grand Total # of Inspections			**89.3%**		**10.7%**		

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	1,805,843	81.3%
Decentralized	416,694	18.7%
Total	**2,222,537**	

Table A-1

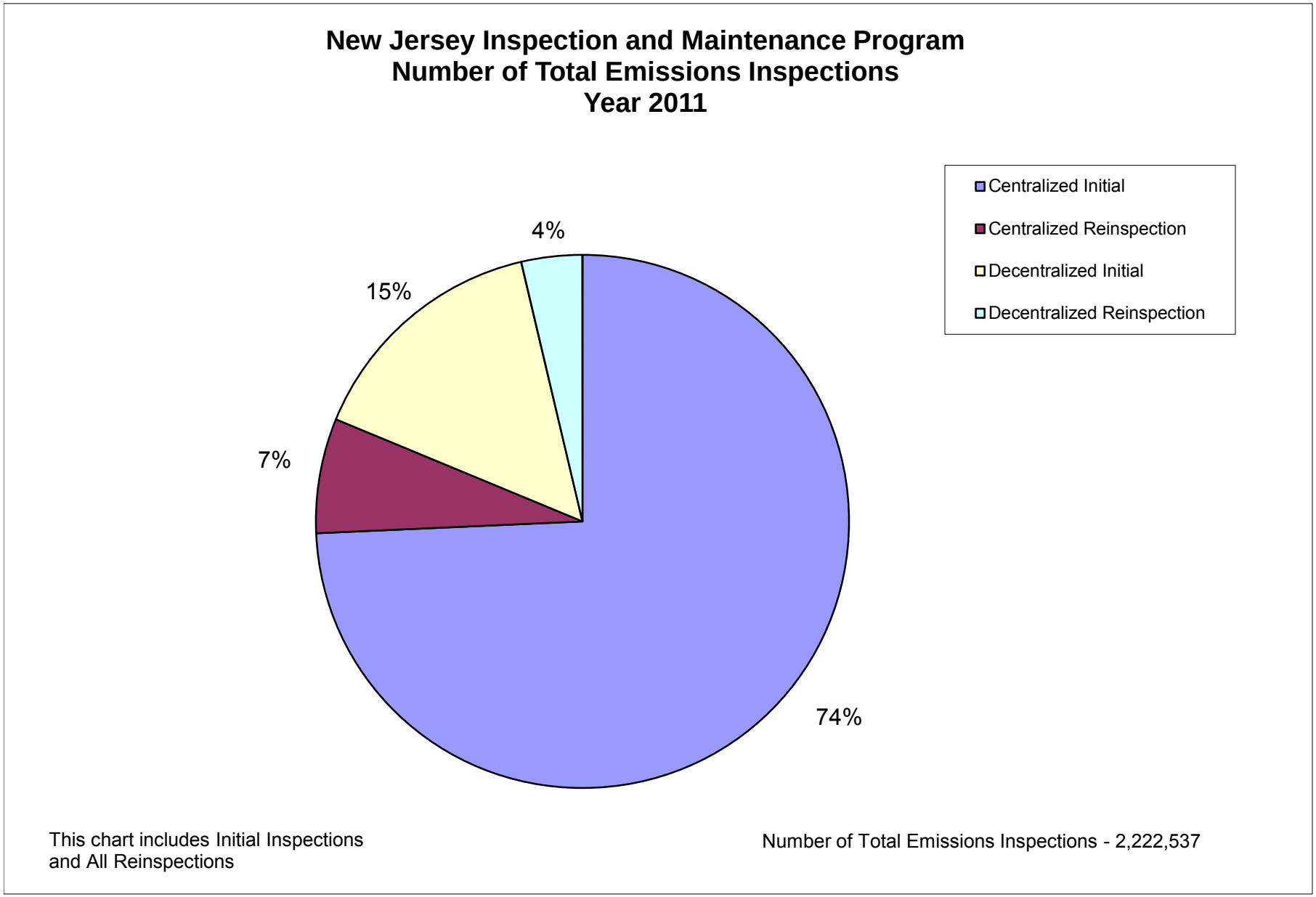

New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2011
Centralized Initial
Centralized Reinspection
Decentralized Initial
Decentralized Reinspection
4%
15%
7%
74%
This chart includes Initial Inspections and All Reinspections
Number of Total Emissions Inspections - 2,222,537

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 2011

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
Pre87/Unknown	Centralized	9,607	4,911	51.1%	4,696	48.9%
Pre87/Unknown	Decentralized	8,710	1,503	17.3%	7,207	82.7%
1987	Centralized	6,217	2,492	40.1%	3,725	59.9%
1987	Decentralized	3,484	577	16.6%	2,907	83.4%
1988	Centralized	4,438	1,866	42.0%	2,572	58.0%
1988	Decentralized	2,758	414	15.0%	2,344	85.0%
1989	Centralized	10,063	3,804	37.8%	6,259	62.2%
1989	Decentralized	4,690	722	15.4%	3,968	84.6%
1990	Centralized	7,076	2,775	39.2%	4,301	60.8%
1990	Decentralized	3,270	485	14.8%	2,785	85.2%
1991	Centralized	14,643	4,903	33.5%	9,740	66.5%
1991	Decentralized	5,733	792	13.8%	4,941	86.2%
1992	Centralized	11,659	4,281	36.7%	7,378	63.3%
1992	Decentralized	4,721	719	15.2%	4,002	84.8%
1993	Centralized	29,877	8,771	29.4%	21,106	70.6%
1993	Decentralized	9,989	1,338	13.4%	8,651	86.6%
1994	Centralized	23,285	6,612	28.4%	16,673	71.6%
1994	Decentralized	8,401	1,072	12.8%	7,329	87.2%
1995	Centralized	57,716	13,922	24.1%	43,794	75.9%
1995	Decentralized	16,722	2,012	12.0%	14,710	88.0%
1996	Centralized	36,745	9,778	26.6%	26,967	73.4%
1996	Decentralized	11,151	1,501	13.5%	9,650	86.5%
1997	Centralized	85,098	18,071	21.2%	67,027	78.8%
1997	Decentralized	20,760	2,665	12.8%	18,095	87.2%
1998	Centralized	67,455	15,437	22.9%	52,018	77.1%
1998	Decentralized	16,454	2,214	13.5%	14,240	86.5%
1999	Centralized	122,752	21,467	17.5%	101,285	82.5%
1999	Decentralized	25,904	2,991	11.5%	22,913	88.5%
2000	Centralized	106,660	19,634	18.4%	87,026	81.6%
2000	Decentralized	22,628	2,606	11.5%	20,022	88.5%
2001	Centralized	166,618	26,584	16.0%	140,034	84.0%
2001	Decentralized	29,622	3,919	13.2%	25,703	86.8%
2002	Centralized	124,758	17,448	14.0%	107,310	86.0%
2002	Decentralized	21,862	2,446	11.2%	19,416	88.8%
2003	Centralized	227,160	20,968	9.2%	206,192	90.8%
2003	Decentralized	32,077	2,697	8.4%	29,380	91.6%
2004	Centralized	128,605	9,967	7.8%	118,638	92.2%
2004	Decentralized	19,069	1,496	7.8%	17,573	92.2%
2005	Centralized	237,762	12,632	5.3%	225,130	94.7%
2005	Decentralized	28,887	1,777	6.2%	27,110	93.8%
2006	Centralized	115,172	5,050	4.4%	110,122	95.6%
2006	Decentralized	14,997	858	5.7%	14,139	94.3%
2007	Centralized	46,839	1,478	3.2%	45,361	96.8%
2007	Decentralized	12,125	552	4.6%	11,573	95.4%

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2011

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
2008	Centralized	5,373	179	3.3%	5,194	96.7%
2008	Decentralized	5,192	203	3.9%	4,989	96.1%
2009	Centralized	1,784	34	1.9%	1,750	98.1%
2009	Decentralized	1,652	61	3.7%	1,591	96.3%
2010	Centralized	3,321	72	2.2%	3,249	97.8%
2010	Decentralized	1,903	73	3.8%	1,830	96.2%
2011	Centralized	519	8	1.5%	511	98.5%
2011	Decentralized	1,556	89	5.7%	1,467	94.3%
2012	Centralized	4	0	0.0%	4	100.0%
2012	Decentralized	281	16	5.7%	265	94.3%
Total	Centralized	1,651,206	233,144	14.1%	1,418,062	85.9%
Total	Decentralized	334,598	35,798	10.7%	298,800	89.3%
Grand Total		**1,985,804**	**268,942**	**13.5%**	**1,716,862**	**86.5%**

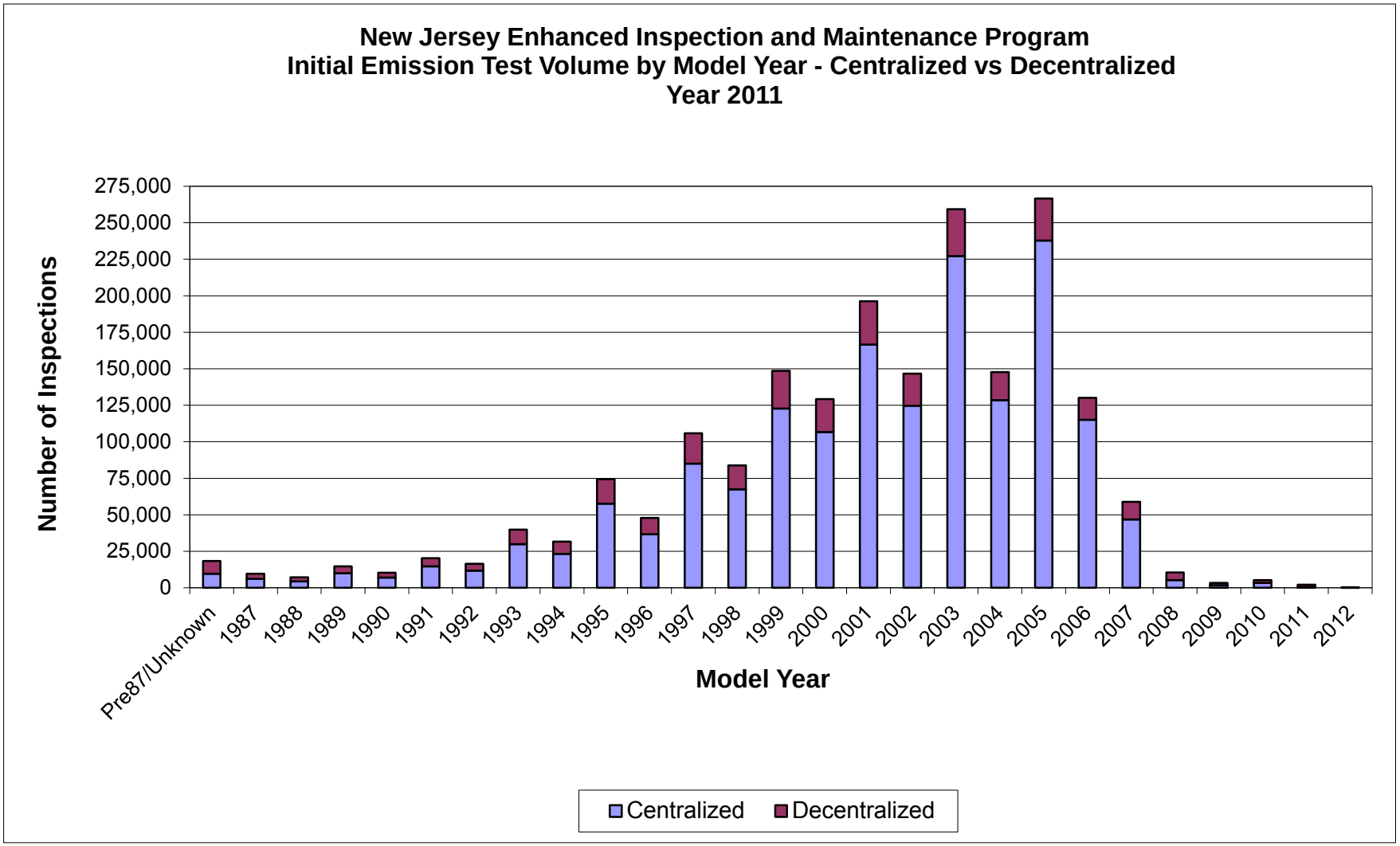

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2011
Number of Inspections
275,000
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre87/Unknown
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
Model Year
Centralized
Decentralized

Figure B-1

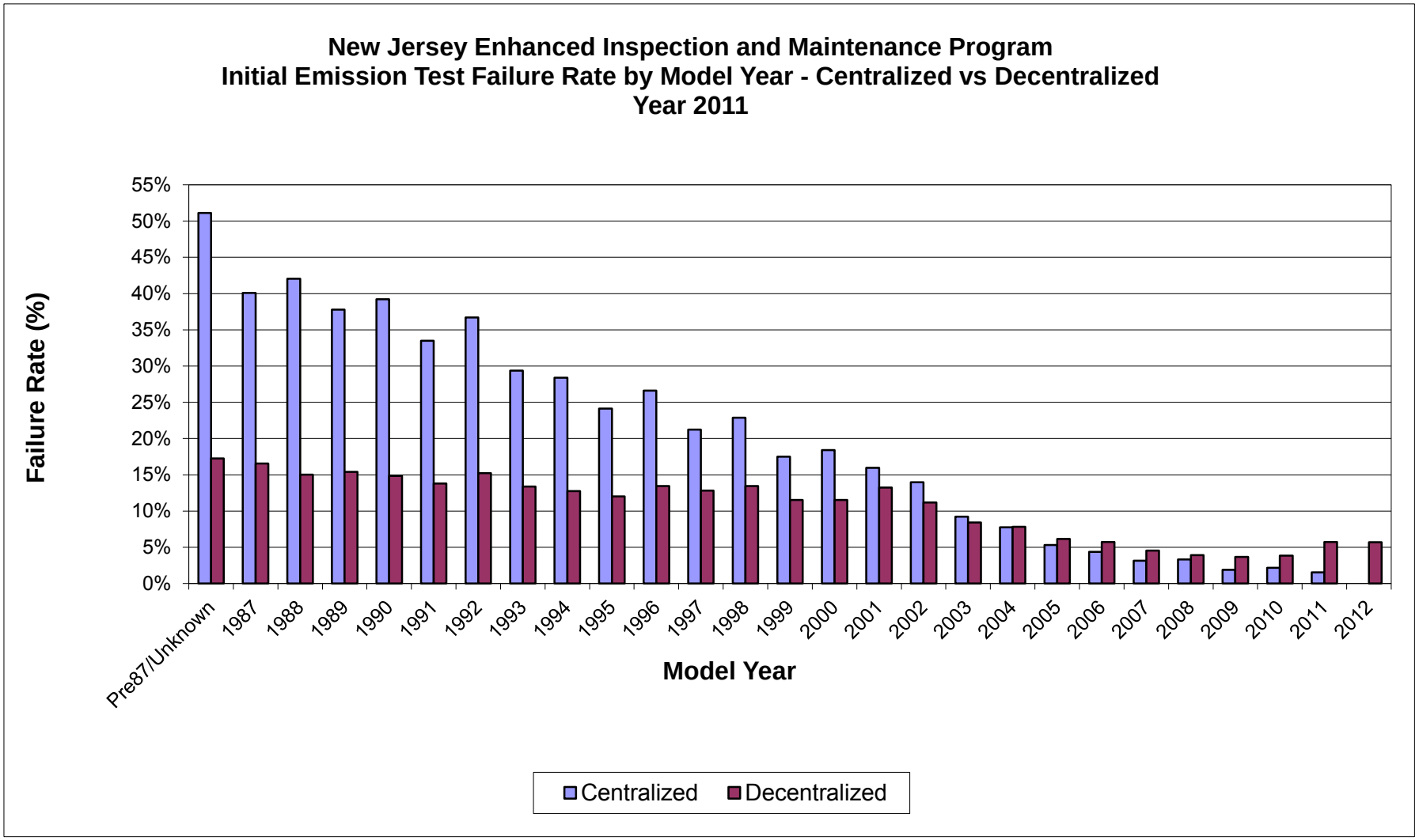

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2011
Failure Rate (%)
55%
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Pre87/Unknown
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
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 2011

STATION NAME	# of Lanes	Inspections	# Pass	# Fail	% Fail
BAKERS BASIN CIF	6	86,492	75,127	11,365	13.1%
BRIDGETON CIF	1	5,128	4,125	1,003	19.6%
CAPE MAY CIF	1	17,767	15,416	2,351	13.2%
CHERRY HILL CIF	6	83,775	70,495	13,280	15.9%
DELANCO CIF	3	10,714	9,033	1,681	15.7%
DEPTFORD CIF	4	74,026	63,607	10,419	14.1%
EATONTOWN CIF	6	81,781	70,564	11,217	13.7%
FLEMINGTON CIF	3	52,334	47,080	5,254	10.0%
FREEHOLD CIF	6	58,260	51,834	6,426	11.0%
KILMER CIF	6	75,962	66,387	9,575	12.6%
LAKEWOOD CIF	6	91,592	79,803	11,789	12.9%
LODI CIF	5	67,521	57,511	10,010	14.8%
MANAHAWKIN CIF	3	33,192	28,842	4,350	13.1%
MAYS LANDING CIF	4	51,034	43,243	7,791	15.3%
MILLVILLE CIF	2	36,020	28,979	7,041	19.5%
NEWARK CIF	5	85,304	65,572	19,732	23.1%
NEWTON CIF	2	35,806	31,156	4,650	13.0%
PARAMUS CIF	5	95,505	86,222	9,283	9.7%
PLAINFIELD CIF	3	45,395	38,332	7,063	15.6%
RAHWAY CIF	6	79,236	65,921	13,315	16.8%
RANDOLPH CIF	6	88,970	79,039	9,931	11.2%
SALEM CIF	1	16,966	14,428	2,538	15.0%
SECAUCUS CIF	6	68,767	57,924	10,843	15.8%
SOUTH BRUNSWICK CIF	6	54,405	48,356	6,049	11.1%
SOUTHAMPTON CIF	4	65,199	56,486	8,713	13.4%
WASHINGTON CIF	1	20,207	17,794	2,413	11.9%
WAYNE CIF	8	108,778	94,074	14,704	13.5%
WESTFIELD CIF	2	9,031	8,125	906	10.0%
WINSLOW CIF	3	36,591	30,961	5,630	15.4%
TOTAL	**120**	**1,635,758**	**1,406,436**	**229,322**	**14.0%**

Table C-1

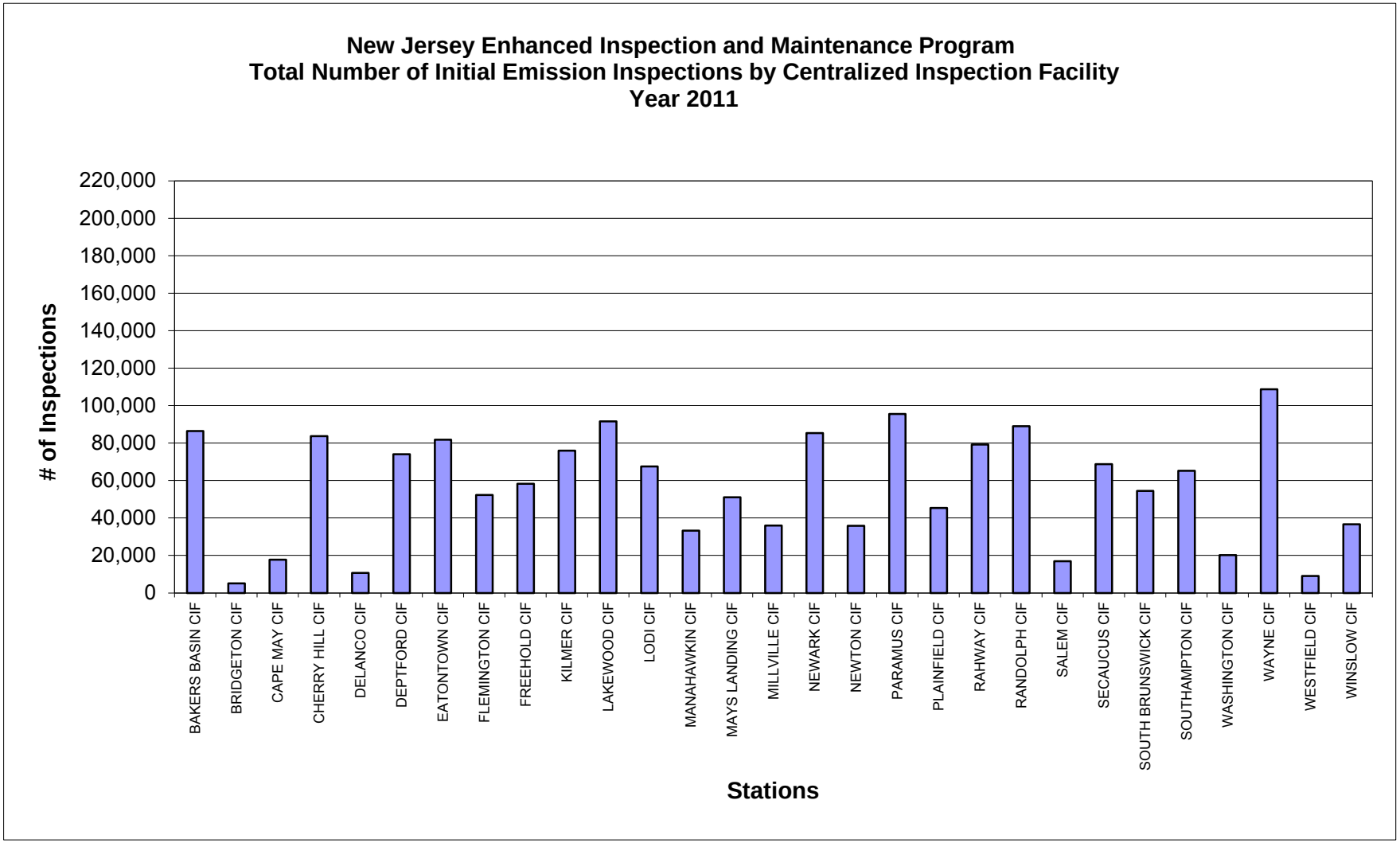

New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2011
# of Inspections
220,000
200,000
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
BAKERS BASIN CIF
BRIDGETON CIF
CAPE MAY CIF
CHERRY HILL 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

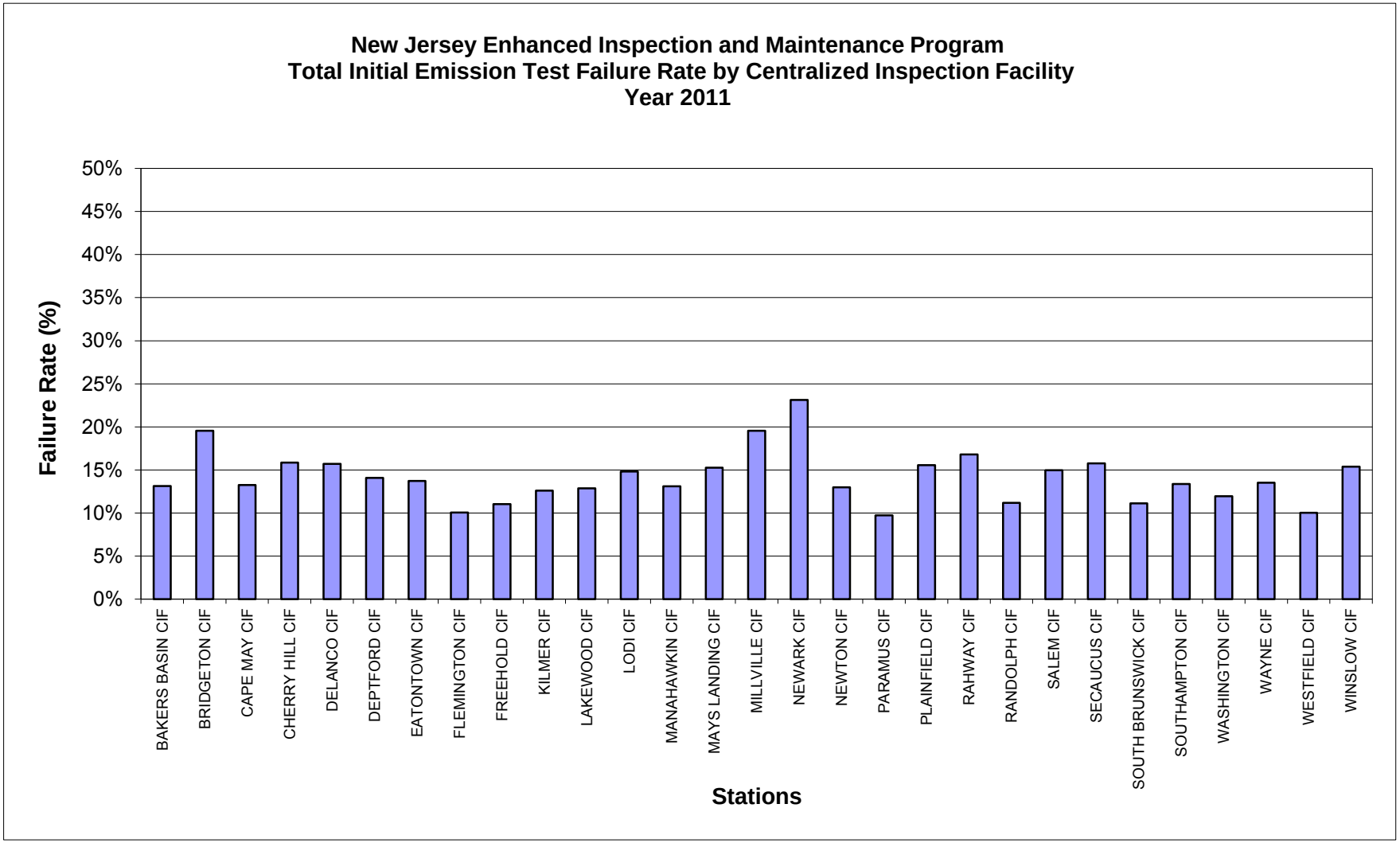

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2011
Failure Rate (%)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
BAKERS BASIN CIF
BRIDGETON CIF
CAPE MAY CIF
CHERRY HILL CIF
DELANCO CIF
DEPTFORD CIF
EATONTOWN CIF
FLEMINGTON CIF
FREEHOLD CIF
KILMER CIF
LAKEWOOD CIF
LODI CIF
MANAHAWKIN CIF
MAYS LANDING CIF
MILLVILLE CIF
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 2011

Model Year	# of Vehicles Tested						
	HDGT	LDDT	LDDV	LDGT	LDGV	Unknown	Total
Pre87/Unk	1,321	15	129	4,166	11,939	747	18,317
1987	500	5	30	2,513	6,457	196	9,701
1988	670	2	2	2,334	3,978	210	7,196
1989	695	3	1	3,819	9,927	308	14,753
1990	445	2	6	2,536	7,173	184	10,346
1991	352	2	17	3,861	15,937	207	20,376
1992	434	6	9	3,390	12,322	219	16,380
1993	625	2	11	7,472	31,368	388	39,866
1994	1,118	8	1	8,048	22,112	399	31,686
1995	1,896	14	11	14,096	57,551	870	74,438
1996	1,498	4	13	9,967	35,836	578	47,896
1997	2,732	15	121	19,494	82,037	1,459	105,858
1998	1,803	15	128	17,857	63,402	704	83,909
1999	3,550	10	270	25,499	117,371	1,956	148,656
2000	4,704	4	141	25,996	96,763	1,680	129,288
2001	4,992	6	208	34,574	153,714	2,746	196,240
2002	5,109	4	195	31,102	108,229	1,981	146,620
2003	6,311	3	249	45,210	203,782	3,682	259,237
2004	5,932	7	122	35,348	103,993	2,272	147,674
2005	5,869	89	493	46,215	210,797	3,186	266,649
2006	7,778	136	356	45,614	73,704	2,581	130,169
2007	4,220	18	20	21,981	31,403	1,322	58,964
2008	1,770	3	1	3,749	4,657	385	10,565
2009	691	5	5	1,004	1,536	195	3,436
2010	1,175	8	5	2,618	1,181	237	5,224
2011	576	6	5	752	657	79	2,075
2012	2	0	0	2	208	73	285
Totals	66,768	392	2,549	419,217	1,468,034	28,844	**1,985,804**
% of Grand Total	3.4%	0.0%	0.1%	21.1%	73.9%	1.5%	

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

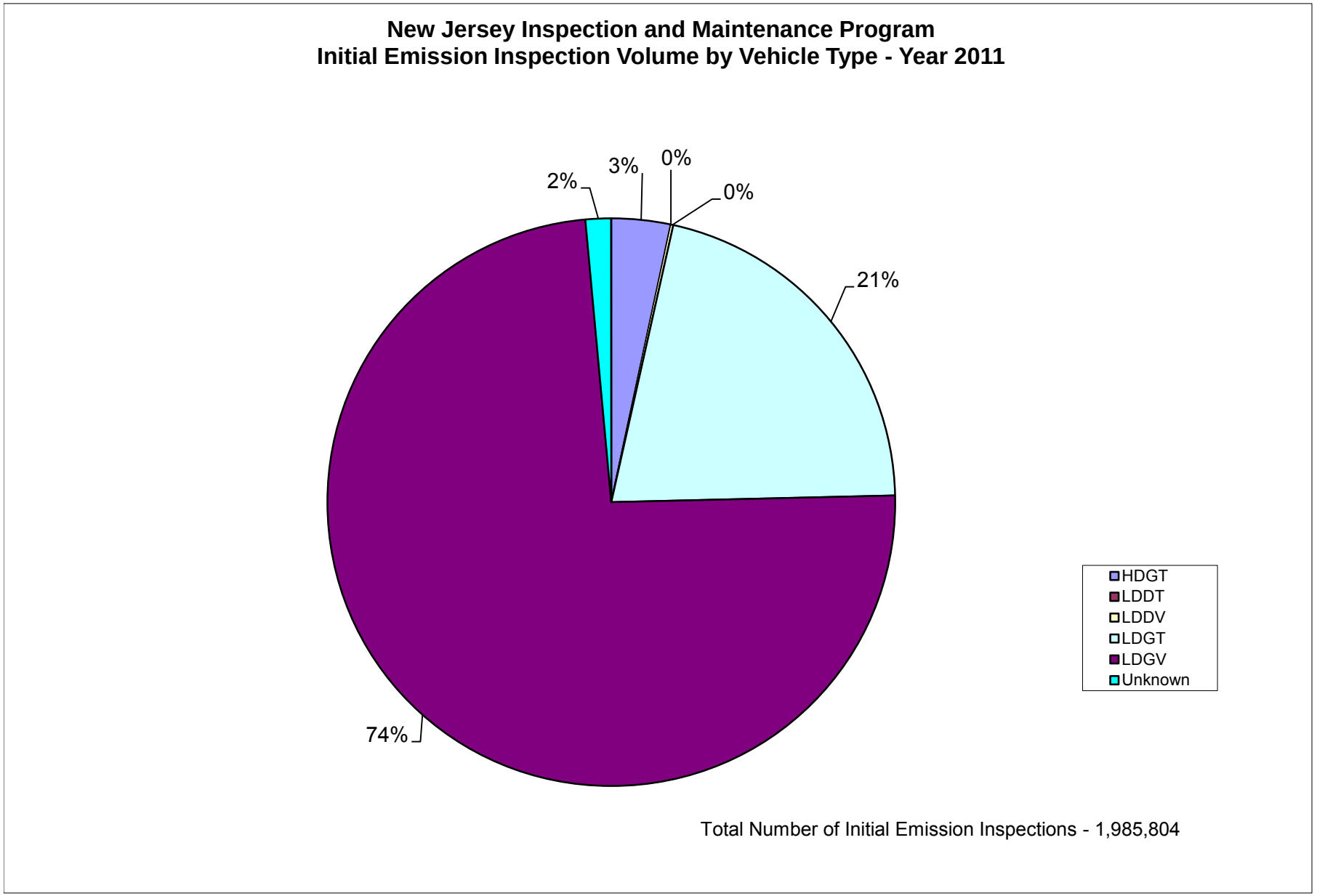

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type - Year 2011
3%
0%
2%
0%
21%
74%
HDGT
LDDT
LDDV
LDGT
LDGV
Unknown
Total Number of Initial Emission Inspections - 1,985,804

Figure D-1

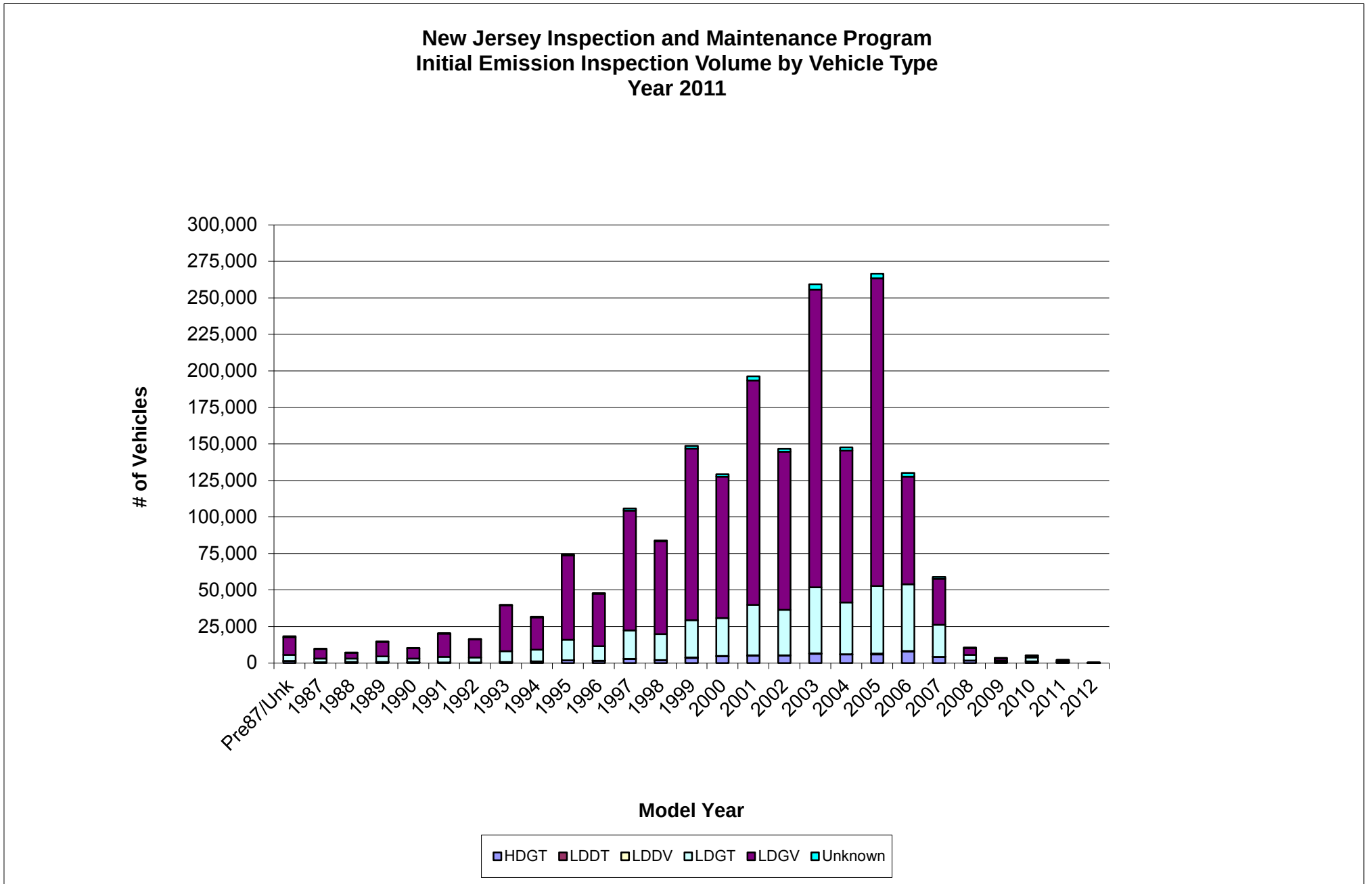

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2011
# of Vehicles
300,000
275,000
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre87/Unk
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
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 2011

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 87/Unknown	HDGT	1,321	340	981	25.7%	0	0	0	-
Pre 87/Unknown	LDDT	15	0	15	0.0%	0	0	0	-
Pre 87/Unknown	LDDV	129	1	128	0.8%	0	0	0	-
Pre 87/Unknown	LDGT	4,166	1,860	2,306	44.6%	0	0	0	-
Pre 87/Unknown	LDGV	11,939	3,954	7,985	33.1%	1	0	1	0.0%
Pre 87/Unknown	Unknown	747	259	488	34.7%	0	0	0	-
1987	HDGT	500	127	373	25.4%	0	0	0	-
1987	LDDT	5	0	5	0.0%	0	0	0	-
1987	LDDV	30	0	30	0.0%	0	0	0	-
1987	LDGT	2,513	1,045	1,468	41.6%	0	0	0	-
1987	LDGV	6,457	1,836	4,621	28.4%	0	0	0	-
1987	Unknown	196	61	135	31.1%	0	0	0	-
1988	HDGT	670	149	521	22.2%	0	0	0	-
1988	LDDT	2	0	2	0.0%	0	0	0	-
1988	LDDV	2	0	2	0.0%	0	0	0	-
1988	LDGT	2,334	919	1,415	39.4%	0	0	0	-
1988	LDGV	3,978	1,159	2,819	29.1%	0	0	0	-
1988	Unknown	210	53	157	25.2%	0	0	0	-
1989	HDGT	695	162	533	23.3%	0	0	0	-
1989	LDDT	3	0	3	0.0%	0	0	0	-
1989	LDDV	1	0	1	0.0%	0	0	0	-
1989	LDGT	3,819	1,473	2,346	38.6%	0	0	0	-
1989	LDGV	9,927	2,803	7,124	28.2%	0	0	0	-
1989	Unknown	308	88	220	28.6%	0	0	0	-
1990	HDGT	445	96	349	21.6%	0	0	0	-
1990	LDDT	2	0	2	0.0%	0	0	0	-
1990	LDDV	6	0	6	0.0%	0	0	0	-
1990	LDGT	2,536	994	1,542	39.2%	0	0	0	-
1990	LDGV	7,173	2,114	5,059	29.5%	0	0	0	-
1990	Unknown	184	56	128	30.4%	0	0	0	-
1991	HDGT	352	84	268	23.9%	0	0	0	-
1991	LDDT	2	0	2	0.0%	0	0	0	-
1991	LDDV	17	0	17	0.0%	0	0	0	-
1991	LDGT	3,861	1,370	2,491	35.5%	0	0	0	-
1991	LDGV	15,937	4,205	11,732	26.4%	0	0	0	-
1991	Unknown	207	36	171	17.4%	0	0	0	-

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2011

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
1992	HDGT	434	70	364	16.1%	0	0	0	-
1992	LDDT	6	0	6	0.0%	0	0	0	-
1992	LDDV	9	0	9	0.0%	0	0	0	-
1992	LDGT	3,390	1,196	2,194	35.3%	0	0	0	-
1992	LDGV	12,322	3,697	8,625	30.0%	0	0	0	-
1992	Unknown	219	37	182	16.9%	0	0	0	-
1993	HDGT	625	121	504	19.4%	0	0	0	-
1993	LDDT	2	0	2	0.0%	0	0	0	-
1993	LDDV	11	0	11	0.0%	0	0	0	-
1993	LDGT	7,472	2,325	5,147	31.1%	0	0	0	-
1993	LDGV	31,368	7,597	23,771	24.2%	0	0	0	-
1993	Unknown	388	66	322	17.0%	0	0	0	-
1994	HDGT	1,118	247	871	22.1%	0	0	0	-
1994	LDDT	8	0	8	0.0%	0	0	0	-
1994	LDDV	1	0	1	0.0%	0	0	0	-
1994	LDGT	8,048	2,330	5,718	29.0%	0	0	0	-
1994	LDGV	22,112	5,044	17,068	22.8%	0	0	0	-
1994	Unknown	399	63	336	15.8%	0	0	0	-
1995	HDGT	1,896	350	1,546	18.5%	0	0	0	-
1995	LDDT	14	0	14	0.0%	0	0	0	-
1995	LDDV	11	0	11	0.0%	0	0	0	-
1995	LDGT	14,096	3,868	10,228	27.4%	0	0	0	-
1995	LDGV	57,551	11,591	45,960	20.1%	0	0	0	-
1995	Unknown	870	125	745	14.4%	0	0	0	-
1996	HDGT	1,498	291	1,207	19.4%	0	0	0	-
1996	LDDT	4	0	4	0.0%	0	0	0	-
1996	LDDV	13	0	13	0.0%	0	0	0	-
1996	LDGT	9,967	2,720	7,247	27.3%	9,721	2,354	7,367	24.2%
1996	LDGV	35,836	8,213	27,623	22.9%	35,657	7,333	28,324	20.6%
1996	Unknown	578	55	523	9.5%	9	4	5	44.4%
1997	HDGT	2,732	403	2,329	14.8%	0	0	0	-
1997	LDDT	15	2	13	13.3%	10	2	8	20.0%
1997	LDDV	121	39	82	32.2%	120	38	82	31.7%
1997	LDGT	19,494	4,527	14,967	23.2%	18,798	3,826	14,972	20.4%
1997	LDGV	82,037	15,581	66,456	19.0%	81,620	13,832	67,788	16.9%
1997	Unknown	1,459	184	1,275	12.6%	27	6	21	22.2%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2011

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate
1998	HDGT	1,803	246	1,557	13.6%	0	0	0	-
1998	LDDT	15	1	14	6.7%	9	1	8	11.1%
1998	LDDV	128	23	105	18.0%	127	23	104	18.1%
1998	LDGT	17,857	4,200	13,657	23.5%	17,469	3,695	13,774	21.2%
1998	LDGV	63,402	13,122	50,280	20.7%	63,165	11,720	51,445	18.6%
1998	Unknown	704	59	645	8.4%	12	1	11	8.3%
1999	HDGT	3,550	461	3,089	13.0%	0	0	0	-
1999	LDDT	10	0	10	0.0%	6	0	6	0.0%
1999	LDDV	270	43	227	15.9%	270	43	227	15.9%
1999	LDGT	25,499	4,680	20,819	18.4%	24,551	3,865	20,686	15.7%
1999	LDGV	117,371	19,071	98,300	16.2%	116,905	16,536	100,369	14.1%
1999	Unknown	1,956	203	1,753	10.4%	43	5	38	11.6%
2000	HDGT	4,704	545	4,159	11.6%	0	0	0	-
2000	LDDT	4	0	4	0.0%	0	0	0	-
2000	LDDV	141	27	114	19.1%	141	27	114	19.1%
2000	LDGT	25,996	4,830	21,166	18.6%	25,257	3,919	21,338	15.5%
2000	LDGV	96,763	16,693	80,070	17.3%	96,315	14,669	81,646	15.2%
2000	Unknown	1,680	145	1,535	8.6%	41	6	35	14.6%
2001	HDGT	4,992	353	4,639	7.1%	0	0	0	-
2001	LDDT	6	0	6	0.0%	0	0	0	-
2001	LDDV	208	45	163	21.6%	208	45	163	21.6%
2001	LDGT	34,574	6,418	28,156	18.6%	33,369	6,311	27,058	18.9%
2001	LDGV	153,714	23,586	130,128	15.3%	152,967	23,360	129,607	15.3%
2001	Unknown	2,746	101	2,645	3.7%	60	13	47	21.7%
2002	HDGT	5,109	257	4,852	5.0%	0	0	0	-
2002	LDDT	4	0	4	0.0%	0	0	0	-
2002	LDDV	195	35	160	17.9%	195	34	161	17.4%
2002	LDGT	31,102	5,019	26,083	16.1%	30,333	4,961	25,372	16.4%
2002	LDGV	108,229	14,536	93,693	13.4%	107,806	14,409	93,397	13.4%
2002	Unknown	1,981	47	1,934	2.4%	38	2	36	5.3%
2003	HDGT	6,311	294	6,017	4.7%	0	0	0	-
2003	LDDT	3	0	3	0.0%	0	0	0	-
2003	LDDV	249	45	204	18.1%	249	44	205	17.7%
2003	LDGT	45,210	5,215	39,995	11.5%	43,728	5,115	38,613	11.7%
2003	LDGV	203,782	18,007	185,775	8.8%	202,772	17,855	184,917	8.8%
2003	Unknown	3,682	104	3,578	2.8%	73	13	60	17.8%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2011

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
2004	HDGT	5,932	209	5,723	3.5%	0	0	0	-
2004	LDDT	7	0	7	0.0%	5	0	5	0.0%
2004	LDDV	122	10	112	8.2%	121	10	111	8.3%
2004	LDGT	35,348	3,125	32,223	8.8%	34,326	3,062	31,264	8.9%
2004	LDGV	103,993	8,064	95,929	7.8%	103,543	7,980	95,563	7.7%
2004	Unknown	2,272	55	2,217	2.4%	52	6	46	11.5%
2005	HDGT	5,869	225	5,644	3.8%	0	0	0	-
2005	LDDT	89	9	80	10.1%	88	9	79	10.2%
2005	LDDV	493	33	460	6.7%	493	31	462	6.3%
2005	LDGT	46,215	3,009	43,206	6.5%	44,844	2,956	41,888	6.6%
2005	LDGV	210,797	11,080	199,717	5.3%	209,848	10,978	198,870	5.2%
2005	Unknown	3,186	53	3,133	1.7%	88	9	79	10.2%
2006	HDGT	7,778	245	7,533	3.1%	0	0	0	-
2006	LDDT	136	8	128	5.9%	44	8	36	18.2%
2006	LDDV	356	6	350	1.7%	355	6	349	1.7%
2006	LDGT	45,614	2,083	43,531	4.6%	44,268	2,029	42,239	4.6%
2006	LDGV	73,704	3,537	70,167	4.8%	73,324	3,471	69,853	4.7%
2006	Unknown	2,581	29	2,552	1.1%	255	11	244	4.3%
2007	HDGT	4,220	135	4,085	3.2%	0	0	0	-
2007	LDDT	18	1	17	5.6%	11	1	10	9.1%
2007	LDDV	20	0	20	0.0%	20	0	20	0.0%
2007	LDGT	21,981	832	21,149	3.8%	20,911	801	20,110	3.8%
2007	LDGV	31,403	1,014	30,389	3.2%	31,338	999	30,339	3.2%
2007	Unknown	1,322	48	1,274	3.6%	488	33	455	6.8%
2008	HDGT	1,770	59	1,711	3.3%	0	0	0	-
2008	LDDT	3	0	3	0.0%	3	0	3	0.0%
2008	LDDV	1	0	1	0.0%	0	0	0	-
2008	LDGT	3,749	112	3,637	3.0%	3,442	99	3,343	2.9%
2008	LDGV	4,657	201	4,456	4.3%	4,594	197	4,397	4.3%
2008	Unknown	385	10	375	2.6%	11	0	11	0.0%
2009	HDGT	691	25	666	3.6%	0	0	0	-
2009	LDDT	5	0	5	0.0%	3	0	3	0.0%
2009	LDDV	5	0	5	0.0%	2	0	2	0.0%
2009	LDGT	1,004	28	976	2.8%	855	24	831	2.8%
2009	LDGV	1,536	36	1,500	2.3%	1,526	35	1,491	2.3%
2009	Unknown	195	6	189	3.1%	18	0	18	0.0%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2011

