

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

**2012 Annual Report**

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

## **Acknowledgments**

The New Jersey Department of Environmental Protection (NJDEP) acknowledges the efforts and assistance of the many agencies and individuals whose contributions were instrumental in the preparation of this Annual Report. In particular, the NJDEP wishes to acknowledge the many individuals within the New Jersey Motor Vehicle Commission (NJMVC), the USEPA Region II, and the staff within the NJDEP for their assistance and guidance. In addition, the NJDEP acknowledges the efforts of the State's centralized I/M contractor, Parsons, and its subcontractor Verizon Business, in gathering some of the data presented in this report.

## Table of Contents

List of Tables.....	iii
List of Figures.....	iii
List of Appendices.....	iv
Acronyms and Abbreviations.....	v
Executive Summary .....	1
I. Purpose.....	2
II. Test Data Report.....	3
A. Vehicle Types Subject to Inspection.....	3
B. Emission-Related Test Types Performed in New Jersey.....	3
C. Test Data Query and Reporting Anomalies.....	4
D. Test Frequency and Network Design .....	5
E. Total Emissions Inspections .....	9
F. Initial Emission Inspections.....	12
G. OBDII Inspections .....	13
Exclusions from Readiness and/or OBDII .....	13
OBDII Bypasses (test failures switched to tailpipe testing) .....	15
Summary of OBDII Inspection Data.....	17
Initial OBDII and Gas Cap Test Results .....	18
MIL Command Status Versus Presence of DTCs .....	18
Readiness Status and Unset Monitors .....	19
H. Roadside Inspections .....	19
I. Emission Re-Inspections.....	19
J. Waivers .....	21
K. Vehicles With No Known Final Outcome - 2011.....	21
L. Emissions Repair .....	24
III. Quality Assurance Report .....	25
IV. Quality Control Report.....	29
V. Enforcement Report.....	33

## List of Tables

Table 1: Key Statistics: Years 2009 – 2012 Comparison .....	1
Table 2: New Jersey's Centralized Inspection Facilities.....	7
Table 3: Total Emissions Inspections.....	9
Table 4: Initial Pass and Fail Rates by Emission Test Type .....	13
OBD Bypass Table A: System Grand Totals.....	16
OBD Bypass Table B: Test Summary .....	16
OBD Bypass Table C: System Network Totals .....	17
Table 5: Initial Pass/Fail Summary by OBDII Test Component.....	18
Table 6: OBDII Malfunction Indicator Light (MIL) Test Results .....	18
Table 7: Roadside Inspections.....	19
Table 8: Initially Failed Vehicles Failing/Passing First Retest by Emission Test Type ..	20
Table 9: Initially Failed Vehicles Passing Second or Subsequent Retest by Emission Test Type .....	21
Table 10: Initially Failed Inspections with No Known Final Outcome by Test Type ....	22
Table 11: Vehicles With No Known Final Outcome .....	23
Table 12: First Retest Inspection Fail/Pass Rates by Emission Test Type .....	24
Table 13: Overt Performance Audits.....	25
Table 14: Covert Emissions-Related Performance Audits .....	26
Table 15: Results From Covert Emissions-Related Performance Audits.....	27
Table 16: Overall Emission Covert Performance Audit Results .....	27
Table 17: Fines and Hearings – Centralized and Decentralized Networks .....	28
Table 18: Decentralized Equipment Audit Summary.....	30
Table 19: Centralized Initial Equipment Audit Summary .....	31
Table 20: CIF/SIF Initial Equipment Audit Pass/Fail Rates by Station .....	32
Table 21: Inspection Sticker Inventory Tracking .....	34

## List of Figures

Figure 1: 2012 New Jersey Inspection and Maintenance Facilities.....	8
Figure 2: Total Emissions Inspections – Centralized/Decentralized Split.....	11

## **List of Appendices**

### **Appendix I Test Data Report Tables and Figures**

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

### **Appendix II Centralized Inspection Facility Equipment Audit Report**

### **Appendix III Compliance Sticker Survey Report**

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

### **Appendix V NJDEP's OBDII Exclusion List**

### **Appendix VI NJDEP's OBDII Technical Synopsis and Process Flow Diagram**

## Acronyms and Abbreviations

CIF	Centralized Inspection Facility
CO	Carbon monoxide
DLC	Diagnostic Link Connector
DTC	Diagnostic Trouble Code
ERF	Emission Repair Facility
ERT	Emission Repair Technician
GVWR	Gross Vehicle Weight Rating
HC	Hydrocarbons
HDGV	Heavy-Duty Gasoline-Fueled Vehicle
I/M	Inspection and Maintenance
KOEO	Key On Engine Off
KOER	Key On Engine Running
LDDT	Light-Duty Diesel Truck
LDDV	Light-Duty Diesel Vehicle
LDGT	Light-Duty Gasoline-Fueled Truck
LDGV	Light-Duty Gasoline-Fueled Vehicle
MIL	Malfunction Indicator Light
MIT	Mobile Inspection Team
NJDEP	New Jersey Department of Environmental Protection
NJMVC	New Jersey Motor Vehicle Commission
NJDOT	New Jersey Department of Transportation
NO	Nitric Oxide
NO <sub>x</sub>	Oxides of Nitrogen
OBDII	On-Board Diagnostics Generation II
PCM	Powertrain Control Module
PIF	Private Inspection Facility
PFF	Private Fleet Facility
RPM	Revolutions per Minute
SIP	State Implementation Plan
SIF	Specialty Inspection Facility
SOP	Standard Operating Procedure
TBD	To Be Determined
TSI	Two Speed Idle
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) rule on inspection and maintenance program requirements. This report covers calendar year 2012 (2011 for the vehicles with no known final outcome analysis), and is specific to the emissions portion of the State's enhanced Inspection and Maintenance (I/M) program. A summary of the key statistics for the years 2009 through 2012 is presented in Table 1.

**Table 1: Key Statistics: Years 2009 – 2012 Comparison**

<b>Key Statistics</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
Number of Total Emission Inspections	2,901,388	2,697,291	2,222,537	2,372,015
Total Emission Inspections – Centralized/Decentralized <sup>1</sup> Split	81%/19%	81%/19%	81.3%/18.7%	83.3%/16.7%
Total Emission Inspections – Initial/Reinspection Split	77%/23%	80%/20%	89.3%/10.7%	88.6%/11.4%
Number of Initial Emission Inspections	2,241,435	2,144,226	1,985,804	2,100,771
Overall Initial Emission Failure Rate	11.1%	12.6%	13.5%	11.9%
Centralized Initial Emission Failure Rate	11.4%	12.8%	14.1%	12.5%
Decentralized Initial Emission Failure Rate	10.1%	11.9%	10.7%	8.8%
Overall Emission Insp. 1 <sup>st</sup> Retest Pass Rate	82.0%	86.2%	86.2%	74.9%
OBDII 1 <sup>st</sup> Retest Pass Rate	78.7%	86.0%	86.0%	74.5%
Two Speed Idle 1 <sup>st</sup> Retest Pass Rate	74.6%	82.1%	82.0%	67.1%
Number of Vehicles with No Known Final Outcome <sup>2</sup>	36,022	29,185	21,527	TBD
As Percentage of Initial Inspections	1.6%	1.4%	1.1%	TBD
As Percentage of Initial Failures	14.4%	10.8%	8.0%	TBD
Sticker Compliance Rate	96.3%	95.7%	95.6%	95.9%
Emissions-Only CIF Covert Performance Audit Fail Rate	3.7%	3.1%	4.4%	4.6%
Emissions-Only PIF Covert Performance Audit Fail Rate	6.4%	5.3%	3.8%	4.1%
CIF Equipment Audit Fail Rate	11.0%	28.0%	16.0%	10.0%
PIF Equipment Audit Fail Rate	7.7%	14.8%	12.1%	19.6%
# CIF Full Inspection Lanes	120	120	119	113
# PIFs	1,023	1,122	1,279	1,150
# Emission Repair Facilities (ERFs)	1,664	1,576	1,589	1,391

<sup>1</sup> Centralized includes CIFs, SIFs, and MITs. Decentralized includes PIFs and PFFs.

<sup>2</sup> Total vehicles with no known final outcome analyses include 12 months of registration data from the following year for the 2011 and 2010 reports and 3 months of registration data from the following year for the 2009 report. Vehicles with no known final outcome for 2012 are To Be Determined (TBD) and will be reported in the 2013 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.

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 2012.



## **II. Test Data Report**

This report includes statistical data from the thirteenth 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.

### **A. Vehicle Types Subject to Inspection**

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).

### **B. Emission-Related Test Types Performed in New Jersey**

There were three types of primary emission-related tests performed in New Jersey in the year 2012. 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: the visible smoke check, the evaporative gas cap test, a visual anti-tampering inspection (also called the catalytic converter check), a liquid leak check, and a miscellaneous emissions 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 subject to safety inspection but 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 in Section II.A., 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, Diagnostic 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 is performed on all 1996 and newer LDGVs and LDGTs, as well as all 1997 and newer LDDVs and LDDTs.

The two speed idle test measures vehicle tailpipe emissions of Hydrocarbons (HC) and Carbon Monoxide (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 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 or other serious vehicle malfunctions.

### **C. Test Data Query and Reporting Anomalies**

Various anomalies exist within the inspection 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 Vehicle Inspection Database (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. During data queries, if sufficient information is available in relevant data fields, the record will be used for reporting. 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.

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 re-inspections 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 re-inspection 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.

#### **D. Test Frequency and Network Design**

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 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 2012 data, the “sawtooth” effect is evident in the fact that the even model years have a significantly higher inspection volume than the odd model years (see Appendix I, Part D, Figure D-2).

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. 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.

There are 26 CIFs located throughout the State, consisting of a combined total of 132 inspection lanes, of which 113 are full inspection, along with an additional 19 re-inspection consoles. These are all less than last year, as three (3) low volume CIFs – Bridgeton (1 lane), Delanco (3 lanes/1 re-inspection console), and Westfield (2 lanes) – all permanently closed in 2011, and the re-inspection console at the Secaucus CIF was removed in 2011. 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 formally included in our audit statistics.

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 number of SIFs remains the same as last year; however, there is one change in location, as the Morristown SIF permanently closed in 2011, while the Westfield location was converted from a two-lane CIF to a one-lane SIF.

The 26 CIFs range from individual one-lane stations (of which there are three (3) in the State) to one nine (9) lane/console station (Wayne CIF).

Table 2 lists each of the CIFs within the State and the total number of operated lanes/consoles in each facility during the year 2012. The SIFs are not included in this table.

**Table 2: New Jersey's Centralized Inspection Facilities**

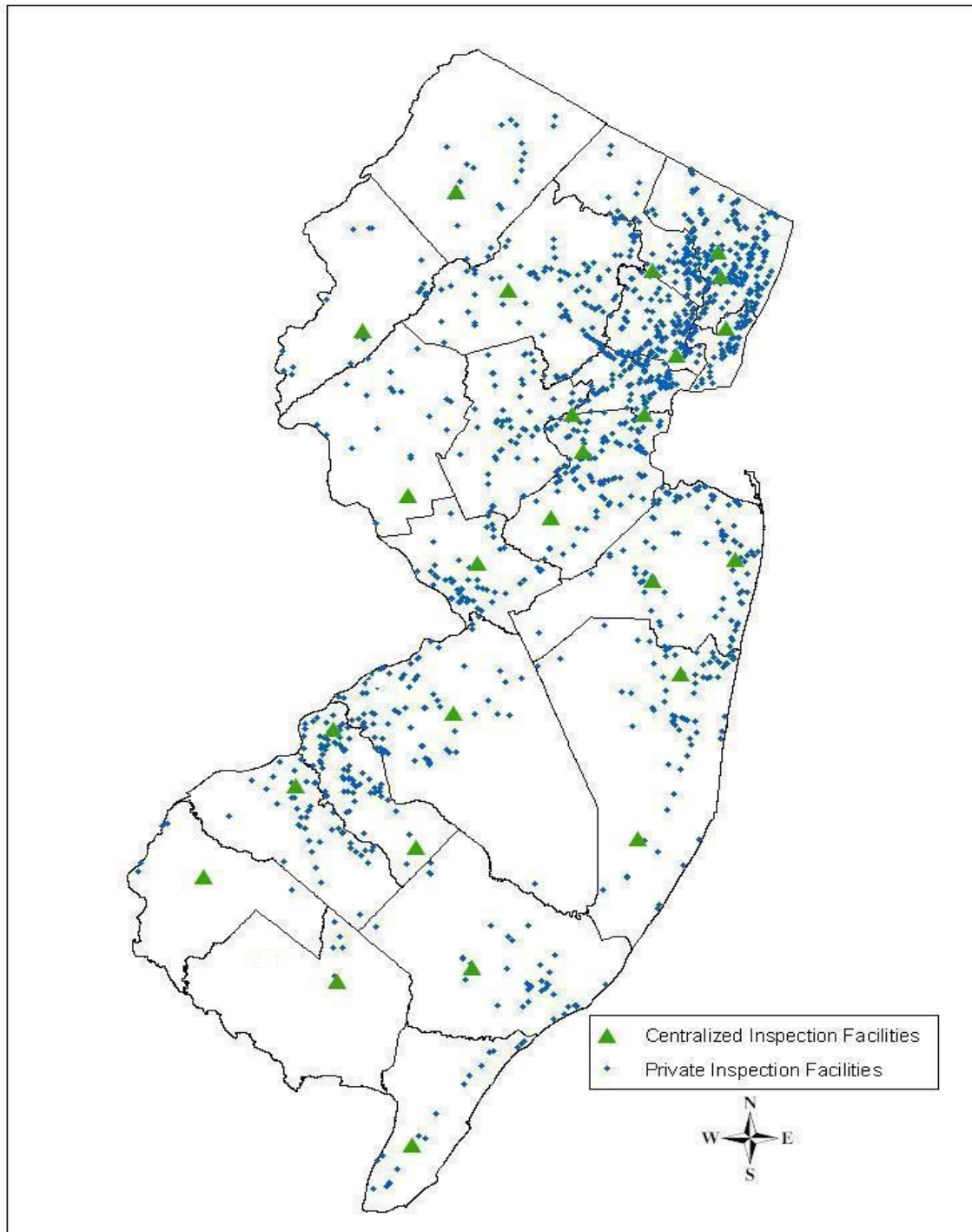
<b>Centralized Inspection Facility</b>	<b># of Lanes/Consoles</b>
Baker's Basin*	7
Cape May	1
Cherry Hill*	7
Deptford	4
Eatontown*	7
Flemington*	4
Freehold*	7
Kilmer*	7
Lakewood*	7
Lodi*	6
Manahawkin*	4
Mays Landing*	5
Millville	2
Newark*	6
Newton*	3
Paramus*	6
Plainfield	3
Rahway*	6
Randolph*	7
Salem	1
Secaucus	6
South Brunswick*	7
Southampton*	5
Washington	1
Wayne*	9
Winslow*	4
<b>Total</b>	<b>132</b>

\* Has one re-inspection console.

In 2012, there were 1,150 PIFs that performed at least one inspection during the entire year; of these, 78 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 2012.

**Figure 1: 2012 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, 2012, there were 1,391 registered ERFs. Alternatively, vehicle owners are permitted to make repairs to their own vehicles for reinspection purposes.

## E. Total Emissions Inspections

Table 3 provides a detailed summary of the total emissions inspections performed.

**Table 3: Total Emissions Inspections**

Test Station	Data	Initial Insp	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility (CIF) <sup>3</sup>	Total	1,758,275		194,781		1,953,056	
	Fail	218,278	12.4%	68,001	34.9%	286,279	14.7%
	Pass	1,539,997	87.6%	126,780	65.1%	1,666,777	85.3%
Private Inspection Facility (PIF)	Total	318,732		74,108		392,840	
	Fail	28,155	8.8%	8,749	11.8%	36,904	9.4%
	Pass	290,577	91.2%	65,359	88.2%	355,936	90.6%
Private Fleet Facility (PFF)	Total	3,681		477		4,158	
	Fail	338	9.2%	104	21.8%	442	10.6%
	Pass	3,343	90.8%	373	78.2%	3,716	89.4%
Specialty Inspection Facility (SIF)	Total	363		52		415	
	Fail	63	17.4%	21	40.4%	84	20.2%
	Pass	300	82.6%	31	59.6%	331	79.8%
Mobile Inspection Team (MIT)	Total	19,720		1,826		21,546	
	Fail	4,179	21.2%	586	32.1%	4,765	22.1%
	Pass	15,541	78.8%	1,240	67.9%	16,781	77.9%
Total		<b>2,100,771</b>		<b>271,244</b>		<b>2,372,015</b>	
Total Fail		<b>251,013</b>	<b>11.9%</b>	<b>77,461</b>	<b>28.6%</b>	<b>328,474</b>	<b>13.8%</b>
Total Pass		<b>1,849,758</b>	<b>88.1%</b>	<b>193,783</b>	<b>71.4%</b>	<b>2,043,541</b>	<b>86.2%</b>
% of Grand Total # of Inspections			<b>88.6%</b>		<b>11.4%</b>		

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

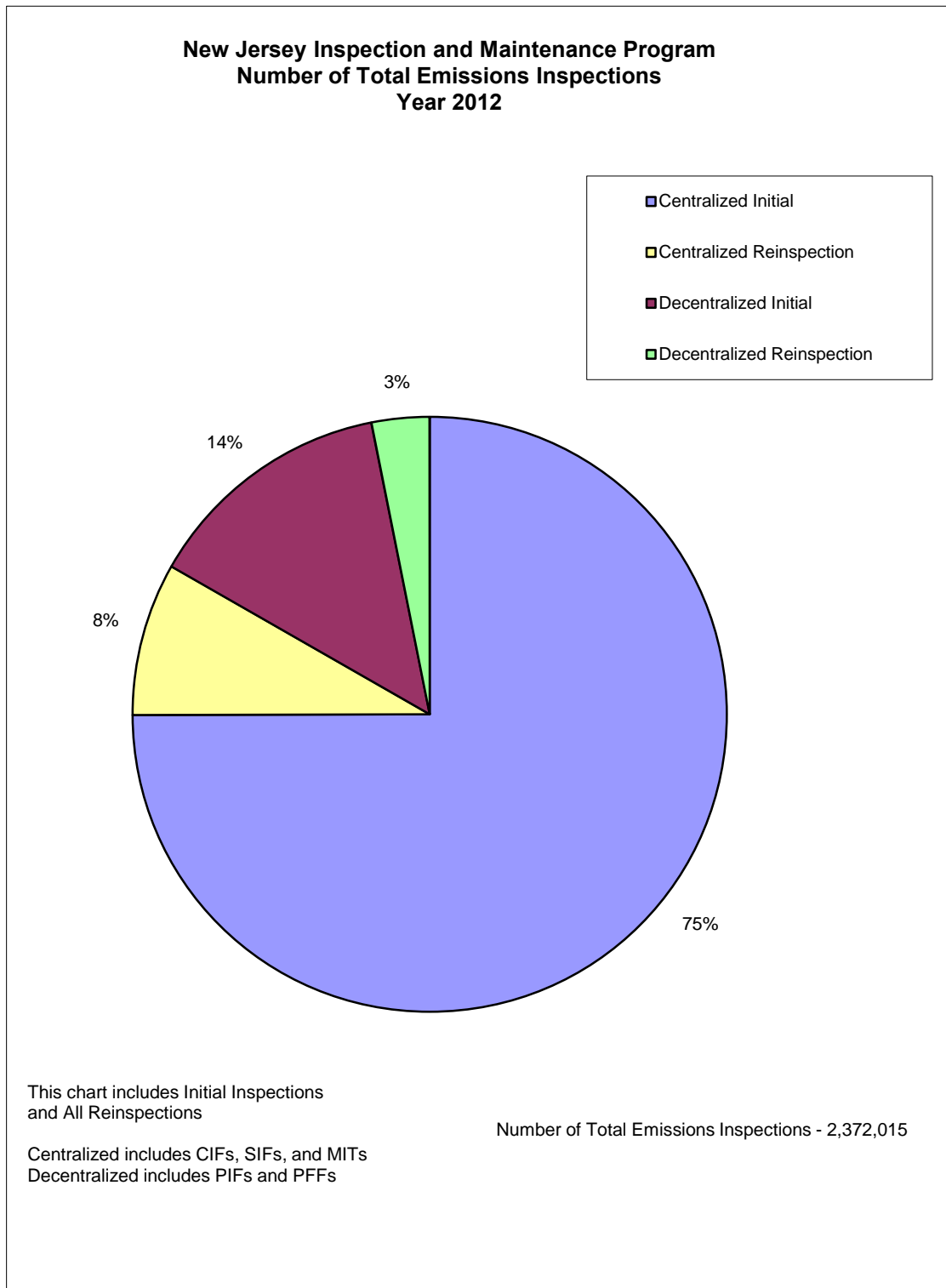
<sup>3</sup> SIF and MIT are listed separately here, whereas in the Executive Summary, they are all combined as "Centralized".

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.

Of the total number of emissions inspections, 1,975,017 (83.3 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 396,998 (16.7 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**



## F. Initial Emission Inspections

Initial overall emission inspection results by model year and station type for the year 2012 are shown in Appendix I – Part B. There were 2,100,771 initial overall emission inspections conducted in New Jersey in the year 2012. Of the total number of initial overall emission inspections, 1,778,358 (84.7%) were performed by the centralized network, while the remaining 322,413 (15.3%) were performed by the decentralized network.

The initial overall emission failure rate for the entire network was 11.9%. The centralized initial overall emission failure rate was 12.5% and the decentralized initial overall emission failure rate was 8.8%.

A further look at the initial overall emission inspection results by each individual CIF is presented in Appendix I – Part C. The initial overall emission failure rates at the CIFs ranged from 8.7% (Paramus) to 20.8% (Newark). The highest volume CIF was Wayne (nine lanes/consoles), with a total of 117,325 initial overall emission inspections and a 12.0% initial overall emission failure rate, and the lowest was Cape May (one lane), with a total of 18,901 initial overall emission inspections and a 10.9% 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:

1,146,437	(54.6%) LDGVs,
855,186	(40.7%) LDGTs,
842	(0.0%) LDDTs,
2,785	(0.1%) LDDVs
95,259	(4.5%) HDGVs, and
262	(0.0%) vehicles of unknown type <sup>4</sup>
2,100,771	Total

Of the 2,100,771 initial overall emission inspections, 1,849,758 (88.1%) passed, while 251,013 (11.9%) 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.

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<sup>4</sup> 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.

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

<b>Test Type</b>	<b># Pass</b>	<b>Pass Rate</b>	<b># Fail</b>	<b>Fail Rate</b>
OBDII	1,629,893	89.6%	188,792	10.4%
Two Speed Idle	125,073	77.0%	37,406	23.0%
Idle	110,298	93.0%	8,383	7.0%
Gas Cap	636,909	96.6%	22,285	3.4%
Catalytic Converter	2,057,110	99.9%	2,076	0.1%
Visible Smoke	2,088,774	99.4%	11,997	0.6%
Liquid Leak	2,091,770	99.6%	9,001	0.4%
Miscellaneous Emissions	2,092,286	99.6%	8,485	0.4%

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.

### **G. OBDII Inspections**

The OBDII system monitors virtually every component that can affect the emission performance of the vehicle. If a problem is detected, the OBDII system will command the Malfunction Indicator Light (MIL) to be on and illuminate a warning lamp on the vehicle instrument panel to alert the driver. If the MIL is commanded on (MIL command status) by the OBDII system, this would cause the vehicle to fail inspection. 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 the inspection workstation 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.

#### 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 IV) 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 supported and ready. Motor vehicles deemed not ready fail the OBDII test.

The process of determining the applicability of various readiness and exclusion criteria is explained in more detail below.

During an OBDII inspection, 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.

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 those OBDII motor vehicles with known readiness problems, New Jersey maintains a lookup table on the inspection analyzers that will ignore readiness status on those vehicles. Vehicles with known problems with continuous monitors can be excluded from this requirement using the same lookup table (<http://www.nj.gov/dep/bmvim/ObdExceptions2012.pdf>). A copy of the current exclusion table for OBDII can be found in Appendix V.

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 80 individual year/make/model combinations that have been excluded from the continuous monitor readiness portion of the OBDII test. There are a total of 164 entries on the table.

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. In the current system, which had been upgraded in 2010, no vehicles have been excluded from OBDII communications.

For a more complete description of the OBDII test process, including the detailed process flow diagram developed by NJDEP that was used as the basis for New Jersey's OBDII test design, see Appendix VI – NJDEP's OBDII Technical Synopsis and Process Flow Diagram.

#### OBDII Bypasses (test failures switched to tailpipe testing)

New Jersey also has mechanisms available to the centralized (CIF) and decentralized (PIF) networks to manually "bypass" the OBDII test (and run a TSI or curb idle test) for those motor vehicles that have demonstrated an issue meeting readiness criteria or simply can't communicate. For example, 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 can communicate correctly with a generic scan tool, but not with the approved NJ workstation. 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. Although it is possible for an OBDII bypass to not receive a tailpipe test (i.e. as in the case of a light-duty diesel vehicle), this did not occur in 2012, and all OBDII bypasses in this year did receive tailpipe tests.

During the year 2012, there were 1,818,704 initial OBDII tests with only 440 (.02%) OBDII tests bypassed. Of the 440 OBDII bypasses, 392 (0.2% of initial OBD failures) passed the first tailpipe retest, while 48 (0.02% of initial OBD failures) failed the first tailpipe retest, with 9 (0.005% of initial OBD failures) of those not receiving 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.

**OBD Bypass Table A: System Grand Totals**

<b>System</b>	<b># Initial OBDII Tests</b>	<b># Bypasses</b>	<b>% Bypasses</b>	<b># Initial Fail</b>	<b># Initial Pass</b>	<b>Initial Fail Rate</b>
All	1,818,704	440	.02%	48	392	10.9%

Information on the number and type of bypass tests conducted, including the overall fail and pass numbers (initial and all retests), and the overall fail rate is presented in OBD Bypass Table B: Test Summary.

**OBD Bypass Table B: Test Summary**

<b>Network Type</b>	<b>Emission Test Switched To</b>	<b>Inspections</b>	<b># Overall Fail</b>	<b># Overall Pass</b>	<b>Overall Fail Rate</b>
Centralized	Idle	174	5	169	2.9%
Centralized	TSI	71	1	70	1.4%
Decentralized	Idle	135	2	133	1.5%
Decentralized	TSI	60	1	59	1.7%
All		440	9	431	2.0%

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 2012, there were 195 (0.01% of initial OBDII inspections) OBDII tests bypassed by the PIF network. There were 60 bypassed to the TSI test and resulted in a 1.7% overall fail rate. There were 135 bypassed to the curb idle test in the PIFs with a 1.5% overall fail rate. The overall failure rate for all PIF bypasses was 1.5%. 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 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's vehicle to be reinspected at a CIF station to receive the bypass.

In 2012, there were 245 (0.01 % of initial OBDII inspections) OBDII tests bypassed by the CIF network. There were 71 bypassed to the TSI test and resulted in a 1.4% overall fail rate, and 174 were bypassed to the curb idle test with a 2.9% overall fail rate. The overall failure rate for all CIF bypasses was 2.4%. 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**

<b>Network Type</b>	<b>Inspections</b>	<b># Overall Fail</b>	<b># Overall Pass</b>	<b>Overall Fail Rate</b>
Centralized	245	6	239	2.4%
Decentralized	195	3	192	1.5%

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 1,818,704 initial OBDII inspections in the year 2012. Of these, 1,768,440 (97.2%) passed either initially or a first or subsequent retest, and approximately 50,713 (2.8%) failed without a subsequent passing inspection (the number of vehicles without a subsequent passing inspection will be updated and reported in the 2013 Annual Report so that a full year's worth of registration and inspection data can be analyzed to more accurately determine the outcome of these vehicles). 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 1,818,704 initial overall OBDII inspections, 1,629,893 (89.6%) passed initially, while 188,792 (10.4%) failed at least one OBDII test component. The 10.4% fail rate is slightly lower than the 11.4% fail rate in 2011.

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
<b>Overall</b>	<b>1,818,704</b>	<b>1,629,893</b>	<b>89.6%</b>	<b>188,792</b>	<b>10.4%</b>
Bulb Check	1,816,529	1,806,317	99.4%	10,212	0.6%
KOER MIL Check	1,806,188	1,725,299	95.5%	80,889	4.5%
DLC Check	1,816,529	1,813,924	99.9%	2,605	0.1%
Communication	1,813,801	1,808,116	99.7%	5,685	0.3%
Readiness Status	1,789,314	1,703,263	95.2%	86,051	4.8%
MIL Command Status	1,808,149	1,702,003	94.1%	106,146	5.9%

In Table 5, the number of some OBDII component checks is less than the number of overall initial OBDII tests because a test prior to the component check prohibited completion of the full OBD test. In 2012 there were 10,555 vehicles that had damaged, missing, or obstructed DLCs, or which failed to communicate and return MIL command status and readiness status. There were 18,835 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

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 1,808,149 overall (initial and all retests) OBDII MIL command status checks. Table 6 presents the results of the OBDII MIL command status checks in comparison to the presence of DTCs.

**Table 6: OBDII Malfunction Indicator Light (MIL) Test Results**

Scenario	# of Tests	% of Tests
MIL Off with No DTCs (pass inspection)	1,702,003	94.13%
MIL Off with DTCs (pass inspection)	0	0.00%
MIL On with No DTCs (fail inspection)	192	0.01%
MIL On with DTCs (fail inspection)	105,954	5.86%
<b>Totals</b>	<b>1,808,149</b>	<b>100%</b>

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 1,789,314 overall readiness checks. Of these, 1,509,080 (84.3%) had all monitors set, while 280,234 (15.7%) 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 86,051 actual readiness failures, for a readiness failure rate of 4.8%. More detailed information on readiness status by model year and vehicle type is presented in Appendix I - Part F, Table F-5.

### **H. 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 21,546 MIT emission inspections were performed in the year 2012. Of the roadside emission inspections, 16,781 (78%) vehicles passed while 4,765 (22%) failed. Those failing a roadside inspection require repair and re-inspection at an authorized inspection facility (either CIF or PIF). Table 7 shows the pass/fail breakdown of MIT inspections for the emissions portion of the inspection.

**Table 7: Roadside Inspections**

<b>Station Type</b>	<b># of Inspections</b>	<b>#Pass</b>	<b># Fail</b>	<b>Fail Rate</b>
MIT Roadside Initial	19,720	15,541	4,179	21%
MIT Roadside Reinspection	1,826	1,240	586	32%
MIT Roadside Total	21,546	16,781	4,765	22%

Vehicles for roadside inspections are selected either sequentially (e.g., every third car) 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.

### **I. Emission Re-Inspections**

There were 251,013 (11.9%) overall initial emission inspection failures out of the 2,100,771 total initial overall emission inspections conducted in the year 2012. 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 288,425 initially failed emission tests in the year 2012. 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 (251,013) because a vehicle can fail more than one emission test type in any given inspection.

Table 8 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 2012. 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 8: Initially Failed Vehicles Failing/Passing First Retest by Emission Test Type**

<b>Test Type</b>	<b># Initial Fails</b>	<b># Fail First Retest</b>	<b># Pass First Retest</b>	<b>% Failing First Retest</b>	<b>% Passing First Retest</b>
OBDII	188,792	38,572	112,746	20.4%	59.7%
Two Speed Idle	37,406	9,914	20,245	26.5%	54.1%
Idle	8,383	1,840	5,370	21.9%	64.1%
Gas Cap	22,285	711	19,387	3.2%	87.0%
Catalytic Converter	2,076	93	1,391	4.5%	67.0%
Visible Smoke	11,997	245	2,169	2.0%	18.1%
Liquid Leak	9,001	449	6,568	5.0%	73.0%
Miscellaneous Emissions	8,485	620	5,890	7.3%	69.4%
<b>Overall Tests</b>	<b>288,425</b>	<b>52,444</b>	<b>173,766</b>	<b>18.2%</b>	<b>60.2%</b>
<b>Overall Vehicles</b>	<b>251,013</b>	<b>51,295</b>	<b>153,206</b>	<b>20.4%</b>	<b>61.0%</b>

Table 9 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 2012.

**Table 9: Initially Failed Vehicles Passing Second or Subsequent Retest by Emission Test Type**

<b>Test Type</b>	<b># Initial Fails</b>	<b># Pass 2<sup>nd</sup> or Subsequent Retest</b>	<b>% Pass 2<sup>nd</sup> or Subsequent Retest</b>
OBDII	188,792	25,801	13.7%
Two Speed Idle	37,406	7,166	19.2%
Idle	8,383	1,459	17.4%
Gas Cap	22,285	612	2.7%
Catalytic Converter	2,076	49	2.4%
Visible Smoke	11,997	165	1.4%
Liquid Leak	9,001	211	2.3%
Miscellaneous Emissions	8,485	474	5.6%
<b>Overall Tests</b>	<b>288,425</b>	<b>35,937</b>	<b>12.5%</b>
<b>Overall Vehicles</b>	<b>251,013</b>	<b>35,276</b>	<b>14.1%</b>

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.

## **J. Waivers**

No vehicles received a waiver in the year 2012, as the waiver program was officially phased out and discontinued by the end of 2009.

Every gasoline vehicle, regardless of eligibility for OBD or tailpipe testing must pass an idle test at a minimum.

## **K. Vehicles With No Known Final Outcome - 2011**

As mentioned previously, some vehicles were subject to multiple re-inspections before passing emission inspection. The following data is for 2011. Final outcomes for 2012 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 269,044 overall initial emission inspection failures in the year 2011, 190,641 (70.9%) passed a first retest by the end of the first quarter of 2012, 13,526 (5.0%) passed a second or subsequent retest by the end of the first quarter of 2012, 10,054 (3.7%) passed a retest during the remaining three quarters of 2012, 33,296 (12.4%) dropped out of the registration database (i.e. no longer in fleet), and 21,527 (8.0%) had no known final outcome.

Table 10 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 2011. A vehicle with no known final outcome is one with an initial overall emissions result of fail that did not return and/or never received an emissions pass by the end of the following calendar year, and is continuously part of the registered fleet in New Jersey up to the end of the following

calendar year.

**Table 10: Initially Failed Inspections with No Known Final Outcome by Test Type**

<b>Test Type</b>	<b># of Initial Inspections</b>	<b># Of Initial Fails</b>	<b># of Inspections with No Known Final Outcome</b>	<b>No Known Final Outcome Rate - % of Initial Fails</b>	<b>No Known Final Outcome Rate – % of Initial Inspections</b>
OBDII	1,641,919	187,053	17,200	9.2%	1.0%
Two Speed Idle	222,842	53,085	3,678	6.9%	1.7%
Idle	109,890	9,007	407	4.5%	0.4%
Gas Cap	751,913	25,613	856	3.3%	0.1%
Catalytic Converter	1,972,822	1,332	214	16.1%	0.01%
Visible Smoke	1,985,804	4,490	403	9.0%	0.02%
Liquid Leak	1,985,804	539	32	5.9%	0.002%
Miscellaneous Emissions	1,985,804	7,986	526	6.6%	0.03%
<b>Overall</b>	<b>1,985,804</b>	<b>269,044</b>	<b>21,527</b>	<b>8.0%</b>	<b>1.1%</b>

This analysis takes into consideration vehicles inspected late in the year 2011 that returned for inspection at any time throughout 2012, and also includes registration data through all of 2012. As such, the overall no known final outcome rate as a percentage of total initial emissions inspections is 1.1%.

Table 11 presents a detailed breakdown of this data by model year and vehicle type.

**Table 11: 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					
			# HDGT Vehicles	# LDDT Vehicles	# LDDV Vehicles	# LDGT Vehicles	# LDGV Vehicles	# Unknown Type Vehicles
Pre87/Unknown	428	2.0%	29	0	0	125	259	15
1987	260	1.2%	13	0	0	102	140	5
1988	187	0.9%	9	0	0	86	85	7
1989	265	1.2%	14	0	0	103	143	5
1990	248	1.2%	11	0	0	89	140	8
1991	305	1.4%	9	0	0	82	212	2
1992	327	1.5%	2	0	0	85	237	3
1993	522	2.4%	5	0	0	139	375	3
1994	547	2.5%	20	0	0	202	320	5
1995	875	4.1%	27	0	0	264	568	16
1996	1,229	5.7%	19	0	0	342	865	3
1997	1,986	9.2%	24	0	6	451	1,497	8
1998	1,775	8.2%	6	0	2	431	1,333	3
1999	2,067	9.6%	10	0	4	433	1,614	6
2000	1,970	9.2%	19	0	1	467	1,477	6
2001	2,869	13.3%	11	0	6	654	2,198	0
2002	1,866	8.7%	12	0	2	486	1,361	5
2003	1,673	7.8%	11	0	4	397	1,259	2
2004	850	3.9%	4	0	1	229	614	2
2005	795	3.7%	1	0	0	178	613	3
2006	343	1.6%	1	0	0	119	222	1
2007	97	0.5%	0	0	0	48	47	2
2008	22	0.1%	0	0	0	9	13	0
2009	6	0.0%	0	0	0	0	6	0
2010	7	0.0%	1	0	0	4	2	0
2011	5	0.0%	0	0	0	2	3	0
2012	3	0.0%	0	0	0	0	3	0
<b>Totals</b>	<b>21,527</b>	<b>100.0%</b>	<b>258</b>	<b>0</b>	<b>26</b>	<b>5,527</b>	<b>15,606</b>	<b>110</b>
<b>% of Total Vehicles With No Known Final Outcome</b>			<b>1.20%</b>	<b>0.00%</b>	<b>0.12%</b>	<b>25.67%</b>	<b>72.50%</b>	<b>0.51%</b>

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.

## L. 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.

Table 12 presents first retest fail and pass rates by emission test type.

**Table 12: First Retest Inspection Fail/Pass Rates by Emission Test Type**

<b>Test Type</b>	<b># First Retest Insps</b>	<b># Fail</b>	<b># Pass</b>	<b>Fail Rate</b>	<b>Pass Rate</b>
OBDII	151,318	38,572	112,746	25.5%	74.5%
Two Speed Idle	30,159	9,914	20,245	32.9%	67.1%
Idle	7,210	1,840	5,370	25.5%	74.5%
Gas Cap	20,098	711	19,387	3.5%	96.5%
Catalytic Converter	1,484	93	1,391	6.3%	93.7%
Visible Smoke	2,414	245	2,169	10.1%	89.9%
Liquid Leak	7,017	449	6,568	6.4%	93.6%
Miscellaneous Emissions	6,510	620	5,890	9.5%	90.5%
<b>Overall</b>	<b>204,501</b>	<b>51,295</b>	<b>153,206</b>	<b>25.1%</b>	<b>74.9%</b>

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

### **III. 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. During overt performance audits, the auditor's presence is known by the inspectors and facility management/owners. The audit reviews 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.

In the year 2012, New Jersey's I/M program network consisted of 26 CIFs, with a combined total of 132 lanes/consoles, and 1,150 licensed PIFs which performed at least one inspection. All 26 CIF and 1,119 of the 1,150 PIF facilities received at least one overt performance audit in 2012. This information is shown in Table 13. 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 13: Overt Performance Audits**

	<b>CIFs</b>	<b>PIFs</b>
# receiving overt performance audits	26	1,119
# not receiving overt performance audits	0	0
# shut down as a result of overt performance audits	NA*	0

\* 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 (false fail) or the vehicle falsely passes inspection (false pass). 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 2012 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 inspection process 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 2012 the NJMVC had 45 covert auditors and 33 covert vehicles available to conduct covert performance audits. This is slightly more than in 2011, when there were 39 covert auditors and 32 covert vehicles. During the year 2012, all CIFs and 926 PIFs received covert performance audits. A total of 327 covert audits were performed on the CIFs and 1,205 were performed on the PIFs. These totals include covert audits where the vehicle is set to fail safety and/or emissions.

Table 14 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 14 reflects multiple counting of any such vehicle.

**Table 14: Covert Emissions-Related Performance Audits**

<b>Note: Data in this table reflects multiple counting of vehicles set to fail multiple components.</b>		
	<b>CIFs</b>	<b>PIFs</b>
# conducted with the vehicle set to fail the exhaust test	0	0
# conducted with the vehicle set to fail OBDII test	202	420
# conducted with the vehicle set to fail the component check (catalyst)	26	187
# conducted with the vehicle set to fail the evaporative gas cap test	63	207
# conducted with the vehicle set to fail any combination of two or more of the above tests	66	222
# conducted with the vehicle not set to fail any emission inspection component	120	671
<b>Total # of Covert Performance Audits</b>	<b>327</b>	<b>1,205</b>

Table 15 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 15 reflects multiple counting of any such audit.



**Table 15: Results From Covert Emissions-Related Performance Audits**

<b>Note: Data in this table reflects multiple counting of audits falsely passing multiple components.</b>		
	<b>CIFs</b>	<b>PIFs</b>
# of audits resulting in a false pass for the exhaust test	0	0
# of audits resulting in a false pass for the OBDII test	8	15
# of audits resulting in a false pass for the component check (catalyst)	4	25
# of audits resulting in a false pass for the evaporative gas cap test	0	5
# of audits resulting in a false pass for any combination of two or more of the above tests	1	10
# of audits resulting in a false pass for any emissions related component	11	29
# of audits resulting in a false fail for any emissions related component	4	16
# of audits resulting in a proper Emission inspection (no false pass or false fails)	312	1,156
Total # of Covert Emissions-Related Audits	327	1,205

In the year 2012, the overall emission covert performance audit failure rate for the entire network was 4.2%. These results encompass emissions only aspects of the covert performance audits. The overall emissions covert audit failure rate for the centralized network alone was 4.6%, while that for the decentralized network was 4.1%. This information is presented in Table 16.

**Table 16: Overall Emission Covert Performance Audit Results**

<b>Network</b>	<b>Total Audits</b>	<b>Number Fail</b>	<b>Failure Rate</b>	<b>Number Pass</b>	<b>Pass Rate</b>
Centralized	327	15	4.6%	312	95.4%
Decentralized	1,205	49	4.1%	1,156	95.9%
<b>Total</b>	<b>1,532</b>	<b>64</b>	<b>4.2%</b>	<b>1,468</b>	<b>95.8%</b>

New Jersey had 4,139 licensed inspectors conducting emission tests in both the CIFs and PIFs during the year 2012. Of these inspectors, 23 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 61 inspectors were fined during the year 2012. Nine (9) PIF stations were suspended, fined, or otherwise prohibited from conducting emission inspections as a result of covert performance audits.

The NJMVC conducted 142 hearings to consider adverse actions against inspectors and inspection facilities, and 133 of these hearings resulted in adverse actions against inspectors and inspection facilities. The remaining 9 resulted in no adverse action. A total of \$70,350 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 17 summarizes the results of all adjudicated actions only during the year 2012.

**Table 17: Fines and Hearings – Centralized and Decentralized Networks**

	<b>Inspectors</b>	<b>Facilities</b>
# suspended, fined, or otherwise prohibited from testing as a result of covert audits	23	9
# suspended, fined, or otherwise prohibited from testing for other causes	0	0
# that received fines	61	12
# of hearings held to consider adverse actions	107	35
# of hearings held resulting in adverse actions	100	33
Total amount collected in fines	\$54,500	\$15,850

#### **IV. 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 III, 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 monthly lane equipment audit consists of the following tests: inspection of the system leak check, five (5) point gas analysis, RPM adapter inspection, inspection of the OBDII reader, and gas cap audits. In addition, a zero air generator (ZAG) inspection is performed once a month per station. 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 2012, the NJMVC conducted a total of 1,027 equipment audits at the PIFs. Of these, 1,020 were initial audits.

Of the 644 overtly audited PIFs, 126 (approximately 19.6%) 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 2012 was 11.8%. Table 18 summarizes the decentralized network equipment audit results.

**Table 18: Decentralized Equipment Audit Summary**

	Number	Percentage	
# of PIFs	1,150		
# of PIFs receiving equipment audits	644	56.0%	
# of Full year Active PIFs requiring 2 annual equipment audits <sup>5</sup>	760	66.1%	
# of PIFs receiving required 2 annual equipment audits	270	35.5%	
# of equipment audits			
(total)	1,027		
(initial)	1,020		
(second or subsequent)	7		
# of PIFs shut down as a result of equipment audits			
(total)	136	21.1% (of those audited)	11.8% (of all PIFs)
(failed equipment)	126	19.6% (of those audited)	11.0% (of all PIFs)
(no current program equipment)	10	1.6% (of those audited)	0.9% (of all PIFs)

In 2012, the NJDEP performed 1,536 initial lane audits of the equipment in the CIFs/SIFs. These audits are conducted on the lanes/consols 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 26 of the 29 centralized stations, including the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2012.

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/consols where the equipment could not be repaired to pass a re-audit on the same day as the initial audit are classified

<sup>5</sup> Annual equipment audits are required by 40 CFR 51.363(c).

“shutdown”. As shown in Table 19, 8 centralized stations (28%) had at least one lane shut down as a result of initial equipment audits during the year 2012. Lanes/consoles were shut down overnight an average of less than once a month in the year 2012.

**Table 19: Centralized Initial Equipment Audit Summary**

# of centralized and specialty stations	29
# of initial equipment audits	1,536
# of stations that failed equipment audits	26
% of stations that failed equipment audits	90%
# of stations with at least one lane shut down as a result of equipment audits	8
% of stations with at least one lane shut down as a result of equipment audits	28%
# of centralized and specialty lanes/consoles	135
# of lanes/consoles shut down at some point during the year as a result of equipment audits	10
% 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)	7%

The overall initial centralized equipment audit failure rate for the year 2012 was 10%.

A detailed breakdown of initial equipment audits by station is shown in Table 20. An additional breakdown by lane is presented in Appendix II.

**Table 20: CIF/SIF Initial Equipment Audit Pass/Fail Rates by Station**

<b>Station</b>	<b>Initial Audits</b>	<b>Number Fail</b>	<b>Fail Rate</b>	<b>Number Pass</b>	<b>Pass Rate</b>
Asbury Park Specialty	2	2	100%	0	0%
Bakers Basin	69	7	10%	62	90%
Cape May	12	1	8%	11	92%
Cherry Hill	84	4	5%	80	95%
Deptford	48	6	13%	42	88%
Eatontown	78	6	8%	72	92%
Flemington	48	3	6%	45	94%
Freehold	73	5	7%	68	93%
Kilmer	79	15	19%	64	81%
Lakewood	85	1	1%	84	99%
Lodi	72	4	6%	68	94%
Manahawkin	48	3	6%	45	94%
Mays Landing	58	3	5%	55	95%
Millville	24	7	29%	17	71%
Newark	72	4	6%	68	94%
Newton	36	0	0%	36	100%
Paramus	72	16	22%	56	78%
Plainfield	35	9	26%	26	74%
Rahway	60	10	17%	50	83%
Randolph	83	14	17%	69	83%
Salem	12	0	0%	12	100%
Secaucus	72	5	7%	67	93%
South Brunswick	84	12	14%	72	86%
Southampton	58	5	9%	53	91%
Washington	12	1	8%	11	92%
Wayne	108	9	8%	99	92%
Westfield Specialty	2	1	50%	1	50%
Winslow	48	3	6%	45	94%
Winslow Specialty	2	0	0%	2	100%
<b>Totals</b>	<b>1536</b>	<b>156</b>	<b>10%</b>	<b>1380</b>	<b>90%</b>

## **V. 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 2.3 million inspections in the year 2012. 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 4,100 vehicles per month in the year 2012) throughout the year. The NJMVC conducted one survey of 5,000 vehicles in the year 2012. 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 2012 (93.9%) 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 54,130 vehicles were surveyed in the year 2012. Of these, 51,892 (95.9%) 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 21 presents inspection sticker enforcement activity for the year 2012.

**Table 21: Inspection Sticker Inventory Tracking**

Total # of compliance documents (stickers) issued to inspection stations	2,367,257
# of missing compliance documents (stickers)	4,971
# of time extensions & other exemptions granted to motorists	1,590 extensions letters and 4,319 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.



