The State of New Jersey
Department of Environmental Protection

2013 Annual Report

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

Acknowledgments

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Acronyms and Abbreviations

CIF	Centralized Inspection Facility
CO	Carbon monoxide
CFR	Code of Federal Regulations
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 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 Truck
LDGV	Light-Duty Gasoline 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_x	Oxides of Nitrogen
OBD	On-Board Diagnostics
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
ZAG	Zero Air Generator

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 2013 (2012 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 2010 through 2013 is presented in Table 1.

Table 1: Key Statistics: Years 2010 – 2013 Comparison

Key Statistics	2010	2011	2012	2013
Number of Total Emission Inspections	2,697,291	2,222,537	2,372,015	2,404,866
Total Emission Inspections – Centralized/Decentralized* Split	81%/19%	81.3%/18.7%	83.3%/16.7%	84.7%/15.3%
Total Emission Inspections – Initial/Re-inspection Split	80%/20%	89.3%/10.7%	88.6%/11.4%	88.2%/11.8%
Number of Initial Emission Inspections	2,144,226	1,985,804	2,100,771	2,121,816
Overall Initial Emission Failure Rate	12.6%	13.5%	11.9%	10.8%
Centralized Initial Emission Failure Rate	12.8%	14.1%	12.5%	11.5%
Decentralized Initial Emission Failure Rate	11.9%	10.7%	8.8%	6.7%
Overall Emission Insp. 1st Retest Pass Rate	86.2%	86.2%	74.9%	75.7%
OBD 1st Retest Pass Rate	86.0%	86.0%	74.5%	74.8%
Two Speed Idle 1st Retest Pass Rate	82.1%	82.0%	67.1%	68.9%
Number of Vehicles with No Known Final Outcome**	29,185	21,527	24,911	TBD
As Percentage of Initial Inspections	1.4%	1.1%	1.2%	TBD
As Percentage of Initial Failures	10.8%	8.0%	9.9%	TBD
Sticker Compliance Rate	95.7%	95.6%	95.9%	95.7%
Emissions-Only CIF Covert Performance Audit Fail Rate	3.1%	4.4%	4.6%	9.7%
Emissions-Only PIF Covert Performance Audit Fail Rate	5.3%	3.8%	4.1%	12.4%
CIF Equipment Audit Fail Rate	28.0%	16.0%	10.0%	8.0%
PIF Equipment Audit Fail Rate	14.8%	12.1%	19.6%	67.9%
# CIF Full Inspection Lanes	120	119	113	114
# PIFs	1,122	1,279	1,150	1,136
# Emission Repair Facilities (ERFs)	1,576	1,589	1,391	1,361

* Centralized includes CIFs, SIFs, and MITs. Decentralized includes PIFs and PFFs.
** Total vehicles with no known final outcome based on 12 months of registration data from the year succeeding the 2010, 2011, and 2012 reporting years. Vehicles with no known final outcome for 2013 are To Be Determined (TBD) and will be reported in the 2014 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 2013 (2012 for vehicles with no known final outcome analysis).

II. Test Data Report

This report includes statistical data from the fourteenth year of operation of New Jersey's enhanced gasoline 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 vehicle type categories are as follows:

Light-Duty Gasoline Vehicles (LDGVs): vehicles fueled on gasoline, which have a Gross Vehicle Weight Rating (GVWR) up to 8500 lb. (passenger cars).

Light-Duty Gasoline 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 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 2013. They are the OBD test 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 anti-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 the preceding paragraph., 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 OBD 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 OBD 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 to be performed on any non-diesel and non-pure electric motor vehicle of model year 1996 or newer that is unable to be OBD tested.

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 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 Anomalies – Invalid Data and Failed/Test Not Performed

Past years' annual reports included inspections that had missing or inconsistent data fields. If a data field needed for a table or analysis was usable, the inspection record was included, and if the data field contained invalid data, the inspection record was excluded from that particular query. This slightly skewed the table results, caused inconsistent totals among some of the tables, and required extensive staff resources to compile. Starting with this year's annual report, the entire inspection record with invalid data is excluded. In 2013, there were 4,681 inspection records that met the criterion for the "invalid data" exclusion.

In addition, prior annual reports included inspections for vehicles that automatically failed the emissions inspection due to safety concerns (i.e., vehicle is unsafe to test). This data skewed failure rates, especially newer vehicles. Starting with this year's annual report, inspections for vehicles that fail because the emissions test could not be performed will be excluded. In 2013, there were 7,269 inspection records that met the criterion for the "failed/test not performed" exclusion.

The combined exclusion for both the invalid data inspections and failed/test not performed inspections is 0.56% (11,950/2,121,816) of the total initial 2013 inspection volume.

D. Test Frequency and Network Design

New Jersey requires vehicles to be inspected once every other year. In addition, new vehicles are exempt from inspection until they are five years old.

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 2013 data, the "sawtooth" effect is evident in the fact that the odd model years have a significantly higher inspection volume than the even model years (see Appendix I, Part D, Figure D-2).

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 through 2016, 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 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 130 inspection lanes/consoles, of which 114 are full inspection lanes and 16 are re-inspection consoles (see Table 2). 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.

Table 2: New Jersey's Centralized Inspection Facilities

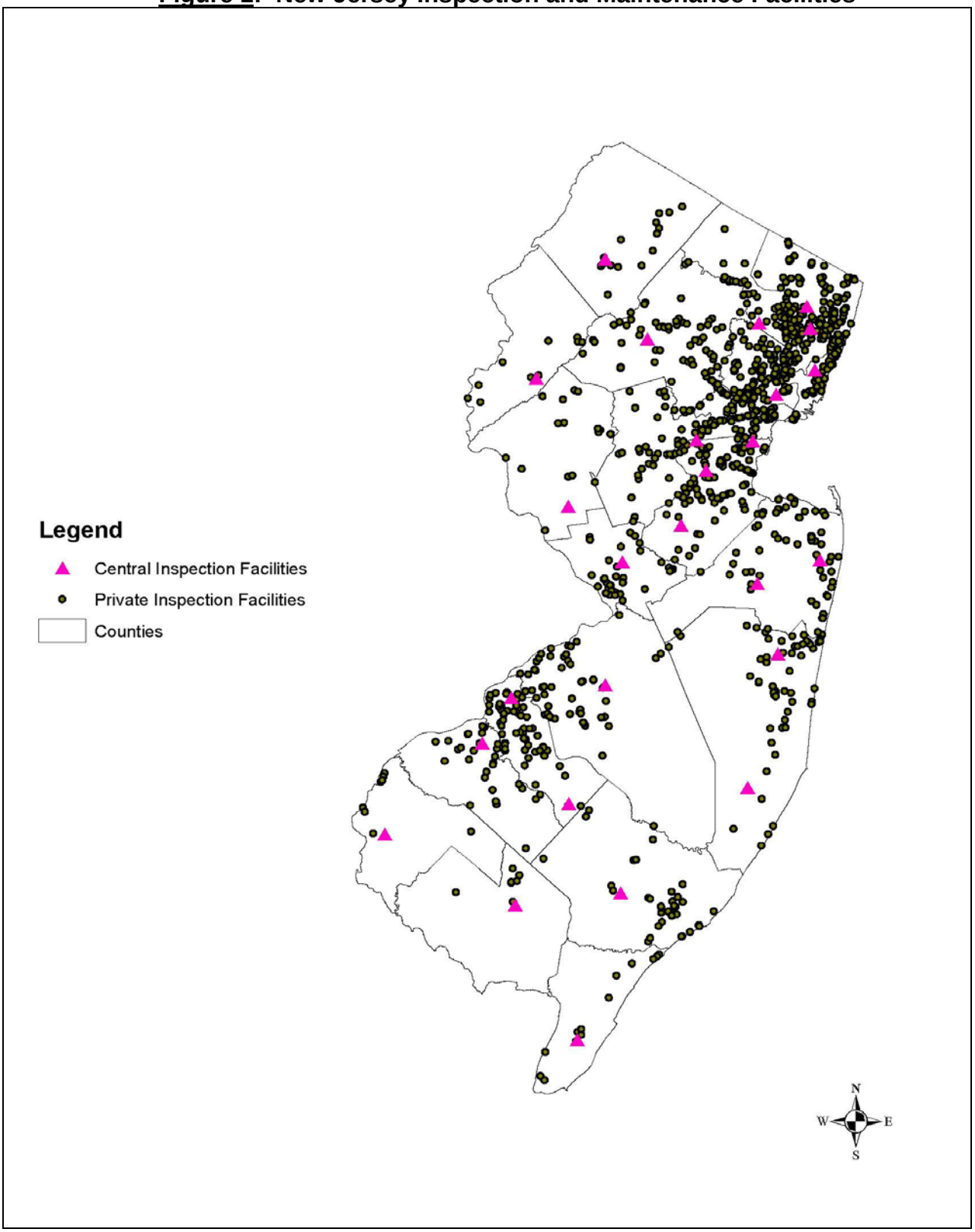
Centralized Inspection Facility	# of Lanes/Consoles
Baker's Basin	6
Cape May	1
Cherry Hill*	7
Deptford	4
Eatontown*	7
Flemington*	4
Freehold*	7
Kilmer	6
Lakewood*	7
Lodi*	6
Manahawkin*	4
Mays Landing*	5
Millville	2
Newark*	6
Newton*	3
Paramus*	6
Plainfield	3
Rahway	6
Randolph*	7
Salem	1
Secaucus	6
South Brunswick*	7
Southampton*	5
Washington	1
Wayne*	9
Winslow*	4
Total	**130**

* Has one re-inspection console.

In 2013, there were 1,136 PIFs that performed at least one inspection during the entire year; of these, 82 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 2013.

Figure 1: New Jersey Inspection and Maintenance Facilities



New Jersey has 1,361 registered Emission Repair Facilities (ERFs) that perform emission-related repairs on vehicles. 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) to perform or supervise these repairs. Vehicle owners are permitted to make repairs to their own vehicles for re-inspection purposes.

E. Total Emissions Inspections

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

Table 3: Total Emissions Inspections

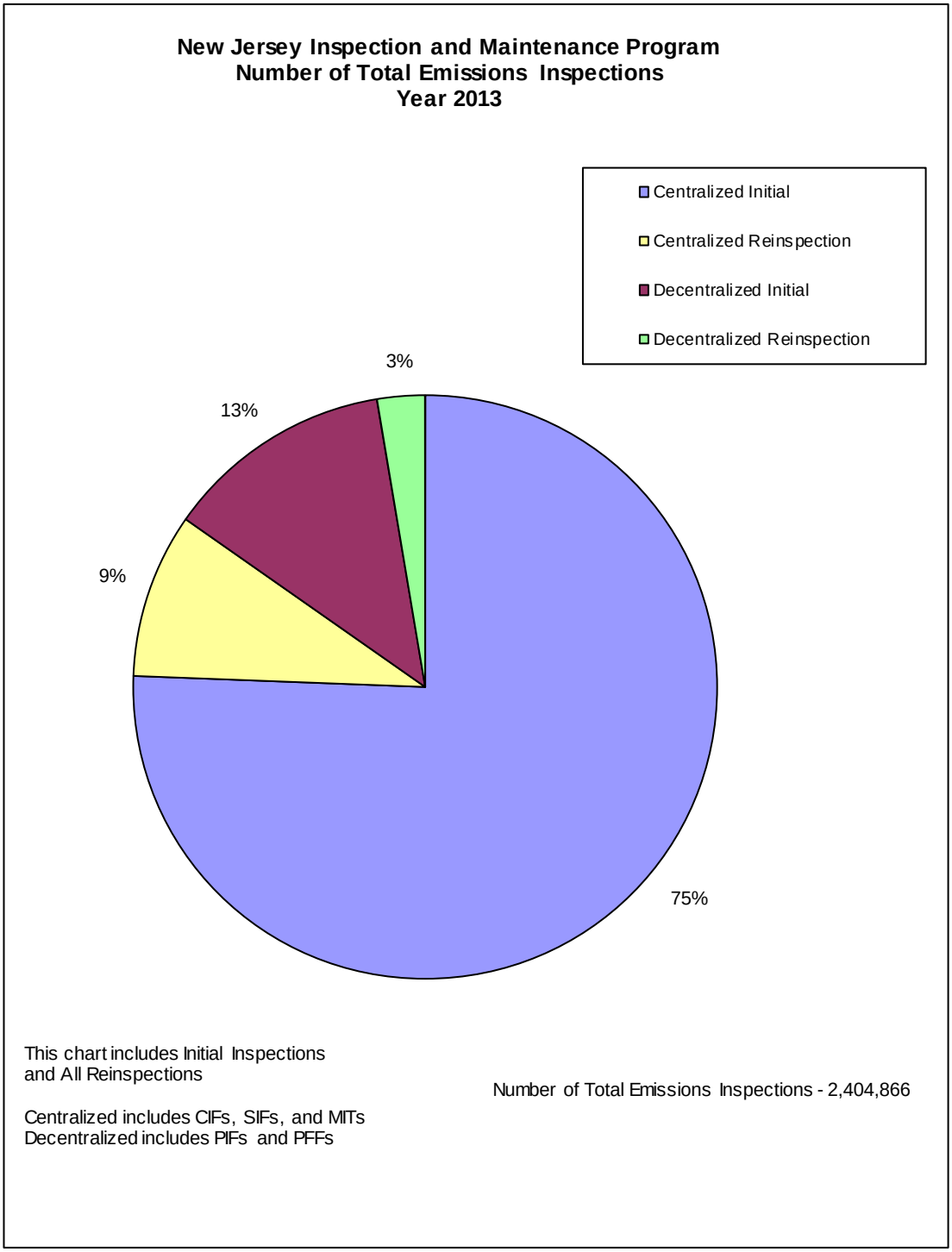
Test Station	Data	Initial Insps	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility (CIF)*	Total	1,801,444		213,024		2,014,468	
	Fail	205,755	11.4%	63,131	29.6%	268,886	13.3%
	Pass	1,595,689	88.6%	149,893	70.4%	1,745,582	86.7%
Private Inspection Facility (PIF)	Total	299,932		63,577		363,509	
	Fail	20,211	6.7%	4,748	7.5%	24,959	6.9%
	Pass	279,721	93.3%	58,829	92.5%	338,550	93.1%
Private Fleet Facility (PFF)	Total	3,639		201		3,840	
	Fail	112	3.1%	21	10.4%	133	3.5%
	Pass	3,527	96.9%	180	89.6%	3,707	96.5%
Specialty Inspection Facility (SIF)	Total	298		55		353	
	Fail	46	15.4%	11	20.0%	57	16.1%
	Pass	252	84.6%	44	80.0%	296	83.9%
Mobile Inspection Team (MIT)	Total	16,503		6,193		22,696	
	Fail	2,842	17.2%	930	15.0%	3,772	16.6%
	Pass	13,661	82.8%	5,263	85.0%	18,924	83.4%
Total		**2,121,816**		**283,050**		**2,404,866**	
Total Fail		**228,966**	**10.8%**	**68,841**	**24.3%**	**297,807**	**12.4%**
Total Pass		**1,892,850**	**89.2%**	**214,209**	**75.7%**	**2,107,059**	**87.6%**
% of Grand Total # of Inspections			**88.2%**		**11.8%**		

*SIF and MIT are listed separately here, whereas in the Executive Summary, they are all combined as "Centralized".

The total emission inspection volume includes initial inspections and re-inspections for those vehicles that failed either their initial inspection or a subsequent re-inspection. Also included are roadside inspections of vehicles by 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, 2,037,517 (84.7 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 367,349 (15.3 percent) were performed by the decentralized network (PIFs and PFFs). A graphical representation of this centralized/decentralized split is shown in Figure 2.

Figure 2: Total Emissions Inspections – Centralized/Decentralized Split



F. Initial Emission Inspections

Initial overall emission inspection results by model year and station type for the year 2013 are shown in Appendix I – Part B. There were 2,121,816 initial overall emission inspections conducted in New Jersey in the year 2013. Of the total number of initial overall emission inspections, 1,818,245 (85.7%) were performed by the centralized network, while the remaining 303,571 (14.3%) were performed by the decentralized network.

The initial overall emission failure rate for the entire network was 10.8%. The centralized initial overall emission failure rate was 11.5% and the decentralized initial overall emission failure rate was 6.7%.

A further look at the initial overall emission inspection results by each individual CIF is presented in Appendix I – Part C. The initial overall emission failure rates at the CIFs ranged from 7.7% (Flemington) to 19.4% (Newark). The highest volume CIF was Wayne (nine lanes/consoles), with a total of 122,453 initial overall emission inspections and a 11.3% initial overall emission failure rate, and the lowest was Salem (one lane), with a total of 19,080 initial overall emission inspections and a 12.1% initial overall emission failure rate.

A breakdown of the initial emission inspection volume by model year and vehicle type is presented in Appendix I – Part D. The initial emission inspection volume consisted of:

1,115,885	(52.6%) LDGVs,
886,054	(41.8%) LDGTs,
643	(0.03%) LDDTs,
2,504	(0.1%) LDDVs, and
116,730	(5.5%) HDGVs
2,121,816	Total

Of the 2,121,816 initial overall emission inspections, 1,892,850 (89.2%) passed, while 228,966 (10.8%) failed at least one emission inspection component. Table 4 shows the number of passes and pass rate and the number of failures and fail rate for each initial emission inspection test type. As some initial overall emission inspections resulted in multiple test type failures, Table 4 reflects multiple counting of any such inspection.

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

Test Type	# Pass	Pass Rate	# Fail	Fail Rate
OBD	1,671,999	90.0%	185,302	10.0%
Two Speed Idle	117,858	82.6%	24,796	17.4%
Idle	117,250	96.4%	4,436	3.6%
Gas Cap	532,009	96.8%	17,421	3.2%
Catalytic Converter	2,088,646	99.9%	1,449	0.07%
Visible Smoke	2,120,491	99.9%	1,244	0.06%
Liquid Leak	2,121,646	99.9%	170	0.01%
Miscellaneous Emissions	2,121,494	99.9%	322	0.02%

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. OBD Inspections

The OBD system monitors virtually every component that can affect the emission performance of the vehicle. If a problem is detected, the OBD 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 OBD system, this will 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 OBD test allows the inspection workstation to read a vehicle's OBD 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 OBD test also ensures that the OBD system itself is functioning properly.

Exclusions from Readiness and/or OBD

The OBD 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 OBD-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).

New Jersey follows the USEPA's document "Performing Onboard Diagnostic System Checks as Part of a Vehicle Inspection and Maintenance Program", June 2001, (see Appendix IV). 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, New Jersey requires that all three continuous monitors must be supported and ready. Motor vehicles deemed not ready fail the OBD test.

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

During an OBD inspection, if the OBD analyzer successfully communicates with the motor vehicle's OBD system, a check is made of the engine's RPM to ensure the vehicle is being tested in the KOER position. The RPM check minimizes the chance of a vehicle falsely failing the OBD 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 OBD 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 OBD 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 OBD 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 OBD test, but still subject to all of the other components of the OBD 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 OBD tested gasoline vehicles. The intent of this criterion is twofold. First, it identifies potential tampering of the OBD 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 OBD 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 OBD can be found in Appendix V.

Currently, 84 of approximately 20,000+ OBD eligible individual year/make/model combinations are completely excluded from readiness testing results (OBD Scan still attempted). There are an additional 83 individual year/make/model combinations that have been excluded from the continuous monitor readiness portion of the OBD test. There are a total of 165 entries on the table.

This lookup table is also used to exclude motor vehicles with known communications problems from the OBD 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 OBD 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 no vehicles have been excluded from OBD communications.

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

OBD Test Failures Switched to Tailpipe Testing

New Jersey also has mechanisms available to the centralized (CIF) and decentralized (PIF) networks to manually switch the OBD test (and run a TSI or curb idle test) for those motor vehicles that have demonstrated an issue meeting readiness criteria or cannot communicate with the inspection workstation. 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 switch the OBD test to a tailpipe test upon re-inspection. In addition, some initial OBD tests may be switched to a tailpipe test as a result of actions initiated by the inspector. Although it is possible for an OBD switched test to not receive a tailpipe test (i.e. as in the case of a light-duty diesel vehicle), this did not occur in 2013, and all OBD switched tests in this year did receive tailpipe tests.

A summary of the tests switched to tailpipe is presented in Table A.

This information is presented in more detail by model year and vehicle type in Appendix I - Part F, Table F-6.

Table A: OBD Test Failures Switched to Tailpipe - System Grand Totals

System	# Initial OBD Tests	# Switched to Tailpipe	% Switched to Tailpipe	# Overall Fail	# Overall Pass	Overall Fail Rate
All	1,857,301	457	0.02%	2	455	0.4%

Information on the number and type of switched tests conducted, including the overall fail and pass numbers (initial and all retests), and the overall fail rate is presented in Table B: OBD Test Failures Switched to Tailpipe - Test Summary.

Table B: OBD Test Failures Switched to Tailpipe - Test Summary

Network Type	Emission Test Switched To	Inspections	# Overall Fail	# Overall Pass	Overall Fail Rate
Centralized	Idle	138	1	137	0.7%
Centralized	TSI	96	0	96	0.0%
Decentralized	Idle	177	1	176	0.6%
Decentralized	TSI	46	0	46	0.0%
All		457	2	455	0.4%

New Jersey requires an attempt using the OBD test with a failed result before a re-inspection with switched test can occur. All switched tests must be authorized by the State. Switched tests in the system are split by network type. Centralized (CIF) switched test are authorized by the NJDEP and Decentralized (PIF) switched test are authorized by the NJMVC.

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

In 2013, there were 223 (0.01% of initial OBD inspections) OBD tests switched by the PIF network. There were 46 switched to the TSI test and resulted in a 0.0% overall fail rate. There were 177 switched to the curb idle test in the PIFs with a 0.6% overall fail rate. The overall failure rate for all PIF switched test was 0.4%. This information is presented in Switched to Tailpipe Table B: Test Summary and in Switched to Tailpipe Table C: System Network Totals.

For the CIF network, contact is made by a customer service representative to NJDEP requesting authorization for the OBD switched test providing all necessary information needed to make a decision. If the switched test is authorized, the customer representative makes arrangements for the customer's vehicle to be re-inspected at a CIF station to receive the switched test.

In 2013, there were 234 (0.01 % of initial OBD inspections) OBD tests switched by the CIF network. There were 96 switched to the TSI test and resulted in a 0.0% overall fail rate, and 138 were switched to the curb idle test with a 0.7% overall fail rate. The overall failure rate for all CIF switched tests was 0.4%. This information is presented in Table B: OBD Test Failures Switched to Tailpipe - Test Summary and in Table C: OBD Test Failures Switched to Tailpipe - System Network Totals.

Table C: OBD Test Failures Switched to Tailpipe - System Network Totals

Network Type	Inspections	# Overall Fail	# Overall Pass	Overall Fail Rate
Centralized	234	1	233	0.4%
Decentralized	223	1	222	0.4%

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

Summary of OBD Inspection Data

There were a total of 1,857,301 initial OBD inspections in the year 2013. Of these, 1,807,325 (97.3%) passed either initially or a first or subsequent retest, and approximately 49,976 (2.7%) failed without a subsequent passing inspection (the number of vehicles without a subsequent passing inspection will be updated and reported in the 2014 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 OBD 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 1,857,301 initial overall OBD inspections, 1,671,999 (90.0%) passed initially, while 185,302 (10.0%) failed at least one OBD test component. The 10.0% fail rate is slightly lower than the 10.4% fail rate in 2012.

Table 5 shows the initial pass/fail summary for the overall OBD inspection and for each individual component of the OBD inspection. As some initial overall OBD inspections resulted in multiple OBD component failures, Table 5 reflects multiple counting of any such inspection.

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

Component	# Initial Tests	# Pass	Pass Rate	# Fail	Fail Rate
Overall	**1,857,301**	**1,671,999**	**90.0%**	**185,302**	**10.0%**
Bulb Check	1,857,301	1,847,039	99.4%	10,262	0.6%
KOER MIL Check	1,847,039	1,765,253	95.6%	81,786	4.4%
DLC Check	1,857,301	1,854,757	99.9%	2,544	0.1%
Communication	1,854,757	1,850,671	99.8%	4,086	0.2%
Readiness Status	1,838,543	1,749,538	95.2%	89,005	4.8%
MIL Command Status	1,850,685	1,746,697	94.4%	103,988	5.6%

In Table 5, the number of some OBD component checks is less than the number of overall initial OBD tests because a test prior to the component check prohibited completion of the full OBD test. In 2013 there were 6,616 vehicles that had damaged, missing, or obstructed DLCs, or which failed to communicate with the inspection workstation and return MIL command status and readiness status. There were 12,144 exempt from readiness testing.

The initial OBD 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 OBD and Gas Cap Test Results

Detailed information on OBD 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 1,850,685 initial OBD MIL command status checks. Table 6 presents the results of the OBD MIL command status checks in comparison to the presence of DTCs.

Table 6: OBD Malfunction Indicator Light (MIL) Test Results

Scenario	# of Tests	% of Tests
MIL Off with No DTCs (pass inspection)	1,746,697	94.38%
MIL Off with DTCs (pass inspection)	0	0.00%
MIL On with No DTCs (fail inspection)	164	0.01%
MIL On with DTCs (fail inspection)	103,824	5.61%
Totals	**1,850,685**	**100%**

More detailed information on OBD 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 1,838,543 initial readiness checks. Of these, 1,551,210 (84.4%) had all monitors set, while 287,333 (15.6%) had at least one unset monitor. 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 89,005 initial readiness component 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.

MIT inspections for 2013 are summarized in Table 7. Vehicles failing a roadside inspection require repair and re-inspection at an authorized inspection facility (either CIF or PIF).

Table 7: Roadside Inspections

Station Type	# of Inspections	#Pass	# Fail	Fail Rate
MIT Roadside Initial	16,503	13,661	2,842	17.2%
MIT Roadside Re-inspection	6,193	5,263	930	15.0%
MIT Roadside Total	**22,696**	**18,924**	**3,772**	**16.6%**

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 re-inspections in many cases are vehicles pulled over prior to the repair portion of the re-inspection cycle, hence the higher failure rate.

I. Emission Re-Inspections

There were 228,966 (10.8%) overall initial emission inspection failures out of the 2,121,816 total initial overall emission inspections conducted in the year 2013. 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., OBD test, two speed idle test, idle test, gas cap, catalytic converter, liquid leak, miscellaneous emissions and visible smoke). Re-inspections are also divided 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 235,140 initially failed emission tests in the year 2013. 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 (228,966) 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 2013. 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

Test Type	# Initial Fails	# Fail First Retest	# Pass First Retest	% Failing First Retest	% Passing First Retest
OBD	185,302	37,195	110,536	20.1%	59.7%
Two Speed Idle	24,796	6,204	13,772	25.0%	55.5%
Idle	4,436	879	2,678	19.8%	60.4%
Gas Cap	17,421	434	15,298	2.5%	87.8%
Catalytic Converter	1,449	67	792	4.6%	54.7%
Visible Smoke	1,244	74	819	5.9%	65.8%
Liquid Leak	170	3	132	1.8%	77.6%
Miscellaneous Emissions	322	28	222	8.7%	68.9%
Overall Tests	**235,140**	**44,884**	**144,249**	**19.1%**	**61.3%**
Overall Vehicles	**228,966**	**44,942**	**139,995**	**19.6%**	**61.1%**

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 2013.

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

Test Type	# Initial Fails	# Pass 2nd or Subsequent Retest	% Pass 2nd or Subsequent Retest
OBD	185,302	24,790	13.4%
Two Speed Idle	24,796	4,388	17.7%
Idle	4,436	631	14.2%
Gas Cap	17,421	366	2.1%
Catalytic Converter	1,449	31	2.1%
Visible Smoke	1,244	50	4.0%
Liquid Leak	170	2	1.2%
Miscellaneous Emissions	322	25	7.8%
Overall Tests	**235,140**	**30,283**	**12.9%**
Overall Vehicles	**228,966**	**30,352**	**13.3%**

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 2013, 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 - 2012

The following data is for 2012. Final outcomes for 2013 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 251,013 overall initial emission inspection failures in the year 2012, 153,206 (61.0%) passed a first retest by the end of the first quarter of 2013, 35,276 (14.1%) passed a second or subsequent retest by the end of the first quarter of 2013, 10,210 (4.1%) passed a retest during the remaining three quarters of 2013, 27,410 (10.9%) dropped out of the registration database (i.e. no longer in fleet), and 24,911 (9.9%) 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 2012. 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: 2012 Initially Failed Inspections with No Known Final Outcome by Test Type

Test Type	# of Initial Inspections	# Of Initial Fails	# of Inspections with No Known Final Outcome	No Known Final Outcome Rate - % of Initial Fails	No Known Final Outcome Rate – % of Initial Inspections
OBD	1,818,704	188,792	20,823	11.0%	1.14%
Two Speed Idle	162,479	37,406	4,275	11.4%	2.63%
Idle	119,212	8,383	705	8.4%	0.59%
Gas Cap	659,194	22,285	806	3.6%	0.12%
Catalytic Converter	2,059,186	2,076	261	12.6%	0.01%
Visible Smoke	2,100,771	11,997	5,307	44.2%	0.25%
Liquid Leak	2,100,771	9,001	630	7.0%	0.03%
Miscellaneous Emissions	2,100,771	8,485	673	7.9%	0.03%
Overall	**2,100,771**	**251,013**	**24,911**	**9.9%**	**1.2%**

This analysis takes into consideration vehicles inspected late in the year 2012 that returned for inspection at any time throughout 2013, and also includes registration data through all of 2013. As such, the overall no known final outcome rate as a percentage of total initial emissions inspections is 1.2%.

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

Table 11: 2012 Vehicles With No Known Final Outcome

Model Year	Overall # Vehicles With No Known Final Outcome	% of Total Vehicles With No Known Final Outcome	Vehicle Type					
			# HDGV Vehicles	# LDDT Vehicles	# LDDV Vehicles	# LDGT Vehicles	# LDGV Vehicles	# Unknown Type Vehicles
Pre88/Unknown	919	3.7%	54	0	1	314	548	2
1988	234	0.9%	24	0	0	101	109	0
1989	223	0.9%	22	0	0	103	98	0
1990	289	1.2%	8	0	0	106	175	0
1991	258	1.0%	6	0	0	69	183	0
1992	392	1.6%	9	0	0	115	268	0
1993	449	1.8%	16	0	0	140	293	0
1994	625	2.5%	17	0	0	257	351	0
1995	664	2.7%	32	0	0	269	363	0
1996	1,373	5.5%	29	0	0	479	865	0
1997	1,772	7.1%	24	0	2	643	1,103	0
1998	2,186	8.8%	13	0	3	815	1,355	0
1999	1,979	7.9%	23	1	3	621	1,331	0
2000	2,649	10.6%	37	0	3	847	1,762	0
2001	2,834	11.4%	23	0	4	1,058	1,749	0
2002	2,689	10.8%	20	0	2	1,101	1,566	0
2003	1,735	7.0%	13	1	0	726	995	0
2004	1,466	5.9%	9	0	0	651	806	0
2005	865	3.5%	6	3	0	351	505	0
2006	676	2.7%	10	0	0	292	374	0
2007	506	2.0%	3	1	0	219	283	0
2008	64	0.3%	2	0	0	40	22	0
2009	17	0.1%	2	0	1	8	6	0
2010	9	0.0%	2	2	0	1	4	0
2011	13	0.1%	0	1	0	4	8	0
2012	23	0.1%	0	0	0	17	6	0
2013	2	0.0%	0	0	0	1	1	0
Totals	**24,911**	**100.0%**	**404**	**9**	**19**	**9,348**	**15,129**	**2**
% of Total Vehicles With No Known Final Outcome			**1.62%**	**0.04%**	**0.08%**	**37.53%**	**60.73%**	**0.01%**

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

Test Type	# First Retest Insps	# Fail	# Pass	Fail Rate	Pass Rate
OBD	147,731	37,195	110,536	25.2%	74.8%
Two Speed Idle	19,976	6,204	13,772	31.1%	68.9%
Idle	3,557	879	2,678	24.7%	75.3%
Gas Cap	15,732	434	15,298	2.8%	97.2%
Catalytic Converter	859	67	792	7.8%	92.2%
Visible Smoke	893	74	819	8.3%	91.7%
Liquid Leak	135	3	132	2.2%	97.8%
Miscellaneous Emissions	250	28	222	11.2%	88.8%
Overall	**184,937**	**44,942**	**139,995**	**24.3%**	**75.7%**

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 improper testing, 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 2013, New Jersey's I/M program network consisted of 26 CIFs, with a combined total of 130 lanes/consoles, and 1,136 licensed PIFs which performed at least one inspection. All 26 CIF and 1,119 of the 1,136 PIF facilities received at least one overt performance audit in 2013. 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

	CIFs	PIFs
# receiving overt performance audits	26	1,119
# not receiving overt performance audits	0	17
# 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 2013 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 2013 the NJMVC had 39 covert auditors and 33 covert vehicles available to conduct covert performance audits. This is slightly less than in 2012, when there were 45 covert auditors and 33 covert vehicles. During the year 2013, all CIFs and 1,089 PIFs received covert performance audits. A total of 352 covert audits were performed on the CIFs and 1,797 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

Note: Data in this table reflects multiple counting of vehicles set to fail multiple components.		
	CIFs	**PIFs**
# conducted with the vehicle set to fail the exhaust test	0	0
# conducted with the vehicle set to fail OBD test	158	664
# conducted with the vehicle set to fail the component check (catalyst)	63	667
# conducted with the vehicle set to fail the evaporative gas cap test	18	417
# conducted with the vehicle set to fail any combination of two or more of the above tests	18	398
# conducted with the vehicle not set to fail any emission inspection component	135	513
Total # of Covert Performance Audits	352	1,797

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

Note: Data in this table reflects multiple counting of audits falsely passing multiple components.		
	CIFs	**PIFs**
# of audits resulting in a false pass for the exhaust test	0	0
# of audits resulting in a false pass for the OBD test	5	31
# of audits resulting in a false pass for the component check (catalyst)	27	169
# of audits resulting in a false pass for the evaporative gas cap test	0	10
# of audits resulting in a false pass for any combination of two or more of the above tests	0	5
# of audits resulting in a false pass for any emissions related component	32	205
# of audits resulting in a false fail for any emissions related component	2	28
# of audits resulting in a proper Emission inspection (no false pass or false fails)	318	1,574
Total # of Covert Emissions-Related Audits	352	1,797

In the year 2013, the overall emission covert performance audit failure rate for the entire network was 12.0%. These results encompass emissions only aspects of the covert performance audits. The overall emissions covert audit failure rate for the centralized network alone was 9.7%, while that for the decentralized network was 12.4%. This information is presented in Table 16.

Table 16: Overall Emission Covert Performance Audit Results

Network	**Total Audits**	**Number Fail**	**Failure Rate**	**Number Pass**	**Pass Rate**
Centralized	352	34	9.7%	318	90.3%
Decentralized	1,797	223	12.4%	1,574	87.6%
Total	**2,149**	**257**	**12.0%**	**1,892**	**88.0%**

New Jersey had 4,184 licensed inspectors conducting emission tests in both the CIFs and PIFs during the year 2013. Of these inspectors, 32 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 72 inspectors were fined during the year 2013. Eleven (11) PIF stations were suspended, fined, or otherwise prohibited from conducting emission inspections as a result of covert performance audits.

The NJMVC conducted 148 hearings to consider adverse actions against inspectors and inspection facilities, and 141 of these hearings resulted in adverse actions against inspectors and inspection facilities. The remaining 7 resulted in no adverse action. A total of $73,900 in fines was collected from inspectors and 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 2013.

Table 17: Fines and Hearings – Centralized and Decentralized Networks

	Inspectors	Facilities
# suspended, fined, or otherwise prohibited from testing as a result of covert audits	32	11
# suspended, fined, or otherwise prohibited from testing for other causes	0	0
# that received fines	72	20
# of hearings held to consider adverse actions	115	33
# of hearings held resulting in adverse actions	109	32
Total amount collected in fines	$34,900	$39,000

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 OBD 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.

A. PIF Equipment Audit Summary

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. Beginning in July of 2013, the NJDEP also began performing equipment audits at the PIFs to supplement the NJMVC audits, in an effort to increase the audit completion rate of the PIF network. NJMVC also started auditing OBD-only PIF equipment. Audits will be referred to as "Bench and OBD Combination Workstation audits" for those PIFs equipped with gas benches and OBD modules and "OBD-only Workstation audits" for those only equipped with OBD modules.

In the year 2013, the NJMVC and the NJDEP conducted a total of 1,765 Bench and OBD Combination Workstation audits at the PIFs of which 1,430 were initial audits. NJMVC conducted an additional 245 OBD-only Workstation audits of which 244 were initial audits.

Of the 747 PIFs receiving an overt PIF Bench and OBD Combination Workstation audit, 507 (approximately 67.9%) failed an audit during the year and were shut down as a result (PIFs are immediately shut down upon failure of an audit and are reinstated when the equipment is repaired). Two (2) additional PIFs failed the OBD-only Workstation audit. These numbers do not match the total number of audit failures, as some PIFs may have received more than one audit during the year.

The overall initial PIF Bench and OBD Combination Workstation audit failure rate for the year 2013 was 44.0%. Table 18 summarizes these audit results. Additional details regarding the OBD-only Workstation audits may be found in Appendix II, Table II-3.

Table 18: PIF Bench and OBD Combination Workstation Audit Summary

	2012			2013		
	#	%		#	%	
# of PIFs	1,150	N/A		1,136	N/A	
# of Full year active PIFs requiring 2 annual bench audits*	760	66.1%		763	67.2%	
# of Full year active PIFs receiving Bench and OBD Combination Workstation audits	644	84.7%		747	97.9%	
# of Full year active PIFs receiving two or more Bench and OBD Combination Workstation audits	270	35.5%		503	65.9%	
Bench and OBD Combination Workstation Audits						
Total	1,027	N/A		1,765	N/A	
Initial	1,020	99.3%		1,430	81.0%	
Initial Failures / Rate	165	16.2%		629	44.0%	
Second or Subsequent	7	0.7%		336	19.0%	
Retest Failures / Rate	3	42.9%		95	28.0%	
PIFs Shut Down as a Result of Bench and OBD Combination Workstation Audit		**% of PIFs Audited**	**% of all PIFs**		**% of PIFs Audited**	**% of all PIFs**
Total	136	21.1%	11.8%	509	68.1%	44.8%
Failed equipment	126	19.6%	11.0%	507	67.9%	44.6%
No current program equipment	10	1.6%	0.9%	2	0.3%	0.2%

*Semi-annual equipment audits are required by 40 CFR 51.363 (c)

B. CIF/SIF Equipment Audit Summary

In 2013, the NJDEP performed 1,488 (1,307 Bench and OBD / 181 OBD-only) initial audits of the equipment in the CIFs/SIFs. All except the re-inspection consoles were Bench and OBD audits. These audits are conducted on the lanes/consoles in "as-is" condition without prior notice to the centralized contractor, except for the 1 and 2 lane facilities, which are audited by appointment to avoid any impact on lane availability or vehicle throughput. In addition, audits are limited to non-peak periods and as such, are not conducted at the beginning or the end of each month.

A total of 24 of the 29 centralized stations, including the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2013.