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
2010	HDGT	1,175	27	1,148	2.3%	0	0	0	-
2010	LDDT	8	0	8	0.0%	6	0	6	0.0%
2010	LDDV	5	1	4	20.0%	3	1	2	33.3%
2010	LDGT	2,618	75	2,543	2.9%	2,143	68	2,075	3.2%
2010	LDGV	1,181	38	1,143	3.2%	1,166	35	1,131	3.0%
2010	Unknown	237	4	233	1.7%	5	0	5	0.0%
2011	HDGT	576	36	540	6.3%	0	0	0	-
2011	LDDT	6	1	5	16.7%	6	1	5	16.7%
2011	LDDV	5	0	5	0.0%	5	0	5	0.0%
2011	LDGT	752	35	717	4.7%	729	30	699	4.1%
2011	LDGV	657	17	640	2.6%	648	17	631	2.6%
2011	Unknown	79	8	71	10.1%	24	4	20	16.7%
2012	HDGT	2	1	1	50.0%	0	0	0	-
2012	LDDT	0	0	0	-	0	0	0	-
2012	LDDV	0	0	0	-	0	0	0	-
2012	LDGT	2	0	2	0.0%	2	0	2	0.0%
2012	LDGV	208	10	198	4.8%	208	10	198	4.8%
2012	Unknown	73	5	68	6.8%	26	1	25	3.8%
Totals		**1,985,804**	**268,942**	**1,716,862**	**13.5%**	**1,641,919**	**186,989**	**1,454,930**	**11.4%**

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2011

Model Yr	Veh Type	TSI Insps	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insps [1]	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
Pre 87/Unknown	HDGT	0	0	0	-	1,321	277	1,044	21.0%	0	0	0	-
Pre 87/Unknown	LDDT	0	0	0	-	0	0	0	-	15	0	15	0.0%
Pre 87/Unknown	LDDV	0	0	0	-	0	0	0	-	129	1	128	0.8%
Pre 87/Unknown	LDGT	2,918	1,331	1,587	45.6%	1,239	395	844	31.9%	9	0	9	0.0%
Pre 87/Unknown	LDGV	7,263	2,273	4,990	31.3%	4,652	1,409	3,243	30.3%	23	0	23	0.0%
Pre 87/Unknown	Unknown	129	64	65	49.6%	572	177	395	30.9%	46	1	45	2.2%
1987	HDGT	0	0	0	-	500	115	385	23.0%	0	0	0	-
1987	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.0%
1987	LDDV	0	0	0	-	0	0	0	-	30	0	30	0.0%
1987	LDGT	2,360	896	1,464	38.0%	153	47	106	30.7%	0	0	0	-
1987	LDGV	6,172	1,642	4,530	26.6%	285	62	223	21.8%	0	0	0	-
1987	Unknown	43	19	24	44.2%	136	33	103	24.3%	17	1	16	5.9%
1988	HDGT	0	0	0	-	669	121	548	18.1%	1	0	1	0.0%
1988	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
1988	LDDV	0	0	0	-	0	0	0	-	2	0	2	0.0%
1988	LDGT	2,226	781	1,445	35.1%	107	29	78	27.1%	1	0	1	0.0%
1988	LDGV	3,887	1,051	2,836	27.0%	91	17	74	18.7%	0	0	0	-
1988	Unknown	45	14	31	31.1%	142	31	111	21.8%	23	0	23	0.0%
1989	HDGT	0	0	0	-	693	137	556	19.8%	2	0	2	0.0%
1989	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.0%
1989	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.0%
1989	LDGT	3,614	1,287	2,327	35.6%	202	54	148	26.7%	3	0	3	0.0%
1989	LDGV	9,824	2,571	7,253	26.2%	102	18	84	17.6%	1	0	1	0.0%
1989	Unknown	61	18	43	29.5%	201	52	149	25.9%	46	1	45	2.2%
1990	HDGT	0	0	0	-	445	82	363	18.4%	0	0	0	-
1990	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
1990	LDDV	0	0	0	-	0	0	0	-	6	0	6	0.0%
1990	LDGT	2,449	858	1,591	35.0%	87	28	59	32.2%	0	0	0	-
1990	LDGV	7,131	1,903	5,228	26.7%	41	12	29	29.3%	1	0	1	0.0%
1990	Unknown	39	20	19	51.3%	107	29	78	27.1%	38	0	38	0.0%
1991	HDGT	0	0	0	-	351	59	292	16.8%	1	0	1	0.0%
1991	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
1991	LDDV	0	0	0	-	0	0	0	-	17	0	17	0.0%
1991	LDGT	3,765	1,187	2,578	31.5%	96	30	66	31.3%	0	0	0	-
1991	LDGV	15,842	3,836	12,006	24.2%	93	13	80	14.0%	2	0	2	0.0%
1991	Unknown	25	9	16	36.0%	119	18	101	15.1%	63	1	62	1.6%

[1] 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 2011

Model Yr	Veh Type	TSI Insps	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insps [1]	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
1992	HDGT	0	0	0	-	432	51	381	11.8%	2	0	2	0.0%
1992	LDDT	0	0	0	-	0	0	0	-	6	0	6	0.0%
1992	LDDV	0	0	0	-	0	0	0	-	9	0	9	0.0%
1992	LDGT	3,297	1,013	2,284	30.7%	92	21	71	22.8%	1	0	1	0.0%
1992	LDGV	12,261	3,385	8,876	27.6%	60	7	53	11.7%	1	0	1	0.0%
1992	Unknown	42	11	31	26.2%	104	12	92	11.5%	73	1	72	1.4%
1993	HDGT	0	0	0	-	624	89	535	14.3%	1	0	1	0.0%
1993	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
1993	LDDV	0	0	0	-	0	0	0	-	11	0	11	0.0%
1993	LDGT	7,302	1,995	5,307	27.3%	169	28	141	16.6%	1	0	1	0.0%
1993	LDGV	31,203	6,824	24,379	21.9%	161	16	145	9.9%	4	0	4	0.0%
1993	Unknown	36	13	23	36.1%	217	32	185	14.7%	135	3	132	2.2%
1994	HDGT	0	0	0	-	1,115	162	953	14.5%	3	0	3	0.0%
1994	LDDT	0	0	0	-	0	0	0	-	8	0	8	0.0%
1994	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.0%
1994	LDGT	7,845	1,938	5,907	24.7%	198	47	151	23.7%	5	1	4	20.0%
1994	LDGV	21,965	4,471	17,494	20.4%	142	12	130	8.5%	5	0	5	0.0%
1994	Unknown	62	17	45	27.4%	214	30	184	14.0%	123	0	123	0.0%
1995	HDGT	0	0	0	-	1,891	256	1,635	13.5%	5	0	5	0.0%
1995	LDDT	0	0	0	-	0	0	0	-	14	0	14	0.0%
1995	LDDV	0	0	0	-	0	0	0	-	11	0	11	0.0%
1995	LDGT	13,585	3,331	10,254	24.5%	507	92	415	18.1%	4	0	4	0.0%
1995	LDGV	57,293	10,243	47,050	17.9%	253	17	236	6.7%	5	0	5	0.0%
1995	Unknown	112	37	75	33.0%	498	60	438	12.0%	260	3	257	1.2%
1996	HDGT	0	0	0	-	1,495	217	1,278	14.5%	3	0	3	0.0%
1996	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.0%
1996	LDDV	0	0	0	-	0	0	0	-	13	0	13	0.0%
1996	LDGT	0	0	0	-	244	36	208	14.8%	2	0	2	0.0%
1996	LDGV	0	0	0	-	173	17	156	9.8%	6	0	6	0.0%
1996	Unknown	0	0	0	-	300	33	267	11.0%	269	2	267	0.7%
1997	HDGT	0	0	0	-	2,727	286	2,441	10.5%	5	0	5	0.0%
1997	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.0%
1997	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.0%
1997	LDGT	0	0	0	-	692	79	613	11.4%	4	0	4	0.0%
1997	LDGV	4	2	2	50.0%	403	35	368	8.7%	10	0	10	0.0%
1997	Unknown	1	0	1	0.0%	955	88	867	9.2%	476	1	475	0.2%

[1] 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 2011

Model Yr	Veh Type	TSI Insps	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insps [1]	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
1998	HDGT	0	0	0	-	1,802	167	1,635	9.3%	1	0	1	0.0%
1998	LDDT	0	0	0	-	0	0	0	-	6	0	6	0.0%
1998	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.0%
1998	LDGT	2	1	1	50.0%	383	34	349	8.9%	3	0	3	0.0%
1998	LDGV	3	0	3	0.0%	227	13	214	5.7%	7	0	7	0.0%
1998	Unknown	0	0	0	-	435	35	400	8.0%	257	2	255	0.8%
1999	HDGT	0	0	0	-	3,549	312	3,237	8.8%	1	0	1	0.0%
1999	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.0%
1999	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1999	LDGT	1	0	1	0.0%	940	95	845	10.1%	7	0	7	0.0%
1999	LDGV	3	1	2	33.3%	453	34	419	7.5%	10	0	10	0.0%
1999	Unknown	0	0	0	-	1,297	117	1,180	9.0%	616	2	614	0.3%
2000	HDGT	0	0	0	-	4,702	355	4,347	7.5%	2	0	2	0.0%
2000	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.0%
2000	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2000	LDGT	2	0	2	0.0%	733	52	681	7.1%	4	0	4	0.0%
2000	LDGV	4	0	4	0.0%	441	35	406	7.9%	3	0	3	0.0%
2000	Unknown	0	0	0	-	1,016	68	948	6.7%	623	1	622	0.2%
2001	HDGT	0	0	0	-	4,990	349	4,641	7.0%	2	0	2	0.0%
2001	LDDT	0	0	0	-	0	0	0	-	6	0	6	0.0%
2001	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2001	LDGT	3	0	3	0.0%	1,197	76	1,121	6.3%	5	0	5	0.0%
2001	LDGV	4	0	4	0.0%	728	33	695	4.5%	15	0	15	0.0%
2001	Unknown	0	0	0	-	1,810	81	1,729	4.5%	876	5	871	0.6%
2002	HDGT	0	0	0	-	5,105	253	4,852	5.0%	4	0	4	0.0%
2002	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.0%
2002	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2002	LDGT	1	0	1	0.0%	765	41	724	5.4%	3	0	3	0.0%
2002	LDGV	4	1	3	25.0%	414	19	395	4.6%	5	0	5	0.0%
2002	Unknown	0	0	0	-	1,115	43	1,072	3.9%	828	1	827	0.1%
2003	HDGT	0	0	0	-	6,307	289	6,018	4.6%	4	0	4	0.0%
2003	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.0%
2003	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2003	LDGT	1	0	1	0.0%	1,477	79	1,398	5.3%	4	0	4	0.0%
2003	LDGV	3	0	3	0.0%	1,004	38	966	3.8%	3	0	3	0.0%
2003	Unknown	0	0	0	-	2,485	85	2,400	3.4%	1,124	3	1,121	0.3%

[1] 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 2011

Model Yr	Veh Type	TSI Insps	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insps [1]	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2004	HDGT	0	0	0	-	5,931	205	5,726	3.5%	1	0	1	0.0%
2004	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
2004	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.0%
2004	LDGT	3	0	3	0.0%	1,018	43	975	4.2%	1	0	1	0.0%
2004	LDGV	2	0	2	0.0%	444	13	431	2.9%	4	0	4	0.0%
2004	Unknown	0	0	0	-	1,238	43	1,195	3.5%	982	6	976	0.6%
2005	HDGT	0	0	0	-	5,865	219	5,646	3.7%	4	0	4	0.0%
2005	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.0%
2005	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2005	LDGT	0	0	0	-	1,367	42	1,325	3.1%	4	0	4	0.0%
2005	LDGV	3	0	3	0.0%	935	25	910	2.7%	11	0	11	0.0%
2005	Unknown	0	0	0	-	2,092	40	2,052	1.9%	1,006	4	1,002	0.4%
2006	HDGT	0	0	0	-	7,740	237	7,503	3.1%	38	0	38	0.0%
2006	LDDT	0	0	0	-	0	0	0	-	92	0	92	0.0%
2006	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.0%
2006	LDGT	0	0	0	-	1,342	46	1,296	3.4%	4	0	4	0.0%
2006	LDGV	1	0	1	0.0%	368	16	352	4.3%	11	0	11	0.0%
2006	Unknown	0	0	0	-	863	18	845	2.1%	1,463	0	1,463	0.0%
2007	HDGT	0	0	0	-	4,212	134	4,078	3.2%	8	1	7	12.5%
2007	LDDT	0	0	0	-	0	0	0	-	7	0	7	0.0%
2007	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2007	LDGT	0	0	0	-	1,063	26	1,037	2.4%	7	0	7	0.0%
2007	LDGV	1	0	1	0.0%	64	3	61	4.7%	0	0	0	-
2007	Unknown	0	0	0	-	260	7	253	2.7%	574	7	567	1.2%
2008	HDGT	0	0	0	-	1,770	59	1,711	3.3%	0	0	0	-
2008	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2008	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.0%
2008	LDGT	0	0	0	-	307	13	294	4.2%	0	0	0	-
2008	LDGV	0	0	0	-	63	4	59	6.3%	0	0	0	-
2008	Unknown	0	0	0	-	169	7	162	4.1%	205	3	202	1.5%
2009	HDGT	0	0	0	-	691	25	666	3.6%	0	0	0	-
2009	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
2009	LDDV	0	0	0	-	0	0	0	-	3	0	3	0.0%
2009	LDGT	0	0	0	-	148	4	144	2.7%	1	0	1	0.0%
2009	LDGV	0	0	0	-	9	1	8	11.1%	1	0	1	0.0%
2009	Unknown	0	0	0	-	134	5	129	3.7%	43	1	42	2.3%

[1] 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 2011

Model Yr	Veh Type	TSI Insps	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insps [1]	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2010	HDGT	0	0	0	-	1,175	27	1,148	2.3%	0	0	0	-
2010	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
2010	LDDV	0	0	0	-	0	0	0	-	2	0	2	0.0%
2010	LDGT	0	0	0	-	473	6	467	1.3%	2	0	2	0.0%
2010	LDGV	0	0	0	-	15	3	12	20.0%	0	0	0	-
2010	Unknown	0	0	0	-	10	1	9	10.0%	222	3	219	1.4%
2011	HDGT	0	0	0	-	576	36	540	6.3%	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	-	23	5	18	21.7%	0	0	0	-
2011	LDGV	0	0	0	-	9	0	9	0.0%	0	0	0	-
2011	Unknown	0	0	0	-	28	4	24	14.3%	27	0	27	0.0%
2012	HDGT	0	0	0	-	2	1	1	50.0%	0	0	0	-
2012	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2012	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2012	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2012	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2012	Unknown	0	0	0	-	41	4	37	9.8%	6	0	6	0.0%
Totals		**222,842**	**53,043**	**169,799**	**23.8%**	**109,890**	**8,993**	**100,897**	**8.2%**	**11,153**	**55**	**11,098**	**0.5%**

[1] 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 2011

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 87/Unknown	HDGT	1,197	113	1,084	9.4%	1,228	31	1,197	2.52%	1,321	25	1,296	1.89%
Pre 87/Unknown	LDDT	0	0	0	-	0	0	0	-	15	0	15	0.00%
Pre 87/Unknown	LDDV	0	0	0	-	0	0	0	-	129	1	128	0.78%
Pre 87/Unknown	LDGT	3,895	440	3,455	11.3%	3,767	186	3,581	4.94%	4,166	203	3,963	4.87%
Pre 87/Unknown	LDGV	10,100	638	9,462	6.3%	9,383	340	9,043	3.62%	11,939	462	11,477	3.87%
Pre 87/Unknown	Unknown	558	58	500	10.4%	565	27	538	4.78%	747	32	715	4.28%
1987	HDGT	414	31	383	7.5%	498	13	485	2.61%	500	10	490	2.00%
1987	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.00%
1987	LDDV	0	0	0	-	0	0	0	-	30	0	30	0.00%
1987	LDGT	2,501	228	2,273	9.1%	2,510	118	2,392	4.70%	2,513	129	2,384	5.13%
1987	LDGV	6,429	280	6,149	4.4%	6,457	224	6,233	3.47%	6,457	249	6,208	3.86%
1987	Unknown	156	15	141	9.6%	179	4	175	2.23%	196	5	191	2.55%
1988	HDGT	586	40	546	6.8%	668	8	660	1.20%	670	9	661	1.34%
1988	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
1988	LDDV	0	0	0	-	0	0	0	-	2	0	2	0.00%
1988	LDGT	2,328	240	2,088	10.3%	2,334	121	2,213	5.18%	2,334	140	2,194	6.00%
1988	LDGV	3,961	194	3,767	4.9%	3,978	174	3,804	4.37%	3,978	197	3,781	4.95%
1988	Unknown	172	13	159	7.6%	193	2	191	1.04%	210	4	206	1.90%
1989	HDGT	661	52	609	7.9%	695	17	678	2.45%	695	18	677	2.59%
1989	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
1989	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.00%
1989	LDGT	3,810	332	3,478	8.7%	3,819	171	3,648	4.48%	3,819	213	3,606	5.58%
1989	LDGV	9,902	461	9,441	4.7%	9,927	331	9,596	3.33%	9,927	378	9,549	3.81%
1989	Unknown	245	22	223	9.0%	274	7	267	2.55%	308	8	300	2.60%
1990	HDGT	412	22	390	5.3%	444	6	438	1.35%	445	4	441	0.90%
1990	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
1990	LDDV	0	0	0	-	0	0	0	-	6	0	6	0.00%
1990	LDGT	2,532	239	2,293	9.4%	2,536	126	2,410	4.97%	2,536	149	2,387	5.88%
1990	LDGV	7,162	405	6,757	5.7%	7,173	341	6,832	4.75%	7,173	392	6,781	5.46%
1990	Unknown	140	14	126	10.0%	161	5	156	3.11%	184	6	178	3.26%
1991	HDGT	345	32	313	9.3%	352	2	350	0.57%	352	4	348	1.14%
1991	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
1991	LDDV	0	0	0	-	0	0	0	-	17	0	17	0.00%
1991	LDGT	3,859	339	3,520	8.8%	3,861	206	3,655	5.34%	3,861	236	3,625	6.11%
1991	LDGV	15,914	673	15,241	4.2%	15,937	651	15,286	4.08%	15,937	795	15,142	4.99%
1991	Unknown	138	12	126	8.7%	162	6	156	3.70%	207	6	201	2.90%

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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
1992	HDGT	429	25	404	5.8%	434	5	429	1.15%	434	5	429	1.15%
1992	LDDT	0	0	0	-	0	0	0	-	6	0	6	0.00%
1992	LDDV	0	0	0	-	0	0	0	-	9	0	9	0.00%
1992	LDGT	3,387	280	3,107	8.3%	3,390	158	3,232	4.66%	3,390	186	3,204	5.49%
1992	LDGV	12,313	589	11,724	4.8%	12,322	608	11,714	4.93%	12,322	728	11,594	5.91%
1992	Unknown	145	14	131	9.7%	177	3	174	1.69%	219	5	214	2.28%
1993	HDGT	621	45	576	7.2%	625	9	616	1.44%	625	9	616	1.44%
1993	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
1993	LDDV	0	0	0	-	0	0	0	-	11	0	11	0.00%
1993	LDGT	7,467	527	6,940	7.1%	7,472	246	7,226	3.29%	7,472	295	7,177	3.95%
1993	LDGV	31,359	1,237	30,122	3.9%	31,368	1,050	30,318	3.35%	31,368	1,389	29,979	4.43%
1993	Unknown	248	23	225	9.3%	284	5	279	1.76%	388	8	380	2.06%
1994	HDGT	1,108	97	1,011	8.8%	1,118	10	1,108	0.89%	1,118	11	1,107	0.98%
1994	LDDT	0	0	0	-	0	0	0	-	8	0	8	0.00%
1994	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.00%
1994	LDGT	8,037	545	7,492	6.8%	8,048	218	7,830	2.71%	8,048	291	7,757	3.62%
1994	LDGV	22,097	1,001	21,096	4.5%	22,112	893	21,219	4.04%	22,112	1,126	20,986	5.09%
1994	Unknown	276	23	253	8.3%	336	3	333	0.89%	399	4	395	1.00%
1995	HDGT	1,880	127	1,753	6.8%	1,896	20	1,876	1.05%	1,896	23	1,873	1.21%
1995	LDDT	0	0	0	-	0	0	0	-	14	0	14	0.00%
1995	LDDV	0	0	0	-	0	0	0	-	11	0	11	0.00%
1995	LDGT	14,090	749	13,341	5.3%	14,096	370	13,726	2.62%	14,096	435	13,661	3.09%
1995	LDGV	57,531	2,032	55,499	3.5%	57,551	1,540	56,011	2.68%	57,551	1,939	55,612	3.37%
1995	Unknown	600	34	566	5.7%	702	8	694	1.14%	870	10	860	1.15%
1996	HDGT	1,487	114	1,373	7.7%	1,498	18	1,480	1.20%	1,498	23	1,475	1.54%
1996	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.00%
1996	LDDV	0	0	0	-	0	0	0	-	13	0	13	0.00%
1996	LDGT	9,962	498	9,464	5.0%	9,967	43	9,924	0.43%	9,967	63	9,904	0.63%
1996	LDGV	35,826	1,138	34,688	3.2%	35,836	154	35,682	0.43%	35,836	276	35,560	0.77%
1996	Unknown	308	19	289	6.2%	448	2	446	0.45%	578	5	573	0.87%
1997	HDGT	2,700	152	2,548	5.6%	2,732	13	2,719	0.48%	2,732	20	2,712	0.73%
1997	LDDT	0	0	0	-	0	0	0	-	15	0	15	0.00%
1997	LDDV	0	0	0	-	0	0	0	-	121	1	120	0.83%
1997	LDGT	19,480	909	18,571	4.7%	19,494	55	19,439	0.28%	19,494	87	19,407	0.45%
1997	LDGV	82,019	2,166	79,853	2.6%	82,037	247	81,790	0.30%	82,037	405	81,632	0.49%
1997	Unknown	948	92	856	9.7%	1,088	8	1,080	0.74%	1,459	8	1,451	0.55%

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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
1998	HDGT	1,794	95	1,699	5.3%	1,803	9	1,794	0.50%	1,803	16	1,787	0.89%
1998	LDDT	0	0	0	-	0	0	0	-	15	0	15	0.00%
1998	LDDV	1	0	1	0.0%	0	0	0	-	128	1	127	0.78%
1998	LDGT	17,852	662	17,190	3.7%	17,857	43	17,814	0.24%	17,857	71	17,786	0.40%
1998	LDGV	63,392	1,774	61,618	2.8%	63,402	226	63,176	0.36%	63,402	369	63,033	0.58%
1998	Unknown	434	22	412	5.1%	553	3	550	0.54%	704	4	700	0.57%
1999	HDGT	3,534	173	3,361	4.9%	3,550	10	3,540	0.28%	3,550	13	3,537	0.37%
1999	LDDT	0	0	0	-	0	0	0	-	10	0	10	0.00%
1999	LDDV	0	0	0	-	0	0	0	-	270	2	268	0.74%
1999	LDGT	25,485	970	24,515	3.8%	25,499	68	25,431	0.27%	25,499	104	25,395	0.41%
1999	LDGV	117,323	3,052	114,271	2.6%	117,370	280	117,090	0.24%	117,371	476	116,895	0.41%
1999	Unknown	1,312	93	1,219	7.1%	1,499	3	1,496	0.20%	1,956	9	1,947	0.46%
2000	HDGT	4,684	235	4,449	5.0%	4,704	21	4,683	0.45%	4,704	34	4,670	0.72%
2000	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.00%
2000	LDDV	0	0	0	-	0	0	0	-	141	0	141	0.00%
2000	LDGT	25,992	1,108	24,884	4.3%	25,996	60	25,936	0.23%	25,996	98	25,898	0.38%
2000	LDGV	96,738	2,501	94,237	2.6%	96,763	207	96,556	0.21%	96,763	398	96,365	0.41%
2000	Unknown	1,036	84	952	8.1%	1,324	4	1,320	0.30%	1,680	4	1,676	0.24%
2001	HDGT	5	0	5	0.0%	4,992	22	4,970	0.44%	4,992	28	4,964	0.56%
2001	LDDT	0	0	0	-	0	0	0	-	6	0	6	0.00%
2001	LDDV	0	0	0	-	0	0	0	-	208	0	208	0.00%
2001	LDGT	26	0	26	0.0%	34,574	65	34,509	0.19%	34,574	105	34,469	0.30%
2001	LDGV	99	0	99	0.0%	153,714	203	153,511	0.13%	153,714	413	153,301	0.27%
2001	Unknown	0	0	0	-	2,084	7	2,077	0.34%	2,746	13	2,733	0.47%
2002	HDGT	0	0	0	-	5,109	10	5,099	0.20%	5,109	17	5,092	0.33%
2002	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.00%
2002	LDDV	0	0	0	-	0	0	0	-	195	1	194	0.51%
2002	LDGT	23	0	23	0.0%	31,102	45	31,057	0.14%	31,102	66	31,036	0.21%
2002	LDGV	66	0	66	0.0%	108,228	185	108,043	0.17%	108,229	262	107,967	0.24%
2002	Unknown	0	0	0	-	1,551	1	1,550	0.06%	1,981	4	1,977	0.20%
2003	HDGT	3	0	3	0.0%	6,311	14	6,297	0.22%	6,311	22	6,289	0.35%
2003	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
2003	LDDV	0	0	0	-	0	0	0	-	249	1	248	0.40%
2003	LDGT	19	0	19	0.0%	45,210	45	45,165	0.10%	45,210	74	45,136	0.16%
2003	LDGV	91	0	91	0.0%	203,781	244	203,537	0.12%	203,782	292	203,490	0.14%
2003	Unknown	2	0	2	0.0%	2,819	10	2,809	0.35%	3,682	10	3,672	0.27%

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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
2004	HDGT	3	0	3	0.0%	5,931	7	5,924	0.12%	5,932	14	5,918	0.24%
2004	LDDT	0	0	0	-	0	0	0	-	7	0	7	0.00%
2004	LDDV	0	0	0	-	0	0	0	-	122	0	122	0.00%
2004	LDGT	17	0	17	0.0%	35,348	37	35,311	0.10%	35,348	54	35,294	0.15%
2004	LDGV	51	0	51	0.0%	103,993	146	103,847	0.14%	103,993	144	103,849	0.14%
2004	Unknown	1	0	1	0.0%	1,811	3	1,808	0.17%	2,272	8	2,264	0.35%
2005	HDGT	1	0	1	0.0%	5,868	7	5,861	0.12%	5,869	15	5,854	0.26%
2005	LDDT	0	0	0	-	0	0	0	-	89	0	89	0.00%
2005	LDDV	0	0	0	-	0	0	0	-	493	1	492	0.20%
2005	LDGT	16	0	16	0.0%	46,213	38	46,175	0.08%	46,215	44	46,171	0.10%
2005	LDGV	92	0	92	0.0%	210,793	178	210,615	0.08%	210,797	189	210,608	0.09%
2005	Unknown	0	0	0	-	2,331	2	2,329	0.09%	3,186	12	3,174	0.38%
2006	HDGT	0	0	0	-	7,778	9	7,769	0.12%	7,778	20	7,758	0.26%
2006	LDDT	0	0	0	-	0	0	0	-	136	0	136	0.00%
2006	LDDV	0	0	0	-	0	0	0	-	356	1	355	0.28%
2006	LDGT	15	0	15	0.0%	45,614	34	45,580	0.07%	45,614	42	45,572	0.09%
2006	LDGV	52	0	52	0.0%	73,704	84	73,620	0.11%	73,704	92	73,612	0.12%
2006	Unknown	0	0	0	-	1,915	0	1,915	0.00%	2,581	1	2,580	0.04%
2007	HDGT	1	0	1	0.0%	4,220	5	4,215	0.12%	4,220	11	4,209	0.26%
2007	LDDT	0	0	0	-	0	0	0	-	18	0	18	0.00%
2007	LDDV	0	0	0	-	0	0	0	-	20	0	20	0.00%
2007	LDGT	4	0	4	0.0%	21,981	20	21,961	0.09%	21,981	23	21,958	0.10%
2007	LDGV	9	0	9	0.0%	31,403	33	31,370	0.11%	31,403	43	31,360	0.14%
2007	Unknown	0	0	0	-	761	1	760	0.13%	1,322	3	1,319	0.23%
2008	HDGT	1	0	1	0.0%	1,769	1	1,768	0.06%	1,770	4	1,766	0.23%
2008	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
2008	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.00%
2008	LDGT	1	0	1	0.0%	3,748	0	3,748	0.00%	3,749	4	3,745	0.11%
2008	LDGV	2	0	2	0.0%	4,655	6	4,649	0.13%	4,657	8	4,649	0.17%
2008	Unknown	0	0	0	-	228	1	227	0.44%	385	2	383	0.52%
2009	HDGT	0	0	0	-	691	3	688	0.43%	691	3	688	0.43%
2009	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.00%
2009	LDDV	0	0	0	-	0	0	0	-	5	0	5	0.00%
2009	LDGT	0	0	0	-	1,004	2	1,002	0.20%	1,004	2	1,002	0.20%
2009	LDGV	1	0	1	0.0%	1,536	1	1,535	0.07%	1,536	1	1,535	0.07%
2009	Unknown	0	0	0	-	165	1	164	0.61%	195	1	194	0.51%

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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
2010	HDGT	0	0	0	-	1,175	0	1,175	0.00%	1,175	2	1,173	0.17%
2010	LDDT	0	0	0	-	8	0	8	0.00%	8	0	8	0.00%
2010	LDDV	0	0	0	-	5	0	5	0.00%	5	0	5	0.00%
2010	LDGT	0	0	0	-	2,618	0	2,618	0.00%	2,618	1	2,617	0.04%
2010	LDGV	0	0	0	-	1,181	4	1,177	0.34%	1,181	4	1,177	0.34%
2010	Unknown	0	0	0	-	109	0	109	0.00%	237	1	236	0.42%
2011	HDGT	0	0	0	-	576	0	576	0.00%	576	0	576	0.00%
2011	LDDT	0	0	0	-	6	0	6	0.00%	6	0	6	0.00%
2011	LDDV	0	0	0	-	5	0	5	0.00%	5	0	5	0.00%
2011	LDGT	0	0	0	-	752	1	751	0.13%	752	1	751	0.13%
2011	LDGV	0	0	0	-	657	0	657	0.00%	657	0	657	0.00%
2011	Unknown	0	0	0	-	58	0	58	0.00%	79	0	79	0.00%
2012	HDGT	0	0	0	-	2	0	2	0.00%	2	0	2	0.00%
2012	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2012	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2012	LDGT	0	0	0	-	2	0	2	0.00%	2	0	2	0.00%
2012	LDGV	0	0	0	-	208	0	208	0.00%	208	0	208	0.00%
2012	Unknown	0	0	0	-	73	0	73	0.00%	73	0	73	0.00%
Totals		**751,913**	**28,098**	**723,815**	**3.7%**	**1,972,822**	**11,212**	**1,961,610**	**0.57%**	**1,985,804**	**14,685**	**1,971,119**	**0.74%**

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2011

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps [2]	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
Pre 87/Unknown	HDGT	1,321	22	1,299	1.67%	1,321	24	1,297	1.82%
Pre 87/Unknown	LDDT	15	0	15	0.00%	15	0	15	0.00%
Pre 87/Unknown	LDDV	129	1	128	0.78%	129	1	128	0.78%
Pre 87/Unknown	LDGT	4,166	169	3,997	4.06%	4,166	171	3,995	4.10%
Pre 87/Unknown	LDGV	11,939	341	11,598	2.86%	11,939	332	11,607	2.78%
Pre 87/Unknown	Unknown	747	26	721	3.48%	747	29	718	3.88%
1987	HDGT	500	8	492	1.60%	500	12	488	2.40%
1987	LDDT	5	0	5	0.00%	5	0	5	0.00%
1987	LDDV	30	0	30	0.00%	30	0	30	0.00%
1987	LDGT	2,513	112	2,401	4.46%	2,513	114	2,399	4.54%
1987	LDGV	6,457	212	6,245	3.28%	6,457	202	6,255	3.13%
1987	Unknown	196	5	191	2.55%	196	4	192	2.04%
1988	HDGT	670	6	664	0.90%	670	8	662	1.19%
1988	LDDT	2	0	2	0.00%	2	0	2	0.00%
1988	LDDV	2	0	2	0.00%	2	0	2	0.00%
1988	LDGT	2,334	114	2,220	4.88%	2,334	115	2,219	4.93%
1988	LDGV	3,978	165	3,813	4.15%	3,978	162	3,816	4.07%
1988	Unknown	210	2	208	0.95%	210	2	208	0.95%
1989	HDGT	695	15	680	2.16%	695	13	682	1.87%
1989	LDDT	3	0	3	0.00%	3	0	3	0.00%
1989	LDDV	1	0	1	0.00%	1	0	1	0.00%
1989	LDGT	3,819	170	3,649	4.45%	3,819	172	3,647	4.50%
1989	LDGV	9,927	320	9,607	3.22%	9,927	317	9,610	3.19%
1989	Unknown	308	6	302	1.95%	308	5	303	1.62%
1990	HDGT	445	4	441	0.90%	445	5	440	1.12%
1990	LDDT	2	0	2	0.00%	2	0	2	0.00%
1990	LDDV	6	0	6	0.00%	6	0	6	0.00%
1990	LDGT	2,536	120	2,416	4.73%	2,536	122	2,414	4.81%
1990	LDGV	7,173	322	6,851	4.49%	7,173	316	6,857	4.41%
1990	Unknown	184	5	179	2.72%	184	6	178	3.26%
1991	HDGT	352	3	349	0.85%	352	2	350	0.57%
1991	LDDT	2	0	2	0.00%	2	0	2	0.00%
1991	LDDV	17	0	17	0.00%	17	0	17	0.00%
1991	LDGT	3,861	199	3,662	5.15%	3,861	196	3,665	5.08%
1991	LDGV	15,937	618	15,319	3.88%	15,937	602	15,335	3.78%
1991	Unknown	207	6	201	2.90%	207	6	201	2.90%

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2011

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps [2]	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
1992	HDGT	434	7	427	1.61%	434	9	425	2.07%
1992	LDDT	6	0	6	0.00%	6	0	6	0.00%
1992	LDDV	9	0	9	0.00%	9	0	9	0.00%
1992	LDGT	3,390	150	3,240	4.42%	3,390	151	3,239	4.45%
1992	LDGV	12,322	578	11,744	4.69%	12,322	573	11,749	4.65%
1992	Unknown	219	3	216	1.37%	219	3	216	1.37%
1993	HDGT	625	8	617	1.28%	625	9	616	1.44%
1993	LDDT	2	0	2	0.00%	2	0	2	0.00%
1993	LDDV	11	0	11	0.00%	11	0	11	0.00%
1993	LDGT	7,472	241	7,231	3.23%	7,472	238	7,234	3.19%
1993	LDGV	31,368	1,014	30,354	3.23%	31,368	972	30,396	3.10%
1993	Unknown	388	7	381	1.80%	388	6	382	1.55%
1994	HDGT	1,118	9	1,109	0.81%	1,118	9	1,109	0.81%
1994	LDDT	8	0	8	0.00%	8	0	8	0.00%
1994	LDDV	1	0	1	0.00%	1	0	1	0.00%
1994	LDGT	8,048	207	7,841	2.57%	8,048	203	7,845	2.52%
1994	LDGV	22,112	845	21,267	3.82%	22,112	830	21,282	3.75%
1994	Unknown	399	3	396	0.75%	399	3	396	0.75%
1995	HDGT	1,896	18	1,878	0.95%	1,896	18	1,878	0.95%
1995	LDDT	14	0	14	0.00%	14	0	14	0.00%
1995	LDDV	11	0	11	0.00%	11	0	11	0.00%
1995	LDGT	14,096	371	13,725	2.63%	14,096	367	13,729	2.60%
1995	LDGV	57,551	1,487	56,064	2.58%	57,551	1,446	56,105	2.51%
1995	Unknown	870	9	861	1.03%	870	10	860	1.15%
1996	HDGT	1,498	17	1,481	1.13%	1,498	15	1,483	1.00%
1996	LDDT	4	0	4	0.00%	4	0	4	0.00%
1996	LDDV	13	0	13	0.00%	13	0	13	0.00%
1996	LDGT	9,967	35	9,932	0.35%	9,967	36	9,931	0.36%
1996	LDGV	35,836	117	35,719	0.33%	35,836	103	35,733	0.29%
1996	Unknown	578	3	575	0.52%	578	1	577	0.17%
1997	HDGT	2,732	14	2,718	0.51%	2,732	16	2,716	0.59%
1997	LDDT	15	0	15	0.00%	15	0	15	0.00%
1997	LDDV	121	0	121	0.00%	121	0	121	0.00%
1997	LDGT	19,494	56	19,438	0.29%	19,494	47	19,447	0.24%
1997	LDGV	82,037	202	81,835	0.25%	82,037	159	81,878	0.19%
1997	Unknown	1,459	7	1,452	0.48%	1,459	8	1,451	0.55%

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2011

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps [2]	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
1998	HDGT	1,803	12	1,791	0.67%	1,803	9	1,794	0.50%
1998	LDDT	15	0	15	0.00%	15	0	15	0.00%
1998	LDDV	128	1	127	0.78%	128	1	127	0.78%
1998	LDGT	17,857	45	17,812	0.25%	17,857	36	17,821	0.20%
1998	LDGV	63,402	162	63,240	0.26%	63,402	148	63,254	0.23%
1998	Unknown	704	4	700	0.57%	704	1	703	0.14%
1999	HDGT	3,550	10	3,540	0.28%	3,550	10	3,540	0.28%
1999	LDDT	10	0	10	0.00%	10	0	10	0.00%
1999	LDDV	270	1	269	0.37%	270	1	269	0.37%
1999	LDGT	25,499	75	25,424	0.29%	25,499	53	25,446	0.21%
1999	LDGV	117,371	212	117,159	0.18%	117,371	197	117,174	0.17%
1999	Unknown	1,956	8	1,948	0.41%	1,956	8	1,948	0.41%
2000	HDGT	4,704	23	4,681	0.49%	4,704	20	4,684	0.43%
2000	LDDT	4	0	4	0.00%	4	0	4	0.00%
2000	LDDV	141	0	141	0.00%	141	0	141	0.00%
2000	LDGT	25,996	67	25,929	0.26%	25,996	57	25,939	0.22%
2000	LDGV	96,763	178	96,585	0.18%	96,763	168	96,595	0.17%
2000	Unknown	1,680	4	1,676	0.24%	1,680	3	1,677	0.18%
2001	HDGT	4,992	26	4,966	0.52%	4,992	26	4,966	0.52%
2001	LDDT	6	0	6	0.00%	6	0	6	0.00%
2001	LDDV	208	0	208	0.00%	208	0	208	0.00%
2001	LDGT	34,574	67	34,507	0.19%	34,574	51	34,523	0.15%
2001	LDGV	153,714	197	153,517	0.13%	153,714	158	153,556	0.10%
2001	Unknown	2,746	8	2,738	0.29%	2,746	9	2,737	0.33%
2002	HDGT	5,109	11	5,098	0.22%	5,109	13	5,096	0.25%
2002	LDDT	4	0	4	0.00%	4	0	4	0.00%
2002	LDDV	195	0	195	0.00%	195	0	195	0.00%
2002	LDGT	31,102	48	31,054	0.15%	31,102	41	31,061	0.13%
2002	LDGV	108,229	152	108,077	0.14%	108,229	137	108,092	0.13%
2002	Unknown	1,981	4	1,977	0.20%	1,981	4	1,977	0.20%
2003	HDGT	6,311	16	6,295	0.25%	6,311	14	6,297	0.22%
2003	LDDT	3	0	3	0.00%	3	0	3	0.00%
2003	LDDV	249	0	249	0.00%	249	0	249	0.00%
2003	LDGT	45,210	50	45,160	0.11%	45,210	36	45,174	0.08%
2003	LDGV	203,782	194	203,588	0.10%	203,782	163	203,619	0.08%
2003	Unknown	3,682	11	3,671	0.30%	3,682	12	3,670	0.33%

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2011

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps [2]	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2004	HDGT	5,932	9	5,923	0.15%	5,932	14	5,918	0.24%
2004	LDDT	7	0	7	0.00%	7	0	7	0.00%
2004	LDDV	122	0	122	0.00%	122	0	122	0.00%
2004	LDGT	35,348	36	35,312	0.10%	35,348	30	35,318	0.08%
2004	LDGV	103,993	96	103,897	0.09%	103,993	77	103,916	0.07%
2004	Unknown	2,272	7	2,265	0.31%	2,272	6	2,266	0.26%
2005	HDGT	5,869	9	5,860	0.15%	5,869	10	5,859	0.17%
2005	LDDT	89	0	89	0.00%	89	0	89	0.00%
2005	LDDV	493	1	492	0.20%	493	0	493	0.00%
2005	LDGT	46,215	34	46,181	0.07%	46,215	27	46,188	0.06%
2005	LDGV	210,797	148	210,649	0.07%	210,797	113	210,684	0.05%
2005	Unknown	3,186	9	3,177	0.28%	3,186	7	3,179	0.22%
2006	HDGT	7,778	10	7,768	0.13%	7,778	12	7,766	0.15%
2006	LDDT	136	0	136	0.00%	136	0	136	0.00%
2006	LDDV	356	0	356	0.00%	356	0	356	0.00%
2006	LDGT	45,614	31	45,583	0.07%	45,614	25	45,589	0.05%
2006	LDGV	73,704	67	73,637	0.09%	73,704	47	73,657	0.06%
2006	Unknown	2,581	1	2,580	0.04%	2,581	0	2,581	0.00%
2007	HDGT	4,220	6	4,214	0.14%	4,220	4	4,216	0.09%
2007	LDDT	18	0	18	0.00%	18	0	18	0.00%
2007	LDDV	20	0	20	0.00%	20	0	20	0.00%
2007	LDGT	21,981	18	21,963	0.08%	21,981	15	21,966	0.07%
2007	LDGV	31,403	34	31,369	0.11%	31,403	20	31,383	0.06%
2007	Unknown	1,322	2	1,320	0.15%	1,322	0	1,322	0.00%
2008	HDGT	1,770	1	1,769	0.06%	1,770	1	1,769	0.06%
2008	LDDT	3	0	3	0.00%	3	0	3	0.00%
2008	LDDV	1	0	1	0.00%	1	0	1	0.00%
2008	LDGT	3,749	1	3,748	0.03%	3,749	2	3,747	0.05%
2008	LDGV	4,657	6	4,651	0.13%	4,657	1	4,656	0.02%
2008	Unknown	385	1	384	0.26%	385	1	384	0.26%
2009	HDGT	691	3	688	0.43%	691	1	690	0.14%
2009	LDDT	5	0	5	0.00%	5	0	5	0.00%
2009	LDDV	5	0	5	0.00%	5	0	5	0.00%
2009	LDGT	1,004	2	1,002	0.20%	1,004	0	1,004	0.00%
2009	LDGV	1,536	1	1,535	0.07%	1,536	0	1,536	0.00%
2009	Unknown	195	1	194	0.51%	195	1	194	0.51%

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2011

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps [2]	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2010	HDGT	1,175	0	1,175	0.00%	1,175	1	1,174	0.09%
2010	LDDT	8	0	8	0.00%	8	0	8	0.00%
2010	LDDV	5	0	5	0.00%	5	0	5	0.00%
2010	LDGT	2,618	0	2,618	0.00%	2,618	0	2,618	0.00%
2010	LDGV	1,181	4	1,177	0.34%	1,181	0	1,181	0.00%
2010	Unknown	237	1	236	0.42%	237	0	237	0.00%
2011	HDGT	576	0	576	0.00%	576	0	576	0.00%
2011	LDDT	6	0	6	0.00%	6	0	6	0.00%
2011	LDDV	5	0	5	0.00%	5	0	5	0.00%
2011	LDGT	752	1	751	0.13%	752	0	752	0.00%
2011	LDGV	657	0	657	0.00%	657	0	657	0.00%
2011	Unknown	79	0	79	0.00%	79	0	79	0.00%
2012	HDGT	2	0	2	0.00%	2	0	2	0.00%
2012	LDDT	0	0	0	-	0	0	0	-
2012	LDDV	0	0	0	-	0	0	0	-
2012	LDGT	2	0	2	0.00%	2	0	2	0.00%
2012	LDGV	208	0	208	0.00%	208	0	208	0.00%
2012	Unknown	73	0	73	0.00%	73	0	73	0.00%
Totals		**1,985,804**	**10,505**	**1,975,299**	**0.53%**	**1,985,804**	**9,961**	**1,975,843**	**0.50%**

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

New Jersey Enhanced Inspection and Maintenance Program
Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2011