# **APPENDIX I**

## **TEST DATA REPORT TABLES AND FIGURES**

**APPENDIX I -  
PART A**

**TOTAL  
EMISSION  
INSPECTIONS**

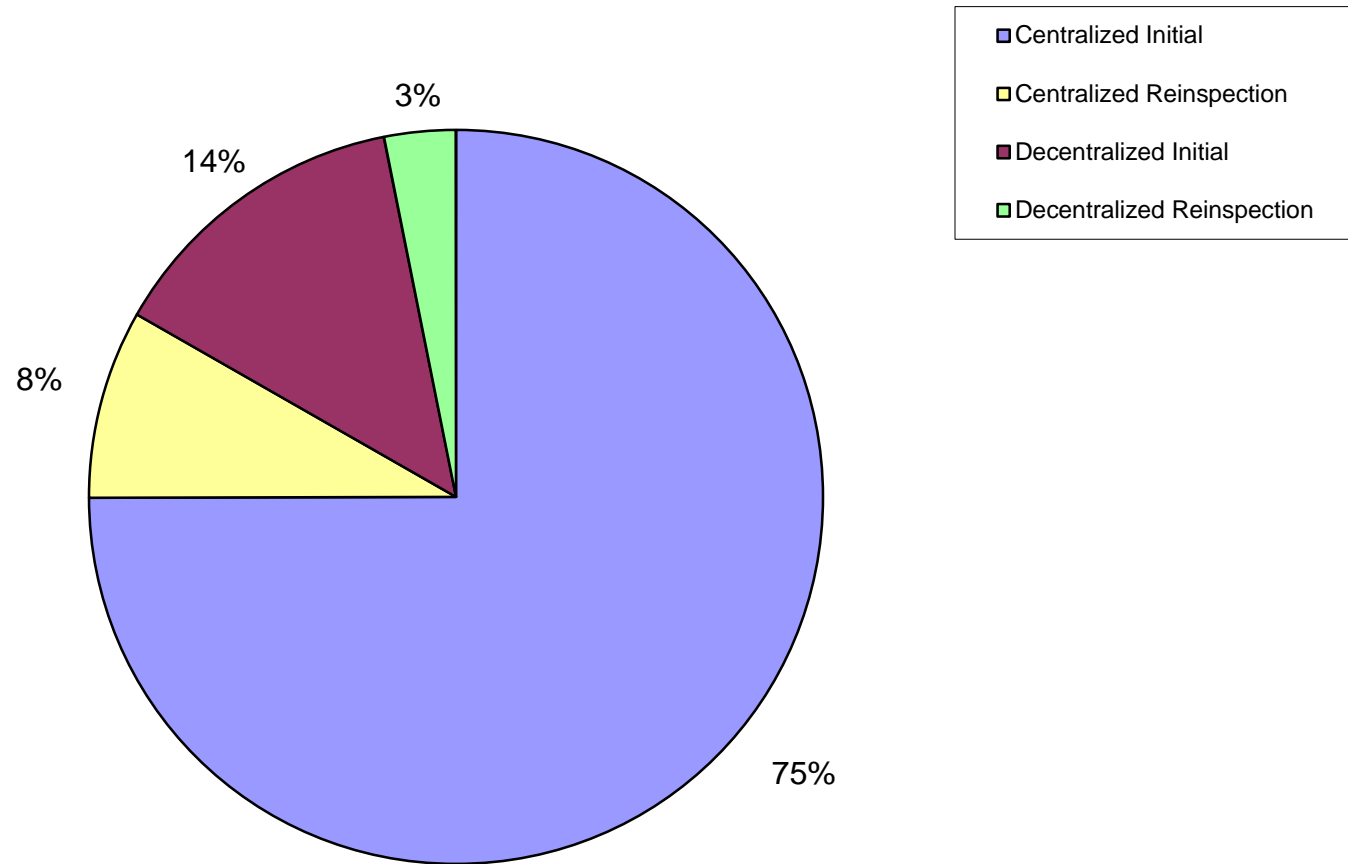
**New Jersey Enhanced Inspection and Maintenance Program**  
**Summary of Total Emissions Inspections**  
**Year 2012**

Test Station	Data	Initial Insp	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
<b>Centralized Inspection Facility</b>	Total	1,758,275		194,781		1,953,056	
	Fail	218,278	12.4%	68,001	34.9%	286,279	14.7%
	Pass	1,539,997	87.6%	126,780	65.1%	1,666,777	85.3%
<b>Private Inspection Facility</b>	Total	318,732		74,108		392,840	
	Fail	28,155	8.8%	8,749	11.8%	36,904	9.4%
	Pass	290,577	91.2%	65,359	88.2%	355,936	90.6%
<b>Private Fleet Facility</b>	Total	3,681		477		4,158	
	Fail	338	9.2%	104	21.8%	442	10.6%
	Pass	3,343	90.8%	373	78.2%	3,716	89.4%
<b>Specialty Inspection Facility</b>	Total	363		52		415	
	Fail	63	17.4%	21	40.4%	84	20.2%
	Pass	300	82.6%	31	59.6%	331	79.8%
<b>Mobile Inspection Team</b> *Initial - 1st Inspection of cycle Retest - 2nd or subsequent of cycle	Total	19,720		1,826		21,546	
	Fail	4,179	21.2%	586	32.1%	4,765	22.1%
	Pass	15,541	78.8%	1,240	67.9%	16,781	77.9%
<b>Total # of Inspections</b>		<b>2,100,771</b>		<b>271,244</b>		<b>2,372,015</b>	
<b>Total # Fail</b>		<b>251,013</b>	<b>11.9%</b>	<b>77,461</b>	<b>28.6%</b>	<b>328,474</b>	<b>13.8%</b>
<b>Total # Pass</b>		<b>1,849,758</b>	<b>88.1%</b>	<b>193,783</b>	<b>71.4%</b>	<b>2,043,541</b>	<b>86.2%</b>
<b>% of Grand Total # of Inspections</b>			<b>88.6%</b>		<b>11.4%</b>		

<b>Total Emissions Inspections - Centralized/Decentralized Summary</b>		
Centralized	1,975,017	83.3%
Decentralized	396,998	16.7%
<b>Total</b>	<b>2,372,015</b>	

**Table A-1**

**New Jersey Inspection and Maintenance Program  
Number of Total Emissions Inspections  
Year 2012**



This chart includes Initial Inspections  
and All Reinspections

Number of Total Emissions Inspections - 2,372,015

**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 2012**

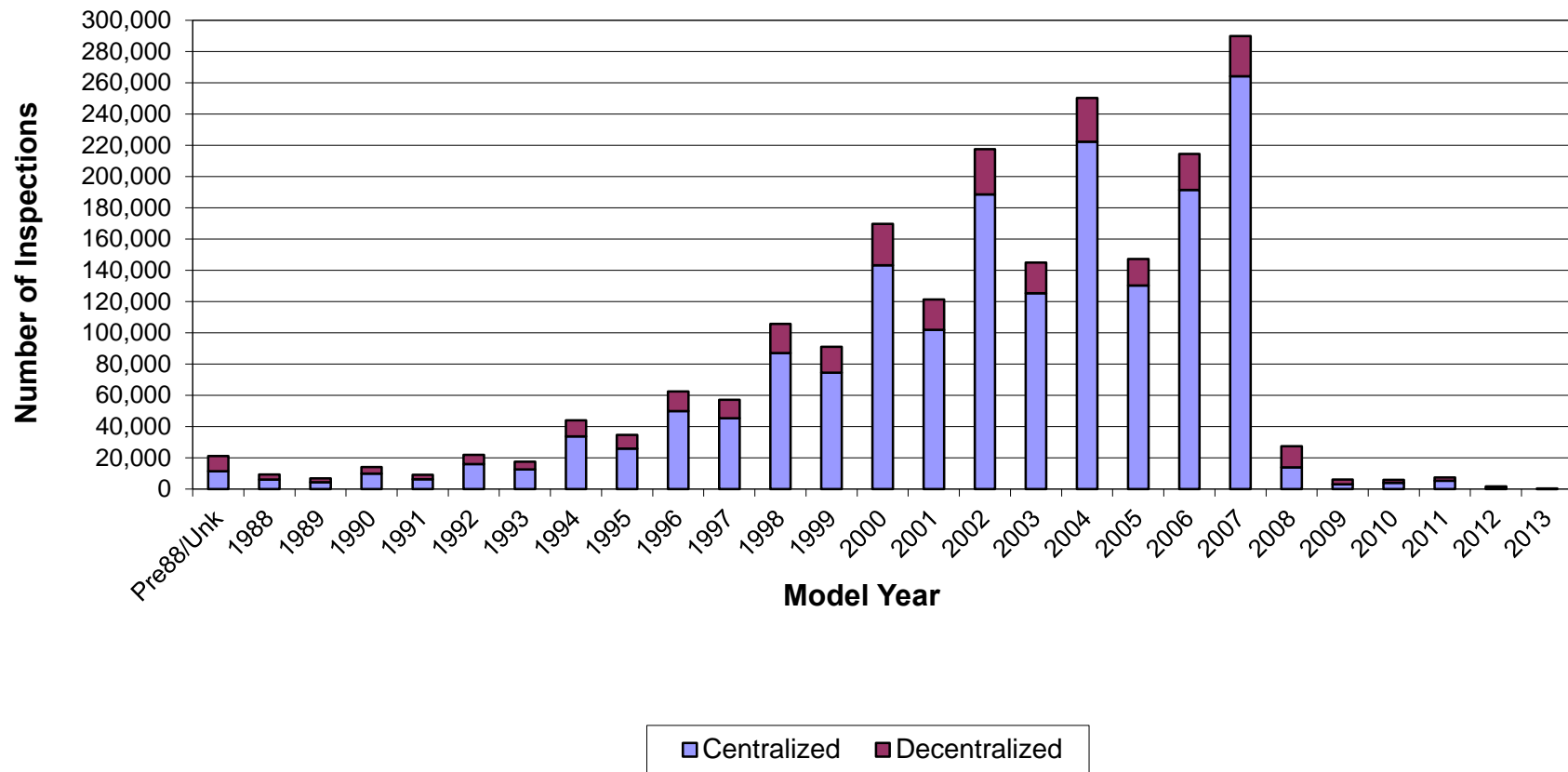
Model Yr	Station Type	# Insp	# Fail	Fail Rate	# Pass	Pass Rate
Pre88/Unknown	Centralized	11,542	5,430	47.0%	6,112	53.0%
Pre88/Unknown	Decentralized	9,560	1,372	14.4%	8,188	85.6%
1988	Centralized	6,111	2,161	35.4%	3,950	64.6%
1988	Decentralized	3,265	416	12.7%	2,849	87.3%
1989	Centralized	4,386	1,824	41.6%	2,562	58.4%
1989	Decentralized	2,477	328	13.2%	2,149	86.8%
1990	Centralized	9,960	3,265	32.8%	6,695	67.2%
1990	Decentralized	4,104	478	11.6%	3,626	88.4%
1991	Centralized	6,376	2,325	36.5%	4,051	63.5%
1991	Decentralized	2,905	360	12.4%	2,545	87.6%
1992	Centralized	16,108	4,920	30.5%	11,188	69.5%
1992	Decentralized	5,818	699	12.0%	5,119	88.0%
1993	Centralized	12,670	4,170	32.9%	8,500	67.1%
1993	Decentralized	4,908	619	12.6%	4,289	87.4%
1994	Centralized	33,707	8,067	23.9%	25,640	76.1%
1994	Decentralized	10,273	1,101	10.7%	9,172	89.3%
1995	Centralized	25,868	6,945	26.8%	18,923	73.2%
1995	Decentralized	8,887	971	10.9%	7,916	89.1%
1996	Centralized	50,014	10,589	21.2%	39,425	78.8%
1996	Decentralized	12,510	1,246	10.0%	11,264	90.0%
1997	Centralized	45,309	11,791	26.0%	33,518	74.0%
1997	Decentralized	11,940	1,416	11.9%	10,524	88.1%
1998	Centralized	87,170	16,838	19.3%	70,332	80.7%
1998	Decentralized	18,555	1,862	10.0%	16,693	90.0%
1999	Centralized	74,570	15,492	20.8%	59,078	79.2%
1999	Decentralized	16,585	1,711	10.3%	14,874	89.7%
2000	Centralized	143,208	24,001	16.8%	119,207	83.2%
2000	Decentralized	26,610	2,422	9.1%	24,188	90.9%
2001	Centralized	101,909	19,859	19.5%	82,050	80.5%
2001	Decentralized	19,477	2,699	13.9%	16,778	86.1%
2002	Centralized	188,527	24,696	13.1%	163,831	86.9%
2002	Decentralized	28,921	2,818	9.7%	26,103	90.3%
2003	Centralized	125,412	15,152	12.1%	110,260	87.9%
2003	Decentralized	19,557	1,774	9.1%	17,783	90.9%
2004	Centralized	222,245	16,677	7.5%	205,568	92.5%
2004	Decentralized	28,041	1,908	6.8%	26,133	93.2%
2005	Centralized	130,276	9,494	7.3%	120,782	92.7%
2005	Decentralized	17,030	1,152	6.8%	15,878	93.2%
2006	Centralized	191,415	9,436	4.9%	181,979	95.1%
2006	Decentralized	23,136	1,215	5.3%	21,921	94.7%
2007	Centralized	264,170	8,512	3.2%	255,658	96.8%
2007	Decentralized	25,817	1,023	4.0%	24,794	96.0%
2008	Centralized	13,997	550	3.9%	13,447	96.1%
2008	Decentralized	13,409	527	3.9%	12,882	96.1%

**Table B** (Page 1 of 2)

**New Jersey Enhanced Inspection and Maintenance Program  
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type  
Year 2012**

<b>Model Yr</b>	<b>Station Type</b>	<b># Insps</b>	<b># Fail</b>	<b>Fail Rate</b>	<b># Pass</b>	<b>Pass Rate</b>
2009	Centralized	3,142	114	3.6%	3,028	96.4%
2009	Decentralized	3,089	111	3.6%	2,978	96.4%
2010	Centralized	3,986	84	2.1%	3,902	97.9%
2010	Decentralized	2,044	89	4.4%	1,955	95.6%
2011	Centralized	5,461	102	1.9%	5,359	98.1%
2011	Decentralized	2,029	98	4.8%	1,931	95.2%
2012	Centralized	721	26	3.6%	695	96.4%
2012	Decentralized	1,132	62	5.5%	1,070	94.5%
2013	Centralized	98	0	0.0%	98	100.0%
2013	Decentralized	334	16	4.8%	318	95.2%
Total	Centralized	1,778,358	222,520	12.5%	1,555,838	87.5%
Total	Decentralized	322,413	28,493	8.8%	293,920	91.2%
<b>Grand Total</b>		<b>2,100,771</b>	<b>251,013</b>	<b>11.9%</b>	<b>1,849,758</b>	<b>88.1%</b>

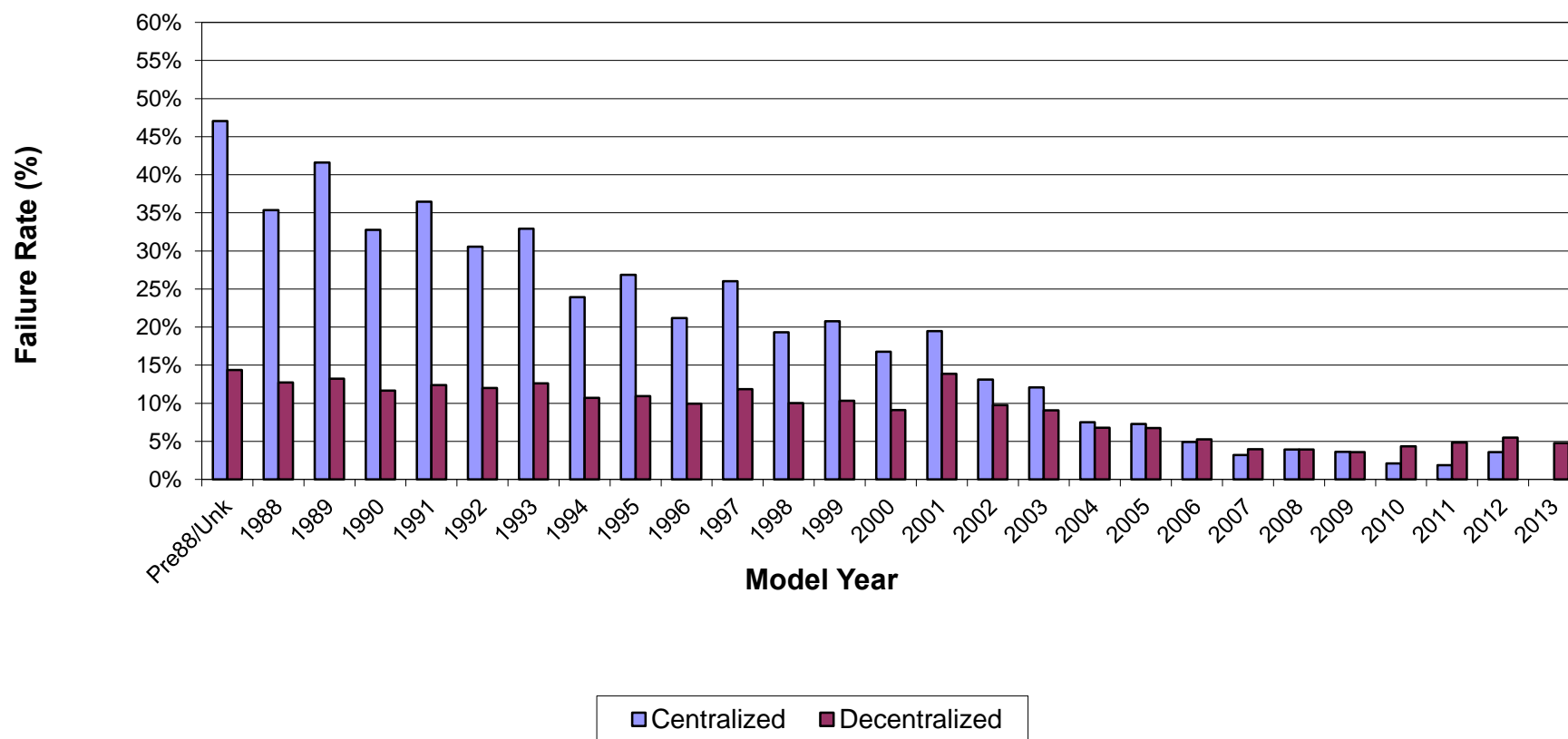
**New Jersey Enhanced Inspection and Maintenance Program  
Initial Emission Test Volume by Model Year - Centralized vs Decentralized  
Year 2012**



**Figure B-1**



**New Jersey Enhanced Inspection and Maintenance Program  
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized  
Year 2012**



**Figure B-2**

# **APPENDIX I - PART C**

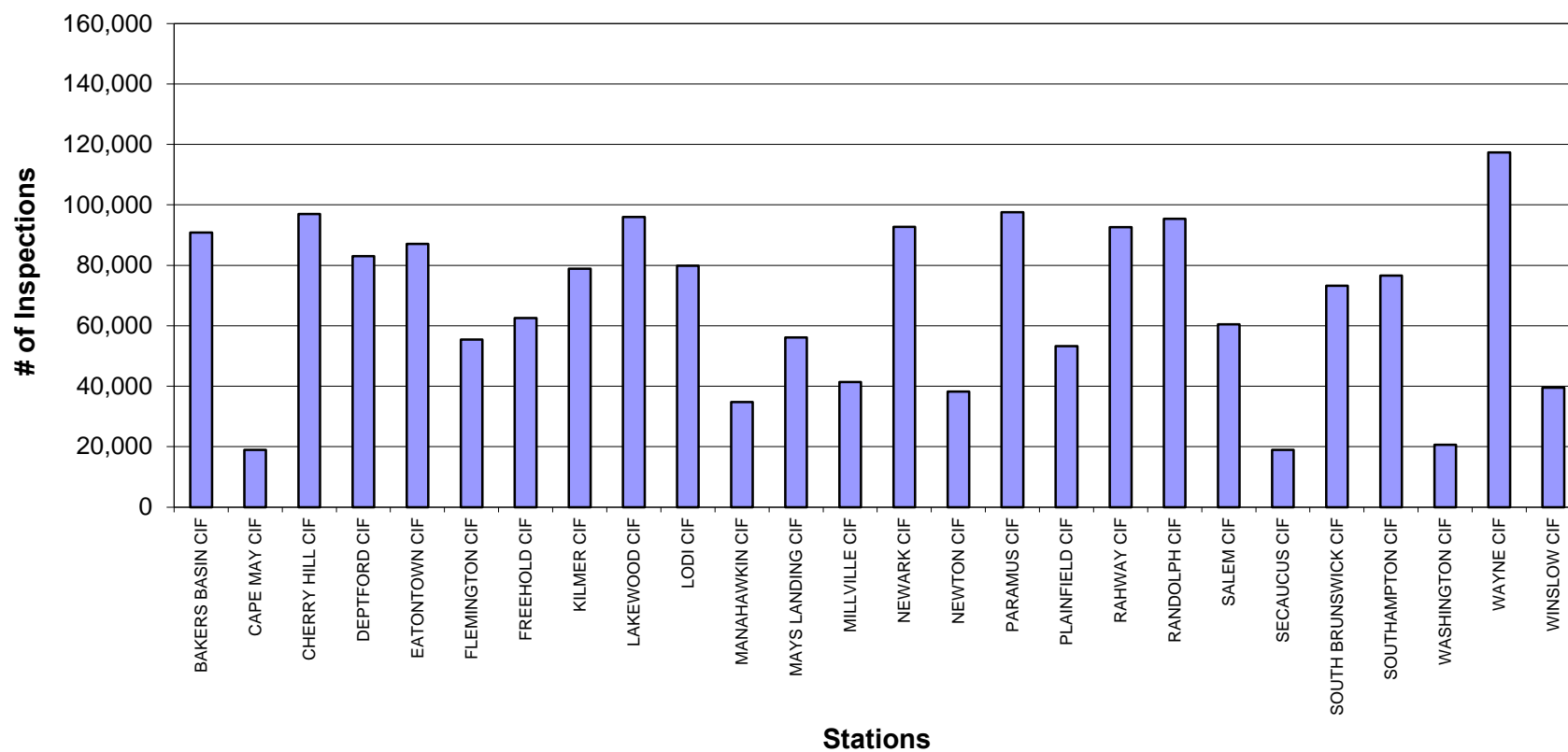
## **INITIAL EMISSION TEST VOLUME & FAILURE RATE BY CENTRALIZED INSPECTION FACILITY**

**New Jersey Enhanced Inspection and Maintenance Program  
Total Initial Emission Inspections - Centralized Inspection Facilities (CIFs)  
Year 2012**

<b>STATION NAME</b>	<b># of Lanes/ Consoles</b>	<b># Inspections</b>	<b># Pass</b>	<b># Fail</b>	<b>% Fail</b>
BAKERS BASIN CIF	7	90,838	80,247	10,591	11.7%
CAPE MAY CIF	1	18,901	16,846	2,055	10.9%
CHERRY HILL CIF	7	97,025	83,895	13,130	13.5%
DEPTFORD CIF	4	83,053	72,953	10,100	12.2%
EATONTOWN CIF	7	87,115	76,649	10,466	12.0%
FLEMINGTON CIF	4	55,412	50,411	5,001	9.0%
FREEHOLD CIF	7	62,557	56,361	6,196	9.9%
KILMER CIF	7	78,861	69,977	8,884	11.3%
LAKEWOOD CIF	7	95,952	85,215	10,737	11.2%
LODI CIF	6	79,836	69,312	10,524	13.2%
MANAHAWKIN CIF	4	34,750	30,660	4,090	11.8%
MAYS LANDING CIF	5	56,166	48,576	7,590	13.5%
MILLVILLE CIF	2	41,378	34,091	7,287	17.6%
NEWARK CIF	6	92,749	73,501	19,248	20.8%
NEWTON CIF	3	38,226	33,727	4,499	11.8%
PARAMUS CIF	6	97,559	89,031	8,528	8.7%
PLAINFIELD CIF	3	53,228	45,985	7,243	13.6%
RAHWAY CIF	6	92,606	79,068	13,538	14.6%
RANDOLPH CIF	7	95,444	86,277	9,167	9.6%
SALEM CIF	1	60,449	54,600	5,849	9.7%
SECAUCUS CIF	6	18,935	16,493	2,442	12.9%
SOUTH BRUNSWICK CIF	7	73,232	62,914	10,318	14.1%
SOUTHAMPTON CIF	5	76,591	67,519	9,072	11.8%
WASHINGTON CIF	1	20,582	18,519	2,063	10.0%
WAYNE CIF	9	117,325	103,204	14,121	12.0%
WINSLOW CIF	4	39,505	33,966	5,539	14.0%
<b>TOTAL</b>	<b>132</b>	<b>1,758,275</b>	<b>1,539,997</b>	<b>218,278</b>	<b>12.4%</b>

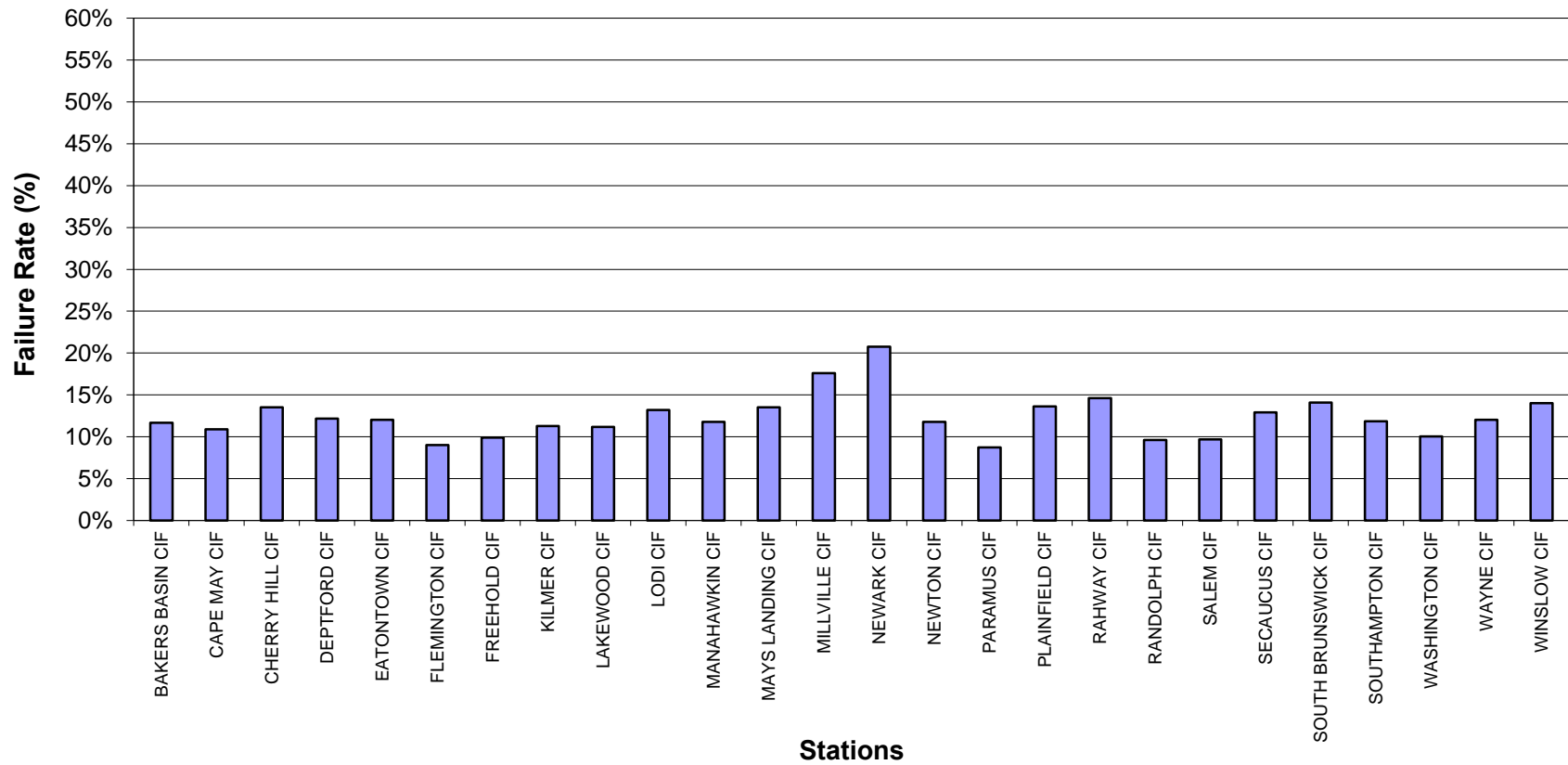
**Table C-1**

**New Jersey Enhanced Inspection and Maintenance Program  
Total Number of Initial Emission Inspections by Centralized Inspection Facility  
Year 2012**



**Figure C-1**

**New Jersey Enhanced Inspection and Maintenance Program  
Total Initial Emission Test Failure Rate by Centralized Inspection Facility  
Year 2012**



**Figure C-2**

**APPENDIX I -  
PART D**

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

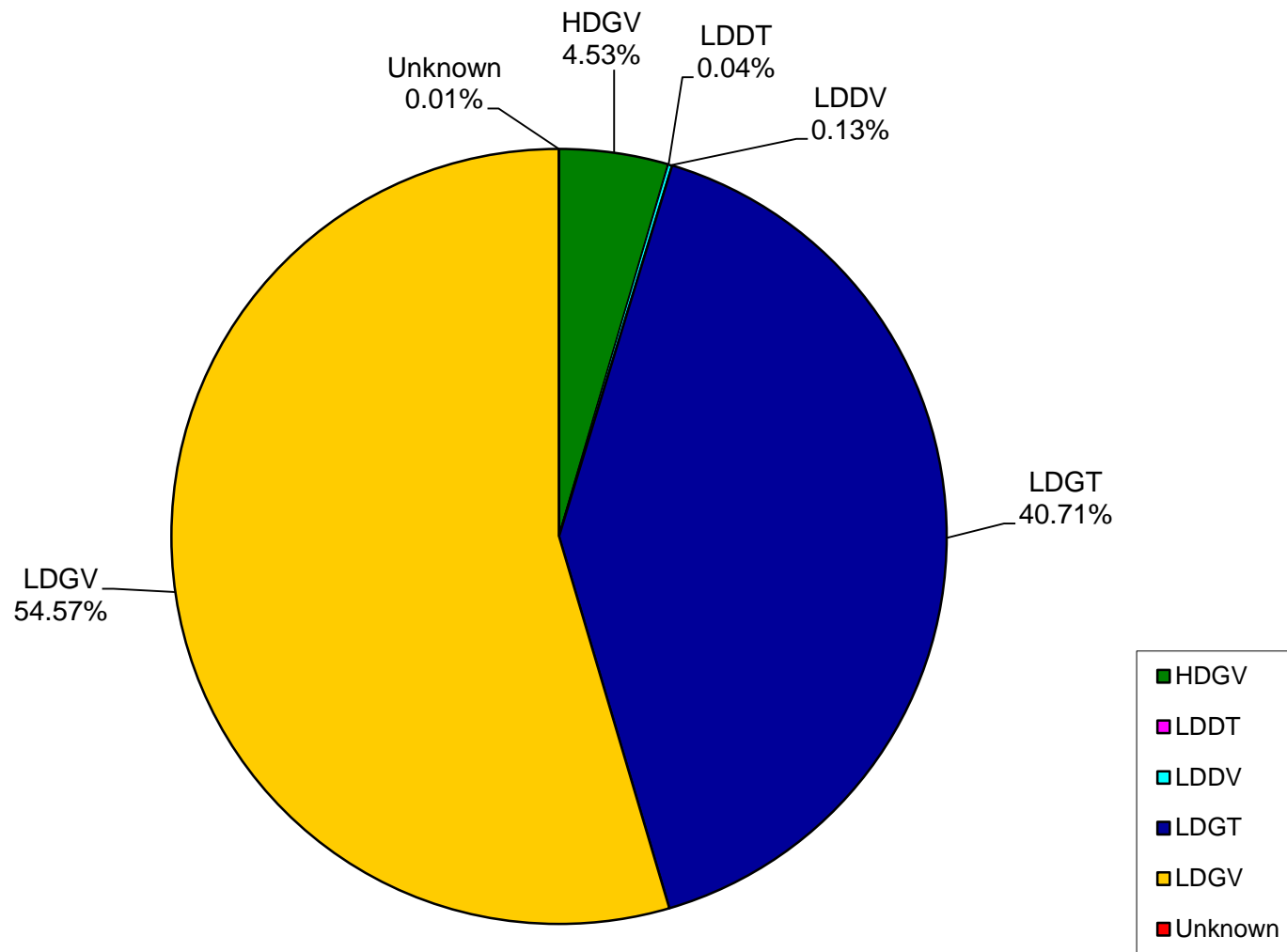
**New Jersey Enhanced Inspection and Maintenance Program**  
**Initial Emission Inspection Volume - Year 2012**

Model Year	# of Vehicles Tested						
	HDGV	LDDT	LDDV	LDGT	LDGV	Unknown	Total
Pre88/Unk	1,987	16	111	5,859	12,988	141	21,102
1988	805	2	1	3,270	5,287	11	9,376
1989	696	1	1	2,523	3,636	6	6,863
1990	601	1	10	3,919	9,531	2	14,064
1991	376	2	4	2,558	6,341	0	9,281
1992	639	3	5	5,598	15,681	0	21,926
1993	749	-	3	5,456	11,368	2	17,578
1994	1,538	6	1	14,853	27,579	3	43,980
1995	1,919	11	5	12,190	20,630	0	34,755
1996	2,060	11	18	21,142	39,292	1	62,524
1997	2,974	26	51	20,816	33,382	0	57,249
1998	2,549	19	193	38,290	64,672	2	105,725
1999	4,397	27	137	33,517	53,077	0	91,155
2000	6,848	21	191	60,779	101,976	3	169,818
2001	6,134	21	130	47,354	67,747	0	121,386
2002	7,795	31	309	93,970	115,343	0	217,448
2003	7,718	21	136	58,576	78,516	2	144,969
2004	9,606	22	380	119,133	121,143	2	250,286
2005	6,982	65	375	63,196	76,686	2	147,306
2006	9,854	184	623	93,260	110,628	2	214,551
2007	6,801	246	59	126,969	155,912	0	289,987
2008	5,233	50	9	12,780	9,331	3	27,406
2009	1,345	11	14	2,421	2,438	2	6,231
2010	1,739	11	8	2,992	1,275	5	6,030
2011	3,261	18	5	2,912	1,280	14	7,490
2012	578	16	5	697	519	38	1,853
2013	75	0	1	156	179	21	432
Totals	95,259	842	2,785	855,186	1,146,437	262	<b>2,100,771</b>
% of Grand Total	4.5%	0.0%	0.1%	40.7%	54.6%	0.0%	

HDGV - Heavy-Duty Gas Vehicle  
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 2012**

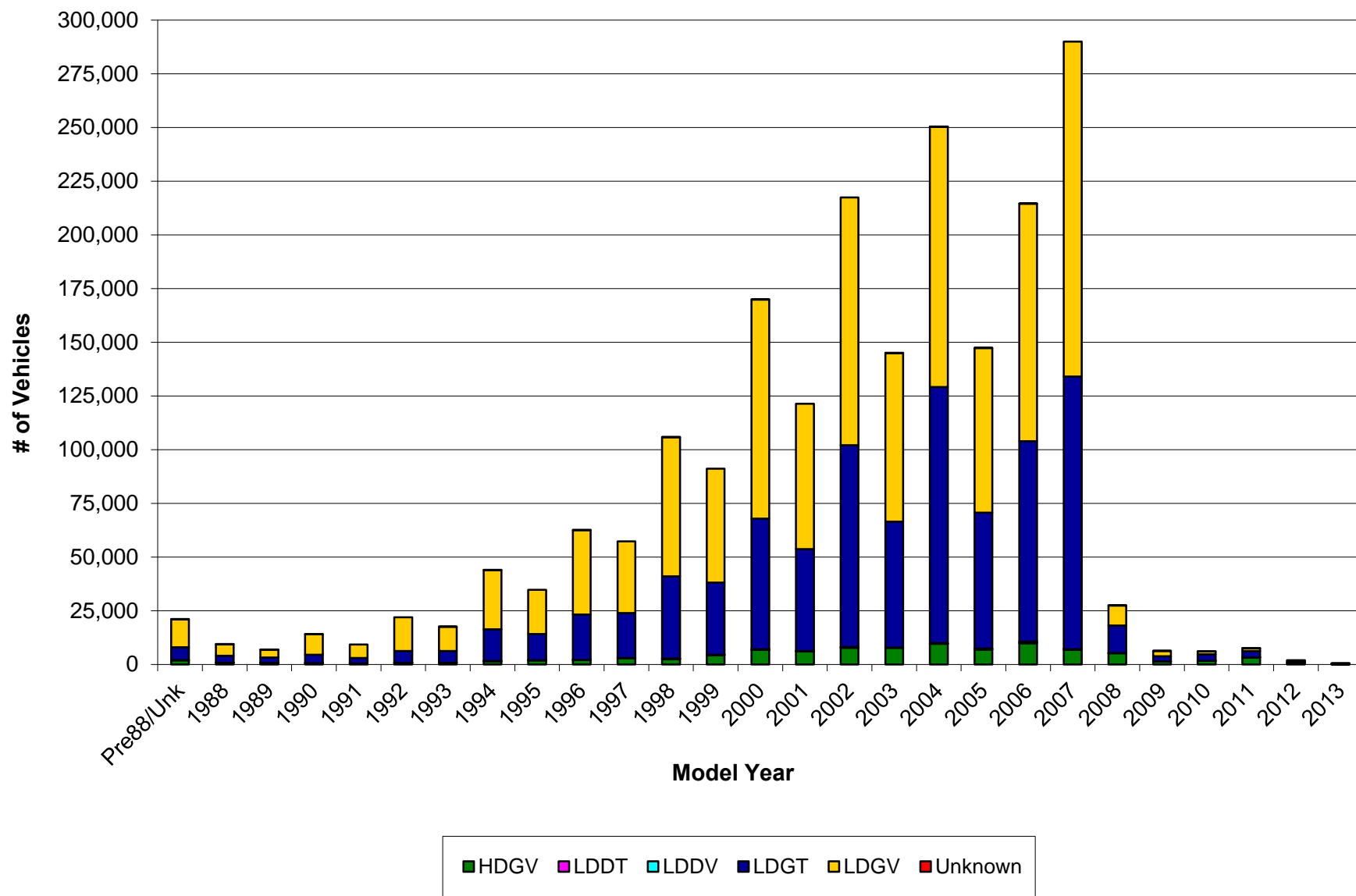


Total Number of Initial Emission Inspections - 2,100,771

**Figure D-1**



# **New Jersey Inspection and Maintenance Program Initial Emission Inspection Volume by Vehicle Type Year 2012**



**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 2012**

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 88/Unknown	HDGV	1,987	493	1,494	24.8%	0	0	0	-
Pre 88/Unknown	LDDT	16	1	15	6.3%	0	0	0	-
Pre 88/Unknown	LDDV	111	1	110	0.9%	0	0	0	-
Pre 88/Unknown	LDGT	5,859	2,390	3,469	40.8%	1	0	1	0.0%
Pre 88/Unknown	LDGV	12,988	3,892	9,096	30.0%	17	0	17	0.0%
Pre 88/Unknown	Unknown	141	25	116	17.7%	0	0	0	-
1988	HDGV	805	180	625	22.4%	0	0	0	-
1988	LDDT	2	0	2	0.0%	0	0	0	-
1988	LDDV	1	0	1	0.0%	0	0	0	-
1988	LDGT	3,270	1,097	2,173	33.5%	0	0	0	-
1988	LDGV	5,287	1,299	3,988	24.6%	0	0	0	-
1988	Unknown	11	1	10	9.1%	0	0	0	-
1989	HDGV	696	164	532	23.6%	0	0	0	-
1989	LDDT	1	0	1	0.0%	0	0	0	-
1989	LDDV	1	0	1	0.0%	0	0	0	-
1989	LDGT	2,523	974	1,549	38.6%	0	0	0	-
1989	LDGV	3,636	1,013	2,623	27.9%	0	0	0	-
1989	Unknown	6	1	5	16.7%	0	0	0	-
1990	HDGV	601	121	480	20.1%	0	0	0	-
1990	LDDT	1	0	1	0.0%	0	0	0	-
1990	LDDV	10	0	10	0.0%	0	0	0	-
1990	LDGT	3,919	1,375	2,544	35.1%	0	0	0	-
1990	LDGV	9,531	2,247	7,284	23.6%	0	0	0	-
1990	Unknown	2	0	2	0.0%	0	0	0	-
1991	HDGV	376	82	294	21.8%	0	0	0	-
1991	LDDT	2	0	2	0.0%	0	0	0	-
1991	LDDV	4	0	4	0.0%	0	0	0	-
1991	LDGT	2,558	817	1,741	31.9%	0	0	0	-
1991	LDGV	6,341	1,786	4,555	28.2%	0	0	0	-
1991	Unknown	0	0	0	-	0	0	0	-
1992	HDGV	639	96	543	15.0%	0	0	0	-
1992	LDDT	3	0	3	0.0%	0	0	0	-
1992	LDDV	5	0	5	0.0%	0	0	0	-
1992	LDGT	5,598	1,587	4,011	28.3%	0	0	0	-
1992	LDGV	15,681	3,936	11,745	25.1%	0	0	0	-
1992	Unknown	0	0	0	-	0	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
1993	HDGV	749	133	616	17.8%	0	0	0	-
1993	LDDT	0	0	0	-	0	0	0	-
1993	LDDV	3	0	3	0.0%	0	0	0	-
1993	LDGT	5,456	1,614	3,842	29.6%	0	0	0	-
1993	LDGV	11,368	3,042	8,326	26.8%	0	0	0	-
1993	Unknown	2	0	2	0.0%	0	0	0	-
1994	HDGV	1,538	290	1,248	18.9%	0	0	0	-
1994	LDDT	6	0	6	0.0%	0	0	0	-
1994	LDDV	1	0	1	0.0%	0	0	0	-
1994	LDGT	14,853	3,643	11,210	24.5%	0	0	0	-
1994	LDGV	27,579	5,233	22,346	19.0%	0	0	0	-
1994	Unknown	3	2	1	66.7%	0	0	0	-
1995	HDGV	1,919	330	1,589	17.2%	0	0	0	-
1995	LDDT	11	0	11	0.0%	0	0	0	-
1995	LDDV	5	0	5	0.0%	0	0	0	-
1995	LDGT	12,190	3,099	9,091	25.4%	0	0	0	-
1995	LDGV	20,630	4,487	16,143	21.7%	0	0	0	-
1995	Unknown	0	0	0	-	0	0	0	-
1996	HDGV	2,060	338	1,722	16.4%	0	0	0	-
1996	LDDT	11	0	11	0.0%	0	0	0	-
1996	LDDV	18	0	18	0.0%	0	0	0	-
1996	LDGT	21,142	4,264	16,878	20.2%	20,881	3,544	17,337	17.0%
1996	LDGV	39,292	7,233	32,059	18.4%	39,232	6,487	32,744	16.5%
1996	Unknown	1	0	1	0.0%	0	0	0	-
1997	HDGV	2,974	437	2,537	14.7%	0	0	0	-
1997	LDDT	26	11	15	42.3%	23	11	12	47.8%
1997	LDDV	51	12	39	23.5%	51	12	39	23.5%
1997	LDGT	20,816	4,996	15,820	24.0%	20,310	4,330	15,979	21.3%
1997	LDGV	33,382	7,751	25,631	23.2%	33,327	7,121	26,205	21.4%
1997	Unknown	0	0	0	-	0	0	0	-
1998	HDGV	2,549	358	2,191	14.0%	0	0	0	-
1998	LDDT	19	1	18	5.3%	14	1	13	7.1%
1998	LDDV	193	26	167	13.5%	193	26	167	13.5%
1998	LDGT	38,290	7,354	30,936	19.2%	37,796	6,297	31,498	16.7%
1998	LDGV	64,672	10,960	53,712	16.9%	64,619	9,795	54,824	15.2%
1998	Unknown	2	1	1	50.0%	0	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
1999	HDGV	4,397	574	3,823	13.1%	0	0	0	-
1999	LDDT	27	2	25	7.4%	25	2	23	8.0%
1999	LDDV	137	19	118	13.9%	137	19	118	13.9%
1999	LDGT	33,517	6,201	27,316	18.5%	32,783	5,164	27,619	15.8%
1999	LDGV	53,077	10,407	42,670	19.6%	53,006	9,420	43,586	17.8%
1999	Unknown	0	0	0	-	0	0	0	-
2000	HDGV	6,848	749	6,099	10.9%	0	0	0	-
2000	LDDT	21	0	21	0.0%	16	0	16	0.0%
2000	LDDV	191	24	167	12.6%	191	24	167	12.6%
2000	LDGT	60,779	9,593	51,186	15.8%	60,001	7,751	52,250	12.9%
2000	LDGV	101,976	16,057	85,919	15.7%	101,910	14,447	87,463	14.2%
2000	Unknown	3	0	3	0.0%	0	0	0	-
2001	HDGV	6,134	408	5,726	6.7%	0	0	0	-
2001	LDDT	21	1	20	4.8%	17	1	16	5.9%
2001	LDDV	130	27	103	20.8%	130	27	103	20.8%
2001	LDGT	47,354	9,143	38,211	19.3%	46,328	9,047	37,280	19.5%
2001	LDGV	67,747	12,979	54,768	19.2%	67,625	12,874	54,750	19.0%
2001	Unknown	0	0	0	-	0	0	0	-
2002	HDGV	7,795	395	7,400	5.1%	0	0	0	-
2002	LDDT	31	1	30	3.2%	24	1	22	4.2%
2002	LDDV	309	37	272	12.0%	309	37	272	12.0%
2002	LDGT	93,970	12,335	81,635	13.1%	93,030	12,221	80,809	13.1%
2002	LDGV	115,343	14,746	100,597	12.8%	115,269	14,632	100,635	12.7%
2002	Unknown	0	0	0	-	0	0	0	-
2003	HDGV	7,718	330	7,388	4.3%	0	0	0	-
2003	LDDT	21	3	18	14.3%	19	3	16	15.8%
2003	LDDV	136	12	124	8.8%	136	12	124	8.8%
2003	LDGT	58,576	7,326	51,250	12.5%	57,220	7,233	49,986	12.6%
2003	LDGV	78,516	9,255	69,261	11.8%	78,353	9,168	69,184	11.7%
2003	Unknown	2	0	2	0.0%	0	0	0	-
2004	HDGV	9,606	349	9,257	3.6%	0	0	0	-
2004	LDDT	22	1	21	4.5%	20	1	19	5.0%
2004	LDDV	380	32	348	8.4%	380	32	348	8.4%
2004	LDGT	119,133	8,895	110,238	7.5%	117,767	8,804	108,961	7.5%
2004	LDGV	121,143	9,308	111,835	7.7%	121,042	9,212	111,829	7.6%
2004	Unknown	2	0	2	0.0%	0	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate
2005	HDGV	6,982	240	6,742	3.4%	0	0	0	-
2005	LDDT	65	8	57	12.3%	64	7	57	10.9%
2005	LDDV	375	15	360	4.0%	375	15	360	4.0%
2005	LDGT	63,196	4,775	58,421	7.6%	61,740	4,709	57,029	7.6%
2005	LDGV	76,686	5,608	71,078	7.3%	76,380	5,544	70,836	7.3%
2005	Unknown	2	0	2	0.0%	0	0	0	-
2006	HDGV	9,854	303	9,551	3.1%	0	0	0	-
2006	LDDT	184	10	174	5.4%	109	10	99	9.2%
2006	LDDV	623	15	608	2.4%	623	13	610	2.1%
2006	LDGT	93,260	4,670	88,590	5.0%	91,212	4,591	86,621	5.0%
2006	LDGV	110,628	5,653	104,975	5.1%	110,416	5,577	104,839	5.1%
2006	Unknown	2	0	2	0.0%	0	0	0	-
2007	HDGV	6,801	185	6,616	2.7%	0	0	0	-
2007	LDDT	246	9	237	3.7%	236	7	229	3.0%
2007	LDDV	59	1	58	1.7%	59	1	58	1.7%
2007	LDGT	126,969	4,392	122,577	3.5%	125,195	4,326	120,869	3.5%
2007	LDGV	155,912	4,948	150,964	3.2%	155,835	4,899	150,933	3.1%
2007	Unknown	0	0	0	-	0	0	0	-
2008	HDGV	5,233	179	5,054	3.4%	0	0	0	-
2008	LDDT	50	7	43	14.0%	42	7	35	16.7%
2008	LDDV	9	0	9	0.0%	8	0	8	0.0%
2008	LDGT	12,780	527	12,253	4.1%	11,683	493	11,190	4.2%
2008	LDGV	9,331	364	8,967	3.9%	9,295	363	8,932	3.9%
2008	Unknown	3	0	3	0.0%	0	0	0	-
2009	HDGV	1,345	49	1,296	3.6%	0	0	0	-
2009	LDDT	11	0	11	0.0%	4	0	4	0.0%
2009	LDDV	14	1	13	7.1%	11	1	10	9.1%
2009	LDGT	2,421	82	2,339	3.4%	1,797	65	1,732	3.6%
2009	LDGV	2,438	92	2,346	3.8%	2,414	91	2,323	3.8%
2009	Unknown	2	1	1	50.0%	0	0	0	-
2010	HDGV	1,739	42	1,697	2.4%	0	0	0	-
2010	LDDT	11	5	6	45.5%	9	5	4	55.6%
2010	LDDV	8	1	7	12.5%	7	0	7	0.0%
2010	LDGT	2,992	82	2,910	2.7%	2,395	63	2,332	2.6%
2010	LDGV	1,275	43	1,232	3.4%	1,263	41	1,222	3.2%
2010	Unknown	5	0	5	0.0%	0	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
2011	HDGV	3,261	59	3,202	1.8%	0	0	0	-
2011	LDDT	18	4	14	22.2%	18	2	16	11.1%
2011	LDDV	5	0	5	0.0%	3	0	3	0.0%
2011	LDGT	2,912	91	2,821	3.1%	2,572	83	2,489	3.2%
2011	LDGV	1,280	44	1,236	3.4%	1,263	38	1,225	3.0%
2011	Unknown	14	2	12	14.3%	0	0	0	-
2012	HDGV	578	12	566	2.1%	0	0	0	-
2012	LDDT	16	0	16	0.0%	16	0	16	0.0%
2012	LDDV	5	0	5	0.0%	5	0	5	0.0%
2012	LDGT	697	57	640	8.2%	603	51	552	8.5%
2012	LDGV	519	19	500	3.7%	515	18	497	3.5%
2012	Unknown	38	0	38	0.0%	0	0	0	-
2013	HDGV	75	0	75	0.0%	0	0	0	-
2013	LDDT	0	0	0	-	0	0	0	-
2013	LDDV	1	0	1	0.0%	1	0	1	0.0%
2013	LDGT	156	8	148	5.1%	155	8	147	5.2%
2013	LDGV	179	8	171	4.5%	179	8	171	4.5%
2013	Unknown	21	0	21	0.0%	0	0	0	-
<b>Totals</b>		<b>2,100,771</b>	<b>251,013</b>	<b>1,849,758</b>	<b>11.9%</b>	<b>1,818,704</b>	<b>188,792</b>	<b>1,629,893</b>	<b>10.4%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	TSI Insp	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insp	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insp <sup>1</sup>	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
Pre 88/Unknown	HDGV	0	0	0	-	1,987	442	1,545	22.2%	0	0	0	-
Pre 88/Unknown	LDDT	0	0	0	-	0	0	0	-	16	1	15	6.3%
Pre 88/Unknown	LDDV	0	0	0	-	0	0	0	-	111	1	110	0.9%
Pre 88/Unknown	LDGT	4,593	1,827	2,766	39.8%	1,265	387	876	30.6%	0	0	0	-
Pre 88/Unknown	LDGV	8,566	2,380	6,186	27.8%	4,405	1,283	3,119	29.1%	0	0	0	-
Pre 88/Unknown	Unknown	5	0	5	0.0%	134	24	110	17.9%	2	0	2	0.0%
1988	HDGV	0	0	0	-	805	159	643	19.8%	0	0	0	-
1988	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
1988	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.0%
1988	LDGT	3,190	958	2,232	30.0%	80	18	62	22.5%	0	0	0	-
1988	LDGV	5,226	1,194	4,032	22.8%	61	9	52	14.8%	0	0	0	-
1988	Unknown	0	0	0	-	11	1	10	9.1%	0	0	0	-
1989	HDGV	0	0	0	-	696	140	554	20.1%	0	0	0	-
1989	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.0%
1989	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.0%
1989	LDGT	2,411	841	1,570	34.9%	112	29	83	25.9%	0	0	0	-
1989	LDGV	3,630	951	2,679	26.2%	6	1	5	16.7%	0	0	0	-
1989	Unknown	0	0	0	-	6	1	5	16.7%	0	0	0	-
1990	HDGV	0	0	0	-	601	96	503	16.0%	0	0	0	-
1990	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.0%
1990	LDDV	0	0	0	-	0	0	0	-	10	0	10	0.0%
1990	LDGT	3,831	1,196	2,635	31.2%	88	22	66	25.0%	0	0	0	-
1990	LDGV	9,527	2,069	7,458	21.7%	4	1	3	25.0%	0	0	0	-
1990	Unknown	0	0	0	-	2	0	2	0.0%	0	0	0	-
1991	HDGV	0	0	0	-	376	60	316	16.0%	0	0	0	-
1991	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
1991	LDDV	0	0	0	-	0	0	0	-	4	0	4	0.0%
1991	LDGT	2,478	692	1,786	27.9%	80	20	60	25.0%	0	0	0	-
1991	LDGV	6,330	1,641	4,689	25.9%	11	0	11	0.0%	0	0	0	-
1991	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
1992	HDGV	0	0	0	-	639	70	567	11.0%	0	0	0	-
1992	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.0%
1992	LDDV	0	0	0	-	0	0	0	-	5	0	5	0.0%
1992	LDGT	5,502	1,350	4,152	24.5%	96	14	80	14.6%	0	0	0	-
1992	LDGV	15,668	3,647	12,021	23.3%	13	3	10	23.1%	0	0	0	-
1992	Unknown	0	0	0	-	0	0	0	-	0	0	0	-