When the emission testing equipment fails a particular test in an audit, a re-audit (re-evaluation of the emission testing equipment that failed the initial audit) is performed on the equipment after the necessary repairs are completed. In general, most of the equipment that fails an audit in the CIFs requires only minor repairs to return to compliance. As such, these repairs are usually performed either during or directly after the audit, to avoid having a lane out of service for any length of time.

For the purposes of this report, only those CIF/SIF lanes/consoles where the equipment could not be repaired to pass a re-audit on the same day as the initial audit are classified “shutdown”. As shown in Table 19, six (6) centralized stations (21%) had at least one lane

shut down as a result of initial equipment audits during the year 2013. Lanes/consoles were shut down overnight an average of less than once a month in the year 2013.

Table 19: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	29
# of initial equipment audits	1,488
# of stations that failed equipment audits	24
% of stations that failed equipment audits	83%
# of stations with at least one lane shut down as a result of equipment audits	6
% of stations with at least one lane shut down as a result of equipment audits	21%
# of centralized and specialty lanes/consoles	133
# of lanes/consoles shut down at some point during the year as a result of equipment audits	6
% 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)	5%
% of overall initial equipment audit failures	8%

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 II-2.

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

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	0	0%	2	100%
Bakers Basin	60	6	10%	54	90%
Cape May	11	0	0%	11	100%
Cherry Hill	83	4	5%	79	95%
Deptford	48	4	8%	44	92%
Eatontown	80	4	5%	76	95%
Flemington	48	6	13%	42	88%
Freehold	77	3	4%	74	96%
Kilmer	60	5	8%	55	92%
Lakewood	78	1	1%	77	99%
Lodi	68	10	15%	58	85%
Manahawkin	44	2	5%	42	95%
Mays Landing	54	6	11%	48	89%
Millville	24	3	13%	21	88%
Newark	72	8	11%	64	89%
Newton	36	0	0%	36	100%
Paramus	72	10	14%	62	86%
Plainfield	36	3	8%	33	92%
Rahway	66	10	15%	56	85%
Randolph	84	7	8%	77	92%
Salem	12	0	0%	12	100%
Secaucus	62	5	8%	57	92%
South Brunswick	84	8	10%	76	90%
Southampton	55	3	5%	52	95%
Washington	12	3	25%	9	75%
Wayne	108	8	7%	100	93%
Westfield Specialty	2	1	50%	1	50%
Winslow	48	1	2%	47	98%
Winslow Specialty	2	0	0%	2	100%
Totals	**1,488**	**121**	**8%**	**1,367**	**92%**

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. 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.

A. Inspection Sticker Compliance

New Jersey performed over 2.4 million inspections in the year 2013. During the year, the State conducted inspection sticker compliance surveys. A compliance survey is when vehicles are audited while in a parking lot, or while parked on the street, and compliance is determined by the inspection sticker expiration dates.

Both the NJDEP and the NJMVC conduct sticker surveys. The NJDEP sticker surveys are conducted on a regular monthly basis (an average of approximately 3,850 vehicles per month in the year 2013) throughout the year. The NJMVC conducted two surveys for a total of 10,000 vehicles in the year 2013. 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 2013 (94.5%) was lower than the NJDEP's (96.0%).

For the purposes of this report, both agencies' surveys were combined for an overall result. A total of 56,185 vehicles were surveyed in the year 2013. Of these, 53,783 (95.7%) were compliant with the program requirements. Detailed information on these sticker compliance surveys is presented in Appendix III.

B. Inspection Sticker Inventory Tracking

The NJMVC has 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 2013.

Table 21: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations	2,368,375
# of missing compliance documents (stickers)	4,737
# of time extensions & other exemptions granted to motorists	4,642

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.

C. Special Enforcement Case – OBD Fraud

Beginning in the year 2012 and continuing throughout the year 2013, the NJDEP and the NJMVC worked on a joint investigation with the Attorney General's Office Division of Criminal Justice on a case of OBD fraud. As a result of this collaborative effort, three men who operate a private auto inspection business in Paterson, New Jersey were charged on January 15, 2014 with fraudulently using data simulators to generate false results for motor vehicle emissions inspections. The men allegedly took payments from customers in return for using the electronic devices to generate passing results for vehicles that had failed emissions inspections. Details of the investigation and resulting charges can be found in a Press Release on the Attorney General's Website at http://nj.gov/oag/newsreleases14/pr20140115a.html. The press release is also included in this report as Appendix VII.

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 2013

Test Station	Data	Initial Insps	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility	Total	1,801,444		213,024		2,014,468	
	Fail	205,755	11.4%	63,131	29.6%	268,886	13.3%
	Pass	1,595,689	88.6%	149,893	70.4%	1,745,582	86.7%
Private Inspection Facility	Total	299,932		63,577		363,509	
	Fail	20,211	6.7%	4,748	7.5%	24,959	6.9%
	Pass	279,721	93.3%	58,829	92.5%	338,550	93.1%
Private Fleet Facility	Total	3,639		201		3,840	
	Fail	112	3.1%	21	10.4%	133	3.5%
	Pass	3,527	96.9%	180	89.6%	3,707	96.5%
Specialty Inspection Facility	Total	298		55		353	
	Fail	46	15.4%	11	20.0%	57	16.1%
	Pass	252	84.6%	44	80.0%	296	83.9%
Mobile Inspection Team	Total	16,503		6,193		22,696	
*Initial - 1st Inspection of cycle	Fail	2,842	17.2%	930	15.0%	3,772	16.6%
Retest - 2nd or subsequent of cycle	Pass	13,661	82.8%	5,263	85.0%	18,924	83.4%
Total # of Inspections		**2,121,816**		**283,050**		**2,404,866**	
Total # Fail		**228,966**	**10.8%**	**68,841**	**24.3%**	**297,807**	**12.4%**
Total # Pass		**1,892,850**	**89.2%**	**214,209**	**75.7%**	**2,107,059**	**87.6%**
% of Grand Total # of Inspections			**88.2%**		**11.8%**		

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	2,037,517	84.7%
Decentralized	367,349	15.3%
Total	**2,404,866**	

Table A-1

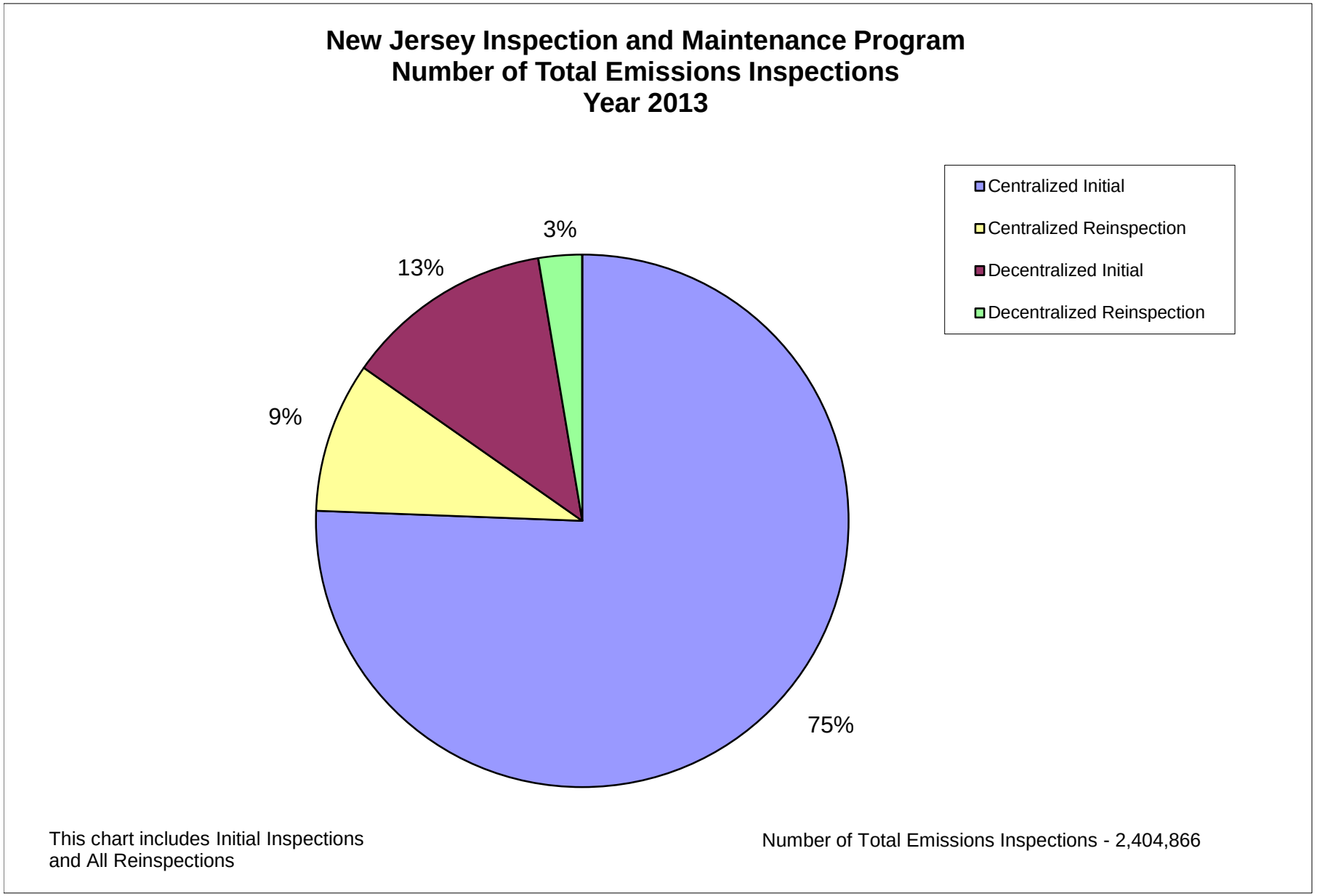

New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2013
Centralized Initial
Centralized Reinspection
Decentralized Initial
Decentralized Reinspection
3%
13%
9%
75%
This chart includes Initial Inspections and All Reinspections
Number of Total Emissions Inspections - 2,404,866

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 2013

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
Pre89/Unknown	Centralized	12,774	5,002	39.2%	7,772	60.8%
Pre89/Unknown	Decentralized	10,407	742	7.1%	9,665	92.9%
1989	Centralized	6,270	2,022	32.2%	4,248	67.8%
1989	Decentralized	3,098	163	5.3%	2,935	94.7%
1990	Centralized	4,387	1,425	32.5%	2,962	67.5%
1990	Decentralized	2,143	120	5.6%	2,023	94.4%
1991	Centralized	9,013	2,516	27.9%	6,497	72.1%
1991	Decentralized	3,657	203	5.6%	3,454	94.4%
1992	Centralized	7,066	2,074	29.4%	4,992	70.6%
1992	Decentralized	2,888	189	6.5%	2,699	93.5%
1993	Centralized	18,623	4,609	24.7%	14,014	75.3%
1993	Decentralized	6,386	342	5.4%	6,044	94.6%
1994	Centralized	15,095	3,603	23.9%	11,492	76.1%
1994	Decentralized	5,609	253	4.5%	5,356	95.5%
1995	Centralized	37,965	7,667	20.2%	30,298	79.8%
1995	Decentralized	11,310	509	4.5%	10,801	95.5%
1996	Centralized	26,399	6,644	25.2%	19,755	74.8%
1996	Decentralized	7,233	679	9.4%	6,554	90.6%
1997	Centralized	62,753	12,897	20.6%	49,856	79.4%
1997	Decentralized	14,045	1,337	9.5%	12,708	90.5%
1998	Centralized	52,298	11,868	22.7%	40,430	77.3%
1998	Decentralized	11,957	1,174	9.8%	10,783	90.2%
1999	Centralized	95,309	17,312	18.2%	77,997	81.8%
1999	Decentralized	19,088	1,563	8.2%	17,525	91.8%
2000	Centralized	88,941	17,355	19.5%	71,586	80.5%
2000	Decentralized	17,796	1,567	8.8%	16,229	91.2%
2001	Centralized	137,750	24,157	17.5%	113,593	82.5%
2001	Decentralized	23,598	2,619	11.1%	20,979	88.9%
2002	Centralized	112,654	17,622	15.6%	95,032	84.4%
2002	Decentralized	18,980	1,781	9.4%	17,199	90.6%
2003	Centralized	199,373	21,330	10.7%	178,043	89.3%
2003	Decentralized	27,450	2,062	7.5%	25,388	92.5%
2004	Centralized	124,254	12,268	9.9%	111,986	90.1%
2004	Decentralized	17,827	1,200	6.7%	16,627	93.3%
2005	Centralized	217,763	15,022	6.9%	202,741	93.1%
2005	Decentralized	25,353	1,324	5.2%	24,029	94.8%
2006	Centralized	179,678	10,207	5.7%	169,471	94.3%
2006	Decentralized	19,504	885	4.5%	18,619	95.5%
2007	Centralized	98,907	4,589	4.6%	94,318	95.4%
2007	Decentralized	14,290	511	3.6%	13,779	96.4%
2008	Centralized	287,901	7,945	2.8%	279,956	97.2%
2008	Decentralized	24,433	708	2.9%	23,725	97.1%
2009	Centralized	6,166	217	3.5%	5,949	96.5%
2009	Decentralized	7,656	183	2.4%	7,473	97.6%

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2013

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
2010	Centralized	4,641	118	2.5%	4,523	97.5%
2010	Decentralized	3,259	79	2.4%	3,180	97.6%
2011	Centralized	6,284	98	1.6%	6,186	98.4%
2011	Decentralized	2,499	47	1.9%	2,452	98.1%
2012	Centralized	5,339	68	1.3%	5,271	98.7%
2012	Decentralized	1,936	37	1.9%	1,899	98.1%
2013	Centralized	426	5	1.2%	421	98.8%
2013	Decentralized	897	32	3.6%	865	96.4%
2014	Centralized	216	3	1.4%	213	98.6%
2014	Decentralized	272	14	5.1%	258	94.9%
Total	Centralized	1,818,245	208,643	11.5%	1,609,602	88.5%
Total	Decentralized	303,571	20,323	6.7%	283,248	93.3%
Grand Total		**2,121,816**	**228,966**	**10.8%**	**1,892,850**	**89.2%**

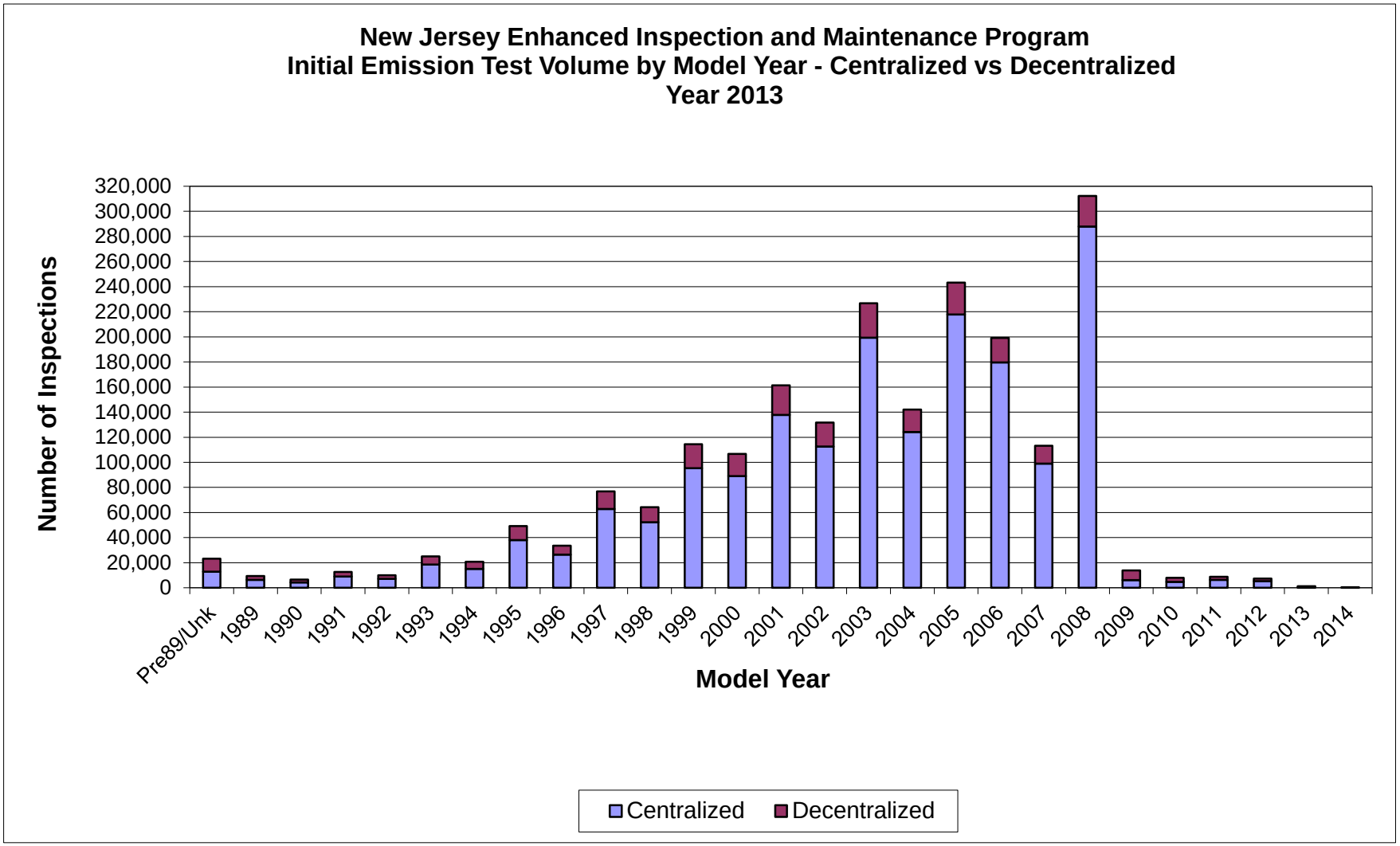

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2013
Number of Inspections
320,000
300,000
280,000
260,000
240,000
220,000
200,000
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Pre89/Unk
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
Model Year
Centralized
Decentralized

Figure B-1

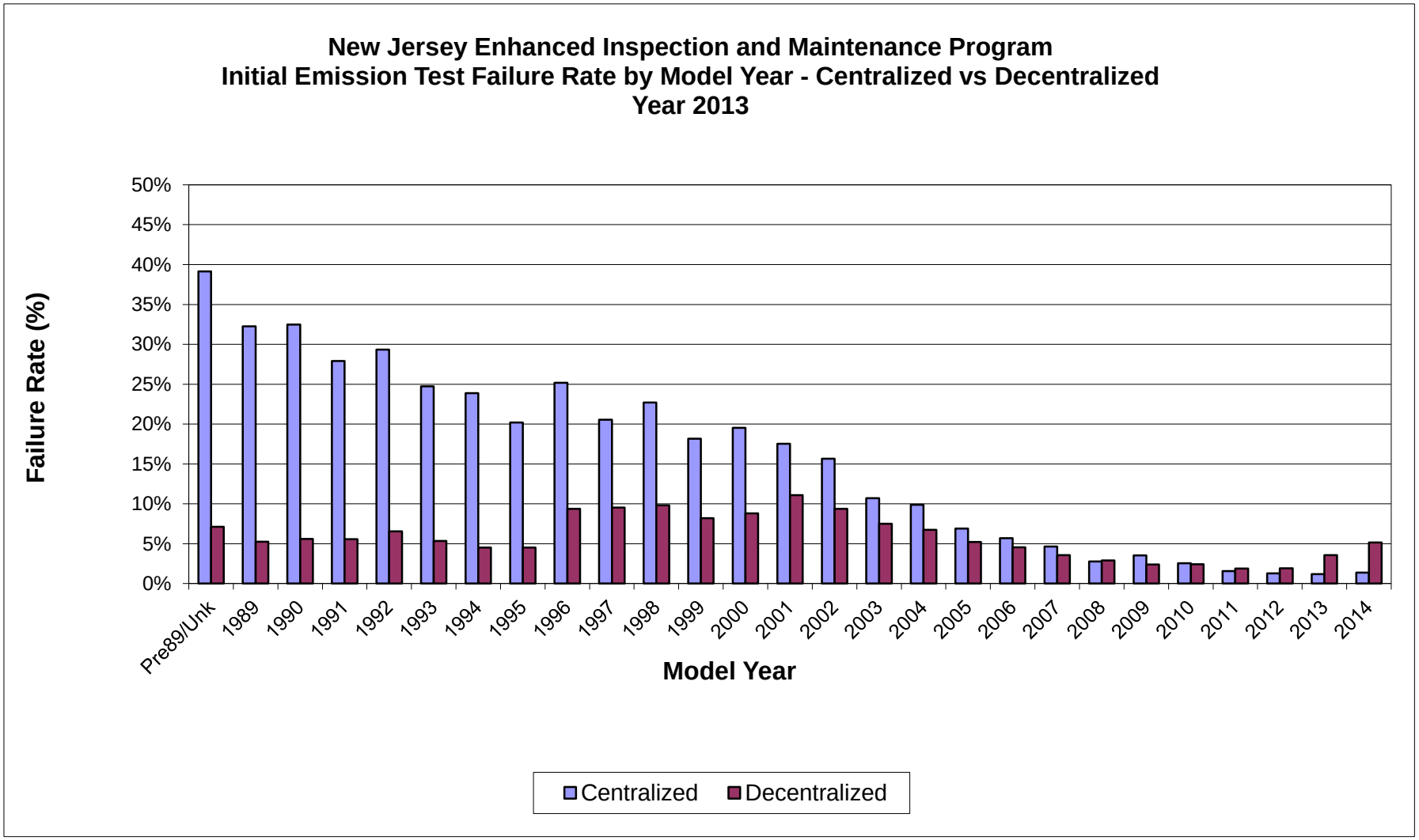

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2013
Failure Rate (%)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Pre89/Unk
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
Model Year
Centralized
Decentralized

Figure B-2

APPENDIX I -
PART C

INITIAL EMISSION TEST VOLUME & FAILURE RATE BY CENTRALIZED INSPECTION FACILITY

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspections - Centralized Inspection Facilities (CIFs)
Year 2013

STATION NAME	# of Lanes/ Consoles	# Inspections	# Pass	# Fail	% Fail
BAKERS BASIN CIF	6	90,918	81,087	9,831	10.8%
CAPE MAY CIF	1	19,140	17,220	1,920	10.0%
CHERRY HILL CIF	7	97,179	85,189	11,990	12.3%
DEPTFORD CIF	4	84,765	75,229	9,536	11.2%
EATONTOWN CIF	7	88,801	79,093	9,708	10.9%
FLEMINGTON CIF	4	57,056	52,638	4,418	7.7%
FREEHOLD CIF	7	64,149	58,419	5,730	8.9%
KILMER CIF	6	80,161	71,958	8,203	10.2%
LAKEWOOD CIF	7	97,518	87,413	10,105	10.4%
LODI CIF	6	83,729	73,376	10,353	12.4%
MANAHAWKIN CIF	4	34,877	31,236	3,641	10.4%
MAYS LANDING CIF	5	56,216	49,255	6,961	12.4%
MILLVILLE CIF	2	41,994	35,162	6,832	16.3%
NEWARK CIF	6	95,036	76,565	18,471	19.4%
NEWTON CIF	3	38,495	34,257	4,238	11.0%
PARAMUS CIF	6	102,450	94,147	8,303	8.1%
PLAINFIELD CIF	3	56,155	49,305	6,850	12.2%
RAHWAY CIF	6	94,428	82,008	12,420	13.2%
RANDOLPH CIF	7	99,194	90,225	8,969	9.0%
SALEM CIF	1	19,080	16,771	2,309	12.1%
SECAUCUS CIF	6	74,741	64,951	9,790	13.1%
SOUTH BRUNSWICK CIF	7	62,668	56,996	5,672	9.1%
SOUTHAMPTON CIF	5	79,423	70,452	8,971	11.3%
WASHINGTON CIF	1	21,182	19,279	1,903	9.0%
WAYNE CIF	9	122,453	108,676	13,777	11.3%
WINSLOW CIF	4	39,636	34,782	4,854	12.2%
TOTAL	**130**	**1,801,444**	**1,595,689**	**205,755**	**11.4%**

Table C-1

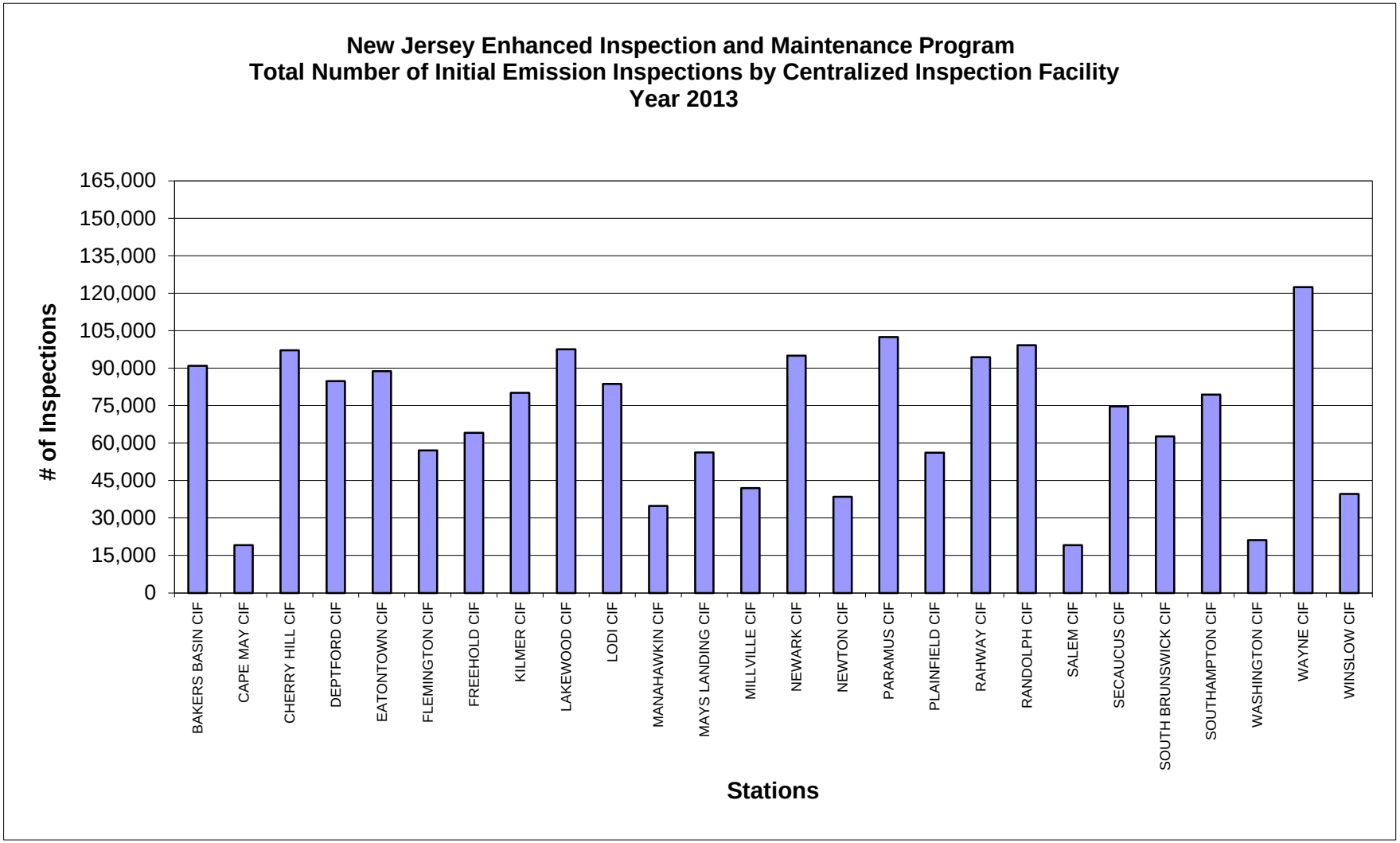

New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2013
# of Inspections
165,000
150,000
135,000
120,000
105,000
90,000
75,000
60,000
45,000
30,000
15,000
0
BAKERS BASIN CIF
CAPE MAY CIF
CHERRY HILL CIF
DEPTFORD CIF
EATONTOWN CIF
FLEMINGTON CIF
FREEHOLD CIF
KILMER CIF
LAKEWOOD CIF
LODI CIF
MANAHAWKIN CIF
MAYS LANDING CIF
MILLVILLE CIF
NEWARK CIF
NEWTON CIF
PARAMUS CIF
PLAINFIELD CIF
RAHWAY CIF
RANDOLPH CIF
SALEM CIF
SECAUCUS CIF
SOUTH BRUNSWICK CIF
SOUTHAMPTON CIF
WASHINGTON CIF
WAYNE CIF
WINSLOW CIF
Stations

Figure C-1

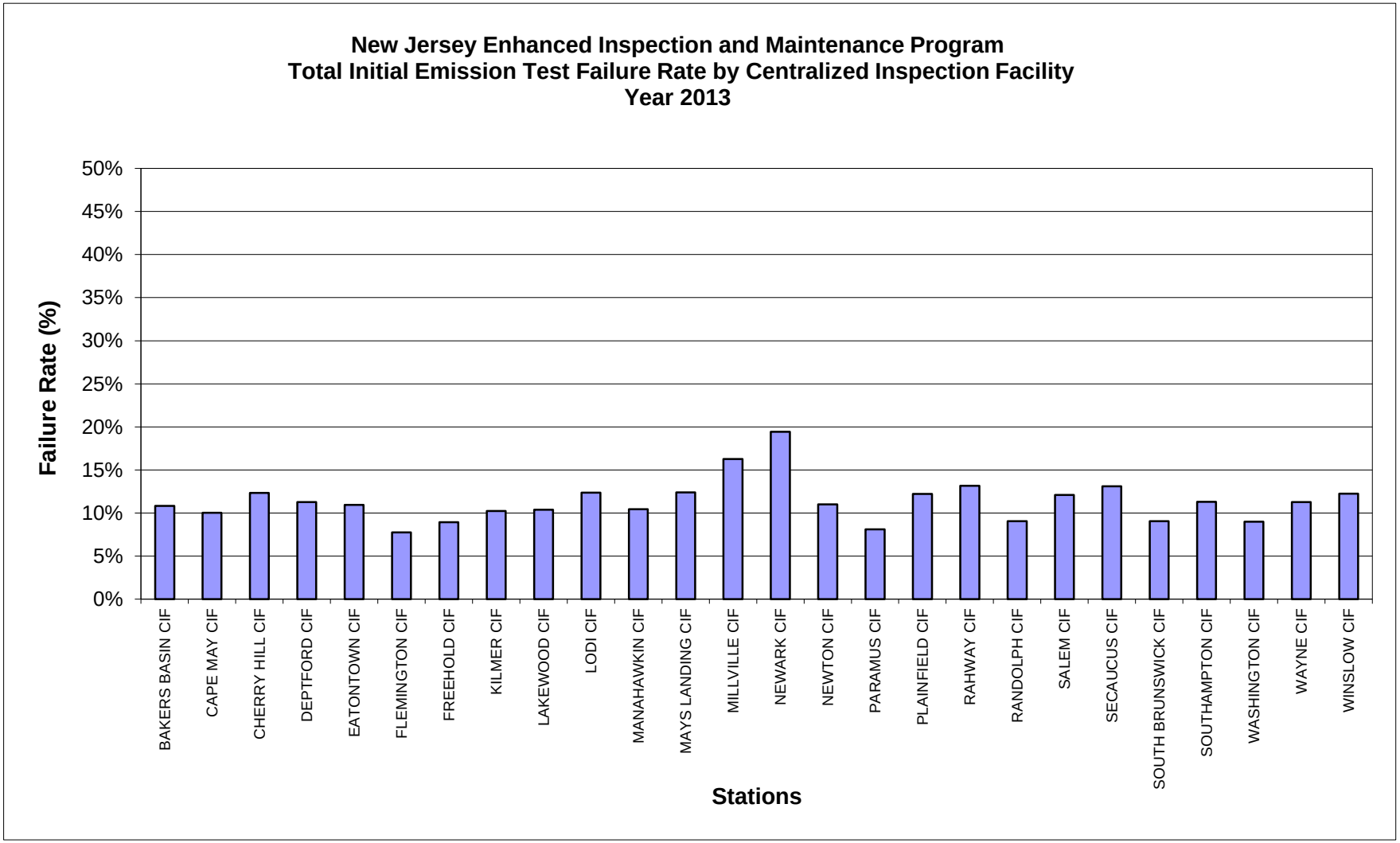

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2013
Failure Rate (%)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
BAKERS BASIN CIF
CAPE MAY CIF
CHERRY HILL CIF
DEPTFORD CIF
EATONTOWN CIF
FLEMINGTON CIF
FREEHOLD CIF
KILMER CIF
LAKEWOOD CIF
LODI CIF
MANAHAWKIN CIF
MAYS LANDING CIF
MILLVILLE CIF
NEWARK CIF
NEWTON CIF
PARAMUS CIF
PLAINFIELD CIF
RAHWAY CIF
RANDOLPH CIF
SALEM CIF
SECAUCUS CIF
SOUTH BRUNSWICK CIF
SOUTHAMPTON CIF
WASHINGTON CIF
WAYNE CIF
WINSLOW CIF
Stations

Figure C-2

APPENDIX I -
PART D

INITIAL EMISSION INSPECTION VOLUME BY MODEL YEAR & VEHICLE TYPE

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Inspection Volume - Year 2013

Model Year	# of Vehicles Tested					
	HDGV	LDDT	LDDV	LDGT	LDGV	Total
Pre89/Unknown	2,398	19	58	6,581	14,125	23,181
1989	820	3	0	3,078	5,467	9,368
1990	496	2	4	2,033	3,995	6,530
1991	439	3	12	3,433	8,783	12,670
1992	517	5	4	2,735	6,693	9,954
1993	818	4	5	7,480	16,702	25,009
1994	1,221	10	1	7,465	12,007	20,704
1995	2,250	14	10	16,679	30,322	49,275
1996	1,719	12	9	12,021	19,871	33,632
1997	3,827	12	73	27,143	45,743	76,798
1998	2,401	7	99	24,580	37,168	64,255
1999	5,239	5	212	42,106	66,835	114,397
2000	6,132	0	120	39,417	61,068	106,737
2001	7,823	1	174	65,144	88,206	161,348
2002	7,158	0	190	55,465	68,821	131,634
2003	10,803	2	226	101,339	114,453	226,823
2004	8,862	6	123	66,718	66,372	142,081
2005	10,149	82	558	114,906	117,421	243,116
2006	11,551	67	466	86,521	100,577	199,182
2007	7,320	77	31	46,377	59,392	113,197
2008	9,812	274	83	140,478	161,687	312,334
2009	3,540	17	24	5,030	5,211	13,822
2010	2,609	5	9	3,337	1,940	7,900
2011	4,279	9	7	3,038	1,450	8,783
2012	3,994	5	3	2,479	794	7,275
2013	293	2	3	458	567	1,323
2014	260	0	0	13	215	488
Totals	116,730	643	2,504	886,054	1,115,885	**2,121,816**
% of Grand Total	5.5%	0.03%	0.1%	41.8%	52.6%	

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

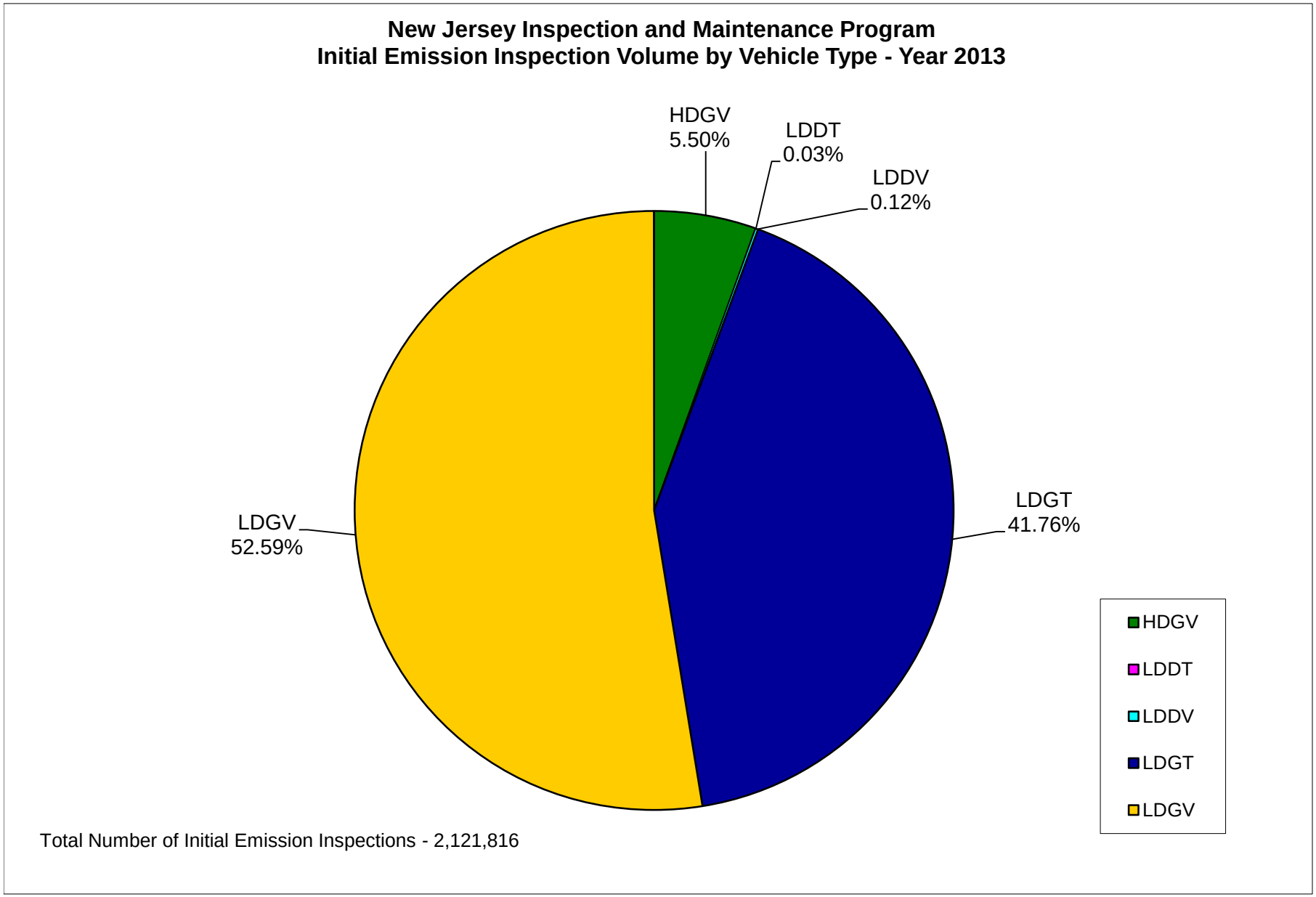

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type - Year 2013
HDGV
5.50%
LDDT
0.03%
LDDV
0.12%
LDGT
41.76%
LDGV
52.59%
HDGV
LDDT
LDDV
LDGT
LDGV
Total Number of Initial Emission Inspections - 2,121,816