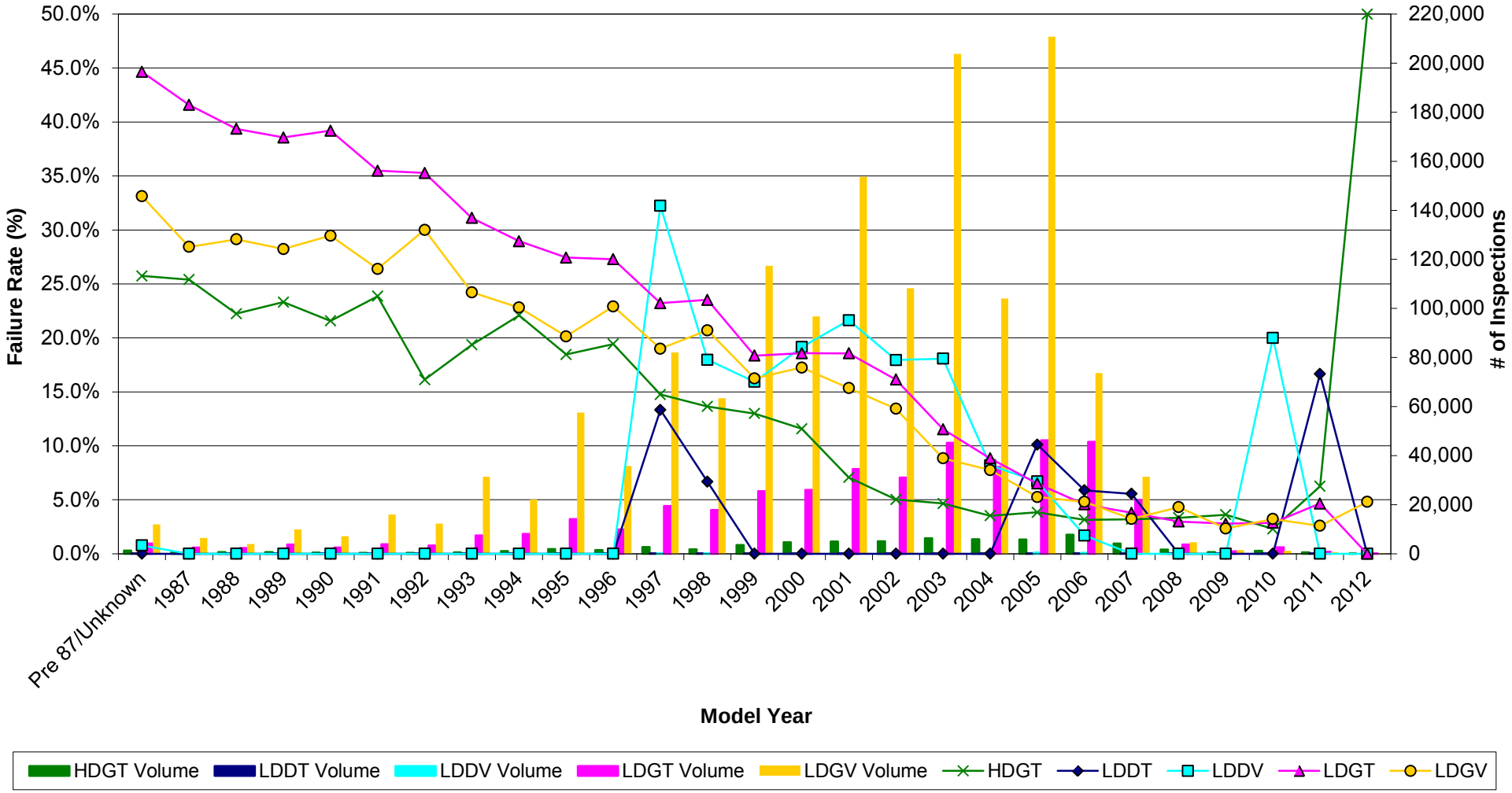

Figure E-1

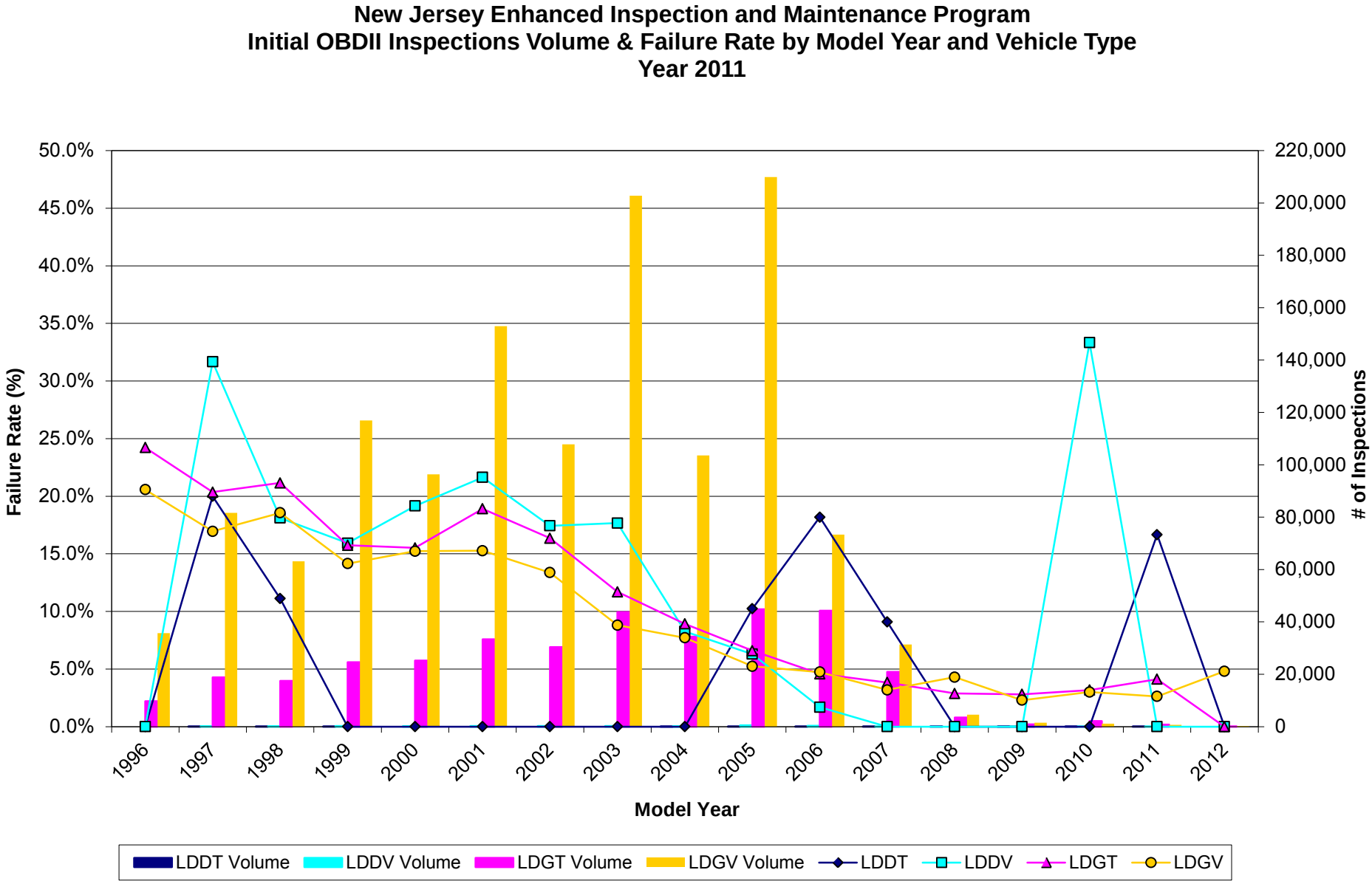
New Jersey Enhanced Inspection and Maintenance Program
Initial OBDII Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2011
Failure Rate (%)
# of Inspections
Model Year
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
220,000
200,000
180,000
160,000
140,000
120,000
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
2012
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
LDDT
LDDV
LDGT
LDGV

Figure E-2

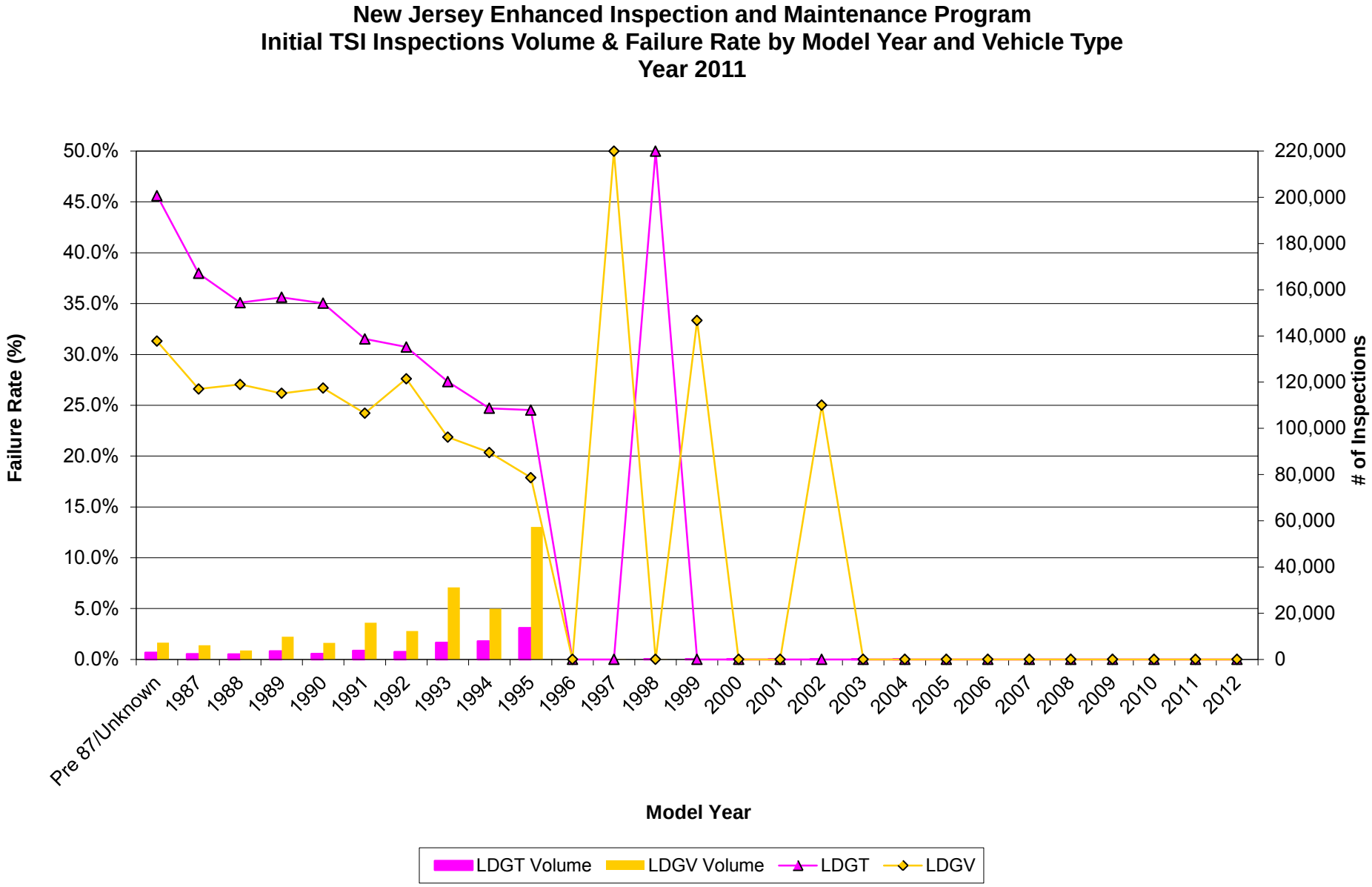
New Jersey Enhanced Inspection and Maintenance Program
Initial TSI Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2011
Failure Rate (%)
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
# of Inspections
220,000
200,000
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Pre 87/Unknown
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
2012
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 2011

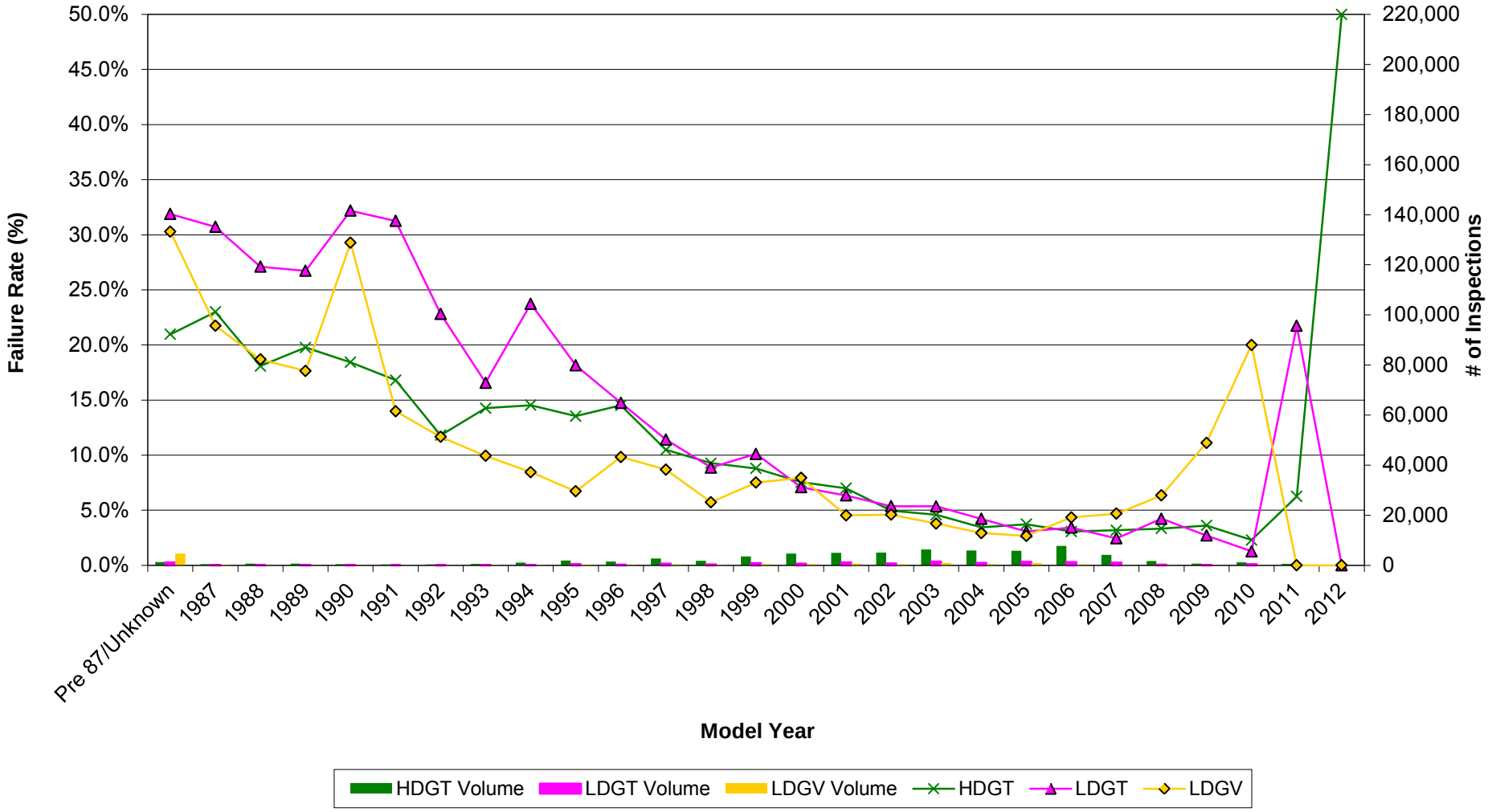

Figure E-4

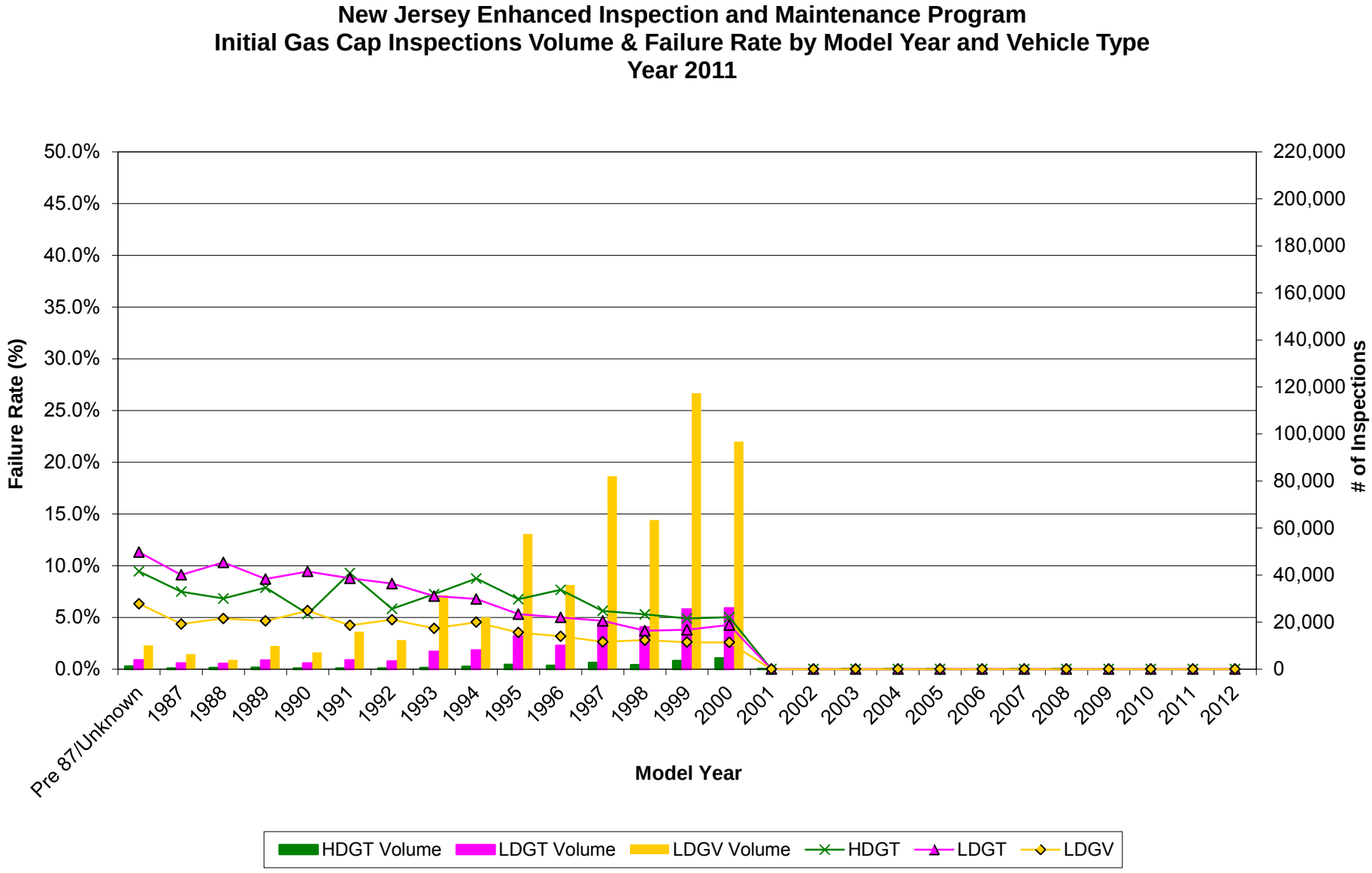
New Jersey Enhanced Inspection and Maintenance Program
Initial Gas Cap Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2011
Failure Rate (%)
# of Inspections
Model Year
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
220,000
200,000
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Pre 87/Unknown
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
2012
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 2011

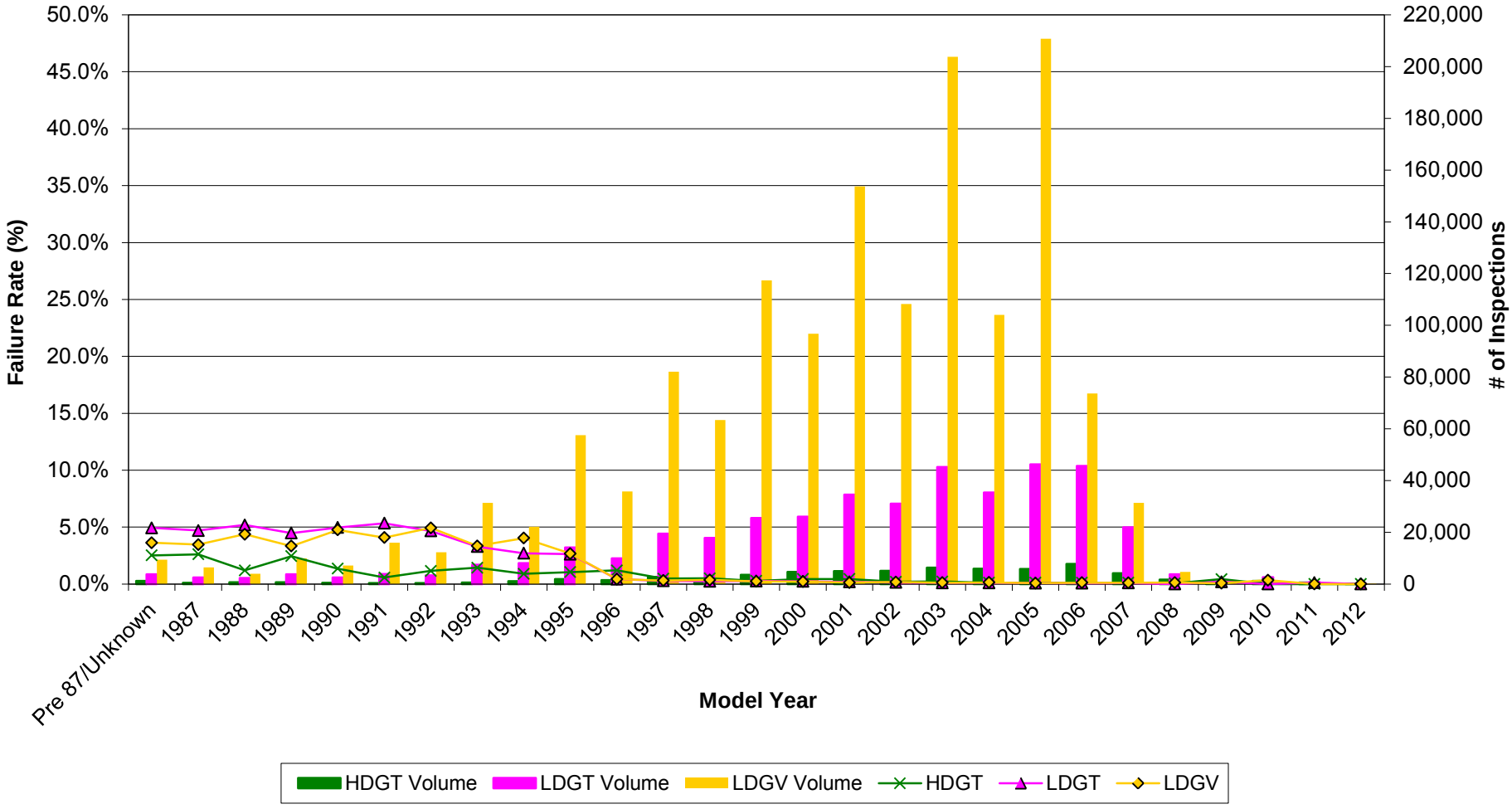

Figure E-6

New Jersey Enhanced Inspection and Maintenance Program
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2011

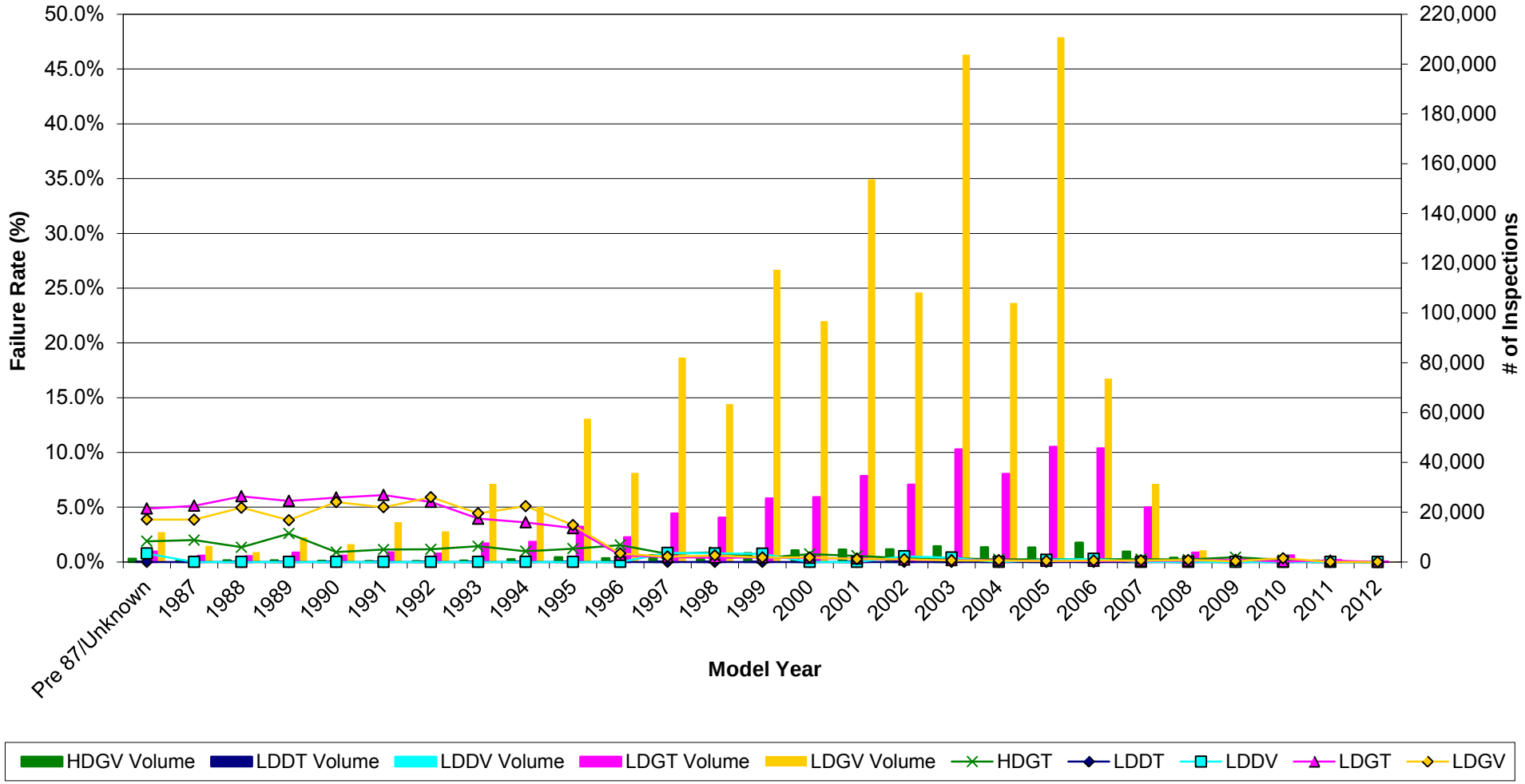

Figure E-7

New Jersey Enhanced Inspection and Maintenance Program
Initial Liquid Leak Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2011

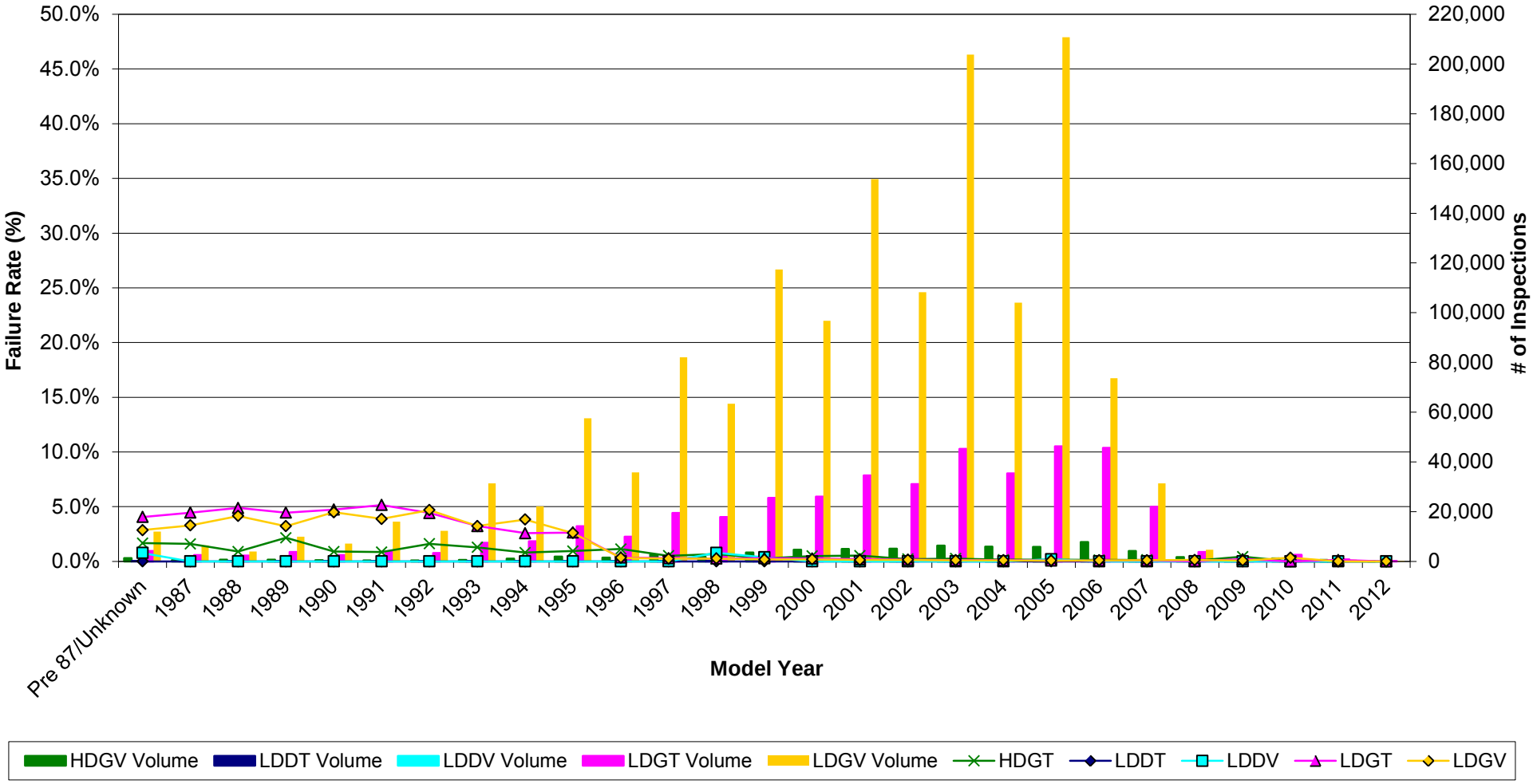

Figure E-8

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 2011

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	0	0	-	0	-
Unknown	LDDV	0	0	-	0	-
Unknown	LDGT	0	0	-	0	-
Unknown	LDGV	1	1	100.0%	0	0.0%
Unknown	Unknown	0	0	-	0	-
1996	LDDT	0	0	-	0	-
1996	LDDV	0	0	-	0	-
1996	LDGT	9,721	8,598	88.4%	1,123	11.6%
1996	LDGV	35,657	32,400	90.9%	3,257	9.1%
1996	Unknown	9	8	88.9%	1	11.1%
1997	LDDT	10	8	80.0%	2	20.0%
1997	LDDV	120	104	86.7%	16	13.3%
1997	LDGT	18,798	17,188	91.4%	1,610	8.6%
1997	LDGV	81,620	76,209	93.4%	5,411	6.6%
1997	Unknown	27	25	92.6%	2	7.4%
1998	LDDT	9	9	100.0%	0	0.0%
1998	LDDV	127	123	96.9%	4	3.1%
1998	LDGT	17,469	15,882	90.9%	1,587	9.1%
1998	LDGV	63,165	58,378	92.4%	4,787	7.6%
1998	Unknown	12	12	100.0%	0	0.0%
1999	LDDT	6	6	100.0%	0	0.0%
1999	LDDV	270	258	95.6%	12	4.4%
1999	LDGT	24,551	23,032	93.8%	1,519	6.2%
1999	LDGV	116,905	111,058	95.0%	5,847	5.0%
1999	Unknown	43	40	93.0%	3	7.0%
2000	LDDT	0	0	-	0	-
2000	LDDV	141	134	95.0%	7	5.0%
2000	LDGT	25,257	23,729	94.0%	1,528	6.0%
2000	LDGV	96,315	90,679	94.1%	5,636	5.9%
2000	Unknown	41	37	90.2%	4	9.8%
2001	LDDT	0	0	-	0	-
2001	LDDV	208	198	95.2%	10	4.8%
2001	LDGT	33,369	31,224	93.6%	2,145	6.4%
2001	LDGV	152,967	145,665	95.2%	7,302	4.8%
2001	Unknown	60	56	93.3%	4	6.7%
2002	LDDT	0	0	-	0	-
2002	LDDV	195	187	95.9%	8	4.1%
2002	LDGT	30,333	28,549	94.1%	1,784	5.9%
2002	LDGV	107,806	102,825	95.4%	4,981	4.6%
2002	Unknown	38	38	100.0%	0	0.0%
2003	LDDT	0	0	-	0	-
2003	LDDV	249	238	95.6%	11	4.4%
2003	LDGT	43,728	42,274	96.7%	1,454	3.3%
2003	LDGV	202,772	198,178	97.7%	4,594	2.3%
2003	Unknown	73	68	93.2%	5	6.8%

* Includes vehicles that are no longer registered.

New Jersey Enhanced Inspection and Maintenance Program
Overall OBDII Inspections - Initial and All Retests
Year 2011

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	5	5	100.0%	0	0.0%
2004	LDDV	121	117	96.7%	4	3.3%
2004	LDGT	34,326	33,361	97.2%	965	2.8%
2004	LDGV	103,543	101,056	97.6%	2,487	2.4%
2004	Unknown	52	48	92.3%	4	7.7%
2005	LDDT	88	84	95.5%	4	4.5%
2005	LDDV	493	488	99.0%	5	1.0%
2005	LDGT	44,844	44,114	98.4%	730	1.6%
2005	LDGV	209,848	207,551	98.9%	2,297	1.1%
2005	Unknown	88	86	97.7%	2	2.3%
2006	LDDT	44	44	100.0%	0	0.0%
2006	LDDV	355	352	99.2%	3	0.8%
2006	LDGT	44,268	43,694	98.7%	574	1.3%
2006	LDGV	73,324	72,263	98.6%	1,061	1.4%
2006	Unknown	255	253	99.2%	2	0.8%
2007	LDDT	11	11	100.0%	0	0.0%
2007	LDDV	20	20	100.0%	0	0.0%
2007	LDGT	20,911	20,627	98.6%	284	1.4%
2007	LDGV	31,338	31,031	99.0%	307	1.0%
2007	Unknown	488	478	98.0%	10	2.0%
2008	LDDT	3	3	100.0%	0	0.0%
2008	LDDV	0	0	-	0	-
2008	LDGT	3,442	3,413	99.2%	29	0.8%
2008	LDGV	4,594	4,551	99.1%	43	0.9%
2008	Unknown	11	11	100.0%	0	0.0%
2009	LDDT	3	3	100.0%	0	0.0%
2009	LDDV	2	2	100.0%	0	0.0%
2009	LDGT	855	851	99.5%	4	0.5%
2009	LDGV	1,526	1,512	99.1%	14	0.9%
2009	Unknown	18	18	100.0%	0	0.0%
2010	LDDT	6	6	100.0%	0	0.0%
2010	LDDV	3	2	66.7%	1	33.3%
2010	LDGT	2,143	2,130	99.4%	13	0.6%
2010	LDGV	1,166	1,159	99.4%	7	0.6%
2010	Unknown	5	5	100.0%	0	0.0%
2011	LDDT	6	6	100.0%	0	0.0%
2011	LDDV	5	5	100.0%	0	0.0%
2011	LDGT	729	725	99.5%	4	0.5%
2011	LDGV	648	640	98.8%	8	1.2%
2011	Unknown	24	24	100.0%	0	0.0%
2012	LDDT	0	0	-	0	-
2012	LDDV	0	0	-	0	-
2012	LDGT	2	2	100.0%	0	0.0%
2012	LDGV	208	205	98.6%	3	1.4%
2012	Unknown	26	26	100.0%	0	0.0%
Totals		**1,641,919**	**1,578,400**	**96.1%**	**63,519**	**3.9%**

* Includes vehicles that are no longer registered.

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2011

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	0	0	0	-	0	0	-
Unknown	LDDV	0	0	0	-	0	0	-
Unknown	LDGT	0	0	0	-	0	0	-
Unknown	LDGV	1	1	0	0.0%	1	0	0.0%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	9,721	9,245	476	4.9%	8,352	893	9.7%
1996	LDGV	35,657	34,761	896	2.5%	31,420	3,341	9.6%
1996	Unknown	9	8	1	11.1%	8	0	0.0%
1997	LDDT	10	10	0	0.0%	8	2	20.0%
1997	LDDV	120	116	4	3.3%	100	16	13.8%
1997	LDGT	18,798	18,191	607	3.2%	16,728	1,463	8.0%
1997	LDGV	81,620	80,311	1,309	1.6%	74,125	6,186	7.7%
1997	Unknown	27	27	0	0.0%	26	1	3.7%
1998	LDDT	9	9	0	0.0%	8	1	11.1%
1998	LDDV	127	122	5	3.9%	116	6	4.9%
1998	LDGT	17,469	16,948	521	3.0%	15,531	1,417	8.4%
1998	LDGV	63,165	62,163	1,002	1.6%	56,817	5,346	8.6%
1998	Unknown	12	12	0	0.0%	12	0	0.0%
1999	LDDT	6	6	0	0.0%	6	0	0.0%
1999	LDDV	270	268	2	0.7%	250	18	6.7%
1999	LDGT	24,551	24,154	397	1.6%	22,498	1,656	6.9%
1999	LDGV	116,905	115,837	1,068	0.9%	108,059	7,778	6.7%
1999	Unknown	43	43	0	0.0%	41	2	4.7%
2000	LDDT	0	0	0	-	0	0	-
2000	LDDV	141	138	3	2.1%	127	11	8.0%
2000	LDGT	25,257	24,941	316	1.3%	23,194	1,747	7.0%
2000	LDGV	96,315	95,414	901	0.9%	88,313	7,101	7.4%
2000	Unknown	41	40	1	2.4%	39	1	2.5%
2001	LDDT	0	0	0	-	0	0	-
2001	LDDV	208	208	0	0.0%	195	13	6.3%
2001	LDGT	33,369	33,032	337	1.0%	30,673	2,359	7.1%
2001	LDGV	152,967	151,999	968	0.6%	142,007	9,992	6.6%
2001	Unknown	60	59	1	1.7%	56	3	5.1%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	195	194	1	0.5%	185	9	4.6%
2002	LDGT	30,333	30,109	224	0.7%	28,129	1,980	6.6%
2002	LDGV	107,806	107,358	448	0.4%	100,898	6,460	6.0%
2002	Unknown	38	37	1	2.6%	37	0	0.0%
2003	LDDT	0	0	0	-	0	0	-
2003	LDDV	249	247	2	0.8%	225	22	8.9%
2003	LDGT	43,728	43,589	139	0.3%	41,268	2,321	5.3%
2003	LDGV	202,772	202,358	414	0.2%	194,399	7,959	3.9%
2003	Unknown	73	73	0	0.0%	70	3	4.1%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2011

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	5	5	0	0.0%	5	0	0.0%
2004	LDDV	121	120	1	0.8%	114	6	5.0%
2004	LDGT	34,326	34,279	47	0.1%	32,951	1,328	3.9%
2004	LDGV	103,543	103,360	183	0.2%	100,032	3,328	3.2%
2004	Unknown	52	52	0	0.0%	52	0	0.0%
2005	LDDT	88	88	0	0.0%	81	7	8.0%
2005	LDDV	493	491	2	0.4%	477	14	2.9%
2005	LDGT	44,844	44,796	48	0.1%	43,581	1,215	2.7%
2005	LDGV	209,848	209,710	138	0.1%	205,144	4,566	2.2%
2005	Unknown	88	88	0	0.0%	85	3	3.4%
2006	LDDT	44	44	0	0.0%	38	6	13.6%
2006	LDDV	355	355	0	0.0%	349	6	1.7%
2006	LDGT	44,268	44,245	23	0.1%	43,354	891	2.0%
2006	LDGV	73,324	73,285	39	0.1%	71,876	1,409	1.9%
2006	Unknown	255	255	0	0.0%	252	3	1.2%
2007	LDDT	11	11	0	0.0%	11	0	0.0%
2007	LDDV	20	20	0	0.0%	20	0	0.0%
2007	LDGT	20,911	20,903	8	0.0%	20,602	301	1.4%
2007	LDGV	31,338	31,329	9	0.0%	31,010	319	1.0%
2007	Unknown	488	488	0	0.0%	482	6	1.2%
2008	LDDT	3	3	0	0.0%	3	0	0.0%
2008	LDDV	0	0	0	-	0	0	-
2008	LDGT	3,442	3,442	0	0.0%	3,407	35	1.0%
2008	LDGV	4,594	4,589	5	0.1%	4,533	56	1.2%
2008	Unknown	11	11	0	0.0%	11	0	0.0%
2009	LDDT	3	3	0	0.0%	3	0	0.0%
2009	LDDV	2	2	0	0.0%	2	0	0.0%
2009	LDGT	855	855	0	0.0%	848	7	0.8%
2009	LDGV	1,526	1,525	1	0.1%	1,516	9	0.6%
2009	Unknown	18	18	0	0.0%	18	0	0.0%
2010	LDDT	6	6	0	0.0%	6	0	0.0%
2010	LDDV	3	3	0	0.0%	3	0	0.0%
2010	LDGT	2,143	2,142	1	0.0%	2,133	9	0.4%
2010	LDGV	1,166	1,164	2	0.2%	1,157	7	0.6%
2010	Unknown	5	5	0	0.0%	5	0	0.0%
2011	LDDT	6	6	0	0.0%	6	0	0.0%
2011	LDDV	5	5	0	0.0%	5	0	0.0%
2011	LDGT	729	728	1	0.1%	722	6	0.8%
2011	LDGV	648	648	0	0.0%	646	2	0.3%
2011	Unknown	24	24	0	0.0%	23	1	4.2%
2012	LDDT	0	0	0	-	0	0	-
2012	LDDV	0	0	0	-	0	0	-
2012	LDGT	2	2	0	0.0%	2	0	0.0%
2012	LDGV	208	208	0	0.0%	206	2	1.0%
2012	Unknown	26	26	0	0.0%	26	0	0.0%
Totals		**1,641,919**	**1,631,367**	**10,552**	**0.6%**	**1,549,718**	**81,649**	**5.0%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2011

Model Yr	Veh Type	OBDII Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
Unknown	LDDT	0	0	0	-	0	0	-
Unknown	LDDV	0	0	0	-	0	0	-
Unknown	LDGT	0	0	0	-	0	0	-
Unknown	LDGV	1	1	0	0.00%	1	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	9,721	9,666	55	0.57%	9,638	28	0.29%
1996	LDGV	35,657	35,409	248	0.70%	35,239	170	0.48%
1996	Unknown	9	8	1	11.11%	8	0	0.00%
1997	LDDT	10	10	0	0.00%	10	0	0.00%
1997	LDDV	120	116	4	3.33%	116	0	0.00%
1997	LDGT	18,798	18,693	105	0.56%	18,642	51	0.27%
1997	LDGV	81,620	81,290	330	0.40%	81,031	259	0.32%
1997	Unknown	27	27	0	0.00%	27	0	0.00%
1998	LDDT	9	9	0	0.00%	9	0	0.00%
1998	LDDV	127	125	2	1.57%	124	1	0.80%
1998	LDGT	17,469	17,390	79	0.45%	17,291	99	0.57%
1998	LDGV	63,165	62,875	290	0.46%	62,572	303	0.48%
1998	Unknown	12	12	0	0.00%	12	0	0.00%
1999	LDDT	6	6	0	0.00%	6	0	0.00%
1999	LDDV	270	263	7	2.59%	261	2	0.76%
1999	LDGT	24,551	24,425	126	0.51%	24,377	48	0.20%
1999	LDGV	116,905	116,463	442	0.38%	115,987	476	0.41%
1999	Unknown	43	41	2	4.65%	40	1	2.44%
2000	LDDT	0	0	0	-	0	0	-
2000	LDDV	141	140	1	0.71%	139	1	0.71%
2000	LDGT	25,257	25,156	101	0.40%	25,066	90	0.36%
2000	LDGV	96,315	95,998	317	0.33%	95,456	542	0.56%
2000	Unknown	41	39	2	4.88%	38	1	2.56%
2001	LDDT	0	0	0	-	0	0	-
2001	LDDV	208	207	1	0.48%	204	3	1.45%
2001	LDGT	33,369	33,267	102	0.31%	33,156	111	0.33%
2001	LDGV	152,967	152,586	381	0.25%	151,935	651	0.43%
2001	Unknown	60	60	0	0.00%	60	0	0.00%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	195	192	3	1.54%	192	0	0.00%
2002	LDGT	30,333	30,243	90	0.30%	30,141	102	0.34%
2002	LDGV	107,806	107,528	278	0.26%	107,175	353	0.33%
2002	Unknown	38	38	0	0.00%	37	1	2.63%
2003	LDDT	0	0	0	-	0	0	-
2003	LDDV	249	249	0	0.00%	249	0	0.00%
2003	LDGT	43,728	43,653	75	0.17%	43,496	157	0.36%
2003	LDGV	202,772	202,306	466	0.23%	201,753	553	0.27%
2003	Unknown	73	72	1	1.37%	72	0	0.00%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2011