**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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 <sup>1</sup>	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
1993	HDGV	0	0	0	-	749	100	648	13.4%	0	0	0	-
1993	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1993	LDDV	0	0	0	-	0	0	0	-	3	0	3	0.0%
1993	LDGT	5,351	1,350	4,001	25.2%	105	18	87	17.1%	0	0	0	-
1993	LDGV	11,346	2,805	8,541	24.7%	22	2	20	9.1%	0	0	0	-
1993	Unknown	0	0	0	-	1	0	1	0.0%	1	0	1	0.0%
1994	HDGV	0	0	0	-	1,538	213	1,319	13.8%	0	0	0	-
1994	LDDT	0	0	0	-	0	0	0	-	6	0	6	0.0%
1994	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.0%
1994	LDGT	14,678	3,081	11,597	21.0%	175	33	142	18.9%	0	0	0	-
1994	LDGV	27,556	4,702	22,854	17.1%	23	4	19	17.4%	0	0	0	-
1994	Unknown	1	1	0	100.0%	0	0	0	-	2	1	1	50.0%
1995	HDGV	0	0	0	-	1,919	241	1,674	12.6%	0	0	0	-
1995	LDDT	0	0	0	-	0	0	0	-	11	0	11	0.0%
1995	LDDV	0	0	0	-	0	0	0	-	5	0	5	0.0%
1995	LDGT	11,908	2,704	9,204	22.7%	282	44	237	15.6%	0	0	0	-
1995	LDGV	20,602	3,996	16,606	19.4%	28	4	24	14.3%	0	0	0	-
1995	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
1996	HDGV	0	0	0	-	2,060	245	1,809	11.9%	0	0	0	-
1996	LDDT	0	0	0	-	0	0	0	-	11	0	11	0.0%
1996	LDDV	0	0	0	-	0	0	0	-	18	0	18	0.0%
1996	LDGT	5	0	5	0.0%	256	34	222	13.3%	0	0	0	-
1996	LDGV	13	3	10	23.1%	47	6	41	12.8%	0	0	0	-
1996	Unknown	0	0	0	-	0	0	0	-	1	0	1	0.0%
1997	HDGV	0	0	0	-	2,974	283	2,679	9.5%	0	0	0	-
1997	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.0%
1997	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1997	LDGT	3	0	3	0.0%	503	53	448	10.5%	0	0	0	-
1997	LDGV	3	1	2	33.3%	52	2	50	3.8%	0	0	0	-
1997	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
1998	HDGV	0	0	0	-	2,549	238	2,304	9.3%	0	0	0	-
1998	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.0%
1998	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1998	LDGT	1	0	1	0.0%	493	37	454	7.5%	0	0	0	-
1998	LDGV	1	1	0	100.0%	52	8	44	15.4%	0	0	0	-
1998	Unknown	0	0	0	-	1	0	1	0.0%	1	0	1	0.0%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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 <sup>1</sup>	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
1999	HDGV	0	0	0	-	4,397	421	3,959	9.6%	0	0	0	-
1999	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
1999	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1999	LDGT	2	0	2	0.0%	732	80	649	10.9%	0	0	0	-
1999	LDGV	1	0	1	0.0%	70	8	62	11.4%	0	0	0	-
1999	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
2000	HDGV	0	0	0	-	6,848	467	6,350	6.8%	0	0	0	-
2000	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.0%
2000	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2000	LDGT	3	0	3	0.0%	775	51	716	6.6%	0	0	0	-
2000	LDGV	2	1	1	50.0%	64	8	55	12.5%	0	0	0	-
2000	Unknown	0	0	0	-	1	0	1	0.0%	2	0	2	0.0%
2001	HDGV	0	0	0	-	6,134	397	5,712	6.5%	0	0	0	-
2001	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.0%
2001	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2001	LDGT	0	0	0	-	1,026	57	962	5.6%	0	0	0	-
2001	LDGV	3	0	3	0.0%	119	10	108	8.4%	0	0	0	-
2001	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
2002	HDGV	0	0	0	-	7,795	390	7,367	5.0%	0	0	0	-
2002	LDDT	0	0	0	-	0	0	0	-	7	0	7	0.0%
2002	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2002	LDGT	1	0	1	0.0%	939	59	872	6.3%	0	0	0	-
2002	LDGV	1	0	1	0.0%	73	3	70	4.1%	0	0	0	-
2002	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
2003	HDGV	0	0	0	-	7,718	327	7,353	4.2%	0	0	0	-
2003	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
2003	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2003	LDGT	2	0	2	0.0%	1,354	63	1,285	4.7%	0	0	0	-
2003	LDGV	2	0	2	0.0%	161	10	151	6.2%	0	0	0	-
2003	Unknown	0	0	0	-	0	0	0	-	2	0	2	0.0%
2004	HDGV	0	0	0	-	9,606	344	9,199	3.6%	0	0	0	-
2004	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
2004	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2004	LDGT	0	0	0	-	1,366	49	1,312	3.6%	0	0	0	-
2004	LDGV	2	2	0	100.0%	99	6	93	6.1%	0	0	0	-
2004	Unknown	0	0	0	-	0	0	0	-	2	0	2	0.0%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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 <sup>1</sup>	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2005	HDGV	0	0	0	-	6,982	235	6,720	3.4%	0	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	1	0	1	0.0%	1,455	43	1,409	3.0%	0	0	0	-
2005	LDGV	2	0	2	0.0%	304	11	292	3.6%	0	0	0	-
2005	Unknown	0	0	0	-	1	0	1	0.0%	1	0	1	0.0%
2006	HDGV	0	0	0	-	9,854	297	9,504	3.0%	0	0	0	-
2006	LDDT	0	0	0	-	0	0	0	-	75	0	75	0.0%
2006	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2006	LDGT	0	0	0	-	2,048	55	1,982	2.7%	0	0	0	-
2006	LDGV	1	1	0	100.0%	211	5	205	2.4%	0	0	0	-
2006	Unknown	0	0	0	-	0	0	0	-	2	0	2	0.0%
2007	HDGV	0	0	0	-	6,801	185	6,573	2.7%	0	0	0	-
2007	LDDT	0	0	0	-	0	0	0	-	10	0	10	0.0%
2007	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2007	LDGT	0	0	0	-	1,774	40	1,724	2.3%	0	0	0	-
2007	LDGV	1	0	1	0.0%	76	8	66	10.5%	0	0	0	-
2007	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
2008	HDGV	0	0	0	-	5,233	177	5,037	3.4%	0	0	0	-
2008	LDDT	0	0	0	-	0	0	0	-	8	0	8	0.0%
2008	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.0%
2008	LDGT	0	0	0	-	1,097	31	1,056	2.8%	0	0	0	-
2008	LDGV	0	0	0	-	36	0	35	0.0%	0	0	0	-
2008	Unknown	0	0	0	-	1	0	1	0.0%	2	0	2	0.0%
2009	HDGV	0	0	0	-	1,345	46	1,293	3.4%	0	0	0	-
2009	LDDT	0	0	0	-	0	0	0	-	7	0	7	0.0%
2009	LDDV	0	0	0	-	0	0	0	-	3	0	3	0.0%
2009	LDGT	2	2	0	100.0%	622	13	608	2.1%	0	0	0	-
2009	LDGV	0	0	0	-	24	1	23	4.2%	0	0	0	-
2009	Unknown	0	0	0	-	1	1	0	100.0%	1	0	1	0.0%
2010	HDGV	0	0	0	-	1,739	40	1,690	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	-	1	0	1	0.0%
2010	LDGT	0	0	0	-	597	18	575	3.0%	0	0	0	-
2010	LDGV	0	0	0	-	12	0	12	0.0%	0	0	0	-
2010	Unknown	0	0	0	-	5	0	5	0.0%	0	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	TSI Insp	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insp	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insp <sup>1</sup>	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2011	HDGV	0	0	0	-	3,261	59	3,182	1.8%	0	0	0	-
2011	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2011	LDDV	0	0	0	-	0	0	0	-	2	0	2	0.0%
2011	LDGT	11	3	8	27.3%	329	5	323	1.5%	0	0	0	-
2011	LDGV	8	4	4	50.0%	9	1	8	11.1%	0	0	0	-
2011	Unknown	0	0	0	-	13	2	11	15.4%	1	0	1	0.0%
2012	HDGV	0	0	0	-	578	11	566	1.9%	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	6	2	4	33.3%	88	4	84	4.5%	0	0	0	-
2012	LDGV	3	1	2	33.3%	1	0	1	0.0%	0	0	0	-
2012	Unknown	0	0	0	-	34	0	34	0.0%	4	0	4	0.0%
2013	HDGV	0	0	0	-	75	0	75	0.0%	0	0	0	-
2013	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2013	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2013	LDGT	0	0	0	-	1	0	1	0.0%	0	0	0	-
2013	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2013	Unknown	0	0	0	-	21	0	21	0.0%	0	0	0	-
<b>Totals</b>		<b>162,479</b>	<b>37,406</b>	<b>125,073</b>	<b>23.0%</b>	<b>119,212</b>	<b>8,383</b>	<b>110,298</b>	<b>7.0%</b>	<b>376</b>	<b>3</b>	<b>373</b>	<b>0.8%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Gas Cap Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate
Pre 88/Unknown	HDGV	1,771	117	1,654	6.6%	727	12	715	1.65%	1,987	45	1,942	2.26%
Pre 88/Unknown	LDDT	0	0	0	-	0	0	0	-	16	0	16	0.00%
Pre 88/Unknown	LDDV	0	0	0	-	0	0	0	-	111	1	110	0.90%
Pre 88/Unknown	LDGT	5,578	531	5,047	9.5%	5,124	74	5,050	1.44%	5,859	301	5,558	5.14%
Pre 88/Unknown	LDGV	11,061	516	10,545	4.7%	10,192	102	10,090	1.00%	12,988	506	12,482	3.90%
Pre 88/Unknown	Unknown	86	1	85	1.2%	68	0	68	0.00%	141	0	141	0.00%
1988	HDGV	725	43	682	5.9%	391	3	388	0.77%	805	19	786	2.36%
1988	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
1988	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.00%
1988	LDGT	3,254	265	2,989	8.1%	3,144	19	3,125	0.60%	3,270	143	3,127	4.37%
1988	LDGV	5,262	178	5,084	3.4%	5,132	16	5,116	0.31%	5,287	203	5,084	3.84%
1988	Unknown	6	0	6	0.0%	9	0	9	0.00%	11	0	11	0.00%
1989	HDGV	658	42	616	6.4%	356	1	355	0.28%	696	16	680	2.30%
1989	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
1989	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.00%
1989	LDGT	2,502	234	2,268	9.4%	2,375	18	2,357	0.76%	2,523	144	2,379	5.71%
1989	LDGV	3,592	130	3,462	3.6%	3,464	16	3,448	0.46%	3,636	208	3,428	5.72%
1989	Unknown	5	0	5	0.0%	6	0	6	0.00%	6	0	6	0.00%
1990	HDGV	563	37	526	6.6%	323	0	323	0.00%	601	11	590	1.83%
1990	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
1990	LDDV	0	0	0	-	0	0	0	-	10	0	10	0.00%
1990	LDGT	3,905	334	3,571	8.6%	3,755	11	3,744	0.29%	3,919	181	3,738	4.62%
1990	LDGV	9,489	296	9,193	3.1%	9,192	31	9,161	0.34%	9,531	402	9,129	4.22%
1990	Unknown	1	0	1	0.0%	1	0	1	0.00%	2	0	2	0.00%
1991	HDGV	367	32	335	8.7%	197	2	195	1.02%	376	12	364	3.19%
1991	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
1991	LDDV	0	0	0	-	0	0	0	-	4	0	4	0.00%
1991	LDGT	2,549	188	2,361	7.4%	2,403	13	2,390	0.54%	2,558	152	2,406	5.94%
1991	LDGV	6,274	251	6,023	4.0%	6,080	37	6,043	0.61%	6,341	341	6,000	5.38%
1991	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
1992	HDGV	628	33	595	5.3%	425	3	422	0.71%	639	10	629	1.56%
1992	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
1992	LDDV	0	0	0	-	0	0	0	-	5	0	5	0.00%
1992	LDGT	5,577	367	5,210	6.6%	5,382	15	5,367	0.28%	5,598	247	5,351	4.41%
1992	LDGV	15,623	473	15,150	3.0%	15,097	71	15,026	0.47%	15,681	782	14,899	4.99%
1992	Unknown	0	0	0	-	0	0	0	-	0	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
1993	HDGV	739	53	686	7.2%	424	4	420	0.94%	749	15	734	2.00%
1993	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1993	LDDV	0	0	0	-	0	0	0	-	3	0	3	0.00%
1993	LDGT	5,427	355	5,072	6.5%	5,214	26	5,188	0.50%	5,456	263	5,193	4.82%
1993	LDGV	11,279	386	10,893	3.4%	10,903	69	10,834	0.63%	11,368	613	10,755	5.39%
1993	Unknown	0	0	0	-	1	0	1	0.00%	2	0	2	0.00%
1994	HDGV	1,522	99	1,423	6.5%	984	6	978	0.61%	1,538	26	1,512	1.69%
1994	LDDT	0	0	0	-	0	0	0	-	6	0	6	0.00%
1994	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.00%
1994	LDGT	14,813	771	14,042	5.2%	14,446	39	14,407	0.27%	14,853	488	14,365	3.29%
1994	LDGV	27,506	751	26,755	2.7%	26,662	84	26,578	0.32%	27,579	1,172	26,407	4.25%
1994	Unknown	1	0	1	0.0%	1	0	1	0.00%	3	1	2	33.33%
1995	HDGV	1,886	106	1,780	5.6%	1,291	5	1,286	0.39%	1,919	32	1,887	1.67%
1995	LDDT	0	0	0	-	0	0	0	-	11	0	11	0.00%
1995	LDDV	0	0	0	-	0	0	0	-	5	0	5	0.00%
1995	LDGT	12,128	551	11,577	4.5%	11,790	38	11,752	0.32%	12,190	415	11,775	3.40%
1995	LDGV	20,461	707	19,754	3.5%	20,003	97	19,906	0.48%	20,630	838	19,792	4.06%
1995	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
1996	HDGV	2,045	117	1,928	5.7%	1,559	1	1,558	0.06%	2,060	21	2,039	1.02%
1996	LDDT	0	0	0	-	0	0	0	-	11	0	11	0.00%
1996	LDDV	0	0	0	-	0	0	0	-	18	0	18	0.00%
1996	LDGT	21,094	951	20,143	4.5%	21,060	20	21,040	0.09%	21,142	89	21,053	0.42%
1996	LDGV	39,134	945	38,189	2.4%	39,177	86	39,091	0.22%	39,292	236	39,056	0.60%
1996	Unknown	0	0	0	-	0	0	0	-	1	0	1	0.00%
1997	HDGV	2,930	193	2,737	6.6%	2,071	5	2,066	0.24%	2,974	33	2,941	1.11%
1997	LDDT	1	0	1	0.0%	1	0	1	0.00%	26	0	26	0.00%
1997	LDDV	1	0	1	0.0%	1	0	1	0.00%	51	0	51	0.00%
1997	LDGT	20,727	919	19,808	4.4%	20,665	20	20,645	0.10%	20,816	89	20,727	0.43%
1997	LDGV	33,118	864	32,254	2.6%	33,284	84	33,200	0.25%	33,382	193	33,189	0.58%
1997	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
1998	HDGV	2,527	140	2,387	5.5%	1,877	0	1,877	0.00%	2,549	23	2,526	0.90%
1998	LDDT	0	0	0	-	0	0	0	-	19	0	19	0.00%
1998	LDDV	0	0	0	-	0	0	0	-	193	0	193	0.00%
1998	LDGT	38,202	1,355	36,847	3.5%	38,163	26	38,137	0.07%	38,290	145	38,145	0.38%
1998	LDGV	64,367	1,476	62,891	2.3%	64,545	94	64,451	0.15%	64,672	246	64,426	0.38%
1998	Unknown	1	1	0	100.0%	0	0	0	-	2	0	2	0.00%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
1999	HDGV	4,351	178	4,173	4.1%	3,025	7	3,018	0.23%	4,397	52	4,345	1.18%
1999	LDDT	0	0	0	-	0	0	0	-	27	0	27	0.00%
1999	LDDV	0	0	0	-	0	0	0	-	137	1	136	0.73%
1999	LDGT	33,437	1,269	32,168	3.8%	33,288	24	33,264	0.07%	33,517	147	33,370	0.44%
1999	LDGV	52,723	1,331	51,392	2.5%	52,966	74	52,892	0.14%	53,077	254	52,823	0.48%
1999	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
2000	HDGV	6,782	334	6,448	4.9%	5,117	11	5,106	0.21%	6,848	46	6,802	0.67%
2000	LDDT	0	0	0	-	0	0	0	-	21	0	21	0.00%
2000	LDDV	1	0	1	0.0%	1	0	1	0.00%	191	0	191	0.00%
2000	LDGT	60,686	2,226	58,460	3.7%	60,575	29	60,546	0.05%	60,779	177	60,602	0.29%
2000	LDGV	101,565	2,117	99,448	2.1%	101,824	89	101,735	0.09%	101,976	353	101,623	0.35%
2000	Unknown	1	0	1	0.0%	0	0	0	-	3	0	3	0.00%
2001	HDGV	80	7	73	8.8%	4,842	9	4,833	0.19%	6,134	46	6,088	0.75%
2001	LDDT	0	0	0	-	0	0	0	-	21	0	21	0.00%
2001	LDDV	0	0	0	-	1	0	1	0.00%	130	0	130	0.00%
2001	LDGT	18	0	18	0.0%	47,155	23	47,132	0.05%	47,354	133	47,221	0.28%
2001	LDGV	30	1	29	3.3%	67,622	36	67,586	0.05%	67,747	244	67,503	0.36%
2001	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
2002	HDGV	10	1	9	10.0%	6,202	13	6,189	0.21%	7,795	53	7,742	0.68%
2002	LDDT	0	0	0	-	0	0	0	-	31	0	31	0.00%
2002	LDDV	0	0	0	-	0	0	0	-	309	0	309	0.00%
2002	LDGT	4	0	4	0.0%	93,799	25	93,774	0.03%	93,970	178	93,792	0.19%
2002	LDGV	11	0	11	0.0%	115,223	91	115,132	0.08%	115,343	249	115,094	0.22%
2002	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
2003	HDGV	0	0	0	-	6,017	10	6,007	0.17%	7,718	47	7,671	0.61%
2003	LDDT	0	0	0	-	0	0	0	-	21	1	20	4.76%
2003	LDDV	0	0	0	-	0	0	0	-	136	0	136	0.00%
2003	LDGT	0	0	0	-	58,361	19	58,342	0.03%	58,576	97	58,479	0.17%
2003	LDGV	4	0	4	0.0%	78,423	66	78,357	0.08%	78,516	143	78,373	0.18%
2003	Unknown	0	0	0	-	0	0	0	-	2	0	2	0.00%
2004	HDGV	0	0	0	-	7,556	7	7,549	0.09%	9,606	49	9,557	0.51%
2004	LDDT	0	0	0	-	0	0	0	-	22	1	21	4.55%
2004	LDDV	0	0	0	-	2	0	2	0.00%	380	0	380	0.00%
2004	LDGT	2	0	2	0.0%	118,987	32	118,955	0.03%	119,133	115	119,018	0.10%
2004	LDGV	6	1	5	16.7%	121,033	63	120,970	0.05%	121,143	170	120,973	0.14%
2004	Unknown	0	0	0	-	0	0	0	-	2	0	2	0.00%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
2005	HDGV	1	0	1	0.0%	5,049	6	5,043	0.12%	6,982	45	6,937	0.64%
2005	LDDT	0	0	0	-	1	0	1	0.00%	65	1	64	1.54%
2005	LDDV	0	0	0	-	1	0	1	0.00%	375	0	375	0.00%
2005	LDGT	1	0	1	0.0%	63,033	15	63,018	0.02%	63,196	69	63,127	0.11%
2005	LDGV	0	0	0	-	76,608	56	76,552	0.07%	76,686	106	76,580	0.14%
2005	Unknown	0	0	0	-	0	0	0	-	2	0	2	0.00%
2006	HDGV	2	1	1	50.0%	7,575	13	7,562	0.17%	9,854	43	9,811	0.44%
2006	LDDT	0	0	0	-	1	0	1	0.00%	184	0	184	0.00%
2006	LDDV	0	0	0	-	2	0	2	0.00%	623	3	620	0.48%
2006	LDGT	0	0	0	-	93,150	26	93,124	0.03%	93,260	102	93,158	0.11%
2006	LDGV	3	1	2	33.3%	110,566	57	110,509	0.05%	110,628	111	110,517	0.10%
2006	Unknown	0	0	0	-	0	0	0	-	2	0	2	0.00%
2007	HDGV	0	0	0	-	5,198	1	5,197	0.02%	6,801	17	6,784	0.25%
2007	LDDT	0	0	0	-	245	2	243	0.82%	246	0	246	0.00%
2007	LDDV	0	0	0	-	59	0	59	0.00%	59	0	59	0.00%
2007	LDGT	0	0	0	-	126,887	38	126,849	0.03%	126,969	88	126,881	0.07%
2007	LDGV	1	0	1	0.0%	155,836	49	155,787	0.03%	155,912	99	155,813	0.06%
2007	Unknown	0	0	0	-	0	0	0	-	0	0	0	-
2008	HDGV	0	0	0	-	3,508	2	3,506	0.06%	5,233	16	5,217	0.31%
2008	LDDT	0	0	0	-	50	1	49	2.00%	50	1	49	2.00%
2008	LDDV	0	0	0	-	9	0	9	0.00%	9	0	9	0.00%
2008	LDGT	2	0	2	0.0%	12,749	9	12,740	0.07%	12,780	16	12,764	0.13%
2008	LDGV	2	0	2	0.0%	9,320	6	9,314	0.06%	9,331	11	9,320	0.12%
2008	Unknown	0	0	0	-	3	0	3	0.00%	3	0	3	0.00%
2009	HDGV	0	0	0	-	825	2	823	0.24%	1,345	10	1,335	0.74%
2009	LDDT	0	0	0	-	11	0	11	0.00%	11	0	11	0.00%
2009	LDDV	0	0	0	-	14	0	14	0.00%	14	0	14	0.00%
2009	LDGT	2	0	2	0.0%	2,402	0	2,402	0.00%	2,421	5	2,416	0.21%
2009	LDGV	0	0	0	-	2,436	0	2,436	0.00%	2,438	1	2,437	0.04%
2009	Unknown	0	0	0	-	2	1	1	50.00%	2	1	1	50.00%
2010	HDGV	0	0	0	-	1,160	2	1,158	0.17%	1,739	7	1,732	0.40%
2010	LDDT	0	0	0	-	11	0	11	0.00%	11	0	11	0.00%
2010	LDDV	0	0	0	-	8	1	7	12.50%	8	0	8	0.00%
2010	LDGT	0	0	0	-	2,984	2	2,982	0.07%	2,992	7	2,985	0.23%
2010	LDGV	1	0	1	0.0%	1,269	2	1,267	0.16%	1,275	2	1,273	0.16%
2010	Unknown	0	0	0	-	0	0	0	-	5	0	5	0.00%



**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Gas Cap Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate
2011	HDGV	42	3	39	7.1%	2,189	1	2,188	0.05%	3,261	8	3,253	0.25%
2011	LDDT	0	0	0	-	18	2	16	11.11%	18	0	18	0.00%
2011	LDDV	0	0	0	-	4	0	4	0.00%	5	0	5	0.00%
2011	LDGT	13	1	12	7.7%	2,896	3	2,893	0.10%	2,912	4	2,908	0.14%
2011	LDGV	7	3	4	42.9%	1,275	1	1,274	0.08%	1,280	2	1,278	0.16%
2011	Unknown	0	0	0	-	10	0	10	0.00%	14	0	14	0.00%
2012	HDGV	13	0	13	0.0%	224	0	224	0.00%	578	0	578	0.00%
2012	LDDT	0	0	0	-	16	0	16	0.00%	16	0	16	0.00%
2012	LDDV	0	0	0	-	5	0	5	0.00%	5	0	5	0.00%
2012	LDGT	6	2	4	33.3%	673	2	671	0.30%	697	4	693	0.57%
2012	LDGV	2	1	1	50.0%	518	0	518	0.00%	519	0	519	0.00%
2012	Unknown	0	0	0	-	34	0	34	0.00%	38	0	38	0.00%
2013	HDGV	0	0	0	-	11	0	11	0.00%	75	0	75	0.00%
2013	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2013	LDDV	0	0	0	-	1	0	1	0.00%	1	0	1	0.00%
2013	LDGT	0	0	0	-	156	0	156	0.00%	156	0	156	0.00%
2013	LDGV	0	0	0	-	179	0	179	0.00%	179	0	179	0.00%
2013	Unknown	0	0	0	-	21	0	21	0.00%	21	0	21	0.00%
<b>Totals</b>		<b>659,194</b>	<b>22,285</b>	<b>636,909</b>	<b>3.4%</b>	<b>2,059,186</b>	<b>2,076</b>	<b>2,057,110</b>	<b>0.10%</b>	<b>2,100,771</b>	<b>11,997</b>	<b>2,088,774</b>	<b>0.57%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps <sup>2</sup>	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
Pre 88/Unknown	HDGV	1,987	41	1,946	2.06%	1,987	41	1,946	2.06%
Pre 88/Unknown	LDDT	16	0	16	0.00%	16	1	15	6.25%
Pre 88/Unknown	LDDV	111	0	111	0.00%	111	0	111	0.00%
Pre 88/Unknown	LDGT	5,859	250	5,609	4.27%	5,859	246	5,613	4.20%
Pre 88/Unknown	LDGV	12,988	398	12,590	3.06%	12,988	388	12,600	2.99%
Pre 88/Unknown	Unknown	141	0	141	0.00%	141	0	141	0.00%
1988	HDGV	805	17	788	2.11%	805	17	788	2.11%
1988	LDDT	2	0	2	0.00%	2	0	2	0.00%
1988	LDDV	1	0	1	0.00%	1	0	1	0.00%
1988	LDGT	3,270	114	3,156	3.49%	3,270	111	3,159	3.39%
1988	LDGV	5,287	166	5,121	3.14%	5,287	163	5,124	3.08%
1988	Unknown	11	0	11	0.00%	11	0	11	0.00%
1989	HDGV	696	15	681	2.16%	696	15	681	2.16%
1989	LDDT	1	0	1	0.00%	1	0	1	0.00%
1989	LDDV	1	0	1	0.00%	1	0	1	0.00%
1989	LDGT	2,523	116	2,407	4.60%	2,523	113	2,410	4.48%
1989	LDGV	3,636	177	3,459	4.87%	3,636	179	3,457	4.92%
1989	Unknown	6	0	6	0.00%	6	0	6	0.00%
1990	HDGV	601	11	590	1.83%	601	11	590	1.83%
1990	LDDT	1	0	1	0.00%	1	0	1	0.00%
1990	LDDV	10	0	10	0.00%	10	0	10	0.00%
1990	LDGT	3,919	148	3,771	3.78%	3,919	145	3,774	3.70%
1990	LDGV	9,531	353	9,178	3.70%	9,531	350	9,181	3.67%
1990	Unknown	2	0	2	0.00%	2	0	2	0.00%
1991	HDGV	376	11	365	2.93%	376	9	367	2.39%
1991	LDDT	2	0	2	0.00%	2	0	2	0.00%
1991	LDDV	4	0	4	0.00%	4	0	4	0.00%
1991	LDGT	2,558	136	2,422	5.32%	2,558	132	2,426	5.16%
1991	LDGV	6,341	272	6,069	4.29%	6,341	271	6,070	4.27%
1991	Unknown	0	0	0	-	0	0	0	-
1992	HDGV	639	8	631	1.25%	639	8	631	1.25%
1992	LDDT	3	0	3	0.00%	3	0	3	0.00%
1992	LDDV	5	0	5	0.00%	5	0	5	0.00%
1992	LDGT	5,598	211	5,387	3.77%	5,598	205	5,393	3.66%
1992	LDGV	15,681	604	15,077	3.85%	15,681	596	15,085	3.80%
1992	Unknown	0	0	0	-	0	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps <sup>2</sup>	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
1993	HDGV	749	14	735	1.87%	749	10	739	1.34%
1993	LDDT	0	0	0	-	0	0	0	-
1993	LDDV	3	0	3	0.00%	3	0	3	0.00%
1993	LDGT	5,456	220	5,236	4.03%	5,456	220	5,236	4.03%
1993	LDGV	11,368	492	10,876	4.33%	11,368	484	10,884	4.26%
1993	Unknown	2	0	2	0.00%	2	0	2	0.00%
1994	HDGV	1,538	22	1,516	1.43%	1,538	19	1,519	1.24%
1994	LDDT	6	0	6	0.00%	6	0	6	0.00%
1994	LDDV	1	0	1	0.00%	1	0	1	0.00%
1994	LDGT	14,853	374	14,479	2.52%	14,853	369	14,484	2.48%
1994	LDGV	27,579	952	26,627	3.45%	27,579	940	26,639	3.41%
1994	Unknown	3	1	2	33.33%	3	0	3	0.00%
1995	HDGV	1,919	29	1,890	1.51%	1,919	28	1,891	1.46%
1995	LDDT	11	0	11	0.00%	11	0	11	0.00%
1995	LDDV	5	0	5	0.00%	5	0	5	0.00%
1995	LDGT	12,190	360	11,830	2.95%	12,190	349	11,841	2.86%
1995	LDGV	20,630	674	19,956	3.27%	20,630	655	19,975	3.17%
1995	Unknown	0	0	0	-	0	0	0	-
1996	HDGV	2,060	21	2,039	1.02%	2,060	20	2,040	0.97%
1996	LDDT	11	0	11	0.00%	11	0	11	0.00%
1996	LDDV	18	0	18	0.00%	18	0	18	0.00%
1996	LDGT	21,142	50	21,092	0.24%	21,142	47	21,095	0.22%
1996	LDGV	39,292	123	39,169	0.31%	39,292	119	39,173	0.30%
1996	Unknown	1	0	1	0.00%	1	0	1	0.00%
1997	HDGV	2,974	29	2,945	0.98%	2,974	29	2,945	0.98%
1997	LDDT	26	0	26	0.00%	26	0	26	0.00%
1997	LDDV	51	0	51	0.00%	51	0	51	0.00%
1997	LDGT	20,816	60	20,756	0.29%	20,816	52	20,764	0.25%
1997	LDGV	33,382	111	33,271	0.33%	33,382	97	33,285	0.29%
1997	Unknown	0	0	0	-	0	0	0	-
1998	HDGV	2,549	19	2,530	0.75%	2,549	25	2,524	0.98%
1998	LDDT	19	0	19	0.00%	19	0	19	0.00%
1998	LDDV	193	0	193	0.00%	193	0	193	0.00%
1998	LDGT	38,290	89	38,201	0.23%	38,290	76	38,214	0.20%
1998	LDGV	64,672	141	64,531	0.22%	64,672	130	64,542	0.20%
1998	Unknown	2	0	2	0.00%	2	0	2	0.00%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps <sup>2</sup>	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
1999	HDGV	4,397	45	4,352	1.02%	4,397	40	4,357	0.91%
1999	LDDT	27	0	27	0.00%	27	0	27	0.00%
1999	LDDV	137	1	136	0.73%	137	1	136	0.73%
1999	LDGT	33,517	101	33,416	0.30%	33,517	83	33,434	0.25%
1999	LDGV	53,077	130	52,947	0.24%	53,077	135	52,942	0.25%
1999	Unknown	0	0	0	-	0	0	0	-
2000	HDGV	6,848	35	6,813	0.51%	6,848	28	6,820	0.41%
2000	LDDT	21	0	21	0.00%	21	0	21	0.00%
2000	LDDV	191	0	191	0.00%	191	0	191	0.00%
2000	LDGT	60,779	107	60,672	0.18%	60,779	98	60,681	0.16%
2000	LDGV	101,976	183	101,793	0.18%	101,976	161	101,815	0.16%
2000	Unknown	3	0	3	0.00%	3	0	3	0.00%
2001	HDGV	6,134	46	6,088	0.75%	6,134	36	6,098	0.59%
2001	LDDT	21	0	21	0.00%	21	0	21	0.00%
2001	LDDV	130	0	130	0.00%	130	0	130	0.00%
2001	LDGT	47,354	86	47,268	0.18%	47,354	70	47,284	0.15%
2001	LDGV	67,747	121	67,626	0.18%	67,747	113	67,634	0.17%
2001	Unknown	0	0	0	-	0	0	0	-
2002	HDGV	7,795	52	7,743	0.67%	7,795	42	7,753	0.54%
2002	LDDT	31	0	31	0.00%	31	0	31	0.00%
2002	LDDV	309	0	309	0.00%	309	0	309	0.00%
2002	LDGT	93,970	119	93,851	0.13%	93,970	112	93,858	0.12%
2002	LDGV	115,343	136	115,207	0.12%	115,343	121	115,222	0.10%
2002	Unknown	0	0	0	-	0	0	0	-
2003	HDGV	7,718	38	7,680	0.49%	7,718	24	7,694	0.31%
2003	LDDT	21	1	20	4.76%	21	1	20	4.76%
2003	LDDV	136	0	136	0.00%	136	0	136	0.00%
2003	LDGT	58,576	60	58,516	0.10%	58,576	48	58,528	0.08%
2003	LDGV	78,516	91	78,425	0.12%	78,516	80	78,436	0.10%
2003	Unknown	2	0	2	0.00%	2	0	2	0.00%
2004	HDGV	9,606	43	9,563	0.45%	9,606	37	9,569	0.39%
2004	LDDT	22	1	21	4.55%	22	0	22	0.00%
2004	LDDV	380	0	380	0.00%	380	0	380	0.00%
2004	LDGT	119,133	78	119,055	0.07%	119,133	60	119,073	0.05%
2004	LDGV	121,143	114	121,029	0.09%	121,143	103	121,040	0.09%
2004	Unknown	2	0	2	0.00%	2	0	2	0.00%

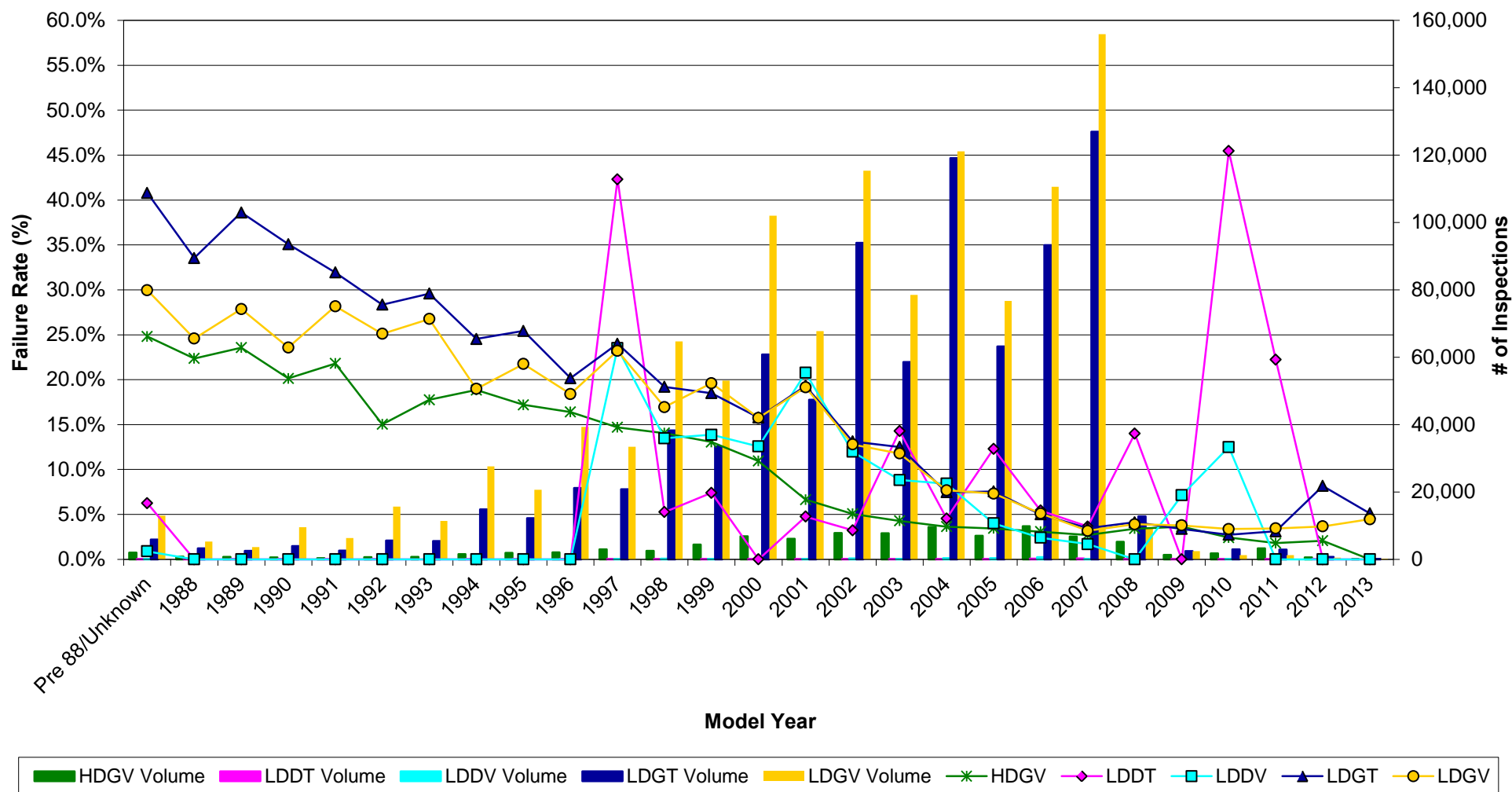
**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps <sup>2</sup>	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2005	HDGV	6,982	32	6,950	0.46%	6,982	24	6,958	0.34%
2005	LDDT	65	0	65	0.00%	65	0	65	0.00%
2005	LDDV	375	0	375	0.00%	375	0	375	0.00%
2005	LDGT	63,196	49	63,147	0.08%	63,196	38	63,158	0.06%
2005	LDGV	76,686	78	76,608	0.10%	76,686	63	76,623	0.08%
2005	Unknown	2	0	2	0.00%	2	0	2	0.00%
2006	HDGV	9,854	32	9,822	0.32%	9,854	24	9,830	0.24%
2006	LDDT	184	0	184	0.00%	184	0	184	0.00%
2006	LDDV	623	1	622	0.16%	623	0	623	0.00%
2006	LDGT	93,260	80	93,180	0.09%	93,260	57	93,203	0.06%
2006	LDGV	110,628	72	110,556	0.07%	110,628	55	110,573	0.05%
2006	Unknown	2	0	2	0.00%	2	0	2	0.00%
2007	HDGV	6,801	8	6,793	0.12%	6,801	10	6,791	0.15%
2007	LDDT	246	0	246	0.00%	246	0	246	0.00%
2007	LDDV	59	0	59	0.00%	59	0	59	0.00%
2007	LDGT	126,969	76	126,893	0.06%	126,969	52	126,917	0.04%
2007	LDGV	155,912	81	155,831	0.05%	155,912	69	155,843	0.04%
2007	Unknown	0	0	0	-	0	0	0	-
2008	HDGV	5,233	10	5,223	0.19%	5,233	4	5,229	0.08%
2008	LDDT	50	1	49	2.00%	50	0	50	0.00%
2008	LDDV	9	0	9	0.00%	9	0	9	0.00%
2008	LDGT	12,780	11	12,769	0.09%	12,780	3	12,777	0.02%
2008	LDGV	9,331	11	9,320	0.12%	9,331	6	9,325	0.06%
2008	Unknown	3	0	3	0.00%	3	0	3	0.00%
2009	HDGV	1,345	10	1,335	0.74%	1,345	3	1,342	0.22%
2009	LDDT	11	0	11	0.00%	11	0	11	0.00%
2009	LDDV	14	0	14	0.00%	14	0	14	0.00%
2009	LDGT	2,421	3	2,418	0.12%	2,421	4	2,417	0.17%
2009	LDGV	2,438	1	2,437	0.04%	2,438	1	2,437	0.04%
2009	Unknown	2	1	1	50.00%	2	0	2	0.00%
2010	HDGV	1,739	6	1,733	0.35%	1,739	2	1,737	0.12%
2010	LDDT	11	0	11	0.00%	11	0	11	0.00%
2010	LDDV	8	0	8	0.00%	8	0	8	0.00%
2010	LDGT	2,992	3	2,989	0.10%	2,992	1	2,991	0.03%
2010	LDGV	1,275	3	1,272	0.24%	1,275	1	1,274	0.08%
2010	Unknown	5	0	5	0.00%	5	0	5	0.00%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2012**

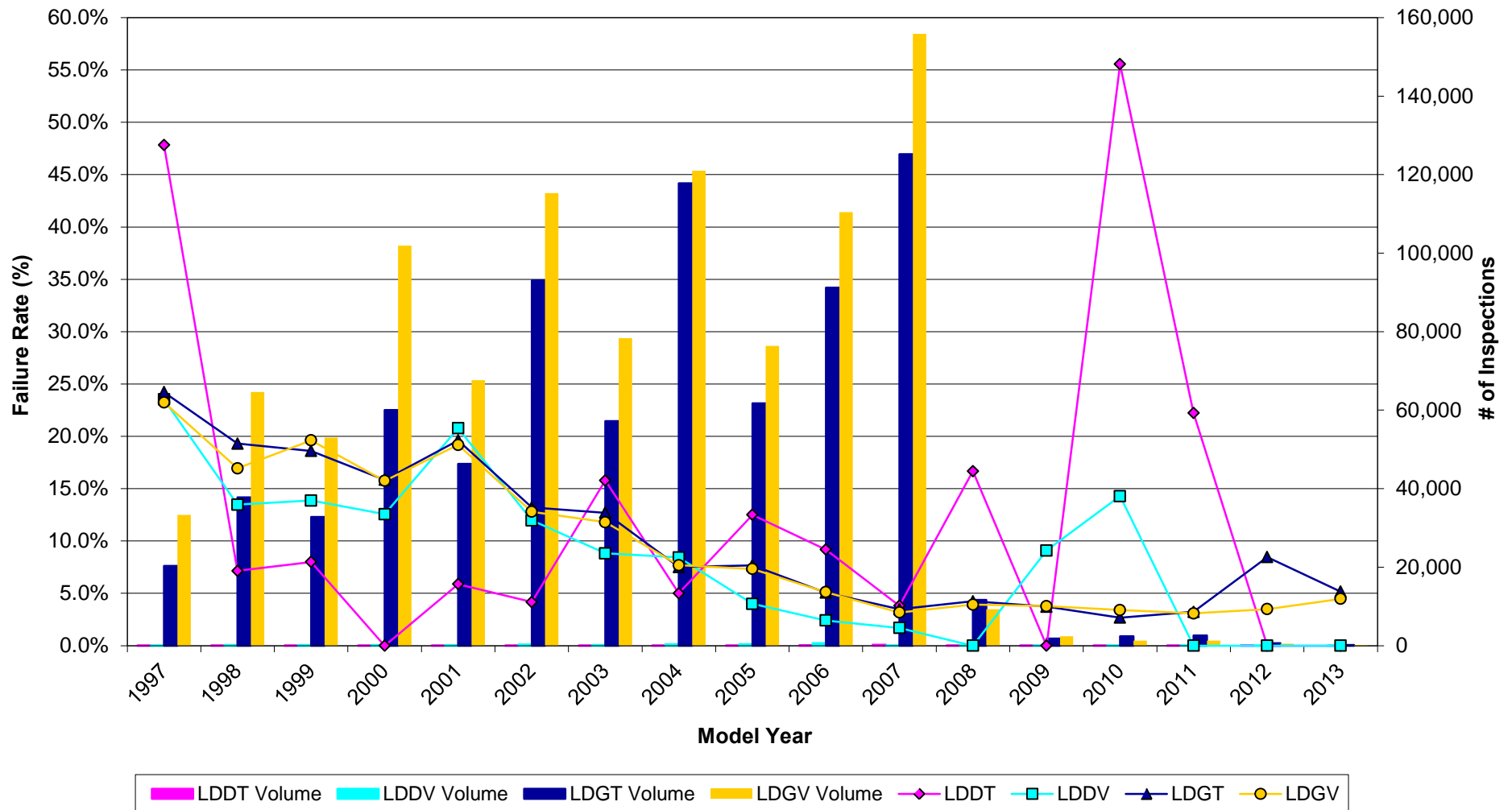
Model Yr	Veh Type	Liquid Leak Insp	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insp <sup>2</sup>	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2011	HDGV	3,261	5	3,256	0.15%	3,261	2	3,259	0.06%
2011	LDDT	18	0	18	0.00%	18	0	18	0.00%
2011	LDDV	5	0	5	0.00%	5	0	5	0.00%
2011	LDGT	2,912	4	2,908	0.14%	2,912	1	2,911	0.03%
2011	LDGV	1,280	2	1,278	0.16%	1,280	1	1,279	0.08%
2011	Unknown	14	0	14	0.00%	14	0	14	0.00%
2012	HDGV	578	1	577	0.17%	578	0	578	0.00%
2012	LDDT	16	0	16	0.00%	16	0	16	0.00%
2012	LDDV	5	0	5	0.00%	5	0	5	0.00%
2012	LDGT	697	3	694	0.43%	697	0	697	0.00%
2012	LDGV	519	0	519	0.00%	519	0	519	0.00%
2012	Unknown	38	0	38	0.00%	38	0	38	0.00%
2013	HDGV	75	0	75	0.00%	75	0	75	0.00%
2013	LDDT	0	0	0	-	0	0	0	-
2013	LDDV	1	0	1	0.00%	1	0	1	0.00%
2013	LDGT	156	0	156	0.00%	156	1	155	0.64%
2013	LDGV	179	0	179	0.00%	179	0	179	0.00%
2013	Unknown	21	0	21	0.00%	21	0	21	0.00%
<b>Totals</b>		<b>2,100,771</b>	<b>9,001</b>	<b>2,091,770</b>	<b>0.43%</b>	<b>2,100,771</b>	<b>8,485</b>	<b>2,092,286</b>	<b>0.40%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type**  
**Year 2012**



**Figure E-1**

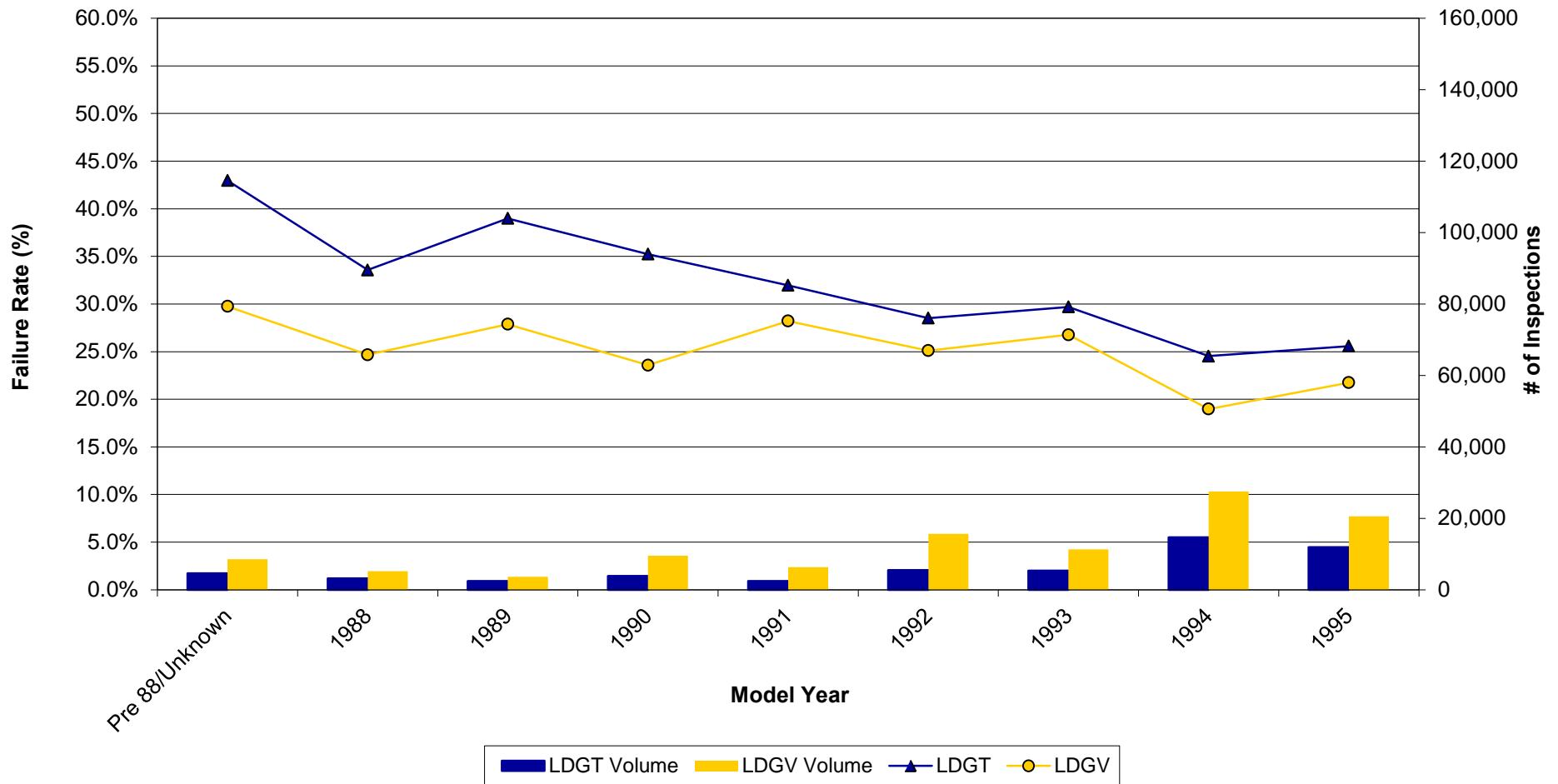
**New Jersey Enhanced Inspection and Maintenance Program  
Initial OBDII Inspections Volume & Failure Rate by Model Year and Vehicle Type  
Year 2012**



**Figure E-2**



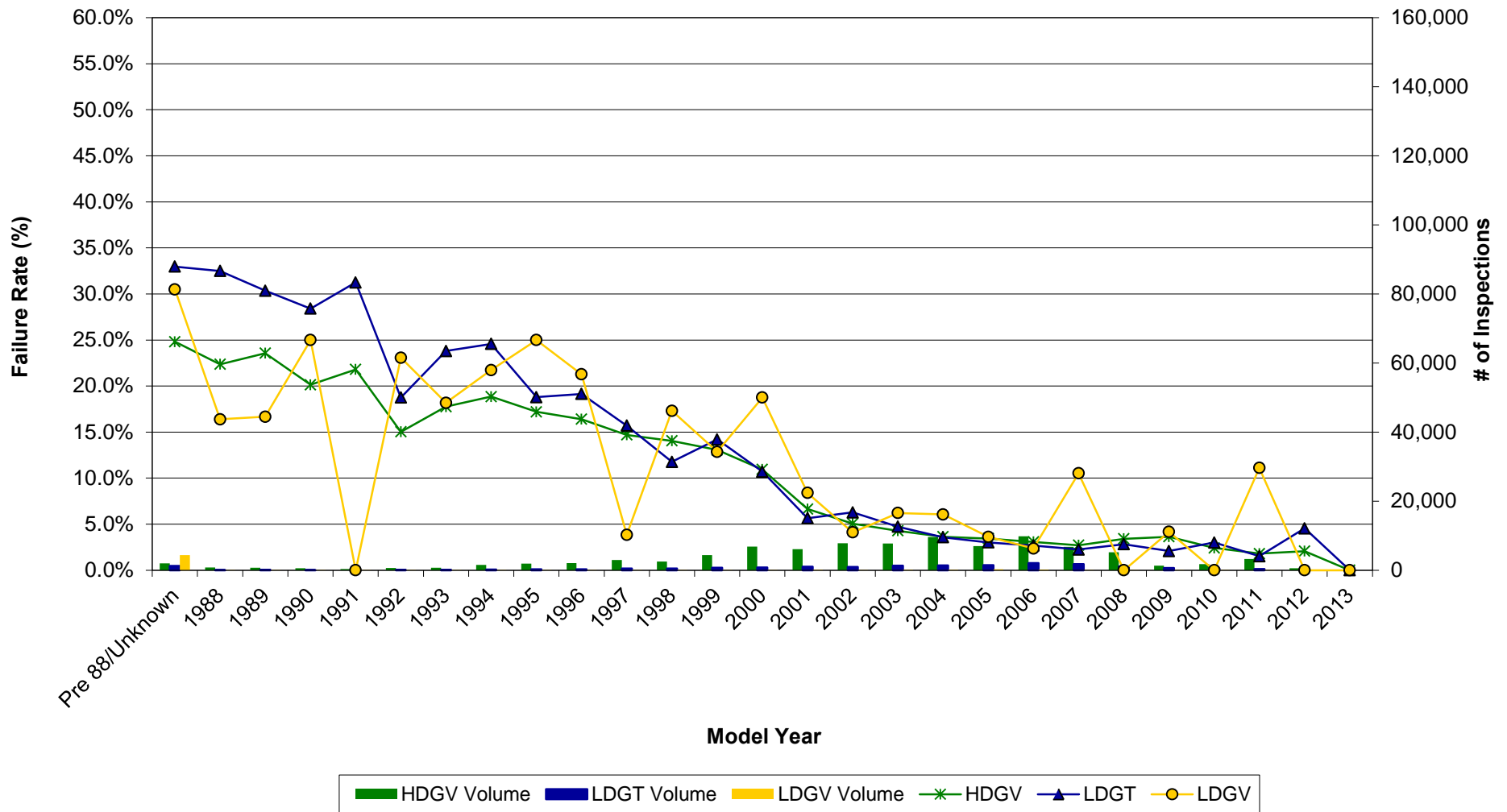
**New Jersey Enhanced Inspection and Maintenance Program  
Initial TSI Inspections Volume & Failure Rate by Model Year\* and Vehicle Type  
Year 2012**



\*Note: A small sample of vehicles (less than 100) in the Model Year 1996-2013 range were omitted from the graph to prevent skewing.