Figure D-1

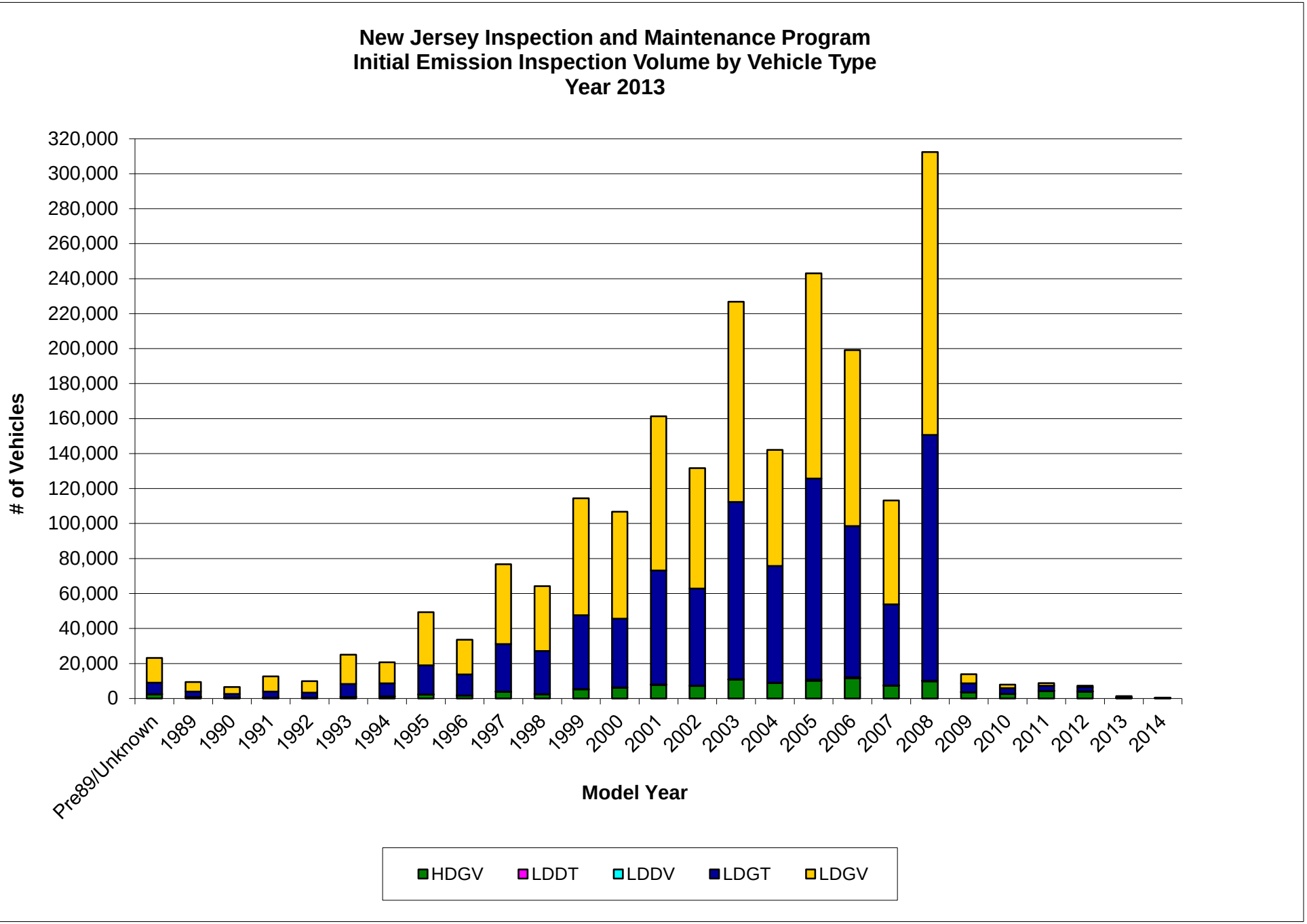

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2013
# of Vehicles
320,000
300,000
280,000
260,000
240,000
220,000
200,000
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Pre89/Unknown
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
Model Year
HDGV
LDDT
LDDV
LDGT
LDGV

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 2013

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 89/Unknown	HDGV	2,398	491	1,907	20.5%	0	0	0	-
Pre 89/Unknown	LDDT	19	0	19	0.0%	0	0	0	-
Pre 89/Unknown	LDDV	58	1	57	1.7%	0	0	0	-
Pre 89/Unknown	LDGT	6,581	2,041	4,540	31.0%	0	0	0	-
Pre 89/Unknown	LDGV	14,125	3,211	10,914	22.7%	0	0	0	-
1989	HDGV	820	159	661	19.4%	0	0	0	-
1989	LDDT	3	0	3	0.0%	0	0	0	-
1989	LDDV	0	0	0	-	0	0	0	-
1989	LDGT	3,078	889	2,189	28.9%	0	0	0	-
1989	LDGV	5,467	1,137	4,330	20.8%	0	0	0	-
1990	HDGV	496	78	418	15.7%	0	0	0	-
1990	LDDT	2	0	2	0.0%	0	0	0	-
1990	LDDV	4	0	4	0.0%	0	0	0	-
1990	LDGT	2,033	634	1,399	31.2%	0	0	0	-
1990	LDGV	3,995	833	3,162	20.9%	0	0	0	-
1991	HDGV	439	94	345	21.4%	0	0	0	-
1991	LDDT	3	0	3	0.0%	0	0	0	-
1991	LDDV	12	0	12	0.0%	0	0	0	-
1991	LDGT	3,433	851	2,582	24.8%	0	0	0	-
1991	LDGV	8,783	1,774	7,009	20.2%	0	0	0	-
1992	HDGV	517	65	452	12.6%	0	0	0	-
1992	LDDT	5	0	5	0.0%	0	0	0	-
1992	LDDV	4	0	4	0.0%	0	0	0	-
1992	LDGT	2,735	666	2,069	24.4%	0	0	0	-
1992	LDGV	6,693	1,532	5,161	22.9%	0	0	0	-
1993	HDGV	818	111	707	13.6%	0	0	0	-
1993	LDDT	4	0	4	0.0%	0	0	0	-
1993	LDDV	5	0	5	0.0%	0	0	0	-
1993	LDGT	7,480	1,723	5,757	23.0%	0	0	0	-
1993	LDGV	16,702	3,117	13,585	18.7%	0	0	0	-
1994	HDGV	1,221	200	1,021	16.4%	0	0	0	-
1994	LDDT	10	0	10	0.0%	0	0	0	-
1994	LDDV	1	0	1	0.0%	0	0	0	-
1994	LDGT	7,465	1,620	5,845	21.7%	0	0	0	-
1994	LDGV	12,007	2,036	9,971	17.0%	0	0	0	-

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate
1995	HDGV	2,250	331	1,919	14.7%	0	0	0	-
1995	LDDT	14	0	14	0.0%	0	0	0	-
1995	LDDV	10	0	10	0.0%	0	0	0	-
1995	LDGT	16,679	3,231	13,448	19.4%	0	0	0	-
1995	LDGV	30,322	4,614	25,708	15.2%	0	0	0	-
1996	HDGV	1,719	233	1,486	13.6%	0	0	0	-
1996	LDDT	12	0	12	0.0%	0	0	0	-
1996	LDDV	9	0	9	0.0%	0	0	0	-
1996	LDGT	12,021	2,828	9,193	23.5%	12,021	2,369	9,652	19.7%
1996	LDGV	19,871	4,262	15,609	21.4%	19,865	3,862	16,003	19.4%
1997	HDGV	3,827	422	3,405	11.0%	0	0	0	-
1997	LDDT	12	4	8	33.3%	12	4	8	33.3%
1997	LDDV	73	14	59	19.2%	73	14	59	19.2%
1997	LDGT	27,143	5,592	21,551	20.6%	27,143	4,817	22,326	17.7%
1997	LDGV	45,743	8,202	37,541	17.9%	45,741	7,336	38,405	16.0%
1998	HDGV	2,401	265	2,136	11.0%	0	0	0	-
1998	LDDT	7	3	4	42.9%	7	3	4	42.9%
1998	LDDV	99	20	79	20.2%	99	20	79	20.2%
1998	LDGT	24,580	5,293	19,287	21.5%	24,580	4,622	19,958	18.8%
1998	LDGV	37,168	7,461	29,707	20.1%	37,168	6,784	30,384	18.3%
1999	HDGV	5,239	510	4,729	9.7%	0	0	0	-
1999	LDDT	5	0	5	0.0%	5	0	5	0.0%
1999	LDDV	212	25	187	11.8%	212	25	187	11.8%
1999	LDGT	42,106	6,960	35,146	16.5%	42,106	5,814	36,292	13.8%
1999	LDGV	66,835	11,380	55,455	17.0%	66,834	10,106	56,728	15.1%
2000	HDGV	6,132	536	5,596	8.7%	0	0	0	-
2000	LDDT	0	0	0	-	0	0	0	-
2000	LDDV	120	17	103	14.2%	120	17	103	14.2%
2000	LDGT	39,417	7,182	32,235	18.2%	39,417	5,994	33,423	15.2%
2000	LDGV	61,068	11,187	49,881	18.3%	61,067	10,112	50,955	16.6%
2001	HDGV	7,823	236	7,587	3.0%	0	0	0	-
2001	LDDT	1	0	1	0.0%	1	0	1	0.0%
2001	LDDV	174	23	151	13.2%	174	23	151	13.2%
2001	LDGT	65,144	11,767	53,377	18.1%	65,143	11,715	53,428	18.0%
2001	LDGV	88,206	14,750	73,456	16.7%	88,195	14,660	73,535	16.6%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate
2002	HDGV	7,158	208	6,950	2.9%	0	0	0	-
2002	LDDT	0	0	0	-	0	0	0	-
2002	LDDV	190	22	168	11.6%	190	22	168	11.6%
2002	LDGT	55,465	8,617	46,848	15.5%	55,465	8,588	46,877	15.5%
2002	LDGV	68,821	10,556	58,265	15.3%	68,814	10,485	58,329	15.2%
2003	HDGV	10,803	220	10,583	2.0%	0	0	0	-
2003	LDDT	2	0	2	0.0%	2	0	2	0.0%
2003	LDDV	226	23	203	10.2%	226	23	203	10.2%
2003	LDGT	101,339	11,330	90,009	11.2%	101,339	11,288	90,051	11.1%
2003	LDGV	114,453	11,819	102,634	10.3%	114,452	11,750	102,702	10.3%
2004	HDGV	8,862	126	8,736	1.4%	0	0	0	-
2004	LDDT	6	0	6	0.0%	6	0	6	0.0%
2004	LDDV	123	14	109	11.4%	123	14	109	11.4%
2004	LDGT	66,718	6,698	60,020	10.0%	66,718	6,670	60,048	10.0%
2004	LDGV	66,372	6,630	59,742	10.0%	66,371	6,572	59,799	9.9%
2005	HDGV	10,149	76	10,073	0.7%	0	0	0	-
2005	LDDT	82	12	70	14.6%	82	12	70	14.6%
2005	LDDV	558	31	527	5.6%	558	29	529	5.2%
2005	LDGT	114,906	8,070	106,836	7.0%	114,906	8,047	106,859	7.0%
2005	LDGV	117,421	8,157	109,264	6.9%	117,421	8,097	109,324	6.9%
2006	HDGV	11,551	88	11,463	0.8%	0	0	0	-
2006	LDDT	67	10	57	14.9%	67	10	57	14.9%
2006	LDDV	466	19	447	4.1%	466	18	448	3.9%
2006	LDGT	86,521	4,946	81,575	5.7%	86,521	4,924	81,597	5.7%
2006	LDGV	100,577	6,029	94,548	6.0%	100,577	5,958	94,619	5.9%
2007	HDGV	7,320	25	7,295	0.3%	0	0	0	-
2007	LDDT	77	2	75	2.6%	77	2	75	2.6%
2007	LDDV	31	1	30	3.2%	31	1	30	3.2%
2007	LDGT	46,377	2,302	44,075	5.0%	46,377	2,295	44,082	4.9%
2007	LDGV	59,392	2,770	56,622	4.7%	59,392	2,750	56,642	4.6%
2008	HDGV	9,812	13	9,799	0.1%	0	0	0	-
2008	LDDT	274	9	265	3.3%	274	9	265	3.3%
2008	LDDV	83	1	82	1.2%	83	1	82	1.2%
2008	LDGT	140,478	3,950	136,528	2.8%	140,478	3,932	136,546	2.8%
2008	LDGV	161,687	4,680	157,007	2.9%	161,687	4,623	157,064	2.9%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate
2009	HDGV	3,540	2	3,538	0.1%	0	0	0	-
2009	LDDT	17	2	15	11.8%	17	1	16	5.9%
2009	LDDV	24	1	23	4.2%	24	1	23	4.2%
2009	LDGT	5,030	178	4,852	3.5%	5,030	178	4,852	3.5%
2009	LDGV	5,211	217	4,994	4.2%	5,211	215	4,996	4.1%
2010	HDGV	2,609	3	2,606	0.1%	0	0	0	-
2010	LDDT	5	2	3	40.0%	5	2	3	40.0%
2010	LDDV	9	0	9	0.0%	9	0	9	0.0%
2010	LDGT	3,337	100	3,237	3.0%	3,337	100	3,237	3.0%
2010	LDGV	1,940	92	1,848	4.7%	1,939	91	1,848	4.7%
2011	HDGV	4,279	3	4,276	0.1%	0	0	0	-
2011	LDDT	9	4	5	44.4%	9	4	5	44.4%
2011	LDDV	7	1	6	14.3%	7	1	6	14.3%
2011	LDGT	3,038	96	2,942	3.2%	3,038	95	2,943	3.1%
2011	LDGV	1,450	41	1,409	2.8%	1,450	41	1,409	2.8%
2012	HDGV	3,994	1	3,993	0.0%	0	0	0	-
2012	LDDT	5	0	5	0.0%	5	0	5	0.0%
2012	LDDV	3	0	3	0.0%	3	0	3	0.0%
2012	LDGT	2,479	77	2,402	3.1%	2,479	77	2,402	3.1%
2012	LDGV	794	27	767	3.4%	794	27	767	3.4%
2013	HDGV	293	0	293	0.0%	0	0	0	-
2013	LDDT	2	1	1	50.0%	2	1	1	50.0%
2013	LDDV	3	0	3	0.0%	3	0	3	0.0%
2013	LDGT	458	14	444	3.1%	458	14	444	3.1%
2013	LDGV	567	22	545	3.9%	567	21	546	3.7%
2014	HDGV	260	1	259	0.4%	0	0	0	-
2014	LDDT	0	0	0	-	0	0	0	-
2014	LDDV	0	0	0	-	0	0	0	-
2014	LDGT	13	4	9	30.8%	13	4	9	30.8%
2014	LDGV	215	12	203	5.6%	215	12	203	5.6%
Totals		**2,121,816**	**228,966**	**1,892,850**	**10.8%**	**1,857,301**	**185,302**	**1,671,999**	**10.0%**

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	TSI Insps	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insps [1]	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
Pre 89/Unknown	HDGV	0	0	0	-	2,398	416	1,982	17.3%	0	0	0	-
Pre 89/Unknown	LDDT	0	0	0	-	0	0	0	-	19	0	19	0.0%
Pre 89/Unknown	LDDV	0	0	0	-	0	0	0	-	58	1	57	1.7%
Pre 89/Unknown	LDGT	5,699	1,605	4,094	28.2%	882	214	668	24.3%	0	0	0	-
Pre 89/Unknown	LDGV	10,057	2,024	8,033	20.1%	4,068	932	3,136	22.9%	0	0	0	-
1989	HDGV	0	0	0	-	820	126	694	15.4%	0	0	0	-
1989	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.0%
1989	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1989	LDGT	3,077	768	2,309	25.0%	1	0	1	0.0%	0	0	0	-
1989	LDGV	5,467	1,031	4,436	18.9%	0	0	0	-	0	0	0	-
1990	HDGV	0	0	0	-	496	59	437	11.9%	0	0	0	-
1990	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
1990	LDDV	0	0	0	-	0	0	0	-	4	0	4	0.0%
1990	LDGT	2,032	538	1,494	26.5%	1	0	1	0.0%	0	0	0	-
1990	LDGV	3,995	740	3,255	18.5%	0	0	0	-	0	0	0	-
1991	HDGV	0	0	0	-	439	69	370	15.7%	0	0	0	-
1991	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.0%
1991	LDDV	0	0	0	-	0	0	0	-	12	0	12	0.0%
1991	LDGT	3,433	705	2,728	20.5%	0	0	0	-	0	0	0	-
1991	LDGV	8,783	1,545	7,238	17.6%	0	0	0	-	0	0	0	-
1992	HDGV	0	0	0	-	517	40	477	7.7%	0	0	0	-
1992	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.0%
1992	LDDV	0	0	0	-	0	0	0	-	4	0	4	0.0%
1992	LDGT	2,735	535	2,200	19.6%	0	0	0	-	0	0	0	-
1992	LDGV	6,693	1,384	5,309	20.7%	0	0	0	-	0	0	0	-
1993	HDGV	0	0	0	-	818	80	738	9.8%	0	0	0	-
1993	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.0%
1993	LDDV	0	0	0	-	0	0	0	-	5	0	5	0.0%
1993	LDGT	7,479	1,391	6,088	18.6%	1	0	1	0.0%	0	0	0	-
1993	LDGV	16,702	2,780	13,922	16.6%	0	0	0	-	0	0	0	-
1994	HDGV	0	0	0	-	1,221	149	1,072	12.2%	0	0	0	-
1994	LDDT	0	0	0	-	0	0	0	-	10	0	10	0.0%
1994	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.0%
1994	LDGT	7,462	1,267	6,195	17.0%	3	0	3	0.0%	0	0	0	-
1994	LDGV	12,007	1,782	10,225	14.8%	0	0	0	-	0	0	0	-

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	TSI Insps	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insps [1]	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
1995	HDGV	0	0	0	-	2,250	233	2,017	10.4%	0	0	0	-
1995	LDDT	0	0	0	-	0	0	0	-	14	0	14	0.0%
1995	LDDV	0	0	0	-	0	0	0	-	10	0	10	0.0%
1995	LDGT	16,679	2,719	13,960	16.3%	0	0	0	-	0	0	0	-
1995	LDGV	30,322	3,977	26,345	13.1%	0	0	0	-	0	0	0	-
1996	HDGV	0	0	0	-	1,719	157	1,562	9.1%	0	0	0	-
1996	LDDT	0	0	0	-	0	0	0	-	12	0	12	0.0%
1996	LDDV	0	0	0	-	0	0	0	-	9	0	9	0.0%
1996	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGV	6	1	5	16.7%	0	0	0	-	0	0	0	-
1997	HDGV	0	0	0	-	3,827	254	3,573	6.6%	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	-	0	0	0	-	0	0	0	-
1997	LDGV	2	1	1	50.0%	0	0	0	-	0	0	0	-
1998	HDGV	0	0	0	-	2,401	152	2,249	6.3%	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	-	0	0	0	-	0	0	0	-
1998	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
1999	HDGV	0	0	0	-	5,239	293	4,946	5.6%	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	-	0	0	0	-	0	0	0	-
1999	LDGV	1	0	1	0.0%	0	0	0	-	0	0	0	-
2000	HDGV	0	0	0	-	6,132	299	5,833	4.9%	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	-	0	0	0	-	0	0	0	-
2000	LDGV	1	0	1	0.0%	0	0	0	-	0	0	0	-
2001	HDGV	0	0	0	-	7,823	226	7,597	2.9%	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	1	0	1	0.0%	0	0	0	-	0	0	0	-
2001	LDGV	11	1	10	9.1%	0	0	0	-	0	0	0	-

Table E (Page 6 of 16)

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

New Jersey Enhanced Inspection and Maintenance Program
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Year 2013

Model Yr	Veh Type	TSI Insps	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insps [1]	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2002	HDGV	0	0	0	-	7,158	198	6,960	2.8%	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	-	0	0	0	-	0	0	0	-
2002	LDGV	7	1	6	14.3%	0	0	0	-	0	0	0	-
2003	HDGV	0	0	0	-	10,803	216	10,587	2.0%	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	-	0	0	0	-	0	0	0	-
2003	LDGV	1	1	0	100.0%	0	0	0	-	0	0	0	-
2004	HDGV	0	0	0	-	8,862	122	8,740	1.4%	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	-	0	0	0	-	0	0	0	-
2004	LDGV	1	0	1	0.0%	0	0	0	-	0	0	0	-
2005	HDGV	0	0	0	-	10,149	73	10,076	0.7%	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	-	0	0	0	-	0	0	0	-
2005	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2006	HDGV	0	0	0	-	11,551	84	11,467	0.7%	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	-	0	0	0	-	0	0	0	-
2006	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2007	HDGV	0	0	0	-	7,320	23	7,297	0.3%	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	-	0	0	0	-	0	0	0	-
2007	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2008	HDGV	0	0	0	-	9,812	13	9,799	0.1%	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	-	0	0	0	-	0	0	0	-
2008	LDGV	0	0	0	-	0	0	0	-	0	0	0	-

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	TSI Insps	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insps [1]	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2009	HDGV	0	0	0	-	3,540	2	3,538	0.1%	0	0	0	-
2009	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2009	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2009	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2009	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2010	HDGV	0	0	0	-	2,609	2	2,607	0.1%	0	0	0	-
2010	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2010	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2010	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2010	LDGV	1	0	1	0.0%	0	0	0	-	0	0	0	-
2011	HDGV	0	0	0	-	4,279	2	4,277	0.0%	0	0	0	-
2011	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2011	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2011	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2011	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2012	HDGV	0	0	0	-	3,994	1	3,993	0.0%	0	0	0	-
2012	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2012	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2012	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2012	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2013	HDGV	0	0	0	-	293	0	293	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	-
2014	HDGV	0	0	0	-	260	1	259	0.4%	0	0	0	-
2014	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2014	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2014	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2014	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
Totals		**142,654**	**24,796**	**117,858**	**17.4%**	**121,686**	**4,436**	**117,250**	**3.6%**	**175**	**1**	**174**	**0.6%**

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
Pre 89/Unknown	HDGV	2,165	118	2,047	5.5%	1,028	7	1,021	0.68%	2,398	0	2,398	0.00%
Pre 89/Unknown	LDDT	0	0	0	-	0	0	0	-	19	0	19	0.00%
Pre 89/Unknown	LDDV	0	0	0	-	0	0	0	-	57	0	57	0.00%
Pre 89/Unknown	LDGT	6,374	454	5,920	7.1%	6,157	62	6,095	1.01%	6,581	0	6,581	0.00%
Pre 89/Unknown	LDGV	12,351	400	11,951	3.2%	11,850	78	11,772	0.66%	14,045	0	14,045	0.00%
1989	HDGV	793	39	754	4.9%	478	1	477	0.21%	820	0	820	0.00%
1989	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
1989	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1989	LDGT	3,078	204	2,874	6.6%	3,076	14	3,062	0.46%	3,078	0	3,078	0.00%
1989	LDGV	5,455	151	5,304	2.8%	5,467	16	5,451	0.29%	5,467	0	5,467	0.00%
1990	HDGV	474	24	450	5.1%	242	0	242	0.00%	496	0	496	0.00%
1990	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
1990	LDDV	0	0	0	-	0	0	0	-	4	0	4	0.00%
1990	LDGT	2,033	170	1,863	8.4%	2,032	10	2,022	0.49%	2,033	0	2,033	0.00%
1990	LDGV	3,987	117	3,870	2.9%	3,995	20	3,975	0.50%	3,995	0	3,995	0.00%
1991	HDGV	430	37	393	8.6%	272	2	270	0.74%	439	0	439	0.00%
1991	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
1991	LDDV	0	0	0	-	0	0	0	-	12	0	12	0.00%
1991	LDGT	3,433	205	3,228	6.0%	3,433	9	3,424	0.26%	3,433	0	3,433	0.00%
1991	LDGV	8,768	290	8,478	3.3%	8,782	38	8,744	0.43%	8,783	0	8,783	0.00%
1992	HDGV	507	32	475	6.3%	324	2	322	0.62%	517	0	517	0.00%
1992	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.00%
1992	LDDV	0	0	0	-	0	0	0	-	4	0	4	0.00%
1992	LDGT	2,734	179	2,555	6.5%	2,735	5	2,730	0.18%	2,735	0	2,735	0.00%
1992	LDGV	6,691	179	6,512	2.7%	6,693	40	6,653	0.60%	6,693	0	6,693	0.00%
1993	HDGV	806	36	770	4.5%	505	1	504	0.20%	818	0	818	0.00%
1993	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.00%
1993	LDDV	0	0	0	-	0	0	0	-	5	0	5	0.00%
1993	LDGT	7,477	450	7,027	6.0%	7,480	17	7,463	0.23%	7,480	0	7,480	0.00%
1993	LDGV	16,697	392	16,305	2.3%	16,702	59	16,643	0.35%	16,702	0	16,702	0.00%
1994	HDGV	1,209	66	1,143	5.5%	753	2	751	0.27%	1,221	0	1,221	0.00%
1994	LDDT	0	0	0	-	0	0	0	-	10	0	10	0.00%
1994	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.00%
1994	LDGT	7,465	432	7,033	5.8%	7,465	18	7,447	0.24%	7,465	0	7,465	0.00%
1994	LDGV	12,001	308	11,693	2.6%	12,007	61	11,946	0.51%	12,007	0	12,007	0.00%

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Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
1995	HDGV	2,221	111	2,110	5.0%	1,644	4	1,640	0.24%	2,250	0	2,250	0.00%
1995	LDDT	0	0	0	-	0	0	0	-	14	0	14	0.00%
1995	LDDV	0	0	0	-	0	0	0	-	10	0	10	0.00%
1995	LDGT	16,678	648	16,030	3.9%	16,678	25	16,653	0.15%	16,679	0	16,679	0.00%
1995	LDGV	30,306	712	29,594	2.3%	30,321	58	30,263	0.19%	30,322	0	30,322	0.00%
1996	HDGV	1,714	78	1,636	4.6%	1,284	1	1,283	0.08%	1,719	0	1,719	0.00%
1996	LDDT	0	0	0	-	0	0	0	-	12	0	12	0.00%
1996	LDDV	0	0	0	-	0	0	0	-	9	0	9	0.00%
1996	LDGT	12,020	605	11,415	5.0%	12,021	12	12,009	0.10%	12,021	22	11,999	0.18%
1996	LDGV	19,864	474	19,390	2.4%	19,871	63	19,808	0.32%	19,871	58	19,813	0.29%
1997	HDGV	3,803	187	3,616	4.9%	2,949	5	2,944	0.17%	3,827	0	3,827	0.00%
1997	LDDT	0	0	0	-	0	0	0	-	12	0	12	0.00%
1997	LDDV	0	0	0	-	0	0	0	-	73	0	73	0.00%
1997	LDGT	27,140	1,068	26,072	3.9%	27,141	9	27,132	0.03%	27,143	42	27,101	0.15%
1997	LDGV	45,727	1,043	44,684	2.3%	45,740	90	45,650	0.20%	45,743	79	45,664	0.17%
1998	HDGV	2,376	124	2,252	5.2%	1,834	0	1,834	0.00%	2,401	0	2,401	0.00%
1998	LDDT	0	0	0	-	0	0	0	-	7	0	7	0.00%
1998	LDDV	0	0	0	-	0	0	0	-	99	0	99	0.00%
1998	LDGT	24,579	920	23,659	3.7%	24,577	15	24,562	0.06%	24,580	27	24,553	0.11%
1998	LDGV	37,162	875	36,287	2.4%	37,165	89	37,076	0.24%	37,168	69	37,099	0.19%
1999	HDGV	5,175	228	4,947	4.4%	4,000	2	3,998	0.05%	5,239	0	5,239	0.00%
1999	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.00%
1999	LDDV	0	0	0	-	0	0	0	-	212	0	212	0.00%
1999	LDGT	42,104	1,410	40,694	3.3%	42,103	13	42,090	0.03%	42,106	59	42,047	0.14%
1999	LDGV	66,808	1,548	65,260	2.3%	66,831	81	66,750	0.12%	66,835	115	66,720	0.17%
2000	HDGV	6,057	256	5,801	4.2%	4,703	1	4,702	0.02%	6,132	0	6,132	0.00%
2000	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2000	LDDV	0	0	0	-	0	0	0	-	120	0	120	0.00%
2000	LDGT	39,412	1,469	37,943	3.7%	39,413	16	39,397	0.04%	39,417	56	39,361	0.14%
2000	LDGV	61,044	1,365	59,679	2.2%	61,066	47	61,019	0.08%	61,068	95	60,973	0.16%
2001	HDGV	2	0	2	0.0%	6,555	2	6,553	0.03%	7,823	0	7,823	0.00%
2001	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
2001	LDDV	0	0	0	-	0	0	0	-	174	0	174	0.00%
2001	LDGT	44	2	42	4.5%	65,141	16	65,125	0.02%	65,144	75	65,069	0.12%
2001	LDGV	97	6	91	6.2%	88,204	35	88,169	0.04%	88,206	101	88,105	0.11%

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Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
2002	HDGV	6	0	6	0.0%	5,756	3	5,753	0.05%	7,158	0	7,158	0.00%
2002	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2002	LDDV	0	0	0	-	1	0	1	0.00%	190	0	190	0.00%
2002	LDGT	27	1	26	3.7%	55,464	10	55,454	0.02%	55,465	34	55,431	0.06%
2002	LDGV	34	4	30	11.8%	68,820	70	68,750	0.10%	68,821	54	68,767	0.08%
2003	HDGV	1	0	1	0.0%	9,034	2	9,032	0.02%	10,803	0	10,803	0.00%
2003	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
2003	LDDV	0	0	0	-	0	0	0	-	226	0	226	0.00%
2003	LDGT	6	0	6	0.0%	101,336	11	101,325	0.01%	101,339	43	101,296	0.04%
2003	LDGV	15	0	15	0.0%	114,449	67	114,382	0.06%	114,453	55	114,398	0.05%
2004	HDGV	1	0	1	0.0%	7,166	0	7,166	0.00%	8,862	0	8,862	0.00%
2004	LDDT	0	0	0	-	0	0	0	-	6	0	6	0.00%
2004	LDDV	0	0	0	-	2	0	2	0.00%	123	0	123	0.00%
2004	LDGT	3	0	3	0.0%	66,714	7	66,707	0.01%	66,718	36	66,682	0.05%
2004	LDGV	5	0	5	0.0%	66,370	53	66,317	0.08%	66,372	43	66,329	0.06%
2005	HDGV	1	0	1	0.0%	8,028	0	8,028	0.00%	10,149	0	10,149	0.00%
2005	LDDT	0	0	0	-	1	0	1	0.00%	82	0	82	0.00%
2005	LDDV	0	0	0	-	0	0	0	-	558	3	555	0.54%
2005	LDGT	10	0	10	0.0%	114,901	3	114,898	0.00%	114,906	25	114,881	0.02%
2005	LDGV	15	1	14	6.7%	117,418	55	117,363	0.05%	117,421	30	117,391	0.03%
2006	HDGV	0	0	0	-	9,497	1	9,496	0.01%	11,551	0	11,551	0.00%
2006	LDDT	0	0	0	-	0	0	0	-	67	0	67	0.00%
2006	LDDV	0	0	0	-	0	0	0	-	466	1	465	0.21%
2006	LDGT	2	0	2	0.0%	86,520	4	86,516	0.00%	86,521	21	86,500	0.02%
2006	LDGV	8	0	8	0.0%	100,575	45	100,530	0.04%	100,577	42	100,535	0.04%
2007	HDGV	0	0	0	-	5,891	1	5,890	0.02%	7,320	0	7,320	0.00%
2007	LDDT	0	0	0	-	77	0	77	0.00%	77	0	77	0.00%
2007	LDDV	0	0	0	-	31	0	31	0.00%	31	0	31	0.00%
2007	LDGT	2	0	2	0.0%	46,376	3	46,373	0.01%	46,377	5	46,372	0.01%
2007	LDGV	6	0	6	0.0%	59,389	15	59,374	0.03%	59,392	15	59,377	0.03%
2008	HDGV	0	0	0	-	7,645	0	7,645	0.00%	9,812	0	9,812	0.00%
2008	LDDT	0	0	0	-	274	0	274	0.00%	274	0	274	0.00%
2008	LDDV	0	0	0	-	83	0	83	0.00%	83	0	83	0.00%
2008	LDGT	11	2	9	18.2%	140,476	4	140,472	0.00%	140,478	9	140,469	0.01%
2008	LDGV	12	0	12	0.0%	161,680	45	161,635	0.03%	161,687	26	161,661	0.02%

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Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
2009	HDGV	0	0	0	-	2,788	0	2,788	0.00%	3,540	0	3,540	0.00%
2009	LDDT	0	0	0	-	17	1	16	5.88%	17	0	17	0.00%
2009	LDDV	0	0	0	-	24	0	24	0.00%	24	0	24	0.00%
2009	LDGT	0	0	0	-	5,028	1	5,027	0.02%	5,030	0	5,030	0.00%
2009	LDGV	0	0	0	-	5,211	0	5,211	0.00%	5,211	3	5,208	0.06%
2010	HDGV	0	0	0	-	1,980	0	1,980	0.00%	2,609	0	2,609	0.00%
2010	LDDT	0	0	0	-	5	0	5	0.00%	5	0	5	0.00%
2010	LDDV	0	0	0	-	9	0	9	0.00%	9	0	9	0.00%
2010	LDGT	0	0	0	-	3,337	0	3,337	0.00%	3,337	0	3,337	0.00%
2010	LDGV	1	0	1	0.0%	1,939	1	1,938	0.05%	1,940	0	1,940	0.00%
2011	HDGV	2	1	1	50.0%	2,955	0	2,955	0.00%	4,279	0	4,279	0.00%
2011	LDDT	0	0	0	-	9	0	9	0.00%	9	0	9	0.00%
2011	LDDV	0	0	0	-	7	0	7	0.00%	7	0	7	0.00%
2011	LDGT	0	0	0	-	3,036	0	3,036	0.00%	3,038	0	3,038	0.00%
2011	LDGV	0	0	0	-	1,450	0	1,450	0.00%	1,450	0	1,450	0.00%
2012	HDGV	0	0	0	-	2,805	0	2,805	0.00%	3,994	0	3,994	0.00%
2012	LDDT	0	0	0	-	5	0	5	0.00%	5	0	5	0.00%
2012	LDDV	0	0	0	-	3	0	3	0.00%	3	0	3	0.00%
2012	LDGT	1	0	1	0.0%	2,479	0	2,479	0.00%	2,479	0	2,479	0.00%
2012	LDGV	0	0	0	-	794	0	794	0.00%	794	0	794	0.00%
2013	HDGV	0	0	0	-	166	0	166	0.00%	293	0	293	0.00%
2013	LDDT	0	0	0	-	2	0	2	0.00%	2	0	2	0.00%
2013	LDDV	0	0	0	-	3	0	3	0.00%	3	0	3	0.00%
2013	LDGT	0	0	0	-	458	0	458	0.00%	458	0	458	0.00%
2013	LDGV	0	0	0	-	566	1	565	0.18%	567	1	566	0.18%
2014	HDGV	0	0	0	-	100	0	100	0.00%	260	0	260	0.00%
2014	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2014	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2014	LDGT	0	0	0	-	13	0	13	0.00%	13	0	13	0.00%
2014	LDGV	0	0	0	-	215	0	215	0.00%	215	0	215	0.00%
Totals		**549,430**	**17,421**	**532,009**	**3.2%**	**2,090,095**	**1,449**	**2,088,646**	**0.07%**	**2,121,735**	**1,244**	**2,120,491**	**0.06%**

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Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps [2]	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
Pre 89/Unknown	HDGV	2,398	0	2,398	0.00%	2,398	2	2,396	0.08%
Pre 89/Unknown	LDDT	19	0	19	0.00%	19	0	19	0.00%
Pre 89/Unknown	LDDV	58	1	57	1.72%	58	0	58	0.00%
Pre 89/Unknown	LDGT	6,581	3	6,578	0.05%	6,581	11	6,570	0.17%
Pre 89/Unknown	LDGV	14,125	5	14,120	0.04%	14,125	10	14,115	0.07%
1989	HDGV	820	1	819	0.12%	820	1	819	0.12%
1989	LDDT	3	0	3	0.00%	3	0	3	0.00%
1989	LDDV	0	0	0	-	0	0	0	-
1989	LDGT	3,078	0	3,078	0.00%	3,078	2	3,076	0.06%
1989	LDGV	5,467	1	5,466	0.02%	5,467	2	5,465	0.04%
1990	HDGV	496	2	494	0.40%	496	0	496	0.00%
1990	LDDT	2	0	2	0.00%	2	0	2	0.00%
1990	LDDV	4	0	4	0.00%	4	0	4	0.00%
1990	LDGT	2,033	1	2,032	0.05%	2,033	0	2,033	0.00%
1990	LDGV	3,995	2	3,993	0.05%	3,995	4	3,991	0.10%
1991	HDGV	439	0	439	0.00%	439	1	438	0.23%
1991	LDDT	3	0	3	0.00%	3	0	3	0.00%
1991	LDDV	12	0	12	0.00%	12	0	12	0.00%
1991	LDGT	3,433	3	3,430	0.09%	3,433	2	3,431	0.06%
1991	LDGV	8,783	2	8,781	0.02%	8,783	11	8,772	0.13%
1992	HDGV	517	0	517	0.00%	517	0	517	0.00%
1992	LDDT	5	0	5	0.00%	5	0	5	0.00%
1992	LDDV	4	0	4	0.00%	4	0	4	0.00%
1992	LDGT	2,735	0	2,735	0.00%	2,735	1	2,734	0.04%
1992	LDGV	6,693	1	6,692	0.01%	6,693	4	6,689	0.06%
1993	HDGV	818	0	818	0.00%	818	0	818	0.00%
1993	LDDT	4	0	4	0.00%	4	0	4	0.00%
1993	LDDV	5	0	5	0.00%	5	0	5	0.00%
1993	LDGT	7,480	4	7,476	0.05%	7,480	7	7,473	0.09%
1993	LDGV	16,702	3	16,699	0.02%	16,702	9	16,693	0.05%
1994	HDGV	1,221	0	1,221	0.00%	1,221	1	1,220	0.08%
1994	LDDT	10	0	10	0.00%	10	0	10	0.00%
1994	LDDV	1	0	1	0.00%	1	0	1	0.00%
1994	LDGT	7,465	1	7,464	0.01%	7,465	4	7,461	0.05%
1994	LDGV	12,007	2	12,005	0.02%	12,007	6	12,001	0.05%