Model Yr	Veh Type	OBDII Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2004	LDDT	5	5	0	0.00%	5	0	0.00%
2004	LDDV	121	121	0	0.00%	120	1	0.83%
2004	LDGT	34,326	34,230	96	0.28%	34,097	133	0.39%
2004	LDGV	103,543	103,285	258	0.25%	102,980	305	0.30%
2004	Unknown	52	51	1	1.92%	51	0	0.00%
2005	LDDT	88	88	0	0.00%	88	0	0.00%
2005	LDDV	493	493	0	0.00%	492	1	0.20%
2005	LDGT	44,844	44,764	80	0.18%	44,579	185	0.41%
2005	LDGV	209,848	209,389	459	0.22%	208,768	621	0.30%
2005	Unknown	88	87	1	1.14%	87	0	0.00%
2006	LDDT	44	44	0	0.00%	43	1	2.27%
2006	LDDV	355	355	0	0.00%	355	0	0.00%
2006	LDGT	44,268	44,209	59	0.13%	44,065	144	0.33%
2006	LDGV	73,324	73,165	159	0.22%	72,883	282	0.39%
2006	Unknown	255	253	2	0.78%	252	1	0.40%
2007	LDDT	11	11	0	0.00%	11	0	0.00%
2007	LDDV	20	20	0	0.00%	20	0	0.00%
2007	LDGT	20,911	20,865	46	0.22%	20,812	53	0.25%
2007	LDGV	31,338	31,241	97	0.31%	31,122	119	0.38%
2007	Unknown	488	483	5	1.02%	480	3	0.62%
2008	LDDT	3	3	0	0.00%	3	0	0.00%
2008	LDDV	0	0	0	-	0	0	-
2008	LDGT	3,442	3,438	4	0.12%	3,433	5	0.15%
2008	LDGV	4,594	4,583	11	0.24%	4,579	4	0.09%
2008	Unknown	11	11	0	0.00%	11	0	0.00%
2009	LDDT	3	3	0	0.00%	3	0	0.00%
2009	LDDV	2	2	0	0.00%	2	0	0.00%
2009	LDGT	855	851	4	0.47%	850	1	0.12%
2009	LDGV	1,526	1,523	3	0.20%	1,522	1	0.07%
2009	Unknown	18	18	0	0.00%	18	0	0.00%
2010	LDDT	6	6	0	0.00%	6	0	0.00%
2010	LDDV	3	3	0	0.00%	3	0	0.00%
2010	LDGT	2,143	2,129	14	0.65%	2,125	4	0.19%
2010	LDGV	1,166	1,159	7	0.60%	1,158	1	0.09%
2010	Unknown	5	5	0	0.00%	5	0	0.00%
2011	LDDT	6	6	0	0.00%	6	0	0.00%
2011	LDDV	5	5	0	0.00%	5	0	0.00%
2011	LDGT	729	726	3	0.41%	725	1	0.14%
2011	LDGV	648	648	0	0.00%	645	3	0.46%
2011	Unknown	24	24	0	0.00%	24	0	0.00%
2012	LDDT	0	0	0	-	0	0	-
2012	LDDV	0	0	0	-	0	0	-
2012	LDGT	2	2	0	0.00%	2	0	0.00%
2012	LDGV	208	208	0	0.00%	208	0	0.00%
2012	Unknown	26	26	0	0.00%	26	0	0.00%
Totals		**1,641,919**	**1,637,101**	**4,818**	**0.29%**	**1,631,229**	**5,872**	**0.36%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2011

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	0	0	0	-	0	0	-
Unknown	LDDV	0	0	0	-	0	0	-
Unknown	LDGT	0	0	0	-	0	0	-
Unknown	LDGV	1	1	0	0.0%	0	1	100.0%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	9,721	8,032	1,606	16.7%	5,833	780	11.8%
1996	LDGV	35,657	30,243	4,996	14.2%	24,449	2,168	8.1%
1996	Unknown	9	7	1	12.5%	4	2	33.3%
1997	LDDT	10	8	2	20.0%	10	0	0.0%
1997	LDDV	120	83	33	28.4%	116	0	0.0%
1997	LDGT	18,798	16,213	2,429	13.0%	17,134	1,416	7.6%
1997	LDGV	81,620	72,338	8,693	10.7%	72,784	5,452	7.0%
1997	Unknown	27	22	5	18.5%	25	1	3.8%
1998	LDDT	9	8	1	11.1%	9	0	0.0%
1998	LDDV	127	104	20	16.1%	124	0	0.0%
1998	LDGT	17,469	15,112	2,179	12.6%	15,709	1,502	8.7%
1998	LDGV	63,165	55,115	7,457	11.9%	55,896	4,455	7.4%
1998	Unknown	12	11	1	8.3%	10	0	0.0%
1999	LDDT	6	6	0	0.0%	6	0	0.0%
1999	LDDV	270	229	32	12.3%	261	0	0.0%
1999	LDGT	24,551	22,031	2,346	9.6%	22,580	1,797	7.4%
1999	LDGV	116,905	105,713	10,274	8.9%	109,666	6,321	5.4%
1999	Unknown	43	39	1	2.5%	40	0	0.0%
2000	LDDT	0	0	0	-	0	0	-
2000	LDDV	141	116	23	16.5%	139	0	0.0%
2000	LDGT	25,257	22,815	2,251	9.0%	23,411	1,655	6.6%
2000	LDGV	96,315	86,337	9,119	9.6%	89,915	5,541	5.8%
2000	Unknown	41	36	2	5.3%	37	1	2.6%
2001	LDDT	0	0	0	-	0	0	-
2001	LDDV	208	163	41	20.1%	204	0	0.0%
2001	LDGT	33,369	30,060	3,096	9.3%	29,528	3,628	10.9%
2001	LDGV	152,967	139,381	12,554	8.3%	140,187	11,748	7.7%
2001	Unknown	60	55	5	8.3%	51	9	15.0%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	195	162	30	15.6%	192	0	0.0%
2002	LDGT	30,333	27,516	2,625	8.7%	27,495	2,646	8.8%
2002	LDGV	107,806	99,049	8,126	7.6%	100,279	6,896	6.4%
2002	Unknown	38	37	0	0.0%	37	0	0.0%
2003	LDDT	0	0	0	-	0	0	-
2003	LDDV	249	206	43	17.3%	249	0	0.0%
2003	LDGT	43,728	40,628	2,868	6.6%	41,092	2,404	5.5%
2003	LDGV	202,772	191,913	9,840	4.9%	193,416	8,337	4.1%
2003	Unknown	73	65	7	9.7%	66	6	8.3%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2011

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	5	5	0	0.0%	5	0	0.0%
2004	LDDV	121	114	6	5.0%	118	2	1.7%
2004	LDGT	34,326	32,491	1,606	4.7%	32,624	1,473	4.3%
2004	LDGV	103,543	98,750	4,230	4.1%	99,169	3,811	3.7%
2004	Unknown	52	50	1	2.0%	47	4	7.8%
2005	LDDT	88	79	9	10.2%	88	0	0.0%
2005	LDDV	493	475	17	3.5%	482	10	2.0%
2005	LDGT	44,844	43,109	1,470	3.3%	43,119	1,460	3.3%
2005	LDGV	209,848	203,186	5,582	2.7%	203,804	4,964	2.4%
2005	Unknown	88	84	3	3.4%	82	5	5.7%
2006	LDDT	44	36	7	16.3%	43	0	0.0%
2006	LDDV	355	349	6	1.7%	355	0	0.0%
2006	LDGT	44,268	42,987	1,078	2.4%	43,163	902	2.0%
2006	LDGV	73,324	71,182	1,701	2.3%	71,396	1,487	2.0%
2006	Unknown	255	247	5	2.0%	249	3	1.2%
2007	LDDT	11	11	0	0.0%	10	1	9.1%
2007	LDDV	20	20	0	0.0%	20	0	0.0%
2007	LDGT	20,911	20,442	370	1.8%	20,452	360	1.7%
2007	LDGV	31,338	30,760	362	1.2%	30,697	425	1.4%
2007	Unknown	488	471	9	1.9%	463	17	3.5%
2008	LDDT	3	3	0	0.0%	3	0	0.0%
2008	LDDV	0	0	0	-	0	0	-
2008	LDGT	3,442	3,400	33	1.0%	3,381	52	1.5%
2008	LDGV	4,594	4,516	63	1.4%	4,451	128	2.8%
2008	Unknown	11	11	0	0.0%	11	0	0.0%
2009	LDDT	3	3	0	0.0%	3	0	0.0%
2009	LDDV	2	2	0	0.0%	2	0	0.0%
2009	LDGT	855	846	4	0.5%	836	14	1.6%
2009	LDGV	1,526	1,511	11	0.7%	1,503	19	1.2%
2009	Unknown	18	18	0	0.0%	18	0	0.0%
2010	LDDT	6	6	0	0.0%	6	0	0.0%
2010	LDDV	3	3	0	0.0%	2	1	33.3%
2010	LDGT	2,143	2,116	9	0.4%	2,088	37	1.7%
2010	LDGV	1,166	1,151	7	0.6%	1,141	17	1.5%
2010	Unknown	5	5	0	0.0%	5	0	0.0%
2011	LDDT	6	6	0	0.0%	5	1	16.7%
2011	LDDV	5	5	0	0.0%	5	0	0.0%
2011	LDGT	729	722	3	0.4%	708	17	2.3%
2011	LDGV	648	644	1	0.2%	634	11	1.7%
2011	Unknown	24	24	0	0.0%	21	3	12.5%
2012	LDDT	0	0	0	-	0	0	-
2012	LDDV	0	0	0	-	0	0	-
2012	LDGT	2	2	0	0.0%	2	0	0.0%
2012	LDGV	208	208	0	0.0%	200	8	3.8%
2012	Unknown	26	26	0	0.0%	25	1	3.8%
Totals		**1,641,919**	**1,523,930**	**107,299**	**6.6%**	**1,532,390**	**81,999**	**5.1%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII and Gas Cap (GC) Evaporative Test Report
Year 2011

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	0	0	-	0	-	0	-	0	-
Unknown	LDGV	0	0	-	0	-	0	-	0	-
Unknown	Unknown	0	0	-	0	-	0	-	0	-
1996	LDGT	9,717	74	0.8%	9,522	98.0%	119	1.2%	2	0.02%
1996	LDGV	35,651	130	0.4%	34,953	98.0%	555	1.6%	13	0.04%
1996	Unknown	9	0	0.0%	9	100.0%	0	0.0%	0	0.00%
1997	LDGT	18,791	74	0.4%	18,382	97.8%	323	1.7%	12	0.06%
1997	LDGV	81,607	161	0.2%	80,075	98.1%	1,345	1.6%	26	0.03%
1997	Unknown	18	0	0.0%	17	94.4%	1	5.6%	0	0.00%
1998	LDGT	17,467	64	0.4%	17,080	97.8%	316	1.8%	7	0.04%
1998	LDGV	63,159	143	0.2%	61,519	97.4%	1,475	2.3%	22	0.03%
1998	Unknown	9	0	0.0%	9	100.0%	0	0.0%	0	0.00%
1999	LDGT	24,546	67	0.3%	24,110	98.2%	362	1.5%	7	0.03%
1999	LDGV	116,864	183	0.2%	114,490	98.0%	2,172	1.9%	19	0.02%
1999	Unknown	26	0	0.0%	26	100.0%	0	0.0%	0	0.00%
2000	LDGT	25,255	71	0.3%	24,778	98.1%	397	1.6%	9	0.04%
2000	LDGV	96,291	165	0.2%	94,413	98.0%	1,680	1.7%	33	0.03%
2000	Unknown	24	0	0.0%	24	100.0%	0	0.0%	0	0.00%
2001	LDGT	25	0	0.0%	23	92.0%	2	8.0%	0	0.00%
2001	LDGV	87	0	0.0%	81	93.1%	6	6.9%	0	0.00%
2001	Unknown	0	0	-	0	-	0	-	0	-
2002	LDGT	23	0	0.0%	22	95.7%	1	4.3%	0	0.00%
2002	LDGV	64	0	0.0%	64	100.0%	0	0.0%	0	0.00%
2002	Unknown	0	0	-	0	-	0	-	0	-
2003	LDGT	17	0	0.0%	17	100.0%	0	0.0%	0	0.00%
2003	LDGV	89	0	0.0%	83	93.3%	6	6.7%	0	0.00%
2003	Unknown	0	0	-	0	-	0	-	0	-
2004	LDGT	16	0	0.0%	16	100.0%	0	0.0%	0	0.00%
2004	LDGV	49	0	0.0%	46	93.9%	3	6.1%	0	0.00%
2004	Unknown	0	0	-	0	-	0	-	0	-
2005	LDGT	16	0	0.0%	16	100.0%	0	0.0%	0	0.00%
2005	LDGV	82	0	0.0%	82	100.0%	0	0.0%	0	0.00%
2005	Unknown	0	0	-	0	-	0	-	0	-
2006	LDGT	15	0	0.0%	15	100.0%	0	0.0%	0	0.00%
2006	LDGV	42	0	0.0%	41	97.6%	1	2.4%	0	0.00%
2006	Unknown	0	0	-	0	-	0	-	0	-
2007	LDGT	4	0	0.0%	4	100.0%	0	0.0%	0	0.00%
2007	LDGV	9	0	0.0%	9	100.0%	0	0.0%	0	0.00%
2007	Unknown	0	0	-	0	-	0	-	0	-
2008	LDGT	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2008	LDGV	2	0	0.0%	2	100.0%	0	0.0%	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 2011

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	0	0	-	0	-	0	-	0	-
2009	LDGV	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2009	Unknown	0	0	-	0	-	0	-	0	-
2010	LDGT	0	0	-	0	-	0	-	0	-
2010	LDGV	0	0	-	0	-	0	-	0	-
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	-
2012	LDGT	0	0	-	0	-	0	-	0	-
2012	LDGV	0	0	-	0	-	0	-	0	-
2012	Unknown	0	0	-	0	-	0	-	0	-
Totals		**489,976**	**1,132**	**0.2%**	**479,930**	**97.9%**	**8,764**	**1.8%**	**150**	**0.03%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Malfunction Indicator Lamp (MIL) Report
Year 2011

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	0	0	-	0	-	0	-	0	-
Unknown	LDDV	0	0	-	0	-	0	-	0	-
Unknown	LDGT	0	0	-	0	-	0	-	0	-
Unknown	LDGV	0	0	-	0	-	0	-	0	-
Unknown	Unknown	0	0	-	0	-	0	-	0	-
1996	LDDT	0	0	-	0	-	0	-	0	-
1996	LDDV	0	0	-	0	-	0	-	0	-
1996	LDGT	9,638	8,032	83.3%	0	0.00%	1	0.01%	1,605	16.7%
1996	LDGV	35,239	30,243	85.8%	0	0.00%	16	0.05%	4,980	14.1%
1996	Unknown	8	7	87.5%	0	0.00%	0	0.00%	1	12.5%
1997	LDDT	10	8	80.0%	0	0.00%	0	0.00%	2	20.0%
1997	LDDV	116	83	71.6%	0	0.00%	0	0.00%	33	28.4%
1997	LDGT	18,642	16,213	87.0%	0	0.00%	0	0.00%	2,429	13.0%
1997	LDGV	81,030	72,337	89.3%	0	0.00%	9	0.01%	8,684	10.7%
1997	Unknown	27	22	81.5%	0	0.00%	2	7.41%	3	11.1%
1998	LDDT	9	8	88.9%	0	0.00%	0	0.00%	1	11.1%
1998	LDDV	124	104	83.9%	0	0.00%	0	0.00%	20	16.1%
1998	LDGT	17,291	15,112	87.4%	0	0.00%	2	0.01%	2,177	12.6%
1998	LDGV	62,572	55,114	88.1%	1	0.00%	3	0.00%	7,454	11.9%
1998	Unknown	12	11	91.7%	0	0.00%	0	0.00%	1	8.3%
1999	LDDT	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
1999	LDDV	261	229	87.7%	0	0.00%	0	0.00%	32	12.3%
1999	LDGT	24,377	22,031	90.4%	0	0.00%	15	0.06%	2,331	9.6%
1999	LDGV	115,987	105,713	91.1%	0	0.00%	19	0.02%	10,255	8.8%
1999	Unknown	40	39	97.5%	0	0.00%	0	0.00%	1	2.5%
2000	LDDT	0	0	-	0	-	0	-	0	-
2000	LDDV	139	116	83.5%	0	0.00%	0	0.00%	23	16.5%
2000	LDGT	25,066	22,815	91.0%	0	0.00%	3	0.01%	2,248	9.0%
2000	LDGV	95,455	86,335	90.4%	1	0.00%	8	0.01%	9,111	9.5%
2000	Unknown	38	36	94.7%	0	0.00%	0	0.00%	2	5.3%
2001	LDDT	0	0	-	0	-	0	-	0	-
2001	LDDV	204	163	79.9%	0	0.00%	0	0.00%	41	20.1%
2001	LDGT	33,156	30,060	90.7%	0	0.00%	6	0.02%	3,090	9.3%
2001	LDGV	151,935	139,380	91.7%	1	0.00%	6	0.00%	12,548	8.3%
2001	Unknown	60	55	91.7%	0	0.00%	0	0.00%	5	8.3%
2002	LDDT	0	0	-	0	-	0	-	0	-
2002	LDDV	192	162	84.4%	0	0.00%	0	0.00%	30	15.6%
2002	LDGT	30,141	27,516	91.3%	0	0.00%	0	0.00%	2,625	8.7%
2002	LDGV	107,175	99,049	92.4%	0	0.00%	10	0.01%	8,116	7.6%
2002	Unknown	37	37	100.0%	0	0.00%	0	0.00%	0	0.0%
2003	LDDT	0	0	-	0	-	0	-	0	-
2003	LDDV	249	206	82.7%	0	0.00%	0	0.00%	43	17.3%
2003	LDGT	43,496	40,628	93.4%	0	0.00%	10	0.02%	2,858	6.6%
2003	LDGV	201,753	191,913	95.1%	0	0.00%	12	0.01%	9,828	4.9%
2003	Unknown	72	65	90.3%	0	0.00%	2	2.78%	5	6.9%

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBDII Malfunction Indicator Lamp (MIL) Report
Year 2011

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	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
2004	LDDV	120	114	95.0%	0	0.00%	0	0.00%	6	5.0%
2004	LDGT	34,097	32,491	95.3%	0	0.00%	0	0.00%	1,606	4.7%
2004	LDGV	102,980	98,750	95.9%	0	0.00%	6	0.01%	4,224	4.1%
2004	Unknown	51	50	98.0%	0	0.00%	0	0.00%	1	2.0%
2005	LDDT	88	79	89.8%	0	0.00%	0	0.00%	9	10.2%
2005	LDDV	492	475	96.5%	0	0.00%	0	0.00%	17	3.5%
2005	LDGT	44,579	43,109	96.7%	0	0.00%	2	0.00%	1,468	3.3%
2005	LDGV	208,768	203,186	97.3%	0	0.00%	29	0.01%	5,553	2.7%
2005	Unknown	87	84	96.6%	0	0.00%	0	0.00%	3	3.4%
2006	LDDT	43	36	83.7%	0	0.00%	0	0.00%	7	16.3%
2006	LDDV	355	349	98.3%	0	0.00%	0	0.00%	6	1.7%
2006	LDGT	44,065	42,987	97.6%	0	0.00%	6	0.01%	1,072	2.4%
2006	LDGV	72,883	71,182	97.7%	0	0.00%	4	0.01%	1,697	2.3%
2006	Unknown	252	247	98.0%	0	0.00%	0	0.00%	5	2.0%
2007	LDDT	11	11	100.0%	0	0.00%	0	0.00%	0	0.0%
2007	LDDV	20	20	100.0%	0	0.00%	0	0.00%	0	0.0%
2007	LDGT	20,812	20,442	98.2%	0	0.00%	5	0.02%	365	1.8%
2007	LDGV	31,122	30,760	98.8%	0	0.00%	1	0.00%	361	1.2%
2007	Unknown	480	471	98.1%	0	0.00%	0	0.00%	9	1.9%
2008	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2008	LDDV	0	0	-	0	-	0	-	0	-
2008	LDGT	3,433	3,400	99.0%	0	0.00%	0	0.00%	33	1.0%
2008	LDGV	4,579	4,516	98.6%	0	0.00%	0	0.00%	63	1.4%
2008	Unknown	11	11	100.0%	0	0.00%	0	0.00%	0	0.0%
2009	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2009	LDDV	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2009	LDGT	850	846	99.5%	0	0.00%	0	0.00%	4	0.5%
2009	LDGV	1,522	1,511	99.3%	0	0.00%	0	0.00%	11	0.7%
2009	Unknown	18	18	100.0%	0	0.00%	0	0.00%	0	0.0%
2010	LDDT	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
2010	LDDV	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2010	LDGT	2,125	2,116	99.6%	0	0.00%	0	0.00%	9	0.4%
2010	LDGV	1,158	1,151	99.4%	0	0.00%	0	0.00%	7	0.6%
2010	Unknown	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
2011	LDDT	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
2011	LDDV	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
2011	LDGT	725	722	99.6%	0	0.00%	0	0.00%	3	0.4%
2011	LDGV	645	644	99.8%	0	0.00%	0	0.00%	1	0.2%
2011	Unknown	24	24	100.0%	0	0.00%	0	0.00%	0	0.0%
2012	LDDT	0	0	-	0	-	0	-	0	-
2012	LDDV	0	0	-	0	-	0	-	0	-
2012	LDGT	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2012	LDGV	208	208	100.0%	0	0.00%	0	0.00%	0	0.0%
2012	Unknown	26	26	100.0%	0	0.00%	0	0.00%	0	0.0%
Totals		**1,631,226**	**1,523,924**	**93.4%**	**3**	**0.00%**	**177**	**0.01%**	**107,122**	**6.6%**

Table F-4 (Page 2 of 2)

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBDII Readiness Status Report
Year 2011

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
Unknown	LDDT	0	0	0	-
Unknown	LDDV	0	0	0	-
Unknown	LDGT	0	0	0	-
Unknown	LDGV	1	1	0	100.0%
Unknown	Unknown	0	0	0	-
1996	LDDT	0	0	0	-
1996	LDDV	0	0	0	-
1996	LDGT	7,404	3,143	4,261	42.5%
1996	LDGV	30,166	10,396	19,770	34.5%
1996	Unknown	7	4	3	57.1%
1997	LDDT	11	11	0	100.0%
1997	LDDV	136	136	0	100.0%
1997	LDGT	20,965	7,711	13,254	36.8%
1997	LDGV	90,358	26,503	63,855	29.3%
1997	Unknown	29	14	15	48.3%
1998	LDDT	9	9	0	100.0%
1998	LDDV	139	119	20	85.6%
1998	LDGT	19,269	7,135	12,134	37.0%
1998	LDGV	68,778	19,617	49,161	28.5%
1998	Unknown	13	7	6	53.8%
1999	LDDT	7	7	0	100.0%
1999	LDDV	310	190	120	61.3%
1999	LDGT	27,636	9,681	17,955	35.0%
1999	LDGV	134,699	31,005	103,694	23.0%
1999	Unknown	44	21	23	47.7%
2000	LDDT	0	0	0	-
2000	LDDV	156	21	135	13.5%
2000	LDGT	28,227	8,769	19,458	31.1%
2000	LDGV	108,386	25,889	82,497	23.9%
2000	Unknown	42	24	18	57.1%
2001	LDDT	0	0	0	-
2001	LDDV	222	25	197	11.3%
2001	LDGT	37,772	10,109	27,663	26.8%
2001	LDGV	174,749	31,012	143,737	17.7%
2001	Unknown	67	26	41	38.8%
2002	LDDT	0	0	0	-
2002	LDDV	211	26	185	12.3%
2002	LDGT	33,605	7,750	25,855	23.1%
2002	LDGV	122,065	18,338	103,727	15.0%
2002	Unknown	42	25	17	59.5%
2003	LDDT	0	0	0	-
2003	LDDV	292	23	269	7.9%
2003	LDGT	49,662	9,359	40,303	18.8%
2003	LDGV	234,686	24,796	209,890	10.6%
2003	Unknown	82	46	36	56.1%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Readiness Status Report
Year 2011

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2004	LDDT	5	0	5	0.0%
2004	LDDV	133	14	119	10.5%
2004	LDGT	37,865	5,290	32,575	14.0%
2004	LDGV	117,173	11,060	106,113	9.4%
2004	Unknown	54	34	20	63.0%
2005	LDDT	106	4	102	3.8%
2005	LDDV	567	173	394	30.5%
2005	LDGT	51,570	4,709	46,861	9.1%
2005	LDGV	243,443	15,142	228,301	6.2%
2005	Unknown	97	51	46	52.6%
2006	LDDT	58	6	52	10.3%
2006	LDDV	436	84	352	19.3%
2006	LDGT	55,930	3,805	52,125	6.8%
2006	LDGV	89,876	5,397	84,479	6.0%
2006	Unknown	276	42	234	15.2%
2007	LDDT	13	1	12	7.7%
2007	LDDV	21	3	18	14.3%
2007	LDGT	24,081	1,526	22,555	6.3%
2007	LDGV	37,832	1,690	36,142	4.5%
2007	Unknown	501	60	441	12.0%
2008	LDDT	3	0	3	0.0%
2008	LDDV	0	0	0	-
2008	LDGT	3,900	250	3,650	6.4%
2008	LDGV	5,172	397	4,775	7.7%
2008	Unknown	12	1	11	8.3%
2009	LDDT	4	0	4	0.0%
2009	LDDV	2	0	2	0.0%
2009	LDGT	971	45	926	4.6%
2009	LDGV	1,744	97	1,647	5.6%
2009	Unknown	18	1	17	5.6%
2010	LDDT	7	1	6	14.3%
2010	LDDV	3	1	2	33.3%
2010	LDGT	2,467	137	2,330	5.6%
2010	LDGV	1,316	47	1,269	3.6%
2010	Unknown	5	2	3	40.0%
2011	LDDT	8	3	5	37.5%
2011	LDDV	5	0	5	0.0%
2011	LDGT	822	78	744	9.5%
2011	LDGV	767	74	693	9.6%
2011	Unknown	26	5	21	19.2%
2012	LDDT	0	0	0	-
2012	LDDV	0	0	0	-
2012	LDGT	2	1	1	50.0%
2012	LDGV	233	33	200	14.2%
2012	Unknown	28	8	20	28.6%
Totals		**1,867,799**	**302,220**	**1,565,579**	**16.2%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Failures Switched to Tailpipe Testing
Year 2011

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	0	0	-	0	-
Unknown	LDGV	0	0	-	0	-
Unknown	Unknown	0	0	-	0	-
1996	LDDT	0	0	-	0	-
1996	LDDV	0	0	-	0	-
1996	LDGT	2,354	12	0.5%	2	0.085%
1996	LDGV	7,333	8	0.1%	0	0.000%
1996	Unknown	4	2	50.0%	0	0.000%
1997	LDDT	2	0	0.0%	0	0.000%
1997	LDDV	38	0	0.0%	0	0.000%
1997	LDGT	3,826	26	0.7%	6	0.157%
1997	LDGV	13,832	42	0.3%	2	0.014%
1997	Unknown	6	2	33.3%	0	0.000%
1998	LDDT	1	0	0.0%	0	0.000%
1998	LDDV	23	0	0.0%	0	0.000%
1998	LDGT	3,695	18	0.5%	8	0.217%
1998	LDGV	11,720	24	0.2%	1	0.009%
1998	Unknown	1	0	0.0%	0	0.000%
1999	LDDT	0	0	-	0	-
1999	LDDV	43	0	0.0%	0	0.000%
1999	LDGT	3,865	16	0.4%	3	0.078%
1999	LDGV	16,536	42	0.3%	3	0.018%
1999	Unknown	5	1	20.0%	0	0.000%
2000	LDDT	0	0	-	0	-
2000	LDDV	27	0	0.0%	0	0.000%
2000	LDGT	3,919	16	0.4%	3	0.077%
2000	LDGV	14,669	34	0.2%	4	0.027%
2000	Unknown	6	1	16.7%	0	0.000%
2001	LDDT	0	0	-	0	-
2001	LDDV	45	0	0.0%	0	0.000%
2001	LDGT	6,311	39	0.6%	1	0.016%
2001	LDGV	23,360	60	0.3%	4	0.017%
2001	Unknown	13	9	69.2%	0	0.000%
2002	LDDT	0	0	-	0	-
2002	LDDV	34	0	0.0%	0	0.000%
2002	LDGT	4,961	32	0.6%	10	0.202%
2002	LDGV	14,409	28	0.2%	5	0.035%
2002	Unknown	2	2	100.0%	0	0.000%
2003	LDDT	0	0	-	0	-
2003	LDDV	44	0	0.0%	0	0.000%
2003	LDGT	5,115	51	1.0%	6	0.117%
2003	LDGV	17,855	64	0.4%	2	0.011%
2003	Unknown	13	4	30.8%	1	7.692%

New Jersey Enhanced Inspection and Maintenance Program
OBDII Failures Switched to Tailpipe Testing
Year 2011

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	0	0	-	0	-
2004	LDDV	10	0	0.0%	0	0.000%
2004	LDGT	3,062	30	1.0%	6	0.196%
2004	LDGV	7,980	21	0.3%	1	0.013%
2004	Unknown	6	0	0.0%	1	16.667%
2005	LDDT	9	0	0.0%	0	0.000%
2005	LDDV	31	0	0.0%	0	0.000%
2005	LDGT	2,956	19	0.6%	2	0.068%
2005	LDGV	10,978	27	0.2%	2	0.018%
2005	Unknown	9	1	11.1%	0	0.000%
2006	LDDT	8	0	0.0%	0	0.000%
2006	LDDV	6	0	0.0%	0	0.000%
2006	LDGT	2,029	2	0.1%	1	0.049%
2006	LDGV	3,471	6	0.2%	0	0.000%
2006	Unknown	11	0	0.0%	0	0.000%
2007	LDDT	1	0	0.0%	0	0.000%
2007	LDDV	0	0	-	0	-
2007	LDGT	801	6	0.7%	3	0.375%
2007	LDGV	999	2	0.2%	0	0.000%
2007	Unknown	33	0	0.0%	0	0.000%
2008	LDDT	0	0	-	0	-
2008	LDDV	0	0	-	0	-
2008	LDGT	99	1	1.0%	0	0.000%
2008	LDGV	197	5	2.5%	0	0.000%
2008	Unknown	0	0	-	0	-
2009	LDDT	0	0	-	0	-
2009	LDDV	0	0	-	0	-
2009	LDGT	24	0	0.0%	0	0.000%
2009	LDGV	35	1	2.9%	0	0.000%
2009	Unknown	0	0	-	0	-
2010	LDDT	0	0	-	0	-
2010	LDDV	1	0	0.0%	0	0.000%
2010	LDGT	68	0	0.0%	0	0.000%
2010	LDGV	35	0	0.0%	0	0.000%
2010	Unknown	0	0	-	0	-
2011	LDDT	0	0	-	0	-
2011	LDDV	0	0	-	0	-
2011	LDGT	30	0	0.0%	0	0.000%
2011	LDGV	17	0	0.0%	0	0.000%
2011	Unknown	4	0	0.0%	0	0.000%
2012	LDDT	0	0	-	0	-
2012	LDDV	0	0	-	0	-
2012	LDGT	0	0	-	0	-
2012	LDGV	10	0	0.0%	0	0.000%
2012	Unknown	1	0	0.0%	0	0.000%
Totals		**186,988**	**654**	**0.3%**	**77**	**0.041%**

Table F-6 (Page 2 of 2)

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 2011

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 87/Unknown	HDGT	340	36	246	10.6%	72.4%	0	0	0	-	-
Pre 87/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre 87/Unknown	LDDV	1	0	0	0.0%	0.0%	0	0	0	-	-
Pre 87/Unknown	LDGT	1,860	309	1,190	16.6%	64.0%	0	0	0	-	-
Pre 87/Unknown	LDGV	3,954	548	2,549	13.9%	64.5%	0	0	1	-	-
Pre 87/Unknown	n	259	40	153	15.4%	59.1%	0	0	0	-	-
1987	HDGT	127	20	80	15.7%	63.0%	0	0	0	-	-
1987	LDDT	0	0	0	-	-	0	0	0	-	-
1987	LDDV	0	0	0	-	-	0	0	0	-	-
1987	LDGT	1,045	173	692	16.6%	66.2%	0	0	0	-	-
1987	LDGV	1,836	266	1,292	14.5%	70.4%	0	0	0	-	-
1987	n	61	9	42	14.8%	68.9%	0	0	0	-	-
1988	HDGT	149	22	102	14.8%	68.5%	0	0	0	-	-
1988	LDDT	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-
1988	LDGT	919	143	577	15.6%	62.8%	0	0	0	-	-
1988	LDGV	1,159	159	748	13.7%	64.5%	0	0	0	-	-
1988	n	53	6	34	11.3%	64.2%	0	0	0	-	-
1989	HDGT	162	18	110	11.1%	67.9%	0	0	0	-	-
1989	LDDT	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-
1989	LDGT	1,473	237	995	16.1%	67.5%	0	0	0	-	-
1989	LDGV	2,803	356	2,021	12.7%	72.1%	0	0	0	-	-
1989	n	88	11	67	12.5%	76.1%	0	0	0	-	-
1990	HDGT	96	11	70	11.5%	72.9%	0	0	0	-	-
1990	LDDT	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-
1990	LDGT	994	165	620	16.6%	62.4%	0	0	0	-	-
1990	LDGV	2,114	315	1,380	14.9%	65.3%	0	0	0	-	-
1990	n	56	6	38	10.7%	67.9%	0	0	0	-	-
1991	HDGT	84	7	63	8.3%	75.0%	0	0	0	-	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	1,370	208	965	15.2%	70.4%	0	0	0	-	-
1991	LDGV	4,205	524	2,997	12.5%	71.3%	0	0	0	-	-
1991	n	36	3	30	8.3%	83.3%	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 2011

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
1992	HDGT	70	2	59	2.9%	84.3%	0	0	0	-	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	1,196	193	781	16.1%	65.3%	0	0	0	-	-
1992	LDGV	3,697	517	2,427	14.0%	65.6%	0	0	0	-	-
1992	n	37	3	28	8.1%	75.7%	0	0	0	-	-
1993	HDGT	121	9	96	7.4%	79.3%	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	2,325	313	1,706	13.5%	73.4%	0	0	0	-	-
1993	LDGV	7,597	980	5,474	12.9%	72.1%	0	0	0	-	-
1993	n	66	6	49	9.1%	74.2%	0	0	0	-	-
1994	HDGT	247	25	187	10.1%	75.7%	0	0	0	-	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	2,330	323	1,586	13.9%	68.1%	0	0	0	-	-
1994	LDGV	5,044	670	3,471	13.3%	68.8%	0	0	0	-	-
1994	n	63	9	44	14.3%	69.8%	0	0	0	-	-
1995	HDGT	350	40	259	11.4%	74.0%	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	3,868	568	2,728	14.7%	70.5%	0	0	0	-	-
1995	LDGV	11,591	1,336	8,615	11.5%	74.3%	0	0	0	-	-
1995	n	125	14	83	11.2%	66.4%	0	0	0	-	-
1996	HDGT	291	36	227	12.4%	78.0%	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	2,720	348	1,625	12.8%	59.7%	2,354	338	1,290	14.4%	54.8%
1996	LDGV	8,213	1,063	4,999	12.9%	60.9%	7,333	1,034	4,198	14.1%	57.2%
1996	n	55	8	42	14.5%	76.4%	4	0	3	0.0%	75.0%
1997	HDGT	403	49	314	12.2%	77.9%	0	0	0	-	-
1997	LDDT	2	0	0	0.0%	0.0%	2	0	0	0.0%	0.0%
1997	LDDV	39	2	26	5.1%	66.7%	38	2	25	5.3%	65.8%
1997	LDGT	4,527	492	3,007	10.9%	66.4%	3,826	465	2,361	12.2%	61.7%
1997	LDGV	15,581	1,802	10,389	11.6%	66.7%	13,832	1,769	8,751	12.8%	63.3%
1997	n	184	12	157	6.5%	85.3%	6	0	4	0.0%	66.7%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2011

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
1998	HDGT	246	12	214	4.9%	87.0%	0	0	0	-	-
1998	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1998	LDDV	23	3	17	13.0%	73.9%	23	3	17	13.0%	73.9%
1998	LDGT	4,200	515	2,679	12.3%	63.8%	3,695	503	2,212	13.6%	59.9%
1998	LDGV	13,122	1,578	8,561	12.0%	65.2%	11,720	1,541	7,251	13.1%	61.9%
1998	n	59	4	48	6.8%	81.4%	1	0	1	0.0%	100.0%
1999	HDGT	461	35	396	7.6%	85.9%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	43	4	32	9.3%	74.4%	43	4	32	9.3%	74.4%
1999	LDGT	4,680	446	3,273	9.5%	69.9%	3,865	420	2,509	10.9%	64.9%
1999	LDGV	19,071	1,970	13,445	10.3%	70.5%	16,536	1,912	11,051	11.6%	66.8%
1999	n	203	15	180	7.4%	88.7%	5	1	3	20.0%	60.0%
2000	HDGT	545	30	469	5.5%	86.1%	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	27	0	21	0.0%	77.8%	27	0	21	0.0%	77.8%
2000	LDGT	4,830	474	3,420	9.8%	70.8%	3,919	452	2,555	11.5%	65.2%
2000	LDGV	16,693	1,763	11,554	10.6%	69.2%	14,669	1,717	9,639	11.7%	65.7%
2000	n	145	10	115	6.9%	79.3%	6	0	2	0.0%	33.3%
2001	HDGT	353	18	303	5.1%	85.8%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	45	1	36	2.2%	80.0%	45	1	36	2.2%	80.0%
2001	LDGT	6,418	832	4,394	13.0%	68.5%	6,311	826	4,310	13.1%	68.3%
2001	LDGV	23,586	2,945	16,443	12.5%	69.7%	23,360	2,916	16,276	12.5%	69.7%
2001	n	101	5	85	5.0%	84.2%	13	0	9	0.0%	69.2%
2002	HDGT	257	11	225	4.3%	87.5%	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	35	1	30	2.9%	85.7%	34	1	29	2.9%	85.3%
2002	LDGT	5,019	585	3,503	11.7%	69.8%	4,961	577	3,457	11.6%	69.7%
2002	LDGV	14,536	1,725	10,076	11.9%	69.3%	14,409	1,713	9,976	11.9%	69.2%
2002	n	47	3	35	6.4%	74.5%	2	0	2	0.0%	100.0%
2003	HDGT	294	17	255	5.8%	86.7%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	45	0	35	0.0%	77.8%	44	0	34	0.0%	77.3%
2003	LDGT	5,215	465	3,986	8.9%	76.4%	5,115	457	3,898	8.9%	76.2%
2003	LDGV	18,007	1,722	13,743	9.6%	76.3%	17,855	1,705	13,625	9.5%	76.3%
2003	n	104	7	86	6.7%	82.7%	13	0	9	0.0%	69.2%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2011

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
2004	HDGT	209	12	190	5.7%	90.9%	0	0	0	-	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	10	1	7	10.0%	70.0%	10	1	7	10.0%	70.0%
2004	LDGT	3,125	263	2,378	8.4%	76.1%	3,062	258	2,322	8.4%	75.8%
2004	LDGV	8,064	828	6,024	10.3%	74.7%	7,980	819	5,958	10.3%	74.7%
2004	n	55	3	47	5.5%	85.5%	6	1	3	16.7%	50.0%
2005	HDGT	225	14	204	6.2%	90.7%	0	0	0	-	-
2005	LDDT	9	0	7	0.0%	77.8%	9	0	7	0.0%	77.8%
2005	LDDV	33	2	29	6.1%	87.9%	31	2	27	6.5%	87.1%
2005	LDGT	3,009	212	2,434	7.0%	80.9%	2,956	211	2,382	7.1%	80.6%
2005	LDGV	11,080	848	8,966	7.7%	80.9%	10,978	841	8,887	7.7%	81.0%
2005	n	53	1	49	1.9%	92.5%	9	0	7	0.0%	77.8%
2006	HDGT	245	11	231	4.5%	94.3%	0	0	0	-	-
2006	LDDT	8	0	8	0.0%	100.0%	8	0	8	0.0%	100.0%
2006	LDDV	6	1	5	16.7%	83.3%	6	1	5	16.7%	83.3%
2006	LDGT	2,083	133	1,714	6.4%	82.3%	2,029	131	1,663	6.5%	82.0%
2006	LDGV	3,537	253	2,849	7.2%	80.5%	3,471	248	2,795	7.1%	80.5%
2006	n	29	1	28	3.4%	96.6%	11	0	11	0.0%	100.0%
2007	HDGT	135	10	124	7.4%	91.9%	0	0	0	-	-
2007	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	832	58	668	7.0%	80.3%	801	58	638	7.2%	79.7%
2007	LDGV	1,014	75	816	7.4%	80.5%	999	74	803	7.4%	80.4%
2007	n	48	2	42	4.2%	87.5%	33	2	27	6.1%	81.8%
2008	HDGT	59	6	53	10.2%	89.8%	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	112	5	91	4.5%	81.3%	99	5	78	5.1%	78.8%
2008	LDGV	201	23	158	11.4%	78.6%	197	23	154	11.7%	78.2%
2008	n	10	0	10	0.0%	100.0%	0	0	0	-	-
2009	HDGT	25	2	23	8.0%	92.0%	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	28	1	27	3.6%	96.4%	24	1	23	4.2%	95.8%
2009	LDGV	36	5	22	13.9%	61.1%	35	5	21	14.3%	60.0%
2009	n	6	0	6	0.0%	100.0%	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 2011

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
2010	HDGT	27	2	23	7.4%	85.2%	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2010	LDGT	75	3	68	4.0%	90.7%	68	2	62	2.9%	91.2%
2010	LDGV	38	2	34	5.3%	89.5%	35	2	31	5.7%	88.6%
2010	n	4	0	4	0.0%	100.0%	0	0	0	-	-
2011	HDGT	36	0	35	0.0%	97.2%	0	0	0	-	-
2011	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	35	0	30	0.0%	85.7%	30	0	26	0.0%	86.7%
2011	LDGV	17	0	12	0.0%	70.6%	17	0	12	0.0%	70.6%
2011	Unknow	8	0	8	0.0%	100.0%	4	0	4	0.0%	100.0%
2012	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-
2012	LDGV	10	1	7	10.0%	70.0%	10	1	7	10.0%	70.0%
2012	Unknow	5	1	4	20.0%	80.0%	1	0	1	0.0%	100.0%
Totals		**268,942**	**30,387**	**190,539**	**11.3%**	**70.8%**	**186,989**	**21,043**	**129,560**	**11.3%**	**69.3%**

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2011

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 87/Unknown	HDGT	0	0	0	-	-	277	32	191	11.6%	69.0%	0	0	0	-	-
Pre 87/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 87/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
Pre 87/Unknown	LDGT	1,331	253	787	19.0%	59.1%	395	48	287	12.2%	72.7%	0	0	0	-	-
Pre 87/Unknown	LDGV	2,273	341	1,462	15.0%	64.3%	1,409	198	836	14.1%	59.3%	0	0	0	-	-
Pre 87/Unknown	n	64	10	36	15.6%	56.3%	177	30	101	16.9%	57.1%	1	0	1	0.0%	100.0%
1987	HDGT	0	0	0	-	-	115	20	68	17.4%	59.1%	0	0	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	896	161	565	18.0%	63.1%	47	9	30	19.1%	63.8%	0	0	0	-	-
1987	LDGV	1,642	252	1,121	15.3%	68.3%	62	8	48	12.9%	77.4%	0	0	0	-	-
1987	n	19	3	12	15.8%	63.2%	33	6	22	18.2%	66.7%	1	0	0	0.0%	0.0%
1988	HDGT	0	0	0	-	-	121	21	75	17.4%	62.0%	0	0	0	-	-
1988	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDGT	781	135	462	17.3%	59.2%	29	6	16	20.7%	55.2%	0	0	0	-	-
1988	LDGV	1,051	153	651	14.6%	61.9%	17	4	10	23.5%	58.8%	0	0	0	-	-
1988	n	14	1	9	7.1%	64.3%	31	4	18	12.9%	58.1%	0	0	0	-	-
1989	HDGT	0	0	0	-	-	137	18	85	13.1%	62.0%	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	1,287	221	838	17.2%	65.1%	54	6	39	11.1%	72.2%	0	0	0	-	-
1989	LDGV	2,571	348	1,803	13.5%	70.1%	18	3	12	16.7%	66.7%	0	0	0	-	-
1989	n	18	4	12	22.2%	66.7%	52	5	40	9.6%	76.9%	1	0	1	0.0%	100.0%
1990	HDGT	0	0	0	-	-	82	9	60	11.0%	73.2%	0	0	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	858	156	499	18.2%	58.2%	28	3	22	10.7%	78.6%	0	0	0	-	-
1990	LDGV	1,903	303	1,194	15.9%	62.7%	12	1	9	8.3%	75.0%	0	0	0	-	-
1990	n	20	3	14	15.0%	70.0%	29	3	17	10.3%	58.6%	0	0	0	-	-
1991	HDGT	0	0	0	-	-	59	7	41	11.9%	69.5%	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	1,187	200	799	16.8%	67.3%	30	3	21	10.0%	70.0%	0	0	0	-	-
1991	LDGV	3,836	515	2,645	13.4%	69.0%	13	3	9	23.1%	69.2%	0	0	0	-	-
1991	n	9	0	8	0.0%	88.9%	18	2	14	11.1%	77.8%	1	0	1	0.0%	100.0%

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Year 2011

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
1992	HDGT	0	0	0	-	-	51	2	40	3.9%	78.4%	0	0	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	1,013	183	619	18.1%	61.1%	21	2	15	9.5%	71.4%	0	0	0	-	-
1992	LDGV	3,385	508	2,138	15.0%	63.2%	7	0	6	0.0%	85.7%	0	0	0	-	-
1992	n	11	2	6	18.2%	54.5%	12	1	8	8.3%	66.7%	1	0	1	0.0%	100.0%
1993	HDGT	0	0	0	-	-	89	8	66	9.0%	74.2%	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	1,995	297	1,405	14.9%	70.4%	28	4	20	14.3%	71.4%	0	0	0	-	-
1993	LDGV	6,824	962	4,742	14.1%	69.5%	16	0	14	0.0%	87.5%	0	0	0	-	-
1993	n	13	1	10	7.7%	76.9%	32	3	25	9.4%	78.1%	3	0	0	0.0%	0.0%
1994	HDGT	0	0	0	-	-	162	19	114	11.7%	70.4%	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	1,938	312	1,232	16.1%	63.6%	47	6	32	12.8%	68.1%	1	0	1	0.0%	100.0%
1994	LDGV	4,471	652	2,940	14.6%	65.8%	12	1	10	8.3%	83.3%	0	0	0	-	-
1994	n	17	3	10	17.6%	58.8%	30	5	20	16.7%	66.7%	0	0	0	-	-
1995	HDGT	0	0	0	-	-	256	34	175	13.3%	68.4%	0	0	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	3,331	550	2,230	16.5%	66.9%	92	8	69	8.7%	75.0%	0	0	0	-	-
1995	LDGV	10,243	1,298	7,345	12.7%	71.7%	17	3	11	17.6%	64.7%	0	0	0	-	-
1995	n	37	5	20	13.5%	54.1%	60	6	40	10.0%	66.7%	3	1	2	33.3%	66.7%
1996	HDGT	0	0	0	-	-	217	33	158	15.2%	72.8%	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	0	0	0	-	-	36	2	24	5.6%	66.7%	0	0	0	-	-
1996	LDGV	0	0	0	-	-	17	4	11	23.5%	64.7%	0	0	0	-	-
1996	n	0	0	0	-	-	33	8	22	24.2%	66.7%	2	0	1	0.0%	50.0%
1997	HDGT	0	0	0	-	-	286	46	204	16.1%	71.3%	0	0	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	0	0	0	-	-	79	11	52	13.9%	65.8%	0	0	0	-	-
1997	LDGV	2	2	0	100.0%	0.0%	35	0	29	0.0%	82.9%	0	0	0	-	-
1997	n	0	0	0	-	-	88	9	72	10.2%	81.8%	1	0	1	0.0%	100.0%