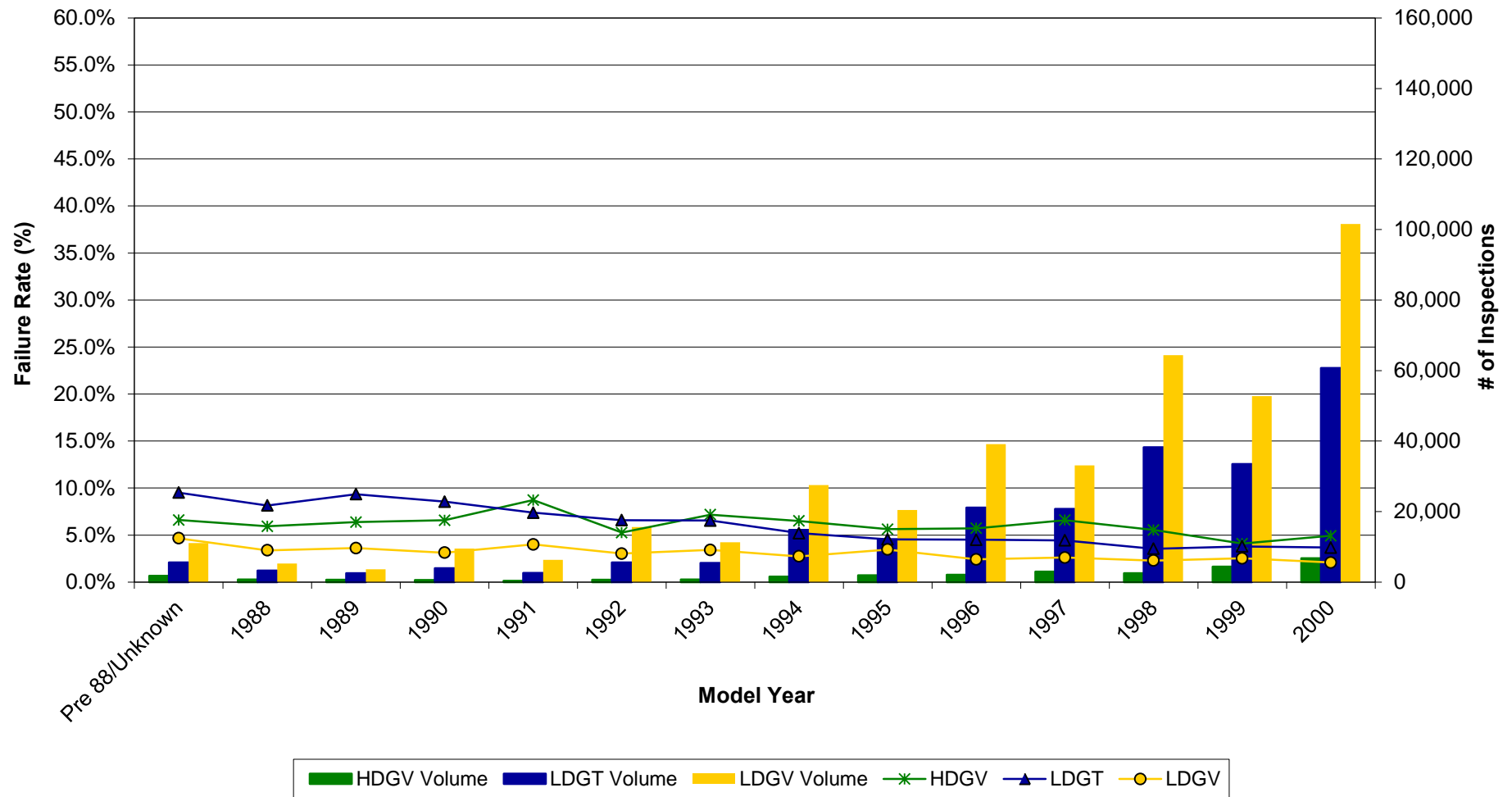
**Figure E-3**

**New Jersey Enhanced Inspection and Maintenance Program  
Initial Idle Inspections Volume & Failure Rate by Model Year and Vehicle Type  
Year 2012**



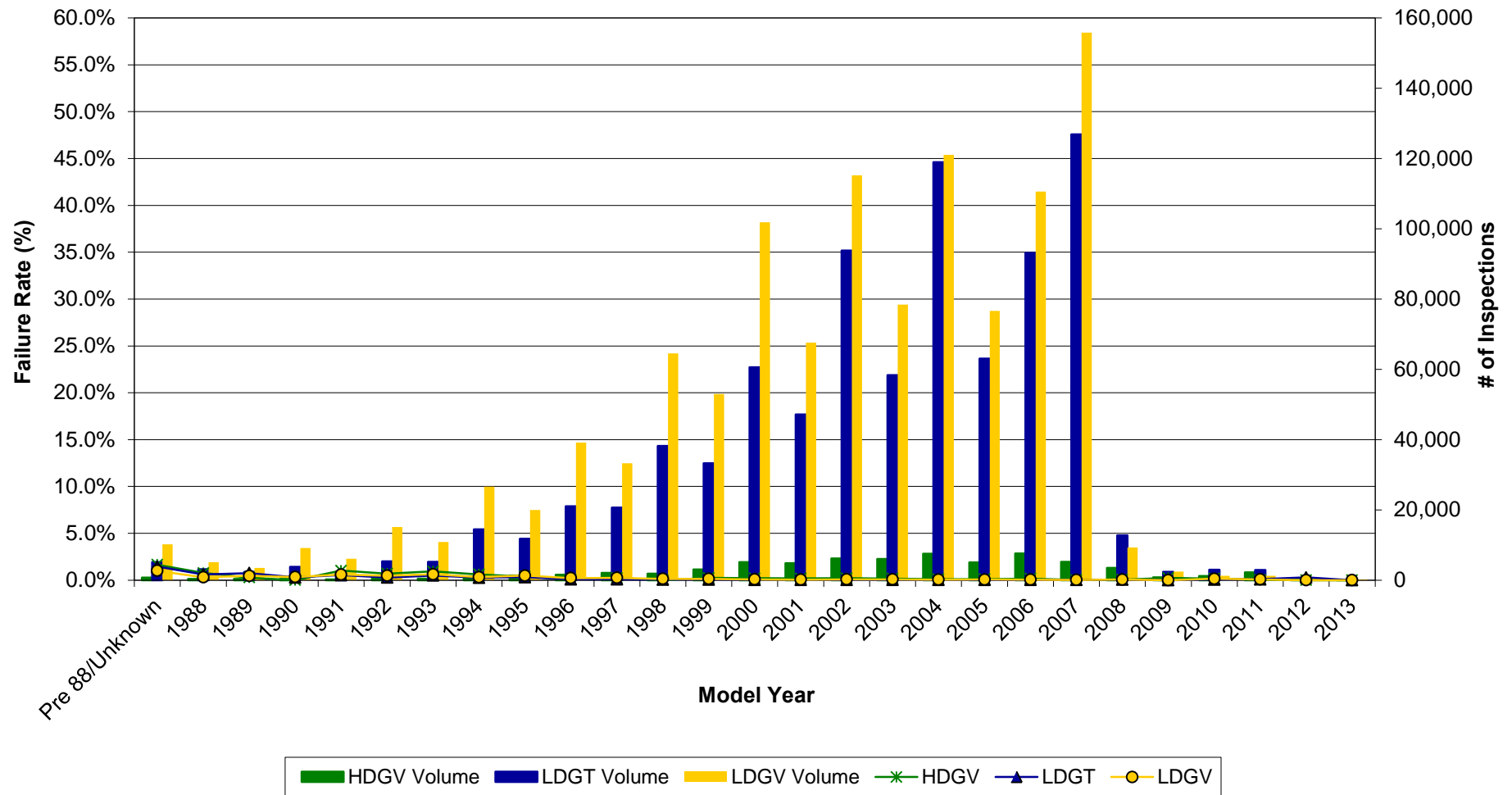
**Figure E-4**

**New Jersey Enhanced Inspection and Maintenance Program  
Initial Gas Cap Inspections Volume & Failure Rate by Model Year and Vehicle Type  
Year 2012**



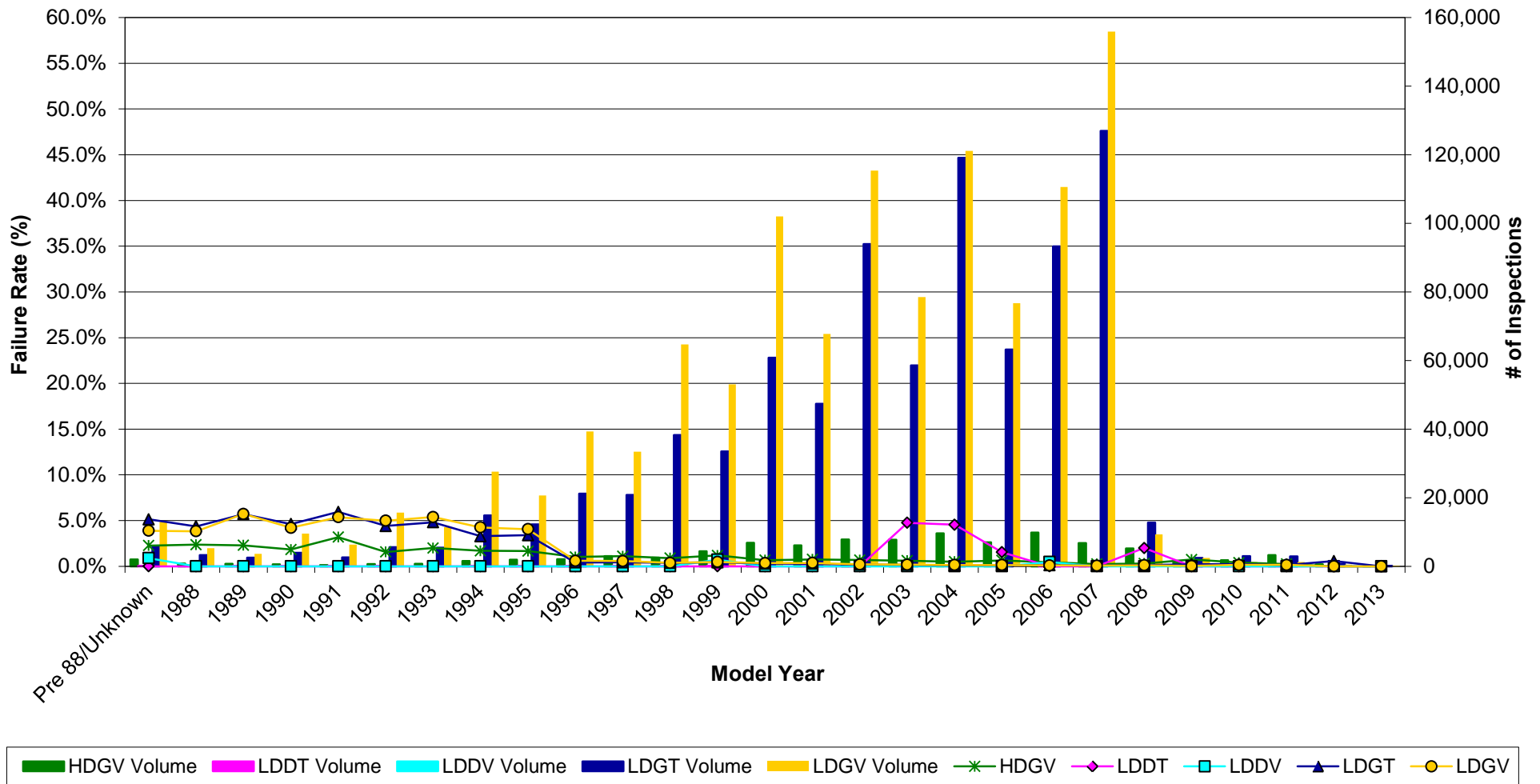
**Figure E-5**

**New Jersey Enhanced Inspection and Maintenance Program  
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type  
Year 2012**



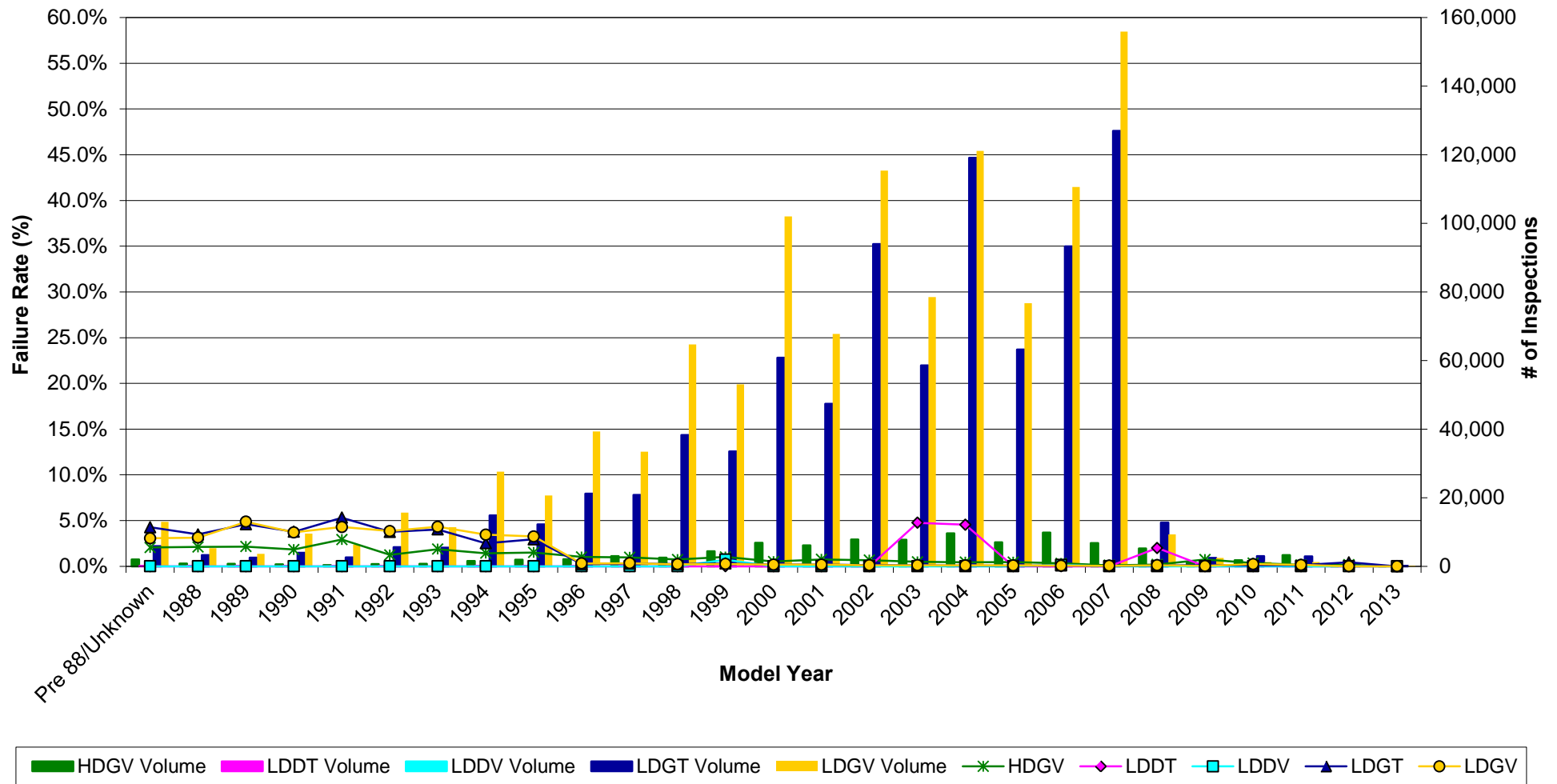
**Figure E-6**

**New Jersey Enhanced Inspection and Maintenance Program  
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type  
Year 2012**



**Figure E-7**

**New Jersey Enhanced Inspection and Maintenance Program  
Initial Liquid Leak Inspections Volume & Failure Rate by Model Year and Vehicle Type  
Year 2012**



**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 2012**

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	1	1	100.0%	0	0.0%
Unknown	LDGV	17	17	100.0%	0	0.0%
Unknown	Unknown	0	0	-	0	-
1996	LDDT	0	0	-	0	-
1996	LDDV	0	0	-	0	-
1996	LDGT	20,881	19,653	94.1%	1,249	6.0%
1996	LDGV	39,232	36,893	94.0%	2,376	6.1%
1996	Unknown	0	0	-	0	-
1997	LDDT	23	23	100.0%	7	30.4%
1997	LDDV	51	49	96.1%	2	3.9%
1997	LDGT	20,310	18,725	92.2%	1,604	7.9%
1997	LDGV	33,327	30,544	91.6%	2,811	8.4%
1997	Unknown	0	0	-	0	-
1998	LDDT	14	14	100.0%	1	7.1%
1998	LDDV	193	182	94.3%	11	5.7%
1998	LDGT	37,796	35,842	94.8%	1,986	5.3%
1998	LDGV	64,619	61,297	94.9%	3,358	5.2%
1998	Unknown	0	0	-	0	-
1999	LDDT	25	24	96.0%	2	8.0%
1999	LDDV	137	133	97.1%	4	2.9%
1999	LDGT	32,783	31,225	95.2%	1,596	4.9%
1999	LDGV	53,006	49,681	93.7%	3,364	6.3%
1999	Unknown	0	0	-	0	-
2000	LDDT	16	16	100.0%	0	0.0%
2000	LDDV	191	186	97.4%	5	2.6%
2000	LDGT	60,001	57,940	96.6%	2,109	3.5%
2000	LDGV	101,910	97,559	95.7%	4,393	4.3%
2000	Unknown	0	0	-	0	-
2001	LDDT	17	17	100.0%	0	0.0%
2001	LDDV	130	124	95.4%	6	4.6%
2001	LDGT	46,328	43,878	94.7%	2,456	5.3%
2001	LDGV	67,625	63,435	93.8%	4,207	6.2%
2001	Unknown	0	0	-	0	-
2002	LDDT	24	23	95.8%	1	4.2%
2002	LDDV	309	300	97.1%	9	2.9%
2002	LDGT	93,030	90,439	97.2%	2,595	2.8%
2002	LDGV	115,269	111,456	96.7%	3,827	3.3%
2002	Unknown	0	0	-	0	-
2003	LDDT	19	17	89.5%	3	15.8%
2003	LDDV	136	133	97.8%	3	2.2%
2003	LDGT	57,220	55,609	97.2%	1,613	2.8%
2003	LDGV	78,353	75,972	97.0%	2,390	3.1%
2003	Unknown	0	0	-	0	-

**Table F-1** (page 1 of 3)

\* Includes vehicles that are no longer registered.



**New Jersey Enhanced Inspection and Maintenance Program**  
**Overall OBDII Inspections - Initial and All Retests**  
**Year 2012**

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	20	20	100.0%	1	5.0%
2004	LDDV	380	375	98.7%	5	1.3%
2004	LDGT	117,767	116,196	98.7%	1,571	1.3%
2004	LDGV	121,042	119,076	98.4%	1,978	1.6%
2004	Unknown	0	0	-	0	-
2005	LDDT	64	60	93.8%	4	6.3%
2005	LDDV	375	373	99.5%	2	0.5%
2005	LDGT	61,740	60,875	98.6%	865	1.4%
2005	LDGV	76,380	75,237	98.5%	1,149	1.5%
2005	Unknown	0	0	-	0	-
2006	LDDT	109	107	98.2%	3	2.8%
2006	LDDV	623	623	100.0%	0	0.0%
2006	LDGT	91,212	90,500	99.2%	715	0.8%
2006	LDGV	110,416	109,534	99.2%	896	0.8%
2006	Unknown	0	0	-	0	-
2007	LDDT	236	234	99.2%	4	1.7%
2007	LDDV	59	59	100.0%	0	0.0%
2007	LDGT	125,195	124,598	99.5%	598	0.5%
2007	LDGV	155,835	155,146	99.6%	689	0.4%
2007	Unknown	0	0	-	0	-
2008	LDDT	42	41	97.6%	4	9.5%
2008	LDDV	8	8	100.0%	0	0.0%
2008	LDGT	11,683	11,589	99.2%	95	0.8%
2008	LDGV	9,295	9,237	99.4%	58	0.6%
2008	Unknown	0	0	-	0	-
2009	LDDT	4	4	100.0%	0	0.0%
2009	LDDV	11	10	90.9%	1	9.1%
2009	LDGT	1,797	1,785	99.3%	12	0.7%
2009	LDGV	2,414	2,397	99.3%	17	0.7%
2009	Unknown	0	0	-	0	-
2010	LDDT	9	7	77.8%	3	33.3%
2010	LDDV	7	7	100.0%	0	0.0%
2010	LDGT	2,395	2,390	99.8%	5	0.2%
2010	LDGV	1,263	1,260	99.8%	4	0.3%
2010	Unknown	0	0	-	0	-
2011	LDDT	18	18	100.0%	1	5.6%
2011	LDDV	3	3	100.0%	0	0.0%
2011	LDGT	2,572	2,568	99.8%	4	0.2%
2011	LDGV	1,263	1,254	99.3%	9	0.7%
2011	Unknown	0	0	-	0	-
2012	LDDT	16	16	100.0%	0	0.0%
2012	LDDV	5	5	100.0%	0	0.0%
2012	LDGT	603	583	96.7%	20	3.3%
2012	LDGV	515	506	98.3%	9	1.7%
2012	Unknown	0	0	-	0	-

**Table F-1** (page 2 of 3)

\* Includes vehicles that are no longer registered.

**New Jersey Enhanced Inspection and Maintenance Program  
Overall OBDII Inspections - Initial and All Retests  
Year 2012**

Model Yr	Veh Type	OBDII Initial Insp	Initial and 1st or Subsequent Retest Passes	Overall OBDII Pass Rate	Overall OBDII Failed (Dropped)*	Overall OBDII Fail Rate*
2013	LDDT	0	0	-	0	-
2013	LDDV	1	1	100.0%	0	0.0%
2013	LDGT	155	153	98.7%	2	1.3%
2013	LDGV	179	178	99.4%	1	0.6%
2013	Unknown	0	0	-	0	-
<b>Totals</b>		<b>1,818,704</b>	<b>1,768,440</b>	<b>97.2%</b>	<b>50,713</b>	<b>2.8%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**OBDII Inspections - Pass/Fail Summary by OBDII Test Component**  
**Year 2012**

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	1	1	0	0.0%	1	0	0.0%
Unknown	LDGV	17	17	0	0.0%	17	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	20,881	20,255	582	2.8%	18,862	1,389	6.9%
1996	LDGV	39,232	38,389	727	1.9%	35,334	3,054	8.0%
1996	Unknown	0	0	0	-	0	0	-
1997	LDDT	23	22	1	4.3%	22	0	0.0%
1997	LDDV	51	50	1	2.0%	43	7	14.0%
1997	LDGT	20,310	19,547	715	3.5%	17,948	1,595	8.2%
1997	LDGV	33,327	32,522	703	2.1%	29,477	3,039	9.3%
1997	Unknown	0	0	0	-	0	0	-
1998	LDDT	14	14	0	0.0%	14	0	0.0%
1998	LDDV	193	191	2	1.0%	181	10	5.2%
1998	LDGT	37,796	36,955	761	2.0%	34,328	2,623	7.1%
1998	LDGV	64,619	63,694	796	1.2%	59,251	4,441	7.0%
1998	Unknown	0	0	0	-	0	0	-
1999	LDDT	25	25	0	0.0%	25	0	0.0%
1999	LDDV	137	134	2	1.5%	130	4	3.0%
1999	LDGT	32,783	32,204	492	1.5%	29,950	2,243	7.0%
1999	LDGV	53,006	52,232	651	1.2%	47,884	4,346	8.3%
1999	Unknown	0	0	0	-	0	0	-
2000	LDDT	16	16	0	0.0%	16	0	0.0%
2000	LDDV	191	191	0	0.0%	184	7	3.7%
2000	LDGT	60,001	59,299	608	1.0%	55,732	3,556	6.0%
2000	LDGV	101,910	100,884	852	0.8%	93,782	7,097	7.0%
2000	Unknown	0	0	0	-	0	0	-
2001	LDDT	17	17	0	0.0%	17	0	0.0%
2001	LDDV	130	127	3	2.3%	123	4	3.1%
2001	LDGT	46,328	45,662	590	1.3%	42,298	3,352	7.3%
2001	LDGV	67,625	66,884	627	0.9%	61,716	5,167	7.7%
2001	Unknown	0	0	0	-	0	0	-
2002	LDDT	24	24	0	0.0%	23	0	0.0%
2002	LDDV	309	307	2	0.6%	296	11	3.6%
2002	LDGT	93,030	92,476	453	0.5%	87,221	5,244	5.7%
2002	LDGV	115,269	114,693	444	0.4%	108,270	6,419	5.6%
2002	Unknown	0	0	0	-	0	0	-
2003	LDDT	19	18	0	0.0%	18	0	0.0%
2003	LDDV	136	136	0	0.0%	132	4	2.9%
2003	LDGT	57,220	56,965	202	0.4%	53,752	3,206	5.6%
2003	LDGV	78,353	78,000	265	0.3%	74,174	3,823	4.9%
2003	Unknown	0	0	0	-	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**OBDII Inspections - Pass/Fail Summary by OBDII Test Component**  
**Year 2012**

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	20	19	0	0.0%	19	0	0.0%
2004	LDDV	380	380	0	0.0%	359	21	5.5%
2004	LDGT	117,767	117,503	193	0.2%	113,599	3,894	3.3%
2004	LDGV	121,042	120,740	194	0.2%	116,850	3,889	3.2%
2004	Unknown	0	0	0	-	0	0	-
2005	LDDT	64	64	0	0.0%	60	4	6.3%
2005	LDDV	375	375	0	0.0%	365	9	2.4%
2005	LDGT	61,740	61,647	53	0.1%	59,634	2,008	3.3%
2005	LDGV	76,380	76,207	99	0.1%	73,902	2,303	3.0%
2005	Unknown	0	0	0	-	0	0	-
2006	LDDT	109	109	0	0.0%	102	7	6.4%
2006	LDDV	623	622	0	0.0%	612	9	1.4%
2006	LDGT	91,212	91,103	37	0.0%	89,155	1,940	2.1%
2006	LDGV	110,416	110,277	69	0.1%	108,131	2,146	1.9%
2006	Unknown	0	0	0	-	0	0	-
2007	LDDT	236	236	0	0.0%	234	1	0.4%
2007	LDDV	59	59	0	0.0%	59	0	0.0%
2007	LDGT	125,195	125,103	25	0.0%	123,262	1,840	1.5%
2007	LDGV	155,835	155,716	41	0.0%	153,883	1,828	1.2%
2007	Unknown	0	0	0	-	0	0	-
2008	LDDT	42	41	0	0.0%	39	2	4.9%
2008	LDDV	8	8	0	0.0%	8	0	0.0%
2008	LDGT	11,683	11,672	4	0.0%	11,497	172	1.5%
2008	LDGV	9,295	9,272	12	0.1%	9,181	91	1.0%
2008	Unknown	0	0	0	-	0	0	-
2009	LDDT	4	4	0	0.0%	4	0	0.0%
2009	LDDV	11	11	0	0.0%	11	0	0.0%
2009	LDGT	1,797	1,797	0	0.0%	1,785	11	0.6%
2009	LDGV	2,414	2,411	2	0.1%	2,390	21	0.9%
2009	Unknown	0	0	0	-	0	0	-
2010	LDDT	9	9	0	0.0%	9	0	0.0%
2010	LDDV	7	7	0	0.0%	7	0	0.0%
2010	LDGT	2,395	2,392	0	0.0%	2,378	13	0.5%
2010	LDGV	1,263	1,260	1	0.1%	1,245	15	1.2%
2010	Unknown	0	0	0	-	0	0	-
2011	LDDT	18	18	0	0.0%	17	1	5.6%
2011	LDDV	3	3	0	0.0%	3	0	0.0%
2011	LDGT	2,572	2,569	0	0.0%	2,559	10	0.4%
2011	LDGV	1,263	1,260	2	0.2%	1,256	4	0.3%
2011	Unknown	0	0	0	-	0	0	-
2012	LDDT	16	16	0	0.0%	16	0	0.0%
2012	LDDV	5	5	0	0.0%	5	0	0.0%
2012	LDGT	603	601	1	0.2%	595	6	1.0%
2012	LDGV	515	515	0	0.0%	514	1	0.2%
2012	Unknown	0	0	0	-	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII Inspections - Pass/Fail Summary by OBDII Test Component  
Year 2012**

Model Yr	Veh Type	OBDII Initial Insp	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
2013	LDDT	0	0	0	-	0	0	-
2013	LDDV	1	1	0	0.0%	1	0	0.0%
2013	LDGT	155	155	0	0.0%	154	1	0.6%
2013	LDGV	179	179	0	0.0%	178	1	0.6%
2013	Unknown	0	0	0	-	0	0	-
<b>Totals</b>		<b>1,818,704</b>	<b>1,806,317</b>	<b>10,212</b>	<b>0.6%</b>	<b>1,725,299</b>	<b>80,889</b>	<b>4.5%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**OBDII Inspections - Pass/Fail Summary by OBDII Test Component**  
**Year 2012**

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	1	1	0	0.00%	1	0	0.00%
Unknown	LDGV	17	17	0	0.00%	17	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	20,881	20,800	37	0.18%	20,732	64	0.31%
1996	LDGV	39,232	39,009	107	0.27%	38,832	176	0.45%
1996	Unknown	0	0	0	-	0	0	-
1997	LDDT	23	23	0	0.00%	16	7	30.43%
1997	LDDV	51	50	1	1.96%	50	0	0.00%
1997	LDGT	20,310	20,236	26	0.13%	20,176	57	0.28%
1997	LDGV	33,327	33,132	93	0.28%	32,969	157	0.47%
1997	Unknown	0	0	0	-	0	0	-
1998	LDDT	14	13	1	7.14%	13	0	0.00%
1998	LDDV	193	193	0	0.00%	191	2	1.04%
1998	LDGT	37,796	37,674	42	0.11%	37,494	176	0.47%
1998	LDGV	64,619	64,387	103	0.16%	64,089	296	0.46%
1998	Unknown	0	0	0	-	0	0	-
1999	LDDT	25	25	0	0.00%	24	1	4.00%
1999	LDDV	137	135	1	0.74%	135	0	0.00%
1999	LDGT	32,783	32,651	45	0.14%	32,575	65	0.20%
1999	LDGV	53,006	52,758	125	0.24%	52,526	230	0.44%
1999	Unknown	0	0	0	-	0	0	-
2000	LDDT	16	16	0	0.00%	16	0	0.00%
2000	LDDV	191	190	1	0.52%	189	1	0.53%
2000	LDGT	60,001	59,844	63	0.11%	59,677	156	0.26%
2000	LDGV	101,910	101,593	143	0.14%	101,108	480	0.47%
2000	Unknown	0	0	0	-	0	0	-
2001	LDDT	17	16	1	5.88%	16	0	0.00%
2001	LDDV	130	129	1	0.77%	129	0	0.00%
2001	LDGT	46,328	46,201	51	0.11%	46,017	172	0.37%
2001	LDGV	67,625	67,426	85	0.13%	67,109	316	0.47%
2001	Unknown	0	0	0	-	0	0	-
2002	LDDT	24	23	1	4.17%	22	0	0.00%
2002	LDDV	309	308	1	0.32%	308	0	0.00%
2002	LDGT	93,030	92,845	84	0.09%	92,588	246	0.26%
2002	LDGV	115,269	115,013	124	0.11%	114,704	305	0.27%
2002	Unknown	0	0	0	-	0	0	-
2003	LDDT	19	17	1	5.56%	17	0	0.00%
2003	LDDV	136	136	0	0.00%	136	0	0.00%
2003	LDGT	57,220	57,124	43	0.08%	56,932	185	0.32%
2003	LDGV	78,353	78,153	112	0.14%	77,987	163	0.21%
2003	Unknown	0	0	0	-	0	0	-

**Table F-2** (Page 4 of 9)

**New Jersey Enhanced Inspection and Maintenance Program**  
**OBDII Inspections - Pass/Fail Summary by OBDII Test Component**  
**Year 2012**

Model Yr	Veh Type	OBDII Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2004	LDDT	20	19	0	0.00%	19	0	0.00%
2004	LDDV	380	379	1	0.26%	378	1	0.26%
2004	LDGT	117,767	117,566	130	0.11%	117,177	380	0.32%
2004	LDGV	121,042	120,710	224	0.19%	120,461	248	0.21%
2004	Unknown	0	0	0	-	0	0	-
2005	LDDT	64	63	1	1.56%	62	1	1.59%
2005	LDDV	375	375	0	0.00%	374	0	0.00%
2005	LDGT	61,740	61,617	83	0.13%	61,375	237	0.38%
2005	LDGV	76,380	76,188	118	0.15%	76,037	149	0.20%
2005	Unknown	0	0	0	-	0	0	-
2006	LDDT	109	109	0	0.00%	109	0	0.00%
2006	LDDV	623	622	0	0.00%	621	1	0.16%
2006	LDGT	91,212	91,073	67	0.07%	90,798	267	0.29%
2006	LDGV	110,416	110,177	169	0.15%	109,728	449	0.41%
2006	Unknown	0	0	0	-	0	0	-
2007	LDDT	236	235	1	0.42%	233	2	0.85%
2007	LDDV	59	59	0	0.00%	59	0	0.00%
2007	LDGT	125,195	125,061	67	0.05%	124,818	242	0.19%
2007	LDGV	155,835	155,405	352	0.23%	155,000	402	0.26%
2007	Unknown	0	0	0	-	0	0	-
2008	LDDT	42	39	2	4.88%	39	0	0.00%
2008	LDDV	8	8	0	0.00%	8	0	0.00%
2008	LDGT	11,683	11,659	17	0.15%	11,640	16	0.14%
2008	LDGV	9,295	9,274	10	0.11%	9,261	13	0.14%
2008	Unknown	0	0	0	-	0	0	-
2009	LDDT	4	4	0	0.00%	4	0	0.00%
2009	LDDV	11	11	0	0.00%	11	0	0.00%
2009	LDGT	1,797	1,793	4	0.22%	1,788	4	0.22%
2009	LDGV	2,414	2,408	5	0.21%	2,408	0	0.00%
2009	Unknown	0	0	0	-	0	0	-
2010	LDDT	9	9	0	0.00%	8	1	11.11%
2010	LDDV	7	7	0	0.00%	7	0	0.00%
2010	LDGT	2,395	2,382	10	0.42%	2,375	6	0.25%
2010	LDGV	1,263	1,258	3	0.24%	1,257	1	0.08%
2010	Unknown	0	0	0	-	0	0	-
2011	LDDT	18	18	0	0.00%	18	0	0.00%
2011	LDDV	3	3	0	0.00%	3	0	0.00%
2011	LDGT	2,572	2,531	38	1.48%	2,528	3	0.12%
2011	LDGV	1,263	1,259	3	0.24%	1,253	6	0.48%
2011	Unknown	0	0	0	-	0	0	-
2012	LDDT	16	16	0	0.00%	16	0	0.00%
2012	LDDV	5	5	0	0.00%	5	0	0.00%
2012	LDGT	603	600	2	0.33%	600	0	0.00%
2012	LDGV	515	511	4	0.78%	510	1	0.20%
2012	Unknown	0	0	0	-	0	0	-

**Table F-2** (Page 5 of 9)

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII Inspections - Pass/Fail Summary by OBDII Test Component  
Year 2012**

Model Yr	Veh Type	OBDII Initial Insp	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2013	LDDT	0	0	0	-	0	0	-
2013	LDDV	1	1	0	0.00%	1	0	0.00%
2013	LDGT	155	154	1	0.65%	154	0	0.00%
2013	LDGV	179	178	1	0.56%	178	0	0.00%
2013	Unknown	0	0	0	-	0	0	-
<b>Totals</b>		<b>1,818,704</b>	<b>1,813,924</b>	<b>2,605</b>	<b>0.14%</b>	<b>1,808,116</b>	<b>5,685</b>	<b>0.31%</b>



**New Jersey Enhanced Inspection and Maintenance Program**  
**OBDII Inspections - Pass/Fail Summary by OBDII Test Component**  
**Year 2012**

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	1	1	0	0.0%	1	0	0.0%
Unknown	LDGV	17	17	0	0.0%	17	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	20,881	18,399	2,333	11.3%	12,533	1,171	8.5%
1996	LDGV	39,232	34,500	4,333	11.2%	29,608	1,935	6.1%
1996	Unknown	0	0	0	-	0	0	-
1997	LDDT	23	12	4	25.0%	16	0	0.0%
1997	LDDV	51	39	11	22.0%	50	0	0.0%
1997	LDGT	20,310	17,528	2,649	13.1%	18,226	1,770	8.9%
1997	LDGV	33,327	28,558	4,411	13.4%	28,557	2,956	9.4%
1997	Unknown	0	0	0	-	0	0	-
1998	LDDT	14	13	0	0.0%	13	0	0.0%
1998	LDDV	193	167	24	12.6%	191	0	0.0%
1998	LDGT	37,796	33,728	3,767	10.0%	34,809	2,468	6.6%
1998	LDGV	64,619	57,850	6,243	9.7%	57,869	3,713	6.0%
1998	Unknown	0	0	0	-	0	0	-
1999	LDDT	25	23	1	4.2%	24	0	0.0%
1999	LDDV	137	118	17	12.6%	135	0	0.0%
1999	LDGT	32,783	29,514	3,062	9.4%	30,221	2,355	7.2%
1999	LDGV	53,006	46,677	5,849	11.1%	48,654	3,871	7.4%
1999	Unknown	0	0	0	-	0	0	-
2000	LDDT	16	16	0	0.0%	16	0	0.0%
2000	LDDV	191	168	21	11.1%	189	0	0.0%
2000	LDGT	60,001	55,218	4,461	7.5%	56,484	3,195	5.4%
2000	LDGV	101,910	91,826	9,286	9.2%	95,610	5,502	5.4%
2000	Unknown	0	0	0	-	0	0	-
2001	LDDT	17	16	0	0.0%	16	0	0.0%
2001	LDDV	130	105	24	18.6%	129	0	0.0%
2001	LDGT	46,328	41,571	4,446	9.7%	40,857	5,159	11.2%
2001	LDGV	67,625	60,435	6,676	9.9%	60,195	6,914	10.3%
2001	Unknown	0	0	0	-	0	0	-
2002	LDDT	24	22	0	0.0%	22	0	0.0%
2002	LDDV	309	273	35	11.4%	308	0	0.0%
2002	LDGT	93,030	85,961	6,629	7.2%	86,319	6,269	6.8%
2002	LDGV	115,269	106,610	8,095	7.1%	107,471	7,233	6.3%
2002	Unknown	0	0	0	-	0	0	-
2003	LDDT	19	16	1	5.9%	17	0	0.0%
2003	LDDV	136	124	12	8.8%	136	0	0.0%
2003	LDGT	57,220	52,914	4,020	7.1%	53,373	3,553	6.2%
2003	LDGV	78,353	73,154	4,835	6.2%	73,230	4,757	6.1%
2003	Unknown	0	0	0	-	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**OBDII Inspections - Pass/Fail Summary by OBDII Test Component**  
**Year 2012**

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	20	19	0	0.0%	19	0	0.0%
2004	LDDV	380	357	21	5.6%	368	10	2.6%
2004	LDGT	117,767	112,371	4,806	4.1%	113,124	4,046	3.5%
2004	LDGV	121,042	115,605	4,856	4.0%	115,848	4,610	3.8%
2004	Unknown	0	0	0	-	0	0	-
2005	LDDT	64	58	4	6.5%	62	0	0.0%
2005	LDDV	375	363	11	2.9%	371	3	0.8%
2005	LDGT	61,740	58,956	2,421	3.9%	59,025	2,331	3.8%
2005	LDGV	76,380	73,095	2,942	3.9%	73,329	2,700	3.6%
2005	Unknown	0	0	0	-	0	0	-
2006	LDDT	109	103	6	5.5%	109	0	0.0%
2006	LDDV	623	613	8	1.3%	619	2	0.3%
2006	LDGT	91,212	88,412	2,390	2.6%	88,599	2,173	2.4%
2006	LDGV	110,416	107,074	2,655	2.4%	107,262	2,467	2.2%
2006	Unknown	0	0	0	-	0	0	-
2007	LDDT	236	230	3	1.3%	232	1	0.4%
2007	LDDV	59	59	0	0.0%	58	1	1.7%
2007	LDGT	125,195	122,574	2,244	1.8%	122,788	2,019	1.6%
2007	LDGV	155,835	152,857	2,146	1.4%	152,910	2,092	1.3%
2007	Unknown	0	0	0	-	0	0	-
2008	LDDT	42	35	4	10.3%	39	0	0.0%
2008	LDDV	8	8	0	0.0%	8	0	0.0%
2008	LDGT	11,683	11,445	195	1.7%	11,367	269	2.3%
2008	LDGV	9,295	9,147	114	1.2%	9,042	219	2.4%
2008	Unknown	0	0	0	-	0	0	-
2009	LDDT	4	4	0	0.0%	4	0	0.0%
2009	LDDV	11	10	1	9.1%	11	0	0.0%
2009	LDGT	1,797	1,775	13	0.7%	1,739	46	2.6%
2009	LDGV	2,414	2,387	21	0.9%	2,347	61	2.5%
2009	Unknown	0	0	0	-	0	0	-
2010	LDDT	9	6	2	25.0%	4	4	50.0%
2010	LDDV	7	7	0	0.0%	7	0	0.0%
2010	LDGT	2,395	2,364	11	0.5%	2,340	31	1.3%
2010	LDGV	1,263	1,245	12	1.0%	1,237	19	1.5%
2010	Unknown	0	0	0	-	0	0	-
2011	LDDT	18	17	1	5.6%	16	2	11.1%
2011	LDDV	3	3	0	0.0%	3	0	0.0%
2011	LDGT	2,572	2,518	10	0.4%	2,493	31	1.2%
2011	LDGV	1,263	1,249	4	0.3%	1,231	23	1.8%
2011	Unknown	0	0	0	-	0	0	-
2012	LDDT	16	16	0	0.0%	16	0	0.0%
2012	LDDV	5	5	0	0.0%	5	0	0.0%
2012	LDGT	603	600	0	0.0%	532	43	7.5%
2012	LDGV	515	510	0	0.0%	497	13	2.5%
2012	Unknown	0	0	0	-	0	0	-

**Table F-2** (Page 8 of 9)

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII Inspections - Pass/Fail Summary by OBDII Test Component  
Year 2012**

Model Yr	Veh Type	OBDII Initial Insp	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2013	LDDT	0	0	0	-	0	0	-
2013	LDDV	1	1	0	0.0%	1	0	0.0%
2013	LDGT	155	154	0	0.0%	134	7	5.0%
2013	LDGV	179	178	0	0.0%	171	7	3.9%
2013	Unknown	0	0	0	-	0	0	-
<b>Totals</b>		<b>1,818,704</b>	<b>1,702,003</b>	<b>106,146</b>	<b>5.9%</b>	<b>1,703,263</b>	<b>86,051</b>	<b>4.8%</b>

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII and Gas Cap (GC) Evaporative Test Report  
Year 2012**

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	20,684	103	0.5%	20,387	98.6%	189	0.9%	5	0.02%
1996	LDGV	38,626	94	0.2%	38,023	98.4%	507	1.3%	2	0.01%
1996	Unknown	0	0	-	0	-	0	-	0	-
1997	LDGT	19,968	96	0.5%	19,472	97.5%	386	1.9%	14	0.07%
1997	LDGV	32,100	90	0.3%	31,285	97.5%	716	2.2%	9	0.03%
1997	Unknown	0	0	-	0	-	0	-	0	-
1998	LDGT	37,428	100	0.3%	36,704	98.1%	606	1.6%	18	0.05%
1998	LDGV	63,552	104	0.2%	62,087	97.7%	1,342	2.1%	19	0.03%
1998	Unknown	0	0	-	0	-	0	-	0	-
1999	LDGT	32,387	105	0.3%	31,771	98.1%	496	1.5%	15	0.05%
1999	LDGV	51,638	124	0.2%	50,286	97.4%	1,208	2.3%	20	0.04%
1999	Unknown	0	0	-	0	-	0	-	0	-
2000	LDGT	59,597	122	0.2%	58,662	98.4%	799	1.3%	14	0.02%
2000	LDGV	100,253	156	0.2%	98,392	98.1%	1,676	1.7%	29	0.03%
2000	Unknown	0	0	-	0	-	0	-	0	-
2001	LDGT	26	0	0.0%	25	96.2%	1	3.8%	0	0.00%
2001	LDGV	32	0	0.0%	32	100.0%	0	0.0%	0	0.00%
2001	Unknown	0	0	-	0	-	0	-	0	-
2002	LDGT	5	0	0.0%	5	100.0%	0	0.0%	0	0.00%
2002	LDGV	11	0	0.0%	11	100.0%	0	0.0%	0	0.00%
2002	Unknown	0	0	-	0	-	0	-	0	-
2003	LDGT	0	0	-	0	-	0	-	0	-
2003	LDGV	3	0	0.0%	3	100.0%	0	0.0%	0	0.00%
2003	Unknown	0	0	-	0	-	0	-	0	-
2004	LDGT	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2004	LDGV	3	0	0.0%	3	100.0%	0	0.0%	0	0.00%
2004	Unknown	0	0	-	0	-	0	-	0	-
2005	LDGT	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2005	LDGV	0	0	-	0	-	0	-	0	-
2005	Unknown	0	0	-	0	-	0	-	0	-
2006	LDGT	0	0	-	0	-	0	-	0	-
2006	LDGV	2	0	0.0%	2	100.0%	0	0.0%	0	0.00%
2006	Unknown	0	0	-	0	-	0	-	0	-
2007	LDGT	0	0	-	0	-	0	-	0	-
2007	LDGV	0	0	-	0	-	0	-	0	-
2007	Unknown	0	0	-	0	-	0	-	0	-
2008	LDGT	2	0	0.0%	2	100.0%	0	0.0%	0	0.00%
2008	LDGV	1	0	0.0%	1	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 2012**