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps [2]	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
1995	HDGV	2,250	1	2,249	0.04%	2,250	2	2,248	0.09%
1995	LDDT	14	0	14	0.00%	14	0	14	0.00%
1995	LDDV	10	0	10	0.00%	10	0	10	0.00%
1995	LDGT	16,679	1	16,678	0.01%	16,679	14	16,665	0.08%
1995	LDGV	30,322	0	30,322	0.00%	30,322	17	30,305	0.06%
1996	HDGV	1,719	2	1,717	0.12%	1,719	1	1,718	0.06%
1996	LDDT	12	0	12	0.00%	12	0	12	0.00%
1996	LDDV	9	0	9	0.00%	9	0	9	0.00%
1996	LDGT	12,021	2	12,019	0.02%	12,021	4	12,017	0.03%
1996	LDGV	19,871	4	19,867	0.02%	19,871	7	19,864	0.04%
1997	HDGV	3,827	0	3,827	0.00%	3,827	2	3,825	0.05%
1997	LDDT	12	0	12	0.00%	12	0	12	0.00%
1997	LDDV	73	0	73	0.00%	73	0	73	0.00%
1997	LDGT	27,143	8	27,135	0.03%	27,143	2	27,141	0.01%
1997	LDGV	45,743	6	45,737	0.01%	45,743	11	45,732	0.02%
1998	HDGV	2,401	1	2,400	0.04%	2,401	1	2,400	0.04%
1998	LDDT	7	0	7	0.00%	7	0	7	0.00%
1998	LDDV	99	0	99	0.00%	99	0	99	0.00%
1998	LDGT	24,580	4	24,576	0.02%	24,580	11	24,569	0.04%
1998	LDGV	37,168	5	37,163	0.01%	37,168	6	37,162	0.02%
1999	HDGV	5,239	1	5,238	0.02%	5,239	3	5,236	0.06%
1999	LDDT	5	0	5	0.00%	5	0	5	0.00%
1999	LDDV	212	0	212	0.00%	212	0	212	0.00%
1999	LDGT	42,106	10	42,096	0.02%	42,106	8	42,098	0.02%
1999	LDGV	66,835	4	66,831	0.01%	66,835	17	66,818	0.03%
2000	HDGV	6,132	1	6,131	0.02%	6,132	0	6,132	0.00%
2000	LDDT	0	0	0	-	0	0	0	-
2000	LDDV	120	0	120	0.00%	120	0	120	0.00%
2000	LDGT	39,417	9	39,408	0.02%	39,417	5	39,412	0.01%
2000	LDGV	61,068	6	61,062	0.01%	61,068	5	61,063	0.01%
2001	HDGV	7,823	4	7,819	0.05%	7,823	5	7,818	0.06%
2001	LDDT	1	0	1	0.00%	1	0	1	0.00%
2001	LDDV	174	0	174	0.00%	174	0	174	0.00%
2001	LDGT	65,144	8	65,136	0.01%	65,144	12	65,132	0.02%
2001	LDGV	88,206	10	88,196	0.01%	88,206	11	88,195	0.01%

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps [2]	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2002	HDGV	7,158	7	7,151	0.10%	7,158	2	7,156	0.03%
2002	LDDT	0	0	0	-	0	0	0	-
2002	LDDV	190	0	190	0.00%	190	0	190	0.00%
2002	LDGT	55,465	4	55,461	0.01%	55,465	8	55,457	0.01%
2002	LDGV	68,821	4	68,817	0.01%	68,821	11	68,810	0.02%
2003	HDGV	10,803	1	10,802	0.01%	10,803	1	10,802	0.01%
2003	LDDT	2	0	2	0.00%	2	0	2	0.00%
2003	LDDV	226	0	226	0.00%	226	0	226	0.00%
2003	LDGT	101,339	8	101,331	0.01%	101,339	8	101,331	0.01%
2003	LDGV	114,453	2	114,451	0.00%	114,453	7	114,446	0.01%
2004	HDGV	8,862	2	8,860	0.02%	8,862	2	8,860	0.02%
2004	LDDT	6	0	6	0.00%	6	0	6	0.00%
2004	LDDV	123	0	123	0.00%	123	1	122	0.81%
2004	LDGT	66,718	2	66,716	0.00%	66,718	6	66,712	0.01%
2004	LDGV	66,372	0	66,372	0.00%	66,372	8	66,364	0.01%
2005	HDGV	10,149	2	10,147	0.02%	10,149	1	10,148	0.01%
2005	LDDT	82	0	82	0.00%	82	0	82	0.00%
2005	LDDV	558	0	558	0.00%	558	0	558	0.00%
2005	LDGT	114,906	4	114,902	0.00%	114,906	6	114,900	0.01%
2005	LDGV	117,421	3	117,418	0.00%	117,421	8	117,413	0.01%
2006	HDGV	11,551	1	11,550	0.01%	11,551	2	11,549	0.02%
2006	LDDT	67	0	67	0.00%	67	0	67	0.00%
2006	LDDV	466	0	466	0.00%	466	1	465	0.21%
2006	LDGT	86,521	2	86,519	0.00%	86,521	4	86,517	0.00%
2006	LDGV	100,577	1	100,576	0.00%	100,577	7	100,570	0.01%
2007	HDGV	7,320	1	7,319	0.01%	7,320	1	7,319	0.01%
2007	LDDT	77	0	77	0.00%	77	0	77	0.00%
2007	LDDV	31	0	31	0.00%	31	0	31	0.00%
2007	LDGT	46,377	1	46,376	0.00%	46,377	1	46,376	0.00%
2007	LDGV	59,392	0	59,392	0.00%	59,392	2	59,390	0.00%
2008	HDGV	9,812	0	9,812	0.00%	9,812	0	9,812	0.00%
2008	LDDT	274	0	274	0.00%	274	0	274	0.00%
2008	LDDV	83	0	83	0.00%	83	0	83	0.00%
2008	LDGT	140,478	2	140,476	0.00%	140,478	4	140,474	0.00%
2008	LDGV	161,687	2	161,685	0.00%	161,687	5	161,682	0.00%

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps [2]	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2009	HDGV	3,540	0	3,540	0.00%	3,540	0	3,540	0.00%
2009	LDDT	17	0	17	0.00%	17	0	17	0.00%
2009	LDDV	24	0	24	0.00%	24	0	24	0.00%
2009	LDGT	5,030	0	5,030	0.00%	5,030	0	5,030	0.00%
2009	LDGV	5,211	0	5,211	0.00%	5,211	2	5,209	0.04%
2010	HDGV	2,609	1	2,608	0.04%	2,609	0	2,609	0.00%
2010	LDDT	5	0	5	0.00%	5	0	5	0.00%
2010	LDDV	9	0	9	0.00%	9	0	9	0.00%
2010	LDGT	3,337	0	3,337	0.00%	3,337	1	3,336	0.03%
2010	LDGV	1,940	0	1,940	0.00%	1,940	0	1,940	0.00%
2011	HDGV	4,279	0	4,279	0.00%	4,279	0	4,279	0.00%
2011	LDDT	9	0	9	0.00%	9	0	9	0.00%
2011	LDDV	7	0	7	0.00%	7	0	7	0.00%
2011	LDGT	3,038	0	3,038	0.00%	3,038	1	3,037	0.03%
2011	LDGV	1,450	0	1,450	0.00%	1,450	0	1,450	0.00%
2012	HDGV	3,994	0	3,994	0.00%	3,994	0	3,994	0.00%
2012	LDDT	5	0	5	0.00%	5	0	5	0.00%
2012	LDDV	3	0	3	0.00%	3	0	3	0.00%
2012	LDGT	2,479	0	2,479	0.00%	2,479	0	2,479	0.00%
2012	LDGV	794	0	794	0.00%	794	0	794	0.00%
2013	HDGV	293	0	293	0.00%	293	0	293	0.00%
2013	LDDT	2	0	2	0.00%	2	0	2	0.00%
2013	LDDV	3	0	3	0.00%	3	0	3	0.00%
2013	LDGT	458	0	458	0.00%	458	0	458	0.00%
2013	LDGV	567	1	566	0.18%	567	0	567	0.00%
2014	HDGV	260	0	260	0.00%	260	0	260	0.00%
2014	LDDT	0	0	0	-	0	0	0	-
2014	LDDV	0	0	0	-	0	0	0	-
2014	LDGT	13	0	13	0.00%	13	0	13	0.00%
2014	LDGV	215	0	215	0.00%	215	0	215	0.00%
Totals		**2,121,816**	**170**	**2,121,646**	**0.01%**	**2,121,816**	**322**	**2,121,494**	**0.02%**

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

New Jersey Enhanced Inspection and Maintenance Program
Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2013

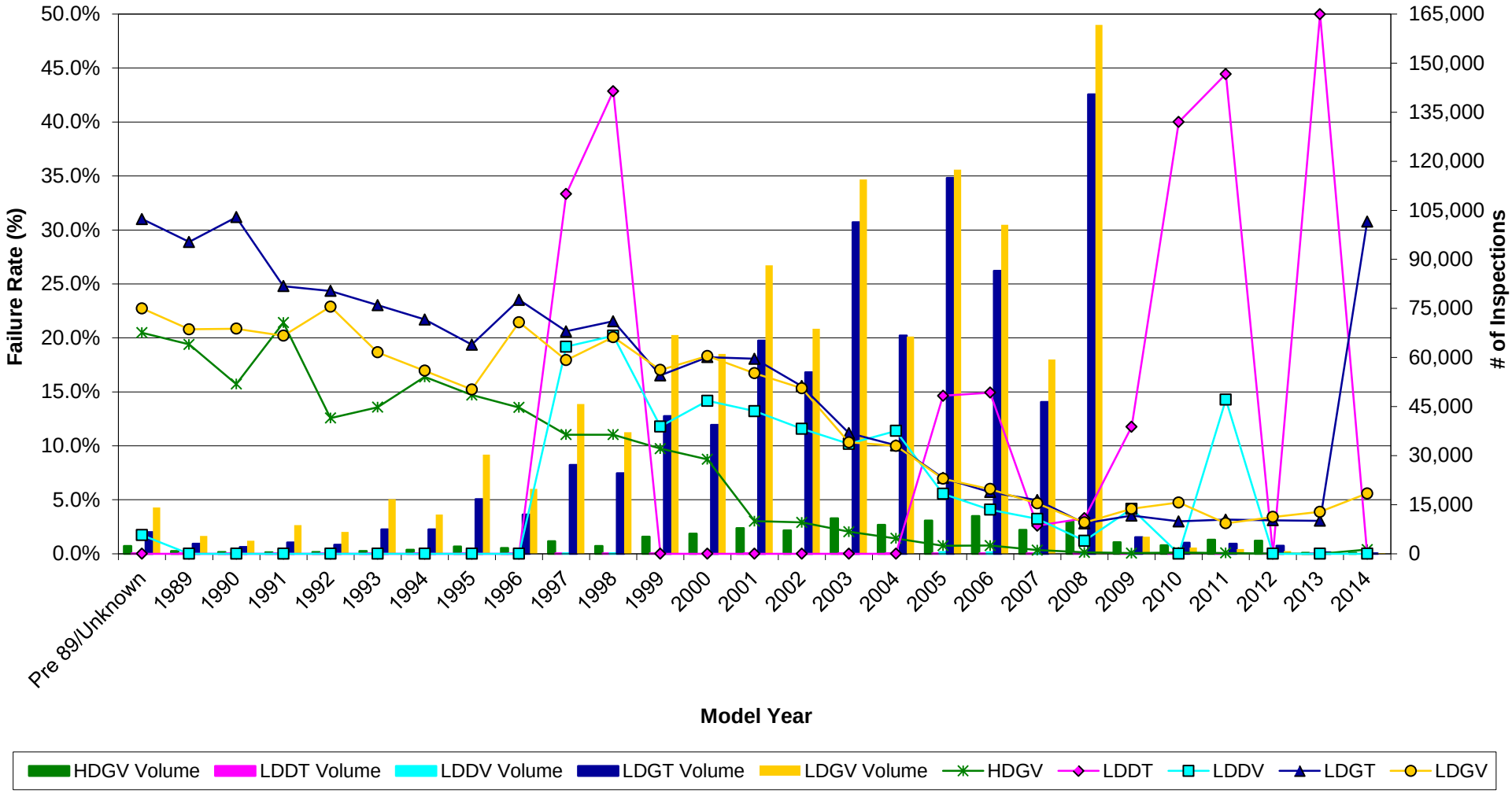


Figure E-1

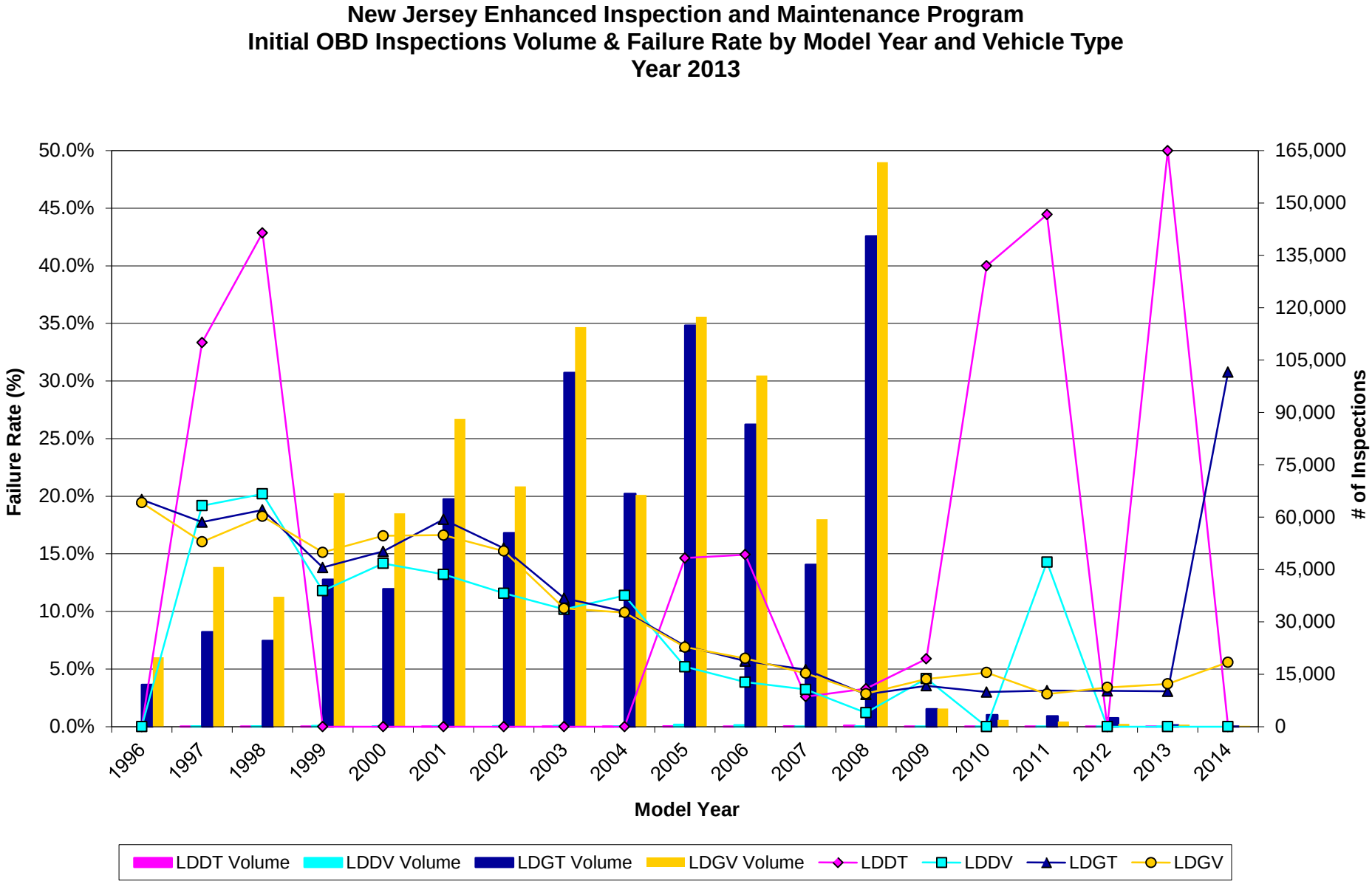
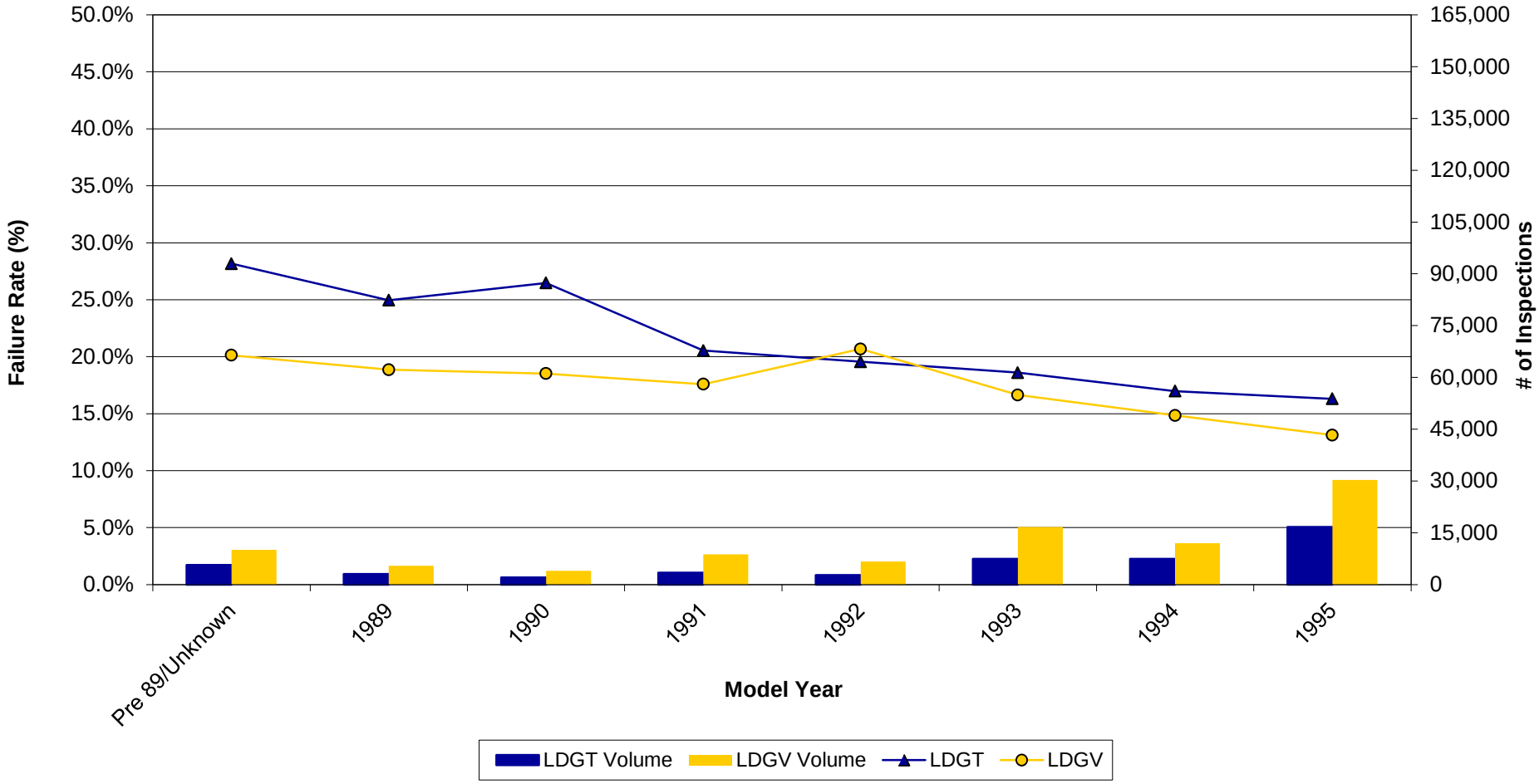

New Jersey Enhanced Inspection and Maintenance Program
Initial OBD Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2013
Failure Rate (%)
# of Inspections
Model Year
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
165,000
150,000
135,000
120,000
105,000
90,000
75,000
60,000
45,000
30,000
15,000
0
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
LDDT
LDDV
LDGT
LDGV

Figure E-2

New Jersey Enhanced Inspection and Maintenance Program
Initial TSI Inspections Volume & Failure Rate by Model Year* and Vehicle Type
Year 2013



*Note: A small sample of vehicles (less than 50) in the Model Year 1996-2014 range were omitted from the graph to prevent skewing.

Figure E-3

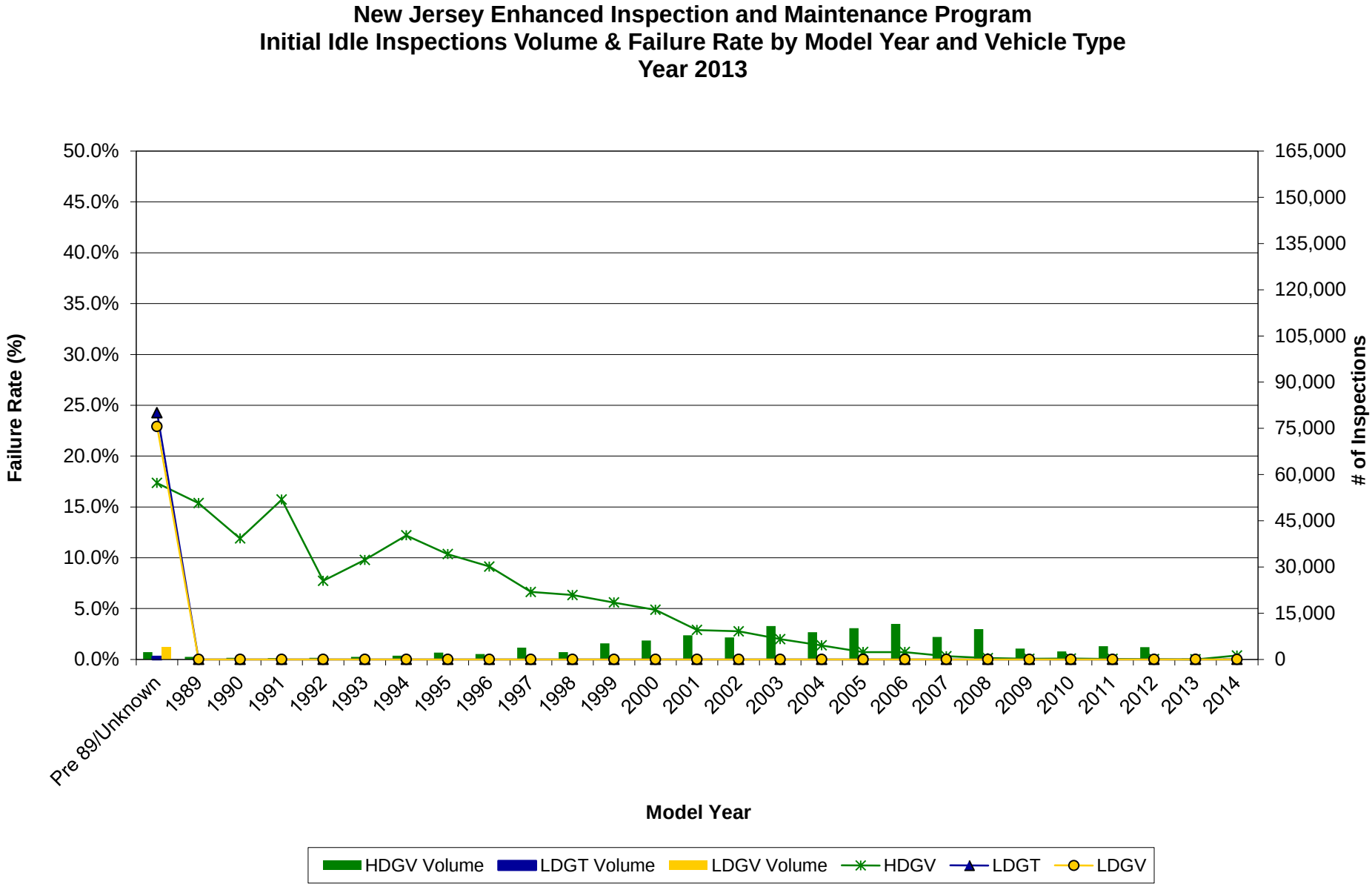

New Jersey Enhanced Inspection and Maintenance Program
Initial Idle Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2013
Failure Rate (%)
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
# of Inspections
165,000
150,000
135,000
120,000
105,000
90,000
75,000
60,000
45,000
30,000
15,000
0
Pre 89/Unknown
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
Model Year
HDGV Volume
LDGT Volume
LDGV Volume
HDGV
LDGT
LDGV

Figure E-4

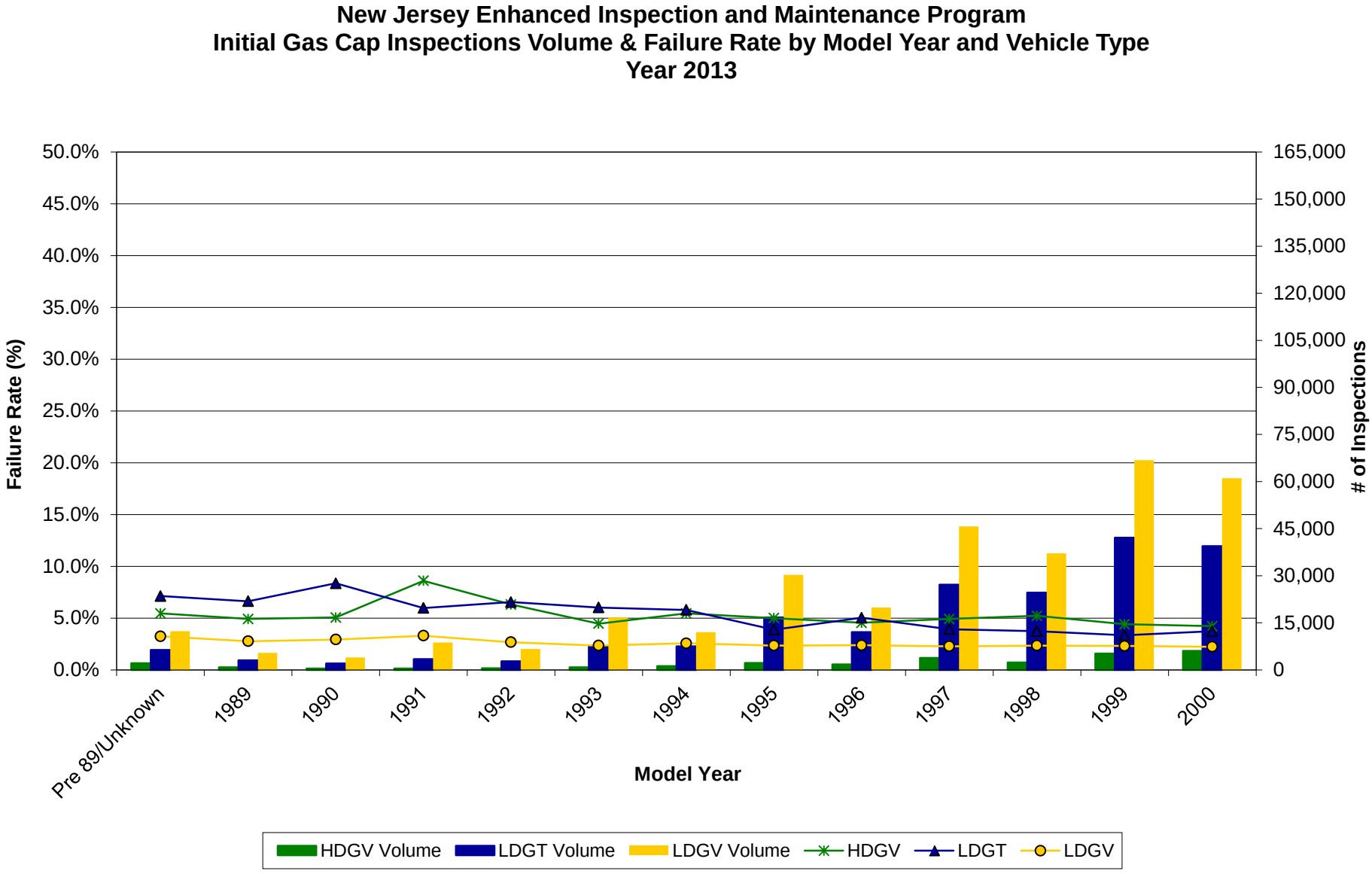

New Jersey Enhanced Inspection and Maintenance Program
Initial Gas Cap Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2013
Failure Rate (%)
# of Inspections
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
165,000
150,000
135,000
120,000
105,000
90,000
75,000
60,000
45,000
30,000
15,000
0
Pre 89/Unknown
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
Model Year
HDGV Volume
LDGT Volume
LDGV Volume
HDGV
LDGT
LDGV

Figure E-5

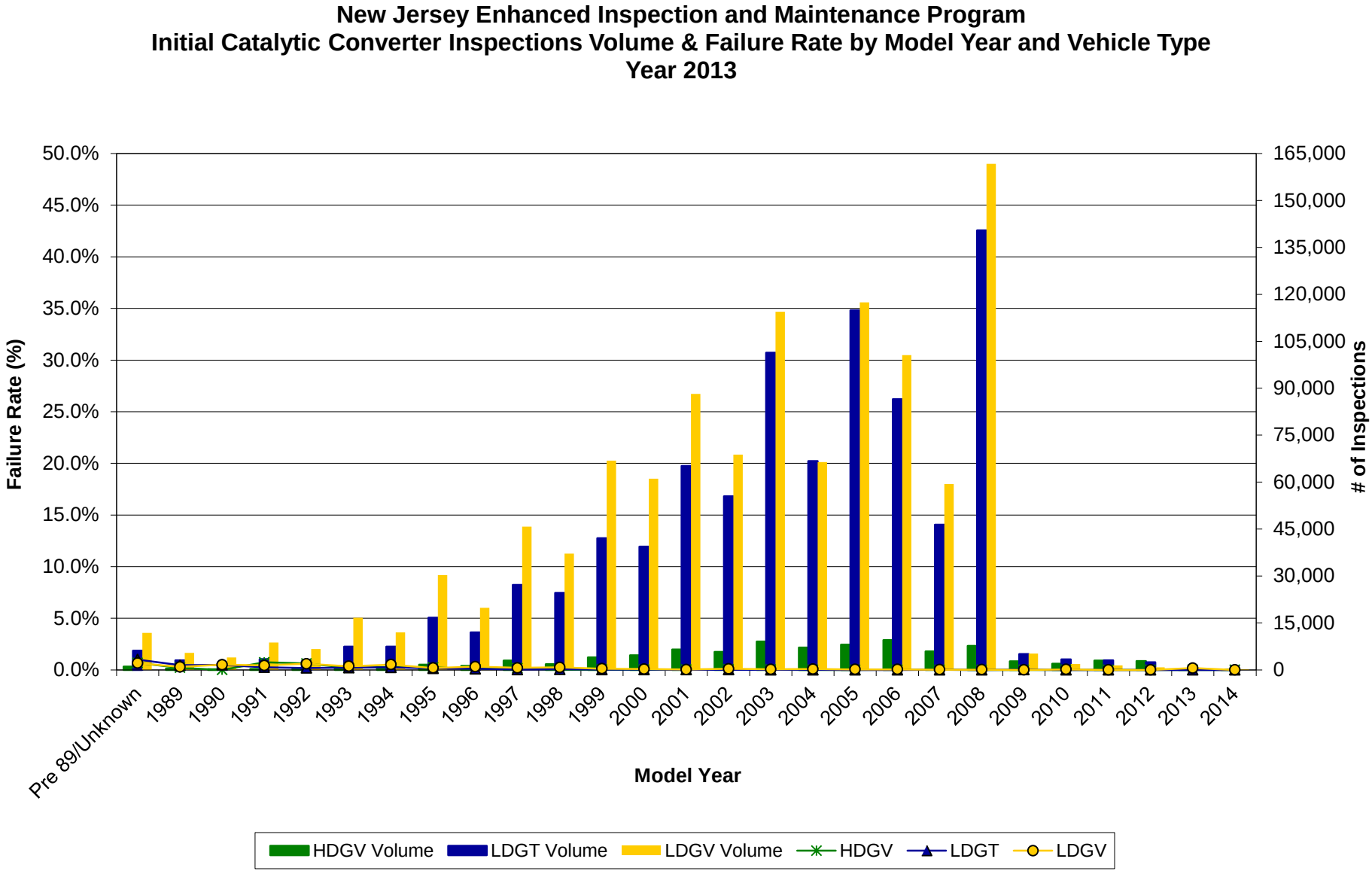

New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2013
Failure Rate (%)
# of Inspections
Model Year
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
165,000
150,000
135,000
120,000
105,000
90,000
75,000
60,000
45,000
30,000
15,000
0
Pre 89/Unknown
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
HDGV Volume
LDGT Volume
LDGV Volume
HDGV
LDGT
LDGV

Figure E-6

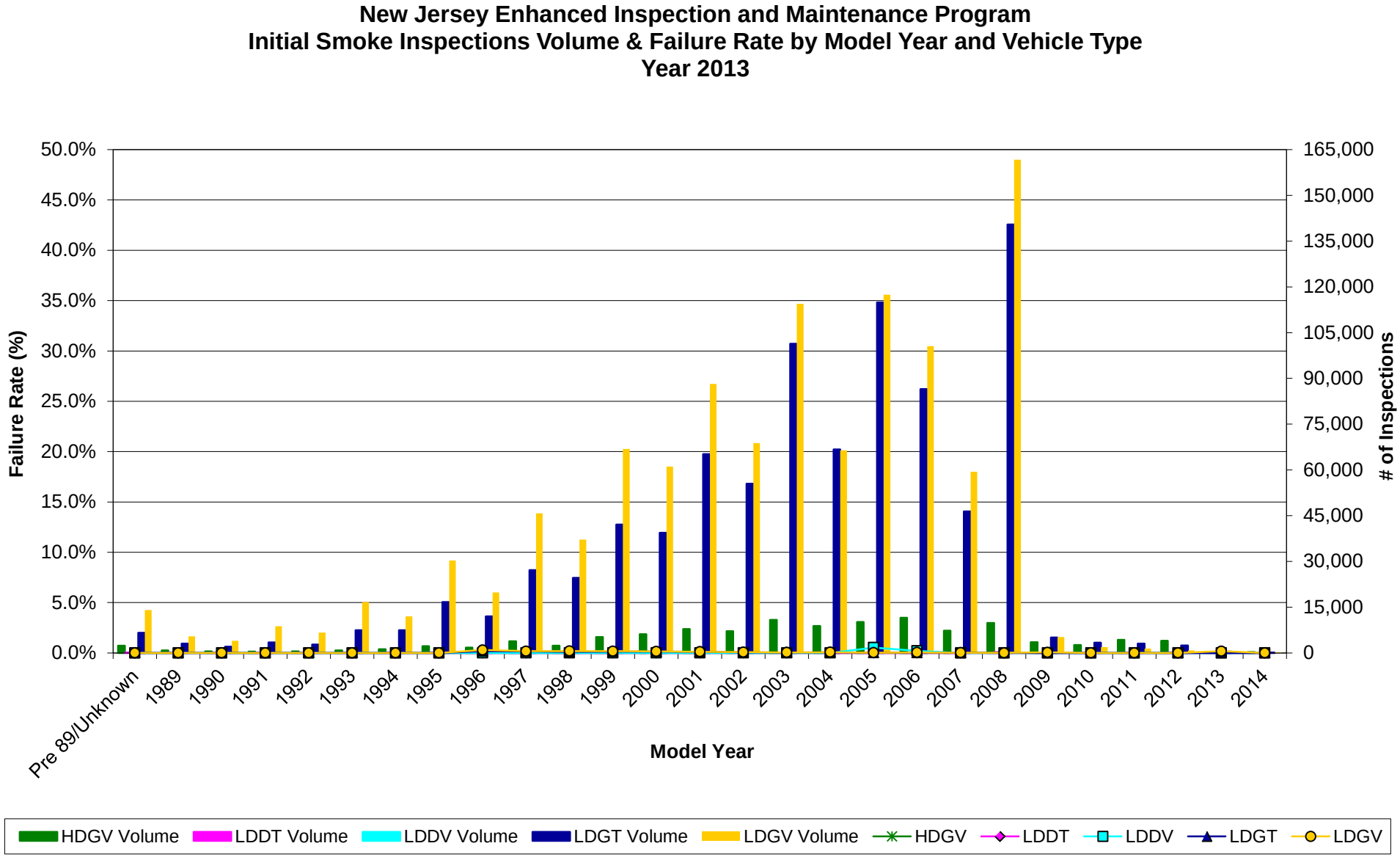

New Jersey Enhanced Inspection and Maintenance Program
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2013
Failure Rate (%)
# of Inspections
Model Year
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
165,000
150,000
135,000
120,000
105,000
90,000
75,000
60,000
45,000
30,000
15,000
0
Pre 89/Unknown
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGV
LDDT
LDDV
LDGT
LDGV

Figure E-7

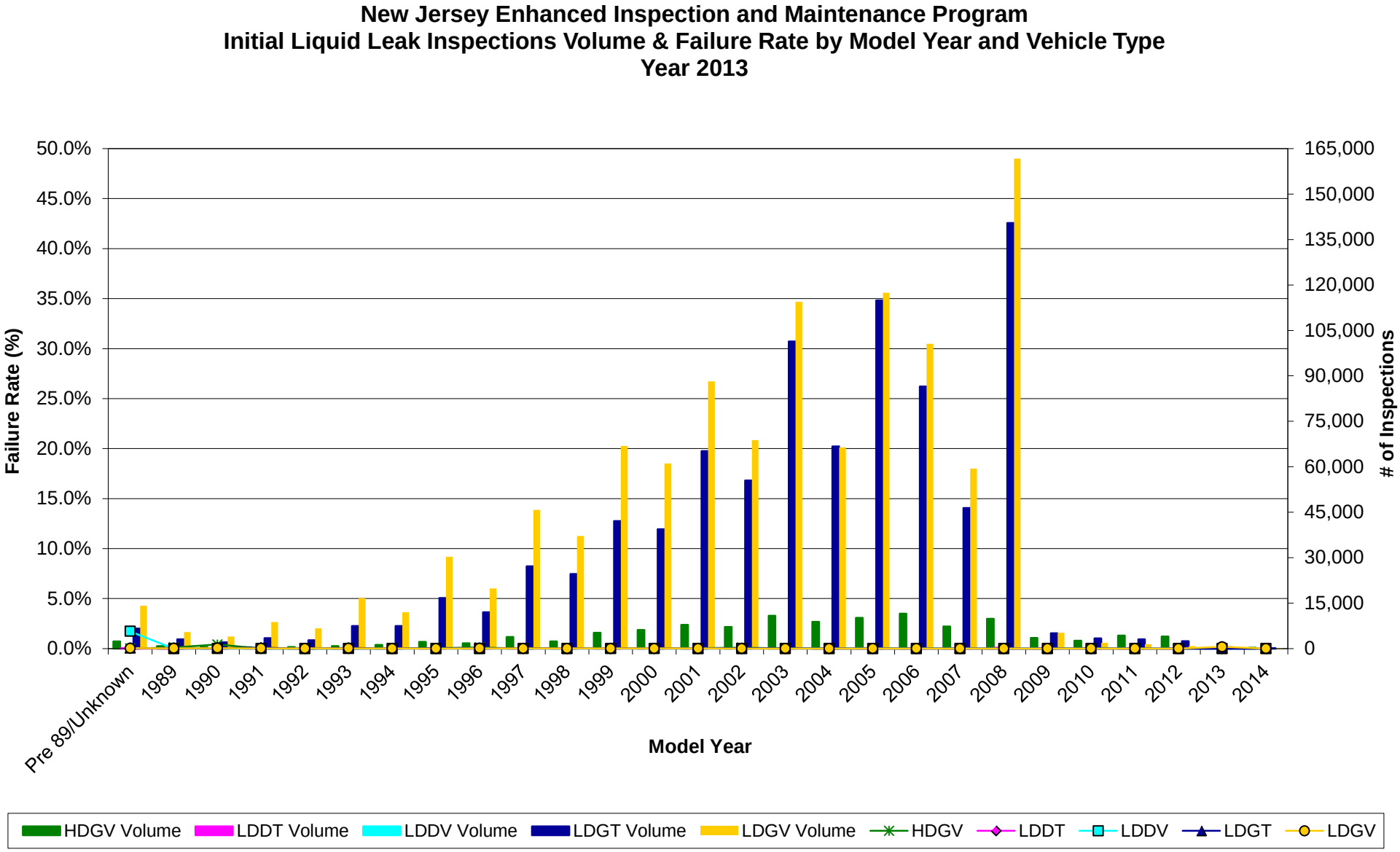

New Jersey Enhanced Inspection and Maintenance Program
Initial Liquid Leak Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2013
Failure Rate (%)
50.0%
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
# of Inspections
165,000
150,000
135,000
120,000
105,000
90,000
75,000
60,000
45,000
30,000
15,000
0
Pre 89/Unknown
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
Model Year
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGV
LDDT
LDDV
LDGT
LDGV

Figure E-8

APPENDIX I -
PART F

ON-BOARD DIAGNOSTICS
(OBD)
INSPECTIONS

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2013

Model Yr	Veh Type	OBD Initial Insps	Initial and 1st or Subsequent Retest Passes	Overall OBD Pass Rate	Overall OBD Failed (Dropped)*	Overall OBD Fail Rate*
Unknown	LDDT	0	0	-	0	-
Unknown	LDDV	0	0	-	0	-
Unknown	LDGT	0	0	-	0	-
Unknown	LDGV	0	0	-	0	-
1996	LDDT	0	0	-	0	-
1996	LDDV	0	0	-	0	-
1996	LDGT	12,021	11,135	92.6%	886	7.4%
1996	LDGV	19,865	18,291	92.1%	1,574	7.9%
1997	LDDT	12	9	75.0%	3	25.0%
1997	LDDV	73	71	97.3%	2	2.7%
1997	LDGT	27,143	25,427	93.7%	1,716	6.3%
1997	LDGV	45,741	43,160	94.4%	2,581	5.6%
1998	LDDT	7	5	71.4%	2	28.6%
1998	LDDV	99	94	94.9%	5	5.1%
1998	LDGT	24,580	22,975	93.5%	1,605	6.5%
1998	LDGV	37,168	34,720	93.4%	2,448	6.6%
1999	LDDT	5	5	100.0%	0	0.0%
1999	LDDV	212	206	97.2%	6	2.8%
1999	LDGT	42,106	40,355	95.8%	1,751	4.2%
1999	LDGV	66,834	63,473	95.0%	3,361	5.0%
2000	LDDT	0	0	-	0	-
2000	LDDV	120	120	100.0%	0	0.0%
2000	LDGT	39,417	37,594	95.4%	1,823	4.6%
2000	LDGV	61,067	57,532	94.2%	3,535	5.8%
2001	LDDT	1	1	100.0%	0	0.0%
2001	LDDV	174	172	98.9%	2	1.1%
2001	LDGT	65,143	62,089	95.3%	3,054	4.7%
2001	LDGV	88,195	83,874	95.1%	4,321	4.9%
2002	LDDT	0	0	-	0	-
2002	LDDV	190	182	95.8%	8	4.2%
2002	LDGT	55,465	53,247	96.0%	2,218	4.0%
2002	LDGV	68,814	65,613	95.3%	3,201	4.7%
2003	LDDT	2	2	100.0%	0	0.0%
2003	LDDV	226	223	98.7%	3	1.3%
2003	LDGT	101,339	98,962	97.7%	2,377	2.3%
2003	LDGV	114,452	111,492	97.4%	2,960	2.6%
2004	LDDT	6	6	100.0%	0	0.0%
2004	LDDV	123	122	99.2%	1	0.8%
2004	LDGT	66,718	65,220	97.8%	1,498	2.2%
2004	LDGV	66,371	64,655	97.4%	1,716	2.6%
2005	LDDT	82	79	96.3%	3	3.7%
2005	LDDV	558	554	99.3%	4	0.7%
2005	LDGT	114,906	113,473	98.8%	1,433	1.2%
2005	LDGV	117,421	115,806	98.6%	1,615	1.4%

* Includes vehicles that are no longer registered.