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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
1998	HDGT	0	0	0	-	-	167	10	141	6.0%	84.4%	0	0	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	1	0	1	0.0%	100.0%	34	2	26	5.9%	76.5%	0	0	0	-	-
1998	LDGV	0	0	0	-	-	13	1	9	7.7%	69.2%	0	0	0	-	-
1998	n	0	0	0	-	-	35	3	27	8.6%	77.1%	2	0	2	0.0%	100.0%
1999	HDGT	0	0	0	-	-	312	30	255	9.6%	81.7%	0	0	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	0	0	0	-	-	95	14	71	14.7%	74.7%	0	0	0	-	-
1999	LDGV	1	0	1	0.0%	100.0%	34	3	25	8.8%	73.5%	0	0	0	-	-
1999	n	0	0	0	-	-	117	13	97	11.1%	82.9%	2	0	2	0.0%	100.0%
2000	HDGT	0	0	0	-	-	355	28	287	7.9%	80.8%	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	52	5	41	9.6%	78.8%	0	0	0	-	-
2000	LDGV	0	0	0	-	-	35	4	28	11.4%	80.0%	0	0	0	-	-
2000	n	0	0	0	-	-	68	8	48	11.8%	70.6%	1	0	1	0.0%	100.0%
2001	HDGT	0	0	0	-	-	349	18	299	5.2%	85.7%	0	0	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	0	0	0	-	-	76	6	59	7.9%	77.6%	0	0	0	-	-
2001	LDGV	0	0	0	-	-	33	1	30	3.0%	90.9%	0	0	0	-	-
2001	n	0	0	0	-	-	81	5	69	6.2%	85.2%	5	0	5	0.0%	100.0%
2002	HDGT	0	0	0	-	-	253	11	222	4.3%	87.7%	0	0	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	0	0	0	-	-	41	6	34	14.6%	82.9%	0	0	0	-	-
2002	LDGV	1	0	1	0.0%	100.0%	19	0	18	0.0%	94.7%	0	0	0	-	-
2002	n	0	0	0	-	-	43	3	31	7.0%	72.1%	1	0	1	0.0%	100.0%
2003	HDGT	0	0	0	-	-	289	16	252	5.5%	87.2%	0	0	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	0	0	0	-	-	79	7	69	8.9%	87.3%	0	0	0	-	-
2003	LDGV	0	0	0	-	-	38	3	34	7.9%	89.5%	0	0	0	-	-
2003	n	0	0	0	-	-	85	7	72	8.2%	84.7%	3	0	2	0.0%	66.7%

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Year 2011

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
2004	HDGT	0	0	0	-	-	205	12	186	5.9%	90.7%	0	0	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	0	0	0	-	-	43	2	39	4.7%	90.7%	0	0	0	-	-
2004	LDGV	0	0	0	-	-	13	1	12	7.7%	92.3%	0	0	0	-	-
2004	n	0	0	0	-	-	43	2	38	4.7%	88.4%	6	0	6	0.0%	100.0%
2005	HDGT	0	0	0	-	-	219	13	199	5.9%	90.9%	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	0	0	0	-	-	42	0	42	0.0%	100.0%	0	0	0	-	-
2005	LDGV	0	0	0	-	-	25	1	24	4.0%	96.0%	0	0	0	-	-
2005	n	0	0	0	-	-	40	1	38	2.5%	95.0%	4	0	4	0.0%	100.0%
2006	HDGT	0	0	0	-	-	237	11	223	4.6%	94.1%	0	0	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	0	0	0	-	-	46	2	43	4.3%	93.5%	0	0	0	-	-
2006	LDGV	0	0	0	-	-	16	2	13	12.5%	81.3%	0	0	0	-	-
2006	n	0	0	0	-	-	18	1	17	5.6%	94.4%	0	0	0	-	-
2007	HDGT	0	0	0	-	-	134	10	123	7.5%	91.8%	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	0	0	0	-	-	26	0	25	0.0%	96.2%	0	0	0	-	-
2007	LDGV	0	0	0	-	-	3	0	3	0.0%	100.0%	0	0	0	-	-
2007	n	0	0	0	-	-	7	0	7	0.0%	100.0%	7	0	7	0.0%	100.0%
2008	HDGT	0	0	0	-	-	59	6	53	10.2%	89.8%	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	-	-	13	0	13	0.0%	100.0%	0	0	0	-	-
2008	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%	0	0	0	-	-
2008	n	0	0	0	-	-	7	0	7	0.0%	100.0%	3	0	3	0.0%	100.0%
2009	HDGT	0	0	0	-	-	25	2	23	8.0%	92.0%	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%	0	0	0	-	-
2009	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	n	0	0	0	-	-	5	0	5	0.0%	100.0%	1	0	1	0.0%	100.0%

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Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
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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
2010	HDGT	0	0	0	-	-	27	2	23	7.4%	85.2%	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	-	-	6	1	5	16.7%	83.3%	0	0	0	-	-
2010	LDGV	0	0	0	-	-	3	0	3	0.0%	100.0%	0	0	0	-	-
2010	n	0	0	0	-	-	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2011	HDGT	0	0	0	-	-	36	0	35	0.0%	97.2%	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	-	-	5	0	4	0.0%	80.0%	0	0	0	-	-
2011	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	Unknow	0	0	0	-	-	4	0	4	0.0%	100.0%	0	0	0	-	-
2012	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	Unknow	0	0	0	-	-	4	1	3	25.0%	75.0%	0	0	0	-	-
Totals		**53,043**	**7,834**	**35,617**	**14.8%**	**67.1%**	**8,993**	**938**	**6,773**	**10.4%**	**75.3%**	**55**	**1**	**47**	**1.8%**	**85.5%**

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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 87/Unknown	HDGT	113	2	96	1.8%	85.0%	31	2	19	6.5%	61.3%	25	1	19	4.0%	76.0%
Pre 87/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 87/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
Pre 87/Unknown	LDGT	440	13	341	3.0%	77.5%	186	13	107	7.0%	57.5%	203	13	124	6.4%	61.1%
Pre 87/Unknown	LDGV	638	13	509	2.0%	79.8%	340	25	207	7.4%	60.9%	462	29	295	6.3%	63.9%
Pre 87/Unknown	n	58	2	42	3.4%	72.4%	27	1	18	3.7%	66.7%	32	1	17	3.1%	53.1%
1987	HDGT	31	1	19	3.2%	61.3%	13	1	7	7.7%	53.8%	10	2	4	20.0%	40.0%
1987	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1987	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1987	LDGT	228	5	185	2.2%	81.1%	118	12	71	10.2%	60.2%	129	12	77	9.3%	59.7%
1987	LDGV	280	2	237	0.7%	84.6%	224	12	153	5.4%	68.3%	249	12	175	4.8%	70.3%
1987	n	15	0	13	0.0%	86.7%	4	0	3	0.0%	75.0%	5	0	4	0.0%	80.0%
1988	HDGT	40	2	33	5.0%	82.5%	8	0	4	0.0%	50.0%	9	0	6	0.0%	66.7%
1988	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDGT	240	5	191	2.1%	79.6%	121	9	70	7.4%	57.9%	140	9	84	6.4%	60.0%
1988	LDGV	194	3	159	1.5%	82.0%	174	8	111	4.6%	63.8%	197	7	133	3.6%	67.5%
1988	n	13	0	11	0.0%	84.6%	2	0	2	0.0%	100.0%	4	0	2	0.0%	50.0%
1989	HDGT	52	2	41	3.8%	78.8%	17	0	14	0.0%	82.4%	18	0	12	0.0%	66.7%
1989	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1989	LDGT	332	11	274	3.3%	82.5%	171	7	112	4.1%	65.5%	213	6	141	2.8%	66.2%
1989	LDGV	461	9	389	2.0%	84.4%	331	21	216	6.3%	65.3%	378	19	260	5.0%	68.8%
1989	n	22	0	20	0.0%	90.9%	7	0	6	0.0%	85.7%	8	0	6	0.0%	75.0%
1990	HDGT	22	1	14	4.5%	63.6%	6	0	5	0.0%	83.3%	4	0	3	0.0%	75.0%
1990	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1990	LDGT	239	6	192	2.5%	80.3%	126	6	79	4.8%	62.7%	149	6	94	4.0%	63.1%
1990	LDGV	405	7	331	1.7%	81.7%	341	24	205	7.0%	60.1%	392	20	248	5.1%	63.3%
1990	n	14	0	13	0.0%	92.9%	5	0	4	0.0%	80.0%	6	0	5	0.0%	83.3%
1991	HDGT	32	0	28	0.0%	87.5%	2	1	1	50.0%	50.0%	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	339	7	284	2.1%	83.8%	206	5	149	2.4%	72.3%	236	7	167	3.0%	70.8%
1991	LDGV	673	5	593	0.7%	88.1%	651	36	442	5.5%	67.9%	795	39	542	4.9%	68.2%
1991	n	12	1	11	8.3%	91.7%	6	0	6	0.0%	100.0%	6	0	5	0.0%	83.3%

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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
1992	HDGT	25	0	23	0.0%	92.0%	5	0	3	0.0%	60.0%	5	0	3	0.0%	60.0%
1992	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDGT	280	4	238	1.4%	85.0%	158	6	105	3.8%	66.5%	186	8	124	4.3%	66.7%
1992	LDGV	589	9	499	1.5%	84.7%	608	44	395	7.2%	65.0%	728	36	494	4.9%	67.9%
1992	n	14	0	14	0.0%	100.0%	3	0	2	0.0%	66.7%	5	0	4	0.0%	80.0%
1993	HDGT	45	1	42	2.2%	93.3%	9	1	7	11.1%	77.8%	9	0	8	0.0%	88.9%
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	527	13	467	2.5%	88.6%	246	9	182	3.7%	74.0%	295	11	214	3.7%	72.5%
1993	LDGV	1,237	14	1,109	1.1%	89.7%	1,050	63	726	6.0%	69.1%	1,389	83	972	6.0%	70.0%
1993	n	23	0	18	0.0%	78.3%	5	1	3	20.0%	60.0%	8	1	4	12.5%	50.0%
1994	HDGT	97	5	84	5.2%	86.6%	10	0	9	0.0%	90.0%	11	0	7	0.0%	63.6%
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	545	6	482	1.1%	88.4%	218	11	143	5.0%	65.6%	291	16	188	5.5%	64.6%
1994	LDGV	1,001	17	861	1.7%	86.0%	893	41	627	4.6%	70.2%	1,126	60	799	5.3%	71.0%
1994	n	23	2	17	8.7%	73.9%	3	0	1	0.0%	33.3%	4	0	1	0.0%	25.0%
1995	HDGT	127	3	113	2.4%	89.0%	20	0	18	0.0%	90.0%	23	0	19	0.0%	82.6%
1995	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDGT	749	9	677	1.2%	90.4%	370	15	255	4.1%	68.9%	435	17	299	3.9%	68.7%
1995	LDGV	2,032	24	1,845	1.2%	90.8%	1,540	60	1,116	3.9%	72.5%	1,939	74	1,404	3.8%	72.4%
1995	n	34	1	27	2.9%	79.4%	8	1	5	12.5%	62.5%	10	1	6	10.0%	60.0%
1996	HDGT	114	5	103	4.4%	90.4%	18	0	15	0.0%	83.3%	23	1	18	4.3%	78.3%
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	498	8	418	1.6%	83.9%	43	2	27	4.7%	62.8%	63	2	42	3.2%	66.7%
1996	LDGV	1,138	10	991	0.9%	87.1%	154	9	107	5.8%	69.5%	276	13	194	4.7%	70.3%
1996	n	19	0	18	0.0%	94.7%	2	0	2	0.0%	100.0%	5	0	4	0.0%	80.0%
1997	HDGT	152	3	136	2.0%	89.5%	13	0	10	0.0%	76.9%	20	1	12	5.0%	60.0%
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	909	10	814	1.1%	89.5%	55	3	41	5.5%	74.5%	87	2	67	2.3%	77.0%
1997	LDGV	2,166	20	1,966	0.9%	90.8%	247	6	186	2.4%	75.3%	405	9	306	2.2%	75.6%
1997	n	92	2	83	2.2%	90.2%	8	0	7	0.0%	87.5%	8	0	6	0.0%	75.0%

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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
1998	HDGT	95	2	85	2.1%	89.5%	9	0	7	0.0%	77.8%	16	0	11	0.0%	68.8%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1998	LDGT	662	8	586	1.2%	88.5%	43	2	31	4.7%	72.1%	71	1	50	1.4%	70.4%
1998	LDGV	1,774	21	1,594	1.2%	89.9%	226	9	172	4.0%	76.1%	369	11	280	3.0%	75.9%
1998	n	22	1	20	4.5%	90.9%	3	0	3	0.0%	100.0%	4	0	4	0.0%	100.0%
1999	HDGT	173	3	163	1.7%	94.2%	10	0	7	0.0%	70.0%	13	1	10	7.7%	76.9%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
1999	LDGT	970	11	883	1.1%	91.0%	68	2	56	2.9%	82.4%	104	1	83	1.0%	79.8%
1999	LDGV	3,052	30	2,833	1.0%	92.8%	280	8	226	2.9%	80.7%	476	12	360	2.5%	75.6%
1999	n	93	1	92	1.1%	98.9%	3	0	3	0.0%	100.0%	9	0	8	0.0%	88.9%
2000	HDGT	235	4	218	1.7%	92.8%	21	0	18	0.0%	85.7%	34	0	26	0.0%	76.5%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	1,108	14	1,019	1.3%	92.0%	60	0	51	0.0%	85.0%	98	2	83	2.0%	84.7%
2000	LDGV	2,501	22	2,287	0.9%	91.4%	207	5	167	2.4%	80.7%	398	13	322	3.3%	80.9%
2000	n	84	1	77	1.2%	91.7%	4	0	3	0.0%	75.0%	4	0	3	0.0%	75.0%
2001	HDGT	0	0	0	-	-	22	0	18	0.0%	81.8%	28	0	23	0.0%	82.1%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	65	0	57	0.0%	87.7%	105	0	85	0.0%	81.0%
2001	LDGV	0	0	0	-	-	203	5	172	2.5%	84.7%	413	8	329	1.9%	79.7%
2001	n	0	0	0	-	-	7	0	6	0.0%	85.7%	13	0	11	0.0%	84.6%
2002	HDGT	0	0	0	-	-	10	0	8	0.0%	80.0%	17	0	15	0.0%	88.2%
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	0	0	0	-	-	45	0	42	0.0%	93.3%	66	3	55	4.5%	83.3%
2002	LDGV	0	0	0	-	-	185	3	153	1.6%	82.7%	262	6	210	2.3%	80.2%
2002	n	0	0	0	-	-	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2003	HDGT	0	0	0	-	-	14	2	12	14.3%	85.7%	22	1	18	4.5%	81.8%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2003	LDGT	0	0	0	-	-	45	1	40	2.2%	88.9%	74	0	64	0.0%	86.5%
2003	LDGV	0	0	0	-	-	244	7	213	2.9%	87.3%	292	6	255	2.1%	87.3%
2003	n	0	0	0	-	-	10	0	10	0.0%	100.0%	10	0	10	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
2004	HDGT	0	0	0	-	-	7	0	5	0.0%	71.4%	14	0	11	0.0%	78.6%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	37	2	33	5.4%	89.2%	54	4	46	7.4%	85.2%
2004	LDGV	0	0	0	-	-	146	5	121	3.4%	82.9%	144	2	128	1.4%	88.9%
2004	n	0	0	0	-	-	3	1	2	33.3%	66.7%	8	0	8	0.0%	100.0%
2005	HDGT	0	0	0	-	-	7	0	7	0.0%	100.0%	15	0	12	0.0%	80.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2005	LDGT	0	0	0	-	-	38	0	36	0.0%	94.7%	44	0	42	0.0%	95.5%
2005	LDGV	0	0	0	-	-	178	1	161	0.6%	90.4%	189	0	180	0.0%	95.2%
2005	n	0	0	0	-	-	2	0	2	0.0%	100.0%	12	0	12	0.0%	100.0%
2006	HDGT	0	0	0	-	-	9	0	9	0.0%	100.0%	20	0	20	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT	0	0	0	-	-	34	0	33	0.0%	97.1%	42	1	40	2.4%	95.2%
2006	LDGV	0	0	0	-	-	84	0	76	0.0%	90.5%	92	1	88	1.1%	95.7%
2006	n	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2007	HDGT	0	0	0	-	-	5	0	5	0.0%	100.0%	11	0	11	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	0	0	0	-	-	20	0	19	0.0%	95.0%	23	0	21	0.0%	91.3%
2007	LDGV	0	0	0	-	-	33	1	31	3.0%	93.9%	43	1	41	2.3%	95.3%
2007	n	0	0	0	-	-	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2008	HDGT	0	0	0	-	-	1	1	0	100.0%	0.0%	4	0	4	0.0%	100.0%
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	-	-	0	0	0	-	-	4	0	4	0.0%	100.0%
2008	LDGV	0	0	0	-	-	6	0	6	0.0%	100.0%	8	0	8	0.0%	100.0%
2008	n	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2009	HDGT	0	0	0	-	-	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2009	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	n	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	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 2011

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
2010	HDGT	0	0	0	-	-	0	0	0	-	-	2	0	1	0.0%	50.0%
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	-	-	1	0	1	0.0%	100.0%
2010	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%	4	0	4	0.0%	100.0%
2010	n	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	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2011	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	Unknow	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	Unknow	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**28,098**	**381**	**24,928**	**1.4%**	**88.7%**	**11,212**	**511**	**8,038**	**4.6%**	**71.7%**	**14,685**	**593**	**10,645**	**4.0%**	**72.5%**

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2011

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 87/Unknown	HDGT	22	0	16	0.0%	72.7%	24	0	16	0.0%	66.7%
Pre 87/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre 87/Unknown	LDDV	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%
Pre 87/Unknown	LDGT	169	7	106	4.1%	62.7%	171	12	101	7.0%	59.1%
Pre 87/Unknown	LDGV	341	18	229	5.3%	67.2%	332	26	214	7.8%	64.5%
Pre 87/Unknown	n	26	0	15	0.0%	57.7%	29	1	16	3.4%	55.2%
1987	HDGT	8	1	3	12.5%	37.5%	12	1	6	8.3%	50.0%
1987	LDDT	0	0	0	-	-	0	0	0	-	-
1987	LDDV	0	0	0	-	-	0	0	0	-	-
1987	LDGT	112	7	71	6.3%	63.4%	114	12	65	10.5%	57.0%
1987	LDGV	212	7	151	3.3%	71.2%	202	15	137	7.4%	67.8%
1987	n	5	0	3	0.0%	60.0%	4	0	3	0.0%	75.0%
1988	HDGT	6	0	3	0.0%	50.0%	8	1	4	12.5%	50.0%
1988	LDDT	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-
1988	LDGT	114	5	70	4.4%	61.4%	115	6	71	5.2%	61.7%
1988	LDGV	165	5	111	3.0%	67.3%	162	10	107	6.2%	66.0%
1988	n	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
1989	HDGT	15	0	12	0.0%	80.0%	13	0	10	0.0%	76.9%
1989	LDDT	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-
1989	LDGT	170	6	113	3.5%	66.5%	172	9	111	5.2%	64.5%
1989	LDGV	320	14	216	4.4%	67.5%	317	20	206	6.3%	65.0%
1989	n	6	0	5	0.0%	83.3%	5	0	4	0.0%	80.0%
1990	HDGT	4	0	3	0.0%	75.0%	5	1	3	20.0%	60.0%
1990	LDDT	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-
1990	LDGT	120	3	78	2.5%	65.0%	122	4	76	3.3%	62.3%
1990	LDGV	322	14	205	4.3%	63.7%	316	21	193	6.6%	61.1%
1990	n	5	0	4	0.0%	80.0%	6	0	5	0.0%	83.3%
1991	HDGT	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	199	4	143	2.0%	71.9%	196	6	140	3.1%	71.4%
1991	LDGV	618	22	434	3.6%	70.2%	602	34	414	5.6%	68.8%
1991	n	6	0	6	0.0%	100.0%	6	0	6	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 2011

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
1992	HDGT	7	0	3	0.0%	42.9%	9	0	6	0.0%	66.7%
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	150	4	104	2.7%	69.3%	151	8	99	5.3%	65.6%
1992	LDGV	578	26	401	4.5%	69.4%	573	45	375	7.9%	65.4%
1992	n	3	0	2	0.0%	66.7%	3	0	2	0.0%	66.7%
1993	HDGT	8	0	7	0.0%	87.5%	9	1	7	11.1%	77.8%
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	241	7	181	2.9%	75.1%	238	9	179	3.8%	75.2%
1993	LDGV	1,014	42	729	4.1%	71.9%	972	63	676	6.5%	69.5%
1993	n	7	1	3	14.3%	42.9%	6	1	3	16.7%	50.0%
1994	HDGT	9	0	7	0.0%	77.8%	9	0	7	0.0%	77.8%
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	207	11	140	5.3%	67.6%	203	15	130	7.4%	64.0%
1994	LDGV	845	34	606	4.0%	71.7%	830	44	582	5.3%	70.1%
1994	n	3	0	1	0.0%	33.3%	3	0	1	0.0%	33.3%
1995	HDGT	18	0	16	0.0%	88.9%	18	1	15	5.6%	83.3%
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	371	10	263	2.7%	70.9%	367	16	258	4.4%	70.3%
1995	LDGV	1,487	34	1,125	2.3%	75.7%	1,446	71	1,055	4.9%	73.0%
1995	n	9	1	6	11.1%	66.7%	10	1	6	10.0%	60.0%
1996	HDGT	17	0	15	0.0%	88.2%	15	0	13	0.0%	86.7%
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	35	1	24	2.9%	68.6%	36	2	25	5.6%	69.4%
1996	LDGV	117	3	90	2.6%	76.9%	103	6	79	5.8%	76.7%
1996	n	3	0	3	0.0%	100.0%	1	0	1	0.0%	100.0%
1997	HDGT	14	0	11	0.0%	78.6%	16	0	10	0.0%	62.5%
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	56	0	47	0.0%	83.9%	47	3	34	6.4%	72.3%
1997	LDGV	202	1	175	0.5%	86.6%	159	5	127	3.1%	79.9%
1997	n	7	0	6	0.0%	85.7%	8	1	6	12.5%	75.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2011

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
1998	HDGT	12	0	10	0.0%	83.3%	9	0	7	0.0%	77.8%
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1998	LDGT	45	1	35	2.2%	77.8%	36	2	25	5.6%	69.4%
1998	LDGV	162	0	136	0.0%	84.0%	148	6	115	4.1%	77.7%
1998	n	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%
1999	HDGT	10	0	8	0.0%	80.0%	10	0	8	0.0%	80.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1999	LDGT	75	1	64	1.3%	85.3%	53	3	42	5.7%	79.2%
1999	LDGV	212	0	187	0.0%	88.2%	197	7	161	3.6%	81.7%
1999	n	8	0	7	0.0%	87.5%	8	0	7	0.0%	87.5%
2000	HDGT	23	0	20	0.0%	87.0%	20	0	18	0.0%	90.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	67	0	58	0.0%	86.6%	57	0	48	0.0%	84.2%
2000	LDGV	178	2	156	1.1%	87.6%	168	7	138	4.2%	82.1%
2000	n	4	0	3	0.0%	75.0%	3	0	2	0.0%	66.7%
2001	HDGT	26	0	21	0.0%	80.8%	26	0	21	0.0%	80.8%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	67	0	59	0.0%	88.1%	51	0	43	0.0%	84.3%
2001	LDGV	197	1	175	0.5%	88.8%	158	3	137	1.9%	86.7%
2001	n	8	0	7	0.0%	87.5%	9	0	8	0.0%	88.9%
2002	HDGT	11	0	10	0.0%	90.9%	13	0	11	0.0%	84.6%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	48	0	45	0.0%	93.8%	41	0	37	0.0%	90.2%
2002	LDGV	152	0	138	0.0%	90.8%	137	1	122	0.7%	89.1%
2002	n	4	0	3	0.0%	75.0%	4	0	2	0.0%	50.0%
2003	HDGT	16	1	15	6.3%	93.8%	14	1	13	7.1%	92.9%
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	50	0	47	0.0%	94.0%	36	0	32	0.0%	88.9%
2003	LDGV	194	1	183	0.5%	94.3%	163	2	151	1.2%	92.6%
2003	n	11	0	10	0.0%	90.9%	12	0	11	0.0%	91.7%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2011

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
2004	HDGT	9	0	7	0.0%	77.8%	14	0	12	0.0%	85.7%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	36	2	32	5.6%	88.9%	30	2	26	6.7%	86.7%
2004	LDGV	96	0	90	0.0%	93.8%	77	0	71	0.0%	92.2%
2004	n	7	0	7	0.0%	100.0%	6	0	4	0.0%	66.7%
2005	HDGT	9	0	9	0.0%	100.0%	10	0	10	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-
2005	LDGT	34	0	32	0.0%	94.1%	27	1	23	3.7%	85.2%
2005	LDGV	148	0	144	0.0%	97.3%	113	1	108	0.9%	95.6%
2005	n	9	0	9	0.0%	100.0%	7	0	7	0.0%	100.0%
2006	HDGT	10	0	10	0.0%	100.0%	12	0	12	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	31	0	30	0.0%	96.8%	25	0	23	0.0%	92.0%
2006	LDGV	67	0	66	0.0%	98.5%	47	1	45	2.1%	95.7%
2006	n	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	HDGT	6	0	6	0.0%	100.0%	4	0	4	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	18	0	17	0.0%	94.4%	15	0	15	0.0%	100.0%
2007	LDGV	34	0	33	0.0%	97.1%	20	0	19	0.0%	95.0%
2007	n	2	0	2	0.0%	100.0%	0	0	0	-	-
2008	HDGT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	1	0	1	0.0%	100.0%	2	0	1	0.0%	50.0%
2008	LDGV	6	0	6	0.0%	100.0%	1	0	1	0.0%	100.0%
2008	n	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	HDGT	3	1	2	33.3%	66.7%	1	0	1	0.0%	100.0%
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	2	0	2	0.0%	100.0%	0	0	0	-	-
2009	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	n	1	0	1	0.0%	100.0%	1	0	1	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 2011

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
2010	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
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	4	0	4	0.0%	100.0%	0	0	0	-	-
2010	n	1	0	1	0.0%	100.0%	0	0	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	1	0	1	0.0%	100.0%	0	0	0	-	-
2011	LDGV	0	0	0	-	-	0	0	0	-	-
2011	Unknow	0	0	0	-	-	0	0	0	-	-
2012	HDGT	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-
2012	LDGV	0	0	0	-	-	0	0	0	-	-
2012	Unknow	0	0	0	-	-	0	0	0	-	-
Totals		**10,505**	**298**	**7,887**	**2.8%**	**75.1%**	**9,961**	**508**	**7,156**	**5.1%**	**71.8%**

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 2011

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
Pre 87/Unknown	HDGT	340	16	4.7%	0	0	-	0	0	-	277	14	5.1%	113	0	0.0%
Pre 87/Unknown	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Pre 87/Unknown	LDDV	1	0	0.0%	0	0	-	0	0	-	0	0	-	0	0	-
Pre 87/Unknown	LDGT	1,860	153	8.2%	0	0	-	1,331	118	8.9%	395	28	7.1%	440	7	1.6%
Pre 87/Unknown	LDGV	3,954	249	6.3%	0	0	-	2,273	147	6.5%	1,409	93	6.6%	638	6	0.9%
Pre 87/Unknown	Unknown	259	16	6.2%	0	0	-	64	6	9.4%	177	10	5.6%	58	0	0.0%
1987	HDGT	127	14	11.0%	0	0	-	0	0	-	115	14	12.2%	31	1	3.2%
1987	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1987	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1987	LDGT	1,045	76	7.3%	0	0	-	896	70	7.8%	47	4	8.5%	228	2	0.9%
1987	LDGV	1,836	152	8.3%	0	0	-	1,642	139	8.5%	62	5	8.1%	280	1	0.4%
1987	Unknown	61	6	9.8%	0	0	-	19	2	10.5%	33	4	12.1%	15	0	0.0%
1988	HDGT	149	16	10.7%	0	0	-	0	0	-	121	16	13.2%	40	1	2.5%
1988	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1988	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1988	LDGT	919	61	6.6%	0	0	-	781	55	7.0%	29	3	10.3%	240	2	0.8%
1988	LDGV	1,159	68	5.9%	0	0	-	1,051	65	6.2%	17	0	0.0%	194	2	1.0%
1988	Unknown	53	2	3.8%	0	0	-	14	0	0.0%	31	2	6.5%	13	0	0.0%
1989	HDGT	162	8	4.9%	0	0	-	0	0	-	137	8	5.8%	52	1	1.9%
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	1,473	131	8.9%	0	0	-	1,287	119	9.2%	54	3	5.6%	332	5	1.5%
1989	LDGV	2,803	194	6.9%	0	0	-	2,571	186	7.2%	18	2	11.1%	461	4	0.9%
1989	Unknown	88	7	8.0%	0	0	-	18	1	5.6%	52	4	7.7%	22	0	0.0%
1990	HDGT	96	6	6.3%	0	0	-	0	0	-	82	5	6.1%	22	1	4.5%
1990	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1990	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1990	LDGT	994	93	9.4%	0	0	-	858	84	9.8%	28	2	7.1%	239	5	2.1%
1990	LDGV	2,114	132	6.2%	0	0	-	1,903	123	6.5%	12	1	8.3%	405	4	1.0%
1990	Unknown	56	2	3.6%	0	0	-	20	2	10.0%	29	0	0.0%	14	0	0.0%
1991	HDGT	84	2	2.4%	0	0	-	0	0	-	59	2	3.4%	32	0	0.0%
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	1,370	115	8.4%	0	0	-	1,187	108	9.1%	30	1	3.3%	339	3	0.9%
1991	LDGV	4,205	255	6.1%	0	0	-	3,836	246	6.4%	13	2	15.4%	673	3	0.4%
1991	Unknown	36	2	5.6%	0	0	-	9	0	0.0%	18	1	5.6%	12	1	8.3%

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 2011

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
1992	HDGT	70	2	2.9%	0	0	-	0	0	-	51	2	3.9%	25	0	0.0%
1992	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDGT	1,196	84	7.0%	0	0	-	1,013	75	7.4%	21	1	4.8%	280	3	1.1%
1992	LDGV	3,697	227	6.1%	0	0	-	3,385	218	6.4%	7	0	0.0%	589	6	1.0%
1992	Unknown	37	2	5.4%	0	0	-	11	1	9.1%	12	1	8.3%	14	0	0.0%
1993	HDGT	121	8	6.6%	0	0	-	0	0	-	89	7	7.9%	45	1	2.2%
1993	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDGT	2,325	172	7.4%	0	0	-	1,995	158	7.9%	28	3	10.7%	527	9	1.7%
1993	LDGV	7,597	522	6.9%	0	0	-	6,824	505	7.4%	16	0	0.0%	1,237	9	0.7%
1993	Unknown	66	4	6.1%	0	0	-	13	1	7.7%	32	1	3.1%	23	0	0.0%
1994	HDGT	247	13	5.3%	0	0	-	0	0	-	162	8	4.9%	97	3	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	2,330	169	7.3%	0	0	-	1,938	159	8.2%	47	3	6.4%	545	3	0.6%
1994	LDGV	5,044	307	6.1%	0	0	-	4,471	289	6.5%	12	0	0.0%	1,001	12	1.2%
1994	Unknown	63	3	4.8%	0	0	-	17	0	0.0%	30	2	6.7%	23	1	4.3%
1995	HDGT	350	22	6.3%	0	0	-	0	0	-	256	17	6.6%	127	2	1.6%
1995	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDGT	3,868	330	8.5%	0	0	-	3,331	316	9.5%	92	4	4.3%	749	4	0.5%
1995	LDGV	11,591	732	6.3%	0	0	-	10,243	697	6.8%	17	1	5.9%	2,032	15	0.7%
1995	Unknown	125	9	7.2%	0	0	-	37	5	13.5%	60	2	3.3%	34	0	0.0%
1996	HDGT	291	21	7.2%	0	0	-	0	0	-	217	19	8.8%	114	4	3.5%
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	2,720	105	3.9%	2,354	99	4.2%	0	0	-	36	1	2.8%	498	4	0.8%
1996	LDGV	8,213	318	3.9%	7,333	297	4.1%	0	0	-	17	4	23.5%	1,138	4	0.4%
1996	Unknown	55	4	7.3%	4	0	0.0%	0	0	-	33	4	12.1%	19	0	0.0%
1997	HDGT	403	31	7.7%	0	0	-	0	0	-	286	29	10.1%	152	2	1.3%
1997	LDDT	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-	0	0	-
1997	LDDV	39	0	0.0%	38	0	0.0%	0	0	-	0	0	-	0	0	-
1997	LDGT	4,527	174	3.8%	3,826	148	3.9%	0	0	-	79	8	10.1%	909	7	0.8%
1997	LDGV	15,581	656	4.2%	13,832	628	4.5%	2	1	50.0%	35	0	0.0%	2,166	12	0.6%
1997	Unknown	184	10	5.4%	6	0	0.0%	0	0	-	88	8	9.1%	92	1	1.1%

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 2011

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
1998	HDGT	246	7	2.8%	0	0	-	0	0	-	167	6	3.6%	95	1	1.1%
1998	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
1998	LDDV	23	3	13.0%	23	3	13.0%	0	0	-	0	0	-	0	0	-
1998	LDGT	4,200	188	4.5%	3,695	178	4.8%	1	0	0.0%	34	2	5.9%	662	5	0.8%
1998	LDGV	13,122	525	4.0%	11,720	491	4.2%	0	0	-	13	1	7.7%	1,774	14	0.8%
1998	Unknown	59	4	6.8%	1	0	0.0%	0	0	-	35	3	8.6%	22	1	4.5%
1999	HDGT	461	27	5.9%	0	0	-	0	0	-	312	23	7.4%	173	2	1.2%
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	43	2	4.7%	43	2	4.7%	0	0	-	0	0	-	0	0	-
1999	LDGT	4,680	172	3.7%	3,865	147	3.8%	0	0	-	95	12	12.6%	970	9	0.9%
1999	LDGV	19,071	727	3.8%	16,536	687	4.2%	1	0	0.0%	34	0	0.0%	3,052	16	0.5%
1999	Unknown	203	8	3.9%	5	0	0.0%	0	0	-	117	8	6.8%	93	0	0.0%
2000	HDGT	545	25	4.6%	0	0	-	0	0	-	355	22	6.2%	235	4	1.7%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	27	0	0.0%	27	0	0.0%	0	0	-	0	0	-	0	0	-
2000	LDGT	4,830	176	3.6%	3,919	164	4.2%	0	0	-	52	3	5.8%	1,108	8	0.7%
2000	LDGV	16,693	686	4.1%	14,669	649	4.4%	0	0	-	35	3	8.6%	2,501	16	0.6%
2000	Unknown	145	6	4.1%	6	0	0.0%	0	0	-	68	4	5.9%	84	1	1.2%
2001	HDGT	353	12	3.4%	0	0	-	0	0	-	349	12	3.4%	0	0	-
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	45	0	0.0%	45	0	0.0%	0	0	-	0	0	-	0	0	-
2001	LDGT	6,418	368	5.7%	6,311	357	5.7%	0	0	-	76	5	6.6%	0	0	-
2001	LDGV	23,586	1,274	5.4%	23,360	1,239	5.3%	0	0	-	33	1	3.0%	0	0	-
2001	Unknown	101	3	3.0%	13	0	0.0%	0	0	-	81	3	3.7%	0	0	-
2002	HDGT	257	6	2.3%	0	0	-	0	0	-	253	6	2.4%	0	0	-
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	35	1	2.9%	34	1	2.9%	0	0	-	0	0	-	0	0	-
2002	LDGT	5,019	272	5.4%	4,961	262	5.3%	0	0	-	41	3	7.3%	0	0	-
2002	LDGV	14,536	771	5.3%	14,409	754	5.2%	1	0	0.0%	19	0	0.0%	0	0	-
2002	Unknown	47	2	4.3%	2	0	0.0%	0	0	-	43	2	4.7%	0	0	-
2003	HDGT	294	13	4.4%	0	0	-	0	0	-	289	12	4.2%	0	0	-
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	45	0	0.0%	44	0	0.0%	0	0	-	0	0	-	0	0	-
2003	LDGT	5,215	219	4.2%	5,115	211	4.1%	0	0	-	79	5	6.3%	0	0	-
2003	LDGV	18,007	875	4.9%	17,855	852	4.8%	0	0	-	38	3	7.9%	0	0	-
2003	Unknown	104	7	6.7%	13	0	0.0%	0	0	-	85	7	8.2%	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 2011

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
2004	HDGT	209	10	4.8%	0	0	-	0	0	-	205	10	4.9%	0	0	-
2004	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDDV	10	0	0.0%	10	0	0.0%	0	0	-	0	0	-	0	0	-
2004	LDGT	3,125	137	4.4%	3,062	135	4.4%	0	0	-	43	0	0.0%	0	0	-
2004	LDGV	8,064	394	4.9%	7,980	389	4.9%	0	0	-	13	1	7.7%	0	0	-
2004	Unknown	55	2	3.6%	6	0	0.0%	0	0	-	43	2	4.7%	0	0	-
2005	HDGT	225	13	5.8%	0	0	-	0	0	-	219	12	5.5%	0	0	-
2005	LDDT	9	0	0.0%	9	0	0.0%	0	0	-	0	0	-	0	0	-
2005	LDDV	33	0	0.0%	31	0	0.0%	0	0	-	0	0	-	0	0	-
2005	LDGT	3,009	111	3.7%	2,956	109	3.7%	0	0	-	42	0	0.0%	0	0	-
2005	LDGV	11,080	463	4.2%	10,978	448	4.1%	0	0	-	25	1	4.0%	0	0	-
2005	Unknown	53	1	1.9%	9	0	0.0%	0	0	-	40	1	2.5%	0	0	-
2006	HDGT	245	9	3.7%	0	0	-	0	0	-	237	9	3.8%	0	0	-
2006	LDDT	8	0	0.0%	8	0	0.0%	0	0	-	0	0	-	0	0	-
2006	LDDV	6	1	16.7%	6	1	16.7%	0	0	-	0	0	-	0	0	-
2006	LDGT	2,083	69	3.3%	2,029	66	3.3%	0	0	-	46	1	2.2%	0	0	-
2006	LDGV	3,537	116	3.3%	3,471	112	3.2%	0	0	-	16	2	12.5%	0	0	-
2006	Unknown	29	0	0.0%	11	0	0.0%	0	0	-	18	0	0.0%	0	0	-
2007	HDGT	135	10	7.4%	0	0	-	0	0	-	134	10	7.5%	0	0	-
2007	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2007	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDGT	832	32	3.8%	801	32	4.0%	0	0	-	26	0	0.0%	0	0	-
2007	LDGV	1,014	44	4.3%	999	43	4.3%	0	0	-	3	0	0.0%	0	0	-
2007	Unknown	48	1	2.1%	33	1	3.0%	0	0	-	7	0	0.0%	0	0	-
2008	HDGT	59	5	8.5%	0	0	-	0	0	-	59	5	8.5%	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	112	4	3.6%	99	3	3.0%	0	0	-	13	0	0.0%	0	0	-
2008	LDGV	201	16	8.0%	197	16	8.1%	0	0	-	4	0	0.0%	0	0	-
2008	Unknown	10	0	0.0%	0	0	-	0	0	-	7	0	0.0%	0	0	-
2009	HDGT	25	2	8.0%	0	0	-	0	0	-	25	2	8.0%	0	0	-
2009	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDGT	28	0	0.0%	24	0	0.0%	0	0	-	4	0	0.0%	0	0	-
2009	LDGV	36	2	5.6%	35	2	5.7%	0	0	-	1	0	0.0%	0	0	-
2009	Unknown	6	0	0.0%	0	0	-	0	0	-	5	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 2011

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
2010	HDGT	27	1	3.7%	0	0	-	0	0	-	27	1	3.7%	0	0	-
2010	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2010	LDGT	75	2	2.7%	68	1	1.5%	0	0	-	6	1	16.7%	0	0	-
2010	LDGV	38	0	0.0%	35	0	0.0%	0	0	-	3	0	0.0%	0	0	-
2010	Unknown	4	0	0.0%	0	0	-	0	0	-	1	0	0.0%	0	0	-
2011	HDGT	36	0	0.0%	0	0	-	0	0	-	36	0	0.0%	0	0	-
2011	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2011	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDGT	35	0	0.0%	30	0	0.0%	0	0	-	5	0	0.0%	0	0	-
2011	LDGV	17	0	0.0%	17	0	0.0%	0	0	-	0	0	-	0	0	-
2011	Unknown	8	0	0.0%	4	0	0.0%	0	0	-	4	0	0.0%	0	0	-
2012	HDGT	1	0	0.0%	0	0	-	0	0	-	1	0	0.0%	0	0	-
2012	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDGT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDGV	10	0	0.0%	10	0	0.0%	0	0	-	0	0	-	0	0	-
2012	Unknown	5	1	20.0%	1	0	0.0%	0	0	-	4	1	25.0%	0	0	-
Totals		**268,942**	**13,526**	**5.0%**	**186,989**	**8,527**	**4.6%**	**53,043**	**3,896**	**7.3%**	**8,993**	**554**	**6.2%**	**28,098**	**228**	**0.8%**

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2011

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
Pre 87/Unknown	HDGT	31	1	3.2%	25	0	0.0%	22	0	0.0%	24	0	0.0%
Pre 87/Unknown	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
Pre 87/Unknown	LDDV	0	0	-	1	0	0.0%	1	0	0.0%	1	0	0.0%
Pre 87/Unknown	LDGT	186	5	2.7%	203	4	2.0%	169	3	1.8%	171	5	2.9%
Pre 87/Unknown	LDGV	340	10	2.9%	462	12	2.6%	341	8	2.3%	332	12	3.6%
Pre 87/Unknown	Unknown	27	0	0.0%	32	1	3.1%	26	0	0.0%	29	0	0.0%
1987	HDGT	13	1	7.7%	10	1	10.0%	8	1	12.5%	12	1	8.3%
1987	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1987	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1987	LDGT	118	3	2.5%	129	2	1.6%	112	2	1.8%	114	3	2.6%
1987	LDGV	224	1	0.4%	249	3	1.2%	212	1	0.5%	202	4	2.0%
1987	Unknown	4	0	0.0%	5	0	0.0%	5	0	0.0%	4	0	0.0%
1988	HDGT	8	0	0.0%	9	0	0.0%	6	0	0.0%	8	0	0.0%
1988	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1988	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1988	LDGT	121	4	3.3%	140	4	2.9%	114	3	2.6%	115	4	3.5%
1988	LDGV	174	3	1.7%	197	2	1.0%	165	2	1.2%	162	4	2.5%
1988	Unknown	2	0	0.0%	4	0	0.0%	2	0	0.0%	2	0	0.0%
1989	HDGT	17	0	0.0%	18	0	0.0%	15	0	0.0%	13	0	0.0%
1989	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1989	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1989	LDGT	171	5	2.9%	213	4	1.9%	170	5	2.9%	172	5	2.9%
1989	LDGV	331	8	2.4%	378	5	1.3%	320	5	1.6%	317	10	3.2%
1989	Unknown	7	0	0.0%	8	0	0.0%	6	0	0.0%	5	0	0.0%
1990	HDGT	6	0	0.0%	4	0	0.0%	4	0	0.0%	5	0	0.0%
1990	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1990	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1990	LDGT	126	2	1.6%	149	2	1.3%	120	2	1.7%	122	2	1.6%
1990	LDGV	341	5	1.5%	392	6	1.5%	322	4	1.2%	316	5	1.6%
1990	Unknown	5	0	0.0%	6	0	0.0%	5	0	0.0%	6	0	0.0%
1991	HDGT	2	0	0.0%	4	0	0.0%	3	0	0.0%	2	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	206	3	1.5%	236	4	1.7%	199	2	1.0%	196	4	2.0%
1991	LDGV	651	13	2.0%	795	15	1.9%	618	8	1.3%	602	17	2.8%
1991	Unknown	6	0	0.0%	6	0	0.0%	6	0	0.0%	6	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 2011

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
1992	HDGT	5	0	0.0%	5	0	0.0%	7	0	0.0%	9	0	0.0%
1992	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDGT	158	2	1.3%	186	2	1.1%	150	1	0.7%	151	4	2.6%
1992	LDGV	608	14	2.3%	728	13	1.8%	578	9	1.6%	573	18	3.1%
1992	Unknown	3	0	0.0%	5	0	0.0%	3	0	0.0%	3	0	0.0%
1993	HDGT	9	1	11.1%	9	0	0.0%	8	0	0.0%	9	1	11.1%
1993	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDGT	246	1	0.4%	295	4	1.4%	241	2	0.8%	238	2	0.8%
1993	LDGV	1,050	23	2.2%	1,389	32	2.3%	1,014	18	1.8%	972	28	2.9%
1993	Unknown	5	0	0.0%	8	0	0.0%	7	0	0.0%	6	0	0.0%
1994	HDGT	10	0	0.0%	11	0	0.0%	9	0	0.0%	9	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	218	3	1.4%	291	5	1.7%	207	3	1.4%	203	5	2.5%
1994	LDGV	893	14	1.6%	1,126	20	1.8%	845	13	1.5%	830	18	2.2%
1994	Unknown	3	0	0.0%	4	0	0.0%	3	0	0.0%	3	0	0.0%
1995	HDGT	20	0	0.0%	23	0	0.0%	18	0	0.0%	18	1	5.6%
1995	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDGT	370	3	0.8%	435	4	0.9%	371	3	0.8%	367	4	1.1%
1995	LDGV	1,540	20	1.3%	1,939	25	1.3%	1,487	10	0.7%	1,446	32	2.2%
1995	Unknown	8	1	12.5%	10	1	10.0%	9	1	11.1%	10	1	10.0%
1996	HDGT	18	0	0.0%	23	1	4.3%	17	0	0.0%	15	0	0.0%
1996	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDGT	43	1	2.3%	63	1	1.6%	35	1	2.9%	36	1	2.8%
1996	LDGV	154	2	1.3%	276	6	2.2%	117	1	0.9%	103	3	2.9%
1996	Unknown	2	0	0.0%	5	0	0.0%	3	0	0.0%	1	0	0.0%
1997	HDGT	13	0	0.0%	20	0	0.0%	14	0	0.0%	16	0	0.0%
1997	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
1997	LDGT	55	2	3.6%	87	2	2.3%	56	0	0.0%	47	2	4.3%
1997	LDGV	247	1	0.4%	405	5	1.2%	202	1	0.5%	159	1	0.6%
1997	Unknown	8	0	0.0%	8	0	0.0%	7	0	0.0%	8	1	12.5%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2011