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	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2010	Unknown	0	0	-	0	-	0	-	0	-
2011	LDGT	0	0	-	0	-	0	-	0	-
2011	LDGV	0	0	-	0	-	0	-	0	-
2011	Unknown	0	0	-	0	-	0	-	0	-
2012	LDGT	0	0	-	0	-	0	-	0	-
2012	LDGV	0	0	-	0	-	0	-	0	-
2012	Unknown	0	0	-	0	-	0	-	0	-
2013	LDGT	0	0	-	0	-	0	-	0	-
2013	LDGV	0	0	-	0	-	0	-	0	-
2013	Unknown	0	0	-	0	-	0	-	0	-
<b>Totals</b>		<b>456,322</b>	<b>1,094</b>	<b>0.2%</b>	<b>447,157</b>	<b>98.0%</b>	<b>7,926</b>	<b>1.7%</b>	<b>145</b>	<b>0.03%</b>

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII Malfunction Indicator Lamp (MIL) Report  
Year 2012**

Model Yr	Veh Type	# Initial MIL Insp	# 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	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
Unknown	LDGV	17	17	100.0%	0	0.00%	0	0.00%	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	20,732	18,399	88.7%	0	0.00%	1	0.00%	2,332	11.2%
1996	LDGV	38,833	34,500	88.8%	0	0.00%	19	0.05%	4,314	11.1%
1996	Unknown	0	0	-	0	-	0	-	0	-
1997	LDDT	16	12	75.0%	0	0.00%	1	6.25%	3	18.8%
1997	LDDV	50	39	78.0%	0	0.00%	0	0.00%	11	22.0%
1997	LDGT	20,177	17,528	86.9%	0	0.00%	1	0.00%	2,648	13.1%
1997	LDGV	32,969	28,558	86.6%	0	0.00%	4	0.01%	4,407	13.4%
1997	Unknown	0	0	-	0	-	0	-	0	-
1998	LDDT	13	13	100.0%	0	0.00%	0	0.00%	0	0.0%
1998	LDDV	191	167	87.4%	0	0.00%	0	0.00%	24	12.6%
1998	LDGT	37,495	33,728	90.0%	0	0.00%	2	0.01%	3,765	10.0%
1998	LDGV	64,093	57,850	90.3%	0	0.00%	5	0.01%	6,238	9.7%
1998	Unknown	0	0	-	0	-	0	-	0	-
1999	LDDT	24	23	95.8%	0	0.00%	0	0.00%	1	4.2%
1999	LDDV	135	118	87.4%	0	0.00%	0	0.00%	17	12.6%
1999	LDGT	32,576	29,514	90.6%	0	0.00%	21	0.06%	3,041	9.3%
1999	LDGV	52,526	46,677	88.9%	0	0.00%	2	0.00%	5,847	11.1%
1999	Unknown	0	0	-	0	-	0	-	0	-
2000	LDDT	16	16	100.0%	0	0.00%	0	0.00%	0	0.0%
2000	LDDV	189	168	88.9%	0	0.00%	0	0.00%	21	11.1%
2000	LDGT	59,679	55,218	92.5%	0	0.00%	6	0.01%	4,455	7.5%
2000	LDGV	101,112	91,826	90.8%	0	0.00%	8	0.01%	9,278	9.2%
2000	Unknown	0	0	-	0	-	0	-	0	-
2001	LDDT	16	16	100.0%	0	0.00%	0	0.00%	0	0.0%
2001	LDDV	129	105	81.4%	0	0.00%	0	0.00%	24	18.6%
2001	LDGT	46,017	41,571	90.3%	0	0.00%	5	0.01%	4,441	9.7%
2001	LDGV	67,111	60,435	90.1%	0	0.00%	5	0.01%	6,671	9.9%
2001	Unknown	0	0	-	0	-	0	-	0	-
2002	LDDT	22	22	100.0%	0	0.00%	0	0.00%	0	0.0%
2002	LDDV	308	273	88.6%	0	0.00%	0	0.00%	35	11.4%
2002	LDGT	92,590	85,961	92.8%	0	0.00%	1	0.00%	6,628	7.2%
2002	LDGV	114,705	106,610	92.9%	0	0.00%	19	0.02%	8,076	7.0%
2002	Unknown	0	0	-	0	-	0	-	0	-
2003	LDDT	17	16	94.1%	0	0.00%	1	5.88%	0	0.0%
2003	LDDV	136	124	91.2%	0	0.00%	0	0.00%	12	8.8%
2003	LDGT	56,934	52,914	92.9%	0	0.00%	7	0.01%	4,013	7.0%
2003	LDGV	77,989	73,154	93.8%	0	0.00%	19	0.02%	4,816	6.2%
2003	Unknown	0	0	-	0	-	0	-	0	-

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII Malfunction Indicator Lamp (MIL) Report  
Year 2012**

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	19	19	100.0%	0	0.00%	0	0.00%	0	0.0%
2004	LDDV	378	357	94.4%	0	0.00%	0	0.00%	21	5.6%
2004	LDGT	117,177	112,371	95.9%	0	0.00%	3	0.00%	4,803	4.1%
2004	LDGV	120,461	115,605	96.0%	0	0.00%	8	0.01%	4,848	4.0%
2004	Unknown	0	0	-	0	-	0	-	0	-
2005	LDDT	62	58	93.5%	0	0.00%	0	0.00%	4	6.5%
2005	LDDV	374	363	97.1%	0	0.00%	0	0.00%	11	2.9%
2005	LDGT	61,377	58,956	96.1%	0	0.00%	9	0.01%	2,412	3.9%
2005	LDGV	76,037	73,095	96.1%	0	0.00%	7	0.01%	2,935	3.9%
2005	Unknown	0	0	-	0	-	0	-	0	-
2006	LDDT	109	103	94.5%	0	0.00%	0	0.00%	6	5.5%
2006	LDDV	621	613	98.7%	0	0.00%	0	0.00%	8	1.3%
2006	LDGT	90,802	88,412	97.4%	0	0.00%	15	0.02%	2,375	2.6%
2006	LDGV	109,729	107,074	97.6%	0	0.00%	2	0.00%	2,653	2.4%
2006	Unknown	0	0	-	0	-	0	-	0	-
2007	LDDT	233	230	98.7%	0	0.00%	0	0.00%	3	1.3%
2007	LDDV	59	59	100.0%	0	0.00%	0	0.00%	0	0.0%
2007	LDGT	124,818	122,574	98.2%	0	0.00%	12	0.01%	2,232	1.8%
2007	LDGV	155,003	152,857	98.6%	0	0.00%	8	0.01%	2,138	1.4%
2007	Unknown	0	0	-	0	-	0	-	0	-
2008	LDDT	39	35	89.7%	0	0.00%	0	0.00%	4	10.3%
2008	LDDV	8	8	100.0%	0	0.00%	0	0.00%	0	0.0%
2008	LDGT	11,640	11,445	98.3%	0	0.00%	0	0.00%	195	1.7%
2008	LDGV	9,261	9,147	98.8%	0	0.00%	0	0.00%	114	1.2%
2008	Unknown	0	0	-	0	-	0	-	0	-
2009	LDDT	4	4	100.0%	0	0.00%	0	0.00%	0	0.0%
2009	LDDV	11	10	90.9%	0	0.00%	0	0.00%	1	9.1%
2009	LDGT	1,788	1,775	99.3%	0	0.00%	0	0.00%	13	0.7%
2009	LDGV	2,408	2,387	99.1%	0	0.00%	1	0.04%	20	0.8%
2009	Unknown	0	0	-	0	-	0	-	0	-
2010	LDDT	8	6	75.0%	0	0.00%	0	0.00%	2	25.0%
2010	LDDV	7	7	100.0%	0	0.00%	0	0.00%	0	0.0%
2010	LDGT	2,375	2,364	99.5%	0	0.00%	0	0.00%	11	0.5%
2010	LDGV	1,257	1,245	99.0%	0	0.00%	0	0.00%	12	1.0%
2010	Unknown	0	0	-	0	-	0	-	0	-
2011	LDDT	18	17	94.4%	0	0.00%	0	0.00%	1	5.6%
2011	LDDV	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2011	LDGT	2,528	2,518	99.6%	0	0.00%	0	0.00%	10	0.4%
2011	LDGV	1,253	1,249	99.7%	0	0.00%	0	0.00%	4	0.3%
2011	Unknown	0	0	-	0	-	0	-	0	-
2012	LDDT	16	16	100.0%	0	0.00%	0	0.00%	0	0.0%
2012	LDDV	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
2012	LDGT	600	600	100.0%	0	0.00%	0	0.00%	0	0.0%
2012	LDGV	510	510	100.0%	0	0.00%	0	0.00%	0	0.0%
2012	Unknown	0	0	-	0	-	0	-	0	-

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII Malfunction Indicator Lamp (MIL) Report  
Year 2012**

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
2013	LDDT	0	0	-	0	-	0	-	0	-
2013	LDDV	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2013	LDGT	154	154	100.0%	0	0.00%	0	0.00%	0	0.0%
2013	LDGV	178	178	100.0%	0	0.00%	0	0.00%	0	0.0%
2013	Unknown	0	0	-	0	-	0	-	0	-
<b>Totals</b>		<b>1,808,149</b>	<b>1,702,003</b>	<b>94.1%</b>	<b>0</b>	<b>0.00%</b>	<b>192</b>	<b>0.01%</b>	<b>105,954</b>	<b>5.9%</b>



**New Jersey Enhanced Inspection and Maintenance Program  
OBDII Readiness Status Report  
Year 2012**

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	1	0	1	0.0%
Unknown	LDGV	17	1	16	5.9%
Unknown	Unknown	0	0	0	-
1996	LDDT	0	0	0	-
1996	LDDV	0	0	0	-
1996	LDGT	13,704	5,287	8,417	38.6%
1996	LDGV	31,543	9,349	22,194	29.6%
1996	Unknown	0	0	0	-
1997	LDDT	16	1	15	6.3%
1997	LDDV	50	12	38	24.0%
1997	LDGT	19,996	8,599	11,397	43.0%
1997	LDGV	31,513	11,289	20,224	35.8%
1997	Unknown	0	0	0	-
1998	LDDT	13	2	11	15.4%
1998	LDDV	191	60	131	31.4%
1998	LDGT	37,277	12,536	24,741	33.6%
1998	LDGV	61,582	15,545	46,037	25.2%
1998	Unknown	0	0	0	-
1999	LDDT	24	0	24	0.0%
1999	LDDV	135	38	97	28.1%
1999	LDGT	32,576	11,756	20,820	36.1%
1999	LDGV	52,525	14,843	37,682	28.3%
1999	Unknown	0	0	0	-
2000	LDDT	16	1	15	6.3%
2000	LDDV	189	20	169	10.6%
2000	LDGT	59,679	15,872	43,807	26.6%
2000	LDGV	101,112	23,844	77,268	23.6%
2000	Unknown	0	0	0	-
2001	LDDT	16	0	16	0.0%
2001	LDDV	129	8	121	6.2%
2001	LDGT	46,016	12,694	33,322	27.6%
2001	LDGV	67,109	15,301	51,808	22.8%
2001	Unknown	0	0	0	-
2002	LDDT	22	0	22	0.0%
2002	LDDV	308	23	285	7.5%
2002	LDGT	92,588	16,636	75,952	18.0%
2002	LDGV	114,704	16,998	97,706	14.8%
2002	Unknown	0	0	0	-
2003	LDDT	17	2	15	11.8%
2003	LDDV	136	8	128	5.9%
2003	LDGT	56,926	11,000	45,926	19.3%
2003	LDGV	77,987	11,452	66,535	14.7%
2003	Unknown	0	0	0	-

**Table F-5** (Page 1 of 3)

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII Readiness Status Report  
Year 2012**

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2004	LDDT	19	2	17	10.5%
2004	LDDV	378	22	356	5.8%
2004	LDGT	117,170	12,691	104,479	10.8%
2004	LDGV	120,458	11,188	109,270	9.3%
2004	Unknown	0	0	0	-
2005	LDDT	62	4	58	6.5%
2005	LDDV	374	7	367	1.9%
2005	LDGT	61,356	6,811	54,545	11.1%
2005	LDGV	76,029	6,706	69,323	8.8%
2005	Unknown	0	0	0	-
2006	LDDT	109	6	103	5.5%
2006	LDDV	621	9	612	1.4%
2006	LDGT	90,772	7,607	83,165	8.4%
2006	LDGV	109,729	7,142	102,587	6.5%
2006	Unknown	0	0	0	-
2007	LDDT	233	7	226	3.0%
2007	LDDV	59	3	56	5.1%
2007	LDGT	124,807	6,290	118,517	5.0%
2007	LDGV	155,002	6,284	148,718	4.1%
2007	Unknown	0	0	0	-
2008	LDDT	39	2	37	5.1%
2008	LDDV	8	1	7	12.5%
2008	LDGT	11,636	805	10,831	6.9%
2008	LDGV	9,261	627	8,634	6.8%
2008	Unknown	0	0	0	-
2009	LDDT	4	0	4	0.0%
2009	LDDV	11	0	11	0.0%
2009	LDGT	1,785	111	1,674	6.2%
2009	LDGV	2,408	180	2,228	7.5%
2009	Unknown	0	0	0	-
2010	LDDT	8	5	3	62.5%
2010	LDDV	7	1	6	14.3%
2010	LDGT	2,371	116	2,255	4.9%
2010	LDGV	1,256	67	1,189	5.3%
2010	Unknown	0	0	0	-
2011	LDDT	18	3	15	16.7%
2011	LDDV	3	1	2	33.3%
2011	LDGT	2,524	101	2,423	4.0%
2011	LDGV	1,254	75	1,179	6.0%
2011	Unknown	0	0	0	-
2012	LDDT	16	2	14	12.5%
2012	LDDV	5	0	5	0.0%
2012	LDGT	575	71	504	12.3%
2012	LDGV	510	52	458	10.2%
2012	Unknown	0	0	0	-

**Table F-5** (Page 2 of 3)

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII Readiness Status Report  
Year 2012**

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2013	LDDT	0	0	0	-
2013	LDDV	1	0	1	0.0%
2013	LDGT	141	39	102	27.7%
2013	LDGV	178	19	159	10.7%
2013	Unknown	0	0	0	-
<b>Totals</b>		<b>1,789,314</b>	<b>280,234</b>	<b>1,509,080</b>	<b>15.7%</b>

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII Failures Switched to Tailpipe Testing  
Year 2012**

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	4,215	22	0.5%	3	0.071%
1996	LDGV	7,220	11	0.2%	2	0.028%
1996	Unknown	0	0	-	0	-
1997	LDDT	11	0	0.0%	0	0.000%
1997	LDDV	12	0	0.0%	0	0.000%
1997	LDGT	4,917	6	0.1%	4	0.081%
1997	LDGV	7,748	6	0.1%	1	0.013%
1997	Unknown	0	0	-	0	-
1998	LDDT	1	0	0.0%	0	0.000%
1998	LDDV	26	0	0.0%	0	0.000%
1998	LDGT	7,296	14	0.2%	1	0.014%
1998	LDGV	10,950	4	0.0%	1	0.009%
1998	Unknown	0	0	-	0	-
1999	LDDT	2	0	0.0%	0	0.000%
1999	LDDV	19	0	0.0%	0	0.000%
1999	LDGT	6,097	11	0.2%	3	0.049%
1999	LDGV	10,398	7	0.1%	0	0.000%
1999	Unknown	0	0	-	0	-
2000	LDDT	0	0	-	0	-
2000	LDDV	24	0	0.0%	0	0.000%
2000	LDGT	9,510	10	0.1%	3	0.032%
2000	LDGV	16,044	13	0.1%	1	0.006%
2000	Unknown	0	0	-	0	-
2001	LDDT	1	0	0.0%	0	0.000%
2001	LDDV	27	0	0.0%	0	0.000%
2001	LDGT	9,085	42	0.5%	6	0.066%
2001	LDGV	12,969	14	0.1%	0	0.000%
2001	Unknown	0	0	-	0	-
2002	LDDT	1	0	0.0%	0	0.000%
2002	LDDV	37	0	0.0%	0	0.000%
2002	LDGT	12,276	50	0.4%	2	0.016%
2002	LDGV	14,743	10	0.1%	1	0.007%
2002	Unknown	0	0	-	0	-
2003	LDDT	3	0	0.0%	0	0.000%
2003	LDDV	12	0	0.0%	0	0.000%
2003	LDGT	7,262	37	0.5%	4	0.055%
2003	LDGV	9,245	16	0.2%	3	0.032%
2003	Unknown	0	0	-	0	-

**Table F-6** (Page 1 of 3)

**New Jersey Enhanced Inspection and Maintenance Program**  
**OBDII Failures Switched to Tailpipe Testing**  
**Year 2012**

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	1	0	0.0%	0	0.000%
2004	LDDV	32	0	0.0%	0	0.000%
2004	LDGT	8,846	41	0.5%	7	0.079%
2004	LDGV	9,300	11	0.1%	1	0.011%
2004	Unknown	0	0	-	0	-
2005	LDDT	8	0	0.0%	0	0.000%
2005	LDDV	15	0	0.0%	0	0.000%
2005	LDGT	4,731	14	0.3%	2	0.042%
2005	LDGV	5,597	7	0.1%	1	0.018%
2005	Unknown	0	0	-	0	-
2006	LDDT	10	0	0.0%	0	0.000%
2006	LDDV	15	0	0.0%	0	0.000%
2006	LDGT	4,615	10	0.2%	1	0.022%
2006	LDGV	5,647	3	0.1%	0	0.000%
2006	Unknown	0	0	-	0	-
2007	LDDT	9	0	0.0%	0	0.000%
2007	LDDV	1	0	0.0%	0	0.000%
2007	LDGT	4,352	7	0.2%	0	0.000%
2007	LDGV	4,940	4	0.1%	0	0.000%
2007	Unknown	0	0	-	0	-
2008	LDDT	7	0	0.0%	0	0.000%
2008	LDDV	0	0	-	0	-
2008	LDGT	496	7	1.4%	0	0.000%
2008	LDGV	364	6	1.6%	1	0.275%
2008	Unknown	0	0	-	0	-
2009	LDDT	0	0	-	0	-
2009	LDDV	1	0	0.0%	0	0.000%
2009	LDGT	67	1	1.5%	0	0.000%
2009	LDGV	91	1	1.1%	0	0.000%
2009	Unknown	0	0	-	0	-
2010	LDDT	5	0	0.0%	0	0.000%
2010	LDDV	1	0	0.0%	0	0.000%
2010	LDGT	64	2	3.1%	0	0.000%
2010	LDGV	43	0	0.0%	0	0.000%
2010	Unknown	0	0	-	0	-
2011	LDDT	4	0	0.0%	0	0.000%
2011	LDDV	0	0	-	0	-
2011	LDGT	83	1	1.2%	0	0.000%
2011	LDGV	39	0	0.0%	0	0.000%
2011	Unknown	0	0	-	0	-
2012	LDDT	0	0	-	0	-
2012	LDDV	0	0	-	0	-
2012	LDGT	51	4	7.8%	0	0.000%
2012	LDGV	18	0	0.0%	0	0.000%
2012	Unknown	0	0	-	0	-

**Table F-6** (Page 2 of 3)

**New Jersey Enhanced Inspection and Maintenance Program  
 OBDII Failures Switched to Tailpipe Testing  
 Year 2012**

<b>Model Yr</b>	<b>Veh Type</b>	<b>OBDII Initial Fails</b>	<b># Fail OBDII / Pass Tailpipe Test</b>	<b>% Fail OBDII / Pass Tailpipe Test</b>	<b># Fail OBDII / Fail Tailpipe Test</b>	<b>% Fail OBDII / Fail Tailpipe Test</b>
2013	LDDT	0	0	-	0	-
2013	LDDV	0	0	-	0	-
2013	LDGT	8	0	0.0%	0	0.000%
2013	LDGV	8	0	0.0%	0	0.000%
2013	Unknown	0	0	-	0	-
<b>Totals</b>		<b>199,620</b>	<b>392</b>	<b>0.2%</b>	<b>48</b>	<b>0.024%</b>

**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 2012**

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 88/Unknown	HDGT	493	134	278	27.2%	56.4%	0	0	0	-	-
Pre 88/Unknown	LDDT	1	0	1	0.0%	100.0%	0	0	0	-	-
Pre 88/Unknown	LDDV	1	0	0	0.0%	0.0%	0	0	0	-	-
Pre 88/Unknown	LDGT	2,390	741	1,162	31.0%	48.6%	0	0	0	-	-
Pre 88/Unknown	LDGV	3,892	1,001	1,951	25.7%	50.1%	0	0	0	-	-
Pre 88/Unknown	Unknown	25	9	14	36.0%	56.0%	0	0	0	-	-
1988	HDGT	180	48	97	26.7%	53.9%	0	0	0	-	-
1988	LDDT	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-
1988	LDGT	1,097	269	633	24.5%	57.7%	0	0	0	-	-
1988	LDGV	1,299	328	761	25.3%	58.6%	0	0	0	-	-
1988	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-
1989	HDGT	164	38	92	23.2%	56.1%	0	0	0	-	-
1989	LDDT	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-
1989	LDGT	974	276	510	28.3%	52.4%	0	0	0	-	-
1989	LDGV	1,013	269	554	26.6%	54.7%	0	0	0	-	-
1989	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-
1990	HDGT	121	20	84	16.5%	69.4%	0	0	0	-	-
1990	LDDT	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-
1990	LDGT	1,375	368	819	26.8%	59.6%	0	0	0	-	-
1990	LDGV	2,247	532	1,332	23.7%	59.3%	0	0	0	-	-
1990	Unknown	0	0	0	-	-	0	0	0	-	-
1991	HDGT	82	15	51	18.3%	62.2%	0	0	0	-	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	817	219	455	26.8%	55.7%	0	0	0	-	-
1991	LDGV	1,786	478	940	26.8%	52.6%	0	0	0	-	-
1991	Unknown	0	0	0	-	-	0	0	0	-	-
1992	HDGT	96	17	72	17.7%	75.0%	0	0	0	-	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	1,587	386	959	24.3%	60.4%	0	0	0	-	-
1992	LDGV	3,936	946	2,360	24.0%	60.0%	0	0	0	-	-
1992	Unknown	0	0	0	-	-	0	0	0	-	-



**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
1993	HDGT	133	29	77	21.8%	57.9%	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	1,614	367	964	22.7%	59.7%	0	0	0	-	-
1993	LDGV	3,042	780	1,618	25.6%	53.2%	0	0	0	-	-
1993	Unknown	0	0	0	-	-	0	0	0	-	-
1994	HDGT	290	56	196	19.3%	67.6%	0	0	0	-	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	3,643	835	2,263	22.9%	62.1%	0	0	0	-	-
1994	LDGV	5,233	1,083	3,290	20.7%	62.9%	0	0	0	-	-
1994	Unknown	2	2	0	100.0%	0.0%	0	0	0	-	-
1995	HDGT	330	62	218	18.8%	66.1%	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	3,099	787	1,786	25.4%	57.6%	0	0	0	-	-
1995	LDGV	4,487	1,052	2,586	23.4%	57.6%	0	0	0	-	-
1995	Unknown	0	0	0	-	-	0	0	0	-	-
1996	HDGT	338	70	219	20.7%	64.8%	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	4,264	745	2,546	17.5%	59.7%	3,544	708	1,887	20.0%	53.2%
1996	LDGV	7,233	1,407	4,048	19.5%	56.0%	6,487	1,353	3,388	20.9%	52.2%
1996	Unknown	0	0	0	-	-	0	0	0	-	-
1997	HDGT	437	63	326	14.4%	74.6%	0	0	0	-	-
1997	LDDT	11	2	9	18.2%	81.8%	11	2	9	18.2%	81.8%
1997	LDDV	12	3	9	25.0%	75.0%	12	3	9	25.0%	75.0%
1997	LDGT	4,996	1,025	2,772	20.5%	55.5%	4,330	986	2,173	22.8%	50.2%
1997	LDGV	7,751	1,703	3,989	22.0%	51.5%	7,121	1,671	3,418	23.5%	48.0%
1997	Unknown	0	0	0	-	-	0	0	0	-	-
1998	HDGT	358	56	277	15.6%	77.4%	0	0	0	-	-
1998	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1998	LDDV	26	4	14	15.4%	53.8%	26	4	14	15.4%	53.8%
1998	LDGT	7,354	1,297	4,547	17.6%	61.8%	6,297	1,247	3,572	19.8%	56.7%
1998	LDGV	10,960	2,065	6,332	18.8%	57.8%	9,795	1,999	5,268	20.4%	53.8%
1998	Unknown	1	0	1	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 2012**

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
1999	HDGT	574	102	423	17.8%	73.7%	0	0	0	-	-
1999	LDDT	2	0	1	0.0%	50.0%	2	0	1	0.0%	50.0%
1999	LDDV	19	4	11	21.1%	57.9%	19	4	11	21.1%	57.9%
1999	LDGT	6,201	1,021	3,921	16.5%	63.2%	5,164	966	2,987	18.7%	57.8%
1999	LDGV	10,407	2,103	5,815	20.2%	55.9%	9,420	2,049	4,917	21.8%	52.2%
1999	Unknown	0	0	0	-	-	0	0	0	-	-
2000	HDGT	749	107	586	14.3%	78.2%	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	24	2	17	8.3%	70.8%	24	2	17	8.3%	70.8%
2000	LDGT	9,593	1,510	6,455	15.7%	67.3%	7,751	1,440	4,733	18.6%	61.1%
2000	LDGV	16,057	2,977	9,814	18.5%	61.1%	14,447	2,913	8,308	20.2%	57.5%
2000	Unknown	0	0	0	-	-	0	0	0	-	-
2001	HDGT	408	72	290	17.6%	71.1%	0	0	0	-	-
2001	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2001	LDDV	27	4	18	14.8%	66.7%	27	4	18	14.8%	66.7%
2001	LDGT	9,143	2,351	5,073	25.7%	55.5%	9,047	2,327	5,011	25.7%	55.4%
2001	LDGV	12,979	3,308	6,719	25.5%	51.8%	12,874	3,288	6,651	25.5%	51.7%
2001	Unknown	0	0	0	-	-	0	0	0	-	-
2002	HDGT	395	68	294	17.2%	74.4%	0	0	0	-	-
2002	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2002	LDDV	37	2	27	5.4%	73.0%	37	2	27	5.4%	73.0%
2002	LDGT	12,335	2,625	7,766	21.3%	63.0%	12,221	2,602	7,683	21.3%	62.9%
2002	LDGV	14,746	3,217	8,741	21.8%	59.3%	14,632	3,192	8,667	21.8%	59.2%
2002	Unknown	0	0	0	-	-	0	0	0	-	-
2003	HDGT	330	59	247	17.9%	74.8%	0	0	0	-	-
2003	LDDT	3	0	1	0.0%	33.3%	3	0	1	0.0%	33.3%
2003	LDDV	12	1	8	8.3%	66.7%	12	1	8	8.3%	66.7%
2003	LDGT	7,326	1,363	4,688	18.6%	64.0%	7,233	1,348	4,621	18.6%	63.9%
2003	LDGV	9,255	2,088	5,412	22.6%	58.5%	9,168	2,068	5,355	22.6%	58.4%
2003	Unknown	0	0	0	-	-	0	0	0	-	-
2004	HDGT	349	50	283	14.3%	81.1%	0	0	0	-	-
2004	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2004	LDDV	32	3	24	9.4%	75.0%	32	3	24	9.4%	75.0%
2004	LDGT	8,895	1,463	6,189	16.4%	69.6%	8,804	1,446	6,117	16.4%	69.5%
2004	LDGV	9,308	1,810	6,047	19.4%	65.0%	9,212	1,799	5,975	19.5%	64.9%
2004	Unknown	0	0	0	-	-	0	0	0	-	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
2005	HDGT	240	34	193	14.2%	80.4%	0	0	0	-	-
2005	LDDT	8	0	4	0.0%	50.0%	7	0	3	0.0%	42.9%
2005	LDDV	15	1	12	6.7%	80.0%	15	1	12	6.7%	80.0%
2005	LDGT	4,775	875	3,227	18.3%	67.6%	4,709	863	3,176	18.3%	67.4%
2005	LDGV	5,608	1,022	3,721	18.2%	66.4%	5,544	1,010	3,674	18.2%	66.3%
2005	Unknown	0	0	0	-	-	0	0	0	-	-
2006	HDGT	303	41	250	13.5%	82.5%	0	0	0	-	-
2006	LDDT	10	1	7	10.0%	70.0%	10	1	7	10.0%	70.0%
2006	LDDV	15	3	12	20.0%	80.0%	13	3	10	23.1%	76.9%
2006	LDGT	4,670	743	3,355	15.9%	71.8%	4,591	730	3,297	15.9%	71.8%
2006	LDGV	5,653	929	4,022	16.4%	71.1%	5,577	915	3,972	16.4%	71.2%
2006	Unknown	0	0	0	-	-	0	0	0	-	-
2007	HDGT	185	39	140	21.1%	75.7%	0	0	0	-	-
2007	LDDT	9	5	3	55.6%	33.3%	7	5	1	71.4%	14.3%
2007	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	LDGT	4,392	705	3,203	16.1%	72.9%	4,326	696	3,147	16.1%	72.7%
2007	LDGV	4,948	706	3,694	14.3%	74.7%	4,899	699	3,656	14.3%	74.6%
2007	Unknown	0	0	0	-	-	0	0	0	-	-
2008	HDGT	179	35	138	19.6%	77.1%	0	0	0	-	-
2008	LDDT	7	2	5	28.6%	71.4%	7	2	5	28.6%	71.4%
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	527	78	363	14.8%	68.9%	493	76	332	15.4%	67.3%
2008	LDGV	364	71	240	19.5%	65.9%	363	71	239	19.6%	65.8%
2008	Unknown	0	0	0	-	-	0	0	0	-	-
2009	HDGT	49	8	40	16.3%	81.6%	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%
2009	LDGT	82	14	57	17.1%	69.5%	65	10	44	15.4%	67.7%
2009	LDGV	92	21	62	22.8%	67.4%	91	20	62	22.0%	68.1%
2009	Unknown	1	1	0	100.0%	0.0%	0	0	0	-	-
2010	HDGT	42	2	39	4.8%	92.9%	0	0	0	-	-
2010	LDDT	5	2	1	40.0%	20.0%	5	2	1	40.0%	20.0%
2010	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-
2010	LDGT	82	14	64	17.1%	78.0%	63	10	49	15.9%	77.8%
2010	LDGV	43	4	36	9.3%	83.7%	41	4	35	9.8%	85.4%
2010	Unknown	0	0	0	-	-	0	0	0	-	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
2011	HDGT	59	7	52	11.9%	88.1%	0	0	0	-	-
2011	LDDT	4	1	2	25.0%	50.0%	2	0	2	0.0%	100.0%
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	91	10	78	11.0%	85.7%	83	7	73	8.4%	88.0%
2011	LDGV	44	5	32	11.4%	72.7%	38	4	27	10.5%	71.1%
2011	Unknown	2	0	2	0.0%	100.0%	0	0	0	-	-
2012	HDGT	12	2	10	16.7%	83.3%	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	57	12	31	21.1%	54.4%	51	11	27	21.6%	52.9%
2012	LDGV	19	2	10	10.5%	52.6%	18	2	9	11.1%	50.0%
2012	Unknown	0	0	0	-	-	0	0	0	-	-
2013	HDGT	0	0	0	-	-	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-
2013	LDGT	8	2	5	25.0%	62.5%	8	2	5	25.0%	62.5%
2013	LDGV	8	1	6	12.5%	75.0%	8	1	6	12.5%	75.0%
2013	Unknown	0	0	0	-	-	0	0	0	-	-
<b>Totals</b>		<b>251,013</b>	<b>51,295</b>	<b>153,206</b>	<b>20.4%</b>	<b>61.0%</b>	<b>188,792</b>	<b>38,572</b>	<b>112,746</b>	<b>20.4%</b>	<b>59.7%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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 88/Unknown	HDGT	0	0	0	-	-	442	128	235	29.0%	53.2%	0	0	0	-	-
Pre 88/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
Pre 88/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
Pre 88/Unknown	LDGT	1,827	602	834	33.0%	45.6%	387	116	187	30.0%	48.3%	0	0	0	-	-
Pre 88/Unknown	LDGV	2,380	638	1,166	26.8%	49.0%	1,283	339	594	26.4%	46.3%	0	0	0	-	-
Pre 88/Unknown	Unknown	0	0	0	-	-	24	9	14	37.5%	58.3%	0	0	0	-	-
1988	HDGT	0	0	0	-	-	159	44	81	27.7%	50.9%	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	958	258	511	26.9%	53.3%	18	6	10	33.3%	55.6%	0	0	0	-	-
1988	LDGV	1,194	317	668	26.5%	55.9%	9	2	7	22.2%	77.8%	0	0	0	-	-
1988	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1989	HDGT	0	0	0	-	-	140	35	72	25.0%	51.4%	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	841	259	406	30.8%	48.3%	29	8	12	27.6%	41.4%	0	0	0	-	-
1989	LDGV	951	266	500	28.0%	52.6%	1	0	1	0.0%	100.0%	0	0	0	-	-
1989	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1990	HDGT	0	0	0	-	-	96	20	62	20.8%	64.6%	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	1,196	342	676	28.6%	56.5%	22	6	13	27.3%	59.1%	0	0	0	-	-
1990	LDGV	2,069	522	1,173	25.2%	56.7%	1	0	1	0.0%	100.0%	0	0	0	-	-
1990	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	HDGT	0	0	0	-	-	60	12	34	20.0%	56.7%	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	692	206	347	29.8%	50.1%	20	6	12	30.0%	60.0%	0	0	0	-	-
1991	LDGV	1,641	464	815	28.3%	49.7%	0	0	0	-	-	0	0	0	-	-
1991	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	HDGT	0	0	0	-	-	70	17	46	24.3%	65.7%	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	1,350	372	744	27.6%	55.1%	14	5	7	35.7%	50.0%	0	0	0	-	-
1992	LDGV	3,647	923	2,102	25.3%	57.6%	3	1	2	33.3%	66.7%	0	0	0	-	-
1992	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
1993	HDGT	0	0	0	-	-	100	27	48	27.0%	48.0%	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	1,350	347	732	25.7%	54.2%	18	3	9	16.7%	50.0%	0	0	0	-	-
1993	LDGV	2,805	761	1,411	27.1%	50.3%	2	1	1	50.0%	50.0%	0	0	0	-	-
1993	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	HDGT	0	0	0	-	-	213	50	126	23.5%	59.2%	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	3,081	804	1,754	26.1%	56.9%	33	13	14	39.4%	42.4%	0	0	0	-	-
1994	LDGV	4,702	1,048	2,804	22.3%	59.6%	4	0	4	0.0%	100.0%	0	0	0	-	-
1994	Unknown	1	1	0	100.0%	0.0%	0	0	0	-	-	1	1	0	100.0%	0.0%
1995	HDGT	0	0	0	-	-	241	57	139	23.7%	57.7%	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	2,704	747	1,453	27.6%	53.7%	44	14	21	31.8%	47.7%	0	0	0	-	-
1995	LDGV	3,996	1,031	2,136	25.8%	53.5%	4	0	2	0.0%	50.0%	0	0	0	-	-
1995	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGT	0	0	0	-	-	245	63	138	25.7%	56.3%	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	-	-	34	9	22	26.5%	64.7%	0	0	0	-	-
1996	LDGV	3	1	2	33.3%	66.7%	6	2	4	33.3%	66.7%	0	0	0	-	-
1996	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	HDGT	0	0	0	-	-	283	54	186	19.1%	65.7%	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	-	-	53	12	33	22.6%	62.3%	0	0	0	-	-
1997	LDGV	1	0	0	0.0%	0.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
1997	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	HDGT	0	0	0	-	-	238	49	165	20.6%	69.3%	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	0	0	0	-	-	37	4	30	10.8%	81.1%	0	0	0	-	-
1998	LDGV	1	1	0	100.0%	0.0%	8	0	8	0.0%	100.0%	0	0	0	-	-
1998	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
1999	HDGT	0	0	0	-	-	421	95	285	22.6%	67.7%	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	-	-	80	24	46	30.0%	57.5%	0	0	0	-	-
1999	LDGV	0	0	0	-	-	8	0	7	0.0%	87.5%	0	0	0	-	-
1999	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	HDGT	0	0	0	-	-	467	94	332	20.1%	71.1%	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	-	-	51	14	35	27.5%	68.6%	0	0	0	-	-
2000	LDGV	1	0	1	0.0%	100.0%	8	5	2	62.5%	25.0%	0	0	0	-	-
2000	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	HDGT	0	0	0	-	-	397	72	280	18.1%	70.5%	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	-	-	57	10	42	17.5%	73.7%	0	0	0	-	-
2001	LDGV	0	0	0	-	-	10	2	7	20.0%	70.0%	0	0	0	-	-
2001	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	HDGT	0	0	0	-	-	390	66	291	16.9%	74.6%	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	-	-	59	9	45	15.3%	76.3%	0	0	0	-	-
2002	LDGV	0	0	0	-	-	3	0	2	0.0%	66.7%	0	0	0	-	-
2002	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	HDGT	0	0	0	-	-	327	57	246	17.4%	75.2%	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	-	-	63	13	42	20.6%	66.7%	0	0	0	-	-
2003	LDGV	0	0	0	-	-	10	2	7	20.0%	70.0%	0	0	0	-	-
2003	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	HDGT	0	0	0	-	-	344	49	279	14.2%	81.1%	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	-	-	49	11	37	22.4%	75.5%	0	0	0	-	-
2004	LDGV	2	1	0	50.0%	0.0%	6	1	4	16.7%	66.7%	0	0	0	-	-
2004	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
2005	HDGT	0	0	0	-	-	235	32	190	13.6%	80.9%	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	-	-	43	7	35	16.3%	81.4%	0	0	0	-	-
2005	LDGV	0	0	0	-	-	11	2	9	18.2%	81.8%	0	0	0	-	-
2005	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	HDGT	0	0	0	-	-	297	39	246	13.1%	82.8%	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	-	-	55	8	42	14.5%	76.4%	0	0	0	-	-
2006	LDGV	1	0	1	0.0%	100.0%	5	3	2	60.0%	40.0%	0	0	0	-	-
2006	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	HDGT	0	0	0	-	-	185	38	141	20.5%	76.2%	0	0	0	-	-
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	40	8	32	20.0%	80.0%	0	0	0	-	-
2007	LDGV	0	0	0	-	-	8	2	5	25.0%	62.5%	0	0	0	-	-
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGT	0	0	0	-	-	177	35	137	19.8%	77.4%	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	-	-	31	1	29	3.2%	93.5%	0	0	0	-	-
2008	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	HDGT	0	0	0	-	-	46	7	38	15.2%	82.6%	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	2	1	1	50.0%	50.0%	13	3	10	23.1%	76.9%	0	0	0	-	-
2009	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	Unknown	0	0	0	-	-	1	1	0	100.0%	0.0%	0	0	0	-	-
2010	HDGT	0	0	0	-	-	40	2	37	5.0%	92.5%	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	-	-	18	4	14	22.2%	77.8%	0	0	0	-	-
2010	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-



**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
2011	HDGT	0	0	0	-	-	59	7	52	11.9%	88.1%	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	3	1	2	33.3%	66.7%	5	2	3	40.0%	60.0%	0	0	0	-	-
2011	LDGV	4	1	3	25.0%	75.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2011	Unknown	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2012	HDGT	0	0	0	-	-	11	2	9	18.2%	81.8%	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	2	0	2	0.0%	100.0%	4	1	2	25.0%	50.0%	0	0	0	-	-
2012	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2012	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
<b>Totals</b>		<b>37,406</b>	<b>9,914</b>	<b>20,245</b>	<b>26.5%</b>	<b>54.1%</b>	<b>8,383</b>	<b>1,840</b>	<b>5,370</b>	<b>21.9%</b>	<b>64.1%</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>33.3%</b>	<b>33.3%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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 88/Unknown	HDGT	117	7	89	6.0%	76.1%	12	2	8	16.7%	66.7%	45	0	2	0.0%	4.4%
Pre 88/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 88/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
Pre 88/Unknown	LDGT	531	38	388	7.2%	73.1%	74	2	39	2.7%	52.7%	301	4	28	1.3%	9.3%
Pre 88/Unknown	LDGV	516	26	393	5.0%	76.2%	102	3	39	2.9%	38.2%	506	11	61	2.2%	12.1%
Pre 88/Unknown	Unknown	1	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
1988	HDGT	43	4	33	9.3%	76.7%	3	0	2	0.0%	66.7%	19	0	2	0.0%	10.5%
1988	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDGT	265	10	216	3.8%	81.5%	19	0	13	0.0%	68.4%	143	3	12	2.1%	8.4%
1988	LDGV	178	7	154	3.9%	86.5%	16	1	9	6.3%	56.3%	203	3	27	1.5%	13.3%
1988	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1989	HDGT	42	4	29	9.5%	69.0%	1	0	0	0.0%	0.0%	16	0	1	0.0%	6.3%
1989	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1989	LDGT	234	18	177	7.7%	75.6%	18	0	10	0.0%	55.6%	144	4	17	2.8%	11.8%
1989	LDGV	130	2	105	1.5%	80.8%	16	1	10	6.3%	62.5%	208	2	18	1.0%	8.7%
1989	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1990	HDGT	37	0	32	0.0%	86.5%	0	0	0	-	-	11	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	334	22	274	6.6%	82.0%	11	0	4	0.0%	36.4%	181	1	26	0.6%	14.4%
1990	LDGV	296	6	253	2.0%	85.5%	31	2	14	6.5%	45.2%	402	8	29	2.0%	7.2%
1990	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	HDGT	32	4	24	12.5%	75.0%	2	0	2	0.0%	100.0%	12	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	188	7	156	3.7%	83.0%	13	0	10	0.0%	76.9%	152	2	8	1.3%	5.3%
1991	LDGV	251	15	204	6.0%	81.3%	37	6	17	16.2%	45.9%	341	10	42	2.9%	12.3%
1991	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	HDGT	33	1	32	3.0%	97.0%	3	0	3	0.0%	100.0%	10	0	1	0.0%	10.0%
1992	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDGT	367	9	319	2.5%	86.9%	15	1	12	6.7%	80.0%	247	6	17	2.4%	6.9%
1992	LDGV	473	11	420	2.3%	88.8%	71	1	44	1.4%	62.0%	782	12	129	1.5%	16.5%
1992	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
1993	HDGT	53	3	42	5.7%	79.2%	4	0	4	0.0%	100.0%	15	1	0	6.7%	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	355	13	309	3.7%	87.0%	26	0	18	0.0%	69.2%	263	1	32	0.4%	12.2%
1993	LDGV	386	9	327	2.3%	84.7%	69	5	38	7.2%	55.1%	613	16	70	2.6%	11.4%
1993	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	HDGT	99	7	85	7.1%	85.9%	6	0	5	0.0%	83.3%	26	0	4	0.0%	15.4%
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	771	17	694	2.2%	90.0%	39	2	25	5.1%	64.1%	488	13	74	2.7%	15.2%
1994	LDGV	751	17	674	2.3%	89.7%	84	8	44	9.5%	52.4%	1,172	23	153	2.0%	13.1%
1994	Unknown	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
1995	HDGT	106	5	94	4.7%	88.7%	5	0	2	0.0%	40.0%	32	0	4	0.0%	12.5%
1995	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDGT	551	18	481	3.3%	87.3%	38	2	27	5.3%	71.1%	415	2	40	0.5%	9.6%
1995	LDGV	707	12	621	1.7%	87.8%	97	6	47	6.2%	48.5%	838	21	103	2.5%	12.3%
1995	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGT	117	7	102	6.0%	87.2%	1	0	0	0.0%	0.0%	21	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	951	28	818	2.9%	86.0%	20	2	13	10.0%	65.0%	89	0	28	0.0%	31.5%
1996	LDGV	945	26	822	2.8%	87.0%	86	3	49	3.5%	57.0%	236	12	83	5.1%	35.2%
1996	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	HDGT	193	11	170	5.7%	88.1%	5	0	5	0.0%	100.0%	33	0	3	0.0%	9.1%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	919	39	774	4.2%	84.2%	20	1	11	5.0%	55.0%	89	2	25	2.2%	28.1%
1997	LDGV	864	21	748	2.4%	86.6%	84	10	45	11.9%	53.6%	193	9	53	4.7%	27.5%
1997	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	HDGT	140	8	130	5.7%	92.9%	0	0	0	-	-	23	1	2	4.3%	8.7%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	1,355	47	1,195	3.5%	88.2%	26	0	21	0.0%	80.8%	145	3	38	2.1%	26.2%
1998	LDGV	1,476	45	1,312	3.0%	88.9%	94	3	57	3.2%	60.6%	246	8	79	3.3%	32.1%
1998	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
1999	HDGT	178	7	157	3.9%	88.2%	7	0	4	0.0%	57.1%	52	0	5	0.0%	9.6%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
1999	LDGT	1,269	29	1,123	2.3%	88.5%	24	1	20	4.2%	83.3%	147	1	34	0.7%	23.1%
1999	LDGV	1,331	36	1,158	2.7%	87.0%	74	3	55	4.1%	74.3%	254	12	80	4.7%	31.5%
1999	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	HDGT	334	17	297	5.1%	88.9%	11	2	9	18.2%	81.8%	46	0	11	0.0%	23.9%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	2,226	49	2,040	2.2%	91.6%	29	0	21	0.0%	72.4%	177	4	53	2.3%	29.9%
2000	LDGV	2,117	47	1,895	2.2%	89.5%	89	1	64	1.1%	71.9%	353	6	123	1.7%	34.8%
2000	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	HDGT	7	0	7	0.0%	100.0%	9	1	6	11.1%	66.7%	46	1	5	2.2%	10.9%
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	-	-	23	0	20	0.0%	87.0%	133	4	39	3.0%	29.3%
2001	LDGV	1	0	1	0.0%	100.0%	36	0	27	0.0%	75.0%	244	8	91	3.3%	37.3%
2001	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	HDGT	1	0	1	0.0%	100.0%	13	0	11	0.0%	84.6%	53	0	5	0.0%	9.4%
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	-	-	25	2	21	8.0%	84.0%	178	4	50	2.2%	28.1%
2002	LDGV	0	0	0	-	-	91	2	72	2.2%	79.1%	249	6	86	2.4%	34.5%
2002	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	HDGT	0	0	0	-	-	10	1	8	10.0%	80.0%	47	0	10	0.0%	21.3%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	19	0	19	0.0%	100.0%	97	0	33	0.0%	34.0%
2003	LDGV	0	0	0	-	-	66	5	47	7.6%	71.2%	143	4	40	2.8%	28.0%
2003	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	HDGT	0	0	0	-	-	7	0	7	0.0%	100.0%	49	2	6	4.1%	12.2%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	32	0	31	0.0%	96.9%	115	3	34	2.6%	29.6%
2004	LDGV	1	0	1	0.0%	100.0%	63	2	46	3.2%	73.0%	170	4	49	2.4%	28.8%
2004	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
2005	HDGT	0	0	0	-	-	6	0	6	0.0%	100.0%	45	0	14	0.0%	31.1%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	15	0	15	0.0%	100.0%	69	1	22	1.4%	31.9%
2005	LDGV	0	0	0	-	-	56	4	42	7.1%	75.0%	106	3	27	2.8%	25.5%
2005	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	HDGT	1	0	1	0.0%	100.0%	13	1	11	7.7%	84.6%	43	0	13	0.0%	30.2%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	3	0	2	0.0%	66.7%
2006	LDGT	0	0	0	-	-	26	1	25	3.8%	96.2%	102	0	22	0.0%	21.6%
2006	LDGV	1	0	1	0.0%	100.0%	57	4	42	7.0%	73.7%	111	3	35	2.7%	31.5%
2006	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	17	1	6	5.9%	35.3%
2007	LDDT	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	38	0	37	0.0%	97.4%	88	0	14	0.0%	15.9%
2007	LDGV	0	0	0	-	-	49	1	42	2.0%	85.7%	99	0	19	0.0%	19.2%
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	16	0	7	0.0%	43.8%
2008	LDDT	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	0	0.0%	0.0%
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	9	0	9	0.0%	100.0%	16	0	6	0.0%	37.5%
2008	LDGV	0	0	0	-	-	6	0	5	0.0%	83.3%	11	0	0	0.0%	0.0%
2008	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	10	0	2	0.0%	20.0%
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	-	-	0	0	0	-	-	5	0	2	0.0%	40.0%
2009	LDGV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
2009	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	0	0.0%	0.0%
2010	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	7	0	2	0.0%	28.6%
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2010	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	7	0	4	0.0%	57.1%
2010	LDGV	0	0	0	-	-	2	0	1	0.0%	50.0%	2	0	0	0.0%	0.0%
2010	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
2011	HDGT	3	1	2	33.3%	66.7%	1	0	1	0.0%	100.0%	8	0	4	0.0%	50.0%
2011	LDDT	0	0	0	-	-	2	1	0	50.0%	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%	3	0	3	0.0%	100.0%	4	0	0	0.0%	0.0%
2011	LDGV	3	1	2	33.3%	66.7%	1	0	1	0.0%	100.0%	2	0	1	0.0%	50.0%
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	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	4	0	1	0.0%	25.0%
2012	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2012	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
<b>Totals</b>		<b>22,285</b>	<b>711</b>	<b>19,387</b>	<b>3.2%</b>	<b>87.0%</b>	<b>2,076</b>	<b>93</b>	<b>1,391</b>	<b>4.5%</b>	<b>67.0%</b>	<b>11,997</b>	<b>245</b>	<b>2,169</b>	<b>2.0%</b>	<b>18.1%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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 88/Unknown	HDGT	41	3	30	7.3%	73.2%	41	4	30	9.8%	73.2%
Pre 88/Unknown	LDDT	0	0	0	-	-	1	0	1	0.0%	100.0%
Pre 88/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 88/Unknown	LDGT	250	21	149	8.4%	59.6%	246	25	146	10.2%	59.3%
Pre 88/Unknown	LDGV	398	21	255	5.3%	64.1%	388	33	236	8.5%	60.8%
Pre 88/Unknown	Unknown	0	0	0	-	-	0	0	0	-	-
1988	HDGT	17	2	12	11.8%	70.6%	17	1	12	5.9%	70.6%
1988	LDDT	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-
1988	LDGT	114	6	80	5.3%	70.2%	111	10	76	9.0%	68.5%
1988	LDGV	166	15	108	9.0%	65.1%	163	19	105	11.7%	64.4%
1988	Unknown	0	0	0	-	-	0	0	0	-	-
1989	HDGT	15	0	9	0.0%	60.0%	15	0	9	0.0%	60.0%
1989	LDDT	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-
1989	LDGT	116	3	78	2.6%	67.2%	113	4	73	3.5%	64.6%
1989	LDGV	177	11	111	6.2%	62.7%	179	15	111	8.4%	62.0%
1989	Unknown	0	0	0	-	-	0	0	0	-	-
1990	HDGT	11	0	8	0.0%	72.7%	11	0	8	0.0%	72.7%
1990	LDDT	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-
1990	LDGT	148	5	111	3.4%	75.0%	145	12	110	8.3%	75.9%
1990	LDGV	353	20	244	5.7%	69.1%	350	29	234	8.3%	66.9%
1990	Unknown	0	0	0	-	-	0	0	0	-	-
1991	HDGT	11	0	10	0.0%	90.9%	9	0	9	0.0%	100.0%
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	136	6	82	4.4%	60.3%	132	8	80	6.1%	60.6%
1991	LDGV	272	22	165	8.1%	60.7%	271	24	165	8.9%	60.9%
1991	Unknown	0	0	0	-	-	0	0	0	-	-
1992	HDGT	8	1	5	12.5%	62.5%	8	1	5	12.5%	62.5%
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	211	8	143	3.8%	67.8%	205	15	134	7.3%	65.4%
1992	LDGV	604	49	421	8.1%	69.7%	596	61	406	10.2%	68.1%
1992	Unknown	0	0	0	-	-	0	0	0	-	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
1993	HDGT	14	1	9	7.1%	64.3%	10	1	4	10.0%	40.0%
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	220	13	142	5.9%	64.5%	220	22	133	10.0%	60.5%
1993	LDGV	492	38	313	7.7%	63.6%	484	49	301	10.1%	62.2%
1993	Unknown	0	0	0	-	-	0	0	0	-	-
1994	HDGT	22	2	12	9.1%	54.5%	19	3	9	15.8%	47.4%
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	374	20	255	5.3%	68.2%	369	25	248	6.8%	67.2%
1994	LDGV	952	75	666	7.9%	70.0%	940	94	642	10.0%	68.3%
1994	Unknown	1	1	0	100.0%	0.0%	0	0	0	-	-
1995	HDGT	29	5	16	17.2%	55.2%	28	5	14	17.9%	50.0%
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	360	14	269	3.9%	74.7%	349	24	250	6.9%	71.6%
1995	LDGV	674	51	440	7.6%	65.3%	655	58	438	8.9%	66.9%
1995	Unknown	0	0	0	-	-	0	0	0	-	-
1996	HDGT	21	0	14	0.0%	66.7%	20	1	10	5.0%	50.0%
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	50	1	38	2.0%	76.0%	47	2	32	4.3%	68.1%
1996	LDGV	123	0	99	0.0%	80.5%	119	1	92	0.8%	77.3%
1996	Unknown	0	0	0	-	-	0	0	0	-	-
1997	HDGT	29	1	22	3.4%	75.9%	29	4	18	13.8%	62.1%
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	60	0	47	0.0%	78.3%	52	0	37	0.0%	71.2%
1997	LDGV	111	1	86	0.9%	77.5%	97	1	80	1.0%	82.5%
1997	Unknown	0	0	0	-	-	0	0	0	-	-
1998	HDGT	19	2	11	10.5%	57.9%	25	3	10	12.0%	40.0%
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-
1998	LDGT	89	1	71	1.1%	79.8%	76	2	54	2.6%	71.1%
1998	LDGV	141	0	119	0.0%	84.4%	130	5	106	3.8%	81.5%
1998	Unknown	0	0	0	-	-	0	0	0	-	-