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2013

Model Yr	Veh Type	OBD Initial Insps	Initial and 1st or Subsequent Retest Passes	Overall OBD Pass Rate	Overall OBD Failed (Dropped)*	Overall OBD Fail Rate*
2006	LDDT	67	63	94.0%	4	6.0%
2006	LDDV	466	463	99.4%	3	0.6%
2006	LDGT	86,521	85,664	99.0%	857	1.0%
2006	LDGV	100,577	99,440	98.9%	1,137	1.1%
2007	LDDT	77	77	100.0%	0	0.0%
2007	LDDV	31	31	100.0%	0	0.0%
2007	LDGT	46,377	45,978	99.1%	399	0.9%
2007	LDGV	59,392	58,844	99.1%	548	0.9%
2008	LDDT	274	273	99.6%	1	0.4%
2008	LDDV	83	83	100.0%	0	0.0%
2008	LDGT	140,478	139,971	99.6%	507	0.4%
2008	LDGV	161,687	161,026	99.6%	661	0.4%
2009	LDDT	17	16	94.1%	1	5.9%
2009	LDDV	24	23	95.8%	1	4.2%
2009	LDGT	5,030	5,007	99.5%	23	0.5%
2009	LDGV	5,211	5,175	99.3%	36	0.7%
2010	LDDT	5	4	80.0%	1	20.0%
2010	LDDV	9	9	100.0%	0	0.0%
2010	LDGT	3,337	3,326	99.7%	11	0.3%
2010	LDGV	1,939	1,929	99.5%	10	0.5%
2011	LDDT	9	9	100.0%	0	0.0%
2011	LDDV	7	6	85.7%	1	14.3%
2011	LDGT	3,038	3,029	99.7%	9	0.3%
2011	LDGV	1,450	1,446	99.7%	4	0.3%
2012	LDDT	5	5	100.0%	0	0.0%
2012	LDDV	3	3	100.0%	0	0.0%
2012	LDGT	2,479	2,463	99.4%	16	0.6%
2012	LDGV	794	785	98.9%	9	1.1%
2013	LDDT	2	1	50.0%	1	50.0%
2013	LDDV	3	3	100.0%	0	0.0%
2013	LDGT	458	452	98.7%	6	1.3%
2013	LDGV	567	560	98.8%	7	1.2%
2014	LDDT	0	0	-	0	-
2014	LDDV	0	0	-	0	-
2014	LDGT	13	9	69.2%	4	30.8%
2014	LDGV	215	208	96.7%	7	3.3%
Totals		**1,857,301**	**1,807,325**	**97.3%**	**49,976**	**2.7%**

* Includes vehicles that are no longer registered.

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2013

Model Yr	Veh Type	OBD Initial Insps	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
Unknown	LDDT	0	0	0	-	0	0	-
Unknown	LDDV	0	0	0	-	0	0	-
Unknown	LDGT	0	0	0	-	0	0	-
Unknown	LDGV	0	0	0	-	0	0	-
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	12,021	11,519	502	4.2%	10,591	928	8.1%
1996	LDGV	19,865	19,412	453	2.3%	17,579	1,833	9.4%
1997	LDDT	12	12	0	0.0%	11	1	8.3%
1997	LDDV	73	71	2	2.7%	66	5	7.0%
1997	LDGT	27,143	26,291	852	3.1%	24,445	1,846	7.0%
1997	LDGV	45,741	45,044	697	1.5%	41,695	3,349	7.4%
1998	LDDT	7	6	1	14.3%	5	1	16.7%
1998	LDDV	99	98	1	1.0%	95	3	3.1%
1998	LDGT	24,580	23,874	706	2.9%	22,004	1,870	7.8%
1998	LDGV	37,168	36,569	599	1.6%	33,226	3,343	9.1%
1999	LDDT	5	5	0	0.0%	5	0	0.0%
1999	LDDV	212	211	1	0.5%	205	6	2.8%
1999	LDGT	42,106	41,467	639	1.5%	38,876	2,591	6.2%
1999	LDGV	66,834	66,159	675	1.0%	61,185	4,974	7.5%
2000	LDDT	0	0	0	-	0	0	-
2000	LDDV	120	119	1	0.8%	116	3	2.5%
2000	LDGT	39,417	38,828	589	1.5%	36,144	2,684	6.9%
2000	LDGV	61,067	60,332	735	1.2%	55,255	5,077	8.4%
2001	LDDT	1	1	0	0.0%	1	0	0.0%
2001	LDDV	174	173	1	0.6%	169	4	2.3%
2001	LDGT	65,143	64,381	762	1.2%	59,883	4,498	7.0%
2001	LDGV	88,195	87,502	693	0.8%	81,127	6,375	7.3%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	190	190	0	0.0%	188	2	1.1%
2002	LDGT	55,465	55,043	422	0.8%	51,475	3,568	6.5%
2002	LDGV	68,814	68,418	396	0.6%	63,765	4,653	6.8%
2003	LDDT	2	2	0	0.0%	2	0	0.0%
2003	LDDV	226	225	1	0.4%	222	3	1.3%
2003	LDGT	101,339	100,942	397	0.4%	95,777	5,165	5.1%
2003	LDGV	114,452	114,154	298	0.3%	109,033	5,121	4.5%
2004	LDDT	6	6	0	0.0%	6	0	0.0%
2004	LDDV	123	122	1	0.8%	115	7	5.7%
2004	LDGT	66,718	66,553	165	0.2%	63,560	2,993	4.5%
2004	LDGV	66,371	66,203	168	0.3%	63,348	2,855	4.3%
2005	LDDT	82	82	0	0.0%	72	10	12.2%
2005	LDDV	558	558	0	0.0%	540	18	3.2%
2005	LDGT	114,906	114,821	85	0.1%	111,189	3,632	3.2%
2005	LDGV	117,421	117,272	149	0.1%	113,573	3,699	3.2%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2013

Model Yr	Veh Type	OBD Initial Insps	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
2006	LDDT	67	66	1	1.5%	58	8	12.1%
2006	LDDV	466	466	0	0.0%	456	10	2.1%
2006	LDGT	86,521	86,463	58	0.1%	84,186	2,277	2.6%
2006	LDGV	100,577	100,489	88	0.1%	97,848	2,641	2.6%
2007	LDDT	77	77	0	0.0%	75	2	2.6%
2007	LDDV	31	31	0	0.0%	31	0	0.0%
2007	LDGT	46,377	46,357	20	0.0%	45,381	976	2.1%
2007	LDGV	59,392	59,360	32	0.1%	58,198	1,162	2.0%
2008	LDDT	274	274	0	0.0%	267	7	2.6%
2008	LDDV	83	83	0	0.0%	82	1	1.2%
2008	LDGT	140,478	140,464	14	0.0%	138,802	1,662	1.2%
2008	LDGV	161,687	161,640	47	0.0%	159,921	1,719	1.1%
2009	LDDT	17	17	0	0.0%	17	0	0.0%
2009	LDDV	24	24	0	0.0%	24	0	0.0%
2009	LDGT	5,030	5,029	1	0.0%	4,974	55	1.1%
2009	LDGV	5,211	5,208	3	0.1%	5,151	57	1.1%
2010	LDDT	5	5	0	0.0%	5	0	0.0%
2010	LDDV	9	9	0	0.0%	9	0	0.0%
2010	LDGT	3,337	3,336	1	0.0%	3,315	21	0.6%
2010	LDGV	1,939	1,938	1	0.1%	1,921	17	0.9%
2011	LDDT	9	9	0	0.0%	8	1	11.1%
2011	LDDV	7	7	0	0.0%	7	0	0.0%
2011	LDGT	3,038	3,036	2	0.1%	3,015	21	0.7%
2011	LDGV	1,450	1,449	1	0.1%	1,446	3	0.2%
2012	LDDT	5	5	0	0.0%	5	0	0.0%
2012	LDDV	3	3	0	0.0%	3	0	0.0%
2012	LDGT	2,479	2,479	0	0.0%	2,462	17	0.7%
2012	LDGV	794	793	1	0.1%	787	6	0.8%
2013	LDDT	2	2	0	0.0%	2	0	0.0%
2013	LDDV	3	3	0	0.0%	3	0	0.0%
2013	LDGT	458	458	0	0.0%	455	3	0.7%
2013	LDGV	567	567	0	0.0%	564	3	0.5%
2014	LDDT	0	0	0	-	0	0	-
2014	LDDV	0	0	0	-	0	0	-
2014	LDGT	13	13	0	0.0%	13	0	0.0%
2014	LDGV	215	214	1	0.5%	214	0	0.0%
Totals		**1,857,301**	**1,847,039**	**10,262**	**0.6%**	**1,765,253**	**81,786**	**4.4%**

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2013

Model Yr	Veh Type	OBD Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
Unknown	LDDT	0	0	0	-	0	0	-
Unknown	LDDV	0	0	0	-	0	0	-
Unknown	LDGT	0	0	0	-	0	0	-
Unknown	LDGV	0	0	0	-	0	0	-
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	12,021	11,997	24	0.20%	11,967	30	0.25%
1996	LDGV	19,865	19,788	77	0.39%	19,721	67	0.34%
1997	LDDT	12	11	1	8.33%	10	1	9.09%
1997	LDDV	73	73	0	0.00%	73	0	0.00%
1997	LDGT	27,143	27,096	47	0.17%	27,044	52	0.19%
1997	LDGV	45,741	45,645	96	0.21%	45,501	144	0.32%
1998	LDDT	7	6	1	14.29%	6	0	0.00%
1998	LDDV	99	97	2	2.02%	96	1	1.03%
1998	LDGT	24,580	24,545	35	0.14%	24,458	87	0.35%
1998	LDGV	37,168	37,092	76	0.20%	36,935	157	0.42%
1999	LDDT	5	5	0	0.00%	5	0	0.00%
1999	LDDV	212	210	2	0.94%	207	3	1.43%
1999	LDGT	42,106	42,061	45	0.11%	41,998	63	0.15%
1999	LDGV	66,834	66,713	121	0.18%	66,498	215	0.32%
2000	LDDT	0	0	0	-	0	0	-
2000	LDDV	120	120	0	0.00%	120	0	0.00%
2000	LDGT	39,417	39,383	34	0.09%	39,278	105	0.27%
2000	LDGV	61,067	60,980	87	0.14%	60,684	296	0.49%
2001	LDDT	1	1	0	0.00%	1	0	0.00%
2001	LDDV	174	174	0	0.00%	172	2	1.15%
2001	LDGT	65,143	65,093	50	0.08%	64,948	145	0.22%
2001	LDGV	88,195	88,099	96	0.11%	87,835	264	0.30%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	190	190	0	0.00%	189	1	0.53%
2002	LDGT	55,465	55,415	50	0.09%	55,299	116	0.21%
2002	LDGV	68,814	68,727	87	0.13%	68,569	158	0.23%
2003	LDDT	2	2	0	0.00%	2	0	0.00%
2003	LDDV	226	226	0	0.00%	225	1	0.44%
2003	LDGT	101,339	101,281	58	0.06%	101,062	219	0.22%
2003	LDGV	114,452	114,289	163	0.14%	114,122	167	0.15%
2004	LDDT	6	6	0	0.00%	6	0	0.00%
2004	LDDV	123	123	0	0.00%	122	1	0.81%
2004	LDGT	66,718	66,622	96	0.14%	66,474	148	0.22%
2004	LDGV	66,371	66,234	137	0.21%	66,114	120	0.18%
2005	LDDT	82	82	0	0.00%	82	0	0.00%
2005	LDDV	558	558	0	0.00%	557	1	0.18%
2005	LDGT	114,906	114,790	116	0.10%	114,543	247	0.22%
2005	LDGV	117,421	117,251	170	0.14%	117,049	202	0.17%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2013

Model Yr	Veh Type	OBD Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2006	LDDT	67	67	0	0.00%	67	0	0.00%
2006	LDDV	466	464	2	0.43%	464	0	0.00%
2006	LDGT	86,521	86,447	74	0.09%	86,293	154	0.18%
2006	LDGV	100,577	100,427	150	0.15%	100,095	332	0.33%
2007	LDDT	77	77	0	0.00%	77	0	0.00%
2007	LDDV	31	31	0	0.00%	31	0	0.00%
2007	LDGT	46,377	46,326	51	0.11%	46,250	76	0.16%
2007	LDGV	59,392	59,255	137	0.23%	59,106	149	0.25%
2008	LDDT	274	274	0	0.00%	273	1	0.36%
2008	LDDV	83	83	0	0.00%	83	0	0.00%
2008	LDGT	140,478	140,373	105	0.07%	140,265	108	0.08%
2008	LDGV	161,687	161,392	295	0.18%	161,163	229	0.14%
2009	LDDT	17	17	0	0.00%	17	0	0.00%
2009	LDDV	24	24	0	0.00%	24	0	0.00%
2009	LDGT	5,030	5,020	10	0.20%	5,018	2	0.04%
2009	LDGV	5,211	5,205	6	0.12%	5,199	6	0.12%
2010	LDDT	5	5	0	0.00%	5	0	0.00%
2010	LDDV	9	9	0	0.00%	9	0	0.00%
2010	LDGT	3,337	3,332	5	0.15%	3,326	6	0.18%
2010	LDGV	1,939	1,936	3	0.15%	1,933	3	0.15%
2011	LDDT	9	9	0	0.00%	9	0	0.00%
2011	LDDV	7	7	0	0.00%	7	0	0.00%
2011	LDGT	3,038	3,018	20	0.66%	3,016	2	0.07%
2011	LDGV	1,450	1,449	1	0.07%	1,447	2	0.14%
2012	LDDT	5	5	0	0.00%	5	0	0.00%
2012	LDDV	3	3	0	0.00%	3	0	0.00%
2012	LDGT	2,479	2,472	7	0.28%	2,471	1	0.04%
2012	LDGV	794	788	6	0.76%	787	1	0.13%
2013	LDDT	2	2	0	0.00%	2	0	0.00%
2013	LDDV	3	3	0	0.00%	3	0	0.00%
2013	LDGT	458	457	1	0.22%	457	0	0.00%
2013	LDGV	567	567	0	0.00%	566	1	0.18%
2014	LDDT	0	0	0	-	0	0	-
2014	LDDV	0	0	0	-	0	0	-
2014	LDGT	13	13	0	0.00%	13	0	0.00%
2014	LDGV	215	215	0	0.00%	215	0	0.00%
Totals		**1,857,301**	**1,854,757**	**2,544**	**0.14%**	**1,850,671**	**4,086**	**0.22%**

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2013

Model Yr	Veh Type	OBD Initial Insps	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
Unknown	LDDT	0	0	0	-	0	0	-
Unknown	LDDV	0	0	0	-	0	0	-
Unknown	LDGT	0	0	0	-	0	0	-
Unknown	LDGV	0	0	0	-	0	0	-
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	12,021	10,419	1,548	12.9%	6,977	829	10.6%
1996	LDGV	19,865	17,127	2,594	13.2%	14,647	1,284	8.1%
1997	LDDT	12	8	2	20.0%	10	0	0.0%
1997	LDDV	73	61	12	16.4%	73	0	0.0%
1997	LDGT	27,143	24,129	2,916	10.8%	24,863	1,976	7.4%
1997	LDGV	45,741	40,903	4,598	10.1%	40,572	3,100	7.1%
1998	LDDT	7	4	2	33.3%	6	0	0.0%
1998	LDDV	99	80	16	16.7%	96	0	0.0%
1998	LDGT	24,580	21,651	2,807	11.5%	22,378	1,906	7.8%
1998	LDGV	37,168	32,456	4,480	12.1%	32,709	2,669	7.5%
1999	LDDT	5	5	0	0.0%	5	0	0.0%
1999	LDDV	212	188	19	9.2%	207	0	0.0%
1999	LDGT	42,106	38,551	3,448	8.2%	39,313	2,686	6.4%
1999	LDGV	66,834	60,139	6,359	9.6%	62,297	4,200	6.3%
2000	LDDT	0	0	0	-	0	0	-
2000	LDDV	120	103	17	14.2%	120	0	0.0%
2000	LDGT	39,417	35,893	3,385	8.6%	36,665	2,613	6.7%
2000	LDGV	61,067	54,145	6,539	10.8%	56,686	3,997	6.6%
2001	LDDT	1	1	0	0.0%	1	0	0.0%
2001	LDDV	174	152	20	11.6%	172	0	0.0%
2001	LDGT	65,143	59,257	5,691	8.8%	58,109	6,838	10.5%
2001	LDGV	88,195	79,865	7,970	9.1%	80,089	7,745	8.8%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	190	168	21	11.1%	189	0	0.0%
2002	LDGT	55,465	50,777	4,522	8.2%	50,560	4,729	8.6%
2002	LDGV	68,814	62,818	5,751	8.4%	63,090	5,478	8.0%
2003	LDDT	2	2	0	0.0%	2	0	0.0%
2003	LDDV	226	203	22	9.8%	225	0	0.0%
2003	LDGT	101,339	94,695	6,368	6.3%	95,440	5,607	5.5%
2003	LDGV	114,452	107,894	6,230	5.5%	107,911	6,212	5.4%
2004	LDDT	6	6	0	0.0%	6	0	0.0%
2004	LDDV	123	113	10	8.1%	118	5	4.1%
2004	LDGT	66,718	62,793	3,681	5.5%	63,102	3,354	5.0%
2004	LDGV	66,371	62,604	3,510	5.3%	62,667	3,446	5.2%
2005	LDDT	82	71	11	13.4%	82	0	0.0%
2005	LDDV	558	534	23	4.1%	552	5	0.9%
2005	LDGT	114,906	110,240	4,303	3.8%	110,455	4,041	3.5%
2005	LDGV	117,421	112,565	4,486	3.8%	113,107	3,940	3.4%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2013

Model Yr	Veh Type	OBD Initial Insps	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2006	LDDT	67	60	7	10.4%	67	0	0.0%
2006	LDDV	466	450	14	3.0%	462	2	0.4%
2006	LDGT	86,521	83,585	2,708	3.1%	83,834	2,413	2.8%
2006	LDGV	100,577	96,941	3,154	3.2%	97,409	2,680	2.7%
2007	LDDT	77	75	2	2.6%	77	0	0.0%
2007	LDDV	31	30	1	3.2%	31	0	0.0%
2007	LDGT	46,377	45,074	1,177	2.5%	45,006	1,192	2.6%
2007	LDGV	59,392	57,737	1,369	2.3%	57,871	1,231	2.1%
2008	LDDT	274	266	7	2.6%	272	1	0.4%
2008	LDDV	83	82	1	1.2%	83	0	0.0%
2008	LDGT	140,478	138,312	1,955	1.4%	138,203	2,036	1.5%
2008	LDGV	161,687	159,130	2,035	1.3%	158,953	2,210	1.4%
2009	LDDT	17	17	0	0.0%	16	1	5.9%
2009	LDDV	24	24	0	0.0%	23	1	4.2%
2009	LDGT	5,030	4,957	61	1.2%	4,899	106	2.1%
2009	LDGV	5,211	5,140	59	1.1%	5,053	144	2.8%
2010	LDDT	5	5	0	0.0%	3	2	40.0%
2010	LDDV	9	9	0	0.0%	9	0	0.0%
2010	LDGT	3,337	3,297	29	0.9%	3,234	62	1.9%
2010	LDGV	1,939	1,918	15	0.8%	1,861	71	3.7%
2011	LDDT	9	9	0	0.0%	6	3	33.3%
2011	LDDV	7	6	1	14.3%	7	0	0.0%
2011	LDGT	3,038	3,000	16	0.5%	2,962	49	1.6%
2011	LDGV	1,450	1,446	1	0.1%	1,412	35	2.4%
2012	LDDT	5	5	0	0.0%	5	0	0.0%
2012	LDDV	3	3	0	0.0%	3	0	0.0%
2012	LDGT	2,479	2,461	10	0.4%	2,408	50	2.0%
2012	LDGV	794	784	3	0.4%	775	12	1.5%
2013	LDDT	2	2	0	0.0%	1	1	50.0%
2013	LDDV	3	3	0	0.0%	3	0	0.0%
2013	LDGT	458	455	2	0.4%	374	11	2.9%
2013	LDGV	567	566	0	0.0%	531	17	3.1%
2014	LDDT	0	0	0	-	0	0	-
2014	LDDV	0	0	0	-	0	0	-
2014	LDGT	13	13	0	0.0%	8	4	33.3%
2014	LDGV	215	215	0	0.0%	176	11	5.9%
Totals		**1,857,301**	**1,746,697**	**103,988**	**5.6%**	**1,749,538**	**89,005**	**4.8%**

New Jersey Enhanced Inspection and Maintenance Program
OBD and Gas Cap (GC) Evaporative Test Report
Year 2013

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	-
1996	LDGT	12,020	59	0.5%	11,823	98.4%	130	1.1%	8	0.07%
1996	LDGV	19,858	63	0.3%	19,482	98.1%	312	1.6%	1	0.01%
1997	LDGT	27,140	106	0.4%	26,585	98.0%	439	1.6%	10	0.04%
1997	LDGV	45,725	106	0.2%	44,845	98.1%	758	1.7%	16	0.03%
1998	LDGT	24,579	83	0.3%	24,027	97.8%	459	1.9%	10	0.04%
1998	LDGV	37,162	79	0.2%	36,099	97.1%	964	2.6%	20	0.05%
1999	LDGT	42,104	101	0.2%	41,346	98.2%	644	1.5%	13	0.03%
1999	LDGV	66,807	131	0.2%	65,313	97.8%	1,332	2.0%	31	0.05%
2000	LDGT	39,412	106	0.3%	38,684	98.2%	609	1.5%	13	0.03%
2000	LDGV	61,043	105	0.2%	59,666	97.7%	1,238	2.0%	34	0.06%
2001	LDGT	44	1	2.3%	43	97.7%	0	0.0%	0	0.00%
2001	LDGV	86	0	0.0%	84	97.7%	2	2.3%	0	0.00%
2002	LDGT	27	0	0.0%	26	96.3%	1	3.7%	0	0.00%
2002	LDGV	27	0	0.0%	27	100.0%	0	0.0%	0	0.00%
2003	LDGT	6	0	0.0%	6	100.0%	0	0.0%	0	0.00%
2003	LDGV	14	0	0.0%	13	92.9%	1	7.1%	0	0.00%
2004	LDGT	3	0	0.0%	2	66.7%	1	33.3%	0	0.00%
2004	LDGV	4	0	0.0%	3	75.0%	1	25.0%	0	0.00%
2005	LDGT	10	0	0.0%	10	100.0%	0	0.0%	0	0.00%
2005	LDGV	15	1	6.7%	13	86.7%	1	6.7%	0	0.00%
2006	LDGT	2	0	0.0%	2	100.0%	0	0.0%	0	0.00%
2006	LDGV	8	0	0.0%	8	100.0%	0	0.0%	0	0.00%
2007	LDGT	2	0	0.0%	2	100.0%	0	0.0%	0	0.00%
2007	LDGV	6	0	0.0%	6	100.0%	0	0.0%	0	0.00%
2008	LDGT	11	2	18.2%	9	81.8%	0	0.0%	0	0.00%
2008	LDGV	12	0	0.0%	11	91.7%	1	8.3%	0	0.00%
2009	LDGT	0	0	-	0	-	0	-	0	-
2009	LDGV	0	0	-	0	-	0	-	0	-
2010	LDGT	0	0	-	0	-	0	-	0	-
2010	LDGV	0	0	-	0	-	0	-	0	-
2011	LDGT	0	0	-	0	-	0	-	0	-
2011	LDGV	0	0	-	0	-	0	-	0	-
2012	LDGT	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2012	LDGV	0	0	-	0	-	0	-	0	-
2013	LDGT	0	0	-	0	-	0	-	0	-
2013	LDGV	0	0	-	0	-	0	-	0	-
2014	LDGT	0	0	-	0	-	0	-	0	-
2014	LDGV	0	0	-	0	-	0	-	0	-
Totals		**376,128**	**943**	**0.3%**	**368,136**	**97.9%**	**6,893**	**1.8%**	**156**	**0.04%**

Table F-3

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2013

Model Yr	Veh Type	# Initial MIL Insps	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
Unknown	LDDT	0	0	-	0	-	0	-	0	-
Unknown	LDDV	0	0	-	0	-	0	-	0	-
Unknown	LDGT	0	0	-	0	-	0	-	0	-
Unknown	LDGV	0	0	-	0	-	0	-	0	-
1996	LDDT	0	0	-	0	-	0	-	0	-
1996	LDDV	0	0	-	0	-	0	-	0	-
1996	LDGT	11,967	10,419	87.1%	0	0.00%	1	0.01%	1,547	12.9%
1996	LDGV	19,721	17,127	86.8%	0	0.00%	4	0.02%	2,590	13.1%
1997	LDDT	10	8	80.0%	0	0.00%	0	0.00%	2	20.0%
1997	LDDV	73	61	83.6%	0	0.00%	0	0.00%	12	16.4%
1997	LDGT	27,045	24,129	89.2%	0	0.00%	2	0.01%	2,914	10.8%
1997	LDGV	45,501	40,903	89.9%	0	0.00%	0	0.00%	4,598	10.1%
1998	LDDT	6	4	66.7%	0	0.00%	0	0.00%	2	33.3%
1998	LDDV	96	80	83.3%	0	0.00%	0	0.00%	16	16.7%
1998	LDGT	24,458	21,651	88.5%	0	0.00%	4	0.02%	2,803	11.5%
1998	LDGV	36,936	32,456	87.9%	0	0.00%	2	0.01%	4,478	12.1%
1999	LDDT	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
1999	LDDV	207	188	90.8%	0	0.00%	0	0.00%	19	9.2%
1999	LDGT	41,999	38,551	91.8%	0	0.00%	21	0.05%	3,427	8.2%
1999	LDGV	66,498	60,139	90.4%	0	0.00%	5	0.01%	6,354	9.6%
2000	LDDT	0	0	-	0	-	0	-	0	-
2000	LDDV	120	103	85.8%	0	0.00%	0	0.00%	17	14.2%
2000	LDGT	39,278	35,893	91.4%	0	0.00%	6	0.02%	3,379	8.6%
2000	LDGV	60,684	54,145	89.2%	0	0.00%	2	0.00%	6,537	10.8%
2001	LDDT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2001	LDDV	172	152	88.4%	0	0.00%	0	0.00%	20	11.6%
2001	LDGT	64,948	59,257	91.2%	0	0.00%	1	0.00%	5,690	8.8%
2001	LDGV	87,835	79,865	90.9%	0	0.00%	3	0.00%	7,967	9.1%
2002	LDDT	0	0	-	0	-	0	-	0	-
2002	LDDV	189	168	88.9%	0	0.00%	0	0.00%	21	11.1%
2002	LDGT	55,299	50,777	91.8%	0	0.00%	6	0.01%	4,516	8.2%
2002	LDGV	68,569	62,818	91.6%	0	0.00%	8	0.01%	5,743	8.4%
2003	LDDT	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2003	LDDV	225	203	90.2%	0	0.00%	0	0.00%	22	9.8%
2003	LDGT	101,063	94,695	93.7%	0	0.00%	8	0.01%	6,360	6.3%
2003	LDGV	114,124	107,894	94.5%	0	0.00%	13	0.01%	6,217	5.4%
2004	LDDT	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
2004	LDDV	123	113	91.9%	0	0.00%	1	0.81%	9	7.3%
2004	LDGT	66,474	62,793	94.5%	0	0.00%	2	0.00%	3,679	5.5%
2004	LDGV	66,114	62,604	94.7%	0	0.00%	6	0.01%	3,504	5.3%
2005	LDDT	82	71	86.6%	0	0.00%	0	0.00%	11	13.4%
2005	LDDV	557	534	95.9%	0	0.00%	0	0.00%	23	4.1%
2005	LDGT	114,543	110,240	96.2%	0	0.00%	24	0.02%	4,279	3.7%
2005	LDGV	117,051	112,565	96.2%	0	0.00%	7	0.01%	4,479	3.8%

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2013

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
2006	LDDT	67	60	89.6%	0	0.00%	0	0.00%	7	10.4%
2006	LDDV	464	450	97.0%	0	0.00%	0	0.00%	14	3.0%
2006	LDGT	86,293	83,585	96.9%	0	0.00%	21	0.02%	2,687	3.1%
2006	LDGV	100,095	96,941	96.8%	0	0.00%	3	0.00%	3,151	3.1%
2007	LDDT	77	75	97.4%	0	0.00%	0	0.00%	2	2.6%
2007	LDDV	31	30	96.8%	0	0.00%	0	0.00%	1	3.2%
2007	LDGT	46,251	45,074	97.5%	0	0.00%	8	0.02%	1,169	2.5%
2007	LDGV	59,106	57,737	97.7%	0	0.00%	1	0.00%	1,368	2.3%
2008	LDDT	273	266	97.4%	0	0.00%	0	0.00%	7	2.6%
2008	LDDV	83	82	98.8%	0	0.00%	0	0.00%	1	1.2%
2008	LDGT	140,267	138,312	98.6%	0	0.00%	2	0.00%	1,953	1.4%
2008	LDGV	161,165	159,130	98.7%	0	0.00%	3	0.00%	2,032	1.3%
2009	LDDT	17	17	100.0%	0	0.00%	0	0.00%	0	0.0%
2009	LDDV	24	24	100.0%	0	0.00%	0	0.00%	0	0.0%
2009	LDGT	5,018	4,957	98.8%	0	0.00%	0	0.00%	61	1.2%
2009	LDGV	5,199	5,140	98.9%	0	0.00%	0	0.00%	59	1.1%
2010	LDDT	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
2010	LDDV	9	9	100.0%	0	0.00%	0	0.00%	0	0.0%
2010	LDGT	3,326	3,297	99.1%	0	0.00%	0	0.00%	29	0.9%
2010	LDGV	1,933	1,918	99.2%	0	0.00%	0	0.00%	15	0.8%
2011	LDDT	9	9	100.0%	0	0.00%	0	0.00%	0	0.0%
2011	LDDV	7	6	85.7%	0	0.00%	0	0.00%	1	14.3%
2011	LDGT	3,016	3,000	99.5%	0	0.00%	0	0.00%	16	0.5%
2011	LDGV	1,447	1,446	99.9%	0	0.00%	0	0.00%	1	0.1%
2012	LDDT	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
2012	LDDV	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2012	LDGT	2,471	2,461	99.6%	0	0.00%	0	0.00%	10	0.4%
2012	LDGV	787	784	99.6%	0	0.00%	0	0.00%	3	0.4%
2013	LDDT	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2013	LDDV	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2013	LDGT	457	455	99.6%	0	0.00%	0	0.00%	2	
2013	LDGV	566	566	100.0%	0	0.00%	0	0.00%	0	
2014	LDDT	0	0	-	0	-	0	-	0	
2014	LDDV	0	0	-	0	-	0	-	0	
2014	LDGT	13	13	100.0%	0	0.00%	0	0.00%	0	0.0%
2014	LDGV	215	215	100.0%	0	0.00%	0	0.00%	0	0.0%
Totals		**1,850,685**	**1,746,697**	**94.4%**	**0**	**0.00%**	**164**	**0.01%**	**103,824**	**5.6%**

Table F-4 (Page 2 of 2)

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2013

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
Unknown	LDDT	0	0	0	-
Unknown	LDDV	0	0	0	-
Unknown	LDGT	0	0	0	-
Unknown	LDGV	0	0	0	-
1996	LDDT	0	0	0	-
1996	LDDV	0	0	0	-
1996	LDGT	7,806	3,478	4,328	44.6%
1996	LDGV	15,931	5,761	10,170	36.2%
1997	LDDT	10	0	10	0.0%
1997	LDDV	73	23	50	31.5%
1997	LDGT	26,839	10,542	16,297	39.3%
1997	LDGV	43,672	13,654	30,018	31.3%
1998	LDDT	6	1	5	16.7%
1998	LDDV	96	32	64	33.3%
1998	LDGT	24,284	9,415	14,869	38.8%
1998	LDGV	35,378	10,685	24,693	30.2%
1999	LDDT	5	0	5	0.0%
1999	LDDV	207	64	143	30.9%
1999	LDGT	41,999	14,354	27,645	34.2%
1999	LDGV	66,497	17,167	49,330	25.8%
2000	LDDT	0	0	0	-
2000	LDDV	120	7	113	5.8%
2000	LDGT	39,278	12,609	26,669	32.1%
2000	LDGV	60,683	16,910	43,773	27.9%
2001	LDDT	1	0	1	0.0%
2001	LDDV	172	19	153	11.0%
2001	LDGT	64,947	17,004	47,943	26.2%
2001	LDGV	87,834	18,406	69,428	21.0%
2002	LDDT	0	0	0	-
2002	LDDV	189	17	172	9.0%
2002	LDGT	55,289	12,620	42,669	22.8%
2002	LDGV	68,568	12,825	55,743	18.7%
2003	LDDT	2	0	2	0.0%
2003	LDDV	225	13	212	5.8%
2003	LDGT	101,047	18,248	82,799	18.1%
2003	LDGV	114,123	14,832	99,291	13.0%
2004	LDDT	6	0	6	0.0%
2004	LDDV	123	9	114	7.3%
2004	LDGT	66,456	10,406	56,050	15.7%
2004	LDGV	66,113	8,295	57,818	12.5%
2005	LDDT	82	2	80	2.4%
2005	LDDV	557	14	543	2.5%
2005	LDGT	114,496	12,599	101,897	11.0%
2005	LDGV	117,047	9,695	107,352	8.3%

New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2013

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2006	LDDT	67	0	67	0.0%
2006	LDDV	464	11	453	2.4%
2006	LDGT	86,247	8,248	77,999	9.6%
2006	LDGV	100,089	7,818	92,271	7.8%
2007	LDDT	77	0	77	0.0%
2007	LDDV	31	1	30	3.2%
2007	LDGT	46,198	3,876	42,322	8.4%
2007	LDGV	59,102	3,743	55,359	6.3%
2008	LDDT	273	3	270	1.1%
2008	LDDV	83	7	76	8.4%
2008	LDGT	140,239	5,866	134,373	4.2%
2008	LDGV	161,163	6,384	154,779	4.0%
2009	LDDT	17	3	14	17.6%
2009	LDDV	24	4	20	16.7%
2009	LDGT	5,005	336	4,669	6.7%
2009	LDGV	5,197	407	4,790	7.8%
2010	LDDT	5	2	3	40.0%
2010	LDDV	9	0	9	0.0%
2010	LDGT	3,296	218	3,078	6.6%
2010	LDGV	1,932	166	1,766	8.6%
2011	LDDT	9	3	6	33.3%
2011	LDDV	7	0	7	0.0%
2011	LDGT	3,011	161	2,850	5.3%
2011	LDGV	1,447	113	1,334	7.8%
2012	LDDT	5	3	2	60.0%
2012	LDDV	3	0	3	0.0%
2012	LDGT	2,458	109	2,349	4.4%
2012	LDGV	787	42	745	5.3%
2013	LDDT	2	1	1	50.0%
2013	LDDV	3	0	3	0.0%
2013	LDGT	385	31	354	8.1%
2013	LDGV	548	52	496	9.5%
2014	LDDT	0	0	0	-
2014	LDDV	0	0	0	-
2014	LDGT	12	1	11	8.3%
2014	LDGV	187	18	169	9.6%
Totals		**1,838,543**	**287,333**	**1,551,210**	**15.6%**