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
1998	HDGT	9	0	0.0%	16	0	0.0%	12	0	0.0%	9	0	0.0%
1998	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDDV	0	0	-	1	0	0.0%	1	0	0.0%	1	0	0.0%
1998	LDGT	43	1	2.3%	71	1	1.4%	45	1	2.2%	36	2	5.6%
1998	LDGV	226	4	1.8%	369	5	1.4%	162	0	0.0%	148	6	4.1%
1998	Unknown	3	0	0.0%	4	0	0.0%	4	0	0.0%	1	0	0.0%
1999	HDGT	10	0	0.0%	13	0	0.0%	10	0	0.0%	10	0	0.0%
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	0	0	-	2	0	0.0%	1	0	0.0%	1	0	0.0%
1999	LDGT	68	1	1.5%	104	0	0.0%	75	0	0.0%	53	1	1.9%
1999	LDGV	280	2	0.7%	476	5	1.1%	212	0	0.0%	197	5	2.5%
1999	Unknown	3	0	0.0%	9	0	0.0%	8	0	0.0%	8	0	0.0%
2000	HDGT	21	0	0.0%	34	0	0.0%	23	0	0.0%	20	0	0.0%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDGT	60	0	0.0%	98	1	1.0%	67	0	0.0%	57	0	0.0%
2000	LDGV	207	1	0.5%	398	7	1.8%	178	1	0.6%	168	2	1.2%
2000	Unknown	4	0	0.0%	4	0	0.0%	4	0	0.0%	3	0	0.0%
2001	HDGT	22	0	0.0%	28	0	0.0%	26	0	0.0%	26	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	65	0	0.0%	105	0	0.0%	67	0	0.0%	51	0	0.0%
2001	LDGV	203	2	1.0%	413	2	0.5%	197	1	0.5%	158	1	0.6%
2001	Unknown	7	0	0.0%	13	0	0.0%	8	0	0.0%	9	0	0.0%
2002	HDGT	10	0	0.0%	17	0	0.0%	11	0	0.0%	13	0	0.0%
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
2002	LDGT	45	0	0.0%	66	3	4.5%	48	0	0.0%	41	0	0.0%
2002	LDGV	185	0	0.0%	262	1	0.4%	152	0	0.0%	137	1	0.7%
2002	Unknown	1	0	0.0%	4	0	0.0%	4	0	0.0%	4	0	0.0%
2003	HDGT	14	1	7.1%	22	0	0.0%	16	0	0.0%	14	1	7.1%
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
2003	LDGT	45	0	0.0%	74	0	0.0%	50	0	0.0%	36	0	0.0%
2003	LDGV	244	2	0.8%	292	4	1.4%	194	1	0.5%	163	1	0.6%
2003	Unknown	10	0	0.0%	10	0	0.0%	11	0	0.0%	12	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 2011

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
2004	HDGT	7	0	0.0%	14	0	0.0%	9	0	0.0%	14	0	0.0%
2004	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDGT	37	1	2.7%	54	1	1.9%	36	1	2.8%	30	1	3.3%
2004	LDGV	146	0	0.0%	144	2	1.4%	96	0	0.0%	77	0	0.0%
2004	Unknown	3	1	33.3%	8	0	0.0%	7	0	0.0%	6	0	0.0%
2005	HDGT	7	0	0.0%	15	0	0.0%	9	0	0.0%	10	0	0.0%
2005	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDDV	0	0	-	1	0	0.0%	1	0	0.0%	0	0	-
2005	LDGT	38	0	0.0%	44	0	0.0%	34	0	0.0%	27	1	3.7%
2005	LDGV	178	0	0.0%	189	0	0.0%	148	0	0.0%	113	1	0.9%
2005	Unknown	2	0	0.0%	12	0	0.0%	9	0	0.0%	7	0	0.0%
2006	HDGT	9	0	0.0%	20	0	0.0%	10	0	0.0%	12	0	0.0%
2006	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2006	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
2006	LDGT	34	0	0.0%	42	0	0.0%	31	0	0.0%	25	0	0.0%
2006	LDGV	84	0	0.0%	92	0	0.0%	67	0	0.0%	47	1	2.1%
2006	Unknown	0	0	-	1	0	0.0%	1	0	0.0%	0	0	-
2007	HDGT	5	0	0.0%	11	0	0.0%	6	0	0.0%	4	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	20	0	0.0%	23	0	0.0%	18	0	0.0%	15	0	0.0%
2007	LDGV	33	1	3.0%	43	1	2.3%	34	0	0.0%	20	0	0.0%
2007	Unknown	1	0	0.0%	3	0	0.0%	2	0	0.0%	0	0	-
2008	HDGT	1	1	100.0%	4	0	0.0%	1	0	0.0%	1	0	0.0%
2008	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGT	0	0	-	4	0	0.0%	1	0	0.0%	2	0	0.0%
2008	LDGV	6	0	0.0%	8	0	0.0%	6	0	0.0%	1	0	0.0%
2008	Unknown	1	0	0.0%	2	0	0.0%	1	0	0.0%	1	0	0.0%
2009	HDGT	3	1	33.3%	3	1	33.3%	3	1	33.3%	1	0	0.0%
2009	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDGT	2	0	0.0%	2	0	0.0%	2	0	0.0%	0	0	-
2009	LDGV	1	0	0.0%	1	0	0.0%	1	0	0.0%	0	0	-
2009	Unknown	1	0	0.0%	1	0	0.0%	1	0	0.0%	1	0	0.0%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2011

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
2010	HDGT	0	0	-	2	0	0.0%	0	0	-	1	0	0.0%
2010	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDGT	0	0	-	1	0	0.0%	0	0	-	0	0	-
2010	LDGV	4	0	0.0%	4	0	0.0%	4	0	0.0%	0	0	-
2010	Unknown	0	0	-	1	0	0.0%	1	0	0.0%	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	1	0	0.0%	1	0	0.0%	1	0	0.0%	0	0	-
2011	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2011	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
2012	HDGT	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2012	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
Totals		**11,212**	**171**	**1.5%**	**14,685**	**220**	**1.5%**	**10,505**	**115**	**1.1%**	**9,961**	**222**	**2.2%**

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 No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
Pre86/Unknown	HDGT	964	307	86	39	47	4.88%	15.31%	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	1	3	0.45%	20.00%	91	0	0	0.00%	-
Pre86/Unknown	LDGT	3,400	1,453	436	247	189	5.56%	13.01%	44	18	2	4.55%	11.11%
Pre86/Unknown	LDGV	9,977	3,267	1,025	499	526	5.27%	16.10%	108	48	3	2.78%	6.25%
Pre86/Unknown	Unknown	225	66	18	8	10	4.44%	15.15%	0	0	0	-	-
1986	HDGT	711	232	53	22	31	4.36%	13.36%	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	134	121	5.48%	12.32%	0	0	0	-	-
1986	LDGV	4,985	1,508	348	214	134	2.69%	8.89%	0	0	0	-	-
1986	Unknown	94	18	6	2	4	4.26%	22.22%	0	0	0	-	-
1987	HDGT	420	122	33	18	15	3.57%	12.30%	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	172	101	4.85%	12.23%	0	0	0	-	-
1987	LDGV	3,642	1,071	341	208	133	3.65%	12.42%	0	0	0	-	-
1987	Unknown	78	14	3	1	2	2.56%	14.29%	0	0	0	-	-
1988	HDGT	941	226	43	22	21	2.23%	9.29%	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	213	169	3.67%	10.56%	0	0	0	-	-
1988	LDGV	8,167	2,194	496	336	160	1.96%	7.29%	0	0	0	-	-
1988	Unknown	165	29	8	3	5	3.03%	17.24%	0	0	0	-	-
1989	HDGT	696	187	51	25	26	3.74%	13.90%	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	210	140	4.19%	11.40%	0	0	0	-	-
1989	LDGV	5,453	1,560	491	341	150	2.75%	9.62%	0	0	0	-	-
1989	Unknown	146	23	8	5	3	2.05%	13.04%	0	0	0	-	-

1 Initially failed, no emission pass in next 12 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 No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
1990	HDGT	744	180	35	16	19	2.55%	10.56%	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	249	182	3.25%	9.22%	0	0	0	-	-
1990	LDGV	15,177	4,106	963	671	292	1.92%	7.11%	0	0	0	-	-
1990	Unknown	185	25	3	0	3	1.62%	12.00%	0	0	0	-	-
1991	HDGT	382	98	26	16	10	2.62%	10.20%	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	202	113	3.18%	9.94%	0	0	0	-	-
1991	LDGV	9,592	2,723	849	619	230	2.40%	8.45%	0	0	0	-	-
1991	Unknown	138	10	0	0	0	0.00%	0.00%	0	0	0	-	-
1992	HDGT	748	159	27	13	14	1.87%	8.81%	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	297	181	2.21%	7.47%	0	0	0	-	-
1992	LDGV	25,032	6,776	1,481	1,016	465	1.86%	6.86%	0	0	0	-	-
1992	Unknown	282	18	1	0	1	0.35%	5.56%	0	0	0	-	-
1993	HDGT	659	150	35	25	10	1.52%	6.67%	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	393	211	2.66%	9.21%	0	0	0	-	-
1993	LDGV	17,181	4,607	1,281	860	421	2.45%	9.14%	0	0	0	-	-
1993	Unknown	299	28	8	5	3	1.00%	10.71%	0	0	0	-	-
1994	HDGT	1,785	358	57	28	29	1.62%	8.10%	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	606	468	2.17%	8.74%	0	0	0	-	-
1994	LDGV	41,559	8,971	1,846	1,257	589	1.42%	6.57%	0	0	0	-	-
1994	Unknown	532	47	10	4	6	1.13%	12.77%	0	0	0	-	-

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1995	HDGT	1,751	355	76	31	45	2.57%	12.68%	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	576	383	2.37%	9.79%	0	0	0	-	-
1995	LDGV	29,144	6,187	1,483	979	504	1.73%	8.15%	0	0	0	-	-
1995	Unknown	454	24	6	3	3	0.66%	12.50%	0	0	0	-	-
1996	HDGT	2,431	414	72	30	42	1.73%	10.14%	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	1,107	773	2.60%	11.74%	29,590	5,507	755	2.55%	13.71%
1996	LDGV	56,622	10,443	3,388	2,053	1,335	2.36%	12.78%	56,530	9,126	1,297	2.29%	14.21%
1996	Unknown	833	38	6	3	3	0.36%	7.89%	1	1	0	0.00%	0.00%
1997	HDGT	2,508	398	68	31	37	1.48%	9.30%	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	3	3	4.55%	18.75%	59	16	3	5.08%	18.75%
1997	LDGT	26,287	6,503	1,973	1,043	930	3.54%	14.30%	26,101	5,715	917	3.51%	16.05%
1997	LDGV	43,752	10,160	3,553	2,176	1,377	3.15%	13.55%	43,668	9,132	1,343	3.08%	14.71%
1997	Unknown	781	28	7	4	3	0.38%	10.71%	10	4	1	10.00%	25.00%
1998	HDGT	2,612	359	46	19	27	1.03%	7.52%	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	3	5	1.94%	9.62%	244	51	5	2.05%	9.80%
1998	LDGT	50,388	9,443	2,565	1,372	1,193	2.37%	12.63%	49,980	8,173	1,179	2.36%	14.43%
1998	LDGV	84,212	13,640	3,693	2,077	1,616	1.92%	11.85%	84,119	11,764	1,565	1.86%	13.30%
1998	Unknown	752	34	6	2	4	0.53%	11.76%	7	1	0	0.00%	0.00%
1999	HDGT	3,320	374	52	21	31	0.93%	8.29%	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	898	929	2.30%	12.99%	40,236	5,978	901	2.24%	15.07%
1999	LDGV	64,418	11,794	3,354	1,886	1,468	2.28%	12.45%	64,351	10,275	1,442	2.24%	14.03%
1999	Unknown	1,030	27	2	1	1	0.10%	3.70%	19	2	0	0.00%	0.00%

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2000	HDGT	6,782	621	79	31	48	0.71%	7.73%	0	0	0	-	-
2000	LDDT	15	0	0	0	0	0.00%	-	2	0	0	0.00%	-
2000	LDDV	203	40	8	5	3	1.48%	7.50%	192	39	3	1.56%	7.69%
2000	LDGT	74,904	10,988	2,177	1,005	1,172	1.56%	10.67%	74,619	8,812	1,132	1.52%	12.85%
2000	LDGV	125,503	18,167	4,195	2,219	1,976	1.57%	10.88%	125,415	15,677	1,932	1.54%	12.32%
2000	Unknown	1,611	26	2	0	2	0.12%	7.69%	18	0	0	0.00%	-
2001	HDGT	4,372	178	30	14	16	0.37%	8.99%	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	3	1	0.72%	3.70%	127	27	1	0.79%	3.70%
2001	LDGT	52,506	9,346	2,186	1,006	1,180	2.25%	12.63%	52,253	9,255	1,175	2.25%	12.70%
2001	LDGV	75,400	12,107	3,327	1,646	1,681	2.23%	13.88%	75,320	11,940	1,672	2.22%	14.00%
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	14	18	0.23%	6.82%	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	992	1,368	1.24%	10.84%	109,484	12,479	1,362	1.24%	10.91%
2002	LDGV	134,058	13,483	2,945	1,430	1,515	1.13%	11.24%	133,980	13,296	1,501	1.12%	11.29%
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	5	6	0.13%	4.58%	0	0	0	-	-
2003	LDDT	8	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2003	LDDV	143	20	3	1	2	1.40%	10.00%	136	20	2	1.47%	10.00%
2003	LDGT	60,323	6,239	1,161	483	678	1.12%	10.87%	60,002	6,165	677	1.13%	10.98%
2003	LDGV	81,531	7,540	1,593	670	923	1.13%	12.24%	81,403	7,444	918	1.13%	12.33%
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	10	7	0.08%	4.17%	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	398	592	0.44%	7.91%	133,094	7,363	587	0.44%	7.97%
2004	LDGV	136,014	7,608	1,198	526	672	0.49%	8.83%	135,196	7,502	666	0.49%	8.88%
2004	Unknown	2,472	9	1	1	0	0.00%	0.00%	35	2	0	0.00%	0.00%

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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	193	318	0.54%	9.19%	58,199	3,408	318	0.55%	9.33%
2005	LDGV	72,848	3,847	652	276	376	0.52%	9.77%	72,247	3,753	371	0.51%	9.89%
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	150	209	0.22%	6.32%	93,357	3,216	208	0.22%	6.47%
2006	LDGV	111,133	4,048	470	199	271	0.24%	6.69%	109,490	3,947	269	0.25%	6.82%
2006	Unknown	2,534	18	4	3	1	0.04%	5.56%	118	7	1	0.85%	14.29%
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	33	63	0.29%	8.92%	20,801	686	63	0.30%	9.18%
2007	LDGV	33,518	974	132	57	75	0.22%	7.70%	33,059	951	75	0.23%	7.89%
2007	Unknown	387	15	2	2	0	0.00%	0.00%	196	13	0	0.00%	0.00%
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	4	7	0.08%	3.65%	7,940	188	6	0.08%	3.19%
2008	LDGV	11,250	330	24	14	10	0.09%	3.03%	10,947	324	10	0.09%	3.09%
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	3	5	0.07%	3.27%	6,568	151	5	0.08%	3.31%
2009	Unknown	116	1	0	0	0	0.00%	0.00%	2	0	0	0.00%	-

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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	2	0	0.00%	0.00%	15	3	0	0.00%	0.00%
2010	LDGT	341	13	2	1	1	0.29%	7.69%	282	13	1	0.35%	7.69%
2010	LDGV	2,855	89	18	7	11	0.39%	12.36%	2,689	89	11	0.41%	12.36%
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	2	1	0.36%	7.14%	255	14	1	0.39%	7.14%
2011	Unknown	0	0	0	0	0	-	-	0	0	0	-	-
Totals		**2,144,226**	**271,002**	**63,919**	**34,734**	**29,185**	**1.4%**	**10.8%**	**1,795,832**	**182,779**	**22,394**	**1.2%**	**12.3%**

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Model Yr	Veh Type	TSI Initial Insps	TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insps	TSI No Known Outcome % of Initial Fails	Idle Initial Insps	Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insps	Idle No Known Outcome % of Initial Fails
Pre86/Unknown	HDGT	0	0	0	-	-	964	282	45	4.67%	15.96%
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	157	6.61%	14.98%	981	287	26	2.65%	9.06%
Pre86/Unknown	LDGV	4,520	1,406	200	4.42%	14.22%	5,347	1,589	312	5.84%	19.63%
Pre86/Unknown	Unknown	1	0	0	0.00%	-	170	60	10	5.88%	16.67%
1986	HDGT	0	0	0	-	-	711	204	29	4.08%	14.22%
1986	LDDT	0	0	0	-	-	0	0	0	-	-
1986	LDDV	0	0	0	-	-	0	0	0	-	-
1986	LDGT	2,177	880	117	5.37%	13.30%	32	7	1	3.13%	14.29%
1986	LDGV	4,822	1,359	131	2.72%	9.64%	163	52	2	1.23%	3.85%
1986	Unknown	0	0	0	-	-	38	17	4	10.53%	23.53%
1987	HDGT	0	0	0	-	-	420	114	14	3.33%	12.28%
1987	LDDT	0	0	0	-	-	0	0	0	-	-
1987	LDDV	0	0	0	-	-	0	0	0	-	-
1987	LDGT	2,007	740	97	4.83%	13.11%	74	14	3	4.05%	21.43%
1987	LDGV	3,434	920	120	3.49%	13.04%	208	59	8	3.85%	13.56%
1987	Unknown	1	1	0	0.00%	0.00%	50	11	2	4.00%	18.18%
1988	HDGT	0	0	0	-	-	941	191	19	2.02%	9.95%
1988	LDDT	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-
1988	LDGT	4,539	1,402	166	3.66%	11.84%	68	20	2	2.94%	10.00%
1988	LDGV	8,029	1,994	157	1.96%	7.87%	138	48	0	0.00%	0.00%
1988	Unknown	2	1	1	50.00%	100.00%	109	18	3	2.75%	16.67%
1989	HDGT	0	0	0	-	-	696	167	26	3.74%	15.57%
1989	LDDT	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-
1989	LDGT	3,295	1,070	133	4.04%	12.43%	47	6	0	0.00%	0.00%
1989	LDGV	5,330	1,379	143	2.68%	10.37%	123	48	2	1.63%	4.17%
1989	Unknown	1	0	0	0.00%	-	73	15	3	4.11%	20.00%

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1990	HDGT	0	0	0	-	-	744	148	19	2.55%	12.84%
1990	LDDT	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-
1990	LDGT	5,532	1,753	178	3.22%	10.15%	60	16	0	0.00%	0.00%
1990	LDGV	15,049	3,714	285	1.89%	7.67%	128	82	4	3.13%	4.88%
1990	Unknown	3	0	0	0.00%	-	89	18	3	3.37%	16.67%
1991	HDGT	0	0	0	-	-	382	80	8	2.09%	10.00%
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	3,511	998	108	3.08%	10.82%	39	6	0	0.00%	0.00%
1991	LDGV	9,363	2,404	220	2.35%	9.15%	229	100	7	3.06%	7.00%
1991	Unknown	5	1	0	0.00%	0.00%	62	8	0	0.00%	0.00%
1992	HDGT	0	0	0	-	-	748	126	11	1.47%	8.73%
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	8,180	2,083	177	2.16%	8.50%	13	0	0	0.00%	-
1992	LDGV	24,778	6,154	451	1.82%	7.33%	254	161	9	3.54%	5.59%
1992	Unknown	3	0	0	0.00%	-	124	10	0	0.00%	0.00%
1993	HDGT	0	0	0	-	-	659	110	10	1.52%	9.09%
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	7,923	2,000	203	2.56%	10.15%	23	7	1	4.35%	14.29%
1993	LDGV	16,773	4,080	405	2.41%	9.93%	406	170	9	2.22%	5.29%
1993	Unknown	1	0	0	0.00%	-	133	15	2	1.50%	13.33%
1994	HDGT	0	0	0	-	-	1,785	250	23	1.29%	9.20%
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	21,503	4,645	454	2.11%	9.77%	42	10	3	7.14%	30.00%
1994	LDGV	41,217	7,852	572	1.39%	7.28%	341	174	8	2.35%	4.60%
1994	Unknown	7	1	0	0.00%	0.00%	225	32	6	2.67%	18.75%

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1995	HDGT	0	0	0	-	-	1,750	268	41	2.34%	15.30%
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	16,155	3,480	374	2.32%	10.75%	35	6	0	0.00%	0.00%
1995	LDGV	28,530	5,339	475	1.66%	8.90%	614	173	12	1.95%	6.94%
1995	Unknown	1	0	0	0.00%	-	135	13	2	1.48%	15.38%
1996	HDGT	0	0	0	-	-	2,431	292	36	1.48%	12.33%
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	31	1.24%	11.44%
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	2	0.95%	13.33%
1998	HDGT	0	0	0	-	-	2,612	210	21	0.80%	10.00%
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	1	0.64%	10.00%
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	21	0.63%	9.13%
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	1	0.34%	5.88%

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2000	HDGT	0	0	0	-	-	6,780	349	41	0.60%	11.75%
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	16	0.37%	9.30%
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	17	0.22%	6.72%
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	6	0.13%	5.13%
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	0	0.00%	0.00%
2003	LDGV	110	2	0	0.00%	0.00%	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	7	0.08%	4.40%
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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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	0	0.00%	0.00%
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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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**	**5,325**	**2.2%**	**9.4%**	**86,050**	**7,719**	**915**	**1.1%**	**11.9%**

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Pre86/Unknown	HDGT	901	92	10	1.11%	10.87%	436	15	2	0.46%	13.33%	964	24	3	0.31%	12.50%
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	3	0.45%	27.27%
Pre86/Unknown	LDGT	1,531	145	4	0.26%	2.76%	3,011	70	7	0.23%	10.00%	3,400	100	8	0.24%	8.00%
Pre86/Unknown	LDGV	3,227	231	16	0.50%	6.93%	7,001	176	29	0.41%	16.48%	9,977	266	33	0.33%	12.41%
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	10	1.48%	14.29%	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	7	0.69%	6.67%	2,209	58	14	0.63%	24.14%	2,209	84	18	0.81%	21.43%
1986	LDGV	1,980	76	1	0.05%	1.32%	4,985	91	6	0.12%	6.59%	4,985	156	13	0.26%	8.33%
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	4	1.05%	12.12%	255	7	1	0.39%	14.29%	420	10	2	0.48%	20.00%
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	5	0.49%	6.10%	2,081	40	4	0.19%	10.00%	2,081	69	8	0.38%	11.59%
1987	LDGV	1,748	87	4	0.23%	4.60%	3,642	54	12	0.33%	22.22%	3,642	94	17	0.47%	18.09%
1987	Unknown	19	0	0	0.00%	-	16	0	0	0.00%	-	78	1	0	0.00%	0.00%
1988	HDGT	900	77	7	0.78%	9.09%	671	8	1	0.15%	12.50%	941	7	1	0.11%	14.29%
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	8	0.38%	5.33%	4,607	104	11	0.24%	10.58%	4,607	158	20	0.43%	12.66%
1988	LDGV	3,418	157	5	0.15%	3.18%	8,167	131	18	0.22%	13.74%	8,167	210	21	0.26%	10.00%
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	7	1.04%	12.50%	499	8	2	0.40%	25.00%	696	12	3	0.43%	25.00%
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	11	0.64%	8.03%	3,342	63	9	0.27%	14.29%	3,342	106	13	0.39%	12.26%
1989	LDGV	2,755	115	2	0.07%	1.74%	5,453	125	20	0.37%	16.00%	5,453	200	21	0.39%	10.50%
1989	Unknown	31	6	0	0.00%	0.00%	31	0	0	0.00%	-	146	0	0	0.00%	-

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1990	HDGT	729	77	7	0.96%	9.09%	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	7	0.28%	4.40%	5,592	122	13	0.23%	10.66%	5,592	197	21	0.38%	10.66%
1990	LDGV	6,462	249	7	0.11%	2.81%	15,177	281	31	0.20%	11.03%	15,177	422	33	0.22%	7.82%
1990	Unknown	35	0	0	0.00%	-	52	0	0	0.00%	-	185	3	0	0.00%	0.00%
1991	HDGT	371	43	3	0.81%	6.98%	282	4	0	0.00%	0.00%	382	7	0	0.00%	0.00%
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	7	0.39%	6.03%	3,550	88	8	0.23%	9.09%	3,550	122	10	0.28%	8.20%
1991	LDGV	4,883	211	7	0.14%	3.32%	9,592	191	21	0.22%	10.99%	9,592	320	33	0.34%	10.31%
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	3	0.40%	4.92%	613	4	0	0.00%	0.00%	748	12	0	0.00%	0.00%
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	5	0.14%	2.27%	8,193	147	19	0.23%	12.93%	8,193	245	33	0.40%	13.47%
1992	LDGV	10,724	351	7	0.07%	1.99%	25,032	417	37	0.15%	8.87%	25,032	756	59	0.24%	7.80%
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	0	0.00%	0.00%	507	9	0	0.00%	0.00%	659	11	1	0.15%	9.09%
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	12	0.29%	5.29%	7,946	149	17	0.21%	11.41%	7,946	272	25	0.31%	9.19%
1993	LDGV	8,859	328	8	0.09%	2.44%	17,181	335	33	0.19%	9.85%	17,181	581	59	0.34%	10.15%
1993	Unknown	66	9	1	1.52%	11.11%	96	0	0	0.00%	-	299	2	1	0.33%	50.00%
1994	HDGT	1,774	159	9	0.51%	5.66%	1,401	11	1	0.07%	9.09%	1,785	18	2	0.11%	11.11%
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	19	0.20%	4.20%	21,545	269	36	0.17%	13.38%	21,545	543	69	0.32%	12.71%
1994	LDGV	17,755	686	17	0.10%	2.48%	41,559	601	65	0.16%	10.82%	41,559	1,088	99	0.24%	9.10%
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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Model Yr	Veh Type	Gas Cap Initial Insps	Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap No Known Outcome % of Initial Insps	Gas Cap No Known Outcome % of Initial Fails	Cat Conv Initial Insps	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insps	Cat Conv No Known Outcome % of Initial Fails	Smoke Initial Insps	Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails
1995	HDGT	1,732	144	15	0.87%	10.42%	1,409	9	1	0.07%	11.11%	1,751	12	1	0.06%	8.33%
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	10	0.12%	2.93%	16,190	201	24	0.15%	11.94%	16,190	332	41	0.25%	12.35%
1995	LDGV	14,880	493	16	0.11%	3.25%	29,144	331	40	0.14%	12.08%	29,144	639	60	0.21%	9.39%
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	13	0.54%	7.10%	2,019	10	0	0.00%	0.00%	2,431	11	1	0.04%	9.09%
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	20	0.15%	2.86%	29,692	55	4	0.01%	7.27%	29,692	187	11	0.04%	5.88%
1996	LDGV	24,609	757	25	0.10%	3.30%	56,622	162	11	0.02%	6.79%	56,622	433	32	0.06%	7.39%
1996	Unknown	110	5	0	0.00%	0.00%	265	2	0	0.00%	0.00%	833	3	0	0.00%	0.00%
1997	HDGT	2,486	188	12	0.48%	6.38%	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	22	0.17%	4.14%	26,287	47	4	0.02%	8.51%	26,287	153	14	0.05%	9.15%
1997	LDGV	21,683	627	22	0.10%	3.51%	43,752	135	16	0.04%	11.85%	43,752	331	36	0.08%	10.88%
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	11	0.42%	5.34%	2,155	6	1	0.05%	16.67%	2,612	13	2	0.08%	15.38%
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	30	0.14%	4.04%	50,388	84	2	0.00%	2.38%	50,388	217	19	0.04%	8.76%
1998	LDGV	36,629	1,007	28	0.08%	2.78%	84,212	152	18	0.02%	11.84%	84,212	505	38	0.05%	7.52%
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	17	0.52%	8.33%	2,721	8	1	0.04%	12.50%	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	34	0.19%	5.20%	40,383	60	6	0.01%	10.00%	40,383	158	14	0.03%	8.86%
1999	LDGV	28,192	883	20	0.07%	2.27%	64,418	129	7	0.01%	5.43%	64,418	382	23	0.04%	6.02%
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	20	0.30%	5.25%	5,554	15	1	0.02%	6.67%	6,782	25	3	0.04%	12.00%
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	38	0.05%	2.91%	74,904	71	2	0.00%	2.82%	74,904	229	18	0.02%	7.86%
2000	LDGV	125,501	1,532	43	0.03%	2.81%	125,503	127	6	0.00%	4.72%	125,503	468	29	0.02%	6.20%
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	1	0.03%	14.29%	4,372	12	1	0.02%	8.33%
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	4	0.01%	2.99%	52,506	61	0	0.00%	0.00%	52,506	157	8	0.02%	5.10%
2001	LDGV	75,287	160	3	0.00%	1.88%	75,400	85	4	0.01%	4.71%	75,400	253	15	0.02%	5.93%
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	3	0.04%	15.79%	7,844	33	3	0.04%	9.09%
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	5	0.00%	2.89%	109,961	81	1	0.00%	1.23%	109,961	176	3	0.00%	1.70%
2002	LDGV	133,903	188	12	0.01%	6.38%	134,058	127	10	0.01%	7.87%	134,058	273	16	0.01%	5.86%
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	0	0.00%	0.00%	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	5	0.01%	7.14%
2003	LDGV	81,461	116	4	0.00%	3.45%	81,531	86	5	0.01%	5.81%	81,531	107	8	0.01%	7.48%
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	2	0.00%	1.98%
2004	LDGV	135,928	130	7	0.01%	5.38%	136,014	91	9	0.01%	9.89%	136,014	108	4	0.00%	3.70%
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	3	0.01%	4.35%	59,237	37	0	0.00%	0.00%	59,237	46	0	0.00%	0.00%
2005	LDGV	72,785	111	5	0.01%	4.50%	72,848	83	6	0.01%	7.23%	72,848	84	3	0.00%	3.57%
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	1	0.00%	1.04%	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	0	0.00%	0.00%	21,650	11	0	0.00%	0.00%	21,650	12	0	0.00%	0.00%
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%

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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**	**671**	**0.0%**	**3.8%**	**2,112,376**	**6,196**	**612**	**0.03%**	**9.9%**	**2,144,224**	**11,945**	**1,055**	**0.05%**	**8.8%**

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Model Yr	Veh Type	Liquid Leak Initial Insps	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insps	Liquid Leak No Known Outcome % of Initial Fails	Misc Emissions Initial Insps	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insps	Misc Emissions No Known Outcome % of Initial Fails
Pre86/Unknown	HDGT	724	40	3	0.41%	7.50%	202	8	1	0.50%	12.50%
Pre86/Unknown	LDDT	39	1	0	0.00%	0.00%	1,455	65	5	0.34%	7.69%
Pre86/Unknown	LDDV	511	5	2	0.39%	40.00%	20	0	0	0.00%	-
Pre86/Unknown	LDGT	2,598	181	13	0.50%	7.18%	5	0	0	0.00%	-
Pre86/Unknown	LDGV	8,388	452	40	0.48%	8.85%	17,624	420	8	0.05%	1.90%
Pre86/Unknown	Unknown	174	9	0	0.00%	0.00%	34,698	561	8	0.02%	1.43%
1986	HDGT	556	26	2	0.36%	7.69%	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	20	1.14%	13.99%	37	0	0	0.00%	-
1986	LDGV	4,214	262	15	0.36%	5.73%	11,849	228	5	0.04%	2.19%
1986	Unknown	71	3	0	0.00%	0.00%	21,634	405	11	0.05%	2.72%
1987	HDGT	308	20	4	1.30%	20.00%	317	5	0	0.00%	0.00%
1987	LDDT	4	0	0	0.00%	-	2,032	82	4	0.20%	4.88%
1987	LDDV	54	1	0	0.00%	0.00%	21	0	0	0.00%	-
1987	LDGT	1,540	144	7	0.45%	4.86%	84	0	0	0.00%	-
1987	LDGV	2,805	180	19	0.68%	10.56%	24,291	524	6	0.02%	1.15%
1987	Unknown	57	5	0	0.00%	0.00%	47,077	641	16	0.03%	2.50%
1988	HDGT	715	31	3	0.42%	9.68%	651	4	0	0.00%	0.00%
1988	LDDT	8	0	0	0.00%	-	1,824	51	4	0.22%	7.84%
1988	LDDV	9	0	0	0.00%	-	16	0	0	0.00%	-
1988	LDGT	3,688	253	24	0.65%	9.49%	54	0	0	0.00%	-
1988	LDGV	6,826	397	22	0.32%	5.54%	19,832	381	7	0.04%	1.84%
1988	Unknown	129	5	0	0.00%	0.00%	33,431	466	13	0.04%	2.79%
1989	HDGT	527	29	5	0.95%	17.24%	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	16	0.65%	8.70%	216	1	0	0.00%	0.00%
1989	LDGV	4,066	276	23	0.57%	8.33%	41,296	690	6	0.01%	0.87%
1989	Unknown	114	2	0	0.00%	0.00%	70,353	886	19	0.03%	2.14%

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1990	HDGT	586	30	5	0.85%	16.67%	598	5	0	0.00%	0.00%
1990	LDDT	10	0	0	0.00%	-	2,596	77	6	0.23%	7.79%
1990	LDDV	24	0	0	0.00%	-	13	0	0	0.00%	-
1990	LDGT	4,504	294	16	0.36%	5.44%	117	0	0	0.00%	-
1990	LDGV	12,601	786	47	0.37%	5.98%	32,115	637	11	0.03%	1.73%
1990	Unknown	146	3	0	0.00%	0.00%	52,104	759	10	0.02%	1.32%
1991	HDGT	275	18	0	0.00%	0.00%	772	4	0	0.00%	0.00%
1991	LDDT	5	0	0	0.00%	-	5,539	147	7	0.13%	4.76%
1991	LDDV	38	0	0	0.00%	-	10	0	0	0.00%	-
1991	LDGT	2,640	198	12	0.45%	6.06%	165	0	0	0.00%	-
1991	LDGV	7,076	533	38	0.54%	7.13%	60,835	1,081	19	0.03%	1.76%
1991	Unknown	99	1	0	0.00%	0.00%	103,797	1,167	12	0.01%	1.03%
1992	HDGT	606	19	0	0.00%	0.00%	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	33	0.50%	8.27%	113	0	0	0.00%	-
1992	LDGV	20,633	1,211	81	0.39%	6.69%	42,607	37	3	0.01%	8.11%
1992	Unknown	229	4	0	0.00%	0.00%	62,884	53	2	0.00%	3.77%
1993	HDGT	496	23	0	0.00%	0.00%	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	28	0.48%	7.37%	318	1	0	0.00%	0.00%
1993	LDGV	12,695	853	58	0.46%	6.80%	90,469	56	1	0.00%	1.79%
1993	Unknown	202	7	1	0.50%	14.29%	111,072	76	4	0.00%	5.26%
1994	HDGT	1,455	41	3	0.21%	7.32%	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	69	0.39%	8.51%	122	0	0	0.00%	-
1994	LDGV	34,700	1,730	109	0.31%	6.30%	49,384	24	0	0.00%	0.00%
1994	Unknown	412	7	1	0.24%	14.29%	69,019	43	0	0.00%	0.00%

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

Model Yr	Veh Type	Liquid Leak Initial Insps	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insps	Liquid Leak No Known Outcome % of Initial Fails	Misc Emissions Initial Insps	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insps	Misc Emissions No Known Outcome % of Initial Fails
1995	HDGT	1,293	42	6	0.46%	14.29%	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	49	0.41%	7.62%	431	1	1	0.23%	100.00%
1995	LDGV	21,637	1,037	73	0.34%	7.04%	111,003	45	1	0.00%	2.22%
1995	Unknown	317	3	1	0.32%	33.33%	113,286	50	5	0.00%	10.00%
1996	HDGT	2,032	48	4	0.20%	8.33%	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	4	0.02%	5.13%	333	1	0	0.00%	0.00%
1996	LDGV	47,080	160	11	0.02%	6.88%	49,883	12	0	0.00%	0.00%
1996	Unknown	651	6	0	0.00%	0.00%	63,659	26	3	0.00%	11.54%
1997	HDGT	1,824	51	3	0.16%	5.88%	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	7	0.04%	10.94%	431	2	0	0.00%	0.00%
1997	LDGV	33,432	112	8	0.02%	7.14%	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	4	0.19%	8.00%	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	8	0.02%	7.69%	3	0	0	0.00%	-
1998	LDGV	70,358	146	6	0.01%	4.11%	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	7	0.27%	13.21%	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	4	0.01%	5.63%	10	0	0	0.00%	-
1999	LDGV	52,108	138	4	0.01%	2.90%	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%

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	Liquid Leak Initial Insps	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insps	Liquid Leak No Known Outcome % of Initial Fails	Misc Emissions Initial Insps	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insps	Misc Emissions No Known Outcome % of Initial Fails
2000	HDGT	5,539	95	10	0.18%	10.53%	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	4	0.01%	3.70%	22	0	0	0.00%	-
2000	LDGV	103,802	145	4	0.00%	2.76%	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	5	0.15%	10.87%	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	5	0.01%	5.56%	22	0	0	0.00%	-
2001	LDGV	62,886	89	1	0.00%	1.12%	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	4	0.06%	4.26%	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	2	0.00%	1.82%	3	0	0	0.00%	-
2002	LDGV	111,076	137	5	0.00%	3.65%	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	1	0.14%	6.67%
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	2	0.08%	3.64%
2003	Unknown	966	7	0	0.00%	0.00%	8,387	154	7	0.08%	4.55%
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	2	0.00%	2.50%	1,757	66	1	0.06%	1.52%
2004	Unknown	1,959	4	0	0.00%	0.00%	4,214	68	1	0.02%	1.47%

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	Liquid Leak Initial Insps	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insps	Liquid Leak No Known Outcome % of Initial Fails	Misc Emissions Initial Insps	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insps	Misc Emissions No Known Outcome % 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	1	0.14%	4.76%
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	2	0.05%	1.64%
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	0	0.00%	0.00%
2007	LDDV	3	0	0	0.00%	-	6	0	0	0.00%	-
2007	LDGT	18,073	11	0	0.00%	0.00%	6	0	0	0.00%	-
2007	LDGV	29,271	26	0	0.00%	0.00%	2,452	103	4	0.16%	3.88%
2007	Unknown	302	1	0	0.00%	0.00%	4,065	90	3	0.07%	3.33%
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	0	0.00%	0.00%
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	2	0.04%	1.48%
2008	Unknown	168	0	0	0.00%	-	12,600	202	4	0.03%	1.98%
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	2	0.08%	2.41%
2009	Unknown	84	0	0	0.00%	-	7,076	135	1	0.01%	0.74%

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	Liquid Leak Initial Insps	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insps	Liquid Leak No Known Outcome % of Initial Fails	Misc Emissions Initial Insps	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insps	Misc Emissions No Known Outcome % 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	2	0.33%	10.00%
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	2	0.03%	0.94%
2010	Unknown	36	0	0	0.00%	-	20,631	315	3	0.01%	0.95%
2011	HDGT	38	0	0	0.00%	-	229	8	1	0.44%	12.50%
2011	LDDT	0	0	0	-	-	496	16	0	0.00%	0.00%
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	5	0.09%	2.98%
2011	Unknown	0	0	0	-	-	12,692	208	5	0.04%	2.40%
Totals		**1,751,719**	**14,541**	**977**	**0.06%**	**6.7%**	**1,751,645**	**12,484**	**267**	**0.02%**	**2.1%**

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 2011

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
Pre 87/Unknown	HDGT	282	36	246	12.8%	87.2%	0	0	0	-	-	0	0	0	-	-
Pre 87/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 87/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 87/Unknown	LDGT	1,499	309	1,190	20.6%	79.4%	0	0	0	-	-	1,040	253	787	24.3%	75.7%
Pre 87/Unknown	LDGV	3,097	548	2,549	17.7%	82.3%	1	0	1	0.0%	100.0%	1,803	341	1,462	18.9%	81.1%
Pre 87/Unknown	Unknown	193	40	153	20.7%	79.3%	0	0	0	-	-	46	10	36	21.7%	78.3%
1987	HDGT	100	20	80	20.0%	80.0%	0	0	0	-	-	0	0	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	865	173	692	20.0%	80.0%	0	0	0	-	-	726	161	565	22.2%	77.8%
1987	LDGV	1,558	266	1,292	17.1%	82.9%	0	0	0	-	-	1,373	252	1,121	18.4%	81.6%
1987	Unknown	51	9	42	17.6%	82.4%	0	0	0	-	-	15	3	12	20.0%	80.0%
1988	HDGT	124	22	102	17.7%	82.3%	0	0	0	-	-	0	0	0	-	-
1988	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDGT	720	143	577	19.9%	80.1%	0	0	0	-	-	597	135	462	22.6%	77.4%
1988	LDGV	907	159	748	17.5%	82.5%	0	0	0	-	-	804	153	651	19.0%	81.0%
1988	Unknown	40	6	34	15.0%	85.0%	0	0	0	-	-	10	1	9	10.0%	90.0%
1989	HDGT	128	18	110	14.1%	85.9%	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	1,232	237	995	19.2%	80.8%	0	0	0	-	-	1,059	221	838	20.9%	79.1%
1989	LDGV	2,377	356	2,021	15.0%	85.0%	0	0	0	-	-	2,151	348	1,803	16.2%	83.8%
1989	Unknown	78	11	67	14.1%	85.9%	0	0	0	-	-	16	4	12	25.0%	75.0%
1990	HDGT	81	11	70	13.6%	86.4%	0	0	0	-	-	0	0	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	785	165	620	21.0%	79.0%	0	0	0	-	-	655	156	499	23.8%	76.2%
1990	LDGV	1,695	315	1,380	18.6%	81.4%	0	0	0	-	-	1,497	303	1,194	20.2%	79.8%
1990	Unknown	44	6	38	13.6%	86.4%	0	0	0	-	-	17	3	14	17.6%	82.4%
1991	HDGT	70	7	63	10.0%	90.0%	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	1,173	208	965	17.7%	82.3%	0	0	0	-	-	999	200	799	20.0%	80.0%
1991	LDGV	3,521	524	2,997	14.9%	85.1%	0	0	0	-	-	3,160	515	2,645	16.3%	83.7%
1991	Unknown	33	3	30	9.1%	90.9%	0	0	0	-	-	8	0	8	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2011

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
1992	HDGT	61	2	59	3.3%	96.7%	0	0	0	-	-	0	0	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	974	193	781	19.8%	80.2%	0	0	0	-	-	802	183	619	22.8%	77.2%
1992	LDGV	2,944	517	2,427	17.6%	82.4%	0	0	0	-	-	2,646	508	2,138	19.2%	80.8%
1992	Unknown	31	3	28	9.7%	90.3%	0	0	0	-	-	8	2	6	25.0%	75.0%
1993	HDGT	105	9	96	8.6%	91.4%	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	2,019	313	1,706	15.5%	84.5%	0	0	0	-	-	1,702	297	1,405	17.5%	82.5%
1993	LDGV	6,454	980	5,474	15.2%	84.8%	0	0	0	-	-	5,704	962	4,742	16.9%	83.1%
1993	Unknown	55	6	49	10.9%	89.1%	0	0	0	-	-	11	1	10	9.1%	90.9%
1994	HDGT	212	25	187	11.8%	88.2%	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	1,909	323	1,586	16.9%	83.1%	0	0	0	-	-	1,544	312	1,232	20.2%	79.8%
1994	LDGV	4,141	670	3,471	16.2%	83.8%	0	0	0	-	-	3,592	652	2,940	18.2%	81.8%
1994	Unknown	53	9	44	17.0%	83.0%	0	0	0	-	-	13	3	10	23.1%	76.9%
1995	HDGT	299	40	259	13.4%	86.6%	0	0	0	-	-	0	0	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	3,296	568	2,728	17.2%	82.8%	0	0	0	-	-	2,780	550	2,230	19.8%	80.2%
1995	LDGV	9,951	1,336	8,615	13.4%	86.6%	0	0	0	-	-	8,643	1,298	7,345	15.0%	85.0%
1995	Unknown	97	14	83	14.4%	85.6%	0	0	0	-	-	25	5	20	20.0%	80.0%
1996	HDGT	263	36	227	13.7%	86.3%	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	1,973	348	1,625	17.6%	82.4%	1,628	338	1,290	20.8%	79.2%	0	0	0	-	-
1996	LDGV	6,062	1,063	4,999	17.5%	82.5%	5,232	1,034	4,198	19.8%	80.2%	0	0	0	-	-
1996	Unknown	50	8	42	16.0%	84.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
1997	HDGT	363	49	314	13.5%	86.5%	0	0	0	-	-	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	28	2	26	7.1%	92.9%	27	2	25	7.4%	92.6%	0	0	0	-	-
1997	LDGT	3,499	492	3,007	14.1%	85.9%	2,826	465	2,361	16.5%	83.5%	0	0	0	-	-
1997	LDGV	12,191	1,802	10,389	14.8%	85.2%	10,520	1,769	8,751	16.8%	83.2%	2	2	0	100.0%	0.0%
1997	Unknown	169	12	157	7.1%	92.9%	4	0	4	0.0%	100.0%	0	0	0	-	-