**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
1999	HDGT	45	1	34	2.2%	75.6%	40	1	29	2.5%	72.5%
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	1	0	1	0.0%	100.0%	1	0	0	0.0%	0.0%
1999	LDGT	101	3	84	3.0%	83.2%	83	5	62	6.0%	74.7%
1999	LDGV	130	0	101	0.0%	77.7%	135	3	100	2.2%	74.1%
1999	Unknown	0	0	0	-	-	0	0	0	-	-
2000	HDGT	35	2	31	5.7%	88.6%	28	1	20	3.6%	71.4%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	107	0	92	0.0%	86.0%	98	1	77	1.0%	78.6%
2000	LDGV	183	1	158	0.5%	86.3%	161	6	133	3.7%	82.6%
2000	Unknown	0	0	0	-	-	0	0	0	-	-
2001	HDGT	46	1	40	2.2%	87.0%	36	0	20	0.0%	55.6%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	86	1	78	1.2%	90.7%	70	2	60	2.9%	85.7%
2001	LDGV	121	1	100	0.8%	82.6%	113	4	89	3.5%	78.8%
2001	Unknown	0	0	0	-	-	0	0	0	-	-
2002	HDGT	52	3	42	5.8%	80.8%	42	3	26	7.1%	61.9%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	119	3	109	2.5%	91.6%	112	7	95	6.3%	84.8%
2002	LDGV	136	1	112	0.7%	82.4%	121	3	95	2.5%	78.5%
2002	Unknown	0	0	0	-	-	0	0	0	-	-
2003	HDGT	38	1	35	2.6%	92.1%	24	1	17	4.2%	70.8%
2003	LDDT	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	60	0	54	0.0%	90.0%	48	0	40	0.0%	83.3%
2003	LDGV	91	0	79	0.0%	86.8%	80	1	65	1.3%	81.3%
2003	Unknown	0	0	0	-	-	0	0	0	-	-
2004	HDGT	43	0	39	0.0%	90.7%	37	1	27	2.7%	73.0%
2004	LDDT	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	78	0	74	0.0%	94.9%	60	1	53	1.7%	88.3%
2004	LDGV	114	2	105	1.8%	92.1%	103	3	93	2.9%	90.3%
2004	Unknown	0	0	0	-	-	0	0	0	-	-

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Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail	# Liquid Leak Pass	% Liquid Leak Fail	% Liquid Leak Pass	Misc Emiss Initial Fails	# Misc Emiss Fail	# Misc Emiss Pass	% Misc Emiss Fail	% Misc Emiss Pass
2005	HDGT	32	1	26	3.1%	81.3%	24	3	13	12.5%	54.2%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	49	1	48	2.0%	98.0%	38	0	36	0.0%	94.7%
2005	LDGV	78	0	73	0.0%	93.6%	63	1	56	1.6%	88.9%
2005	Unknown	0	0	0	-	-	0	0	0	-	-
2006	HDGT	32	1	30	3.1%	93.8%	24	2	13	8.3%	54.2%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-
2006	LDGT	80	2	74	2.5%	92.5%	57	5	47	8.8%	82.5%
2006	LDGV	72	0	69	0.0%	95.8%	55	0	53	0.0%	96.4%
2006	Unknown	0	0	0	-	-	0	0	0	-	-
2007	HDGT	8	1	7	12.5%	87.5%	10	1	7	10.0%	70.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	76	1	75	1.3%	98.7%	52	2	50	3.8%	96.2%
2007	LDGV	81	0	77	0.0%	95.1%	69	1	63	1.4%	91.3%
2007	Unknown	0	0	0	-	-	0	0	0	-	-
2008	HDGT	10	1	9	10.0%	90.0%	4	0	2	0.0%	50.0%
2008	LDDT	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	11	0	11	0.0%	100.0%	3	1	2	33.3%	66.7%
2008	LDGV	11	0	9	0.0%	81.8%	6	0	5	0.0%	83.3%
2008	Unknown	0	0	0	-	-	0	0	0	-	-
2009	HDGT	10	0	10	0.0%	100.0%	3	0	1	0.0%	33.3%
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	3	0	3	0.0%	100.0%	4	0	4	0.0%	100.0%
2009	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-
2010	HDGT	6	1	5	16.7%	83.3%	2	0	1	0.0%	50.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	3	0	3	0.0%	100.0%	1	0	1	0.0%	100.0%
2010	LDGV	3	0	3	0.0%	100.0%	1	0	1	0.0%	100.0%
2010	Unknown	0	0	0	-	-	0	0	0	-	-

**New Jersey Enhanced Inspection and Maintenance Program**  
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**Year 2012**

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
2011	HDGT	5	1	4	20.0%	80.0%	2	0	2	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%
2011	LDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2011	Unknown	0	0	0	-	-	0	0	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	3	0	2	0.0%	66.7%	0	0	0	-	-
2012	LDGV	0	0	0	-	-	0	0	0	-	-
2012	Unknown	0	0	0	-	-	0	0	0	-	-
2013	HDGT	0	0	0	-	-	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
2013	LDGV	0	0	0	-	-	0	0	0	-	-
2013	Unknown	0	0	0	-	-	0	0	0	-	-
<b>Totals</b>		<b>9,001</b>	<b>449</b>	<b>6,568</b>	<b>5.0%</b>	<b>73.0%</b>	<b>8,485</b>	<b>620</b>	<b>5,890</b>	<b>7.3%</b>	<b>69.4%</b>

**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 2012**

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 88/Unknown	HDGT	493	93	18.9%	0	0	-	0	0	-	442	88	19.9%	117	7	6.0%
Pre 88/Unknown	LDDT	1	0	0.0%	0	0	-	0	0	-	0	0	-	0	0	-
Pre 88/Unknown	LDDV	1	0	0.0%	0	0	-	0	0	-	0	0	-	0	0	-
Pre 88/Unknown	LDGT	2,390	542	22.7%	0	0	-	1,827	437	23.9%	387	83	21.4%	531	33	6.2%
Pre 88/Unknown	LDGV	3,892	697	17.9%	0	0	-	2,380	449	18.9%	1,283	225	17.5%	516	25	4.8%
Pre 88/Unknown	Unknown	25	8	32.0%	0	0	-	0	0	-	24	8	33.3%	1	0	0.0%
1988	HDGT	180	36	20.0%	0	0	-	0	0	-	159	32	20.1%	43	4	9.3%
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	1,097	190	17.3%	0	0	-	958	181	18.9%	18	4	22.2%	265	8	3.0%
1988	LDGV	1,299	248	19.1%	0	0	-	1,194	240	20.1%	9	1	11.1%	178	5	2.8%
1988	Unknown	1	0	0.0%	0	0	-	0	0	-	1	0	0.0%	0	0	-
1989	HDGT	164	30	18.3%	0	0	-	0	0	-	140	27	19.3%	42	3	7.1%
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	974	199	20.4%	0	0	-	841	184	21.9%	29	7	24.1%	234	14	6.0%
1989	LDGV	1,013	178	17.6%	0	0	-	951	175	18.4%	1	0	0.0%	130	2	1.5%
1989	Unknown	1	0	0.0%	0	0	-	0	0	-	1	0	0.0%	0	0	-
1990	HDGT	121	17	14.0%	0	0	-	0	0	-	96	17	17.7%	37	0	0.0%
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	1,375	278	20.2%	0	0	-	1,196	255	21.3%	22	6	27.3%	334	16	4.8%
1990	LDGV	2,247	375	16.7%	0	0	-	2,069	366	17.7%	1	0	0.0%	296	6	2.0%
1990	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1991	HDGT	82	14	17.1%	0	0	-	0	0	-	60	11	18.3%	32	4	12.5%
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	817	171	20.9%	0	0	-	692	159	23.0%	20	5	25.0%	188	7	3.7%
1991	LDGV	1,786	316	17.7%	0	0	-	1,641	302	18.4%	0	0	-	251	12	4.8%
1991	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1992	HDGT	96	11	11.5%	0	0	-	0	0	-	70	11	15.7%	33	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	1,587	304	19.2%	0	0	-	1,350	292	21.6%	14	3	21.4%	367	8	2.2%
1992	LDGV	3,936	692	17.6%	0	0	-	3,647	669	18.3%	3	1	33.3%	473	11	2.3%
1992	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-

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**Year 2012**

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
1993	HDGT	133	23	17.3%	0	0	-	0	0	-	100	21	21.0%	53	3	5.7%
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	1,614	261	16.2%	0	0	-	1,350	243	18.0%	18	3	16.7%	355	8	2.3%
1993	LDGV	3,042	540	17.8%	0	0	-	2,805	523	18.6%	2	1	50.0%	386	8	2.1%
1993	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1994	HDGT	290	50	17.2%	0	0	-	0	0	-	213	44	20.7%	99	7	7.1%
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	3,643	651	17.9%	0	0	-	3,081	627	20.4%	33	7	21.2%	771	14	1.8%
1994	LDGV	5,233	793	15.2%	0	0	-	4,702	760	16.2%	4	0	0.0%	751	14	1.9%
1994	Unknown	2	2	100.0%	0	0	-	1	1	100.0%	0	0	-	0	0	-
1995	HDGT	330	48	14.5%	0	0	-	0	0	-	241	44	18.3%	106	3	2.8%
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	3,099	582	18.8%	0	0	-	2,704	547	20.2%	44	10	22.7%	551	17	3.1%
1995	LDGV	4,487	773	17.2%	0	0	-	3,996	753	18.8%	4	0	0.0%	707	11	1.6%
1995	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1996	HDGT	338	58	17.2%	0	0	-	0	0	-	245	51	20.8%	117	7	6.0%
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	4,264	463	10.9%	3,544	429	12.1%	0	0	-	34	8	23.5%	951	23	2.4%
1996	LDGV	7,233	803	11.1%	6,487	761	11.7%	3	0	0.0%	6	1	16.7%	945	25	2.6%
1996	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1997	HDGT	437	53	12.1%	0	0	-	0	0	-	283	45	15.9%	193	10	5.2%
1997	LDDT	11	2	18.2%	11	2	18.2%	0	0	-	0	0	-	0	0	-
1997	LDDV	12	1	8.3%	12	1	8.3%	0	0	-	0	0	-	0	0	-
1997	LDGT	4,996	609	12.2%	4,330	573	13.2%	0	0	-	53	10	18.9%	919	33	3.6%
1997	LDGV	7,751	946	12.2%	7,121	921	12.9%	1	0	0.0%	2	0	0.0%	864	15	1.7%
1997	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1998	HDGT	358	50	14.0%	0	0	-	0	0	-	238	43	18.1%	140	8	5.7%
1998	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
1998	LDDV	26	1	3.8%	26	1	3.8%	0	0	-	0	0	-	0	0	-
1998	LDGT	7,354	817	11.1%	6,297	772	12.3%	0	0	-	37	4	10.8%	1,355	40	3.0%
1998	LDGV	10,960	1,263	11.5%	9,795	1,205	12.3%	1	0	0.0%	8	0	0.0%	1,476	41	2.8%
1998	Unknown	1	0	0.0%	0	0	-	0	0	-	0	0	-	1	0	0.0%

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1999	HDGT	574	82	14.3%	0	0	-	0	0	-	421	77	18.3%	178	6	3.4%
1999	LDDT	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-	0	0	-
1999	LDDV	19	4	21.1%	19	4	21.1%	0	0	-	0	0	-	0	0	-
1999	LDGT	6,201	669	10.8%	5,164	619	12.0%	0	0	-	80	20	25.0%	1,269	25	2.0%
1999	LDGV	10,407	1,225	11.8%	9,420	1,178	12.5%	0	0	-	8	0	0.0%	1,331	29	2.2%
1999	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2000	HDGT	749	91	12.1%	0	0	-	0	0	-	467	79	16.9%	334	16	4.8%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	24	2	8.3%	24	2	8.3%	0	0	-	0	0	-	0	0	-
2000	LDGT	9,593	1,020	10.6%	7,751	957	12.3%	0	0	-	51	11	21.6%	2,226	45	2.0%
2000	LDGV	16,057	1,843	11.5%	14,447	1,788	12.4%	1	0	0.0%	8	5	62.5%	2,117	37	1.7%
2000	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2001	HDGT	408	61	15.0%	0	0	-	0	0	-	397	61	15.4%	7	0	0.0%
2001	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2001	LDDV	27	3	11.1%	27	3	11.1%	0	0	-	0	0	-	0	0	-
2001	LDGT	9,143	1,604	17.5%	9,047	1,587	17.5%	0	0	-	57	8	14.0%	0	0	-
2001	LDGV	12,979	2,047	15.8%	12,874	2,034	15.8%	0	0	-	10	2	20.0%	1	0	0.0%
2001	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2002	HDGT	395	53	13.4%	0	0	-	0	0	-	390	51	13.1%	1	0	0.0%
2002	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2002	LDDV	37	1	2.7%	37	1	2.7%	0	0	-	0	0	-	0	0	-
2002	LDGT	12,335	1,967	15.9%	12,221	1,947	15.9%	0	0	-	59	7	11.9%	0	0	-
2002	LDGV	14,746	2,174	14.7%	14,632	2,154	14.7%	0	0	-	3	0	0.0%	0	0	-
2002	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2003	HDGT	330	52	15.8%	0	0	-	0	0	-	327	50	15.3%	0	0	-
2003	LDDT	3	0	0.0%	3	0	0.0%	0	0	-	0	0	-	0	0	-
2003	LDDV	12	1	8.3%	12	1	8.3%	0	0	-	0	0	-	0	0	-
2003	LDGT	7,326	1,013	13.8%	7,233	1,002	13.9%	0	0	-	63	10	15.9%	0	0	-
2003	LDGV	9,255	1,447	15.6%	9,168	1,433	15.6%	0	0	-	10	2	20.0%	0	0	-
2003	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2004	HDGT	349	49	14.0%	0	0	-	0	0	-	344	48	14.0%	0	0	-
2004	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2004	LDDV	32	3	9.4%	32	3	9.4%	0	0	-	0	0	-	0	0	-
2004	LDGT	8,895	1,129	12.7%	8,804	1,118	12.7%	0	0	-	49	9	18.4%	0	0	-
2004	LDGV	9,308	1,279	13.7%	9,212	1,272	13.8%	2	0	0.0%	6	1	16.7%	1	0	0.0%
2004	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
2005	HDGT	240	33	13.8%	0	0	-	0	0	-	235	32	13.6%	0	0	-
2005	LDDT	8	0	0.0%	7	0	0.0%	0	0	-	0	0	-	0	0	-
2005	LDDV	15	1	6.7%	15	1	6.7%	0	0	-	0	0	-	0	0	-
2005	LDGT	4,775	680	14.2%	4,709	670	14.2%	0	0	-	43	6	14.0%	0	0	-
2005	LDGV	5,608	737	13.1%	5,544	727	13.1%	0	0	-	11	2	18.2%	0	0	-
2005	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2006	HDGT	303	39	12.9%	0	0	-	0	0	-	297	37	12.5%	1	0	0.0%
2006	LDDT	10	1	10.0%	10	1	10.0%	0	0	-	0	0	-	0	0	-
2006	LDDV	15	3	20.0%	13	3	23.1%	0	0	-	0	0	-	0	0	-
2006	LDGT	4,670	594	12.7%	4,591	582	12.7%	0	0	-	55	7	12.7%	0	0	-
2006	LDGV	5,653	731	12.9%	5,577	723	13.0%	1	0	0.0%	5	2	40.0%	1	0	0.0%
2006	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2007	HDGT	185	39	21.1%	0	0	-	0	0	-	185	38	20.5%	0	0	-
2007	LDDT	9	4	44.4%	7	4	57.1%	0	0	-	0	0	-	0	0	-
2007	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2007	LDGT	4,392	591	13.5%	4,326	582	13.5%	0	0	-	40	8	20.0%	0	0	-
2007	LDGV	4,948	564	11.4%	4,899	557	11.4%	0	0	-	8	2	25.0%	0	0	-
2007	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2008	HDGT	179	35	19.6%	0	0	-	0	0	-	177	35	19.8%	0	0	-
2008	LDDT	7	1	14.3%	7	1	14.3%	0	0	-	0	0	-	0	0	-
2008	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGT	527	69	13.1%	493	67	13.6%	0	0	-	31	1	3.2%	0	0	-
2008	LDGV	364	66	18.1%	363	66	18.2%	0	0	-	0	0	-	0	0	-
2008	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2009	HDGT	49	7	14.3%	0	0	-	0	0	-	46	6	13.0%	0	0	-
2009	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2009	LDGT	82	13	15.9%	65	9	13.8%	2	1	50.0%	13	3	23.1%	0	0	-
2009	LDGV	92	13	14.1%	91	12	13.2%	0	0	-	1	0	0.0%	0	0	-
2009	Unknown	1	1	100.0%	0	0	-	0	0	-	1	1	100.0%	0	0	-
2010	HDGT	42	1	2.4%	0	0	-	0	0	-	40	1	2.5%	0	0	-
2010	LDDT	5	2	40.0%	5	2	40.0%	0	0	-	0	0	-	0	0	-
2010	LDDV	1	0	0.0%	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDGT	82	13	15.9%	63	9	14.3%	0	0	-	18	4	22.2%	0	0	-
2010	LDGV	43	3	7.0%	41	3	7.3%	0	0	-	0	0	-	0	0	-
2010	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-



**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
2011	HDGT	59	7	11.9%	0	0	-	0	0	-	59	7	11.9%	3	1	33.3%
2011	LDDT	4	0	0.0%	2	0	0.0%	0	0	-	0	0	-	0	0	-
2011	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDGT	91	9	9.9%	83	6	7.2%	3	1	33.3%	5	2	40.0%	1	0	0.0%
2011	LDGV	44	3	6.8%	38	2	5.3%	4	1	25.0%	1	0	0.0%	3	1	33.3%
2011	Unknown	2	0	0.0%	0	0	-	0	0	-	2	0	0.0%	0	0	-
2012	HDGT	12	2	16.7%	0	0	-	0	0	-	11	2	18.2%	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	57	5	8.8%	51	4	7.8%	2	0	0.0%	4	1	25.0%	2	0	0.0%
2012	LDGV	19	0	0.0%	18	0	0.0%	1	0	0.0%	0	0	-	1	0	0.0%
2012	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2013	HDGT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDGT	8	1	12.5%	8	1	12.5%	0	0	-	0	0	-	0	0	-
2013	LDGV	8	1	12.5%	8	1	12.5%	0	0	-	0	0	-	0	0	-
2013	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
<b>Totals</b>		<b>251,013</b>	<b>35,276</b>	<b>14.1%</b>	<b>188,792</b>	<b>25,801</b>	<b>13.7%</b>	<b>37,406</b>	<b>7,166</b>	<b>19.2%</b>	<b>8,383</b>	<b>1,459</b>	<b>17.4%</b>	<b>22,285</b>	<b>612</b>	<b>2.7%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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 88/Unknown	HDGT	12	2	16.7%	45	0	0.0%	41	0	0.0%	41	4	9.8%
Pre 88/Unknown	LDDT	0	0	-	0	0	-	0	0	-	1	0	0.0%
Pre 88/Unknown	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
Pre 88/Unknown	LDGT	74	1	1.4%	301	4	1.3%	250	4	1.6%	246	18	7.3%
Pre 88/Unknown	LDGV	102	0	0.0%	506	5	1.0%	398	3	0.8%	388	29	7.5%
Pre 88/Unknown	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
1988	HDGT	3	0	0.0%	19	0	0.0%	17	0	0.0%	17	1	5.9%
1988	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1988	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1988	LDGT	19	0	0.0%	143	2	1.4%	114	0	0.0%	111	9	8.1%
1988	LDGV	16	0	0.0%	203	1	0.5%	166	1	0.6%	163	14	8.6%
1988	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
1989	HDGT	1	0	0.0%	16	0	0.0%	15	0	0.0%	15	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	18	0	0.0%	144	3	2.1%	116	4	3.4%	113	4	3.5%
1989	LDGV	16	0	0.0%	208	0	0.0%	177	1	0.6%	179	8	4.5%
1989	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
1990	HDGT	0	0	-	11	0	0.0%	11	0	0.0%	11	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	11	0	0.0%	181	1	0.6%	148	0	0.0%	145	10	6.9%
1990	LDGV	31	0	0.0%	402	4	1.0%	353	2	0.6%	350	23	6.6%
1990	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
1991	HDGT	2	0	0.0%	12	0	0.0%	11	0	0.0%	9	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	13	0	0.0%	152	2	1.3%	136	0	0.0%	132	7	5.3%
1991	LDGV	37	5	13.5%	341	8	2.3%	272	2	0.7%	271	17	6.3%
1991	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
1992	HDGT	3	0	0.0%	10	0	0.0%	8	0	0.0%	8	1	12.5%
1992	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDGT	15	0	0.0%	247	6	2.4%	211	1	0.5%	205	10	4.9%
1992	LDGV	71	1	1.4%	782	10	1.3%	604	2	0.3%	596	46	7.7%
1992	Unknown	0	0	-	0	0	-	0	0	-	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
1993	HDGT	4	0	0.0%	15	0	0.0%	14	1	7.1%	10	1	10.0%
1993	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDGT	26	0	0.0%	263	1	0.4%	220	0	0.0%	220	13	5.9%
1993	LDGV	69	4	5.8%	613	11	1.8%	492	5	1.0%	484	36	7.4%
1993	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
1994	HDGT	6	0	0.0%	26	0	0.0%	22	0	0.0%	19	3	15.8%
1994	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1994	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1994	LDGT	39	0	0.0%	488	9	1.8%	374	1	0.3%	369	20	5.4%
1994	LDGV	84	5	6.0%	1,172	17	1.5%	952	5	0.5%	940	63	6.7%
1994	Unknown	0	0	-	1	0	0.0%	1	0	0.0%	0	0	-
1995	HDGT	5	0	0.0%	32	0	0.0%	29	0	0.0%	28	4	14.3%
1995	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDGT	38	2	5.3%	415	1	0.2%	360	4	1.1%	349	20	5.7%
1995	LDGV	97	4	4.1%	838	7	0.8%	674	2	0.3%	655	46	7.0%
1995	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
1996	HDGT	1	0	0.0%	21	0	0.0%	21	1	4.8%	20	1	5.0%
1996	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDGT	20	2	10.0%	89	0	0.0%	50	3	6.0%	47	2	4.3%
1996	LDGV	86	1	1.2%	236	8	3.4%	123	5	4.1%	119	1	0.8%
1996	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
1997	HDGT	5	0	0.0%	33	0	0.0%	29	0	0.0%	29	3	10.3%
1997	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDGT	20	1	5.0%	89	2	2.2%	60	7	11.7%	52	0	0.0%
1997	LDGV	84	3	3.6%	193	8	4.1%	111	6	5.4%	97	1	1.0%
1997	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
1998	HDGT	0	0	-	23	1	4.3%	19	1	5.3%	25	1	4.0%
1998	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDGT	26	0	0.0%	145	2	1.4%	89	7	7.9%	76	1	1.3%
1998	LDGV	94	2	2.1%	246	6	2.4%	141	9	6.4%	130	4	3.1%
1998	Unknown	0	0	-	0	0	-	0	0	-	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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1999	HDGT	7	0	0.0%	52	0	0.0%	45	2	4.4%	40	1	2.5%
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	0	0	-	1	0	0.0%	1	0	0.0%	1	0	0.0%
1999	LDGT	24	1	4.2%	147	0	0.0%	101	9	8.9%	83	4	4.8%
1999	LDGV	74	0	0.0%	254	8	3.1%	130	6	4.6%	135	3	2.2%
1999	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
2000	HDGT	11	2	18.2%	46	0	0.0%	35	3	8.6%	28	1	3.6%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDGT	29	0	0.0%	177	4	2.3%	107	8	7.5%	98	1	1.0%
2000	LDGV	89	0	0.0%	353	4	1.1%	183	9	4.9%	161	5	3.1%
2000	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
2001	HDGT	9	1	11.1%	46	1	2.2%	46	10	21.7%	36	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	23	0	0.0%	133	3	2.3%	86	7	8.1%	70	2	2.9%
2001	LDGV	36	0	0.0%	244	4	1.6%	121	6	5.0%	113	4	3.5%
2001	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
2002	HDGT	13	0	0.0%	53	0	0.0%	52	5	9.6%	42	3	7.1%
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDGT	25	2	8.0%	178	3	1.7%	119	6	5.0%	112	5	4.5%
2002	LDGV	91	0	0.0%	249	5	2.0%	136	4	2.9%	121	2	1.7%
2002	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
2003	HDGT	10	1	10.0%	47	0	0.0%	38	2	5.3%	24	1	4.2%
2003	LDDT	0	0	-	1	0	0.0%	1	0	0.0%	1	0	0.0%
2003	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDGT	19	0	0.0%	97	0	0.0%	60	5	8.3%	48	0	0.0%
2003	LDGV	66	2	3.0%	143	4	2.8%	91	2	2.2%	80	1	1.3%
2003	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
2004	HDGT	7	0	0.0%	49	2	4.1%	43	5	11.6%	37	1	2.7%
2004	LDDT	0	0	-	1	0	0.0%	1	0	0.0%	0	0	-
2004	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDGT	32	0	0.0%	115	1	0.9%	78	7	9.0%	60	1	1.7%
2004	LDGV	63	1	1.6%	170	2	1.2%	114	4	3.5%	103	3	2.9%
2004	Unknown	0	0	-	0	0	-	0	0	-	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
2005	HDGT	6	0	0.0%	45	0	0.0%	32	3	9.4%	24	3	12.5%
2005	LDDT	0	0	-	1	0	0.0%	0	0	-	0	0	-
2005	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDGT	15	0	0.0%	69	0	0.0%	49	3	6.1%	38	0	0.0%
2005	LDGV	56	2	3.6%	106	2	1.9%	78	4	5.1%	63	1	1.6%
2005	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
2006	HDGT	13	1	7.7%	43	0	0.0%	32	4	12.5%	24	2	8.3%
2006	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2006	LDDV	0	0	-	3	0	0.0%	1	0	0.0%	0	0	-
2006	LDGT	26	1	3.8%	102	0	0.0%	80	4	5.0%	57	4	7.0%
2006	LDGV	57	1	1.8%	111	2	1.8%	72	1	1.4%	55	0	0.0%
2006	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
2007	HDGT	1	0	0.0%	17	1	5.9%	8	0	0.0%	10	1	10.0%
2007	LDDT	2	0	0.0%	0	0	-	0	0	-	0	0	-
2007	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDGT	38	0	0.0%	88	0	0.0%	76	2	2.6%	52	2	3.8%
2007	LDGV	49	1	2.0%	99	0	0.0%	81	3	3.7%	69	1	1.4%
2007	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
2008	HDGT	2	0	0.0%	16	0	0.0%	10	2	20.0%	4	0	0.0%
2008	LDDT	1	0	0.0%	1	0	0.0%	1	0	0.0%	0	0	-
2008	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGT	9	0	0.0%	16	0	0.0%	11	1	9.1%	3	1	33.3%
2008	LDGV	6	0	0.0%	11	0	0.0%	11	0	0.0%	6	0	0.0%
2008	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
2009	HDGT	2	0	0.0%	10	0	0.0%	10	2	20.0%	3	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	0	0	-	5	0	0.0%	3	0	0.0%	4	0	0.0%
2009	LDGV	0	0	-	1	0	0.0%	1	0	0.0%	1	0	0.0%
2009	Unknown	1	0	0.0%	1	0	0.0%	1	0	0.0%	0	0	-
2010	HDGT	2	0	0.0%	7	0	0.0%	6	1	16.7%	2	0	0.0%
2010	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDDV	1	0	0.0%	0	0	-	0	0	-	0	0	-
2010	LDGT	2	0	0.0%	7	0	0.0%	3	0	0.0%	1	0	0.0%
2010	LDGV	2	0	0.0%	2	0	0.0%	3	1	33.3%	1	0	0.0%
2010	Unknown	0	0	-	0	0	-	0	0	-	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
2011	HDGT	1	0	0.0%	8	0	0.0%	5	1	20.0%	2	0	0.0%
2011	LDDT	2	0	0.0%	0	0	-	0	0	-	0	0	-
2011	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDGT	3	0	0.0%	4	0	0.0%	4	0	0.0%	1	0	0.0%
2011	LDGV	1	0	0.0%	2	0	0.0%	2	1	50.0%	1	0	0.0%
2011	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
2012	HDGT	0	0	-	0	0	-	1	1	100.0%	0	0	-
2012	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDGT	2	0	0.0%	4	0	0.0%	3	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	-
2013	HDGT	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDGT	0	0	-	0	0	-	0	0	-	1	0	0.0%
2013	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2013	Unknown	0	0	-	0	0	-	0	0	-	0	0	-
<b>Totals</b>		<b>2,076</b>	<b>49</b>	<b>2.4%</b>	<b>11,997</b>	<b>165</b>	<b>1.4%</b>	<b>9,001</b>	<b>211</b>	<b>2.3%</b>	<b>8,485</b>	<b>474</b>	<b>5.6%</b>

# **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 2011**

Model Yr	Veh Type	Overall Initial Insps	Overall Initial Fails	Dropped From Inspection <sup>1</sup>	Dropped From Fleet <sup>2</sup>	Overall No Known Outcome <sup>3</sup>	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
Pre87/Unknown	HDGT	1,321	340	72	43	29	2.20%	8.53%	0	0	0	-	-
Pre87/Unknown	LDDT	15	0	0	0	0	0.00%	-	0	0	0	-	-
Pre87/Unknown	LDDV	129	0	0	0	0	0.00%	-	0	0	0	-	-
Pre87/Unknown	LDGT	4,166	1,863	466	341	125	3.00%	6.71%	0	0	0	-	-
Pre87/Unknown	LDGV	11,939	3,958	1,056	797	259	2.17%	6.54%	1	0	0	0.00%	-
Pre87/Unknown	Unknown	747	256	81	66	15	2.01%	5.86%	0	0	0	-	-
1987	HDGT	500	128	31	18	13	2.60%	10.16%	0	0	0	-	-
1987	LDDT	5	0	0	0	0	0.00%	-	0	0	0	-	-
1987	LDDV	30	0	0	0	0	0.00%	-	0	0	0	-	-
1987	LDGT	2,513	1,046	238	136	102	4.06%	9.75%	0	0	0	-	-
1987	LDGV	6,457	1,838	358	218	140	2.17%	7.62%	0	0	0	-	-
1987	Unknown	196	60	11	6	5	2.55%	8.33%	0	0	0	-	-
1988	HDGT	670	150	24	15	9	1.34%	6.00%	0	0	0	-	-
1988	LDDT	2	0	0	0	0	0.00%	-	0	0	0	-	-
1988	LDDV	2	0	0	0	0	0.00%	-	0	0	0	-	-
1988	LDGT	2,334	919	239	153	86	3.68%	9.36%	0	0	0	-	-
1988	LDGV	3,978	1,160	300	215	85	2.14%	7.33%	0	0	0	-	-
1988	Unknown	210	52	16	9	7	3.33%	13.46%	0	0	0	-	-
1989	HDGT	695	155	41	27	14	2.01%	9.03%	0	0	0	-	-
1989	LDDT	3	0	0	0	0	0.00%	-	0	0	0	-	-
1989	LDDV	1	0	0	0	0	0.00%	-	0	0	0	-	-
1989	LDGT	3,819	1,473	299	196	103	2.70%	6.99%	0	0	0	-	-
1989	LDGV	9,927	2,806	528	385	143	1.44%	5.10%	0	0	0	-	-
1989	Unknown	308	86	10	5	5	1.62%	5.81%	0	0	0	-	-
1990	HDGT	445	96	17	6	11	2.47%	11.46%	0	0	0	-	-
1990	LDDT	2	0	0	0	0	0.00%	-	0	0	0	-	-
1990	LDDV	6	0	0	0	0	0.00%	-	0	0	0	-	-
1990	LDGT	2,536	996	244	155	89	3.51%	8.94%	0	0	0	-	-
1990	LDGV	7,173	2,115	526	386	140	1.95%	6.62%	0	0	0	-	-
1990	Unknown	184	56	15	7	8	4.35%	14.29%	0	0	0	-	-

1 Initially failed, no emissions pass by end of following calendar year.

2 Initially failed, no emissions pass, no longer registered.

3 Initially failed, no emissions pass, continuously registered up to end of following calendar year.



**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	Overall Initial Insp	Overall Initial Fails	Dropped From Inspection <sup>1</sup>	Dropped From Fleet <sup>2</sup>	Overall No Known Outcome <sup>3</sup>	Overall No Known Outcome % of Initial Insp	Overall No Known Outcome % of Initial Fails	OBD Initial Insp	OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insp	OBD No Known Outcome % of Initial Fails
1991	HDGT	352	84	15	6	9	2.56%	10.71%	0	0	0	-	-
1991	LDDT	2	0	0	0	0	0.00%	-	0	0	0	-	-
1991	LDDV	17	0	0	0	0	0.00%	-	0	0	0	-	-
1991	LDGT	3,861	1,370	244	162	82	2.12%	5.99%	0	0	0	-	-
1991	LDGV	15,937	4,210	830	618	212	1.33%	5.04%	0	0	0	-	-
1991	Unknown	207	34	4	2	2	0.97%	5.88%	0	0	0	-	-
1992	HDGT	434	70	8	6	2	0.46%	2.86%	0	0	0	-	-
1992	LDDT	6	0	0	0	0	0.00%	-	0	0	0	-	-
1992	LDDV	9	0	0	0	0	0.00%	-	0	0	0	-	-
1992	LDGT	3,390	1,197	288	203	85	2.51%	7.10%	0	0	0	-	-
1992	LDGV	12,322	3,702	923	686	237	1.92%	6.40%	0	0	0	-	-
1992	Unknown	219	35	6	3	3	1.37%	8.57%	0	0	0	-	-
1993	HDGT	625	121	15	10	5	0.80%	4.13%	0	0	0	-	-
1993	LDDT	2	0	0	0	0	0.00%	-	0	0	0	-	-
1993	LDDV	11	0	0	0	0	0.00%	-	0	0	0	-	-
1993	LDGT	7,472	2,325	378	239	139	1.86%	5.98%	0	0	0	-	-
1993	LDGV	31,368	7,606	1,382	1,007	375	1.20%	4.93%	0	0	0	-	-
1993	Unknown	388	64	8	5	3	0.77%	4.69%	0	0	0	-	-
1994	HDGT	1,118	247	39	19	20	1.79%	8.10%	0	0	0	-	-
1994	LDDT	8	0	0	0	0	0.00%	-	0	0	0	-	-
1994	LDDV	1	0	0	0	0	0.00%	-	0	0	0	-	-
1994	LDGT	8,048	2,331	499	297	202	2.51%	8.67%	0	0	0	-	-
1994	LDGV	22,112	5,050	1,112	792	320	1.45%	6.34%	0	0	0	-	-
1994	Unknown	399	63	12	7	5	1.25%	7.94%	0	0	0	-	-
1995	HDGT	1,896	351	59	32	27	1.42%	7.69%	0	0	0	-	-
1995	LDDT	14	0	0	0	0	0.00%	-	0	0	0	-	-
1995	LDDV	11	0	0	0	0	0.00%	-	0	0	0	-	-
1995	LDGT	14,096	3,870	671	407	264	1.87%	6.82%	0	0	0	-	-
1995	LDGV	57,551	11,603	1,887	1,319	568	0.99%	4.90%	0	0	0	-	-
1995	Unknown	870	121	28	12	16	1.84%	13.22%	0	0	0	-	-

1 Initially failed, no emissions pass by end of following calendar year.

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**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	Overall Initial Insp	Overall Initial Fails	Dropped From Inspection <sup>1</sup>	Dropped From Fleet <sup>2</sup>	Overall No Known Outcome <sup>3</sup>	Overall No Known Outcome % of Initial Insp	Overall No Known Outcome % of Initial Fails	OBD Initial Insp	OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insp	OBD No Known Outcome % of Initial Fails
1996	HDGT	1,498	292	36	17	19	1.27%	6.51%	0	0	0	-	-
1996	LDDT	4	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDDV	13	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDGT	9,967	2,720	876	534	342	3.43%	12.57%	9,721	2,354	333	3.43%	14.15%
1996	LDGV	35,836	8,215	2,604	1,739	865	2.41%	10.53%	35,657	7,333	854	2.40%	11.65%
1996	Unknown	578	53	6	3	3	0.52%	5.66%	9	4	0	0.00%	0.00%
1997	HDGT	2,732	404	46	22	24	0.88%	5.94%	0	0	0	-	-
1997	LDDT	15	2	1	1	0	0.00%	0.00%	10	2	0	0.00%	0.00%
1997	LDDV	121	39	15	9	6	4.96%	15.38%	120	38	6	5.00%	15.79%
1997	LDGT	19,494	4,533	1,181	730	451	2.31%	9.95%	18,798	3,829	434	2.31%	11.33%
1997	LDGV	82,037	15,592	3,996	2,499	1,497	1.82%	9.60%	81,620	13,838	1,479	1.81%	10.69%
1997	Unknown	1,459	181	12	4	8	0.55%	4.42%	27	4	0	0.00%	0.00%
1998	HDGT	1,803	248	18	12	6	0.33%	2.42%	0	0	0	-	-
1998	LDDT	15	1	0	0	0	0.00%	0.00%	9	1	0	0.00%	0.00%
1998	LDDV	128	23	3	1	2	1.56%	8.70%	127	23	2	1.57%	8.70%
1998	LDGT	17,857	4,201	1,153	722	431	2.41%	10.26%	17,469	3,695	423	2.42%	11.45%
1998	LDGV	63,402	13,128	3,517	2,184	1,333	2.10%	10.15%	63,165	11,725	1,315	2.08%	11.22%
1998	Unknown	704	57	6	3	3	0.43%	5.26%	12	1	0	0.00%	0.00%
1999	HDGT	3,550	461	32	22	10	0.28%	2.17%	0	0	0	-	-
1999	LDDT	10	0	0	0	0	0.00%	-	6	0	0	0.00%	-
1999	LDDV	270	43	8	4	4	1.48%	9.30%	270	43	4	1.48%	9.30%
1999	LDGT	25,499	4,684	1,040	607	433	1.70%	9.24%	24,551	3,868	428	1.74%	11.07%
1999	LDGV	117,371	19,079	4,220	2,606	1,614	1.38%	8.46%	116,905	16,541	1,591	1.36%	9.62%
1999	Unknown	1,956	198	9	3	6	0.31%	3.03%	43	2	0	0.00%	0.00%
2000	HDGT	4,704	548	46	27	19	0.40%	3.47%	0	0	0	-	-
2000	LDDT	4	0	0	0	0	0.00%	-	0	0	0	-	-
2000	LDDV	141	27	5	4	1	0.71%	3.70%	141	27	1	0.71%	3.70%
2000	LDGT	25,996	4,832	1,062	595	467	1.80%	9.66%	25,257	3,921	457	1.81%	11.66%
2000	LDGV	96,763	16,696	3,787	2,310	1,477	1.53%	8.85%	96,315	14,671	1,453	1.51%	9.90%
2000	Unknown	1,680	143	18	12	6	0.36%	4.20%	41	5	2	4.88%	40.00%

<sup>1</sup> Initially failed, no emissions pass by end of following calendar year.

<sup>2</sup> Initially failed, no emissions pass, no longer registered.

<sup>3</sup> Initially failed, no emissions pass, continuously registered up to end of following calendar year.

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	Overall Initial Insps	Overall Initial Fails	Dropped From Inspection <sup>1</sup>	Dropped From Fleet <sup>2</sup>	Overall No Known Outcome <sup>3</sup>	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
2001	HDGT	4,992	354	27	16	11	0.22%	3.11%	0	0	0	-	-
2001	LDDT	6	0	0	0	0	0.00%	-	0	0	0	-	-
2001	LDDV	208	45	9	3	6	2.88%	13.33%	208	45	6	2.88%	13.33%
2001	LDGT	34,574	6,421	1,331	677	654	1.89%	10.19%	33,369	6,314	649	1.94%	10.28%
2001	LDGV	153,714	23,599	4,946	2,748	2,198	1.43%	9.31%	152,967	23,373	2,183	1.43%	9.34%
2001	Unknown	2,746	96	9	9	0	0.00%	0.00%	60	13	0	0.00%	0.00%
2002	HDGT	5,109	259	20	8	12	0.23%	4.63%	0	0	0	-	-
2002	LDDT	4	0	0	0	0	0.00%	-	0	0	0	-	-
2002	LDDV	195	35	4	2	2	1.03%	5.71%	195	34	2	1.03%	5.88%
2002	LDGT	31,102	5,022	985	499	486	1.56%	9.68%	30,333	4,961	483	1.59%	9.74%
2002	LDGV	108,229	14,544	3,017	1,656	1,361	1.26%	9.36%	107,806	14,417	1,348	1.25%	9.35%
2002	Unknown	1,981	46	9	4	5	0.25%	10.87%	38	2	0	0.00%	0.00%
2003	HDGT	6,311	295	24	13	11	0.17%	3.73%	0	0	0	-	-
2003	LDDT	3	0	0	0	0	0.00%	-	0	0	0	-	-
2003	LDDV	249	45	9	5	4	1.61%	8.89%	249	44	4	1.61%	9.09%
2003	LDGT	45,210	5,222	790	393	397	0.88%	7.60%	43,728	5,122	394	0.90%	7.69%
2003	LDGV	203,782	18,014	2,685	1,426	1,259	0.62%	6.99%	202,772	17,862	1,254	0.62%	7.02%
2003	Unknown	3,682	100	3	1	2	0.05%	2.00%	73	10	0	0.00%	0.00%
2004	HDGT	5,932	210	7	3	4	0.07%	1.90%	0	0	0	-	-
2004	LDDT	7	0	0	0	0	0.00%	-	5	0	0	0.00%	-
2004	LDDV	122	10	3	2	1	0.82%	10.00%	121	10	1	0.83%	10.00%
2004	LDGT	35,348	3,127	454	225	229	0.65%	7.32%	34,326	3,063	224	0.65%	7.31%
2004	LDGV	103,993	8,065	1,290	676	614	0.59%	7.61%	103,543	7,980	606	0.59%	7.59%
2004	Unknown	2,272	49	4	2	2	0.09%	4.08%	52	5	1	1.92%	20.00%
2005	HDGT	5,869	227	4	3	1	0.02%	0.44%	0	0	0	-	-
2005	LDDT	89	9	2	2	0	0.00%	0.00%	88	9	0	0.00%	0.00%
2005	LDDV	493	33	4	4	0	0.00%	0.00%	493	31	0	0.00%	0.00%
2005	LDGT	46,215	3,013	358	180	178	0.39%	5.91%	44,844	2,960	178	0.40%	6.01%
2005	LDGV	210,797	11,090	1,254	641	613	0.29%	5.53%	209,848	10,986	610	0.29%	5.55%
2005	Unknown	3,186	46	3	0	3	0.09%	6.52%	88	6	2	2.27%	33.33%

<sup>1</sup> Initially failed, no emissions pass by end of following calendar year.

<sup>2</sup> Initially failed, no emissions pass, no longer registered.

<sup>3</sup> Initially failed, no emissions pass, continuously registered up to end of following calendar year.