New Jersey Enhanced Inspection and Maintenance Program
OBD Failures Switched to Tailpipe Testing
Year 2013

Model Yr	Veh Type	OBD Initial Fails	# Fail OBD / Pass Tailpipe Test	% Fail OBD / Pass Tailpipe Test	# Fail OBD / Fail Tailpipe Test	% Fail OBD / Fail Tailpipe Test
Unknown	LDDT	0	0	-	0	-
Unknown	LDDV	0	0	-	0	-
Unknown	LDGT	0	0	-	0	-
Unknown	LDGV	0	0	-	0	-
1996	LDDT	0	0	-	0	-
1996	LDDV	0	0	-	0	-
1996	LDGT	2,369	10	0.4%	0	0.000%
1996	LDGV	3,862	6	0.2%	0	0.000%
1997	LDDT	4	0	0.0%	0	0.000%
1997	LDDV	14	0	0.0%	0	0.000%
1997	LDGT	4,817	27	0.6%	0	0.000%
1997	LDGV	7,336	11	0.1%	0	0.000%
1998	LDDT	3	0	0.0%	0	0.000%
1998	LDDV	20	0	0.0%	0	0.000%
1998	LDGT	4,622	13	0.3%	0	0.000%
1998	LDGV	6,784	11	0.2%	0	0.000%
1999	LDDT	0	0	-	0	-
1999	LDDV	25	0	0.0%	0	0.000%
1999	LDGT	5,814	20	0.3%	0	0.000%
1999	LDGV	10,106	5	0.0%	0	0.000%
2000	LDDT	0	0	-	0	-
2000	LDDV	17	0	0.0%	0	0.000%
2000	LDGT	5,994	13	0.2%	2	0.033%
2000	LDGV	10,112	14	0.1%	0	0.000%
2001	LDDT	0	0	-	0	-
2001	LDDV	23	0	0.0%	0	0.000%
2001	LDGT	11,715	60	0.5%	0	0.000%
2001	LDGV	14,660	15	0.1%	0	0.000%
2002	LDDT	0	0	-	0	-
2002	LDDV	22	0	0.0%	0	0.000%
2002	LDGT	8,588	36	0.4%	0	0.000%
2002	LDGV	10,485	6	0.1%	0	0.000%
2003	LDDT	0	0	-	0	-
2003	LDDV	23	0	0.0%	0	0.000%
2003	LDGT	11,288	64	0.6%	0	0.000%
2003	LDGV	11,750	11	0.1%	0	0.000%
2004	LDDT	0	0	-	0	-
2004	LDDV	14	0	0.0%	0	0.000%
2004	LDGT	6,670	33	0.5%	0	0.000%
2004	LDGV	6,572	10	0.2%	0	0.000%
2005	LDDT	12	0	0.0%	0	0.000%
2005	LDDV	29	0	0.0%	0	0.000%
2005	LDGT	8,047	18	0.2%	0	0.000%
2005	LDGV	8,097	15	0.2%	0	0.000%

New Jersey Enhanced Inspection and Maintenance Program
OBD Failures Switched to Tailpipe Testing
Year 2013

Model Yr	Veh Type	OBD Initial Fails	# Fail OBD / Pass Tailpipe Test	% Fail OBD / Pass Tailpipe Test	# Fail OBD / Fail Tailpipe Test	% Fail OBD / Fail Tailpipe Test
2006	LDDT	10	0	0.0%	0	0.000%
2006	LDDV	18	0	0.0%	0	0.000%
2006	LDGT	4,924	19	0.4%	0	0.000%
2006	LDGV	5,958	6	0.1%	0	0.000%
2007	LDDT	2	0	0.0%	0	0.000%
2007	LDDV	1	0	0.0%	0	0.000%
2007	LDGT	2,295	9	0.4%	0	0.000%
2007	LDGV	2,750	2	0.1%	0	0.000%
2008	LDDT	9	0	0.0%	0	0.000%
2008	LDDV	1	0	0.0%	0	0.000%
2008	LDGT	3,932	12	0.3%	0	0.000%
2008	LDGV	4,623	3	0.1%	0	0.000%
2009	LDDT	1	0	0.0%	0	0.000%
2009	LDDV	1	0	0.0%	0	0.000%
2009	LDGT	178	1	0.6%	0	0.000%
2009	LDGV	215	1	0.5%	0	0.000%
2010	LDDT	2	0	0.0%	0	0.000%
2010	LDDV	0	0	-	0	-
2010	LDGT	100	1	1.0%	0	0.000%
2010	LDGV	91	0	0.0%	0	0.000%
2011	LDDT	4	0	0.0%	0	0.000%
2011	LDDV	1	0	0.0%	0	0.000%
2011	LDGT	95	3	3.2%	0	0.000%
2011	LDGV	41	0	0.0%	0	0.000%
2012	LDDT	0	0	-	0	-
2012	LDDV	0	0	-	0	-
2012	LDGT	77	0	0.0%	0	0.000%
2012	LDGV	27	0	0.0%	0	0.000%
2013	LDDT	1	0	0.0%	0	0.000%
2013	LDDV	0	0	-	0	-
2013	LDGT	14	0	0.0%	0	0.000%
2013	LDGV	21	0	0.0%	0	0.000%
2014	LDDT	0	0	-	0	-
2014	LDDV	0	0	-	0	-
2014	LDGT	4	0	0.0%	0	0.000%
2014	LDGV	12	0	0.0%	0	0.000%
Totals		**185,302**	**455**	**0.2%**	**2**	**0.001%**

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 2013

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 89/Unknown	HDGV	491	116	304	23.6%	61.9%	0	0	0	-	-
Pre 89/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre 89/Unknown	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-
Pre 89/Unknown	LDGT	2,041	484	1,125	23.7%	55.1%	0	0	0	-	-
Pre 89/Unknown	LDGV	3,211	633	1,765	19.7%	55.0%	0	0	0	-	-
1989	HDGV	159	23	102	14.5%	64.2%	0	0	0	-	-
1989	LDDT	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-
1989	LDGT	889	224	517	25.2%	58.2%	0	0	0	-	-
1989	LDGV	1,137	260	696	22.9%	61.2%	0	0	0	-	-
1990	HDGV	78	12	58	15.4%	74.4%	0	0	0	-	-
1990	LDDT	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-
1990	LDGT	634	141	368	22.2%	58.0%	0	0	0	-	-
1990	LDGV	833	191	456	22.9%	54.7%	0	0	0	-	-
1991	HDGV	94	11	66	11.7%	70.2%	0	0	0	-	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	851	183	546	21.5%	64.2%	0	0	0	-	-
1991	LDGV	1,774	412	1,046	23.2%	59.0%	0	0	0	-	-
1992	HDGV	65	12	43	18.5%	66.2%	0	0	0	-	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	666	132	416	19.8%	62.5%	0	0	0	-	-
1992	LDGV	1,532	396	820	25.8%	53.5%	0	0	0	-	-
1993	HDGV	111	18	72	16.2%	64.9%	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	1,723	358	1,092	20.8%	63.4%	0	0	0	-	-
1993	LDGV	3,117	699	1,939	22.4%	62.2%	0	0	0	-	-
1994	HDGV	200	36	140	18.0%	70.0%	0	0	0	-	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	1,620	355	982	21.9%	60.6%	0	0	0	-	-
1994	LDGV	2,036	426	1,207	20.9%	59.3%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
1995	HDGV	331	53	224	16.0%	67.7%	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	3,231	762	1,976	23.6%	61.2%	0	0	0	-	-
1995	LDGV	4,614	948	3,029	20.5%	65.6%	0	0	0	-	-
1996	HDGV	233	50	155	21.5%	66.5%	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	2,828	499	1,628	17.6%	57.6%	2,369	481	1,203	20.3%	50.8%
1996	LDGV	4,262	841	2,197	19.7%	51.5%	3,862	819	1,850	21.2%	47.9%
1997	HDGV	422	38	332	9.0%	78.7%	0	0	0	-	-
1997	LDDT	4	0	1	0.0%	25.0%	4	0	1	0.0%	25.0%
1997	LDDV	14	1	11	7.1%	78.6%	14	1	11	7.1%	78.6%
1997	LDGT	5,592	1,052	3,236	18.8%	57.9%	4,817	1,027	2,513	21.3%	52.2%
1997	LDGV	8,202	1,647	4,599	20.1%	56.1%	7,336	1,609	3,817	21.9%	52.0%
1998	HDGV	265	40	200	15.1%	75.5%	0	0	0	-	-
1998	LDDT	3	0	1	0.0%	33.3%	3	0	1	0.0%	33.3%
1998	LDDV	20	2	14	10.0%	70.0%	20	2	14	10.0%	70.0%
1998	LDGT	5,293	1,001	3,032	18.9%	57.3%	4,622	982	2,397	21.2%	51.9%
1998	LDGV	7,461	1,455	4,092	19.5%	54.8%	6,784	1,410	3,504	20.8%	51.7%
1999	HDGV	510	64	386	12.5%	75.7%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	25	3	17	12.0%	68.0%	25	3	17	12.0%	68.0%
1999	LDGT	6,960	1,131	4,436	16.3%	63.7%	5,814	1,103	3,359	19.0%	57.8%
1999	LDGV	11,380	2,091	6,716	18.4%	59.0%	10,106	2,032	5,557	20.1%	55.0%
2000	HDGV	536	59	405	11.0%	75.6%	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	17	0	17	0.0%	100.0%	17	0	17	0.0%	100.0%
2000	LDGT	7,182	1,186	4,574	16.5%	63.7%	5,994	1,140	3,471	19.0%	57.9%
2000	LDGV	11,187	2,125	6,364	19.0%	56.9%	10,112	2,088	5,374	20.6%	53.1%
2001	HDGV	236	34	160	14.4%	67.8%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	23	4	18	17.4%	78.3%	23	4	18	17.4%	78.3%
2001	LDGT	11,767	2,762	6,777	23.5%	57.6%	11,715	2,751	6,744	23.5%	57.6%
2001	LDGV	14,750	3,575	8,085	24.2%	54.8%	14,660	3,564	8,020	24.3%	54.7%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
2002	HDGV	208	27	137	13.0%	65.9%	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	22	3	12	13.6%	54.5%	22	3	12	13.6%	54.5%
2002	LDGT	8,617	1,836	5,056	21.3%	58.7%	8,588	1,829	5,041	21.3%	58.7%
2002	LDGV	10,556	2,389	5,845	22.6%	55.4%	10,485	2,366	5,810	22.6%	55.4%
2003	HDGV	220	23	167	10.5%	75.9%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	23	3	18	13.0%	78.3%	23	3	18	13.0%	78.3%
2003	LDGT	11,330	2,061	7,437	18.2%	65.6%	11,288	2,047	7,415	18.1%	65.7%
2003	LDGV	11,819	2,470	7,153	20.9%	60.5%	11,750	2,453	7,118	20.9%	60.6%
2004	HDGV	126	17	91	13.5%	72.2%	0	0	0	-	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	14	2	12	14.3%	85.7%	14	2	12	14.3%	85.7%
2004	LDGT	6,698	1,191	4,339	17.8%	64.8%	6,670	1,187	4,319	17.8%	64.8%
2004	LDGV	6,630	1,414	3,951	21.3%	59.6%	6,572	1,400	3,918	21.3%	59.6%
2005	HDGV	76	11	58	14.5%	76.3%	0	0	0	-	-
2005	LDDT	12	2	7	16.7%	58.3%	12	2	7	16.7%	58.3%
2005	LDDV	31	6	22	19.4%	71.0%	29	6	20	20.7%	69.0%
2005	LDGT	8,070	1,448	5,518	17.9%	68.4%	8,047	1,444	5,500	17.9%	68.3%
2005	LDGV	8,157	1,388	5,509	17.0%	67.5%	8,097	1,378	5,470	17.0%	67.6%
2006	HDGV	88	11	58	12.5%	65.9%	0	0	0	-	-
2006	LDDT	10	2	6	20.0%	60.0%	10	2	6	20.0%	60.0%
2006	LDDV	19	2	14	10.5%	73.7%	18	2	13	11.1%	72.2%
2006	LDGT	4,946	842	3,424	17.0%	69.2%	4,924	840	3,405	17.1%	69.2%
2006	LDGV	6,029	992	4,137	16.5%	68.6%	5,958	978	4,096	16.4%	68.7%
2007	HDGV	25	6	18	24.0%	72.0%	0	0	0	-	-
2007	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2007	LDDV	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%
2007	LDGT	2,302	378	1,613	16.4%	70.1%	2,295	377	1,607	16.4%	70.0%
2007	LDGV	2,770	429	1,899	15.5%	68.6%	2,750	425	1,888	15.5%	68.7%
2008	HDGV	13	1	12	7.7%	92.3%	0	0	0	-	-
2008	LDDT	9	0	8	0.0%	88.9%	9	0	8	0.0%	88.9%
2008	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2008	LDGT	3,950	594	2,954	15.0%	74.8%	3,932	593	2,939	15.1%	74.7%
2008	LDGV	4,680	727	3,423	15.5%	73.1%	4,623	722	3,382	15.6%	73.2%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
2009	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-
2009	LDDT	2	0	1	0.0%	50.0%	1	0	0	0.0%	0.0%
2009	LDDV	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%
2009	LDGT	178	16	140	9.0%	78.7%	178	16	140	9.0%	78.7%
2009	LDGV	217	32	151	14.7%	69.6%	215	30	152	14.0%	70.7%
2010	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-
2010	LDDT	2	0	1	0.0%	50.0%	2	0	1	0.0%	50.0%
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	100	13	78	13.0%	78.0%	100	13	78	13.0%	78.0%
2010	LDGV	92	17	66	18.5%	71.7%	91	17	66	18.7%	72.5%
2011	HDGV	3	0	2	0.0%	66.7%	0	0	0	-	-
2011	LDDT	4	3	1	75.0%	25.0%	4	3	1	75.0%	25.0%
2011	LDDV	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%
2011	LDGT	96	9	80	9.4%	83.3%	95	9	79	9.5%	83.2%
2011	LDGV	41	5	32	12.2%	78.0%	41	5	32	12.2%	78.0%
2012	HDGV	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	77	14	52	18.2%	67.5%	77	14	52	18.2%	67.5%
2012	LDGV	27	1	17	3.7%	63.0%	27	1	17	3.7%	63.0%
2013	HDGV	0	0	0	-	-	0	0	0	-	-
2013	LDDT	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%
2013	LDDV	0	0	0	-	-	0	0	0	-	-
2013	LDGT	14	1	8	7.1%	57.1%	14	1	8	7.1%	57.1%
2013	LDGV	22	3	12	13.6%	54.5%	21	3	12	14.3%	57.1%
2014	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-
2014	LDGT	4	1	0	25.0%	0.0%	4	1	0	25.0%	0.0%
2014	LDGV	12	5	3	41.7%	25.0%	12	5	3	41.7%	25.0%
Totals		**228,966**	**44,942**	**139,995**	**19.6%**	**61.1%**	**185,302**	**37,195**	**110,536**	**20.1%**	**59.7%**

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2013

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 89/Unknown	HDGV	0	0	0	-	-	416	107	240	25.7%	57.7%	0	0	0	-	-
Pre 89/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 89/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
Pre 89/Unknown	LDGT	1,605	403	831	25.1%	51.8%	214	65	103	30.4%	48.1%	0	0	0	-	-
Pre 89/Unknown	LDGV	2,024	419	1,075	20.7%	53.1%	932	206	459	22.1%	49.2%	0	0	0	-	-
1989	HDGV	0	0	0	-	-	126	22	73	17.5%	57.9%	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	768	216	411	28.1%	53.5%	0	0	0	-	-	0	0	0	-	-
1989	LDGV	1,031	258	596	25.0%	57.8%	0	0	0	-	-	0	0	0	-	-
1990	HDGV	0	0	0	-	-	59	10	42	16.9%	71.2%	0	0	0	-	-
1990	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1990	LDGT	538	137	280	25.5%	52.0%	0	0	0	-	-	0	0	0	-	-
1990	LDGV	740	186	375	25.1%	50.7%	0	0	0	-	-	0	0	0	-	-
1991	HDGV	0	0	0	-	-	69	11	45	15.9%	65.2%	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	705	178	408	25.2%	57.9%	0	0	0	-	-	0	0	0	-	-
1991	LDGV	1,545	401	846	26.0%	54.8%	0	0	0	-	-	0	0	0	-	-
1992	HDGV	0	0	0	-	-	40	11	20	27.5%	50.0%	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	535	130	290	24.3%	54.2%	0	0	0	-	-	0	0	0	-	-
1992	LDGV	1,384	388	693	28.0%	50.1%	0	0	0	-	-	0	0	0	-	-
1993	HDGV	0	0	0	-	-	80	17	44	21.3%	55.0%	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	1,391	354	785	25.4%	56.4%	0	0	0	-	-	0	0	0	-	-
1993	LDGV	2,780	693	1,626	24.9%	58.5%	0	0	0	-	-	0	0	0	-	-
1994	HDGV	0	0	0	-	-	149	34	93	22.8%	62.4%	0	0	0	-	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	1,267	346	652	27.3%	51.5%	0	0	0	-	-	0	0	0	-	-
1994	LDGV	1,782	420	973	23.6%	54.6%	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 2013

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
1995	HDGV	0	0	0	-	-	233	53	134	22.7%	57.5%	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	2,719	745	1,499	27.4%	55.1%	0	0	0	-	-	0	0	0	-	-
1995	LDGV	3,977	929	2,430	23.4%	61.1%	0	0	0	-	-	0	0	0	-	-
1996	HDGV	0	0	0	-	-	157	43	90	27.4%	57.3%	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	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1997	HDGV	0	0	0	-	-	254	34	173	13.4%	68.1%	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	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGV	1	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
1998	HDGV	0	0	0	-	-	152	36	97	23.7%	63.8%	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	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	HDGV	0	0	0	-	-	293	57	189	19.5%	64.5%	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	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	HDGV	0	0	0	-	-	299	48	193	16.1%	64.5%	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	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	HDGV	0	0	0	-	-	226	32	153	14.2%	67.7%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-

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Model Yr	Veh Type	TSI Initial Fails	# TSI Fail	# TSI Pass	% TSI Fail	% TSI Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass	No Primary Test Initial Fails	# No Primary Test Fail	# No Primary Test Pass	% No Primary Test Fail	% No Primary Test Pass
2002	HDGV	0	0	0	-	-	198	26	131	13.1%	66.2%	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	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGV	1	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2003	HDGV	0	0	0	-	-	216	21	166	9.7%	76.9%	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	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGV	1	1	0	100.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2004	HDGV	0	0	0	-	-	122	17	88	13.9%	72.1%	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	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	HDGV	0	0	0	-	-	73	11	55	15.1%	75.3%	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	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	HDGV	0	0	0	-	-	84	11	54	13.1%	64.3%	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	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	HDGV	0	0	0	-	-	23	6	16	26.1%	69.6%	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	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGV	0	0	0	-	-	13	1	12	7.7%	92.3%	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	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

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Model Yr	Veh Type	TSI Initial Fails	# TSI Fail	# TSI Pass	% TSI Fail	% TSI Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass	No Primary Test Initial Fails	# No Primary Test Fail	# No Primary Test Pass	% No Primary Test Fail	% No Primary Test Pass
2009	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	HDGV	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	-	-
2014	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**24,796**	**6,204**	**13,772**	**25.0%**	**55.5%**	**4,436**	**879**	**2,678**	**19.8%**	**60.4%**	**1**	**0**	**1**	**0.0%**	**100.0%**

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Pre 89/Unknown	HDGV	118	9	94	7.6%	79.7%	7	1	5	14.3%	71.4%	0	0	0	-	-
Pre 89/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 89/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 89/Unknown	LDGT	454	21	350	4.6%	77.1%	62	1	34	1.6%	54.8%	0	0	0	-	-
Pre 89/Unknown	LDGV	400	4	323	1.0%	80.8%	78	1	27	1.3%	34.6%	0	0	0	-	-
1989	HDGV	39	1	31	2.6%	79.5%	1	0	0	0.0%	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	204	15	166	7.4%	81.4%	14	0	6	0.0%	42.9%	0	0	0	-	-
1989	LDGV	151	3	140	2.0%	92.7%	16	0	7	0.0%	43.8%	0	0	0	-	-
1990	HDGV	24	2	21	8.3%	87.5%	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	170	4	141	2.4%	82.9%	10	0	3	0.0%	30.0%	0	0	0	-	-
1990	LDGV	117	1	99	0.9%	84.6%	20	2	9	10.0%	45.0%	0	0	0	-	-
1991	HDGV	37	0	31	0.0%	83.8%	2	0	1	0.0%	50.0%	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	205	5	184	2.4%	89.8%	9	0	4	0.0%	44.4%	0	0	0	-	-
1991	LDGV	290	9	248	3.1%	85.5%	38	1	19	2.6%	50.0%	0	0	0	-	-
1992	HDGV	32	1	27	3.1%	84.4%	2	0	2	0.0%	100.0%	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	179	4	156	2.2%	87.2%	5	0	2	0.0%	40.0%	0	0	0	-	-
1992	LDGV	179	5	149	2.8%	83.2%	40	4	22	10.0%	55.0%	0	0	0	-	-
1993	HDGV	36	1	34	2.8%	94.4%	1	0	0	0.0%	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	450	6	398	1.3%	88.4%	17	0	7	0.0%	41.2%	0	0	0	-	-
1993	LDGV	392	3	359	0.8%	91.6%	59	6	27	10.2%	45.8%	0	0	0	-	-
1994	HDGV	66	2	59	3.0%	89.4%	2	0	2	0.0%	100.0%	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	432	9	395	2.1%	91.4%	18	1	9	5.6%	50.0%	0	0	0	-	-
1994	LDGV	308	4	271	1.3%	88.0%	61	3	32	4.9%	52.5%	0	0	0	-	-

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1995	HDGV	111	0	99	0.0%	89.2%	4	0	2	0.0%	50.0%	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	648	18	588	2.8%	90.7%	25	1	15	4.0%	60.0%	0	0	0	-	-
1995	LDGV	712	14	668	2.0%	93.8%	58	5	33	8.6%	56.9%	0	0	0	-	-
1996	HDGV	78	7	66	9.0%	84.6%	1	0	0	0.0%	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	605	11	529	1.8%	87.4%	12	0	7	0.0%	58.3%	22	1	13	4.5%	59.1%
1996	LDGV	474	11	399	2.3%	84.2%	63	3	34	4.8%	54.0%	58	4	32	6.9%	55.2%
1997	HDGV	187	4	175	2.1%	93.6%	5	0	4	0.0%	80.0%	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	1,068	32	928	3.0%	86.9%	9	0	5	0.0%	55.6%	42	1	31	2.4%	73.8%
1997	LDGV	1,043	20	905	1.9%	86.8%	90	3	49	3.3%	54.4%	79	5	42	6.3%	53.2%
1998	HDGV	124	5	110	4.0%	88.7%	0	0	0	-	-	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	920	20	810	2.2%	88.0%	15	2	8	13.3%	53.3%	27	1	13	3.7%	48.1%
1998	LDGV	875	25	755	2.9%	86.3%	89	7	41	7.9%	46.1%	69	2	38	2.9%	55.1%
1999	HDGV	228	7	204	3.1%	89.5%	2	0	2	0.0%	100.0%	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	1,410	28	1,276	2.0%	90.5%	13	0	10	0.0%	76.9%	59	4	42	6.8%	71.2%
1999	LDGV	1,548	40	1,355	2.6%	87.5%	81	1	46	1.2%	56.8%	115	9	62	7.8%	53.9%
2000	HDGV	256	12	228	4.7%	89.1%	1	0	0	0.0%	0.0%	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	1,469	37	1,319	2.5%	89.8%	16	1	11	6.3%	68.8%	56	1	38	1.8%	67.9%
2000	LDGV	1,365	33	1,197	2.4%	87.7%	47	2	25	4.3%	53.2%	95	1	66	1.1%	69.5%
2001	HDGV	0	0	0	-	-	2	0	1	0.0%	50.0%	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	2	1	0	50.0%	0.0%	16	0	12	0.0%	75.0%	75	6	51	8.0%	68.0%
2001	LDGV	6	0	6	0.0%	100.0%	35	2	19	5.7%	54.3%	101	5	73	5.0%	72.3%

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2002	HDGV	0	0	0	-	-	3	0	0	0.0%	0.0%	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	1	0	1	0.0%	100.0%	10	0	7	0.0%	70.0%	34	1	20	2.9%	58.8%
2002	LDGV	4	0	4	0.0%	100.0%	70	5	38	7.1%	54.3%	54	5	33	9.3%	61.1%
2003	HDGV	0	0	0	-	-	2	0	1	0.0%	50.0%	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	-	-	11	0	8	0.0%	72.7%	43	6	29	14.0%	67.4%
2003	LDGV	0	0	0	-	-	67	6	34	9.0%	50.7%	55	2	40	3.6%	72.7%
2004	HDGV	0	0	0	-	-	0	0	0	-	-	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	-	-	7	0	4	0.0%	57.1%	36	3	25	8.3%	69.4%
2004	LDGV	0	0	0	-	-	53	1	33	1.9%	62.3%	43	3	28	7.0%	65.1%
2005	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
2005	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	25	2	22	8.0%	88.0%
2005	LDGV	1	0	0	0.0%	0.0%	55	2	40	3.6%	72.7%	30	1	22	3.3%	73.3%
2006	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT	0	0	0	-	-	4	0	3	0.0%	75.0%	21	1	19	4.8%	90.5%
2006	LDGV	0	0	0	-	-	45	3	27	6.7%	60.0%	42	6	28	14.3%	66.7%
2007	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	5	0	4	0.0%	80.0%
2007	LDGV	0	0	0	-	-	15	1	6	6.7%	40.0%	15	2	13	13.3%	86.7%
2008	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	2	0	0	0.0%	0.0%	4	0	4	0.0%	100.0%	9	0	8	0.0%	88.9%
2008	LDGV	0	0	0	-	-	45	2	35	4.4%	77.8%	26	0	21	0.0%	80.8%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
2009	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	LDGV	0	0	0	-	-	0	0	0	-	-	3	2	1	66.7%	33.3%
2010	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGV	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
2011	HDGV	1	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	HDGV	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	-	-	1	0	0	0.0%	0.0%	1	0	1	0.0%	100.0%
2014	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**17,421**	**434**	**15,298**	**2.5%**	**87.8%**	**1,449**	**67**	**792**	**4.6%**	**54.7%**	**1,244**	**74**	**819**	**5.9%**	**65.8%**

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2013

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 89/Unknown	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
Pre 89/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre 89/Unknown	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-
Pre 89/Unknown	LDGT	3	0	1	0.0%	33.3%	11	3	6	27.3%	54.5%
Pre 89/Unknown	LDGV	5	0	5	0.0%	100.0%	10	1	8	10.0%	80.0%
1989	HDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1989	LDDT	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-
1989	LDGT	0	0	0	-	-	2	1	1	50.0%	50.0%
1989	LDGV	1	0	1	0.0%	100.0%	2	0	1	0.0%	50.0%
1990	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-
1990	LDDT	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-
1990	LDGT	1	0	1	0.0%	100.0%	0	0	0	-	-
1990	LDGV	2	1	1	50.0%	50.0%	4	1	3	25.0%	75.0%
1991	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
1991	LDGV	2	0	2	0.0%	100.0%	11	2	8	18.2%	72.7%
1992	HDGV	0	0	0	-	-	0	0	0	-	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
1992	LDGV	1	0	1	0.0%	100.0%	4	1	3	25.0%	75.0%
1993	HDGV	0	0	0	-	-	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	4	0	1	0.0%	25.0%	7	0	7	0.0%	100.0%
1993	LDGV	3	0	2	0.0%	66.7%	9	1	8	11.1%	88.9%
1994	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	1	0	1	0.0%	100.0%	4	0	3	0.0%	75.0%
1994	LDGV	2	0	2	0.0%	100.0%	6	0	6	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2013

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
1995	HDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	1	0	1	0.0%	100.0%	14	2	10	14.3%	71.4%
1995	LDGV	0	0	0	-	-	17	2	14	11.8%	82.4%
1996	HDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	2	0	1	0.0%	50.0%	4	0	3	0.0%	75.0%
1996	LDGV	4	0	2	0.0%	50.0%	7	0	3	0.0%	42.9%
1997	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	8	1	2	12.5%	25.0%	2	0	2	0.0%	100.0%
1997	LDGV	6	0	3	0.0%	50.0%	11	1	6	9.1%	54.5%
1998	HDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-
1998	LDGT	4	0	2	0.0%	50.0%	11	0	4	0.0%	36.4%
1998	LDGV	5	0	3	0.0%	60.0%	6	0	6	0.0%	100.0%
1999	HDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	10	0	8	0.0%	80.0%	8	0	4	0.0%	50.0%
1999	LDGV	4	0	3	0.0%	75.0%	17	0	10	0.0%	58.8%
2000	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	9	0	9	0.0%	100.0%	5	1	3	20.0%	60.0%
2000	LDGV	6	0	5	0.0%	83.3%	5	0	4	0.0%	80.0%
2001	HDGV	4	0	4	0.0%	100.0%	5	0	5	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	8	0	8	0.0%	100.0%	12	1	9	8.3%	75.0%
2001	LDGV	10	0	6	0.0%	60.0%	11	1	6	9.1%	54.5%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2013

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
2002	HDGV	7	1	6	14.3%	85.7%	2	1	1	50.0%	50.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	4	0	2	0.0%	50.0%	8	0	8	0.0%	100.0%
2002	LDGV	4	0	3	0.0%	75.0%	11	0	6	0.0%	54.5%
2003	HDGV	1	0	1	0.0%	100.0%	1	1	0	100.0%	0.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	8	0	7	0.0%	87.5%	8	2	4	25.0%	50.0%
2003	LDGV	2	0	2	0.0%	100.0%	7	2	3	28.6%	42.9%
2004	HDGV	2	0	2	0.0%	100.0%	2	0	1	0.0%	50.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%
2004	LDGT	2	0	1	0.0%	50.0%	6	1	2	16.7%	33.3%
2004	LDGV	0	0	0	-	-	8	1	5	12.5%	62.5%
2005	HDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	4	0	4	0.0%	100.0%	6	0	3	0.0%	50.0%
2005	LDGV	3	0	3	0.0%	100.0%	8	0	6	0.0%	75.0%
2006	HDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
2006	LDGV	1	0	1	0.0%	100.0%	7	0	3	0.0%	42.9%
2007	HDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	1	0	1	0.0%	100.0%	1	0	0	0.0%	0.0%
2007	LDGV	0	0	0	-	-	2	0	1	0.0%	50.0%
2008	HDGV	0	0	0	-	-	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
2008	LDGV	2	0	1	0.0%	50.0%	5	1	3	20.0%	60.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail	# Liquid Leak Pass	% Liquid Leak Fail	% Liquid Leak Pass	Misc Emiss Initial Fails	# Misc Emiss Fail	# Misc Emiss Pass	% Misc Emiss Fail	% Misc Emiss Pass
2009	HDGV	0	0	0	-	-	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	0	0	0	-	-
2009	LDGV	0	0	0	-	-	2	0	1	0.0%	50.0%
2010	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	1	1	0	100.0%	0.0%
2010	LDGV	0	0	0	-	-	0	0	0	-	-
2011	HDGV	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
2011	LDGV	0	0	0	-	-	0	0	0	-	-
2012	HDGV	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-
2012	LDGV	0	0	0	-	-	0	0	0	-	-
2013	HDGV	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	-	-	0	0	0	-	-
2013	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2014	HDGV	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	0	0	0	-	-
2014	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		**170**	**3**	**132**	**1.8%**	**77.6%**	**322**	**28**	**222**	**8.7%**	**68.9%**

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 2013

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 89/Unknown	HDGV	491	86	17.5%	0	0	-	0	0	-	416	78	18.8%	118	7	5.9%
Pre 89/Unknown	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Pre 89/Unknown	LDDV	1	0	0.0%	0	0	-	0	0	-	0	0	-	0	0	-
Pre 89/Unknown	LDGT	2,041	333	16.3%	0	0	-	1,605	278	17.3%	214	41	19.2%	454	18	4.0%
Pre 89/Unknown	LDGV	3,211	421	13.1%	0	0	-	2,024	284	14.0%	932	130	13.9%	400	2	0.5%
1989	HDGV	159	15	9.4%	0	0	-	0	0	-	126	14	11.1%	39	1	2.6%
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	889	165	18.6%	0	0	-	768	158	20.6%	0	0	-	204	11	5.4%
1989	LDGV	1,137	202	17.8%	0	0	-	1,031	200	19.4%	0	0	-	151	3	2.0%
1990	HDGV	78	10	12.8%	0	0	-	0	0	-	59	8	13.6%	24	2	8.3%
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	634	99	15.6%	0	0	-	538	95	17.7%	0	0	-	170	4	2.4%
1990	LDGV	833	122	14.6%	0	0	-	740	118	15.9%	0	0	-	117	1	0.9%
1991	HDGV	94	7	7.4%	0	0	-	0	0	-	69	7	10.1%	37	0	0.0%
1991	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1991	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1991	LDGT	851	139	16.3%	0	0	-	705	134	19.0%	0	0	-	205	5	2.4%
1991	LDGV	1,774	287	16.2%	0	0	-	1,545	278	18.0%	0	0	-	290	9	3.1%
1992	HDGV	65	11	16.9%	0	0	-	0	0	-	40	10	25.0%	32	1	3.1%
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	666	90	13.5%	0	0	-	535	88	16.4%	0	0	-	179	3	1.7%
1992	LDGV	1,532	246	16.1%	0	0	-	1,384	241	17.4%	0	0	-	179	4	2.2%
1993	HDGV	111	14	12.6%	0	0	-	0	0	-	80	13	16.3%	36	1	2.8%
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	1,723	279	16.2%	0	0	-	1,391	275	19.8%	0	0	-	450	6	1.3%
1993	LDGV	3,117	479	15.4%	0	0	-	2,780	475	17.1%	0	0	-	392	3	0.8%
1994	HDGV	200	26	13.0%	0	0	-	0	0	-	149	25	16.8%	66	1	1.5%
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	1,620	250	15.4%	0	0	-	1,267	241	19.0%	0	0	-	432	9	2.1%
1994	LDGV	2,036	297	14.6%	0	0	-	1,782	292	16.4%	0	0	-	308	4	1.3%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2013

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
1995	HDGV	331	41	12.4%	0	0	-	0	0	-	233	41	17.6%	111	0	0.0%
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	3,231	557	17.2%	0	0	-	2,719	540	19.9%	0	0	-	648	16	2.5%
1995	LDGV	4,614	709	15.4%	0	0	-	3,977	690	17.3%	0	0	-	712	13	1.8%
1996	HDGV	233	35	15.0%	0	0	-	0	0	-	157	29	18.5%	78	6	7.7%
1996	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDGT	2,828	294	10.4%	2,369	280	11.8%	0	0	-	0	0	-	605	9	1.5%
1996	LDGV	4,262	452	10.6%	3,862	438	11.3%	1	0	0.0%	0	0	-	474	11	2.3%
1997	HDGV	422	29	6.9%	0	0	-	0	0	-	254	25	9.8%	187	4	2.1%
1997	LDDT	4	0	0.0%	4	0	0.0%	0	0	-	0	0	-	0	0	-
1997	LDDV	14	1	7.1%	14	1	7.1%	0	0	-	0	0	-	0	0	-
1997	LDGT	5,592	609	10.9%	4,817	588	12.2%	0	0	-	0	0	-	1,068	24	2.2%
1997	LDGV	8,202	965	11.8%	7,336	938	12.8%	1	0	0.0%	0	0	-	1,043	16	1.5%
1998	HDGV	265	31	11.7%	0	0	-	0	0	-	152	27	17.8%	124	5	4.0%
1998	LDDT	3	0	0.0%	3	0	0.0%	0	0	-	0	0	-	0	0	-
1998	LDDV	20	1	5.0%	20	1	5.0%	0	0	-	0	0	-	0	0	-
1998	LDGT	5,293	637	12.0%	4,622	620	13.4%	0	0	-	0	0	-	920	17	1.8%
1998	LDGV	7,461	869	11.6%	6,784	832	12.3%	0	0	-	0	0	-	875	21	2.4%
1999	HDGV	510	55	10.8%	0	0	-	0	0	-	293	48	16.4%	228	7	3.1%
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	25	2	8.0%	25	2	8.0%	0	0	-	0	0	-	0	0	-
1999	LDGT	6,960	726	10.4%	5,814	704	12.1%	0	0	-	0	0	-	1,410	20	1.4%
1999	LDGV	11,380	1,233	10.8%	10,106	1,188	11.8%	0	0	-	0	0	-	1,548	31	2.0%
2000	HDGV	536	42	7.8%	0	0	-	0	0	-	299	33	11.0%	256	10	3.9%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	17	0	0.0%	17	0	0.0%	0	0	-	0	0	-	0	0	-
2000	LDGT	7,182	744	10.4%	5,994	700	11.7%	0	0	-	0	0	-	1,469	31	2.1%
2000	LDGV	11,187	1,237	11.1%	10,112	1,203	11.9%	0	0	-	0	0	-	1,365	29	2.1%
2001	HDGV	236	29	12.3%	0	0	-	0	0	-	226	27	11.9%	0	0	-
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	23	3	13.0%	23	3	13.0%	0	0	-	0	0	-	0	0	-
2001	LDGT	11,767	1,926	16.4%	11,715	1,917	16.4%	0	0	-	0	0	-	2	1	50.0%
2001	LDGV	14,750	2,326	15.8%	14,660	2,319	15.8%	1	0	0.0%	0	0	-	6	0	0.0%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2013