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Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	TSI First Retest Insps	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
1998	HDGT	226	12	214	5.3%	94.7%	0	0	0	-	-	0	0	0	-	-
1998	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1998	LDDV	20	3	17	15.0%	85.0%	20	3	17	15.0%	85.0%	0	0	0	-	-
1998	LDGT	3,194	515	2,679	16.1%	83.9%	2,715	503	2,212	18.5%	81.5%	1	0	1	0.0%	100.0%
1998	LDGV	10,139	1,578	8,561	15.6%	84.4%	8,792	1,541	7,251	17.5%	82.5%	0	0	0	-	-
1998	Unknown	52	4	48	7.7%	92.3%	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	HDGT	431	35	396	8.1%	91.9%	0	0	0	-	-	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	36	4	32	11.1%	88.9%	36	4	32	11.1%	88.9%	0	0	0	-	-
1999	LDGT	3,719	446	3,273	12.0%	88.0%	2,929	420	2,509	14.3%	85.7%	0	0	0	-	-
1999	LDGV	15,415	1,970	13,445	12.8%	87.2%	12,963	1,912	11,051	14.7%	85.3%	1	0	1	0.0%	100.0%
1999	Unknown	195	15	180	7.7%	92.3%	4	1	3	25.0%	75.0%	0	0	0	-	-
2000	HDGT	499	30	469	6.0%	94.0%	0	0	0	-	-	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	21	0	21	0.0%	100.0%	21	0	21	0.0%	100.0%	0	0	0	-	-
2000	LDGT	3,894	474	3,420	12.2%	87.8%	3,007	452	2,555	15.0%	85.0%	0	0	0	-	-
2000	LDGV	13,317	1,763	11,554	13.2%	86.8%	11,356	1,717	9,639	15.1%	84.9%	0	0	0	-	-
2000	Unknown	125	10	115	8.0%	92.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2001	HDGT	321	18	303	5.6%	94.4%	0	0	0	-	-	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	37	1	36	2.7%	97.3%	37	1	36	2.7%	97.3%	0	0	0	-	-
2001	LDGT	5,226	832	4,394	15.9%	84.1%	5,136	826	4,310	16.1%	83.9%	0	0	0	-	-
2001	LDGV	19,388	2,945	16,443	15.2%	84.8%	19,192	2,916	16,276	15.2%	84.8%	0	0	0	-	-
2001	Unknown	90	5	85	5.6%	94.4%	9	0	9	0.0%	100.0%	0	0	0	-	-
2002	HDGT	236	11	225	4.7%	95.3%	0	0	0	-	-	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	31	1	30	3.2%	96.8%	30	1	29	3.3%	96.7%	0	0	0	-	-
2002	LDGT	4,088	585	3,503	14.3%	85.7%	4,034	577	3,457	14.3%	85.7%	0	0	0	-	-
2002	LDGV	11,801	1,725	10,076	14.6%	85.4%	11,689	1,713	9,976	14.7%	85.3%	1	0	1	0.0%	100.0%
2002	Unknown	38	3	35	7.9%	92.1%	2	0	2	0.0%	100.0%	0	0	0	-	-
2003	HDGT	272	17	255	6.3%	93.8%	0	0	0	-	-	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	35	0	35	0.0%	100.0%	34	0	34	0.0%	100.0%	0	0	0	-	-
2003	LDGT	4,451	465	3,986	10.4%	89.6%	4,355	457	3,898	10.5%	89.5%	0	0	0	-	-
2003	LDGV	15,465	1,722	13,743	11.1%	88.9%	15,330	1,705	13,625	11.1%	88.9%	0	0	0	-	-
2003	Unknown	93	7	86	7.5%	92.5%	9	0	9	0.0%	100.0%	0	0	0	-	-

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Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	TSI First Retest Insps	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
2004	HDGT	202	12	190	5.9%	94.1%	0	0	0	-	-	0	0	0	-	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	8	1	7	12.5%	87.5%	8	1	7	12.5%	87.5%	0	0	0	-	-
2004	LDGT	2,641	263	2,378	10.0%	90.0%	2,580	258	2,322	10.0%	90.0%	0	0	0	-	-
2004	LDGV	6,852	828	6,024	12.1%	87.9%	6,777	819	5,958	12.1%	87.9%	0	0	0	-	-
2004	Unknown	50	3	47	6.0%	94.0%	4	1	3	25.0%	75.0%	0	0	0	-	-
2005	HDGT	218	14	204	6.4%	93.6%	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	31	2	29	6.5%	93.5%	29	2	27	6.9%	93.1%	0	0	0	-	-
2005	LDGT	2,646	212	2,434	8.0%	92.0%	2,593	211	2,382	8.1%	91.9%	0	0	0	-	-
2005	LDGV	9,814	848	8,966	8.6%	91.4%	9,728	841	8,887	8.6%	91.4%	0	0	0	-	-
2005	Unknown	50	1	49	2.0%	98.0%	7	0	7	0.0%	100.0%	0	0	0	-	-
2006	HDGT	242	11	231	4.5%	95.5%	0	0	0	-	-	0	0	0	-	-
2006	LDDT	8	0	8	0.0%	100.0%	8	0	8	0.0%	100.0%	0	0	0	-	-
2006	LDDV	6	1	5	16.7%	83.3%	6	1	5	16.7%	83.3%	0	0	0	-	-
2006	LDGT	1,847	133	1,714	7.2%	92.8%	1,794	131	1,663	7.3%	92.7%	0	0	0	-	-
2006	LDGV	3,102	253	2,849	8.2%	91.8%	3,043	248	2,795	8.1%	91.9%	0	0	0	-	-
2006	Unknown	29	1	28	3.4%	96.6%	11	0	11	0.0%	100.0%	0	0	0	-	-
2007	HDGT	134	10	124	7.5%	92.5%	0	0	0	-	-	0	0	0	-	-
2007	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	726	58	668	8.0%	92.0%	696	58	638	8.3%	91.7%	0	0	0	-	-
2007	LDGV	891	75	816	8.4%	91.6%	877	74	803	8.4%	91.6%	0	0	0	-	-
2007	Unknown	44	2	42	4.5%	95.5%	29	2	27	6.9%	93.1%	0	0	0	-	-
2008	HDGT	59	6	53	10.2%	89.8%	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	96	5	91	5.2%	94.8%	83	5	78	6.0%	94.0%	0	0	0	-	-
2008	LDGV	181	23	158	12.7%	87.3%	177	23	154	13.0%	87.0%	0	0	0	-	-
2008	Unknown	10	0	10	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	HDGT	25	2	23	8.0%	92.0%	0	0	0	-	-	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	28	1	27	3.6%	96.4%	24	1	23	4.2%	95.8%	0	0	0	-	-
2009	LDGV	27	5	22	18.5%	81.5%	26	5	21	19.2%	80.8%	0	0	0	-	-
2009	Unknown	6	0	6	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-

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Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	TSI First Retest Insps	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
2010	HDGT	25	2	23	8.0%	92.0%	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	71	3	68	4.2%	95.8%	64	2	62	3.1%	96.9%	0	0	0	-	-
2010	LDGV	36	2	34	5.6%	94.4%	33	2	31	6.1%	93.9%	0	0	0	-	-
2010	Unknown	4	0	4	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2011	HDGT	35	0	35	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2011	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	30	0	30	0.0%	100.0%	26	0	26	0.0%	100.0%	0	0	0	-	-
2011	LDGV	12	0	12	0.0%	100.0%	12	0	12	0.0%	100.0%	0	0	0	-	-
2011	Unknown	8	0	8	0.0%	100.0%	4	0	4	0.0%	100.0%	0	0	0	-	-
2012	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGV	8	1	7	12.5%	87.5%	8	1	7	12.5%	87.5%	0	0	0	-	-
2012	Unknown	5	1	4	20.0%	80.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
Totals		**220,926**	**30,387**	**190,539**	**13.8%**	**86.2%**	**150,603**	**21,043**	**129,560**	**14.0%**	**86.0%**	**43,451**	**7,834**	**35,617**	**18.0%**	**82.0%**

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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
Pre 87/Unknown	HDGT	223	32	191	14.3%	85.7%	98	2	96	2.0%	98.0%	21	2	19	9.5%	90.5%
Pre 87/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 87/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 87/Unknown	LDGT	335	48	287	14.3%	85.7%	354	13	341	3.7%	96.3%	120	13	107	10.8%	89.2%
Pre 87/Unknown	LDGV	1,034	198	836	19.1%	80.9%	522	13	509	2.5%	97.5%	232	25	207	10.8%	89.2%
Pre 87/Unknown	Unknown	131	30	101	22.9%	77.1%	44	2	42	4.5%	95.5%	19	1	18	5.3%	94.7%
1987	HDGT	88	20	68	22.7%	77.3%	20	1	19	5.0%	95.0%	8	1	7	12.5%	87.5%
1987	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1987	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1987	LDGT	39	9	30	23.1%	76.9%	190	5	185	2.6%	97.4%	83	12	71	14.5%	85.5%
1987	LDGV	56	8	48	14.3%	85.7%	239	2	237	0.8%	99.2%	165	12	153	7.3%	92.7%
1987	Unknown	28	6	22	21.4%	78.6%	13	0	13	0.0%	100.0%	3	0	3	0.0%	100.0%
1988	HDGT	96	21	75	21.9%	78.1%	35	2	33	5.7%	94.3%	4	0	4	0.0%	100.0%
1988	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDGT	22	6	16	27.3%	72.7%	196	5	191	2.6%	97.4%	79	9	70	11.4%	88.6%
1988	LDGV	14	4	10	28.6%	71.4%	162	3	159	1.9%	98.1%	119	8	111	6.7%	93.3%
1988	Unknown	22	4	18	18.2%	81.8%	11	0	11	0.0%	100.0%	2	0	2	0.0%	100.0%
1989	HDGT	103	18	85	17.5%	82.5%	43	2	41	4.7%	95.3%	14	0	14	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	45	6	39	13.3%	86.7%	285	11	274	3.9%	96.1%	119	7	112	5.9%	94.1%
1989	LDGV	15	3	12	20.0%	80.0%	398	9	389	2.3%	97.7%	237	21	216	8.9%	91.1%
1989	Unknown	45	5	40	11.1%	88.9%	20	0	20	0.0%	100.0%	6	0	6	0.0%	100.0%
1990	HDGT	69	9	60	13.0%	87.0%	15	1	14	6.7%	93.3%	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	25	3	22	12.0%	88.0%	198	6	192	3.0%	97.0%	85	6	79	7.1%	92.9%
1990	LDGV	10	1	9	10.0%	90.0%	338	7	331	2.1%	97.9%	229	24	205	10.5%	89.5%
1990	Unknown	20	3	17	15.0%	85.0%	13	0	13	0.0%	100.0%	4	0	4	0.0%	100.0%
1991	HDGT	48	7	41	14.6%	85.4%	28	0	28	0.0%	100.0%	2	1	1	50.0%	50.0%
1991	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDGT	24	3	21	12.5%	87.5%	291	7	284	2.4%	97.6%	154	5	149	3.2%	96.8%
1991	LDGV	12	3	9	25.0%	75.0%	598	5	593	0.8%	99.2%	478	36	442	7.5%	92.5%
1991	Unknown	16	2	14	12.5%	87.5%	12	1	11	8.3%	91.7%	6	0	6	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
1992	HDGT	42	2	40	4.8%	95.2%	23	0	23	0.0%	100.0%	3	0	3	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	17	2	15	11.8%	88.2%	242	4	238	1.7%	98.3%	111	6	105	5.4%	94.6%
1992	LDGV	6	0	6	0.0%	100.0%	508	9	499	1.8%	98.2%	439	44	395	10.0%	90.0%
1992	Unknown	9	1	8	11.1%	88.9%	14	0	14	0.0%	100.0%	2	0	2	0.0%	100.0%
1993	HDGT	74	8	66	10.8%	89.2%	43	1	42	2.3%	97.7%	8	1	7	12.5%	87.5%
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	24	4	20	16.7%	83.3%	480	13	467	2.7%	97.3%	191	9	182	4.7%	95.3%
1993	LDGV	14	0	14	0.0%	100.0%	1,123	14	1,109	1.2%	98.8%	789	63	726	8.0%	92.0%
1993	Unknown	28	3	25	10.7%	89.3%	18	0	18	0.0%	100.0%	4	1	3	25.0%	75.0%
1994	HDGT	133	19	114	14.3%	85.7%	89	5	84	5.6%	94.4%	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	38	6	32	15.8%	84.2%	488	6	482	1.2%	98.8%	154	11	143	7.1%	92.9%
1994	LDGV	11	1	10	9.1%	90.9%	878	17	861	1.9%	98.1%	668	41	627	6.1%	93.9%
1994	Unknown	25	5	20	20.0%	80.0%	19	2	17	10.5%	89.5%	1	0	1	0.0%	100.0%
1995	HDGT	209	34	175	16.3%	83.7%	116	3	113	2.6%	97.4%	18	0	18	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	77	8	69	10.4%	89.6%	686	9	677	1.3%	98.7%	270	15	255	5.6%	94.4%
1995	LDGV	14	3	11	21.4%	78.6%	1,869	24	1,845	1.3%	98.7%	1,176	60	1,116	5.1%	94.9%
1995	Unknown	46	6	40	13.0%	87.0%	28	1	27	3.6%	96.4%	6	1	5	16.7%	83.3%
1996	HDGT	191	33	158	17.3%	82.7%	108	5	103	4.6%	95.4%	15	0	15	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	26	2	24	7.7%	92.3%	426	8	418	1.9%	98.1%	29	2	27	6.9%	93.1%
1996	LDGV	15	4	11	26.7%	73.3%	1,001	10	991	1.0%	99.0%	116	9	107	7.8%	92.2%
1996	Unknown	30	8	22	26.7%	73.3%	18	0	18	0.0%	100.0%	2	0	2	0.0%	100.0%
1997	HDGT	250	46	204	18.4%	81.6%	139	3	136	2.2%	97.8%	10	0	10	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	63	11	52	17.5%	82.5%	824	10	814	1.2%	98.8%	44	3	41	6.8%	93.2%
1997	LDGV	29	0	29	0.0%	100.0%	1,986	20	1,966	1.0%	99.0%	192	6	186	3.1%	96.9%
1997	Unknown	81	9	72	11.1%	88.9%	85	2	83	2.4%	97.6%	7	0	7	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
1998	HDGT	151	10	141	6.6%	93.4%	87	2	85	2.3%	97.7%	7	0	7	0.0%	100.0%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	28	2	26	7.1%	92.9%	594	8	586	1.3%	98.7%	33	2	31	6.1%	93.9%
1998	LDGV	10	1	9	10.0%	90.0%	1,615	21	1,594	1.3%	98.7%	181	9	172	5.0%	95.0%
1998	Unknown	30	3	27	10.0%	90.0%	21	1	20	4.8%	95.2%	3	0	3	0.0%	100.0%
1999	HDGT	285	30	255	10.5%	89.5%	166	3	163	1.8%	98.2%	7	0	7	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	85	14	71	16.5%	83.5%	894	11	883	1.2%	98.8%	58	2	56	3.4%	96.6%
1999	LDGV	28	3	25	10.7%	89.3%	2,863	30	2,833	1.0%	99.0%	234	8	226	3.4%	96.6%
1999	Unknown	110	13	97	11.8%	88.2%	93	1	92	1.1%	98.9%	3	0	3	0.0%	100.0%
2000	HDGT	315	28	287	8.9%	91.1%	222	4	218	1.8%	98.2%	18	0	18	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	46	5	41	10.9%	89.1%	1,033	14	1,019	1.4%	98.6%	51	0	51	0.0%	100.0%
2000	LDGV	32	4	28	12.5%	87.5%	2,309	22	2,287	1.0%	99.0%	172	5	167	2.9%	97.1%
2000	Unknown	56	8	48	14.3%	85.7%	78	1	77	1.3%	98.7%	3	0	3	0.0%	100.0%
2001	HDGT	317	18	299	5.7%	94.3%	0	0	0	-	-	18	0	18	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	65	6	59	9.2%	90.8%	0	0	0	-	-	57	0	57	0.0%	100.0%
2001	LDGV	31	1	30	3.2%	96.8%	0	0	0	-	-	177	5	172	2.8%	97.2%
2001	Unknown	74	5	69	6.8%	93.2%	0	0	0	-	-	6	0	6	0.0%	100.0%
2002	HDGT	233	11	222	4.7%	95.3%	0	0	0	-	-	8	0	8	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	40	6	34	15.0%	85.0%	0	0	0	-	-	42	0	42	0.0%	100.0%
2002	LDGV	18	0	18	0.0%	100.0%	0	0	0	-	-	156	3	153	1.9%	98.1%
2002	Unknown	34	3	31	8.8%	91.2%	0	0	0	-	-	1	0	1	0.0%	100.0%
2003	HDGT	268	16	252	6.0%	94.0%	0	0	0	-	-	14	2	12	14.3%	85.7%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	76	7	69	9.2%	90.8%	0	0	0	-	-	41	1	40	2.4%	97.6%
2003	LDGV	37	3	34	8.1%	91.9%	0	0	0	-	-	220	7	213	3.2%	96.8%
2003	Unknown	79	7	72	8.9%	91.1%	0	0	0	-	-	10	0	10	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
2004	HDGT	198	12	186	6.1%	93.9%	0	0	0	-	-	5	0	5	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	41	2	39	4.9%	95.1%	0	0	0	-	-	35	2	33	5.7%	94.3%
2004	LDGV	13	1	12	7.7%	92.3%	0	0	0	-	-	126	5	121	4.0%	96.0%
2004	Unknown	40	2	38	5.0%	95.0%	0	0	0	-	-	3	1	2	33.3%	66.7%
2005	HDGT	212	13	199	6.1%	93.9%	0	0	0	-	-	7	0	7	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	42	0	42	0.0%	100.0%	0	0	0	-	-	36	0	36	0.0%	100.0%
2005	LDGV	25	1	24	4.0%	96.0%	0	0	0	-	-	162	1	161	0.6%	99.4%
2005	Unknown	39	1	38	2.6%	97.4%	0	0	0	-	-	2	0	2	0.0%	100.0%
2006	HDGT	234	11	223	4.7%	95.3%	0	0	0	-	-	9	0	9	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	45	2	43	4.4%	95.6%	0	0	0	-	-	33	0	33	0.0%	100.0%
2006	LDGV	15	2	13	13.3%	86.7%	0	0	0	-	-	76	0	76	0.0%	100.0%
2006	Unknown	18	1	17	5.6%	94.4%	0	0	0	-	-	0	0	0	-	-
2007	HDGT	133	10	123	7.5%	92.5%	0	0	0	-	-	5	0	5	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	0	25	0.0%	100.0%	0	0	0	-	-	19	0	19	0.0%	100.0%
2007	LDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	32	1	31	3.1%	96.9%
2007	Unknown	7	0	7	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	HDGT	59	6	53	10.2%	89.8%	0	0	0	-	-	1	1	0	100.0%	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	13	0	13	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2008	LDGV	4	0	4	0.0%	100.0%	0	0	0	-	-	6	0	6	0.0%	100.0%
2008	Unknown	7	0	7	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2009	HDGT	25	2	23	8.0%	92.0%	0	0	0	-	-	3	1	2	33.3%	66.7%
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	4	0	4	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2009	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2009	Unknown	5	0	5	0.0%	100.0%	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
2010	HDGT	25	2	23	8.0%	92.0%	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	-	-	0	0	0	-	-
2010	LDGT	6	1	5	16.7%	83.3%	0	0	0	-	-	0	0	0	-	-
2010	LDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	4	0	4	0.0%	100.0%
2010	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2011	HDGT	35	0	35	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	4	0	4	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2011	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	Unknown	4	0	4	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2012	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	Unknown	4	1	3	25.0%	75.0%	0	0	0	-	-	0	0	0	-	-
Totals		**7,711**	**938**	**6,773**	**12.2%**	**87.8%**	**25,309**	**381**	**24,928**	**1.5%**	**98.5%**	**8,549**	**511**	**8,038**	**6.0%**	**94.0%**

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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
Pre 87/Unknown	HDGT	20	1	19	5.0%	95.0%	16	0	16	0.0%	100.0%	16	0	16	0.0%	100.0%
Pre 87/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 87/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 87/Unknown	LDGT	137	13	124	9.5%	90.5%	113	7	106	6.2%	93.8%	113	12	101	10.6%	89.4%
Pre 87/Unknown	LDGV	324	29	295	9.0%	91.0%	247	18	229	7.3%	92.7%	240	26	214	10.8%	89.2%
Pre 87/Unknown	Unknown	18	1	17	5.6%	94.4%	15	0	15	0.0%	100.0%	17	1	16	5.9%	94.1%
1987	HDGT	6	2	4	33.3%	66.7%	4	1	3	25.0%	75.0%	7	1	6	14.3%	85.7%
1987	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1987	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1987	LDGT	89	12	77	13.5%	86.5%	78	7	71	9.0%	91.0%	77	12	65	15.6%	84.4%
1987	LDGV	187	12	175	6.4%	93.6%	158	7	151	4.4%	95.6%	152	15	137	9.9%	90.1%
1987	Unknown	4	0	4	0.0%	100.0%	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%
1988	HDGT	6	0	6	0.0%	100.0%	3	0	3	0.0%	100.0%	5	1	4	20.0%	80.0%
1988	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDGT	93	9	84	9.7%	90.3%	75	5	70	6.7%	93.3%	77	6	71	7.8%	92.2%
1988	LDGV	140	7	133	5.0%	95.0%	116	5	111	4.3%	95.7%	117	10	107	8.5%	91.5%
1988	Unknown	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
1989	HDGT	12	0	12	0.0%	100.0%	12	0	12	0.0%	100.0%	10	0	10	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	147	6	141	4.1%	95.9%	119	6	113	5.0%	95.0%	120	9	111	7.5%	92.5%
1989	LDGV	279	19	260	6.8%	93.2%	230	14	216	6.1%	93.9%	226	20	206	8.8%	91.2%
1989	Unknown	6	0	6	0.0%	100.0%	5	0	5	0.0%	100.0%	4	0	4	0.0%	100.0%
1990	HDGT	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%	4	1	3	25.0%	75.0%
1990	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1990	LDGT	100	6	94	6.0%	94.0%	81	3	78	3.7%	96.3%	80	4	76	5.0%	95.0%
1990	LDGV	268	20	248	7.5%	92.5%	219	14	205	6.4%	93.6%	214	21	193	9.8%	90.2%
1990	Unknown	5	0	5	0.0%	100.0%	4	0	4	0.0%	100.0%	5	0	5	0.0%	100.0%
1991	HDGT	4	0	4	0.0%	100.0%	3	0	3	0.0%	100.0%	2	0	2	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	174	7	167	4.0%	96.0%	147	4	143	2.7%	97.3%	146	6	140	4.1%	95.9%
1991	LDGV	581	39	542	6.7%	93.3%	456	22	434	4.8%	95.2%	448	34	414	7.6%	92.4%
1991	Unknown	5	0	5	0.0%	100.0%	6	0	6	0.0%	100.0%	6	0	6	0.0%	100.0%

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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
1992	HDGT	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%	6	0	6	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	132	8	124	6.1%	93.9%	108	4	104	3.7%	96.3%	107	8	99	7.5%	92.5%
1992	LDGV	530	36	494	6.8%	93.2%	427	26	401	6.1%	93.9%	420	45	375	10.7%	89.3%
1992	Unknown	4	0	4	0.0%	100.0%	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
1993	HDGT	8	0	8	0.0%	100.0%	7	0	7	0.0%	100.0%	8	1	7	12.5%	87.5%
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	225	11	214	4.9%	95.1%	188	7	181	3.7%	96.3%	188	9	179	4.8%	95.2%
1993	LDGV	1,055	83	972	7.9%	92.1%	771	42	729	5.4%	94.6%	739	63	676	8.5%	91.5%
1993	Unknown	5	1	4	20.0%	80.0%	4	1	3	25.0%	75.0%	4	1	3	25.0%	75.0%
1994	HDGT	7	0	7	0.0%	100.0%	7	0	7	0.0%	100.0%	7	0	7	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	204	16	188	7.8%	92.2%	151	11	140	7.3%	92.7%	145	15	130	10.3%	89.7%
1994	LDGV	859	60	799	7.0%	93.0%	640	34	606	5.3%	94.7%	626	44	582	7.0%	93.0%
1994	Unknown	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1995	HDGT	19	0	19	0.0%	100.0%	16	0	16	0.0%	100.0%	16	1	15	6.3%	93.8%
1995	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDGT	316	17	299	5.4%	94.6%	273	10	263	3.7%	96.3%	274	16	258	5.8%	94.2%
1995	LDGV	1,478	74	1,404	5.0%	95.0%	1,159	34	1,125	2.9%	97.1%	1,126	71	1,055	6.3%	93.7%
1995	Unknown	7	1	6	14.3%	85.7%	7	1	6	14.3%	85.7%	7	1	6	14.3%	85.7%
1996	HDGT	19	1	18	5.3%	94.7%	15	0	15	0.0%	100.0%	13	0	13	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	44	2	42	4.5%	95.5%	25	1	24	4.0%	96.0%	27	2	25	7.4%	92.6%
1996	LDGV	207	13	194	6.3%	93.7%	93	3	90	3.2%	96.8%	85	6	79	7.1%	92.9%
1996	Unknown	4	0	4	0.0%	100.0%	3	0	3	0.0%	100.0%	1	0	1	0.0%	100.0%
1997	HDGT	13	1	12	7.7%	92.3%	11	0	11	0.0%	100.0%	10	0	10	0.0%	100.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1997	LDGT	69	2	67	2.9%	97.1%	47	0	47	0.0%	100.0%	37	3	34	8.1%	91.9%
1997	LDGV	315	9	306	2.9%	97.1%	176	1	175	0.6%	99.4%	132	5	127	3.8%	96.2%
1997	Unknown	6	0	6	0.0%	100.0%	6	0	6	0.0%	100.0%	7	1	6	14.3%	85.7%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2011

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
1998	HDGT	11	0	11	0.0%	100.0%	10	0	10	0.0%	100.0%	7	0	7	0.0%	100.0%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	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	51	1	50	2.0%	98.0%	36	1	35	2.8%	97.2%	27	2	25	7.4%	92.6%
1998	LDGV	291	11	280	3.8%	96.2%	136	0	136	0.0%	100.0%	121	6	115	5.0%	95.0%
1998	Unknown	4	0	4	0.0%	100.0%	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%
1999	HDGT	11	1	10	9.1%	90.9%	8	0	8	0.0%	100.0%	8	0	8	0.0%	100.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1999	LDGT	84	1	83	1.2%	98.8%	65	1	64	1.5%	98.5%	45	3	42	6.7%	93.3%
1999	LDGV	372	12	360	3.2%	96.8%	187	0	187	0.0%	100.0%	168	7	161	4.2%	95.8%
1999	Unknown	8	0	8	0.0%	100.0%	7	0	7	0.0%	100.0%	7	0	7	0.0%	100.0%
2000	HDGT	26	0	26	0.0%	100.0%	20	0	20	0.0%	100.0%	18	0	18	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	85	2	83	2.4%	97.6%	58	0	58	0.0%	100.0%	48	0	48	0.0%	100.0%
2000	LDGV	335	13	322	3.9%	96.1%	158	2	156	1.3%	98.7%	145	7	138	4.8%	95.2%
2000	Unknown	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
2001	HDGT	23	0	23	0.0%	100.0%	21	0	21	0.0%	100.0%	21	0	21	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	85	0	85	0.0%	100.0%	59	0	59	0.0%	100.0%	43	0	43	0.0%	100.0%
2001	LDGV	337	8	329	2.4%	97.6%	176	1	175	0.6%	99.4%	140	3	137	2.1%	97.9%
2001	Unknown	11	0	11	0.0%	100.0%	7	0	7	0.0%	100.0%	8	0	8	0.0%	100.0%
2002	HDGT	15	0	15	0.0%	100.0%	10	0	10	0.0%	100.0%	11	0	11	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2002	LDGT	58	3	55	5.2%	94.8%	45	0	45	0.0%	100.0%	37	0	37	0.0%	100.0%
2002	LDGV	216	6	210	2.8%	97.2%	138	0	138	0.0%	100.0%	123	1	122	0.8%	99.2%
2002	Unknown	4	0	4	0.0%	100.0%	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
2003	HDGT	19	1	18	5.3%	94.7%	16	1	15	6.3%	93.8%	14	1	13	7.1%	92.9%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2003	LDGT	64	0	64	0.0%	100.0%	47	0	47	0.0%	100.0%	32	0	32	0.0%	100.0%
2003	LDGV	261	6	255	2.3%	97.7%	184	1	183	0.5%	99.5%	153	2	151	1.3%	98.7%
2003	Unknown	10	0	10	0.0%	100.0%	10	0	10	0.0%	100.0%	11	0	11	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2011

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
2004	HDGT	11	0	11	0.0%	100.0%	7	0	7	0.0%	100.0%	12	0	12	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	50	4	46	8.0%	92.0%	34	2	32	5.9%	94.1%	28	2	26	7.1%	92.9%
2004	LDGV	130	2	128	1.5%	98.5%	90	0	90	0.0%	100.0%	71	0	71	0.0%	100.0%
2004	Unknown	8	0	8	0.0%	100.0%	7	0	7	0.0%	100.0%	4	0	4	0.0%	100.0%
2005	HDGT	12	0	12	0.0%	100.0%	9	0	9	0.0%	100.0%	10	0	10	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2005	LDGT	42	0	42	0.0%	100.0%	32	0	32	0.0%	100.0%	24	1	23	4.2%	95.8%
2005	LDGV	180	0	180	0.0%	100.0%	144	0	144	0.0%	100.0%	109	1	108	0.9%	99.1%
2005	Unknown	12	0	12	0.0%	100.0%	9	0	9	0.0%	100.0%	7	0	7	0.0%	100.0%
2006	HDGT	20	0	20	0.0%	100.0%	10	0	10	0.0%	100.0%	12	0	12	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	LDGT	41	1	40	2.4%	97.6%	30	0	30	0.0%	100.0%	23	0	23	0.0%	100.0%
2006	LDGV	89	1	88	1.1%	98.9%	66	0	66	0.0%	100.0%	46	1	45	2.2%	97.8%
2006	Unknown	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	HDGT	11	0	11	0.0%	100.0%	6	0	6	0.0%	100.0%	4	0	4	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	21	0	21	0.0%	100.0%	17	0	17	0.0%	100.0%	15	0	15	0.0%	100.0%
2007	LDGV	42	1	41	2.4%	97.6%	33	0	33	0.0%	100.0%	19	0	19	0.0%	100.0%
2007	Unknown	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2008	HDGT	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2008	LDGV	8	0	8	0.0%	100.0%	6	0	6	0.0%	100.0%	1	0	1	0.0%	100.0%
2008	Unknown	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	HDGT	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%	1	0	1	0.0%	100.0%
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2009	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	Unknown	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2011

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
2010	HDGT	1	0	1	0.0%	100.0%	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	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2010	LDGV	4	0	4	0.0%	100.0%	4	0	4	0.0%	100.0%	0	0	0	-	-
2010	Unknown	1	0	1	0.0%	100.0%	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	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	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	-	-
2012	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**11,238**	**593**	**10,645**	**5.3%**	**94.7%**	**8,185**	**298**	**7,887**	**3.6%**	**96.4%**	**7,664**	**508**	**7,156**	**6.6%**	**93.4%**

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 2011

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	1	50%	1	50%
Bakers Basin	70	12	17%	58	83%
Bridgeton	4	2	50%	2	50%
Cape May	11	5	45%	6	55%
Cherry Hill	82	20	24%	62	76%
Delanco	16	3	19%	13	81%
Deptford	41	9	22%	32	78%
Eatontown	80	7	9%	73	91%
Flemington	48	7	15%	41	85%
Freehold	73	4	5%	69	95%
Kilmer	68	19	28%	49	72%
Lakewood	79	11	14%	68	86%
Lodi	65	13	20%	52	80%
Manahawkin	45	2	4%	43	96%
Mays Landing	48	13	27%	35	73%
Millville	24	5	21%	19	79%
Morristown Specialty	1	0	0%	1	100%
Newark	70	7	10%	63	90%
Newton	36	1	3%	35	97%
Paramus	72	15	21%	57	79%
Plainfield	36	18	50%	18	50%
Rahway	70	9	13%	61	87%
Randolph	82	18	22%	64	78%
Salem	12	2	17%	10	83%
Secaucus	80	5	6%	75	94%
South Brunswick	58	6	10%	52	90%
Southampton	58	8	14%	50	86%
Washington	12	1	8%	11	92%
Wayne	107	10	9%	97	91%
Westfield	7	4	57%	3	43%
Winslow	44	5	11%	39	89%
Winslow Specialty	2	0	0%	2	100%
Totals	**1,503**	**242**	**16%**	**1,261**	**84%**

Table II-1

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2011

Station		Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	1	2	1	50%	1	50%
Bakers Basin	70	1	11	1	9%	10	91%
		2	12	2	17%	10	83%
		3	12	2	17%	10	83%
		4	10	4	40%	6	60%
		5	10	3	30%	7	70%
		6	3	0	0%	3	100%
		Reinspection	12	0	0%	12	100%
Bridgeton	4	1	4	2	50%	2	50%
Cape May	11	1	11	5	45%	6	55%
Cherry Hill	82	1	12	5	42%	7	58%
		2	12	2	17%	10	83%
		3	12	3	25%	9	75%
		4	12	6	50%	6	50%
		5	11	3	27%	8	73%
		6	11	1	9%	10	91%
		Reinspection	12	0	0%	12	100%
Delanco	16	1	4	2	50%	2	50%
		2	4	1	25%	3	75%
		3	4	0	0%	4	100%
		Reinspection	4	0	0%	4	100%
Deptford	41	1	10	4	40%	6	60%
		2	10	0	0%	10	100%
		3	11	3	27%	8	73%
		4	10	2	20%	8	80%
Eatontown	80	1	12	2	17%	10	83%
		2	12	0	0%	12	100%
		3	12	4	33%	8	67%
		4	12	1	8%	11	92%
		5	10	0	0%	10	100%
		6	10	0	0%	10	100%
		Reinspection	12	0	0%	12	100%
Flemington	48	1	12	2	17%	10	83%
		2	12	2	17%	10	83%
		3	12	3	25%	9	75%
		Reinspection	12	0	0%	12	100%
Freehold	73	1	11	1	9%	10	91%
		2	11	0	0%	11	100%
		3	11	0	0%	11	100%
		4	11	0	0%	11	100%
		5	9	2	22%	7	78%
		6	9	1	11%	8	89%
		Reinspection	11	0	0%	11	100%

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2011

Station		Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Kilmer	68	1	10	7	70%	3	30%
		2	10	1	10%	9	90%
		3	10	2	20%	8	80%
		4	10	1	10%	9	90%
		5	10	4	40%	6	60%
		6	8	4	50%	4	50%
		Reinspection	10	0	0%	10	100%
Lakewood	79	1	12	3	25%	9	75%
		2	12	3	25%	9	75%
		3	12	1	8%	11	92%
		4	12	1	8%	11	92%
		5	10	1	10%	9	90%
		6	10	2	20%	8	80%
		Reinspection	11	0	0%	11	100%
Lodi	65	1	11	1	9%	10	91%
		2	11	1	9%	10	91%
		3	11	3	27%	8	73%
		4	11	4	36%	7	64%
		5	10	4	40%	6	60%
		Reinspection	11	0	0%	11	100%
Manahawkin	45	1	12	1	8%	11	92%
		2	12	0	0%	12	100%
		3	11	1	9%	10	91%
		Reinspection	10	0	0%	10	100%
Mays Landing	48	1	10	2	20%	8	80%
		2	10	6	60%	4	40%
		3	10	2	20%	8	80%
		4	10	3	30%	7	70%
		Reinspection	8	0	0%	8	100%
Millville	24	1	12	3	25%	9	75%
		2	12	2	17%	10	83%
Morristown Specialty	1	1	1	0	0%	1	100%
Newark	70	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	4	33%	8	67%
		4	11	3	27%	8	73%
		5	11	0	0%	11	100%
		Reinspection	12	0	0%	12	100%
Newton	36	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
		Reinspection	12	0	0%	12	100%

Table II-2

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2011

Station		Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Paramus	72	1	12	7	58%	5	42%
		2	12	2	17%	10	83%
		3	12	0	0%	12	100%
		4	12	2	17%	10	83%
		5	12	4	33%	8	67%
		Reinspection	12	0	0%	12	100%
Plainfield	36	1	12	5	42%	7	58%
		2	12	6	50%	6	50%
		3	12	7	58%	5	42%
Rahway	70	1	10	0	0%	10	100%
		2	12	2	17%	10	83%
		3	12	3	25%	9	75%
		4	12	2	17%	10	83%
		5	12	2	17%	10	83%
		Reinspection	12	0	0%	12	100%
Randolph	82	1	12	4	33%	8	67%
		2	12	6	50%	6	50%
		3	12	0	0%	12	100%
		4	12	2	17%	10	83%
		5	11	3	27%	8	73%
		6	11	3	27%	8	73%
		Reinspection	12	0	0%	12	100%
Salem	12	1	12	2	17%	10	83%
Secaucus	80	1	12	1	8%	11	92%
		2	12	0	0%	12	100%
		3	12	1	8%	11	92%
		4	12	2	17%	10	83%
		5	10	1	10%	9	90%
		6	10	0	0%	10	100%
		Reinspection	12	0	0%	12	100%
South Brunswick	58	1	10	2	20%	8	80%
		2	9	1	11%	8	89%
		3	10	0	0%	10	100%
		4	10	0	0%	10	100%
		5	8	2	25%	6	75%
		6	1	0	0%	1	100%
		Reinspection	10	1	10%	9	90%
Southampton	58	1	12	4	33%	8	67%
		2	12	3	25%	9	75%
		3	12	0	0%	12	100%
		4	11	1	9%	10	91%
		Reinspection	11	0	0%	11	100%

Table II-2

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2011

Station		Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Washington	12	1	12	1	8%	11	92%
Wayne	107	1	12	1	8%	11	92%
		2	12	1	8%	11	92%
		3	12	1	8%	11	92%
		4	12	2	17%	10	83%
		5	12	1	8%	11	92%
		6	12	0	0%	12	100%
		7	12	0	0%	12	100%
		8	11	4	36%	7	64%
		Reinspection	12	0	0%	12	100%
Westfield	7	1	3	0	0%	3	100%
		2	4	4	100%		0%
Winslow	44	1	11	3	27%	8	73%
		2	11	2	18%	9	82%
		3	11	0	0%	11	100%
		Reinspection	11	0	0%	11	100%
Winslow Specialty	2	1	2	0	0%	2	100%
Totals	**1503**	**144**	**1503**	**242**	**16%**	**1261**	**84%**

Table II-2
(Page 4 of 4)

APPENDIX III

COMPLIANCE STICKER SURVEY REPORT

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Summary
Year 2011

2011	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**	4,543	164	21	20	39	84	141	21	2	96.4%
Febuary	**NJDEP**	4,274	171	21	12	51	87	139	29	3	96.0%
March	**NJDEP**	5,783	201	31	11	36	123	175	22	4	96.5%
April	**NJDEP**	3,228	155	20	11	30	94	120	35	0	95.2%
May	**NJMVC**	5,000	242	0	53	56	133	Not Reported			95.2%
May	**NJDEP**	4,805	216	25	18	27	146	171	38	7	95.5%
June	**NJDEP**	4,895	192	16	23	32	121	155	36	1	96.1%
July	**NJDEP**	4,312	167	15	25	31	96	133	32	2	96.1%
August	**NJDEP**	4,315	180	20	26	34	100	142	35	3	95.8%
September	**NJDEP**	3,696	149	19	11	30	89	119	27	3	96.0%
October	**NJMVC**	5,000	334	0	76	103	155	Not Reported			93.3%
October	**NJDEP**	5,119	192	26	27	37	102	154	34	4	96.2%
November	**NJDEP**	4,270	185	21	28	32	104	154	25	6	95.7%
December	**NJDEP**	3,411	187	19	24	37	107	170	14	3	94.5%
Totals		62,651	2,735	254	365	575	1,541	1,773	348	38	95.6%

Table III-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2011

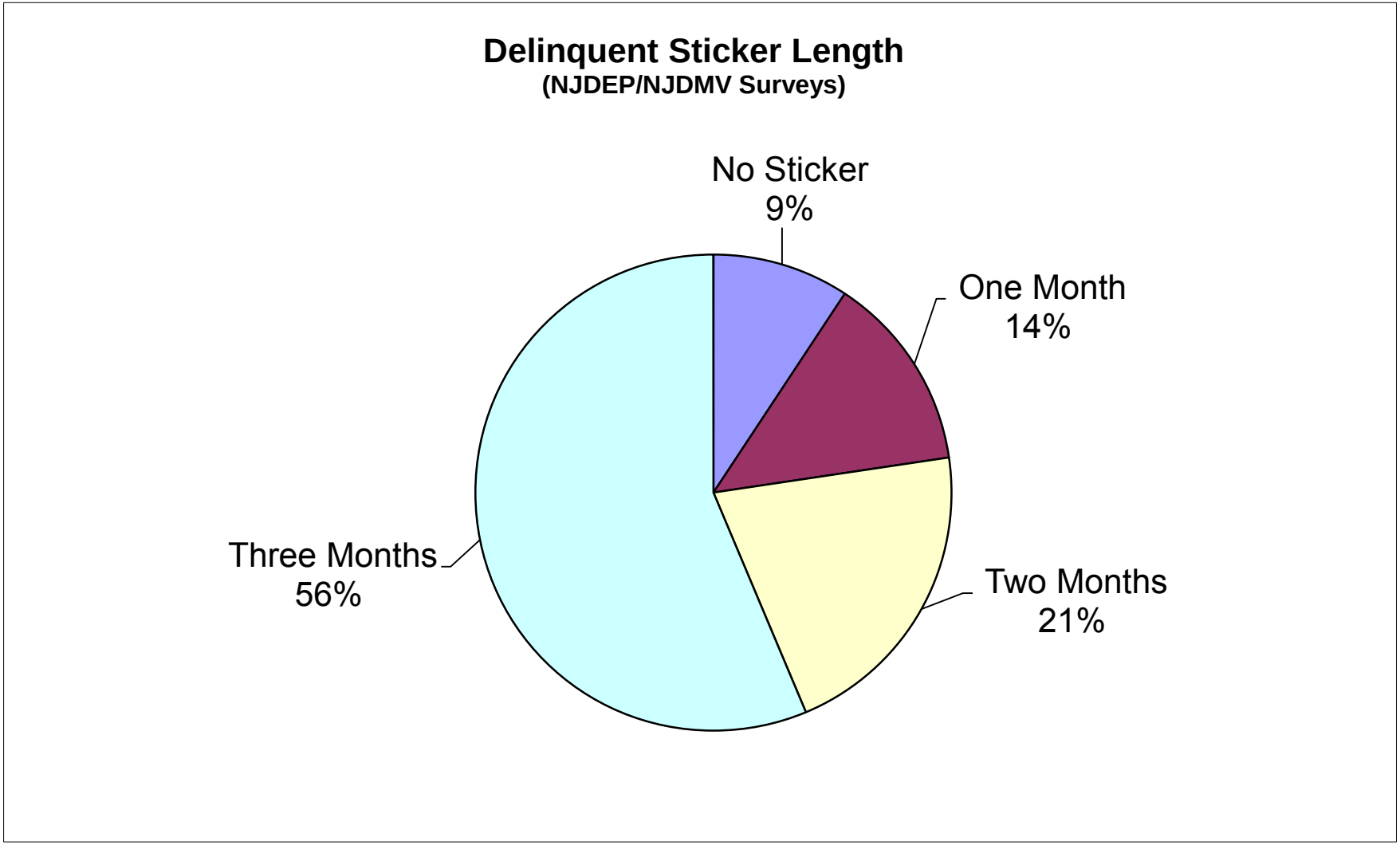


Figure III-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2011

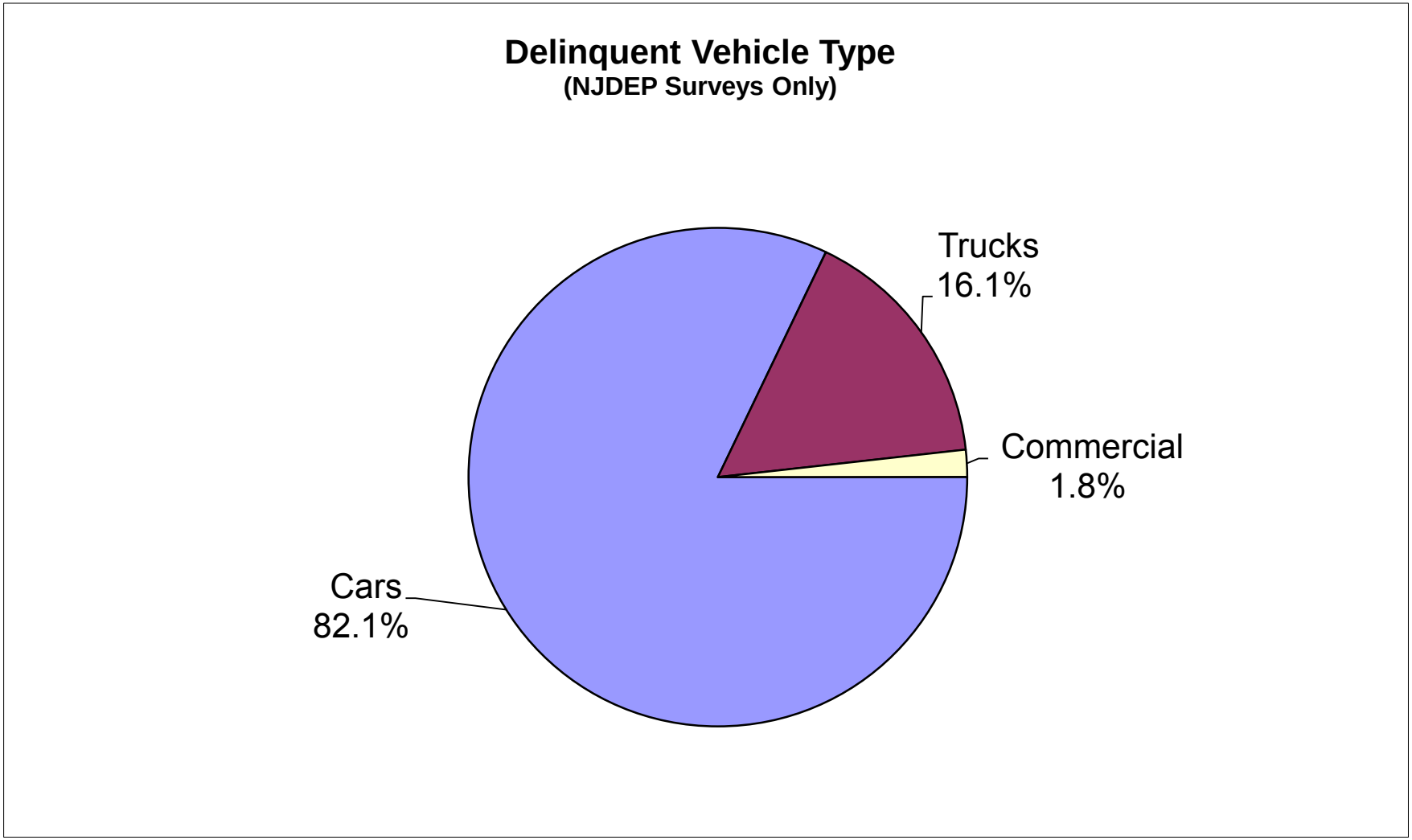


Figure III-2

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.