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	Overall Initial Insp	Overall Initial Fails	Dropped From Inspection <sup>1</sup>	Dropped From Fleet <sup>2</sup>	Overall No Known Outcome <sup>3</sup>	Overall No Known Outcome % of Initial Insp	Overall No Known Outcome % of Initial Fails	OBD Initial Insp	OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insp	OBD No Known Outcome % of Initial Fails
2006	HDGT	7,778	246	2	1	1	0.01%	0.41%	0	0	0	-	-
2006	LDDT	136	8	0	0	0	0.00%	0.00%	44	8	0	0.00%	0.00%
2006	LDDV	356	6	0	0	0	0.00%	0.00%	355	6	0	0.00%	0.00%
2006	LDGT	45,614	2,085	225	106	119	0.26%	5.71%	44,268	2,031	119	0.27%	5.86%
2006	LDGV	73,704	3,540	411	189	222	0.30%	6.27%	73,324	3,474	217	0.30%	6.25%
2006	Unknown	2,581	25	1		1	0.04%	4.00%	255	7	0	0.00%	0.00%
2007	HDGT	4,220	134	0	0	0	0.00%	0.00%	0	0	0	-	-
2007	LDDT	18	1	0	0	0	0.00%	0.00%	11	1	0	0.00%	0.00%
2007	LDDV	20	0	0	0	0	0.00%	-	20	0	0	0.00%	-
2007	LDGT	21,981	834	79	31	48	0.22%	5.76%	20,911	802	47	0.22%	5.86%
2007	LDGV	31,403	1,016	101	54	47	0.15%	4.63%	31,338	1,001	47	0.15%	4.70%
2007	Unknown	1,322	37	4	2	2	0.15%	5.41%	488	30	2	0.41%	6.67%
2008	HDGT	1,770	59	0	0	0	0.00%	0.00%	0	0	0	-	-
2008	LDDT	3	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2008	LDDV	1	0	0	0	0	0.00%	-	0	0	0	-	-
2008	LDGT	3,749	113	16	7	9	0.24%	7.96%	3,442	100	9	0.26%	9.00%
2008	LDGV	4,657	201	23	10	13	0.28%	6.47%	4,594	197	13	0.28%	6.60%
2008	Unknown	385	9	0	0	0	0.00%	0.00%	11	0	0	0.00%	-
2009	HDGT	691	25	0	0	0	0.00%	0.00%	0	0	0	-	-
2009	LDDT	5	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2009	LDDV	5	0	0	0	0	0.00%	-	2	0	0	0.00%	-
2009	LDGT	1,004	28	1	1	0	0.00%	0.00%	855	24	0	0.00%	0.00%
2009	LDGV	1,536	35	11	5	6	0.39%	17.14%	1,526	34	6	0.39%	17.65%
2009	Unknown	195	5	0	0	0	0.00%	0.00%	18	0	0	0.00%	-
2010	HDGT	1,175	27	1	0	1	0.09%	3.70%	0	0	0	-	-
2010	LDDT	8	0	0	0	0	0.00%	-	6	0	0	0.00%	-
2010	LDDV	5	1	0	0	0	0.00%	0.00%	3	1	0	0.00%	0.00%
2010	LDGT	2,618	75	4	0	4	0.15%	5.33%	2,143	68	4	0.19%	5.88%
2010	LDGV	1,181	38	3	1	2	0.17%	5.26%	1,166	35	2	0.17%	5.71%
2010	Unknown	237	1	0	0	0	0.00%	0.00%	5	0	0	0.00%	-

1 Initially failed, no emissions pass by end of following calendar year.

2 Initially failed, no emissions pass, no longer registered.

3 Initially failed, no emissions pass, continuously registered up to end of following calendar year.

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	Overall Initial Insps	Overall Initial Fails	Dropped From Inspection <sup>1</sup>	Dropped From Fleet <sup>2</sup>	Overall No Known Outcome <sup>3</sup>	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
2011	HDGT	576	36	0	0	0	0.00%	0.00%	0	0	0	-	-
2011	LDDT	6	1	0	0	0	0.00%	0.00%	6	1	0	0.00%	0.00%
2011	LDDV	5	0	0	0	0	0.00%	-	5	0	0	0.00%	-
2011	LDGT	752	34	5	3	2	0.27%	5.88%	729	29	1	0.14%	3.45%
2011	LDGV	657	17	5	2	3	0.46%	17.65%	648	17	3	0.46%	17.65%
2011	Unknown	79	8	0	0	0	0.00%	0.00%	24	4	0	0.00%	0.00%
2012	HDGT	2	1	0	0	0	0.00%	0.00%	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	2	0	0	0	0	0.00%	-	2	0	0	0.00%	-
2012	LDGV	208	10	3	0	3	1.44%	30.00%	208	10	3	1.44%	30.00%
2012	Unknown	73	5	0	0	0	0.00%	0.00%	26	1	0	0.00%	0.00%
<b>Totals</b>		<b>1,985,804</b>	<b>269,044</b>	<b>54,823</b>	<b>33,296</b>	<b>21,527</b>	<b>1.1%</b>	<b>8.0%</b>	<b>1,641,919</b>	<b>187,053</b>	<b>17,200</b>	<b>1.0%</b>	<b>9.2%</b>

1 Initially failed, no emissions pass by end of following calendar year.

2 Initially failed, no emissions pass, no longer registered.

3 Initially failed, no emissions pass, continuously registered up to end of following calendar year.

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	TSI Initial Insp	TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insp	TSI No Known Outcome % of Initial Fails	Idle Initial Insp	Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insp	Idle No Known Outcome % of Initial Fails
Pre87/Unknown	HDGT	0	0	0	-	-	1,321	276	27	2.04%	9.78%
Pre87/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre87/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre87/Unknown	LDGT	2,918	1,332	115	3.94%	8.63%	1,239	396	5	0.40%	1.26%
Pre87/Unknown	LDGV	7,263	2,274	252	3.47%	11.08%	4,652	1,413	4	0.09%	0.28%
Pre87/Unknown	Unknown	129	64	6	4.65%	9.38%	572	175	8	1.40%	4.57%
1987	HDGT	0	0	0	-	-	500	116	13	2.60%	11.21%
1987	LDDT	0	0	0	-	-	0	0	0	-	-
1987	LDDV	0	0	0	-	-	0	0	0	-	-
1987	LDGT	2,360	898	94	3.98%	10.47%	153	46	6	3.92%	13.04%
1987	LDGV	6,172	1,643	135	2.19%	8.22%	285	61	5	1.75%	8.20%
1987	Unknown	43	19	4	9.30%	21.05%	136	33	1	0.74%	3.03%
1988	HDGT	0	0	0	-	-	669	122	9	1.35%	7.38%
1988	LDDT	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-
1988	LDGT	2,226	780	79	3.55%	10.13%	107	29	3	2.80%	10.34%
1988	LDGV	3,887	1,051	83	2.14%	7.90%	91	17	2	2.20%	11.76%
1988	Unknown	45	13	2	4.44%	15.38%	142	31	5	3.52%	16.13%
1989	HDGT	0	0	0	-	-	693	131	13	1.88%	9.92%
1989	LDDT	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-
1989	LDGT	3,614	1,288	99	2.74%	7.69%	202	53	2	0.99%	3.77%
1989	LDGV	9,824	2,574	142	1.45%	5.52%	102	18	1	0.98%	5.56%
1989	Unknown	61	18	2	3.28%	11.11%	201	52	3	1.49%	5.77%
1990	HDGT	0	0	0	-	-	445	82	10	2.25%	12.20%
1990	LDDT	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-
1990	LDGT	2,449	858	86	3.51%	10.02%	87	28	2	2.30%	7.14%
1990	LDGV	7,131	1,903	139	1.95%	7.30%	41	12	0	0.00%	0.00%
1990	Unknown	39	20	2	5.13%	10.00%	107	29	6	5.61%	20.69%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	TSI Initial Insp	TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insp	TSI No Known Outcome % of Initial Fails	Idle Initial Insp	Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insp	Idle No Known Outcome % of Initial Fails
1991	HDGT	0	0	0	-	-	351	59	6	1.71%	10.17%
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	3,765	1,186	80	2.12%	6.75%	96	30	1	1.04%	3.33%
1991	LDGV	15,842	3,840	210	1.33%	5.47%	93	13	1	1.08%	7.69%
1991	Unknown	25	9	0	0.00%	0.00%	119	17	2	1.68%	11.76%
1992	HDGT	0	0	0	-	-	432	51	2	0.46%	3.92%
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	3,297	1,014	80	2.43%	7.89%	92	21	3	3.26%	14.29%
1992	LDGV	12,261	3,389	236	1.92%	6.96%	60	7	0	0.00%	0.00%
1992	Unknown	42	11	3	7.14%	27.27%	104	12	0	0.00%	0.00%
1993	HDGT	0	0	0	-	-	624	89	5	0.80%	5.62%
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	7,302	1,995	134	1.84%	6.72%	169	28	1	0.59%	3.57%
1993	LDGV	31,203	6,832	369	1.18%	5.40%	161	16	0	0.00%	0.00%
1993	Unknown	36	13	0	0.00%	0.00%	217	33	1	0.46%	3.03%
1994	HDGT	0	0	0	-	-	1,115	162	18	1.61%	11.11%
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	7,845	1,940	185	2.36%	9.54%	198	47	9	4.55%	19.15%
1994	LDGV	21,965	4,475	316	1.44%	7.06%	142	12	0	0.00%	0.00%
1994	Unknown	62	17	3	4.84%	17.65%	214	30	2	0.93%	6.67%
1995	HDGT	0	0	0	-	-	1,891	257	24	1.27%	9.34%
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	13,585	3,333	257	1.89%	7.71%	507	92	4	0.79%	4.35%
1995	LDGV	57,293	10,254	558	0.97%	5.44%	253	17	4	1.58%	23.53%
1995	Unknown	112	37	7	6.25%	18.92%	498	59	7	1.41%	11.86%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	TSI Initial Insp	TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insp	TSI No Known Outcome % of Initial Fails	Idle Initial Insp	Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insp	Idle No Known Outcome % of Initial Fails
1996	HDGT	0	0	0	-	-	1,495	218	17	1.14%	7.80%
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	244	36	4	1.64%	11.11%
1996	LDGV	0	0	0	-	-	173	17	0	0.00%	0.00%
1996	Unknown	0	0	0	-	-	300	33	3	1.00%	9.09%
1997	HDGT	0	0	0	-	-	2,727	287	24	0.88%	8.36%
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	692	79	12	1.73%	15.19%
1997	LDGV	4	2	0	0.00%	0.00%	403	35	2	0.50%	5.71%
1997	Unknown	1	0	0	0.00%	-	955	88	4	0.42%	4.55%
1998	HDGT	0	0	0	-	-	1,802	168	5	0.28%	2.98%
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-
1998	LDGT	2	1	0	0.00%	0.00%	383	34	3	0.78%	8.82%
1998	LDGV	3	0	0	0.00%	-	227	13	2	0.88%	15.38%
1998	Unknown	0	0	0	-	-	435	35	1	0.23%	2.86%
1999	HDGT	0	0	0	-	-	3,549	312	10	0.28%	3.21%
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	1	0	0	0.00%	-	940	95	3	0.32%	3.16%
1999	LDGV	3	1	0	0.00%	0.00%	453	35	4	0.88%	11.43%
1999	Unknown	0	0	0	-	-	1,297	117	6	0.46%	5.13%
2000	HDGT	0	0	0	-	-	4,702	358	18	0.38%	5.03%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	2	0	0	0.00%	-	733	52	3	0.41%	5.77%
2000	LDGV	4	0	0	0.00%	-	441	34	2	0.45%	5.88%
2000	Unknown	0	0	0	-	-	1,016	68	2	0.20%	2.94%



**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	TSI Initial Insp	TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insp	TSI No Known Outcome % of Initial Fails	Idle Initial Insp	Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insp	Idle No Known Outcome % of Initial Fails
2001	HDGT	0	0	0	-	-	4,990	350	11	0.22%	3.14%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	3	0	0	0.00%	-	1,197	76	4	0.33%	5.26%
2001	LDGV	4	0	0	0.00%	-	728	33	1	0.14%	3.03%
2001	Unknown	0	0	0	-	-	1,810	81	0	0.00%	0.00%
2002	HDGT	0	0	0	-	-	5,105	255	11	0.22%	4.31%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	1	0	-	0.00%	0	0	0	-	-
2002	LDGT	1	0	0	0.00%	-	765	42	3	0.39%	7.14%
2002	LDGV	4	0	0	0.00%	-	414	19	0	0.00%	0.00%
2002	Unknown	0	0	0	-	-	1,115	43	5	0.45%	11.63%
2003	HDGT	0	0	0	-	-	6,307	290	11	0.17%	3.79%
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	1	0	0	0.00%	-	1,477	79	3	0.20%	3.80%
2003	LDGV	3	0	0	0.00%	-	1,004	38	0	0.00%	0.00%
2003	Unknown	0	0	0	-	-	2,485	86	2	0.08%	2.33%
2004	HDGT	0	0	0	-	-	5,931	206	4	0.07%	1.94%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	3	0	0	0.00%	-	1,018	43	3	0.29%	6.98%
2004	LDGV	2	0	0	0.00%	-	444	13	0	0.00%	0.00%
2004	Unknown	0	0	0	-	-	1,238	44	1	0.08%	2.27%
2005	HDGT	0	0	0	-	-	5,865	221	1	0.02%	0.45%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	1,367	42	0	0.00%	0.00%
2005	LDGV	3	0	0	0.00%	-	935	25	0	0.00%	0.00%
2005	Unknown	0	0	0	-	-	2,092	40	1	0.05%	2.50%

**New Jersey Enhanced Inspection and Maintenance Program**  
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**Year 2011**

Model Yr	Veh Type	TSI Initial Insp	TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insp	TSI No Known Outcome % of Initial Fails	Idle Initial Insp	Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insp	Idle No Known Outcome % of Initial Fails
2006	HDGT	0	0	0	-	-	7,740	238	1	0.01%	0.42%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	0	0	0	-	-	1,342	46	0	0.00%	0.00%
2006	LDGV	1	0	0	0.00%	-	368	16	1	0.27%	6.25%
2006	Unknown	0	0	0	-	-	863	18	1	0.12%	5.56%
2007	HDGT	0	0	0	-	-	4,212	134	0	0.00%	0.00%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	1,063	27	1	0.09%	3.70%
2007	LDGV	1	0	0	0.00%	-	64	3	0	0.00%	0.00%
2007	Unknown	0	0	0	-	-	260	7	0	0.00%	0.00%
2008	HDGT	0	0	0	-	-	1,770	59	0	0.00%	0.00%
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	307	13	0	0.00%	0.00%
2008	LDGV	0	0	0	-	-	63	4	0	0.00%	0.00%
2008	Unknown	0	0	0	-	-	169	8	0	0.00%	0.00%
2009	HDGT	0	0	0	-	-	691	25	0	0.00%	0.00%
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	148	4	0	0.00%	0.00%
2009	LDGV	0	0	0	-	-	9	1	0	0.00%	0.00%
2009	Unknown	0	0	0	-	-	134	5	0	0.00%	0.00%
2010	HDGT	0	0	0	-	-	1,175	27	1	0.09%	3.70%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	473	6	0	0.00%	0.00%
2010	LDGV	0	0	0	-	-	15	3	0	0.00%	0.00%
2010	Unknown	0	0	0	-	-	10	1	0	0.00%	0.00%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	TSI Initial Insp	TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insp	TSI No Known Outcome % of Initial Fails	Idle Initial Insp	Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insp	Idle No Known Outcome % of Initial Fails
2011	HDGT	0	0	0	-	-	576	36	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	-	-	23	5	1	4.35%	20.00%
2011	LDGV	0	0	0	-	-	9	0	0	0.00%	-
2011	Unknown	0	0	0	-	-	28	4	0	0.00%	0.00%
2012	HDGT	0	0	0	-	-	2	1	0	0.00%	0.00%
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	Unknown	0	0	0	-	-	41	4	0	0.00%	0.00%
<b>Totals</b>		<b>222,842</b>	<b>53,085</b>	<b>3,678</b>	<b>1.7%</b>	<b>6.9%</b>	<b>109,890</b>	<b>9,007</b>	<b>407</b>	<b>0.4%</b>	<b>4.5%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	Gas Cap Initial Insp	Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap No Known Outcome % of Initial Insp	Gas Cap No Known Outcome % of Initial Fails	Cat Conv Initial Insp	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insp	Cat Conv No Known Outcome % of Initial Fails	Smoke Initial Insp	Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
Pre87/Unknown	HDGT	1,197	91	7	0.58%	7.69%	1,228	12	2	0.16%	16.67%	1,321	7	0	0.00%	0.00%
Pre87/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	15	0	0	0.00%	-
Pre87/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	129	0	0	0.00%	-
Pre87/Unknown	LDGT	3,895	379	20	0.51%	5.28%	3,767	35	6	0.16%	17.14%	4,166	37	4	0.10%	10.81%
Pre87/Unknown	LDGV	10,100	552	18	0.18%	3.26%	9,383	79	9	0.10%	11.39%	11,939	125	17	0.14%	13.60%
Pre87/Unknown	Unknown	558	42	6	1.08%	14.29%	565	11	1	0.18%	9.09%	747	8	1	0.13%	12.50%
1987	HDGT	414	25	4	0.97%	16.00%	498	5	0	0.00%	0.00%	500	1	0	0.00%	0.00%
1987	LDDT	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
1987	LDDV	0	0	0	-	-	0	0	0	-	-	30	0	0	0.00%	-
1987	LDGT	2,501	197	21	0.84%	10.66%	2,510	10	2	0.08%	20.00%	2,513	20	3	0.12%	15.00%
1987	LDGV	6,429	237	12	0.19%	5.06%	6,457	19	1	0.02%	5.26%	6,457	42	5	0.08%	11.90%
1987	Unknown	156	13	1	0.64%	7.69%	179	1	0	0.00%	0.00%	196	1	0	0.00%	0.00%
1988	HDGT	586	33	2	0.34%	6.06%	668	2	1	0.15%	50.00%	670	3	0	0.00%	0.00%
1988	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
1988	LDGT	2,328	206	17	0.73%	8.25%	2,334	9	1	0.04%	11.11%	2,334	24	4	0.17%	16.67%
1988	LDGV	3,961	146	5	0.13%	3.42%	3,978	17	2	0.05%	11.76%	3,978	35	3	0.08%	8.57%
1988	Unknown	172	13	2	1.16%	15.38%	193	0	0	0.00%	-	210	2	1	0.48%	50.00%
1989	HDGT	661	43	5	0.76%	11.63%	695	2	0	0.00%	0.00%	695	3	1	0.14%	33.33%
1989	LDDT	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
1989	LDGT	3,810	287	18	0.47%	6.27%	3,819	11	0	0.00%	0.00%	3,819	47	5	0.13%	10.64%
1989	LDGV	9,902	374	16	0.16%	4.28%	9,927	17	2	0.02%	11.76%	9,927	62	4	0.04%	6.45%
1989	Unknown	245	21	1	0.41%	4.76%	274	2	0	0.00%	0.00%	308	2	0	0.00%	0.00%
1990	HDGT	412	19	4	0.97%	21.05%	444	2	0	0.00%	0.00%	445	0	0	0.00%	-
1990	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-	6	0	0	0.00%	-
1990	LDGT	2,532	209	6	0.24%	2.87%	2,536	8	1	0.04%	12.50%	2,536	28	2	0.08%	7.14%
1990	LDGV	7,162	322	12	0.17%	3.73%	7,173	29	2	0.03%	6.90%	7,173	74	10	0.14%	13.51%
1990	Unknown	140	13	2	1.43%	15.38%	161	0	0	0.00%	-	184	1	0	0.00%	0.00%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	Gas Cap Initial Insp	Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap No Known Outcome % of Initial Insp	Gas Cap No Known Outcome % of Initial Fails	Cat Conv Initial Insp	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insp	Cat Conv No Known Outcome % of Initial Fails	Smoke Initial Insp	Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
1991	HDGT	345	28	3	0.87%	10.71%	352	0	0	0.00%	-	352	1	0	0.00%	0.00%
1991	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-	17	0	0	0.00%	-
1991	LDGT	3,859	286	12	0.31%	4.20%	3,861	11	1	0.03%	9.09%	3,861	41	4	0.10%	9.76%
1991	LDGV	15,914	547	9	0.06%	1.65%	15,937	38	5	0.03%	13.16%	15,937	181	17	0.11%	9.39%
1991	Unknown	138	9	0	0.00%	0.00%	162	0	0	0.00%	-	207	1	0	0.00%	0.00%
1992	HDGT	429	19	0	0.00%	0.00%	434	0	0	0.00%	-	434	0	0	0.00%	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-	6	0	0	0.00%	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-	9	0	0	0.00%	-
1992	LDGT	3,387	237	4	0.12%	1.69%	3,390	11	3	0.09%	27.27%	3,390	36	2	0.06%	5.56%
1992	LDGV	12,313	444	15	0.12%	3.38%	12,322	37	5	0.04%	13.51%	12,322	152	12	0.10%	7.89%
1992	Unknown	145	13	0	0.00%	0.00%	177	0	0	0.00%	-	219	1	0	0.00%	0.00%
1993	HDGT	621	42	1	0.16%	2.38%	625	1	0	0.00%	0.00%	625	1	0	0.00%	0.00%
1993	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	11	0	0	0.00%	-
1993	LDGT	7,467	456	20	0.27%	4.39%	7,472	13	3	0.04%	23.08%	7,472	58	5	0.07%	8.62%
1993	LDGV	31,359	1,023	22	0.07%	2.15%	31,368	66	13	0.04%	19.70%	31,368	395	25	0.08%	6.33%
1993	Unknown	248	19	2	0.81%	10.53%	284	0	0	0.00%	-	388	1	0	0.00%	0.00%
1994	HDGT	1,108	92	2	0.18%	2.17%	1,118	2	0	0.00%	0.00%	1,118	2	0	0.00%	0.00%
1994	LDDT	0	0	0	-	-	0	0	0	-	-	8	0	0	0.00%	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
1994	LDGT	8,037	477	21	0.26%	4.40%	8,048	22	9	0.11%	40.91%	8,048	91	8	0.10%	8.79%
1994	LDGV	22,097	754	18	0.08%	2.39%	22,112	62	11	0.05%	17.74%	22,112	286	17	0.08%	5.94%
1994	Unknown	276	22	2	0.72%	9.09%	336	0	0	0.00%	-	399	1	0	0.00%	0.00%
1995	HDGT	1,880	114	8	0.43%	7.02%	1,896	3	0	0.00%	0.00%	1,896	5	1	0.05%	20.00%
1995	LDDT	0	0	0	-	-	0	0	0	-	-	14	0	0	0.00%	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	11	0	0	0.00%	-
1995	LDGT	14,090	635	14	0.10%	2.20%	14,096	12	3	0.02%	25.00%	14,096	72	6	0.04%	8.33%
1995	LDGV	57,531	1,726	28	0.05%	1.62%	57,551	77	13	0.02%	16.88%	57,551	469	39	0.07%	8.32%
1995	Unknown	600	30	4	0.67%	13.33%	702	0	0	0.00%	-	870	1	1	0.11%	100.00%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	Gas Cap Initial Insp	Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap No Known Outcome % of Initial Insp	Gas Cap No Known Outcome % of Initial Fails	Cat Conv Initial Insp	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insp	Cat Conv No Known Outcome % of Initial Fails	Smoke Initial Insp	Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
1996	HDGT	1,487	93	4	0.27%	4.30%	1,498	1	1	0.07%	100.00%	1,498	6	1	0.07%	16.67%
1996	LDDT	0	0	0	-	-	0	0	0	-	-	4	0	0	0.00%	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	13	0	0	0.00%	-
1996	LDGT	9,962	490	26	0.26%	5.31%	9,967	10	1	0.01%	10.00%	9,967	30	3	0.03%	10.00%
1996	LDGV	35,826	1,103	59	0.16%	5.35%	35,836	54	10	0.03%	18.52%	35,836	172	11	0.03%	6.40%
1996	Unknown	308	18	0	0.00%	0.00%	448	0	0	0.00%	-	578	2	0	0.00%	0.00%
1997	HDGT	2,700	141	5	0.19%	3.55%	2,732	1	0	0.00%	0.00%	2,732	7	3	0.11%	42.86%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	15	0	0	0.00%	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	121	1	0	0.00%	0.00%
1997	LDGT	19,480	889	27	0.14%	3.04%	19,494	7	1	0.01%	14.29%	19,494	33	2	0.01%	6.06%
1997	LDGV	82,019	2,114	70	0.09%	3.31%	82,037	78	14	0.02%	17.95%	82,037	232	25	0.03%	10.78%
1997	Unknown	948	89	5	0.53%	5.62%	1,088	1	0	0.00%	0.00%	1,459	2	1	0.07%	50.00%
1998	HDGT	1,794	85	1	0.06%	1.18%	1,803	1	0	0.00%	0.00%	1,803	6	0	0.00%	0.00%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	15	0	0	0.00%	-
1998	LDDV	1	0	0	0.00%	-	0	0	0	-	-	128	0	0	0.00%	-
1998	LDGT	17,852	644	26	0.15%	4.04%	17,857	8	1	0.01%	12.50%	17,857	34	6	0.03%	17.65%
1998	LDGV	63,392	1,731	53	0.08%	3.06%	63,402	79	13	0.02%	16.46%	63,402	218	21	0.03%	9.63%
1998	Unknown	434	21	1	0.23%	4.76%	553	0	0	0.00%	-	704	0	0	0.00%	-
1999	HDGT	3,534	161	2	0.06%	1.24%	3,550	2	0	0.00%	0.00%	3,550	4	0	0.00%	0.00%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	10	0	0	0.00%	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	270	1	0	0.00%	0.00%
1999	LDGT	25,485	939	31	0.12%	3.30%	25,499	3	0	0.00%	0.00%	25,499	36	4	0.02%	11.11%
1999	LDGV	117,323	2,992	69	0.06%	2.31%	117,370	88	13	0.01%	14.77%	117,371	278	29	0.02%	10.43%
1999	Unknown	1,312	86	0	0.00%	0.00%	1,499	0	0	0.00%	-	1,956	1	0	0.00%	0.00%
2000	HDGT	4,684	202	2	0.04%	0.99%	4,704	2	0	0.00%	0.00%	4,704	13	3	0.06%	23.08%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	4	0	0	0.00%	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	141	0	0	0.00%	-
2000	LDGT	25,992	1,086	34	0.13%	3.13%	25,996	5	0	0.00%	0.00%	25,996	37	4	0.02%	10.81%
2000	LDGV	96,738	2,456	75	0.08%	3.05%	96,763	47	11	0.01%	23.40%	96,763	233	17	0.02%	7.30%
2000	Unknown	1,036	78	2	0.19%	2.56%	1,324	1	0	0.00%	0.00%	1,680	1	0	0.00%	0.00%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	Gas Cap Initial Insp	Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap No Known Outcome % of Initial Insp	Gas Cap No Known Outcome % of Initial Fails	Cat Conv Initial Insp	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insp	Cat Conv No Known Outcome % of Initial Fails	Smoke Initial Insp	Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
2001	HDGT	5	0	0	0.00%	-	4,992	1	0	0.00%	0.00%	4,992	5	0	0.00%	0.00%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	6	0	0	0.00%	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	208	0	0	0.00%	-
2001	LDGT	26	0	0	0.00%	-	34,574	5	1	0.00%	20.00%	34,574	45	8	0.02%	17.78%
2001	LDGV	99	0	0	0.00%	-	153,714	39	5	0.00%	12.82%	153,714	241	29	0.02%	12.03%
2001	Unknown	0	0	0	-	-	2,084	1	0	0.00%	0.00%	2,746	5	0	0.00%	0.00%
2002	HDGT	0	0	0	-	-	5,109	1	1	0.02%	100.00%	5,109	7	0	0.00%	0.00%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	4	0	0	0.00%	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	195	1	0	0.00%	0.00%
2002	LDGT	23	0	0	0.00%	-	31,102	5	0	0.00%	0.00%	31,102	22	3	0.01%	13.64%
2002	LDGV	66	0	0	0.00%	-	108,228	49	10	0.01%	20.41%	108,229	124	11	0.01%	8.87%
2002	Unknown	0	0	0	-	-	1,551	0	0	0.00%	-	1,981	2	0	0.00%	0.00%
2003	HDGT	3	0	0	0.00%	-	6,311	0	0	0.00%	-	6,311	8	2	0.03%	25.00%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	249	1	0	0.00%	0.00%
2003	LDGT	19	0	0	0.00%	-	45,210	5	0	0.00%	0.00%	45,210	28	3	0.01%	10.71%
2003	LDGV	91	0	0	0.00%	-	203,781	64	12	0.01%	18.75%	203,782	105	6	0.00%	5.71%
2003	Unknown	2	0	0	0.00%	-	2,819	1	0	0.00%	0.00%	3,682	0	0	0.00%	-
2004	HDGT	3	0	0	0.00%	-	5,931	0	0	0.00%	-	5,932	6	0	0.00%	0.00%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	7	0	0	0.00%	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	122	0	0	0.00%	-
2004	LDGT	17	0	0	0.00%	-	35,348	6	0	0.00%	0.00%	35,348	19	2	0.01%	10.53%
2004	LDGV	51	0	0	0.00%	-	103,993	56	14	0.01%	25.00%	103,993	50	6	0.01%	12.00%
2004	Unknown	1	0	0	0.00%	-	1,811	0	0	0.00%	-	2,272	0	0	0.00%	-
2005	HDGT	1	0	0	0.00%	-	5,868	0	0	0.00%	-	5,869	7	0	0.00%	0.00%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	89	0	0	0.00%	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	493	1	0	0.00%	0.00%
2005	LDGT	16	0	0	0.00%	-	46,213	6	0	0.00%	0.00%	46,215	11	0	0.00%	0.00%
2005	LDGV	92	0	0	0.00%	-	210,793	43	4	0.00%	9.30%	210,797	50	4	0.00%	8.00%
2005	Unknown	0	0	0	-	-	2,331	0	0	0.00%	-	3,186	3	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 2011**

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
2006	HDGT	0	0	0	-	-	7,778	1	0	0.00%	0.00%	7,778	10	0	0.00%	0.00%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	136	0	0	0.00%	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	356	1	0	0.00%	0.00%
2006	LDGT	15	0	0	0.00%	-	45,614	3	0	0.00%	0.00%	45,614	10	0	0.00%	0.00%
2006	LDGV	52	0	0	0.00%	-	73,704	26	6	0.01%	23.08%	73,704	30	1	0.00%	3.33%
2006	Unknown	0	0	0	-	-	1,915	0	0	0.00%	-	2,581	0	0	0.00%	-
2007	HDGT	1	0	0	0.00%	-	4,220	0	0	0.00%	-	4,220	5	0	0.00%	0.00%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	18	0	0	0.00%	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	20	0	0	0.00%	-
2007	LDGT	4	0	0	0.00%	-	21,981	3	0	0.00%	0.00%	21,981	6	1	0.00%	16.67%
2007	LDGV	9	0	0	0.00%	-	31,403	2	0	0.00%	0.00%	31,403	10	0	0.00%	0.00%
2007	Unknown	0	0	0	-	-	761	0	0	0.00%	-	1,322	1	0	0.00%	0.00%
2008	HDGT	1	0	0	0.00%	-	1,769	0	0	0.00%	-	1,770	3	0	0.00%	0.00%
2008	LDDT	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
2008	LDGT	1	0	0	0.00%	-	3,748	0	0	0.00%	-	3,749	3	0	0.00%	0.00%
2008	LDGV	2	0	0	0.00%	-	4,655	0	0	0.00%	-	4,657	2	0	0.00%	0.00%
2008	Unknown	0	0	0	-	-	228	1	0	0.00%	0.00%	385	1	0	0.00%	0.00%
2009	HDGT	0	0	0	-	-	691	0	0	0.00%	-	691	0	0	0.00%	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
2009	LDGT	0	0	0	-	-	1,004	0	0	0.00%	-	1,004	0	0	0.00%	-
2009	LDGV	1	0	0	0.00%	-	1,536	0	0	0.00%	-	1,536	0	0	0.00%	-
2009	Unknown	0	0	0	-	-	165	0	0	0.00%	-	195	0	0	0.00%	-
2010	HDGT	0	0	0	-	-	1,175	0	0	0.00%	-	1,175	2	0	0.00%	0.00%
2010	LDDT	0	0	0	-	-	8	0	0	0.00%	-	8	0	0	0.00%	-
2010	LDDV	0	0	0	-	-	5	0	0	0.00%	-	5	0	0	0.00%	-
2010	LDGT	0	0	0	-	-	2,618	0	0	0.00%	-	2,618	1	0	0.00%	0.00%
2010	LDGV	0	0	0	-	-	1,181	0	0	0.00%	-	1,181	0	0	0.00%	-
2010	Unknown	0	0	0	-	-	109	0	0	0.00%	-	237	0	0	0.00%	-



**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	Gas Cap Initial Insp	Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap No Known Outcome % of Initial Insp	Gas Cap No Known Outcome % of Initial Fails	Cat Conv Initial Insp	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insp	Cat Conv No Known Outcome % of Initial Fails	Smoke Initial Insp	Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
2011	HDGT	0	0	0	-	-	576	0	0	0.00%	-	576	0	0	0.00%	-
2011	LDDT	0	0	0	-	-	6	0	0	0.00%	-	6	0	0	0.00%	-
2011	LDDV	0	0	0	-	-	5	0	0	0.00%	-	5	0	0	0.00%	-
2011	LDGT	0	0	0	-	-	752	0	0	0.00%	-	752	0	0	0.00%	-
2011	LDGV	0	0	0	-	-	657	0	0	0.00%	-	657	0	0	0.00%	-
2011	Unknown	0	0	0	-	-	58	0	0	0.00%	-	79	0	0	0.00%	-
2012	HDGT	0	0	0	-	-	2	0	0	0.00%	-	2	0	0	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	0	0.00%	-	2	0	0	0.00%	-
2012	LDGV	0	0	0	-	-	208	0	0	0.00%	-	208	0	0	0.00%	-
2012	Unknown	0	0	0	-	-	73	0	0	0.00%	-	73	0	0	0.00%	-
<b>Totals</b>		<b>751,913</b>	<b>25,613</b>	<b>856</b>	<b>0.1%</b>	<b>3.3%</b>	<b>1,972,822</b>	<b>1,332</b>	<b>214</b>	<b>0.01%</b>	<b>16.1%</b>	<b>1,985,804</b>	<b>4,490</b>	<b>403</b>	<b>0.02%</b>	<b>9.0%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

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
Pre87/Unknown	HDGT	1,321	7	2	0.15%	28.57%	1,321	13	3	0.23%	23.08%
Pre87/Unknown	LDDT	15	0	0	0.00%	-	15	0	0	0.00%	-
Pre87/Unknown	LDDV	129	0	0	0.00%	-	129	0	0	0.00%	-
Pre87/Unknown	LDGT	4,166	10	1	0.02%	10.00%	4,166	129	16	0.38%	12.40%
Pre87/Unknown	LDGV	11,939	9	1	0.01%	11.11%	11,939	283	17	0.14%	6.01%
Pre87/Unknown	Unknown	747	4	2	0.27%	50.00%	747	19	2	0.27%	10.53%
1987	HDGT	500	1	0	0.00%	0.00%	500	9	0	0.00%	0.00%
1987	LDDT	5	0	0	0.00%	-	5	0	0	0.00%	-
1987	LDDV	30	0	0	0.00%	-	30	0	0	0.00%	-
1987	LDGT	2,513	5	0	0.00%	0.00%	2,513	87	7	0.28%	8.05%
1987	LDGV	6,457	6	0	0.00%	0.00%	6,457	172	21	0.33%	12.21%
1987	Unknown	196	1	0	0.00%	0.00%	196	2	0	0.00%	0.00%
1988	HDGT	670	1	0	0.00%	0.00%	670	2	1	0.15%	50.00%
1988	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
1988	LDDV	2	0	0	0.00%	-	2	0	0	0.00%	-
1988	LDGT	2,334	2	1	0.04%	50.00%	2,334	87	7	0.30%	8.05%
1988	LDGV	3,978	7	1	0.03%	14.29%	3,978	127	9	0.23%	7.09%
1988	Unknown	210	0	0	0.00%	-	210	2	0	0.00%	0.00%
1989	HDGT	695	0	0	0.00%	-	695	8	2	0.29%	25.00%
1989	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
1989	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-
1989	LDGT	3,819	11	0	0.00%	0.00%	3,819	134	12	0.31%	8.96%
1989	LDGV	9,927	6	1	0.01%	16.67%	9,927	255	23	0.23%	9.02%
1989	Unknown	308	0	0	0.00%	-	308	5	1	0.32%	20.00%
1990	HDGT	445	0	0	0.00%	-	445	4	2	0.45%	50.00%
1990	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
1990	LDDV	6	0	0	0.00%	-	6	0	0	0.00%	-
1990	LDGT	2,536	3	0	0.00%	0.00%	2,536	92	9	0.35%	9.78%
1990	LDGV	7,173	8	0	0.00%	0.00%	7,173	252	18	0.25%	7.14%
1990	Unknown	184	0	0	0.00%	-	184	5	1	0.54%	20.00%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	Liquid Leak Initial Insp	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	Misc Emissions Initial Insp	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
1991	HDGT	352	1	0	0.00%	0.00%	352	0	0	0.00%	-
1991	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
1991	LDDV	17	0	0	0.00%	-	17	0	0	0.00%	-
1991	LDGT	3,861	5	1	0.03%	20.00%	3,861	156	12	0.31%	7.69%
1991	LDGV	15,937	6	2	0.01%	33.33%	15,937	505	31	0.19%	6.14%
1991	Unknown	207	0	0	0.00%	-	207	3	0	0.00%	0.00%
1992	HDGT	434	2	0	0.00%	0.00%	434	5	1	0.23%	20.00%
1992	LDDT	6	0	0	0.00%	-	6	0	0	0.00%	-
1992	LDDV	9	0	0	0.00%	-	9	0	0	0.00%	-
1992	LDGT	3,390	2	0	0.00%	0.00%	3,390	115	9	0.27%	7.83%
1992	LDGV	12,322	7	0	0.00%	0.00%	12,322	462	35	0.28%	7.58%
1992	Unknown	219	0	0	0.00%	-	219	3	0	0.00%	0.00%
1993	HDGT	625	0	0	0.00%	-	625	6	0	0.00%	0.00%
1993	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
1993	LDDV	11	0	0	0.00%	-	11	0	0	0.00%	-
1993	LDGT	7,472	8	1	0.01%	12.50%	7,472	185	12	0.16%	6.49%
1993	LDGV	31,368	28	1	0.00%	3.57%	31,368	825	45	0.14%	5.45%
1993	Unknown	388	0	0	0.00%	-	388	3	0	0.00%	0.00%
1994	HDGT	1,118	2	0	0.00%	0.00%	1,118	6	1	0.09%	16.67%
1994	LDDT	8	0	0	0.00%	-	8	0	0	0.00%	-
1994	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-
1994	LDGT	8,048	10	1	0.01%	10.00%	8,048	146	9	0.11%	6.16%
1994	LDGV	22,112	14	1	0.00%	7.14%	22,112	640	40	0.18%	6.25%
1994	Unknown	399	0	0	0.00%	-	399	3	1	0.25%	33.33%
1995	HDGT	1,896	1	0	0.00%	0.00%	1,896	13	0	0.00%	0.00%
1995	LDDT	14	0	0	0.00%	-	14	0	0	0.00%	-
1995	LDDV	11	0	0	0.00%	-	11	0	0	0.00%	-
1995	LDGT	14,096	13	1	0.01%	7.69%	14,096	285	25	0.18%	8.77%
1995	LDGV	57,551	23	1	0.00%	4.35%	57,551	1,240	66	0.11%	5.32%
1995	Unknown	870	1	0	0.00%	0.00%	870	6	2	0.23%	33.33%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	Liquid Leak Initial Insp	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	Misc Emissions Initial Insp	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
1996	HDGT	1,498	2	0	0.00%	0.00%	1,498	6	0	0.00%	0.00%
1996	LDDT	4	0	0	0.00%	-	4	0	0	0.00%	-
1996	LDDV	13	0	0	0.00%	-	13	0	0	0.00%	-
1996	LDGT	9,967	4	1	0.01%	25.00%	9,967	30	4	0.04%	13.33%
1996	LDGV	35,836	17	3	0.01%	17.65%	35,836	83	3	0.01%	3.61%
1996	Unknown	578	1	0	0.00%	0.00%	578	1	0	0.00%	0.00%
1997	HDGT	2,732	3	0	0.00%	0.00%	2,732	9	2	0.07%	22.22%
1997	LDDT	15	0	0	0.00%	-	15	0	0	0.00%	-
1997	LDDV	121	0	0	0.00%	-	121	0	0	0.00%	-
1997	LDGT	19,494	9	0	0.00%	0.00%	19,494	34	5	0.03%	14.71%
1997	LDGV	82,037	33	2	0.00%	6.06%	82,037	133	6	0.01%	4.51%
1997	Unknown	1,459	1	0	0.00%	0.00%	1,459	5	1	0.07%	20.00%
1998	HDGT	1,803	4	0	0.00%	0.00%	1,803	6	1	0.06%	16.67%
1998	LDDT	15	0	0	0.00%	-	15	0	0	0.00%	-
1998	LDDV	128	0	0	0.00%	-	128	1	0	0.00%	0.00%
1998	LDGT	17,857	9	0	0.00%	0.00%	17,857	24	1	0.01%	4.17%
1998	LDGV	63,402	14	1	0.00%	7.14%	63,402	120	6	0.01%	5.00%
1998	Unknown	704	0	0	0.00%	-	704	1	0	0.00%	0.00%
1999	HDGT	3,550	2	0	0.00%	0.00%	3,550	4	0	0.00%	0.00%
1999	LDDT	10	0	0	0.00%	-	10	0	0	0.00%	-
1999	LDDV	270	0	0	0.00%	-	270	1	0	0.00%	0.00%
1999	LDGT	25,499	10	0	0.00%	0.00%	25,499	41	3	0.01%	7.32%
1999	LDGV	117,371	19	2	0.00%	10.53%	117,371	161	10	0.01%	6.21%
1999	Unknown	1,956	2	0	0.00%	0.00%	1,956	3	0	0.00%	0.00%
2000	HDGT	4,704	7	0	0.00%	0.00%	4,704	7	0	0.00%	0.00%
2000	LDDT	4	0	0	0.00%	-	4	0	0	0.00%	-
2000	LDDV	141	0	0	0.00%	-	141	0	0	0.00%	-
2000	LDGT	25,996	12	0	0.00%	0.00%	25,996	43	1	0.00%	2.33%
2000	LDGV	96,763	19	2	0.00%	10.53%	96,763	136	8	0.01%	5.88%
2000	Unknown	1,680	2	0	0.00%	0.00%	1,680	1	1	0.06%	100.00%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

Model Yr	Veh Type	Liquid Leak Initial Insp	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	Misc Emissions Initial Insp	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
2001	HDGT	4,992	6	0	0.00%	0.00%	4,992	15	1	0.02%	6.67%
2001	LDDT	6	0	0	0.00%	-	6	0	0	0.00%	-
2001	LDDV	208	0	0	0.00%	-	208	0	0	0.00%	-
2001	LDGT	34,574	7	1	0.00%	14.29%	34,574	40	1	0.00%	2.50%
2001	LDGV	153,714	32	1	0.00%	3.13%	153,714	130	11	0.01%	8.46%
2001	Unknown	2,746	0	0	0.00%	-	2,746	5	0	0.00%	0.00%
2002	HDGT	5,109	5	0	0.00%	0.00%	5,109	5	0	0.00%	0.00%
2002	LDDT	4	0	0	0.00%	-	4	0	0	0.00%	-
2002	LDDV	195	0	0	0.00%	-	195	0	0	0.00%	-
2002	LDGT	31,102	6	0	0.00%	0.00%	31,102	32	1	0.00%	3.13%
2002	LDGV	108,229	16	0	0.00%	0.00%	108,229	118	7	0.01%	5.93%
2002	Unknown	1,981	2	0	0.00%	0.00%	1,981	0	0	0.00%	-
2003	HDGT	6,311	2	0	0.00%	0.00%	6,311	9	0	0.00%	0.00%
2003	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
2003	LDDV	249	0	0	0.00%	-	249	0	0	0.00%	-
2003	LDGT	45,210	11	0	0.00%	0.00%	45,210	26	1	0.00%	3.85%
2003	LDGV	203,782	14	0	0.00%	0.00%	203,782	139	3	0.00%	2.16%
2003	Unknown	3,682	2	0	0.00%	0.00%	3,682	8	0	0.00%	0.00%
2004	HDGT	5,932	3	0	0.00%	0.00%	5,932	5	1	0.02%	20.00%
2004	LDDT	7	0	0	0.00%	-	7	0	0	0.00%	-
2004	LDDV	122	0	0	0.00%	-	122	0	0	0.00%	-
2004	LDGT	35,348	8	0	0.00%	0.00%	35,348	19	2	0.01%	10.53%
2004	LDGV	103,993	6	0	0.00%	0.00%	103,993	66	3	0.00%	4.55%
2004	Unknown	2,272	1	0	0.00%	0.00%	2,272	2	0	0.00%	0.00%
2005	HDGT	5,869	2	0	0.00%	0.00%	5,869	4	0	0.00%	0.00%
2005	LDDT	89	0	0	0.00%	-	89	0	0	0.00%	-
2005	LDDV	493	1	0	0.00%	0.00%	493	0	0	0.00%	-
2005	LDGT	46,215	2	0	0.00%	0.00%	46,215	21	0	0.00%	0.00%
2005	LDGV	210,797	14	1	0.00%	7.14%	210,797	93	2	0.00%	2.15%
2005	Unknown	3,186	4	0	0.00%	0.00%	3,186	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 2011**

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
2006	HDGT	7,778	4	0	0.00%	0.00%	7,778	5	0	0.00%	0.00%
2006	LDDT	136	0	0	0.00%	-	136	0	0	0.00%	-
2006	LDDV	356	0	0	0.00%	-	356	0	0	0.00%	-
2006	LDGT	45,614	0	0	0.00%	-	45,614	24	1	0.00%	4.17%
2006	LDGV	73,704	9	0	0.00%	0.00%	73,704	41	0	0.00%	0.00%
2006	Unknown	2,581	0	0	0.00%	-	2,581	0	0	0.00%	-
2007	HDGT	4,220	2	0	0.00%	0.00%	4,220	0	0	0.00%	-
2007	LDDT	18	0	0	0.00%	-	18	0	0	0.00%	-
2007	LDDV	20	0	0	0.00%	-	20	0	0	0.00%	-
2007	LDGT	21,981	1	0	0.00%	0.00%	21,981	13	0	0.00%	0.00%
2007	LDGV	31,403	3	0	0.00%	0.00%	31,403	17	0	0.00%	0.00%
2007	Unknown	1,322	0	0	0.00%	-	1,322	0	0	0.00%	-
2008	HDGT	1,770	0	0	0.00%	-	1,770	0	0	0.00%	-
2008	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
2008	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-
2008	LDGT	3,749	1	0	0.00%	0.00%	3,749	1	0	0.00%	0.00%
2008	LDGV	4,657	0	0	0.00%	-	4,657	1	0	0.00%	0.00%
2008	Unknown	385	0	0	0.00%	-	385	0	0	0.00%	-
2009	HDGT	691	1	0	0.00%	0.00%	691	0	0	0.00%	-
2009	LDDT	5	0	0	0.00%	-	5	0	0	0.00%	-
2009	LDDV	5	0	0	0.00%	-	5	0	0	0.00%	-
2009	LDGT	1,004	0	0	0.00%	-	1,004	0	0	0.00%	-
2009	LDGV	1,536	0	0	0.00%	-	1,536	0	0	0.00%	-
2009	Unknown	195	0	0	0.00%	-	195	0	0	0.00%	-
2010	HDGT	1,175	0	0	0.00%	-	1,175	1	0	0.00%	0.00%
2010	LDDT	8	0	0	0.00%	-	8	0	0	0.00%	-
2010	LDDV	5	0	0	0.00%	-	5	0	0	0.00%	-
2010	LDGT	2,618	0	0	0.00%	-	2,618	0	0	0.00%	-
2010	LDGV	1,181	0	0	0.00%	-	1,181	0	0	0.00%	-
2010	Unknown	237	0	0	0.00%	-	237	0	0	0.00%	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2011**

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
2011	HDGT	576	0	0	0.00%	-	576	0	0	0.00%	-
2011	LDDT	6	0	0	0.00%	-	6	0	0	0.00%	-
2011	LDDV	5	0	0	0.00%	-	5	0	0	0.00%	-
2011	LDGT	752	0	0	0.00%	-	752	0	0	0.00%	-
2011	LDGV	657	0	0	0.00%	-	657	0	0	0.00%	-
2011	Unknown	79	0	0	0.00%	-	79	0	0	0.00%	-
2012	HDGT	2	0	0	0.00%	-	2	0	0	0.00%	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	2	0	0	0.00%	-	2	0	0	0.00%	-
2012	LDGV	208	0	0	0.00%	-	208	0	0	0.00%	-
2012	Unknown	73	0	0	0.00%	-	73	0	0	0.00%	-
<b>Totals</b>		<b>1,985,804</b>	<b>539</b>	<b>32</b>	<b>0.002%</b>	<b>5.9%</b>	<b>1,985,804</b>	<b>7,986</b>	<b>526</b>	<b>0.03%</b>	<b>6.6%</b>

# **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 2012**

Model Yr	Veh Type	Overall First Retest Insp	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insp	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	TSI First Retest Insp	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
Pre 88/Unknown	HDGT	412	134	278	32.5%	67.5%	0	0	0	-	-	0	0	0	-	-
Pre 88/Unknown	LDDT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
Pre 88/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 88/Unknown	LDGT	1,903	741	1,162	38.9%	61.1%	0	0	0	-	-	1,436	602	834	41.9%	58.1%
Pre 88/Unknown	LDGV	2,952	1,001	1,951	33.9%	66.1%	0	0	0	-	-	1,804	638	1,166	35.4%	64.6%
Pre 88/Unknown	Unknown	23	9	14	39.1%	60.9%	0	0	0	-	-	0	0	0	-	-
1988	HDGT	145	48	97	33.1%	66.9%	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	902	269	633	29.8%	70.2%	0	0	0	-	-	769	258	511	33.6%	66.4%
1988	LDGV	1,089	328	761	30.1%	69.9%	0	0	0	-	-	985	317	668	32.2%	67.8%
1988	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1989	HDGT	130	38	92	29.2%	70.8%	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	786	276	510	35.1%	64.9%	0	0	0	-	-	665	259	406	38.9%	61.1%
1989	LDGV	823	269	554	32.7%	67.3%	0	0	0	-	-	766	266	500	34.7%	65.3%
1989	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1990	HDGT	104	20	84	19.2%	80.8%	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	1,187	368	819	31.0%	69.0%	0	0	0	-	-	1,018	342	676	33.6%	66.4%
1990	LDGV	1,864	532	1,332	28.5%	71.5%	0	0	0	-	-	1,695	522	1,173	30.8%	69.2%
1990	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	HDGT	66	15	51	22.7%	77.3%	0	0	0	-	-	0	0	0	-	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDGT	674	219	455	32.5%	67.5%	0	0	0	-	-	553	206	347	37.3%	62.7%
1991	LDGV	1,418	478	940	33.7%	66.3%	0	0	0	-	-	1,279	464	815	36.3%	63.7%
1991	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	HDGT	89	17	72	19.1%	80.9%	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	1,345	386	959	28.7%	71.3%	0	0	0	-	-	1,116	372	744	33.3%	66.7%
1992	LDGV	3,306	946	2,360	28.6%	71.4%	0	0	0	-	-	3,025	923	2,102	30.5%	69.5%
1992	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