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
2002	HDGV	208	21	10.1%	0	0	-	0	0	-	198	20	10.1%	0	0	-
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	22	2	9.1%	22	2	9.1%	0	0	-	0	0	-	0	0	-
2002	LDGT	8,617	1,334	15.5%	8,588	1,329	15.5%	0	0	-	0	0	-	1	0	0.0%
2002	LDGV	10,556	1,486	14.1%	10,485	1,474	14.1%	1	0	0.0%	0	0	-	4	0	0.0%
2003	HDGV	220	16	7.3%	0	0	-	0	0	-	216	14	6.5%	0	0	-
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	23	2	8.7%	23	2	8.7%	0	0	-	0	0	-	0	0	-
2003	LDGT	11,330	1,503	13.3%	11,288	1,496	13.3%	0	0	-	0	0	-	0	0	-
2003	LDGV	11,819	1,686	14.3%	11,750	1,672	14.2%	1	1	100.0%	0	0	-	0	0	-
2004	HDGV	126	15	11.9%	0	0	-	0	0	-	122	15	12.3%	0	0	-
2004	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDDV	14	1	7.1%	14	1	7.1%	0	0	-	0	0	-	0	0	-
2004	LDGT	6,698	857	12.8%	6,670	853	12.8%	0	0	-	0	0	-	0	0	-
2004	LDGV	6,630	948	14.3%	6,572	938	14.3%	0	0	-	0	0	-	0	0	-
2005	HDGV	76	10	13.2%	0	0	-	0	0	-	73	10	13.7%	0	0	-
2005	LDDT	12	2	16.7%	12	2	16.7%	0	0	-	0	0	-	0	0	-
2005	LDDV	31	5	16.1%	29	5	17.2%	0	0	-	0	0	-	0	0	-
2005	LDGT	8,070	1,118	13.9%	8,047	1,114	13.8%	0	0	-	0	0	-	0	0	-
2005	LDGV	8,157	1,021	12.5%	8,097	1,012	12.5%	0	0	-	0	0	-	1	0	0.0%
2006	HDGV	88	10	11.4%	0	0	-	0	0	-	84	10	11.9%	0	0	-
2006	LDDT	10	0	0.0%	10	0	0.0%	0	0	-	0	0	-	0	0	-
2006	LDDV	19	2	10.5%	18	2	11.1%	0	0	-	0	0	-	0	0	-
2006	LDGT	4,946	663	13.4%	4,924	662	13.4%	0	0	-	0	0	-	0	0	-
2006	LDGV	6,029	733	12.2%	5,958	725	12.2%	0	0	-	0	0	-	0	0	-
2007	HDGV	25	5	20.0%	0	0	-	0	0	-	23	5	21.7%	0	0	-
2007	LDDT	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-	0	0	-
2007	LDDV	1	1	100.0%	1	1	100.0%	0	0	-	0	0	-	0	0	-
2007	LDGT	2,302	290	12.6%	2,295	289	12.6%	0	0	-	0	0	-	0	0	-
2007	LDGV	2,770	318	11.5%	2,750	314	11.4%	0	0	-	0	0	-	0	0	-
2008	HDGV	13	1	7.7%	0	0	-	0	0	-	13	1	7.7%	0	0	-
2008	LDDT	9	0	0.0%	9	0	0.0%	0	0	-	0	0	-	0	0	-
2008	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2008	LDGT	3,950	487	12.3%	3,932	486	12.4%	0	0	-	0	0	-	2	0	0.0%
2008	LDGV	4,680	585	12.5%	4,623	580	12.5%	0	0	-	0	0	-	0	0	-

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	TSI Initial Fails	# TSI Pass R2	% TSI Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2
2009	HDGV	2	0	0.0%	0	0	-	0	0	-	2	0	0.0%	0	0	-
2009	LDDT	2	0	0.0%	1	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	178	15	8.4%	178	15	8.4%	0	0	-	0	0	-	0	0	-
2009	LDGV	217	29	13.4%	215	27	12.6%	0	0	-	0	0	-	0	0	-
2010	HDGV	3	0	0.0%	0	0	-	0	0	-	2	0	0.0%	0	0	-
2010	LDDT	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-	0	0	-
2010	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDGT	100	11	11.0%	100	11	11.0%	0	0	-	0	0	-	0	0	-
2010	LDGV	92	15	16.3%	91	15	16.5%	0	0	-	0	0	-	0	0	-
2011	HDGV	3	0	0.0%	0	0	-	0	0	-	2	0	0.0%	1	0	0.0%
2011	LDDT	4	3	75.0%	4	3	75.0%	0	0	-	0	0	-	0	0	-
2011	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2011	LDGT	96	7	7.3%	95	7	7.4%	0	0	-	0	0	-	0	0	-
2011	LDGV	41	5	12.2%	41	5	12.2%	0	0	-	0	0	-	0	0	-
2012	HDGV	1	0	0.0%	0	0	-	0	0	-	1	0	0.0%	0	0	-
2012	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDGT	77	9	11.7%	77	9	11.7%	0	0	-	0	0	-	0	0	-
2012	LDGV	27	1	3.7%	27	1	3.7%	0	0	-	0	0	-	0	0	-
2013	HDGV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2013	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDGT	14	0	0.0%	14	0	0.0%	0	0	-	0	0	-	0	0	-
2013	LDGV	22	2	9.1%	21	2	9.5%	0	0	-	0	0	-	0	0	-
2014	HDGV	1	0	0.0%	0	0	-	0	0	-	1	0	0.0%	0	0	-
2014	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDGT	4	0	0.0%	4	0	0.0%	0	0	-	0	0	-	0	0	-
2014	LDGV	12	2	16.7%	12	2	16.7%	0	0	-	0	0	-	0	0	-
Totals		228,966	30,352	13.3%	185,302	24,790	13.4%	24,796	4,388	17.7%	4,436	631	14.2%	17,421	366	2.1%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2013

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 89/Unknown	HDGV	7	0	0.0%	0	0	-	0	0	-	2	0	0.0%
Pre 89/Unknown	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
Pre 89/Unknown	LDDV	0	0	-	0	0	-	1	0	0.0%	0	0	-
Pre 89/Unknown	LDGT	62	1	1.6%	0	0	-	3	0	0.0%	11	3	27.3%
Pre 89/Unknown	LDGV	78	0	0.0%	0	0	-	5	0	0.0%	10	1	10.0%
1989	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	1	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	14	0	0.0%	0	0	-	0	0	-	2	1	50.0%
1989	LDGV	16	0	0.0%	0	0	-	1	0	0.0%	2	0	0.0%
1990	HDGV	0	0	-	0	0	-	2	0	0.0%	0	0	-
1990	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1990	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1990	LDGT	10	0	0.0%	0	0	-	1	0	0.0%	0	0	-
1990	LDGV	20	2	10.0%	0	0	-	2	1	50.0%	4	1	25.0%
1991	HDGV	2	0	0.0%	0	0	-	0	0	-	1	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	9	0	0.0%	0	0	-	3	0	0.0%	2	0	0.0%
1991	LDGV	38	0	0.0%	0	0	-	2	0	0.0%	11	1	9.1%
1992	HDGV	2	0	0.0%	0	0	-	0	0	-	0	0	-
1992	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDGT	5	0	0.0%	0	0	-	0	0	-	1	0	0.0%
1992	LDGV	40	0	0.0%	0	0	-	1	0	0.0%	4	1	25.0%
1993	HDGV	1	0	0.0%	0	0	-	0	0	-	0	0	-
1993	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDGT	17	0	0.0%	0	0	-	4	0	0.0%	7	0	0.0%
1993	LDGV	59	1	1.7%	0	0	-	3	0	0.0%	9	1	11.1%
1994	HDGV	2	0	0.0%	0	0	-	0	0	-	1	0	0.0%
1994	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1994	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1994	LDGT	18	0	0.0%	0	0	-	1	0	0.0%	4	0	0.0%
1994	LDGV	61	1	1.6%	0	0	-	2	0	0.0%	6	0	0.0%

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New Jersey Enhanced Inspection and Maintenance Program
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Year 2013

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1995	HDGV	4	0	0.0%	0	0	-	1	0	0.0%	2	0	0.0%
1995	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDGT	25	1	4.0%	0	0	-	1	0	0.0%	14	2	14.3%
1995	LDGV	58	2	3.4%	0	0	-	0	0	-	17	2	11.8%
1996	HDGV	1	0	0.0%	0	0	-	2	0	0.0%	1	0	0.0%
1996	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDGT	12	0	0.0%	22	1	4.5%	2	0	0.0%	4	0	0.0%
1996	LDGV	63	1	1.6%	58	3	5.2%	4	0	0.0%	7	0	0.0%
1997	HDGV	5	0	0.0%	0	0	-	0	0	-	2	0	0.0%
1997	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDGT	9	0	0.0%	42	0	0.0%	8	0	0.0%	2	0	0.0%
1997	LDGV	90	2	2.2%	79	3	3.8%	6	0	0.0%	11	1	9.1%
1998	HDGV	0	0	-	0	0	-	1	0	0.0%	1	0	0.0%
1998	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDGT	15	0	0.0%	27	1	3.7%	4	0	0.0%	11	0	0.0%
1998	LDGV	89	7	7.9%	69	2	2.9%	5	0	0.0%	6	0	0.0%
1999	HDGV	2	0	0.0%	0	0	-	1	0	0.0%	3	0	0.0%
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDGT	13	0	0.0%	59	2	3.4%	10	0	0.0%	8	0	0.0%
1999	LDGV	81	1	1.2%	115	8	7.0%	4	0	0.0%	17	0	0.0%
2000	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	0	0	-
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDGT	16	1	6.3%	56	1	1.8%	9	0	0.0%	5	1	20.0%
2000	LDGV	47	1	2.1%	95	0	0.0%	6	0	0.0%	5	0	0.0%
2001	HDGV	2	0	0.0%	0	0	-	4	0	0.0%	5	0	0.0%
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDGT	16	0	0.0%	75	3	4.0%	8	0	0.0%	12	1	8.3%
2001	LDGV	35	2	5.7%	101	1	1.0%	10	0	0.0%	11	1	9.1%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2013

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
2002	HDGV	3	0	0.0%	0	0	-	7	1	14.3%	2	1	50.0%
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDGT	10	0	0.0%	34	0	0.0%	4	0	0.0%	8	0	0.0%
2002	LDGV	70	1	1.4%	54	2	3.7%	4	0	0.0%	11	0	0.0%
2003	HDGV	2	0	0.0%	0	0	-	1	0	0.0%	1	1	100.0%
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDGT	11	0	0.0%	43	3	7.0%	8	0	0.0%	8	1	12.5%
2003	LDGV	67	2	3.0%	55	2	3.6%	2	0	0.0%	7	2	28.6%
2004	HDGV	0	0	-	0	0	-	2	0	0.0%	2	0	0.0%
2004	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDDV	0	0	-	0	0	-	0	0	-	1	0	0.0%
2004	LDGT	7	0	0.0%	36	3	8.3%	2	0	0.0%	6	1	16.7%
2004	LDGV	53	0	0.0%	43	2	4.7%	0	0	-	8	1	12.5%
2005	HDGV	0	0	-	0	0	-	2	0	0.0%	1	0	0.0%
2005	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDDV	0	0	-	3	0	0.0%	0	0	-	0	0	-
2005	LDGT	3	0	0.0%	25	2	8.0%	4	0	0.0%	6	0	0.0%
2005	LDGV	55	2	3.6%	30	1	3.3%	3	0	0.0%	8	0	0.0%
2006	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	2	0	0.0%
2006	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2006	LDDV	0	0	-	1	0	0.0%	0	0	-	1	0	0.0%
2006	LDGT	4	0	0.0%	21	1	4.8%	2	0	0.0%	4	0	0.0%
2006	LDGV	45	2	4.4%	42	5	11.9%	1	0	0.0%	7	0	0.0%
2007	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	1	0	0.0%
2007	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDGT	3	0	0.0%	5	0	0.0%	1	0	0.0%	1	0	0.0%
2007	LDGV	15	0	0.0%	15	2	13.3%	0	0	-	2	0	0.0%
2008	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGT	4	0	0.0%	9	0	0.0%	2	0	0.0%	4	0	0.0%
2008	LDGV	45	1	2.2%	26	0	0.0%	2	0	0.0%	5	1	20.0%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
2009	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDDT	1	0	0.0%	0	0	-	0	0	-	0	0	-
2009	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDGT	1	0	0.0%	0	0	-	0	0	-	0	0	-
2009	LDGV	0	0	-	3	2	66.7%	0	0	-	2	0	0.0%
2010	HDGV	0	0	-	0	0	-	1	0	0.0%	0	0	-
2010	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDGT	0	0	-	0	0	-	0	0	-	1	0	0.0%
2010	LDGV	1	0	0.0%	0	0	-	0	0	-	0	0	-
2011	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDGT	0	0	-	0	0	-	0	0	-	1	0	0.0%
2011	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2012	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2013	HDGV	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	-	0	0	-
2013	LDGV	1	0	0.0%	1	0	0.0%	1	0	0.0%	0	0	-
2014	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
Totals		**1,449**	**31**	**2.1%**	**1,244**	**50**	**4.0%**	**170**	**2**	**1.2%**	**322**	**25**	**7.8%**

R2 = 2nd or Subsequent Retest

APPENDIX I -
PART I

VEHICLES WITH
NO KNOWN
FINAL OUTCOME
BY TEST TYPE

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2012

Model Yr	Veh Type	2012 Overall Initial Insps	2012 Overall Initial Fails	Dropped From Inspection [1]	Late Pass 2013 [2]	Dropped From Fleet [3]	Overall No Known Outcome [4]	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2012 OBD Initial Insps	2012 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
Pre88/Unknown	HDGT	1,987	493	122	13	55	54	2.72%	10.95%	0	0	0	-	-
Pre88/Unknown	LDDT	16	1	0	0	0	0	0.00%	0.00%	0	0	0	-	-
Pre88/Unknown	LDDV	111	1	1	0	0	1	0.90%	100.00%	0	0	0	-	-
Pre88/Unknown	LDGT	5,859	2,390	686	67	305	314	5.36%	13.14%	1	0	0	0.00%	-
Pre88/Unknown	LDGV	12,988	3,892	1,244	145	551	548	4.22%	14.08%	17	0	0	0.00%	-
Pre88/Unknown	Unknown	141	25	3	0	1	2	1.42%	8.00%	0	0	0	-	-
1988	HDGT	805	180	47	4	19	24	2.98%	13.33%	0	0	0	-	-
1988	LDDT	2	0	0	0	0	0	0.00%	-	0	0	0	-	-
1988	LDDV	1	0	0	0	0	0	0.00%	-	0	0	0	-	-
1988	LDGT	3,270	1,097	274	42	131	101	3.09%	9.21%	0	0	0	-	-
1988	LDGV	5,287	1,299	290	36	145	109	2.06%	8.39%	0	0	0	-	-
1988	Unknown	11	1	0	0	0	0	0.00%	0.00%	0	0	0	-	-
1989	HDGT	696	164	42	4	16	22	3.16%	13.41%	0	0	0	-	-
1989	LDDT	1	0	0	0	0	0	0.00%	-	0	0	0	-	-
1989	LDDV	1	0	0	0	0	0	0.00%	-	0	0	0	-	-
1989	LDGT	2,523	974	265	43	119	103	4.08%	10.57%	0	0	0	-	-
1989	LDGV	3,636	1,013	281	34	149	98	2.70%	9.67%	0	0	0	-	-
1989	Unknown	6	1	0	0	0	0	0.00%	0.00%	0	0	0	-	-
1990	HDGT	601	121	20	6	6	8	1.33%	6.61%	0	0	0	-	-
1990	LDDT	1	0	0	0	0	0	0.00%	-	0	0	0	-	-
1990	LDDV	10	0	0	0	0	0	0.00%	-	0	0	0	-	-
1990	LDGT	3,919	1,375	278	38	134	106	2.70%	7.71%	0	0	0	-	-
1990	LDGV	9,531	2,247	540	80	285	175	1.84%	7.79%	0	0	0	-	-
1990	Unknown	2	0	0	0	0	0	0.00%	-	0	0	0	-	-
1991	HDGT	376	82	17	4	7	6	1.60%	7.32%	0	0	0	-	-
1991	LDDT	2	0	0	0	0	0	0.00%	-	0	0	0	-	-
1991	LDDV	4	0	0	0	0	0	0.00%	-	0	0	0	-	-
1991	LDGT	2,558	817	191	24	98	69	2.70%	8.45%	0	0	0	-	-
1991	LDGV	6,341	1,786	530	70	277	183	2.89%	10.25%	0	0	0	-	-
1991	Unknown	0	0	0	0	0	0	-	-	0	0	0	-	-

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2012

Model Yr	Veh Type	2012 Overall Initial Insps	2012 Overall Initial Fails	Dropped From Inspection [1]	Late Pass 2013 [2]	Dropped From Fleet [3]	Overall No Known Outcome [4]	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2012 OBD Initial Insps	2012 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
1992	HDGT	639	96	13	0	4	9	1.41%	9.38%	0	0	0	-	-
1992	LDDT	3	0	0	0	0	0	0.00%	-	0	0	0	-	-
1992	LDDV	5	0	0	0	0	0	0.00%	-	0	0	0	-	-
1992	LDGT	5,598	1,587	324	61	148	115	2.05%	7.25%	0	0	0	-	-
1992	LDGV	15,681	3,936	884	122	494	268	1.71%	6.81%	0	0	0	-	-
1992	Unknown	0	0	0	0	0	0	-	-	0	0	0	-	-
1993	HDGT	749	133	33	2	15	16	2.14%	12.03%	0	0	0	-	-
1993	LDDT	0	0	0	0	0	0	-	-	0	0	0	-	-
1993	LDDV	3	0	0	0	0	0	0.00%	-	0	0	0	-	-
1993	LDGT	5,456	1,614	389	62	187	140	2.57%	8.67%	0	0	0	-	-
1993	LDGV	11,368	3,042	884	101	490	293	2.58%	9.63%	0	0	0	-	-
1993	Unknown	2	0	0	0	0	0	0.00%	-	0	0	0	-	-
1994	HDGT	1,538	290	44	6	21	17	1.11%	5.86%	0	0	0	-	-
1994	LDDT	6	0	0	0	0	0	0.00%	-	0	0	0	-	-
1994	LDDV	1	0	0	0	0	0	0.00%	-	0	0	0	-	-
1994	LDGT	14,853	3,643	729	133	339	257	1.73%	7.05%	0	0	0	-	-
1994	LDGV	27,579	5,233	1,150	160	639	351	1.27%	6.71%	0	0	0	-	-
1994	Unknown	3	2	0	0	0	0	0.00%	0.00%	0	0	0	-	-
1995	HDGT	1,919	330	64	10	22	32	1.67%	9.70%	0	0	0	-	-
1995	LDDT	11	0	0	0	0	0	0.00%	-	0	0	0	-	-
1995	LDDV	5	0	0	0	0	0	0.00%	-	0	0	0	-	-
1995	LDGT	12,190	3,099	731	97	365	269	2.21%	8.68%	0	0	0	-	-
1995	LDGV	20,630	4,487	1,128	170	595	363	1.76%	8.09%	0	0	0	-	-
1995	Unknown	0	0	0	0	0	0	-	-	0	0	0	-	-
1996	HDGT	2,060	338	61	16	16	29	1.41%	8.58%	0	0	0	-	-
1996	LDDT	11	0	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDDV	18	0	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDGT	21,142	4,264	1,255	160	616	479	2.27%	11.23%	20,881	3,544	486	2.33%	13.71%
1996	LDGV	39,292	7,233	2,382	296	1,221	865	2.20%	11.96%	39,232	6,487	870	2.22%	13.41%
1996	Unknown	1	0	0	0	0	0	0.00%	-	0	0	0	-	-

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2012

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1997	HDGT	2,974	437	58	11	23	24	0.81%	5.49%	0	0	0	-	-
1997	LDDT	26	11	0	0	0	0	0.00%	0.00%	23	11	0	0.00%	0.00%
1997	LDDV	51	12	2	0	0	2	3.92%	16.67%	51	12	2	3.92%	16.67%
1997	LDGT	20,816	4,996	1,615	197	775	643	3.09%	12.87%	20,310	4,330	648	3.19%	14.97%
1997	LDGV	33,382	7,751	2,816	312	1,401	1,103	3.30%	14.23%	33,327	7,121	1,108	3.32%	15.56%
1997	Unknown	0	0	0	0	0	0	-	-	0	0	0	-	-
1998	HDGT	2,549	358	31	9	9	13	0.51%	3.63%	0	0	0	-	-
1998	LDDT	19	1	0	0	0	0	0.00%	0.00%	14	1	0	0.00%	0.00%
1998	LDDV	193	26	11	0	8	3	1.55%	11.54%	193	26	3	1.55%	11.54%
1998	LDGT	38,290	7,354	1,990	298	877	815	2.13%	11.08%	37,796	6,297	815	2.16%	12.94%
1998	LDGV	64,672	10,960	3,365	411	1,599	1,355	2.10%	12.36%	64,619	9,795	1,361	2.11%	13.89%
1998	Unknown	2	1	0	0	0	0	0.00%	0.00%	0	0	0	-	-
1999	HDGT	4,397	574	69	14	32	23	0.52%	4.01%	0	0	0	-	-
1999	LDDT	27	2	1	0	0	1	3.70%	50.00%	25	2	1	4.00%	50.00%
1999	LDDV	137	19	4	0	1	3	2.19%	15.79%	137	19	3	2.19%	15.79%
1999	LDGT	33,517	6,201	1,611	222	768	621	1.85%	10.01%	32,783	5,164	624	1.90%	12.08%
1999	LDGV	53,077	10,407	3,367	427	1,609	1,331	2.51%	12.79%	53,006	9,420	1,342	2.53%	14.25%
1999	Unknown	0	0	0	0	0	0	-	-	0	0	0	-	-
2000	HDGT	6,848	749	72	13	22	37	0.54%	4.94%	0	0	0	-	-
2000	LDDT	21	0	0	0	0	0	0.00%	-	16	0	0	0.00%	-
2000	LDDV	191	24	5	1	1	3	1.57%	12.50%	191	24	3	1.57%	12.50%
2000	LDGT	60,779	9,593	2,118	353	918	847	1.39%	8.83%	60,001	7,751	852	1.42%	10.99%
2000	LDGV	101,976	16,057	4,400	607	2,031	1,762	1.73%	10.97%	101,910	14,447	1,783	1.75%	12.34%
2000	Unknown	3	0	0	0	0	0	0.00%	-	0	0	0	-	-
2001	HDGT	6,134	408	57	16	18	23	0.37%	5.64%	0	0	0	-	-
2001	LDDT	21	1	0	0	0	0	0.00%	0.00%	17	1	0	0.00%	0.00%
2001	LDDV	130	27	6	0	2	4	3.08%	14.81%	130	27	5	3.85%	18.52%
2001	LDGT	47,354	9,143	2,466	438	970	1,058	2.23%	11.57%	46,328	9,047	1,063	2.29%	11.75%
2001	LDGV	67,747	12,979	4,213	640	1,824	1,749	2.58%	13.48%	67,625	12,874	1,779	2.63%	13.82%
2001	Unknown	0	0	0	0	0	0	-	-	0	0	0	-	-

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Year 2012

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2002	HDGT	7,795	395	48	12	16	20	0.26%	5.06%	0	0	0	-	-
2002	LDDT	31	1	0	0	0	0	0.00%	0.00%	24	1	0	0.00%	0.00%
2002	LDDV	309	37	9	1	6	2	0.65%	5.41%	309	37	2	0.65%	5.41%
2002	LDGT	93,970	12,335	2,602	502	999	1,101	1.17%	8.93%	93,030	12,221	1,116	1.20%	9.13%
2002	LDGV	115,343	14,746	3,831	692	1,573	1,566	1.36%	10.62%	115,269	14,632	1,589	1.38%	10.86%
2002	Unknown	0	0	0	0	0	0	-	-	0	0	0	-	-
2003	HDGT	7,718	330	31	6	12	13	0.17%	3.94%	0	0	0	-	-
2003	LDDT	21	3	2	0	1	1	4.76%	33.33%	19	3	1	5.26%	33.33%
2003	LDDV	136	12	3	0	3	0	0.00%	0.00%	136	12	0	0.00%	0.00%
2003	LDGT	58,576	7,326	1,625	358	541	726	1.24%	9.91%	57,220	7,233	737	1.29%	10.19%
2003	LDGV	78,516	9,255	2,396	486	915	995	1.27%	10.75%	78,353	9,168	1,006	1.28%	10.97%
2003	Unknown	2	0	0	0	0	0	0.00%	-	0	0	0	-	-
2004	HDGT	9,606	349	17	3	5	9	0.09%	2.58%	0	0	0	-	-
2004	LDDT	22	1	0	0	0	0	0.00%	0.00%	20	1	0	0.00%	0.00%
2004	LDDV	380	32	5	0	5	0	0.00%	0.00%	380	32	0	0.00%	0.00%
2004	LDGT	119,133	8,895	1,577	394	532	651	0.55%	7.32%	117,767	8,804	658	0.56%	7.47%
2004	LDGV	121,143	9,308	1,982	435	741	806	0.67%	8.66%	121,042	9,212	809	0.67%	8.78%
2004	Unknown	2	0	0	0	0	0	0.00%	-	0	0	0	-	-
2005	HDGT	6,982	240	14	6	2	6	0.09%	2.50%	0	0	0	-	-
2005	LDDT	65	8	4	1	0	3	4.62%	37.50%	64	7	3	4.69%	42.86%
2005	LDDV	375	15	2	0	2	0	0.00%	0.00%	375	15	0	0.00%	0.00%
2005	LDGT	63,196	4,775	868	232	285	351	0.56%	7.35%	61,740	4,709	354	0.57%	7.52%
2005	LDGV	76,686	5,608	1,150	261	384	505	0.66%	9.00%	76,380	5,544	508	0.67%	9.16%
2005	Unknown	2	0	0	0	0	0	0.00%	-	0	0	0	-	-
2006	HDGT	9,854	303	14	1	3	10	0.10%	3.30%	0	0	0	-	-
2006	LDDT	184	10	2	0	2	0	0.00%	0.00%	109	10	0	0.00%	0.00%
2006	LDDV	623	15	0	0	0	0	0.00%	0.00%	623	13	0	0.00%	0.00%
2006	LDGT	93,260	4,670	721	187	242	292	0.31%	6.25%	91,212	4,591	290	0.32%	6.32%
2006	LDGV	110,628	5,653	900	226	300	374	0.34%	6.62%	110,416	5,577	370	0.34%	6.63%
2006	Unknown	2	0	0	0	0	0	0.00%	-	0	0	0	-	-

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2012

Model Yr	Veh Type	2012 Overall Initial Insps	2012 Overall Initial Fails	Dropped From Inspection [1]	Late Pass 2013 [2]	Dropped From Fleet [3]	Overall No Known Outcome [4]	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2012 OBD Initial Insps	2012 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2007	HDGT	6,801	185	6	1	2	3	0.04%	1.62%	0	0	0	-	-
2007	LDDT	246	9	2	0	1	1	0.41%	11.11%	236	7	1	0.42%	14.29%
2007	LDDV	59	1	0	0	0	0	0.00%	0.00%	59	1	0	0.00%	0.00%
2007	LDGT	126,969	4,392	598	193	186	219	0.17%	4.99%	125,195	4,326	223	0.18%	5.15%
2007	LDGV	155,912	4,948	690	178	229	283	0.18%	5.72%	155,835	4,899	285	0.18%	5.82%
2007	Unknown	0	0	0	0	0	0	-	-	0	0	0	-	-
2008	HDGT	5,233	179	6	3	1	2	0.04%	1.12%	0	0	0	-	-
2008	LDDT	50	7	1	0	1	0	0.00%	0.00%	42	7	0	0.00%	0.00%
2008	LDDV	9	0	0	0	0	0	0.00%	-	8	0	0	0.00%	-
2008	LDGT	12,780	527	95	26	29	40	0.31%	7.59%	11,683	493	42	0.36%	8.52%
2008	LDGV	9,331	364	58	21	15	22	0.24%	6.04%	9,295	363	22	0.24%	6.06%
2008	Unknown	3	0	0	0	0	0	0.00%	-	0	0	0	-	-
2009	HDGT	1,345	49	2	0	0	2	0.15%	4.08%	0	0	0	-	-
2009	LDDT	11	0	0	0	0	0	0.00%	-	4	0	0	0.00%	-
2009	LDDV	14	1	1	0	0	1	7.14%	100.00%	11	1	1	9.09%	100.00%
2009	LDGT	2,421	82	12	3	1	8	0.33%	9.76%	1,797	65	8	0.45%	12.31%
2009	LDGV	2,438	92	17	2	9	6	0.25%	6.52%	2,414	91	7	0.29%	7.69%
2009	Unknown	2	1	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2010	HDGT	1,739	42	2	0	0	2	0.12%	4.76%	0	0	0	-	-
2010	LDDT	11	5	2	0	0	2	18.18%	40.00%	9	5	2	22.22%	40.00%
2010	LDDV	8	1	0	0	0	0	0.00%	0.00%	7	0	0	0.00%	-
2010	LDGT	2,992	82	5	2	2	1	0.03%	1.22%	2,395	63	1	0.04%	1.59%
2010	LDGV	1,275	43	4	0	0	4	0.31%	9.30%	1,263	41	3	0.24%	7.32%
2010	Unknown	5	0	0	0	0	0	0.00%	-	0	0	0	-	-
2011	HDGT	3,261	59	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2011	LDDT	18	4	2	0	1	1	5.56%	25.00%	18	2	0	0.00%	0.00%
2011	LDDV	5	0	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2011	LDGT	2,912	91	4	0	0	4	0.14%	4.40%	2,572	83	4	0.16%	4.82%
2011	LDGV	1,280	44	9	0	1	8	0.63%	18.18%	1,263	38	8	0.63%	21.05%
2011	Unknown	14	2	0	0	0	0	0.00%	0.00%	0	0	0	-	-

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New Jersey Enhanced Inspection and Maintenance Program
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Year 2012

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2012	HDGT	578	12	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2012	LDDT	16	0	0	0	0	0	0.00%	-	16	0	0	0.00%	-
2012	LDDV	5	0	0	0	0	0	0.00%	-	5	0	0	0.00%	-
2012	LDGT	697	57	21	1	3	17	2.44%	29.82%	603	51	17	2.82%	33.33%
2012	LDGV	519	19	9	1	2	6	1.16%	31.58%	515	18	6	1.17%	33.33%
2012	Unknown	38	0	0	0	0	0	0.00%	-	0	0	0	-	-
2013	HDGT	75	0	0	0	0	0	0.00%	-	0	0	0	-	-
2013	LDDT	0	0	0	0	0	0	-	-	0	0	0	-	-
2013	LDDV	1	0	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2013	LDGT	156	8	2	1	0	1	0.64%	12.50%	155	8	1	0.65%	12.50%
2013	LDGV	179	8	1	0	0	1	0.56%	12.50%	179	8	1	0.56%	12.50%
2013	Unknown	21	0	0	0	0	0	0.00%	-	0	0	0	-	-
Totals		**2,100,771**	**251,013**	**62,531**	**10,210**	**27,410**	**24,911**	**1.2%**	**9.9%**	**1,818,704**	**188,792**	**20,823**	**1.1%**	**11.0%**

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New Jersey Enhanced Inspection and Maintenance Program
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Year 2012

Model Yr	Veh Type	2012 TSI Initial Insps	2012 TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insps	TSI No Known Outcome % of Initial Fails	2012 Idle Initial Insps	2012 Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insps	Idle No Known Outcome % of Initial Fails
Pre88/Unknown	HDGT	0	0	0	-	-	1,987	442	52	2.62%	11.76%
Pre88/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre88/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre88/Unknown	LDGT	4,593	1,827	300	6.53%	16.42%	1,265	387	60	4.74%	15.50%
Pre88/Unknown	LDGV	8,566	2,380	396	4.62%	16.64%	4,405	1,283	208	4.72%	16.21%
Pre88/Unknown	Unknown	5	0	0	0.00%	-	134	24	1	0.75%	4.17%
1988	HDGT	0	0	0	-	-	805	159	23	2.86%	14.47%
1988	LDDT	0	0	0	-	-	0	0	0	-	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-
1988	LDGT	3,190	958	120	3.76%	12.53%	80	18	3	3.75%	16.67%
1988	LDGV	5,226	1,194	137	2.62%	11.47%	61	9	0	0.00%	0.00%
1988	Unknown	0	0	0	-	-	11	1	0	0.00%	0.00%
1989	HDGT	0	0	0	-	-	696	140	21	3.02%	15.00%
1989	LDDT	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-
1989	LDGT	2,411	841	125	5.18%	14.86%	112	29	3	2.68%	10.34%
1989	LDGV	3,630	951	118	3.25%	12.41%	6	1	0	0.00%	0.00%
1989	Unknown	0	0	0	-	-	6	1	0	0.00%	0.00%
1990	HDGT	0	0	0	-	-	601	96	8	1.33%	8.33%
1990	LDDT	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-
1990	LDGT	3,831	1,196	126	3.29%	10.54%	88	22	1	1.14%	4.55%
1990	LDGV	9,527	2,069	210	2.20%	10.15%	4	1	0	0.00%	0.00%
1990	Unknown	0	0	0	-	-	2	0	0	0.00%	-
1991	HDGT	0	0	0	-	-	376	60	6	1.60%	10.00%
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	2,478	692	83	3.35%	11.99%	80	20	1	1.25%	5.00%
1991	LDGV	6,330	1,641	221	3.49%	13.47%	11	0	0	0.00%	-
1991	Unknown	0	0	0	-	-	0	0	0	-	-

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1992	HDGT	0	0	0	-	-	639	70	9	1.41%	12.86%
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	5,502	1,350	136	2.47%	10.07%	96	14	2	2.08%	14.29%
1992	LDGV	15,668	3,647	313	2.00%	8.58%	13	3	0	0.00%	0.00%
1992	Unknown	0	0	0	-	-	0	0	0	-	-
1993	HDGT	0	0	0	-	-	749	100	16	2.14%	16.00%
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	5,351	1,350	165	3.08%	12.22%	105	18	2	1.90%	11.11%
1993	LDGV	11,346	2,805	348	3.07%	12.41%	22	2	0	0.00%	0.00%
1993	Unknown	0	0	0	-	-	1	0	0	0.00%	-
1994	HDGT	0	0	0	-	-	1,538	213	19	1.24%	8.92%
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	14,678	3,081	294	2.00%	9.54%	175	33	4	2.29%	12.12%
1994	LDGV	27,556	4,702	420	1.52%	8.93%	23	4	0	0.00%	0.00%
1994	Unknown	1	1	0	0.00%	0.00%	0	0	0	-	-
1995	HDGT	0	0	0	-	-	1,919	241	29	1.51%	12.03%
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	11,908	2,704	324	2.72%	11.98%	282	44	5	1.77%	11.36%
1995	LDGV	20,602	3,996	436	2.12%	10.91%	28	4	1	3.57%	25.00%
1995	Unknown	0	0	0	-	-	0	0	0	-	-
1996	HDGT	0	0	0	-	-	2,060	245	27	1.31%	11.02%
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	5	0	0	0.00%	-	256	34	1	0.39%	2.94%
1996	LDGV	13	3	0	0.00%	0.00%	47	6	0	0.00%	0.00%
1996	Unknown	0	0	0	-	-	0	0	0	-	-

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1997	HDGT	0	0	0	-	-	2,974	283	22	0.74%	7.77%
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	3	0	0	0.00%	-	503	53	4	0.80%	7.55%
1997	LDGV	3	1	1	33.33%	100.00%	52	2	0	0.00%	0.00%
1997	Unknown	0	0	0	-	-	0	0	0	-	-
1998	HDGT	0	0	0	-	-	2,549	238	13	0.51%	5.46%
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-
1998	LDGT	1	0	0	0.00%	-	493	37	1	0.20%	2.70%
1998	LDGV	1	1	1	100.00%	100.00%	52	8	0	0.00%	0.00%
1998	Unknown	0	0	0	-	-	1	0	0	0.00%	-
1999	HDGT	0	0	0	-	-	4,397	421	21	0.48%	4.99%
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	2	0	0	0.00%	-	732	80	3	0.41%	3.75%
1999	LDGV	1	0	0	0.00%	-	70	8	0	0.00%	0.00%
1999	Unknown	0	0	0	-	-	0	0	0	-	-
2000	HDGT	0	0	0	-	-	6,848	467	28	0.41%	6.00%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	3	0	0	0.00%	-	775	51	1	0.13%	1.96%
2000	LDGV	2	1	0	0.00%	0.00%	64	8	0	0.00%	0.00%
2000	Unknown	0	0	0	-	-	1	0	0	0.00%	-
2001	HDGT	0	0	0	-	-	6,134	397	22	0.36%	5.54%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	1,026	57	3	0.29%	5.26%
2001	LDGV	3	0	0	0.00%	-	119	10	1	0.84%	10.00%
2001	Unknown	0	0	0	-	-	0	0	0	-	-

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2002	HDGT	0	0	0	-	-	7,795	390	20	0.26%	5.13%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	1	0	0	0.00%	-	939	59	3	0.32%	5.08%
2002	LDGV	1	0	0	0.00%	-	73	3	0	0.00%	0.00%
2002	Unknown	0	0	0	-	-	0	0	0	-	-
2003	HDGT	0	0	0	-	-	7,718	327	13	0.17%	3.98%
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	2	0	0	0.00%	-	1,354	63	6	0.44%	9.52%
2003	LDGV	2	0	0	0.00%	-	161	10	0	0.00%	0.00%
2003	Unknown	0	0	0	-	-	0	0	0	-	-
2004	HDGT	0	0	0	-	-	9,606	344	9	0.09%	2.62%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	1,366	49	2	0.15%	4.08%
2004	LDGV	2	2	1	50.00%	50.00%	99	6	1	1.01%	16.67%
2004	Unknown	0	0	0	-	-	0	0	0	-	-
2005	HDGT	0	0	0	-	-	6,982	235	6	0.09%	2.55%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	1	0	0	0.00%	-	1,455	43	0	0.00%	0.00%
2005	LDGV	2	0	0	0.00%	-	304	11	0	0.00%	0.00%
2005	Unknown	0	0	0	-	-	1	0	0	0.00%	-
2006	HDGT	0	0	0	-	-	9,854	297	10	0.10%	3.37%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	0	0	0	-	-	2,048	55	4	0.20%	7.27%
2006	LDGV	1	1	0	0.00%	0.00%	211	5	1	0.47%	20.00%
2006	Unknown	0	0	0	-	-	0	0	0	-	-

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2007	HDGT	0	0	0	-	-	6,801	185	4	0.06%	2.16%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	1,774	40	0	0.00%	0.00%
2007	LDGV	1	0	0	0.00%	-	76	8	0	0.00%	0.00%
2007	Unknown	0	0	0	-	-	0	0	0	-	-
2008	HDGT	0	0	0	-	-	5,233	177	1	0.02%	0.56%
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	1,097	31	0	0.00%	0.00%
2008	LDGV	0	0	0	-	-	36	0	0	0.00%	-
2008	Unknown	0	0	0	-	-	1	0	0	0.00%	-
2009	HDGT	0	0	0	-	-	1,345	46	2	0.15%	4.35%
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	2	2	0	0.00%	0.00%	622	13	0	0.00%	0.00%
2009	LDGV	0	0	0	-	-	24	1	0	0.00%	0.00%
2009	Unknown	0	0	0	-	-	1	1	0	0.00%	0.00%
2010	HDGT	0	0	0	-	-	1,739	40	2	0.12%	5.00%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	597	18	0	0.00%	0.00%
2010	LDGV	0	0	0	-	-	12	0	0	0.00%	-
2010	Unknown	0	0	0	-	-	5	0	0	0.00%	-
2011	HDGT	0	0	0	-	-	3,261	59	0	0.00%	0.00%
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	11	3	0	0.00%	0.00%	329	5	0	0.00%	0.00%
2011	LDGV	8	4	0	0.00%	0.00%	9	1	0	0.00%	0.00%
2011	Unknown	0	0	0	-	-	13	2	0	0.00%	0.00%