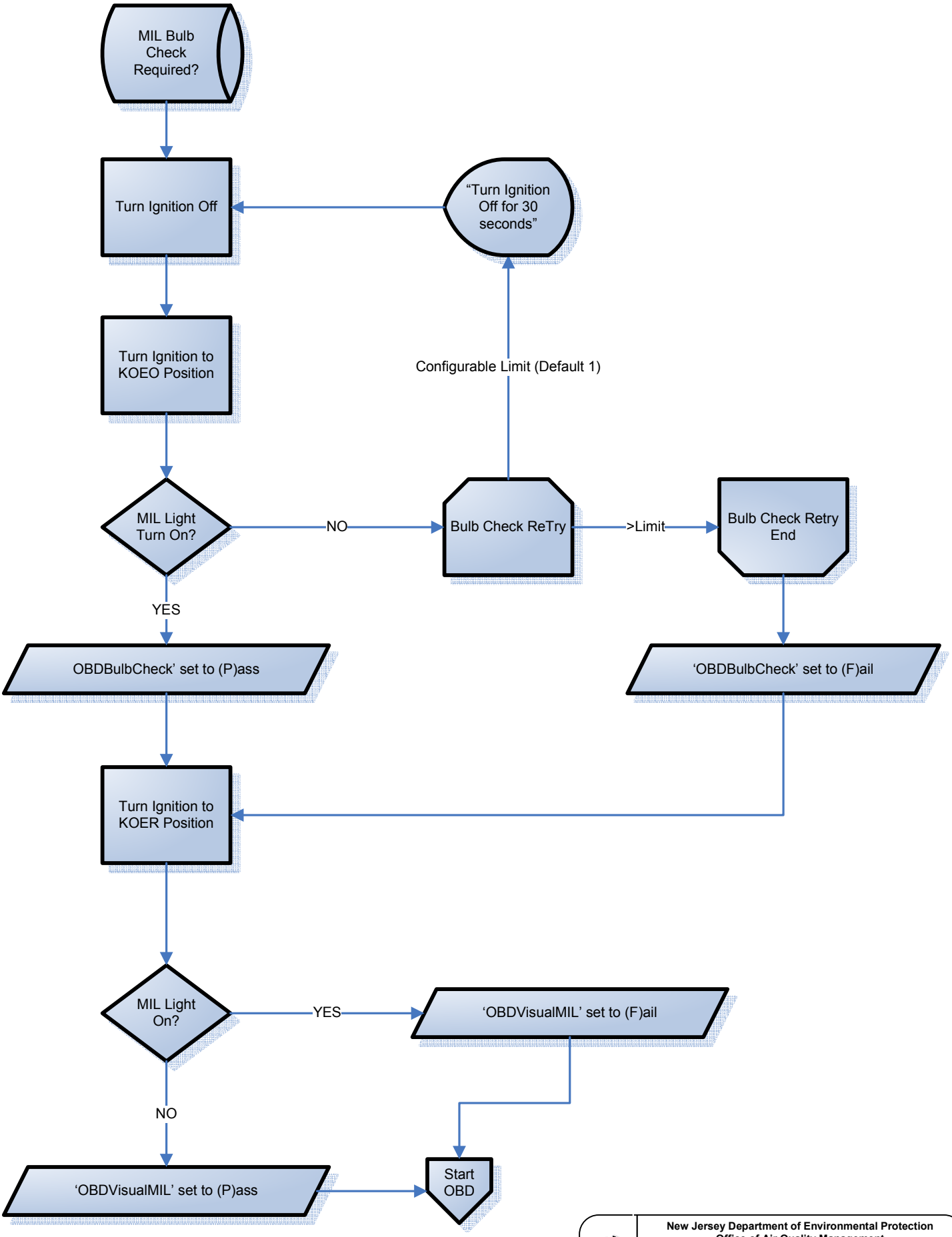
Vehicles were required to store the VIN number of the vehicle in the PCM starting in model year 2005, and some vehicle manufacturers started populating this data element early. As such, in the upgraded system electronic VIN information is recorded starting in model year 1998. Even if the electronic VIN 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.



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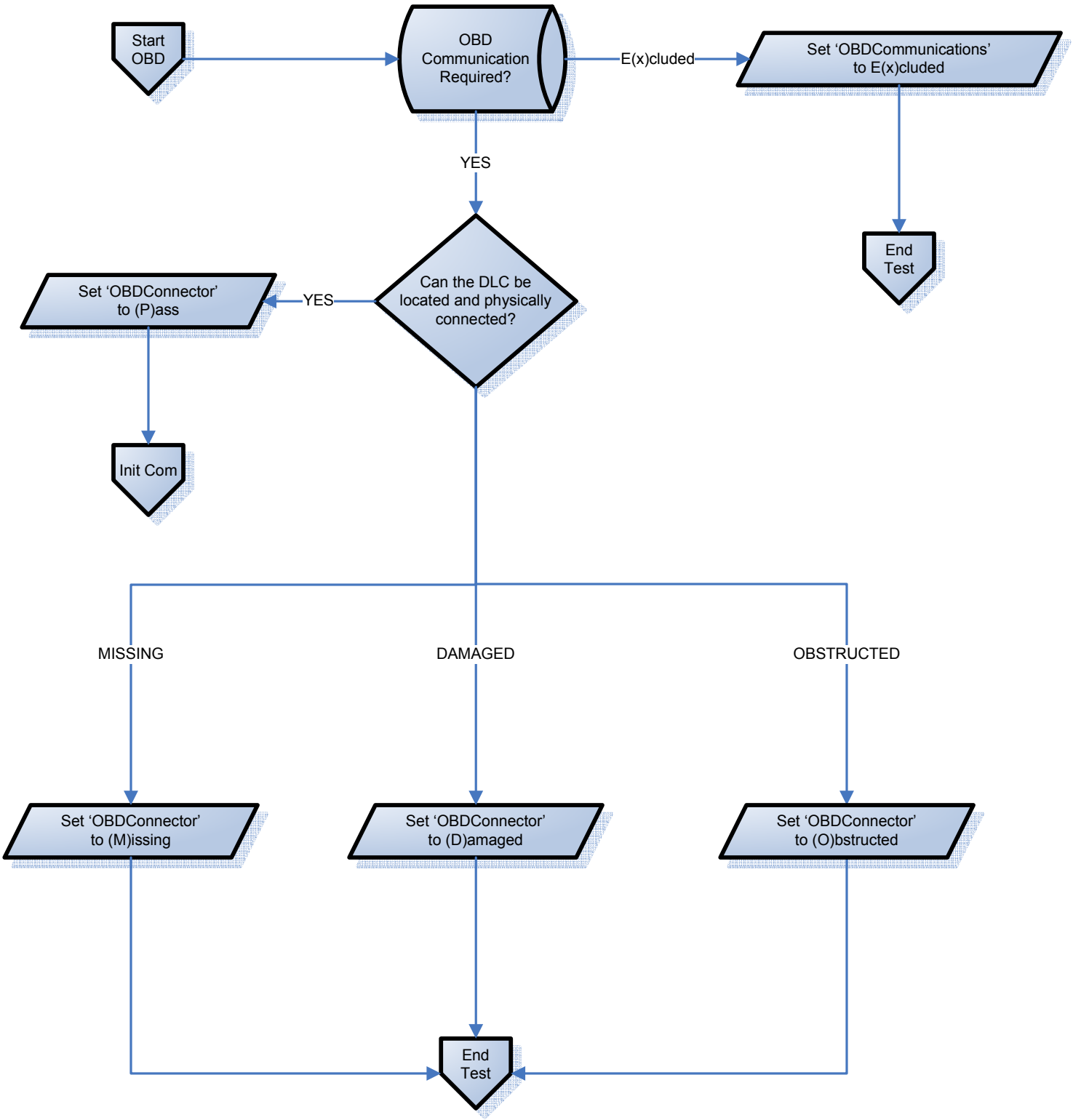
Jeff Kennedy
Principal Environmental Engineer
Air Pollution Control

2/3/2011



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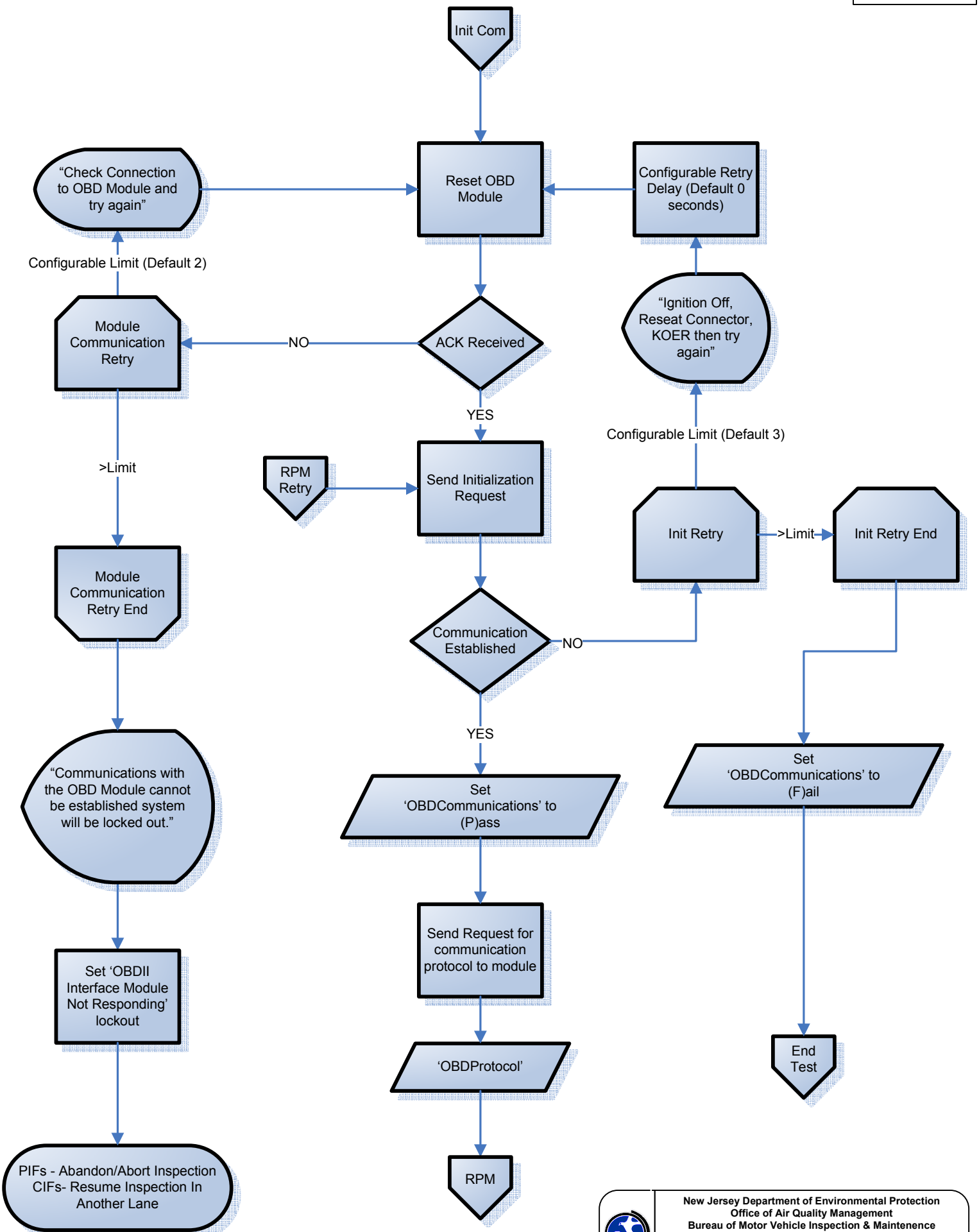

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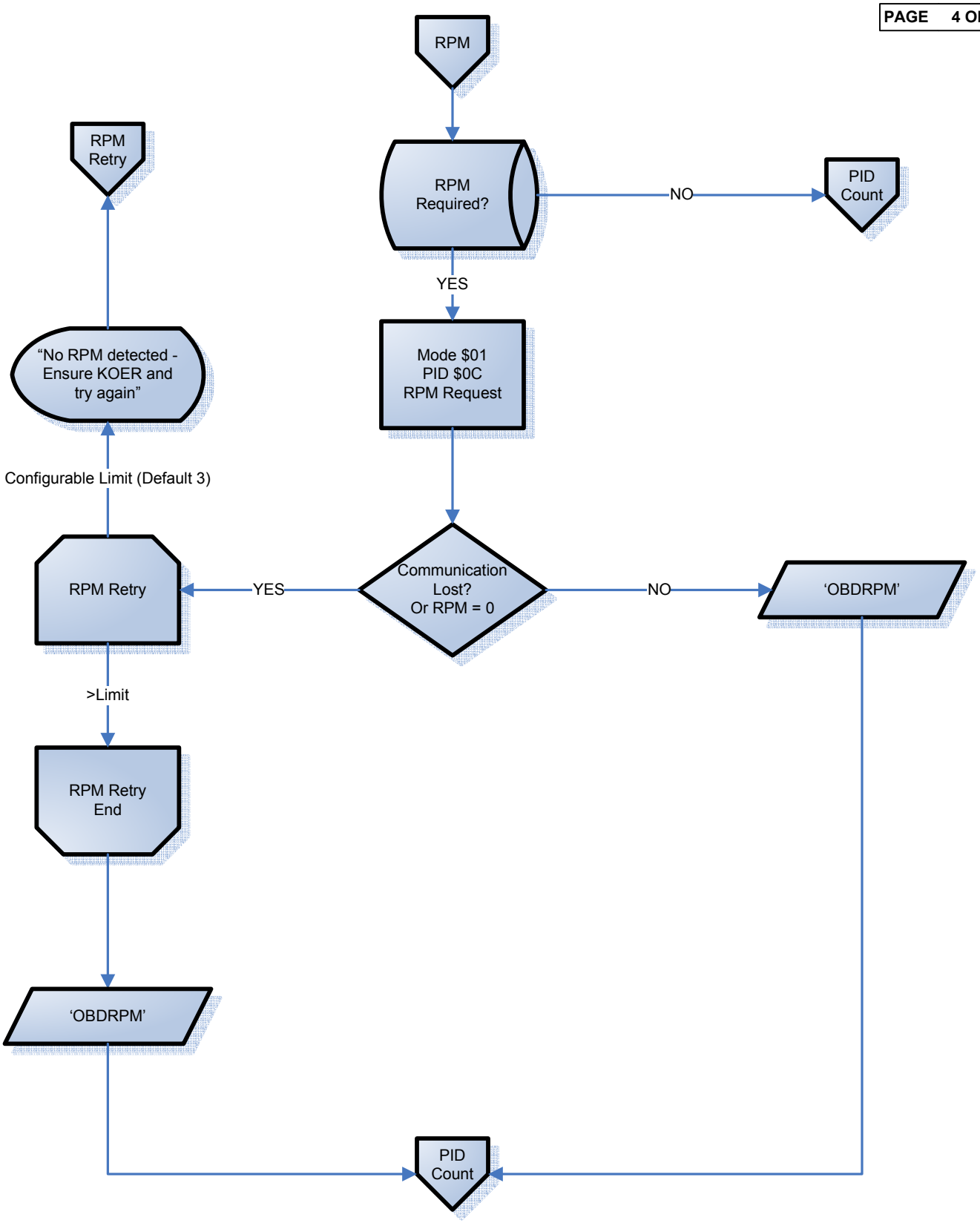
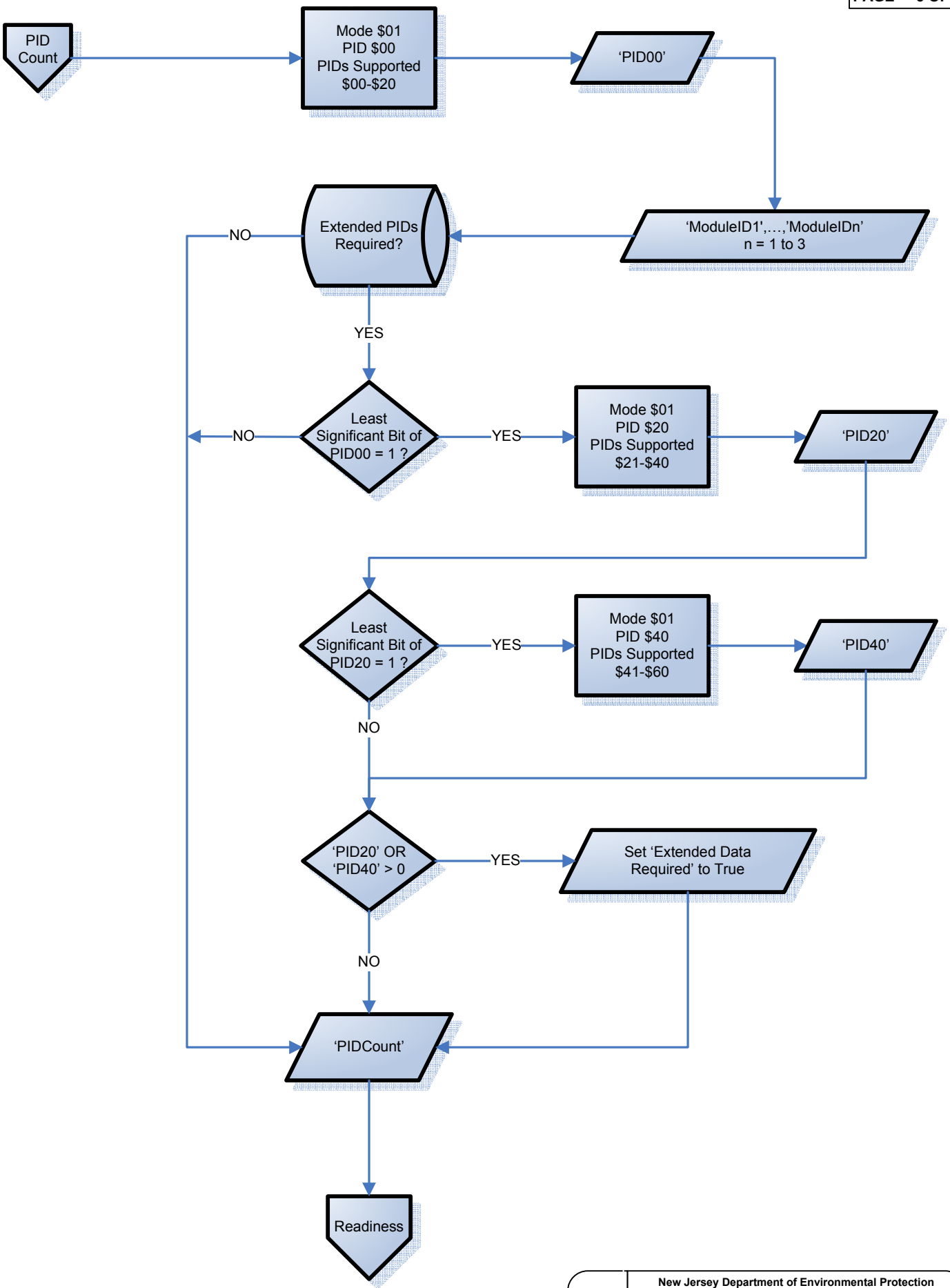

RPM
RPM Required?
NO
PID Count
YES
Mode $01
PID $0C
RPM Request
Communication Lost?
Or RPM = 0
YES
RPM Retry
NO
'OBDRPM'
>Limit
RPM Retry End
'OBDRPM'
Configurable Limit (Default 3)
"No RPM detected - Ensure KOER and try again"
RPM Retry
PID Count



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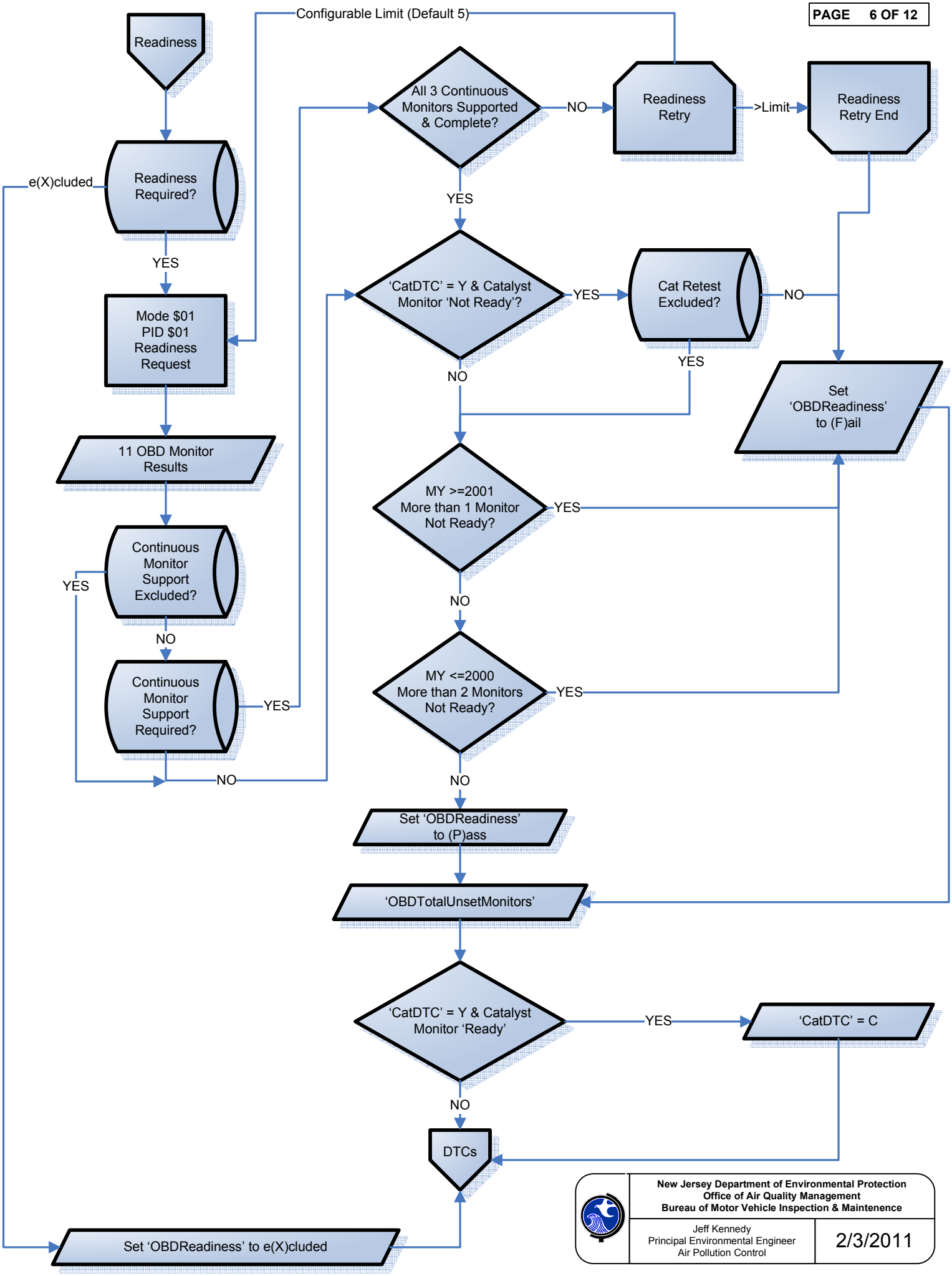

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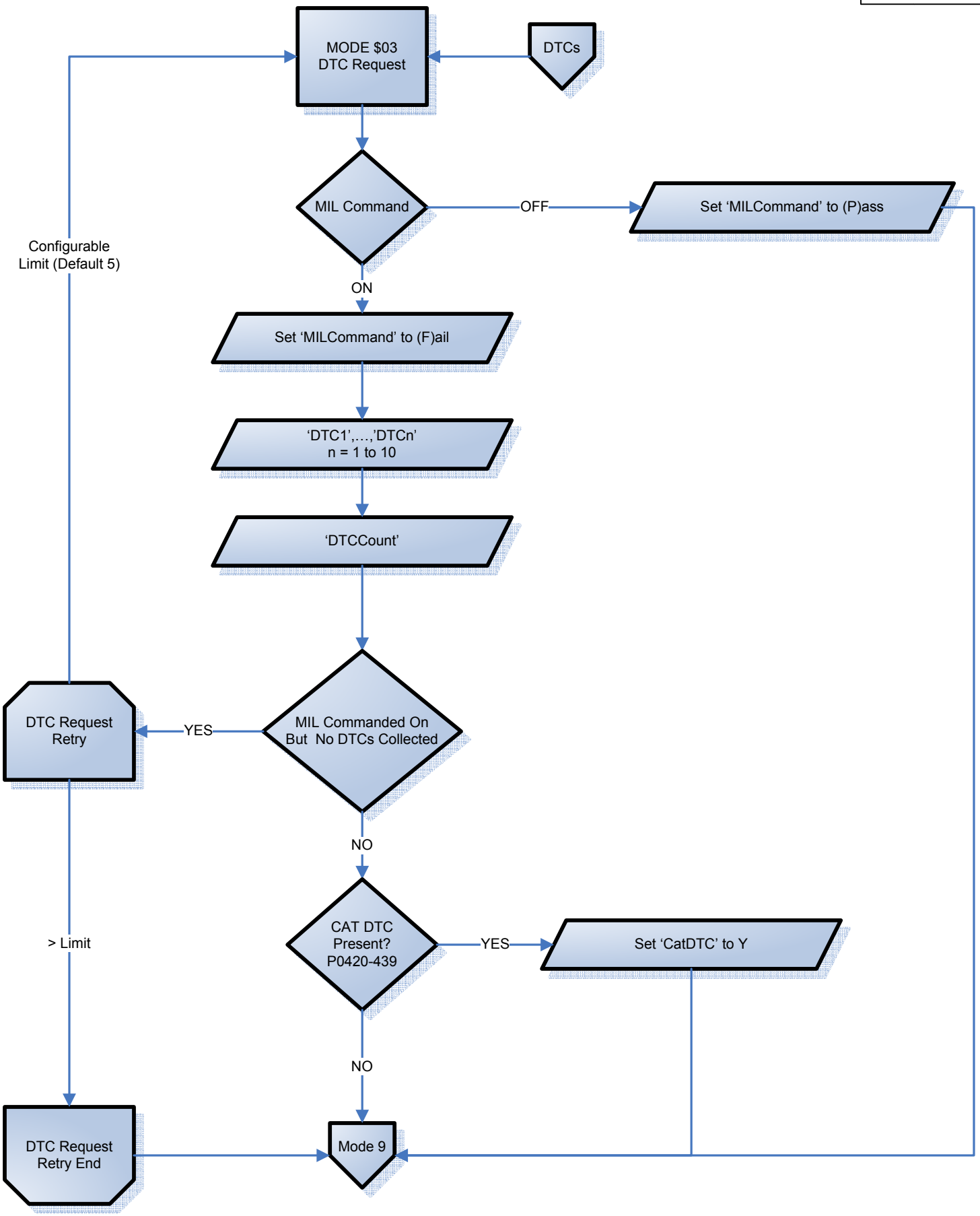
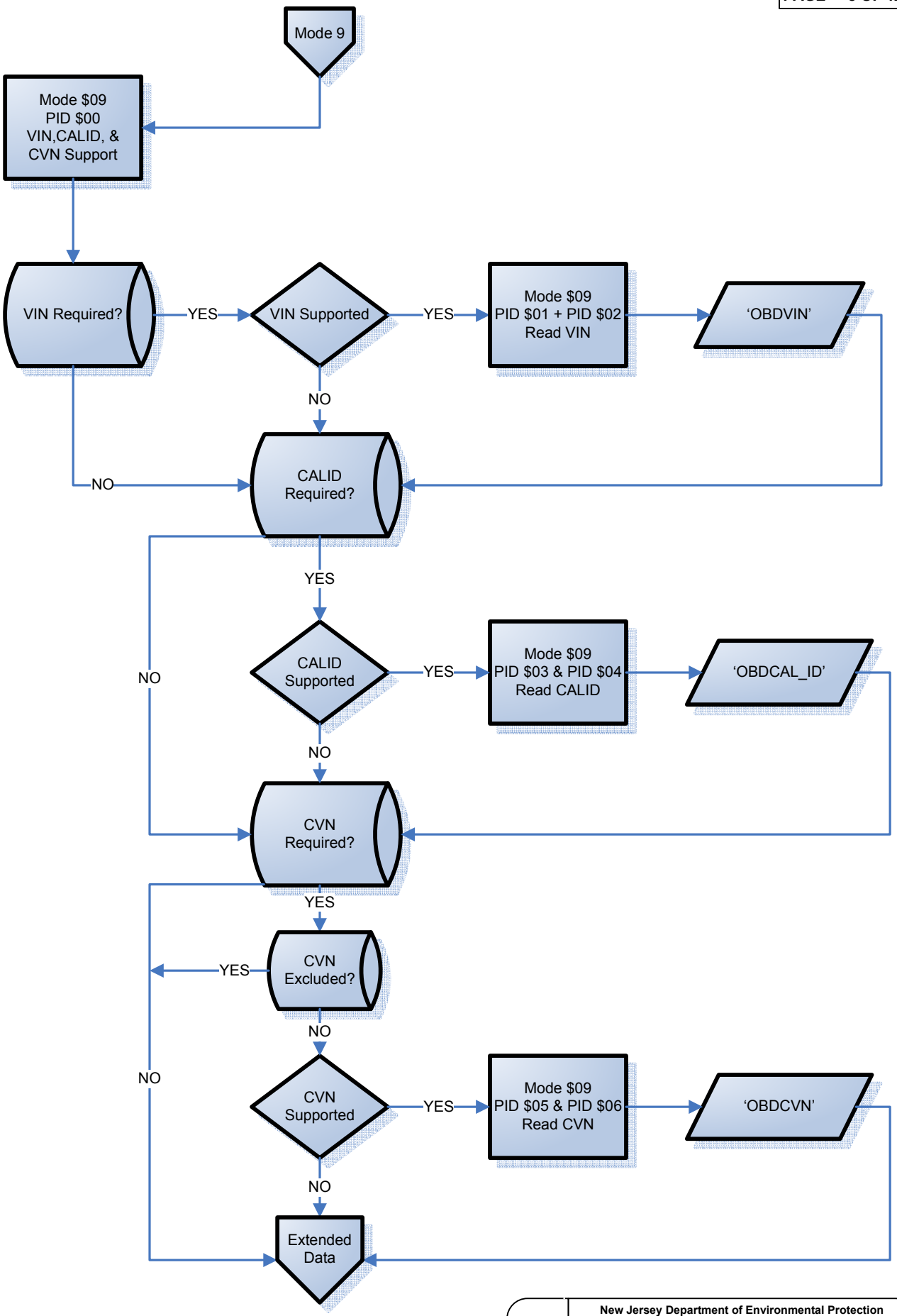

MODE $03
DTC Request
DTCs
MIL Command
OFF
Set 'MILCommand' to (P)ass
ON
Set 'MILCommand' to (F)ail
'DTC1',…,'DTCn'
n = 1 to 10
'DTCCount'
MIL Commanded On
But No DTCs Collected
YES
DTC Request
Retry
Configurable
Limit (Default 5)
NO
CAT DTC
Present?
P0420-439
YES
Set 'CatDTC' to Y
> Limit
NO
DTC Request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



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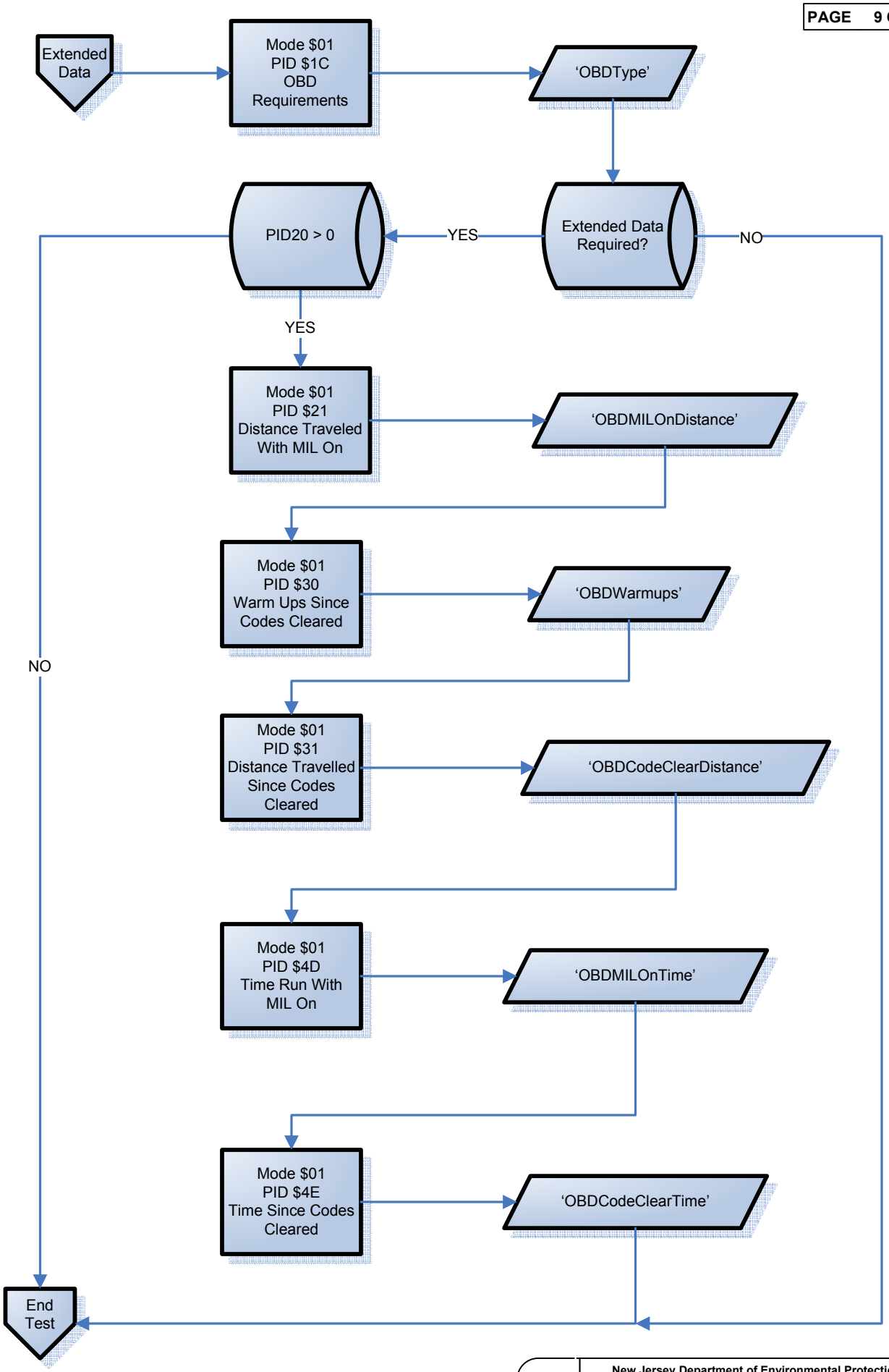
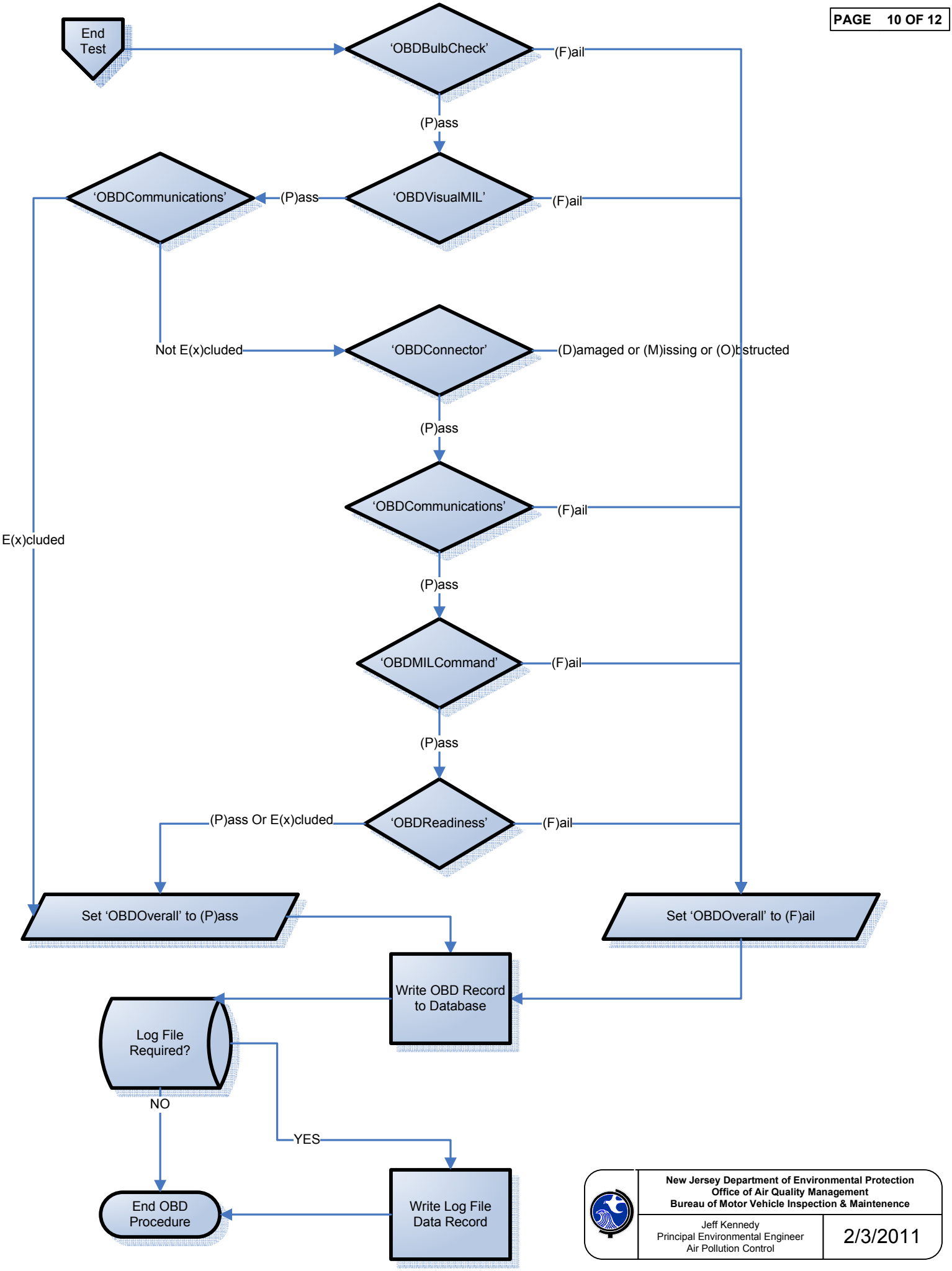

Extended Data
Mode $01 PID $1C OBD Requirements
'OBDType'
Extended Data Required?
YES
NO
PID20 > 0
YES
NO
Mode $01 PID $21 Distance Traveled With MIL On
'OBDMILOnDistance'
Mode $01 PID $30 Warm Ups Since Codes Cleared
'OBDWarmups'
Mode $01 PID $31 Distance Travelled Since Codes Cleared
'OBDCodeClearDistance'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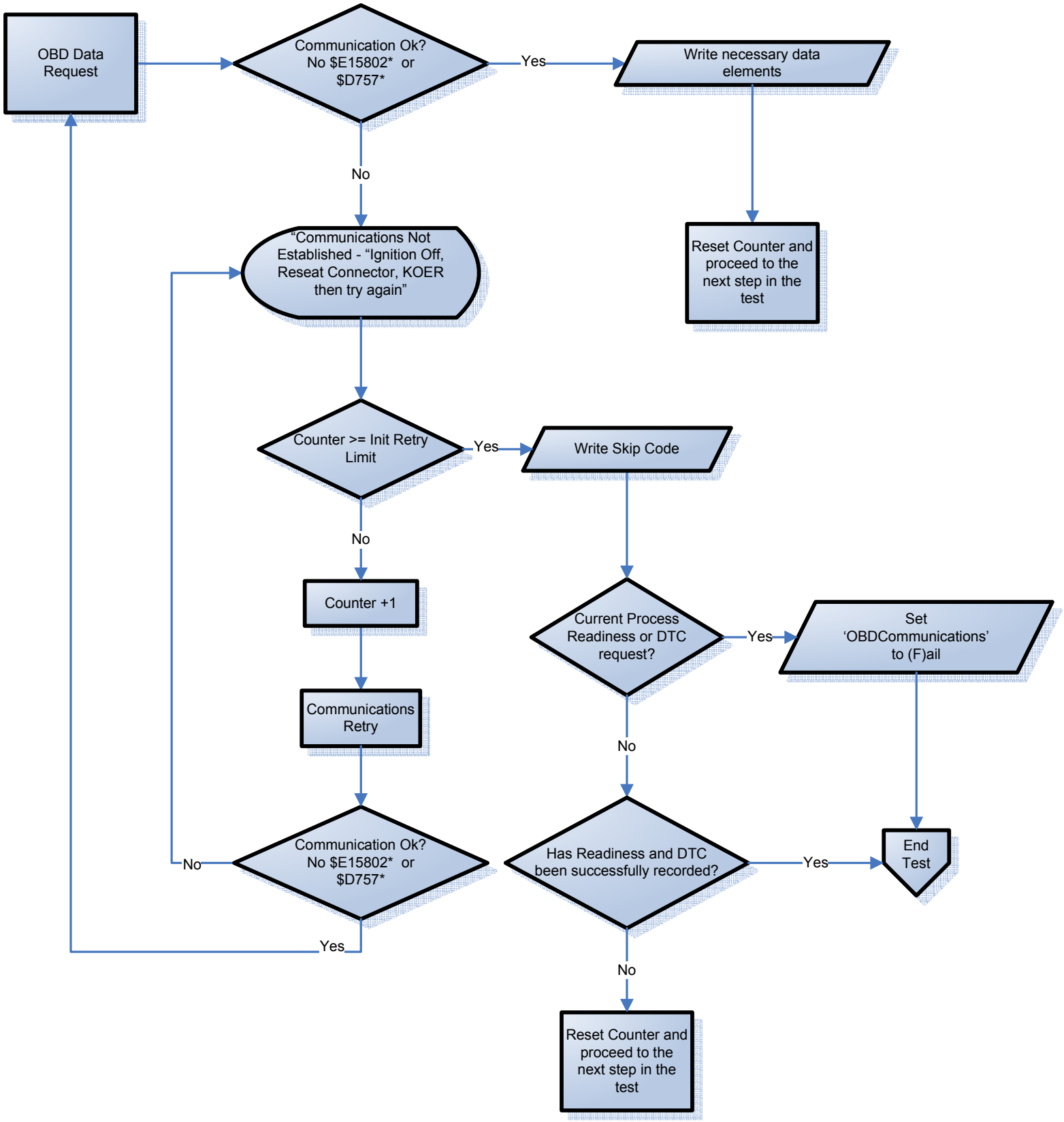

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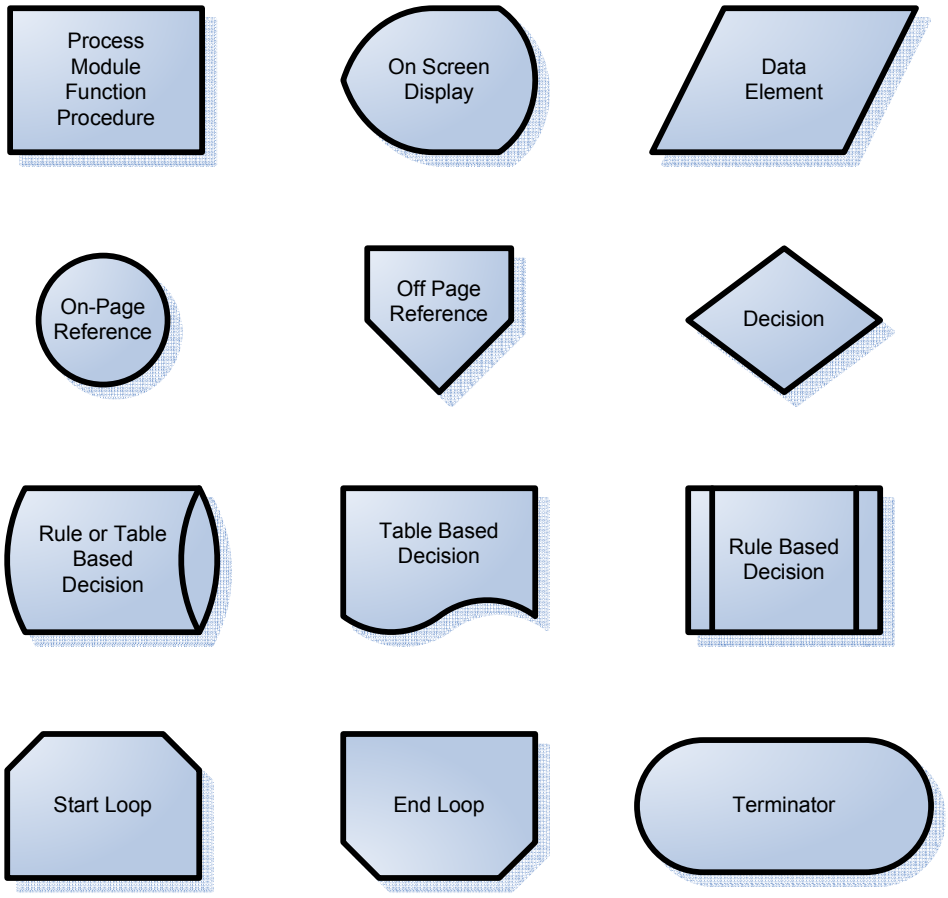
Process
Module
Function
Procedure
On Screen
Display
Data
Element
On-Page
Reference
Off Page
Reference
Decision
Rule or Table
Based
Decision
Table Based
Decision
Rule Based
Decision
Start Loop
End Loop
Terminator

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