**Table J** (Page 1 of 15)

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
1993	HDGT	106	29	77	27.4%	72.6%	0	0	0	-	-	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	1,331	367	964	27.6%	72.4%	0	0	0	-	-	1,079	347	732	32.2%	67.8%
1993	LDGV	2,398	780	1,618	32.5%	67.5%	0	0	0	-	-	2,172	761	1,411	35.0%	65.0%
1993	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	HDGT	252	56	196	22.2%	77.8%	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	3,098	835	2,263	27.0%	73.0%	0	0	0	-	-	2,558	804	1,754	31.4%	68.6%
1994	LDGV	4,373	1,083	3,290	24.8%	75.2%	0	0	0	-	-	3,852	1,048	2,804	27.2%	72.8%
1994	Unknown	2	2	0	100.0%	0.0%	0	0	0	-	-	1	1	0	100.0%	0.0%
1995	HDGT	280	62	218	22.1%	77.9%	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	2,573	787	1,786	30.6%	69.4%	0	0	0	-	-	2,200	747	1,453	34.0%	66.0%
1995	LDGV	3,638	1,052	2,586	28.9%	71.1%	0	0	0	-	-	3,167	1,031	2,136	32.6%	67.4%
1995	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGT	289	70	219	24.2%	75.8%	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	3,291	745	2,546	22.6%	77.4%	2,595	708	1,887	27.3%	72.7%	0	0	0	-	-
1996	LDGV	5,455	1,407	4,048	25.8%	74.2%	4,741	1,353	3,388	28.5%	71.5%	3	1	2	33.3%	66.7%
1996	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	HDGT	389	63	326	16.2%	83.8%	0	0	0	-	-	0	0	0	-	-
1997	LDDT	11	2	9	18.2%	81.8%	11	2	9	18.2%	81.8%	0	0	0	-	-
1997	LDDV	12	3	9	25.0%	75.0%	12	3	9	25.0%	75.0%	0	0	0	-	-
1997	LDGT	3,797	1,025	2,772	27.0%	73.0%	3,159	986	2,173	31.2%	68.8%	0	0	0	-	-
1997	LDGV	5,692	1,703	3,989	29.9%	70.1%	5,089	1,671	3,418	32.8%	67.2%	0	0	0	-	-
1997	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	HDGT	333	56	277	16.8%	83.2%	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	18	4	14	22.2%	77.8%	18	4	14	22.2%	77.8%	0	0	0	-	-
1998	LDGT	5,844	1,297	4,547	22.2%	77.8%	4,819	1,247	3,572	25.9%	74.1%	0	0	0	-	-
1998	LDGV	8,397	2,065	6,332	24.6%	75.4%	7,267	1,999	5,268	27.5%	72.5%	1	1	0	100.0%	0.0%
1998	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-

**Table J** (Page 2 of 15)

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Overall First Retest Insp	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insp	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	TSI First Retest Insp	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
1999	HDGT	525	102	423	19.4%	80.6%	0	0	0	-	-	0	0	0	-	-
1999	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	LDDV	15	4	11	26.7%	73.3%	15	4	11	26.7%	73.3%	0	0	0	-	-
1999	LDGT	4,942	1,021	3,921	20.7%	79.3%	3,953	966	2,987	24.4%	75.6%	0	0	0	-	-
1999	LDGV	7,918	2,103	5,815	26.6%	73.4%	6,966	2,049	4,917	29.4%	70.6%	0	0	0	-	-
1999	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	HDGT	693	107	586	15.4%	84.6%	0	0	0	-	-	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	19	2	17	10.5%	89.5%	19	2	17	10.5%	89.5%	0	0	0	-	-
2000	LDGT	7,965	1,510	6,455	19.0%	81.0%	6,173	1,440	4,733	23.3%	76.7%	0	0	0	-	-
2000	LDGV	12,791	2,977	9,814	23.3%	76.7%	11,221	2,913	8,308	26.0%	74.0%	1	0	1	0.0%	100.0%
2000	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	HDGT	362	72	290	19.9%	80.1%	0	0	0	-	-	0	0	0	-	-
2001	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2001	LDDV	22	4	18	18.2%	81.8%	22	4	18	18.2%	81.8%	0	0	0	-	-
2001	LDGT	7,424	2,351	5,073	31.7%	68.3%	7,338	2,327	5,011	31.7%	68.3%	0	0	0	-	-
2001	LDGV	10,027	3,308	6,719	33.0%	67.0%	9,939	3,288	6,651	33.1%	66.9%	0	0	0	-	-
2001	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	HDGT	362	68	294	18.8%	81.2%	0	0	0	-	-	0	0	0	-	-
2002	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2002	LDDV	29	2	27	6.9%	93.1%	29	2	27	6.9%	93.1%	0	0	0	-	-
2002	LDGT	10,391	2,625	7,766	25.3%	74.7%	10,285	2,602	7,683	25.3%	74.7%	0	0	0	-	-
2002	LDGV	11,958	3,217	8,741	26.9%	73.1%	11,859	3,192	8,667	26.9%	73.1%	0	0	0	-	-
2002	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	HDGT	306	59	247	19.3%	80.7%	0	0	0	-	-	0	0	0	-	-
2003	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2003	LDDV	9	1	8	11.1%	88.9%	9	1	8	11.1%	88.9%	0	0	0	-	-
2003	LDGT	6,051	1,363	4,688	22.5%	77.5%	5,969	1,348	4,621	22.6%	77.4%	0	0	0	-	-
2003	LDGV	7,500	2,088	5,412	27.8%	72.2%	7,423	2,068	5,355	27.9%	72.1%	0	0	0	-	-
2003	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	HDGT	333	50	283	15.0%	85.0%	0	0	0	-	-	0	0	0	-	-
2004	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDDV	27	3	24	11.1%	88.9%	27	3	24	11.1%	88.9%	0	0	0	-	-
2004	LDGT	7,652	1,463	6,189	19.1%	80.9%	7,563	1,446	6,117	19.1%	80.9%	0	0	0	-	-
2004	LDGV	7,857	1,810	6,047	23.0%	77.0%	7,774	1,799	5,975	23.1%	76.9%	1	1	0	100.0%	0.0%
2004	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

**Table J** (Page 3 of 15)

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Overall First Retest Insp	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insp	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	TSI First Retest Insp	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
2005	HDGT	227	34	193	15.0%	85.0%	0	0	0	-	-	0	0	0	-	-
2005	LDDT	4	0	4	0.0%	100.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2005	LDDV	13	1	12	7.7%	92.3%	13	1	12	7.7%	92.3%	0	0	0	-	-
2005	LDGT	4,102	875	3,227	21.3%	78.7%	4,039	863	3,176	21.4%	78.6%	0	0	0	-	-
2005	LDGV	4,743	1,022	3,721	21.5%	78.5%	4,684	1,010	3,674	21.6%	78.4%	0	0	0	-	-
2005	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	HDGT	291	41	250	14.1%	85.9%	0	0	0	-	-	0	0	0	-	-
2006	LDDT	8	1	7	12.5%	87.5%	8	1	7	12.5%	87.5%	0	0	0	-	-
2006	LDDV	15	3	12	20.0%	80.0%	13	3	10	23.1%	76.9%	0	0	0	-	-
2006	LDGT	4,098	743	3,355	18.1%	81.9%	4,027	730	3,297	18.1%	81.9%	0	0	0	-	-
2006	LDGV	4,951	929	4,022	18.8%	81.2%	4,887	915	3,972	18.7%	81.3%	1	0	1	0.0%	100.0%
2006	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	HDGT	179	39	140	21.8%	78.2%	0	0	0	-	-	0	0	0	-	-
2007	LDDT	8	5	3	62.5%	37.5%	6	5	1	83.3%	16.7%	0	0	0	-	-
2007	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	LDGT	3,908	705	3,203	18.0%	82.0%	3,843	696	3,147	18.1%	81.9%	0	0	0	-	-
2007	LDGV	4,400	706	3,694	16.0%	84.0%	4,355	699	3,656	16.1%	83.9%	0	0	0	-	-
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGT	173	35	138	20.2%	79.8%	0	0	0	-	-	0	0	0	-	-
2008	LDDT	7	2	5	28.6%	71.4%	7	2	5	28.6%	71.4%	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	441	78	363	17.7%	82.3%	408	76	332	18.6%	81.4%	0	0	0	-	-
2008	LDGV	311	71	240	22.8%	77.2%	310	71	239	22.9%	77.1%	0	0	0	-	-
2008	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	HDGT	48	8	40	16.7%	83.3%	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	71	14	57	19.7%	80.3%	54	10	44	18.5%	81.5%	2	1	1	50.0%	50.0%
2009	LDGV	83	21	62	25.3%	74.7%	82	20	62	24.4%	75.6%	0	0	0	-	-
2009	Unknown	1	1	0	100.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2010	HDGT	41	2	39	4.9%	95.1%	0	0	0	-	-	0	0	0	-	-
2010	LDDT	3	2	1	66.7%	33.3%	3	2	1	66.7%	33.3%	0	0	0	-	-
2010	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2010	LDGT	78	14	64	17.9%	82.1%	59	10	49	16.9%	83.1%	0	0	0	-	-
2010	LDGV	40	4	36	10.0%	90.0%	39	4	35	10.3%	89.7%	0	0	0	-	-
2010	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

**Table J** (Page 4 of 15)

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
2011	HDGT	59	7	52	11.9%	88.1%	0	0	0	-	-	0	0	0	-	-
2011	LDDT	3	1	2	33.3%	66.7%	2	0	2	0.0%	100.0%	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	88	10	78	11.4%	88.6%	80	7	73	8.8%	91.3%	3	1	2	33.3%	66.7%
2011	LDGV	37	5	32	13.5%	86.5%	31	4	27	12.9%	87.1%	4	1	3	25.0%	75.0%
2011	Unknown	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2012	HDGT	12	2	10	16.7%	83.3%	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	43	12	31	27.9%	72.1%	38	11	27	28.9%	71.1%	2	0	2	0.0%	100.0%
2012	LDGV	12	2	10	16.7%	83.3%	11	2	9	18.2%	81.8%	1	0	1	0.0%	100.0%
2012	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	7	2	5	28.6%	71.4%	7	2	5	28.6%	71.4%	0	0	0	-	-
2013	LDGV	7	1	6	14.3%	85.7%	7	1	6	14.3%	85.7%	0	0	0	-	-
2013	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
<b>Totals</b>		<b>204,501</b>	<b>51,295</b>	<b>153,206</b>	<b>25.1%</b>	<b>74.9%</b>	<b>151,318</b>	<b>38,572</b>	<b>112,746</b>	<b>25.5%</b>	<b>74.5%</b>	<b>30,159</b>	<b>9,914</b>	<b>20,245</b>	<b>32.9%</b>	<b>67.1%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Idle First Retest Insp	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	Gas Cap First Retest Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate
Pre 88/Unknown	HDGT	363	128	235	35.3%	64.7%	96	7	89	7.3%	92.7%	10	2	8	20.0%	80.0%
Pre 88/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 88/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 88/Unknown	LDGT	303	116	187	38.3%	61.7%	426	38	388	8.9%	91.1%	41	2	39	4.9%	95.1%
Pre 88/Unknown	LDGV	933	339	594	36.3%	63.7%	419	26	393	6.2%	93.8%	42	3	39	7.1%	92.9%
Pre 88/Unknown	Unknown	23	9	14	39.1%	60.9%	0	0	0	-	-	0	0	0	-	-
1988	HDGT	125	44	81	35.2%	64.8%	37	4	33	10.8%	89.2%	2	0	2	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	16	6	10	37.5%	62.5%	226	10	216	4.4%	95.6%	13	0	13	0.0%	100.0%
1988	LDGV	9	2	7	22.2%	77.8%	161	7	154	4.3%	95.7%	10	1	9	10.0%	90.0%
1988	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1989	HDGT	107	35	72	32.7%	67.3%	33	4	29	12.1%	87.9%	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	20	8	12	40.0%	60.0%	195	18	177	9.2%	90.8%	10	0	10	0.0%	100.0%
1989	LDGV	1	0	1	0.0%	100.0%	107	2	105	1.9%	98.1%	11	1	10	9.1%	90.9%
1989	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1990	HDGT	82	20	62	24.4%	75.6%	32	0	32	0.0%	100.0%	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	19	6	13	31.6%	68.4%	296	22	274	7.4%	92.6%	4	0	4	0.0%	100.0%
1990	LDGV	1	0	1	0.0%	100.0%	259	6	253	2.3%	97.7%	16	2	14	12.5%	87.5%
1990	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	HDGT	46	12	34	26.1%	73.9%	28	4	24	14.3%	85.7%	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	18	6	12	33.3%	66.7%	163	7	156	4.3%	95.7%	10	0	10	0.0%	100.0%
1991	LDGV	0	0	0	-	-	219	15	204	6.8%	93.2%	23	6	17	26.1%	73.9%
1991	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	HDGT	63	17	46	27.0%	73.0%	33	1	32	3.0%	97.0%	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	12	5	7	41.7%	58.3%	328	9	319	2.7%	97.3%	13	1	12	7.7%	92.3%
1992	LDGV	3	1	2	33.3%	66.7%	431	11	420	2.6%	97.4%	45	1	44	2.2%	97.8%
1992	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

**Table J** (Page 6 of 15)

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Idle First Retest Insp	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	Gas Cap First Retest Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate
1993	HDGT	75	27	48	36.0%	64.0%	45	3	42	6.7%	93.3%	4	0	4	0.0%	100.0%
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	12	3	9	25.0%	75.0%	322	13	309	4.0%	96.0%	18	0	18	0.0%	100.0%
1993	LDGV	2	1	1	50.0%	50.0%	336	9	327	2.7%	97.3%	43	5	38	11.6%	88.4%
1993	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	HDGT	176	50	126	28.4%	71.6%	92	7	85	7.6%	92.4%	5	0	5	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	27	13	14	48.1%	51.9%	711	17	694	2.4%	97.6%	27	2	25	7.4%	92.6%
1994	LDGV	4	0	4	0.0%	100.0%	691	17	674	2.5%	97.5%	52	8	44	15.4%	84.6%
1994	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	HDGT	196	57	139	29.1%	70.9%	99	5	94	5.1%	94.9%	2	0	2	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	35	14	21	40.0%	60.0%	499	18	481	3.6%	96.4%	29	2	27	6.9%	93.1%
1995	LDGV	2	0	2	0.0%	100.0%	633	12	621	1.9%	98.1%	53	6	47	11.3%	88.7%
1995	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGT	201	63	138	31.3%	68.7%	109	7	102	6.4%	93.6%	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	31	9	22	29.0%	71.0%	846	28	818	3.3%	96.7%	15	2	13	13.3%	86.7%
1996	LDGV	6	2	4	33.3%	66.7%	848	26	822	3.1%	96.9%	52	3	49	5.8%	94.2%
1996	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	HDGT	240	54	186	22.5%	77.5%	181	11	170	6.1%	93.9%	5	0	5	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	45	12	33	26.7%	73.3%	813	39	774	4.8%	95.2%	12	1	11	8.3%	91.7%
1997	LDGV	2	0	2	0.0%	100.0%	769	21	748	2.7%	97.3%	55	10	45	18.2%	81.8%
1997	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	HDGT	214	49	165	22.9%	77.1%	138	8	130	5.8%	94.2%	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	34	4	30	11.8%	88.2%	1,242	47	1,195	3.8%	96.2%	21	0	21	0.0%	100.0%
1998	LDGV	8	0	8	0.0%	100.0%	1,357	45	1,312	3.3%	96.7%	60	3	57	5.0%	95.0%
1998	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-

**Table J** (Page 7 of 15)

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Idle First Retest Insp	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	Gas Cap First Retest Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate
1999	HDGT	380	95	285	25.0%	75.0%	164	7	157	4.3%	95.7%	4	0	4	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	70	24	46	34.3%	65.7%	1,152	29	1,123	2.5%	97.5%	21	1	20	4.8%	95.2%
1999	LDGV	7	0	7	0.0%	100.0%	1,194	36	1,158	3.0%	97.0%	58	3	55	5.2%	94.8%
1999	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	HDGT	426	94	332	22.1%	77.9%	314	17	297	5.4%	94.6%	11	2	9	18.2%	81.8%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	49	14	35	28.6%	71.4%	2,089	49	2,040	2.3%	97.7%	21	0	21	0.0%	100.0%
2000	LDGV	7	5	2	71.4%	28.6%	1,942	47	1,895	2.4%	97.6%	65	1	64	1.5%	98.5%
2000	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	HDGT	352	72	280	20.5%	79.5%	7	0	7	0.0%	100.0%	7	1	6	14.3%	85.7%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	52	10	42	19.2%	80.8%	0	0	0	-	-	20	0	20	0.0%	100.0%
2001	LDGV	9	2	7	22.2%	77.8%	1	0	1	0.0%	100.0%	27	0	27	0.0%	100.0%
2001	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	HDGT	357	66	291	18.5%	81.5%	1	0	1	0.0%	100.0%	11	0	11	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	54	9	45	16.7%	83.3%	0	0	0	-	-	23	2	21	8.7%	91.3%
2002	LDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	74	2	72	2.7%	97.3%
2002	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	HDGT	303	57	246	18.8%	81.2%	0	0	0	-	-	9	1	8	11.1%	88.9%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	55	13	42	23.6%	76.4%	0	0	0	-	-	19	0	19	0.0%	100.0%
2003	LDGV	9	2	7	22.2%	77.8%	0	0	0	-	-	52	5	47	9.6%	90.4%
2003	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	HDGT	328	49	279	14.9%	85.1%	0	0	0	-	-	7	0	7	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	48	11	37	22.9%	77.1%	0	0	0	-	-	31	0	31	0.0%	100.0%
2004	LDGV	5	1	4	20.0%	80.0%	1	0	1	0.0%	100.0%	48	2	46	4.2%	95.8%
2004	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

**Table J** (Page 8 of 15)



**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Idle First Retest Insp	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	Gas Cap First Retest Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate
2005	HDGT	222	32	190	14.4%	85.6%	0	0	0	-	-	6	0	6	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	7	35	16.7%	83.3%	0	0	0	-	-	15	0	15	0.0%	100.0%
2005	LDGV	11	2	9	18.2%	81.8%	0	0	0	-	-	46	4	42	8.7%	91.3%
2005	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	HDGT	285	39	246	13.7%	86.3%	1	0	1	0.0%	100.0%	12	1	11	8.3%	91.7%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT	50	8	42	16.0%	84.0%	0	0	0	-	-	26	1	25	3.8%	96.2%
2006	LDGV	5	3	2	60.0%	40.0%	1	0	1	0.0%	100.0%	46	4	42	8.7%	91.3%
2006	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	HDGT	179	38	141	21.2%	78.8%	0	0	0	-	-	1	0	1	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	40	8	32	20.0%	80.0%	0	0	0	-	-	37	0	37	0.0%	100.0%
2007	LDGV	7	2	5	28.6%	71.4%	0	0	0	-	-	43	1	42	2.3%	97.7%
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGT	172	35	137	20.3%	79.7%	0	0	0	-	-	2	0	2	0.0%	100.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	30	1	29	3.3%	96.7%	0	0	0	-	-	9	0	9	0.0%	100.0%
2008	LDGV	0	0	0	-	-	0	0	0	-	-	5	0	5	0.0%	100.0%
2008	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	HDGT	45	7	38	15.6%	84.4%	0	0	0	-	-	2	0	2	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	13	3	10	23.1%	76.9%	0	0	0	-	-	0	0	0	-	-
2009	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	Unknown	1	1	0	100.0%	0.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2010	HDGT	39	2	37	5.1%	94.9%	0	0	0	-	-	2	0	2	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2010	LDGT	18	4	14	22.2%	77.8%	0	0	0	-	-	2	0	2	0.0%	100.0%
2010	LDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2010	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

**Table J** (Page 9 of 15)

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Idle First Retest Insp	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	Gas Cap First Retest Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate
2011	HDGT	59	7	52	11.9%	88.1%	3	1	2	33.3%	66.7%	1	0	1	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-	1	1	0	100.0%	0.0%
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	5	2	3	40.0%	60.0%	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2011	LDGV	1	0	1	0.0%	100.0%	3	1	2	33.3%	66.7%	1	0	1	0.0%	100.0%
2011	Unknown	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2012	HDGT	11	2	9	18.2%	81.8%	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	3	1	2	33.3%	66.7%	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2012	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2012	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
<b>Totals</b>		<b>7,210</b>	<b>1,840</b>	<b>5,370</b>	<b>25.5%</b>	<b>74.5%</b>	<b>20,098</b>	<b>711</b>	<b>19,387</b>	<b>3.5%</b>	<b>96.5%</b>	<b>1,484</b>	<b>93</b>	<b>1,391</b>	<b>6.3%</b>	<b>93.7%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Smoke First Retest Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate	Liquid Leak First Retest Insp	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insp	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
Pre 88/Unknown	HDGT	2	0	2	0.0%	100.0%	33	3	30	9.1%	90.9%	34	4	30	11.8%	88.2%
Pre 88/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
Pre 88/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 88/Unknown	LDGT	32	4	28	12.5%	87.5%	170	21	149	12.4%	87.6%	171	25	146	14.6%	85.4%
Pre 88/Unknown	LDGV	72	11	61	15.3%	84.7%	276	21	255	7.6%	92.4%	269	33	236	12.3%	87.7%
Pre 88/Unknown	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	HDGT	2	0	2	0.0%	100.0%	14	2	12	14.3%	85.7%	13	1	12	7.7%	92.3%
1988	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1988	LDGT	15	3	12	20.0%	80.0%	86	6	80	7.0%	93.0%	86	10	76	11.6%	88.4%
1988	LDGV	30	3	27	10.0%	90.0%	123	15	108	12.2%	87.8%	124	19	105	15.3%	84.7%
1988	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1989	HDGT	1	0	1	0.0%	100.0%	9	0	9	0.0%	100.0%	9	0	9	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	21	4	17	19.0%	81.0%	81	3	78	3.7%	96.3%	77	4	73	5.2%	94.8%
1989	LDGV	20	2	18	10.0%	90.0%	122	11	111	9.0%	91.0%	126	15	111	11.9%	88.1%
1989	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1990	HDGT	0	0	0	-	-	8	0	8	0.0%	100.0%	8	0	8	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	27	1	26	3.7%	96.3%	116	5	111	4.3%	95.7%	122	12	110	9.8%	90.2%
1990	LDGV	37	8	29	21.6%	78.4%	264	20	244	7.6%	92.4%	263	29	234	11.0%	89.0%
1990	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	HDGT	0	0	0	-	-	10	0	10	0.0%	100.0%	9	0	9	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	10	2	8	20.0%	80.0%	88	6	82	6.8%	93.2%	88	8	80	9.1%	90.9%
1991	LDGV	52	10	42	19.2%	80.8%	187	22	165	11.8%	88.2%	189	24	165	12.7%	87.3%
1991	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	HDGT	1	0	1	0.0%	100.0%	6	1	5	16.7%	83.3%	6	1	5	16.7%	83.3%
1992	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDGT	23	6	17	26.1%	73.9%	151	8	143	5.3%	94.7%	149	15	134	10.1%	89.9%
1992	LDGV	141	12	129	8.5%	91.5%	470	49	421	10.4%	89.6%	467	61	406	13.1%	86.9%
1992	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

**Table J** (Page 11 of 15)

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
1993	HDGT	1	1	0	100.0%	0.0%	10	1	9	10.0%	90.0%	5	1	4	20.0%	80.0%
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	33	1	32	3.0%	97.0%	155	13	142	8.4%	91.6%	155	22	133	14.2%	85.8%
1993	LDGV	86	16	70	18.6%	81.4%	351	38	313	10.8%	89.2%	350	49	301	14.0%	86.0%
1993	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	HDGT	4	0	4	0.0%	100.0%	14	2	12	14.3%	85.7%	12	3	9	25.0%	75.0%
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	87	13	74	14.9%	85.1%	275	20	255	7.3%	92.7%	273	25	248	9.2%	90.8%
1994	LDGV	176	23	153	13.1%	86.9%	741	75	666	10.1%	89.9%	736	94	642	12.8%	87.2%
1994	Unknown	0	0	0	-	-	1	1	0	100.0%	0.0%	0	0	0	-	-
1995	HDGT	4	0	4	0.0%	100.0%	21	5	16	23.8%	76.2%	19	5	14	26.3%	73.7%
1995	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDGT	42	2	40	4.8%	95.2%	283	14	269	4.9%	95.1%	274	24	250	8.8%	91.2%
1995	LDGV	124	21	103	16.9%	83.1%	491	51	440	10.4%	89.6%	496	58	438	11.7%	88.3%
1995	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGT	0	0	0	-	-	14	0	14	0.0%	100.0%	11	1	10	9.1%	90.9%
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	28	0	28	0.0%	100.0%	39	1	38	2.6%	97.4%	34	2	32	5.9%	94.1%
1996	LDGV	95	12	83	12.6%	87.4%	99	0	99	0.0%	100.0%	93	1	92	1.1%	98.9%
1996	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	HDGT	3	0	3	0.0%	100.0%	23	1	22	4.3%	95.7%	22	4	18	18.2%	81.8%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	27	2	25	7.4%	92.6%	47	0	47	0.0%	100.0%	37	0	37	0.0%	100.0%
1997	LDGV	62	9	53	14.5%	85.5%	87	1	86	1.1%	98.9%	81	1	80	1.2%	98.8%
1997	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	HDGT	3	1	2	33.3%	66.7%	13	2	11	15.4%	84.6%	13	3	10	23.1%	76.9%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	41	3	38	7.3%	92.7%	72	1	71	1.4%	98.6%	56	2	54	3.6%	96.4%
1998	LDGV	87	8	79	9.2%	90.8%	119	0	119	0.0%	100.0%	111	5	106	4.5%	95.5%
1998	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

**Table J** (Page 12 of 15)

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2012**

Model Yr	Veh Type	Smoke First Retest Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate	Liquid Leak First Retest Insp	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insp	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
1999	HDGT	5	0	5	0.0%	100.0%	35	1	34	2.9%	97.1%	30	1	29	3.3%	96.7%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	LDGT	35	1	34	2.9%	97.1%	87	3	84	3.4%	96.6%	67	5	62	7.5%	92.5%
1999	LDGV	92	12	80	13.0%	87.0%	101	0	101	0.0%	100.0%	103	3	100	2.9%	97.1%
1999	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	HDGT	11	0	11	0.0%	100.0%	33	2	31	6.1%	93.9%	21	1	20	4.8%	95.2%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	57	4	53	7.0%	93.0%	92	0	92	0.0%	100.0%	78	1	77	1.3%	98.7%
2000	LDGV	129	6	123	4.7%	95.3%	159	1	158	0.6%	99.4%	139	6	133	4.3%	95.7%
2000	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	HDGT	6	1	5	16.7%	83.3%	41	1	40	2.4%	97.6%	20	0	20	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	43	4	39	9.3%	90.7%	79	1	78	1.3%	98.7%	62	2	60	3.2%	96.8%
2001	LDGV	99	8	91	8.1%	91.9%	101	1	100	1.0%	99.0%	93	4	89	4.3%	95.7%
2001	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	HDGT	5	0	5	0.0%	100.0%	45	3	42	6.7%	93.3%	29	3	26	10.3%	89.7%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	54	4	50	7.4%	92.6%	112	3	109	2.7%	97.3%	102	7	95	6.9%	93.1%
2002	LDGV	92	6	86	6.5%	93.5%	113	1	112	0.9%	99.1%	98	3	95	3.1%	96.9%
2002	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	HDGT	10	0	10	0.0%	100.0%	36	1	35	2.8%	97.2%	18	1	17	5.6%	94.4%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	33	0	33	0.0%	100.0%	54	0	54	0.0%	100.0%	40	0	40	0.0%	100.0%
2003	LDGV	44	4	40	9.1%	90.9%	79	0	79	0.0%	100.0%	66	1	65	1.5%	98.5%
2003	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	HDGT	8	2	6	25.0%	75.0%	39	0	39	0.0%	100.0%	28	1	27	3.6%	96.4%
2004	LDDT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	37	3	34	8.1%	91.9%	74	0	74	0.0%	100.0%	54	1	53	1.9%	98.1%
2004	LDGV	53	4	49	7.5%	92.5%	107	2	105	1.9%	98.1%	96	3	93	3.1%	96.9%
2004	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
2005	HDGT	14	0	14	0.0%	100.0%	27	1	26	3.7%	96.3%	16	3	13	18.8%	81.3%
2005	LDDT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	23	1	22	4.3%	95.7%	49	1	48	2.0%	98.0%	36	0	36	0.0%	100.0%
2005	LDGV	30	3	27	10.0%	90.0%	73	0	73	0.0%	100.0%	57	1	56	1.8%	98.2%
2005	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	HDGT	13	0	13	0.0%	100.0%	31	1	30	3.2%	96.8%	15	2	13	13.3%	86.7%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2006	LDGT	22	0	22	0.0%	100.0%	76	2	74	2.6%	97.4%	52	5	47	9.6%	90.4%
2006	LDGV	38	3	35	7.9%	92.1%	69	0	69	0.0%	100.0%	53	0	53	0.0%	100.0%
2006	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	HDGT	7	1	6	14.3%	85.7%	8	1	7	12.5%	87.5%	8	1	7	12.5%	87.5%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	14	0	14	0.0%	100.0%	76	1	75	1.3%	98.7%	52	2	50	3.8%	96.2%
2007	LDGV	19	0	19	0.0%	100.0%	77	0	77	0.0%	100.0%	64	1	63	1.6%	98.4%
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGT	7	0	7	0.0%	100.0%	10	1	9	10.0%	90.0%	2	0	2	0.0%	100.0%
2008	LDDT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	6	0	6	0.0%	100.0%	11	0	11	0.0%	100.0%	3	1	2	33.3%	66.7%
2008	LDGV	0	0	0	-	-	9	0	9	0.0%	100.0%	5	0	5	0.0%	100.0%
2008	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	HDGT	2	0	2	0.0%	100.0%	10	0	10	0.0%	100.0%	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%	3	0	3	0.0%	100.0%	4	0	4	0.0%	100.0%
2009	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2010	HDGT	2	0	2	0.0%	100.0%	6	1	5	16.7%	83.3%	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	4	0	4	0.0%	100.0%	3	0	3	0.0%	100.0%	1	0	1	0.0%	100.0%
2010	LDGV	0	0	0	-	-	3	0	3	0.0%	100.0%	1	0	1	0.0%	100.0%
2010	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2012**

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
2011	HDGT	4	0	4	0.0%	100.0%	5	1	4	20.0%	80.0%	2	0	2	0.0%	100.0%
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	-	-	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%
2011	LDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2011	Unknown	0	0	0	-	-	0	0	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	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%	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	-	-
2013	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2013	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
<b>Totals</b>		<b>2,414</b>	<b>245</b>	<b>2,169</b>	<b>10.1%</b>	<b>89.9%</b>	<b>7,017</b>	<b>449</b>	<b>6,568</b>	<b>6.4%</b>	<b>93.6%</b>	<b>6,510</b>	<b>620</b>	<b>5,890</b>	<b>9.5%</b>	<b>90.5%</b>

**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 2012**

<b>Station</b>	<b>Initial Audits</b>	<b>Number Fail</b>	<b>Fail Rate</b>	<b>Number Pass</b>	<b>Pass Rate</b>
Asbury Park Specialty	2	2	100%	0	0%
Bakers Basin	69	7	10%	62	90%
Cape May	12	1	8%	11	92%
Cherry Hill	84	4	5%	80	95%
Deptford	48	6	13%	42	88%
Eatontown	78	6	8%	72	92%
Flemington	48	3	6%	45	94%
Freehold	73	5	7%	68	93%
Kilmer	79	15	19%	64	81%
Lakewood	85	1	1%	84	99%
Lodi	72	4	6%	68	94%
Manahawkin	48	3	6%	45	94%
Mays Landing	58	3	5%	55	95%
Millville	24	7	29%	17	71%
Newark	72	4	6%	68	94%
Newton	36	0	0%	36	100%
Paramus	72	16	22%	56	78%
Plainfield	35	9	26%	26	74%
Rahway	60	10	17%	50	83%
Randolph	83	14	17%	69	83%
Salem	12	0	0%	12	100%
Secaucus	72	5	7%	67	93%
South Brunswick	84	12	14%	72	86%
Southampton	58	5	9%	53	91%
Washington	12	1	8%	11	92%
Wayne	108	9	8%	99	92%
Westfield Specialty	2	1	50%	1	50%
Winslow	48	3	6%	45	94%
Winslow Specialty	2	0	0%	2	100%
<b>Totals</b>	<b>1,536</b>	<b>156</b>	<b>10%</b>	<b>1,380</b>	<b>90%</b>

**Table II-1**

**New Jersey Enhanced Inspection and Maintenance Program**  
**CIF Initial Equipment Audit Pass/Fail Rates by Lane**  
**Year 2012**

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	1	2	2	100%	0	0%
Bakers Basin	69	1	12	2	17%	10	83%
		2	12	1	8%	11	92%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	4	33%	8	67%
		6	1	0	0%	1	100%
		Reinspection	8	0	0%	8	100%
Cape May	12	1	12	1	8%	11	92%
Cherry Hill	84	1	12	3	25%	9	75%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	1	8%	11	92%
		6	12	0	0%	12	100%
		Reinspection	12	0	0%	12	100%
Deptford	48	1	12	4	33%	8	67%
		2	12	0	0%	12	100%
		3	12	1	8%	11	92%
		4	12	1	8%	11	92%
Eatontown	78	1	12	1	8%	11	92%
		2	12	1	8%	11	92%
		3	12	2	17%	10	83%
		4	11	1	9%	10	91%
		5	11	1	9%	10	91%
		6	9	0	0%	9	100%
		Reinspection	11	0	0%	11	100%
Flemington	48	1	12	2	17%	10	83%
		2	12	1	8%	11	92%
		3	12	0	0%	12	100%
		Reinspection	12	0	0%	12	100%
Freehold	73	1	9	0	0%	9	100%
		2	11	1	9%	10	91%
		3	10	1	10%	9	90%
		4	10	2	20%	8	80%
		5	11	0	0%	11	100%
		6	11	1	9%	10	91%
		Reinspection	11	0	0%	11	100%

**Table II-2**  
**(Page 1 of 4)**

**New Jersey Enhanced Inspection and Maintenance Program**  
**CIF Initial Equipment Audit Pass/Fail Rates by Lane**  
**Year 2012**

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Kilmer	79	1	12	5	42%	7	58%
		2	12	1	8%	11	92%
		3	12	2	17%	10	83%
		4	12	2	17%	10	83%
		5	12	2	17%	10	83%
		6	12	3	25%	9	75%
		Reinspection	7	0	0%	7	100%
Lakewood	85	1	13	0	0%	13	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	1	8%	11	92%
		Reinspection	12	0	0%	12	100%
Lodi	72	1	12	4	33%	8	67%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		Reinspection	12	0	0%	12	100%
Manahawkin	48	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
		3	12	1	8%	11	92%
		Reinspection	12	1	8%	11	92%
Mays Landing	58	1	11	1	9%	10	91%
		2	12	1	8%	11	92%
		3	12	0	0%	12	100%
		4	12	1	8%	11	92%
		Reinspection	11	0	0%	11	100%
Millville	24	1	12	3	25%	9	75%
		2	12	4	33%	8	67%
Newark	72	1	12	2	17%	10	83%
		2	12	0	0%	12	100%
		3	12	1	8%	11	92%
		4	12	1	8%	11	92%
		5	12	0	0%	12	100%
		Reinspection	12	0	0%	12	100%
Newton	36	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		Reinspection	12	0	0%	12	100%

**Table II-2**  
**(Page 2 of 4)**

**New Jersey Enhanced Inspection and Maintenance Program**  
**CIF Initial Equipment Audit Pass/Fail Rates by Lane**  
**Year 2012**

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Paramus	72	1	12	6	50%	6	50%
		2	12	3	25%	9	75%
		3	12	5	42%	7	58%
		4	12	1	8%	11	92%
		5	12	1	8%	11	92%
		Reinspection	12	0	0%	12	100%
Plainfield	35	1	11	2	18%	9	82%
		2	12	4	33%	8	67%
		3	12	3	25%	9	75%
Rahway	60	1	12	3	25%	9	75%
		2	12	1	8%	11	92%
		3	12	3	25%	9	75%
		4	12	2	17%	10	83%
		5	11	1	9%	10	91%
		Reinspection	1	0	0%	1	100%
Randolph	83	1	12	2	17%	10	83%
		2	12	2	17%	10	83%
		3	12	4	33%	8	67%
		4	12	1	8%	11	92%
		5	12	2	17%	10	83%
		6	12	3	25%	9	75%
		Reinspection	11	0	0%	11	100%
Salem	12	1	12	0	0%	12	100%
Secaucus	72	1	12	2	17%	10	83%
		2	12	0	0%	12	100%
		3	12	1	8%	11	92%
		4	12	1	8%	11	92%
		5	12	1	8%	11	92%
		6	12	0	0%	12	100%
South Brunswick	84	1	12	3	25%	9	75%
		2	12	1	8%	11	92%
		3	12	0	0%	12	100%
		4	11	0	0%	11	100%
		5	13	3	23%	10	77%
		6	12	5	42%	7	58%
		Reinspection	12	0	0%	12	100%
Southampton	58	1	12	4	33%	8	67%
		2	12	1	8%	11	92%
		3	11	0	0%	11	100%
		4	12	0	0%	12	100%
		Reinspection	11	0	0%	11	100%

**Table II-2**  
**(Page 3 of 4)**

**New Jersey Enhanced Inspection and Maintenance Program  
CIF Initial Equipment Audit Pass/Fail Rates by Lane  
Year 2012**

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Washington	12	1	12	1	8%	11	92%
Wayne	108	1	12	1	8%	11	92%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	2	17%	10	83%
		5	12	2	17%	10	83%
		6	12	1	8%	11	92%
		7	12	1	8%	11	92%
		8	12	2	17%	10	83%
		Reinspection	12	0	0%	12	100%
Westfield Specialty	2	1	2	1	50%	1	50%
Winslow	48	1	12	1	8%	11	92%
		2	12	1	8%	11	92%
		3	12	1	8%	11	92%
		Reinspection	12	0	0%	12	100%
Winslow Specialty	2	1	2	0	0%	2	100%
<b>Totals</b>	<b>1536</b>	<b>135</b>	<b>1536</b>	<b>156</b>	<b>10%</b>	<b>1380</b>	<b>90%</b>

## **APPENDIX III**

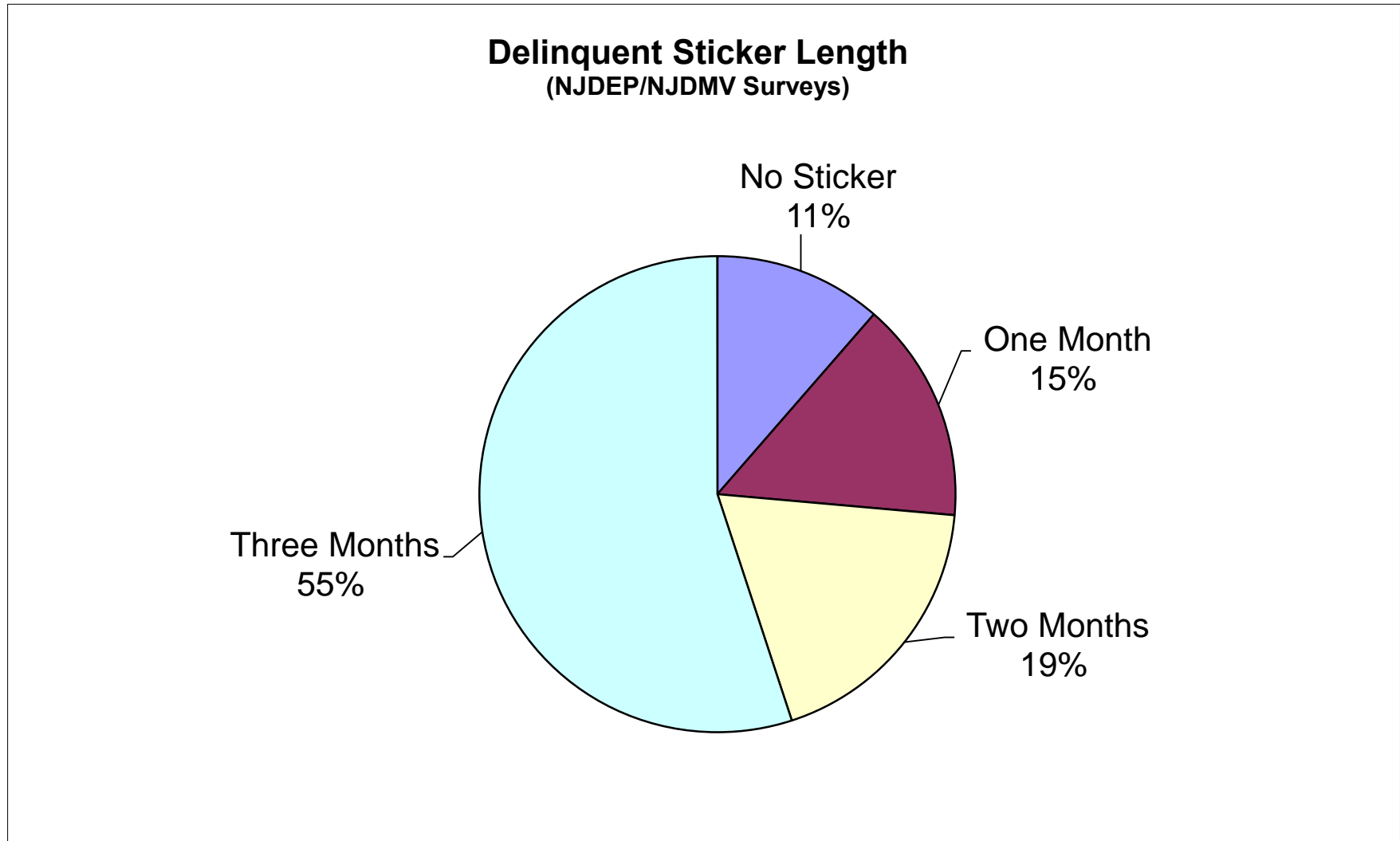
### **COMPLIANCE STICKER SURVEY REPORT**

**New Jersey Enhanced Inspection and Maintenance Program  
Compliance Sticker Survey Summary  
Year 2012**

<b>2012</b>	<b>Agency</b>	<b>Number Surveyed</b>	<b>Number Delinquent</b>	<b>Delinquent Length</b>				<b>Delinquent Vehicle Type</b>			<b>Compliance Rate</b>
				<b>No Sticker</b>	<b>1-30 Days</b>	<b>31-89 Days</b>	<b>90+ Days</b>	<b>Cars</b>	<b>Trucks</b>	<b>Commercial</b>	
<b>January</b>	<b>NJDEP</b>	4,897	200	25	37	35	103	169	25	6	95.9%
<b>Febuary</b>	<b>NJDEP</b>	4,271	147	20	15	27	85	124	22	1	96.6%
<b>March</b>	<b>NJDEP</b>	4,274	190	21	12	39	118	154	34	2	95.6%
<b>April</b>	<b>NJDEP</b>	3,798	147	10	21	29	87	125	18	4	96.1%
<b>May</b>	<b>NJDEP</b>	4,927	193	28	17	33	115	162	30	1	96.1%
<b>June</b>	<b>NJMVC</b>	5,000	303	0	66	52	185	Not Reported			93.9%
<b>June</b>	<b>NJDEP</b>	4,240	169	31	29	27	82	154	10	5	96.0%
<b>July</b>	<b>NJDEP</b>	4,902	182	27	29	39	87	138	38	6	96.3%
<b>August</b>	<b>NJDEP</b>	4,319	147	21	30	24	72	128	17	2	96.6%
<b>September</b>	<b>NJDEP</b>	4,783	178	28	24	33	93	142	32	4	96.3%
<b>October</b>	<b>NJDEP</b>	3,243	132	19	20	26	67	110	19	3	95.9%
<b>November</b>	<b>NJDEP</b>	3,469	142	17	20	24	81	118	22	2	95.9%
<b>December</b>	<b>NJDEP</b>	2,007	108	8	16	27	57	96	6	6	94.6%
<b>Totals</b>		54,130	2,238	255	336	415	1,232	1,620	273	42	95.9%

**Table III-1**

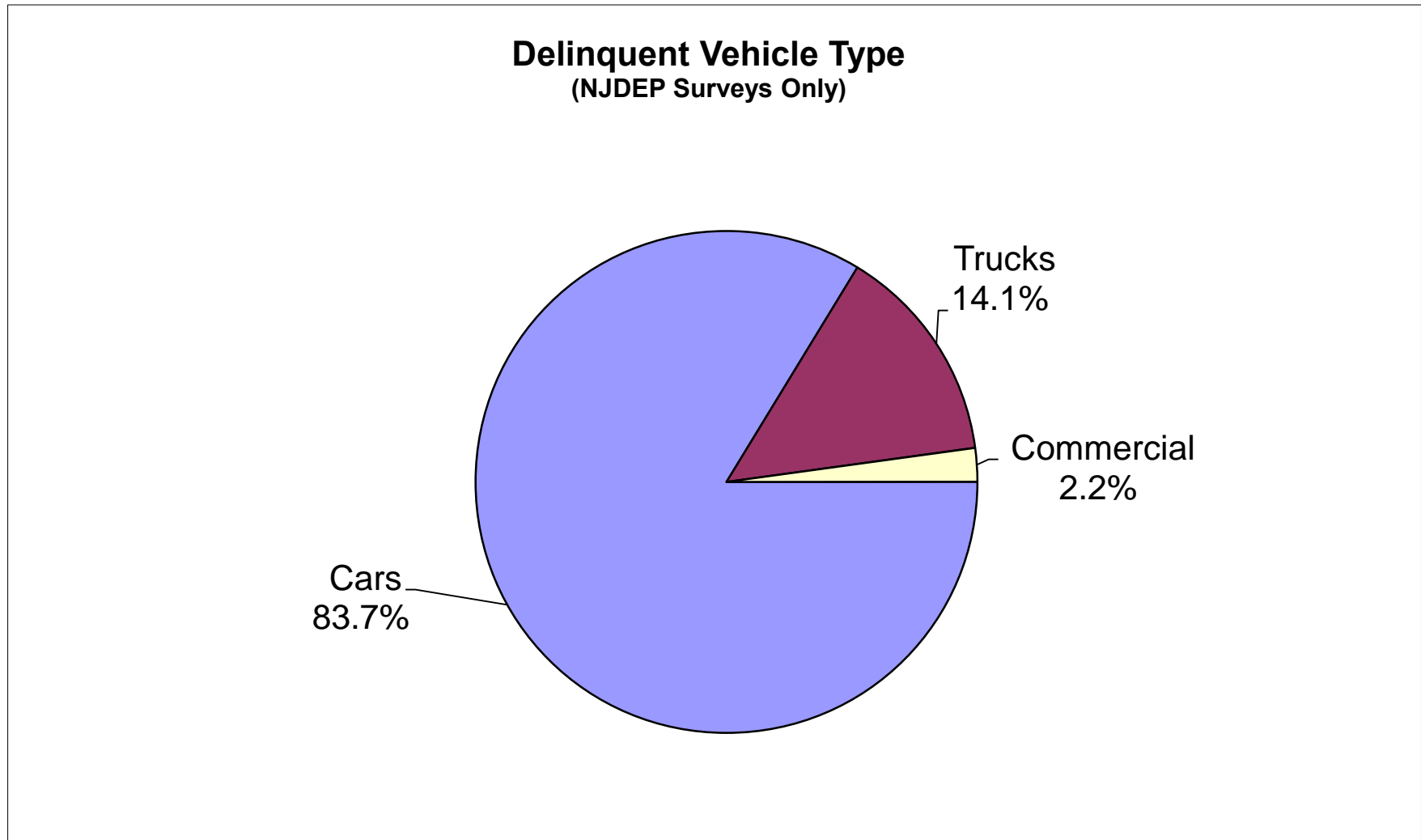
**New Jersey Enhanced Inspection and Maintenance Program  
Compliance Sticker Survey Results  
Year 2012**



**Figure III-1**



**New Jersey Enhanced Inspection and Maintenance Program  
Compliance Sticker Survey Results  
Year 2012**



**Figure III-2**

## **APPENDIX IV**

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

**Available Electronically  
Upon Request**

# **APPENDIX V**

## **NJDEP's OBDII Exclusion List**

Model				Communications	RPM	Readiness	Continuous Monitor	CVN	CAT Retest	Bypass OBD
Year	Make	Model	VIN Mask	Exclusion	Exclusion	Exclusion	Exclusion	Exclusion	Exclusion	Allowed
1996	CHRYSLER	CIRRUS	*	N	N	Y	N	N	N	N
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

Model				Communications	RPM	Readiness	Continuous Monitor	CVN	CAT Retest	Bypass OBD
Year	Make	Model	VIN Mask	Exclusion	Exclusion	Exclusion	Exclusion	Exclusion	Exclusion	Allowed
1996	MINI	COOPER	*	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	FORD	TAURUS	???????2?????????	N	N	N	Y	N	N	N
1997	MAZDA	MPV	*	N	N	Y	Y	N	N	N
1997	MINI	COOPER	*	N	N	Y	N	N	N	N
1997	MINI	COOPER S	*	N	N	Y	N	N	N	N
1997	MINI	COOPER R	*	N	N	Y	N	N	N	N
1997	MINI	COOPER SD	*	N	N	Y	N	N	N	N
1997	MINI	COOPER S	*	N	N	Y	N	N	N	N
1997	MINI	COOPER R	*	N	N	Y	N	N	N	N
1997	MINI	COOPER SD	*	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

Model				Communications	RPM	Readiness	Continuous Monitor	CVN	CAT Retest	Bypass OBD
Year	Make	Model	VIN Mask	Exclusion	Exclusion	Exclusion	Exclusion	Exclusion	Exclusion	Allowed
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	FORD	TAURUS	???????2?????????	N	N	N	Y	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	FORD	TAURUS	???????2?????????	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

Model				Communications	RPM	Readiness	Continuous Monitor	CVN	CAT Retest	Bypass OBD
Year	Make	Model	VIN Mask	Exclusion	Exclusion	Exclusion	Exclusion	Exclusion	Exclusion	Allowed
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?YC??????	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?Y4??????	N	N	N	Y	N	N	N
2000	PONTIAC	FIREBIRD	2G2FS?2K?Y2??????	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

Model				Communications	RPM	Readiness	Continuous Monitor	CVN	CAT Retest	Bypass OBD
Year	Make	Model	VIN Mask	Exclusion	Exclusion	Exclusion	Exclusion	Exclusion	Exclusion	Allowed
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
2003	PORSCHE	BOXSTER	*	N	N	N	Y	N	N	N
2003	VOLVO	C70	*	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



# **APPENDIX VI**

## **NJDEP's OBDII Technical Synopsis and Process Flow Diagram**

## **NJDEP's OBDII Technical Synopsis**

### Components of the OBDII Test

The OBDII test encompasses a visual check of the dashboard display function, Diagnostic Link Connector (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 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 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.

## 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 80 individual year/make/model combinations that have been excluded from the continuous monitor readiness portion of the OBDII test. There are a total of 164 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 identify 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.