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Model Yr	Veh Type	2012 TSI Initial Insps	2012 TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insps	TSI No Known Outcome % of Initial Fails	2012 Idle Initial Insps	2012 Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insps	Idle No Known Outcome % of Initial Fails
2012	HDGT	0	0	0	-	-	578	11	0	0.00%	0.00%
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	6	2	0	0.00%	0.00%	88	4	0	0.00%	0.00%
2012	LDGV	3	1	0	0.00%	0.00%	1	0	0	0.00%	-
2012	Unknown	0	0	0	-	-	34	0	0	0.00%	-
2013	HDGT	0	0	0	-	-	75	0	0	0.00%	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	1	0	0	0.00%	-
2013	LDGV	0	0	0	-	-	0	0	0	-	-
2013	Unknown	0	0	0	-	-	21	0	0	0.00%	-
Totals		**162,479**	**37,406**	**4,275**	**2.6%**	**11.4%**	**119,212**	**8,383**	**705**	**0.6%**	**8.4%**

New Jersey Enhanced Inspection and Maintenance Program
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Model Yr	Veh Type	2012 Gas Cap Initial Insps	2012 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	2012 Cat Conv Initial Insps	2012 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	2012 Smoke Initial Insps	2012 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails
Pre88/Unknown	HDGT	1,771	117	8	0.45%	6.84%	727	12	1	0.14%	8.33%	1,987	45	23	1.16%	51.11%
Pre88/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	16	0	0	0.00%	-
Pre88/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	111	1	1	0.90%	100.00%
Pre88/Unknown	LDGT	5,578	531	48	0.86%	9.04%	5,124	74	13	0.25%	17.57%	5,859	301	142	2.42%	47.18%
Pre88/Unknown	LDGV	11,061	516	39	0.35%	7.56%	10,192	102	26	0.26%	25.49%	12,988	506	226	1.74%	44.66%
Pre88/Unknown	Unknown	86	1	1	1.16%	100.00%	68	0	0	0.00%	-	141	0	0	0.00%	-
1988	HDGT	725	43	4	0.55%	9.30%	391	3	1	0.26%	33.33%	805	19	12	1.49%	63.16%
1988	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
1988	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
1988	LDGT	3,254	265	16	0.49%	6.04%	3,144	19	2	0.06%	10.53%	3,270	143	66	2.02%	46.15%
1988	LDGV	5,262	178	5	0.10%	2.81%	5,132	16	5	0.10%	31.25%	5,287	203	96	1.82%	47.29%
1988	Unknown	6	0	0	0.00%	-	9	0	0	0.00%	-	11	0	0	0.00%	-
1989	HDGT	658	42	7	1.06%	16.67%	356	1	1	0.28%	100.00%	696	16	9	1.29%	56.25%
1989	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
1989	LDGT	2,502	234	17	0.68%	7.26%	2,375	18	4	0.17%	22.22%	2,523	144	60	2.38%	41.67%
1989	LDGV	3,592	130	7	0.19%	5.38%	3,464	16	2	0.06%	12.50%	3,636	208	92	2.53%	44.23%
1989	Unknown	5	0	0	0.00%	-	6	0	0	0.00%	-	6	0	0	0.00%	-
1990	HDGT	563	37	1	0.18%	2.70%	323	0	0	0.00%	-	601	11	9	1.50%	81.82%
1990	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-	10	0	0	0.00%	-
1990	LDGT	3,905	334	12	0.31%	3.59%	3,755	11	1	0.03%	9.09%	3,919	181	99	2.53%	54.70%
1990	LDGV	9,489	296	14	0.15%	4.73%	9,192	31	6	0.07%	19.35%	9,531	402	207	2.17%	51.49%
1990	Unknown	1	0	0	0.00%	-	1	0	0	0.00%	-	2	0	0	0.00%	-
1991	HDGT	367	32	1	0.27%	3.13%	197	2	0	0.00%	0.00%	376	12	7	1.86%	58.33%
1991	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-	4	0	0	0.00%	-
1991	LDGT	2,549	188	10	0.39%	5.32%	2,403	13	1	0.04%	7.69%	2,558	152	63	2.46%	41.45%
1991	LDGV	6,274	251	7	0.11%	2.79%	6,080	37	3	0.05%	8.11%	6,341	341	150	2.37%	43.99%
1991	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

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Model Yr	Veh Type	2012 Gas Cap Initial Insps	2012 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	2012 Cat Conv Initial Insps	2012 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	2012 Smoke Initial Insps	2012 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails
1992	HDGT	628	33	1	0.16%	3.03%	425	3	0	0.00%	0.00%	639	10	7	1.10%	70.00%
1992	LDDT	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
1992	LDGT	5,577	367	11	0.20%	3.00%	5,382	15	0	0.00%	0.00%	5,598	247	122	2.18%	49.39%
1992	LDGV	15,623	473	15	0.10%	3.17%	15,097	71	7	0.05%	9.86%	15,681	782	343	2.19%	43.86%
1992	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	HDGT	739	53	5	0.68%	9.43%	424	4	0	0.00%	0.00%	749	15	8	1.07%	53.33%
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
1993	LDGT	5,427	355	12	0.22%	3.38%	5,214	26	3	0.06%	11.54%	5,456	263	112	2.05%	42.59%
1993	LDGV	11,279	386	16	0.14%	4.15%	10,903	69	6	0.06%	8.70%	11,368	613	256	2.25%	41.76%
1993	Unknown	0	0	0	-	-	1	0	0	0.00%	-	2	0	0	0.00%	-
1994	HDGT	1,522	99	2	0.13%	2.02%	984	6	1	0.10%	16.67%	1,538	26	11	0.72%	42.31%
1994	LDDT	0	0	0	-	-	0	0	0	-	-	6	0	0	0.00%	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
1994	LDGT	14,813	771	22	0.15%	2.85%	14,446	39	4	0.03%	10.26%	14,853	488	233	1.57%	47.75%
1994	LDGV	27,506	751	15	0.05%	2.00%	26,662	84	13	0.05%	15.48%	27,579	1,172	554	2.01%	47.27%
1994	Unknown	1	0	0	0.00%	-	1	0	0	0.00%	-	3	1	1	33.33%	100.00%
1995	HDGT	1,886	106	3	0.16%	2.83%	1,291	5	3	0.23%	60.00%	1,919	32	14	0.73%	43.75%
1995	LDDT	0	0	0	-	-	0	0	0	-	-	11	0	0	0.00%	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
1995	LDGT	12,128	551	20	0.16%	3.63%	11,790	38	2	0.02%	5.26%	12,190	415	213	1.75%	51.33%
1995	LDGV	20,461	707	17	0.08%	2.40%	20,003	97	17	0.08%	17.53%	20,630	838	373	1.81%	44.51%
1995	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGT	2,045	117	6	0.29%	5.13%	1,559	1	1	0.06%	100.00%	2,060	21	14	0.68%	66.67%
1996	LDDT	0	0	0	-	-	0	0	0	-	-	11	0	0	0.00%	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	18	0	0	0.00%	-
1996	LDGT	21,094	951	41	0.19%	4.31%	21,060	20	3	0.01%	15.00%	21,142	89	33	0.16%	37.08%
1996	LDGV	39,134	945	34	0.09%	3.60%	39,177	86	16	0.04%	18.60%	39,292	236	89	0.23%	37.71%
1996	Unknown	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-

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1997	HDGT	2,930	193	4	0.14%	2.07%	2,071	5	0	0.00%	0.00%	2,974	33	17	0.57%	51.52%
1997	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-	26	0	0	0.00%	-
1997	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-	51	0	0	0.00%	-
1997	LDGT	20,727	919	42	0.20%	4.57%	20,665	20	6	0.03%	30.00%	20,816	89	37	0.18%	41.57%
1997	LDGV	33,118	864	30	0.09%	3.47%	33,284	84	17	0.05%	20.24%	33,382	193	67	0.20%	34.72%
1997	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	HDGT	2,527	140	0	0.00%	0.00%	1,877	0	0	0.00%	-	2,549	23	11	0.43%	47.83%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	19	0	0	0.00%	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	193	0	0	0.00%	-
1998	LDGT	38,202	1,355	45	0.12%	3.32%	38,163	26	2	0.01%	7.69%	38,290	145	60	0.16%	41.38%
1998	LDGV	64,367	1,476	36	0.06%	2.44%	64,545	94	21	0.03%	22.34%	64,672	246	91	0.14%	36.99%
1998	Unknown	1	1	0	0.00%	0.00%	0	0	0	-	-	2	0	0	0.00%	-
1999	HDGT	4,351	178	7	0.16%	3.93%	3,025	7	0	0.00%	0.00%	4,397	52	20	0.45%	38.46%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	27	0	0	0.00%	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	137	1	1	0.73%	100.00%
1999	LDGT	33,437	1,269	37	0.11%	2.92%	33,288	24	1	0.00%	4.17%	33,517	147	57	0.17%	38.78%
1999	LDGV	52,723	1,331	57	0.11%	4.28%	52,966	74	14	0.03%	18.92%	53,077	254	78	0.15%	30.71%
1999	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	HDGT	6,782	334	11	0.16%	3.29%	5,117	11	0	0.00%	0.00%	6,848	46	16	0.23%	34.78%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	21	0	0	0.00%	-
2000	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-	191	0	0	0.00%	-
2000	LDGT	60,686	2,226	45	0.07%	2.02%	60,575	29	2	0.00%	6.90%	60,779	177	69	0.11%	38.98%
2000	LDGV	101,565	2,117	75	0.07%	3.54%	101,824	89	5	0.00%	5.62%	101,976	353	141	0.14%	39.94%
2000	Unknown	1	0	0	0.00%	-	0	0	0	-	-	3	0	0	0.00%	-
2001	HDGT	80	7	0	0.00%	0.00%	4,842	9	1	0.02%	11.11%	6,134	46	16	0.26%	34.78%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	21	0	0	0.00%	-
2001	LDDV	0	0	0	-	-	1	0	0	0.00%	-	130	0	0	0.00%	-
2001	LDGT	18	0	0	0.00%	-	47,155	23	1	0.00%	4.35%	47,354	133	56	0.12%	42.11%
2001	LDGV	30	1	0	0.00%	0.00%	67,622	36	0	0.00%	0.00%	67,747	244	87	0.13%	35.66%
2001	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

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Model Yr	Veh Type	2012 Gas Cap Initial Insps	2012 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	2012 Cat Conv Initial Insps	2012 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	2012 Smoke Initial Insps	2012 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails
2002	HDGT	10	1	0	0.00%	0.00%	6,202	13	0	0.00%	0.00%	7,795	53	21	0.27%	39.62%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	31	0	0	0.00%	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	309	0	0	0.00%	-
2002	LDGT	4	0	0	0.00%	-	93,799	25	1	0.00%	4.00%	93,970	178	89	0.09%	50.00%
2002	LDGV	11	0	0	0.00%	-	115,223	91	9	0.01%	9.89%	115,343	249	95	0.08%	38.15%
2002	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	HDGT	0	0	0	-	-	6,017	10	1	0.02%	10.00%	7,718	47	18	0.23%	38.30%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	21	1	1	4.76%	100.00%
2003	LDDV	0	0	0	-	-	0	0	0	-	-	136	0	0	0.00%	-
2003	LDGT	0	0	0	-	-	58,361	19	0	0.00%	0.00%	58,576	97	37	0.06%	38.14%
2003	LDGV	4	0	0	0.00%	-	78,423	66	10	0.01%	15.15%	78,516	143	58	0.07%	40.56%
2003	Unknown	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
2004	HDGT	0	0	0	-	-	7,556	7	0	0.00%	0.00%	9,606	49	19	0.20%	38.78%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	22	1	1	4.55%	100.00%
2004	LDDV	0	0	0	-	-	2	0	0	0.00%	-	380	0	0	0.00%	-
2004	LDGT	2	0	0	0.00%	-	118,987	32	1	0.00%	3.13%	119,133	115	61	0.05%	53.04%
2004	LDGV	6	1	0	0.00%	0.00%	121,033	63	8	0.01%	12.70%	121,143	170	90	0.07%	52.94%
2004	Unknown	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
2005	HDGT	1	0	0	0.00%	-	5,049	6	0	0.00%	0.00%	6,982	45	11	0.16%	24.44%
2005	LDDT	0	0	0	-	-	1	0	0	0.00%	-	65	1	0	0.00%	0.00%
2005	LDDV	0	0	0	-	-	1	0	0	0.00%	-	375	0	0	0.00%	-
2005	LDGT	1	0	0	0.00%	-	63,033	15	0	0.00%	0.00%	63,196	69	28	0.04%	40.58%
2005	LDGV	0	0	0	-	-	76,608	56	6	0.01%	10.71%	76,686	106	54	0.07%	50.94%
2005	Unknown	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
2006	HDGT	2	1	0	0.00%	0.00%	7,575	13	1	0.01%	7.69%	9,854	43	14	0.14%	32.56%
2006	LDDT	0	0	0	-	-	1	0	0	0.00%	-	184	0	0	0.00%	-
2006	LDDV	0	0	0	-	-	2	0	0	0.00%	-	623	3	1	0.16%	33.33%
2006	LDGT	0	0	0	-	-	93,150	26	0	0.00%	0.00%	93,260	102	53	0.06%	51.96%
2006	LDGV	3	1	0	0.00%	0.00%	110,566	57	6	0.01%	10.53%	110,628	111	48	0.04%	43.24%
2006	Unknown	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-

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Model Yr	Veh Type	2012 Gas Cap Initial Insps	2012 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	2012 Cat Conv Initial Insps	2012 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	2012 Smoke Initial Insps	2012 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails
2007	HDGT	0	0	0	-	-	5,198	1	0	0.00%	0.00%	6,801	17	3	0.04%	17.65%
2007	LDDT	0	0	0	-	-	245	2	0	0.00%	0.00%	246	0	0	0.00%	-
2007	LDDV	0	0	0	-	-	59	0	0	0.00%	-	59	0	0	0.00%	-
2007	LDGT	0	0	0	-	-	126,887	38	0	0.00%	0.00%	126,969	88	58	0.05%	65.91%
2007	LDGV	1	0	0	0.00%	-	155,836	49	4	0.00%	8.16%	155,912	99	60	0.04%	60.61%
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGT	0	0	0	-	-	3,508	2	0	0.00%	0.00%	5,233	16	2	0.04%	12.50%
2008	LDDT	0	0	0	-	-	50	1	0	0.00%	0.00%	50	1	1	2.00%	100.00%
2008	LDDV	0	0	0	-	-	9	0	0	0.00%	-	9	0	0	0.00%	-
2008	LDGT	2	0	0	0.00%	-	12,749	9	0	0.00%	0.00%	12,780	16	4	0.03%	25.00%
2008	LDGV	2	0	0	0.00%	-	9,320	6	0	0.00%	0.00%	9,331	11	6	0.06%	54.55%
2008	Unknown	0	0	0	-	-	3	0	0	0.00%	-	3	0	0	0.00%	-
2009	HDGT	0	0	0	-	-	825	2	0	0.00%	0.00%	1,345	10	1	0.07%	10.00%
2009	LDDT	0	0	0	-	-	11	0	0	0.00%	-	11	0	0	0.00%	-
2009	LDDV	0	0	0	-	-	14	0	0	0.00%	-	14	0	0	0.00%	-
2009	LDGT	2	0	0	0.00%	-	2,402	0	0	0.00%	-	2,421	5	2	0.08%	40.00%
2009	LDGV	0	0	0	-	-	2,436	0	0	0.00%	-	2,438	1	1	0.04%	100.00%
2009	Unknown	0	0	0	-	-	2	1	0	0.00%	0.00%	2	1	0	0.00%	0.00%
2010	HDGT	0	0	0	-	-	1,160	2	0	0.00%	0.00%	1,739	7	0	0.00%	0.00%
2010	LDDT	0	0	0	-	-	11	0	0	0.00%	-	11	0	0	0.00%	-
2010	LDDV	0	0	0	-	-	8	1	0	0.00%	0.00%	8	0	0	0.00%	-
2010	LDGT	0	0	0	-	-	2,984	2	0	0.00%	0.00%	2,992	7	1	0.03%	14.29%
2010	LDGV	1	0	0	0.00%	-	1,269	2	1	0.08%	50.00%	1,275	2	0	0.00%	0.00%
2010	Unknown	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
2011	HDGT	42	3	0	0.00%	0.00%	2,189	1	0	0.00%	0.00%	3,261	8	0	0.00%	0.00%
2011	LDDT	0	0	0	-	-	18	2	1	5.56%	50.00%	18	0	0	0.00%	-
2011	LDDV	0	0	0	-	-	4	0	0	0.00%	-	5	0	0	0.00%	-
2011	LDGT	13	1	0	0.00%	0.00%	2,896	3	0	0.00%	0.00%	2,912	4	0	0.00%	0.00%
2011	LDGV	7	3	0	0.00%	0.00%	1,275	1	0	0.00%	0.00%	1,280	2	0	0.00%	0.00%
2011	Unknown	0	0	0	-	-	10	0	0	0.00%	-	14	0	0	0.00%	-

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Model Yr	Veh Type	2012 Gas Cap Initial Insps	2012 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	2012 Cat Conv Initial Insps	2012 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	2012 Smoke Initial Insps	2012 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails
2012	HDGT	13	0	0	0.00%	-	224	0	0	0.00%	-	578	0	0	0.00%	-
2012	LDDT	0	0	0	-	-	16	0	0	0.00%	-	16	0	0	0.00%	-
2012	LDDV	0	0	0	-	-	5	0	0	0.00%	-	5	0	0	0.00%	-
2012	LDGT	6	2	0	0.00%	0.00%	673	2	0	0.00%	0.00%	697	4	0	0.00%	0.00%
2012	LDGV	2	1	0	0.00%	0.00%	518	0	0	0.00%	-	519	0	0	0.00%	-
2012	Unknown	0	0	0	-	-	34	0	0	0.00%	-	38	0	0	0.00%	-
2013	HDGT	0	0	0	-	-	11	0	0	0.00%	-	75	0	0	0.00%	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	1	0	0	0.00%	-	1	0	0	0.00%	-
2013	LDGT	0	0	0	-	-	156	0	0	0.00%	-	156	0	0	0.00%	-
2013	LDGV	0	0	0	-	-	179	0	0	0.00%	-	179	0	0	0.00%	-
2013	Unknown	0	0	0	-	-	21	0	0	0.00%	-	21	0	0	0.00%	-
Totals		**659,194**	**22,285**	**806**	**0.1%**	**3.6%**	**2,059,186**	**2,076**	**261**	**0.01%**	**12.6%**	**2,100,771**	**11,997**	**5,307**	**0.25%**	**44.2%**

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Model Yr	Veh Type	2012 Liquid Leak Initial Insps	2012 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	2012 Misc Emissions Initial Insps	2012 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
Pre88/Unknown	HDGT	1,987	41	2	0.10%	4.88%	1,987	41	3	0.15%	7.32%
Pre88/Unknown	LDDT	16	0	0	0.00%	-	16	1	0	0.00%	0.00%
Pre88/Unknown	LDDV	111	0	0	0.00%	-	111	0	0	0.00%	-
Pre88/Unknown	LDGT	5,859	250	37	0.63%	14.80%	5,859	246	36	0.61%	14.63%
Pre88/Unknown	LDGV	12,988	398	53	0.41%	13.32%	12,988	388	54	0.42%	13.92%
Pre88/Unknown	Unknown	141	0	0	0.00%	-	141	0	0	0.00%	-
1988	HDGT	805	17	1	0.12%	5.88%	805	17	1	0.12%	5.88%
1988	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
1988	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-
1988	LDGT	3,270	114	5	0.15%	4.39%	3,270	111	6	0.18%	5.41%
1988	LDGV	5,287	166	10	0.19%	6.02%	5,287	163	8	0.15%	4.91%
1988	Unknown	11	0	0	0.00%	-	11	0	0	0.00%	-
1989	HDGT	696	15	5	0.72%	33.33%	696	15	5	0.72%	33.33%
1989	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
1989	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-
1989	LDGT	2,523	116	9	0.36%	7.76%	2,523	113	9	0.36%	7.96%
1989	LDGV	3,636	177	18	0.50%	10.17%	3,636	179	20	0.55%	11.17%
1989	Unknown	6	0	0	0.00%	-	6	0	0	0.00%	-
1990	HDGT	601	11	2	0.33%	18.18%	601	11	2	0.33%	18.18%
1990	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
1990	LDDV	10	0	0	0.00%	-	10	0	0	0.00%	-
1990	LDGT	3,919	148	12	0.31%	8.11%	3,919	145	11	0.28%	7.59%
1990	LDGV	9,531	353	24	0.25%	6.80%	9,531	350	23	0.24%	6.57%
1990	Unknown	2	0	0	0.00%	-	2	0	0	0.00%	-
1991	HDGT	376	11	0	0.00%	0.00%	376	9	0	0.00%	0.00%
1991	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
1991	LDDV	4	0	0	0.00%	-	4	0	0	0.00%	-
1991	LDGT	2,558	136	14	0.55%	10.29%	2,558	132	13	0.51%	9.85%
1991	LDGV	6,341	272	31	0.49%	11.40%	6,341	271	29	0.46%	10.70%
1991	Unknown	0	0	0	-	-	0	0	0	-	-

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1992	HDGT	639	8	3	0.47%	37.50%	639	8	2	0.31%	25.00%
1992	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
1992	LDDV	5	0	0	0.00%	-	5	0	0	0.00%	-
1992	LDGT	5,598	211	20	0.36%	9.48%	5,598	205	22	0.39%	10.73%
1992	LDGV	15,681	604	38	0.24%	6.29%	15,681	596	36	0.23%	6.04%
1992	Unknown	0	0	0	-	-	0	0	0	-	-
1993	HDGT	749	14	3	0.40%	21.43%	749	10	3	0.40%	30.00%
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	3	0	0	0.00%	-	3	0	0	0.00%	-
1993	LDGT	5,456	220	16	0.29%	7.27%	5,456	220	19	0.35%	8.64%
1993	LDGV	11,368	492	47	0.41%	9.55%	11,368	484	49	0.43%	10.12%
1993	Unknown	2	0	0	0.00%	-	2	0	0	0.00%	-
1994	HDGT	1,538	22	2	0.13%	9.09%	1,538	19	2	0.13%	10.53%
1994	LDDT	6	0	0	0.00%	-	6	0	0	0.00%	-
1994	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-
1994	LDGT	14,853	374	28	0.19%	7.49%	14,853	369	26	0.18%	7.05%
1994	LDGV	27,579	952	59	0.21%	6.20%	27,579	940	56	0.20%	5.96%
1994	Unknown	3	1	0	0.00%	0.00%	3	0	0	0.00%	-
1995	HDGT	1,919	29	3	0.16%	10.34%	1,919	28	3	0.16%	10.71%
1995	LDDT	11	0	0	0.00%	-	11	0	0	0.00%	-
1995	LDDV	5	0	0	0.00%	-	5	0	0	0.00%	-
1995	LDGT	12,190	360	27	0.22%	7.50%	12,190	349	31	0.25%	8.88%
1995	LDGV	20,630	674	49	0.24%	7.27%	20,630	655	42	0.20%	6.41%
1995	Unknown	0	0	0	-	-	0	0	0	-	-
1996	HDGT	2,060	21	6	0.29%	28.57%	2,060	20	7	0.34%	35.00%
1996	LDDT	11	0	0	0.00%	-	11	0	0	0.00%	-
1996	LDDV	18	0	0	0.00%	-	18	0	0	0.00%	-
1996	LDGT	21,142	50	3	0.01%	6.00%	21,142	47	3	0.01%	6.38%
1996	LDGV	39,292	123	9	0.02%	7.32%	39,292	119	11	0.03%	9.24%
1996	Unknown	1	0	0	0.00%	-	1	0	0	0.00%	-

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Year 2012

Model Yr	Veh Type	2012 Liquid Leak Initial Insps	2012 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	2012 Misc Emissions Initial Insps	2012 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
1997	HDGT	2,974	29	2	0.07%	6.90%	2,974	29	4	0.13%	13.79%
1997	LDDT	26	0	0	0.00%	-	26	0	0	0.00%	-
1997	LDDV	51	0	0	0.00%	-	51	0	0	0.00%	-
1997	LDGT	20,816	60	6	0.03%	10.00%	20,816	52	8	0.04%	15.38%
1997	LDGV	33,382	111	5	0.01%	4.50%	33,382	97	5	0.01%	5.15%
1997	Unknown	0	0	0	-	-	0	0	0	-	-
1998	HDGT	2,549	19	2	0.08%	10.53%	2,549	25	5	0.20%	20.00%
1998	LDDT	19	0	0	0.00%	-	19	0	0	0.00%	-
1998	LDDV	193	0	0	0.00%	-	193	0	0	0.00%	-
1998	LDGT	38,290	89	5	0.01%	5.62%	38,290	76	6	0.02%	7.89%
1998	LDGV	64,672	141	8	0.01%	5.67%	64,672	130	7	0.01%	5.38%
1998	Unknown	2	0	0	0.00%	-	2	0	0	0.00%	-
1999	HDGT	4,397	45	3	0.07%	6.67%	4,397	40	3	0.07%	7.50%
1999	LDDT	27	0	0	0.00%	-	27	0	0	0.00%	-
1999	LDDV	137	1	0	0.00%	0.00%	137	1	1	0.73%	100.00%
1999	LDGT	33,517	101	4	0.01%	3.96%	33,517	83	5	0.01%	6.02%
1999	LDGV	53,077	130	7	0.01%	5.38%	53,077	135	10	0.02%	7.41%
1999	Unknown	0	0	0	-	-	0	0	0	-	-
2000	HDGT	6,848	35	0	0.00%	0.00%	6,848	28	2	0.03%	7.14%
2000	LDDT	21	0	0	0.00%	-	21	0	0	0.00%	-
2000	LDDV	191	0	0	0.00%	-	191	0	0	0.00%	-
2000	LDGT	60,779	107	2	0.00%	1.87%	60,779	98	7	0.01%	7.14%
2000	LDGV	101,976	183	9	0.01%	4.92%	101,976	161	9	0.01%	5.59%
2000	Unknown	3	0	0	0.00%	-	3	0	0	0.00%	-
2001	HDGT	6,134	46	3	0.05%	6.52%	6,134	36	10	0.16%	27.78%
2001	LDDT	21	0	0	0.00%	-	21	0	0	0.00%	-
2001	LDDV	130	0	0	0.00%	-	130	0	0	0.00%	-
2001	LDGT	47,354	86	4	0.01%	4.65%	47,354	70	2	0.00%	2.86%
2001	LDGV	67,747	121	3	0.00%	2.48%	67,747	113	4	0.01%	3.54%
2001	Unknown	0	0	0	-	-	0	0	0	-	-

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Model Yr	Veh Type	2012 Liquid Leak Initial Insps	2012 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	2012 Misc Emissions Initial Insps	2012 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
2002	HDGT	7,795	52	1	0.01%	1.92%	7,795	42	5	0.06%	11.90%
2002	LDDT	31	0	0	0.00%	-	31	0	0	0.00%	-
2002	LDDV	309	0	0	0.00%	-	309	0	0	0.00%	-
2002	LDGT	93,970	119	3	0.00%	2.52%	93,970	112	4	0.00%	3.57%
2002	LDGV	115,343	136	6	0.01%	4.41%	115,343	121	7	0.01%	5.79%
2002	Unknown	0	0	0	-	-	0	0	0	-	-
2003	HDGT	7,718	38	2	0.03%	5.26%	7,718	24	2	0.03%	8.33%
2003	LDDT	21	1	1	4.76%	100.00%	21	1	1	4.76%	100.00%
2003	LDDV	136	0	0	0.00%	-	136	0	0	0.00%	-
2003	LDGT	58,576	60	2	0.00%	3.33%	58,576	48	2	0.00%	4.17%
2003	LDGV	78,516	91	1	0.00%	1.10%	78,516	80	3	0.00%	3.75%
2003	Unknown	2	0	0	0.00%	-	2	0	0	0.00%	-
2004	HDGT	9,606	43	2	0.02%	4.65%	9,606	37	4	0.04%	10.81%
2004	LDDT	22	1	0	0.00%	0.00%	22	0	0	0.00%	-
2004	LDDV	380	0	0	0.00%	-	380	0	0	0.00%	-
2004	LDGT	119,133	78	1	0.00%	1.28%	119,133	60	2	0.00%	3.33%
2004	LDGV	121,143	114	3	0.00%	2.63%	121,143	103	5	0.00%	4.85%
2004	Unknown	2	0	0	0.00%	-	2	0	0	0.00%	-
2005	HDGT	6,982	32	3	0.04%	9.38%	6,982	24	5	0.07%	20.83%
2005	LDDT	65	0	0	0.00%	-	65	0	0	0.00%	-
2005	LDDV	375	0	0	0.00%	-	375	0	0	0.00%	-
2005	LDGT	63,196	49	0	0.00%	0.00%	63,196	38	0	0.00%	0.00%
2005	LDGV	76,686	78	4	0.01%	5.13%	76,686	63	5	0.01%	7.94%
2005	Unknown	2	0	0	0.00%	-	2	0	0	0.00%	-
2006	HDGT	9,854	32	1	0.01%	3.13%	9,854	24	2	0.02%	8.33%
2006	LDDT	184	0	0	0.00%	-	184	0	0	0.00%	-
2006	LDDV	623	1	0	0.00%	0.00%	623	0	0	0.00%	-
2006	LDGT	93,260	80	1	0.00%	1.25%	93,260	57	1	0.00%	1.75%
2006	LDGV	110,628	72	0	0.00%	0.00%	110,628	55	1	0.00%	1.82%
2006	Unknown	2	0	0	0.00%	-	2	0	0	0.00%	-

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2007	HDGT	6,801	8	0	0.00%	0.00%	6,801	10	2	0.03%	20.00%
2007	LDDT	246	0	0	0.00%	-	246	0	0	0.00%	-
2007	LDDV	59	0	0	0.00%	-	59	0	0	0.00%	-
2007	LDGT	126,969	76	0	0.00%	0.00%	126,969	52	0	0.00%	0.00%
2007	LDGV	155,912	81	0	0.00%	0.00%	155,912	69	0	0.00%	0.00%
2007	Unknown	0	0	0	-	-	0	0	0	-	-
2008	HDGT	5,233	10	0	0.00%	0.00%	5,233	4	1	0.02%	25.00%
2008	LDDT	50	1	0	0.00%	0.00%	50	0	0	0.00%	-
2008	LDDV	9	0	0	0.00%	-	9	0	0	0.00%	-
2008	LDGT	12,780	11	0	0.00%	0.00%	12,780	3	0	0.00%	0.00%
2008	LDGV	9,331	11	0	0.00%	0.00%	9,331	6	0	0.00%	0.00%
2008	Unknown	3	0	0	0.00%	-	3	0	0	0.00%	-
2009	HDGT	1,345	10	0	0.00%	0.00%	1,345	3	1	0.07%	33.33%
2009	LDDT	11	0	0	0.00%	-	11	0	0	0.00%	-
2009	LDDV	14	0	0	0.00%	-	14	0	0	0.00%	-
2009	LDGT	2,421	3	0	0.00%	0.00%	2,421	4	0	0.00%	0.00%
2009	LDGV	2,438	1	0	0.00%	0.00%	2,438	1	0	0.00%	0.00%
2009	Unknown	2	1	0	0.00%	0.00%	2	0	0	0.00%	-
2010	HDGT	1,739	6	0	0.00%	0.00%	1,739	2	0	0.00%	0.00%
2010	LDDT	11	0	0	0.00%	-	11	0	0	0.00%	-
2010	LDDV	8	0	0	0.00%	-	8	0	0	0.00%	-
2010	LDGT	2,992	3	0	0.00%	0.00%	2,992	1	0	0.00%	0.00%
2010	LDGV	1,275	3	0	0.00%	0.00%	1,275	1	0	0.00%	0.00%
2010	Unknown	5	0	0	0.00%	-	5	0	0	0.00%	-
2011	HDGT	3,261	5	0	0.00%	0.00%	3,261	2	0	0.00%	0.00%
2011	LDDT	18	0	0	0.00%	-	18	0	0	0.00%	-
2011	LDDV	5	0	0	0.00%	-	5	0	0	0.00%	-
2011	LDGT	2,912	4	0	0.00%	0.00%	2,912	1	0	0.00%	0.00%
2011	LDGV	1,280	2	0	0.00%	0.00%	1,280	1	0	0.00%	0.00%
2011	Unknown	14	0	0	0.00%	-	14	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 2012

Model Yr	Veh Type	2012 Liquid Leak Initial Insps	2012 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	2012 Misc Emissions Initial Insps	2012 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
2012	HDGT	578	1	0	0.00%	0.00%	578	0	0	0.00%	-
2012	LDDT	16	0	0	0.00%	-	16	0	0	0.00%	-
2012	LDDV	5	0	0	0.00%	-	5	0	0	0.00%	-
2012	LDGT	697	3	0	0.00%	0.00%	697	0	0	0.00%	-
2012	LDGV	519	0	0	0.00%	-	519	0	0	0.00%	-
2012	Unknown	38	0	0	0.00%	-	38	0	0	0.00%	-
2013	HDGT	75	0	0	0.00%	-	75	0	0	0.00%	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-
2013	LDGT	156	0	0	0.00%	-	156	1	0	0.00%	0.00%
2013	LDGV	179	0	0	0.00%	-	179	0	0	0.00%	-
2013	Unknown	21	0	0	0.00%	-	21	0	0	0.00%	-
Totals		**2,100,771**	**9,001**	**630**	**0.030%**	**7.0%**	**2,100,771**	**8,485**	**673**	**0.03%**	**7.9%**

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 2013

Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	TSI First Retest Insps	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
Pre 89/Unknown	HDGT	420	116	304	27.6%	72.4%	0	0	0	-	-	0	0	0	-	-
Pre 89/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 89/Unknown	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
Pre 89/Unknown	LDGT	1,609	484	1,125	30.1%	69.9%	0	0	0	-	-	1,234	403	831	32.7%	67.3%
Pre 89/Unknown	LDGV	2,398	633	1,765	26.4%	73.6%	0	0	0	-	-	1,494	419	1,075	28.0%	72.0%
1989	HDGT	125	23	102	18.4%	81.6%	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	741	224	517	30.2%	69.8%	0	0	0	-	-	627	216	411	34.4%	65.6%
1989	LDGV	956	260	696	27.2%	72.8%	0	0	0	-	-	854	258	596	30.2%	69.8%
1990	HDGT	70	12	58	17.1%	82.9%	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	509	141	368	27.7%	72.3%	0	0	0	-	-	417	137	280	32.9%	67.1%
1990	LDGV	647	191	456	29.5%	70.5%	0	0	0	-	-	561	186	375	33.2%	66.8%
1991	HDGT	77	11	66	14.3%	85.7%	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	729	183	546	25.1%	74.9%	0	0	0	-	-	586	178	408	30.4%	69.6%
1991	LDGV	1,458	412	1,046	28.3%	71.7%	0	0	0	-	-	1,247	401	846	32.2%	67.8%
1992	HDGT	55	12	43	21.8%	78.2%	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	548	132	416	24.1%	75.9%	0	0	0	-	-	420	130	290	31.0%	69.0%
1992	LDGV	1,216	396	820	32.6%	67.4%	0	0	0	-	-	1,081	388	693	35.9%	64.1%
1993	HDGT	90	18	72	20.0%	80.0%	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	1,450	358	1,092	24.7%	75.3%	0	0	0	-	-	1,139	354	785	31.1%	68.9%
1993	LDGV	2,638	699	1,939	26.5%	73.5%	0	0	0	-	-	2,319	693	1,626	29.9%	70.1%
1994	HDGT	176	36	140	20.5%	79.5%	0	0	0	-	-	0	0	0	-	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	1,337	355	982	26.6%	73.4%	0	0	0	-	-	998	346	652	34.7%	65.3%
1994	LDGV	1,633	426	1,207	26.1%	73.9%	0	0	0	-	-	1,393	420	973	30.2%	69.8%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2013

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
1995	HDGT	277	53	224	19.1%	80.9%	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	2,738	762	1,976	27.8%	72.2%	0	0	0	-	-	2,244	745	1,499	33.2%	66.8%
1995	LDGV	3,977	948	3,029	23.8%	76.2%	0	0	0	-	-	3,359	929	2,430	27.7%	72.3%
1996	HDGT	205	50	155	24.4%	75.6%	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	2,127	499	1,628	23.5%	76.5%	1,684	481	1,203	28.6%	71.4%	0	0	0	-	-
1996	LDGV	3,038	841	2,197	27.7%	72.3%	2,669	819	1,850	30.7%	69.3%	1	0	1	0.0%	100.0%
1997	HDGT	370	38	332	10.3%	89.7%	0	0	0	-	-	0	0	0	-	-
1997	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	LDDV	12	1	11	8.3%	91.7%	12	1	11	8.3%	91.7%	0	0	0	-	-
1997	LDGT	4,288	1,052	3,236	24.5%	75.5%	3,540	1,027	2,513	29.0%	71.0%	0	0	0	-	-
1997	LDGV	6,246	1,647	4,599	26.4%	73.6%	5,426	1,609	3,817	29.7%	70.3%	0	0	0	-	-
1998	HDGT	240	40	200	16.7%	83.3%	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	16	2	14	12.5%	87.5%	16	2	14	12.5%	87.5%	0	0	0	-	-
1998	LDGT	4,033	1,001	3,032	24.8%	75.2%	3,379	982	2,397	29.1%	70.9%	0	0	0	-	-
1998	LDGV	5,547	1,455	4,092	26.2%	73.8%	4,914	1,410	3,504	28.7%	71.3%	0	0	0	-	-
1999	HDGT	450	64	386	14.2%	85.8%	0	0	0	-	-	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	20	3	17	15.0%	85.0%	20	3	17	15.0%	85.0%	0	0	0	-	-
1999	LDGT	5,567	1,131	4,436	20.3%	79.7%	4,462	1,103	3,359	24.7%	75.3%	0	0	0	-	-
1999	LDGV	8,807	2,091	6,716	23.7%	76.3%	7,589	2,032	5,557	26.8%	73.2%	0	0	0	-	-
2000	HDGT	464	59	405	12.7%	87.3%	0	0	0	-	-	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	17	0	17	0.0%	100.0%	17	0	17	0.0%	100.0%	0	0	0	-	-
2000	LDGT	5,760	1,186	4,574	20.6%	79.4%	4,611	1,140	3,471	24.7%	75.3%	0	0	0	-	-
2000	LDGV	8,489	2,125	6,364	25.0%	75.0%	7,462	2,088	5,374	28.0%	72.0%	0	0	0	-	-
2001	HDGT	194	34	160	17.5%	82.5%	0	0	0	-	-	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	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	9,539	2,762	6,777	29.0%	71.0%	9,495	2,751	6,744	29.0%	71.0%	0	0	0	-	-
2001	LDGV	11,660	3,575	8,085	30.7%	69.3%	11,584	3,564	8,020	30.8%	69.2%	1	0	1	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2013

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
2002	HDGT	164	27	137	16.5%	83.5%	0	0	0	-	-	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	15	3	12	20.0%	80.0%	15	3	12	20.0%	80.0%	0	0	0	-	-
2002	LDGT	6,892	1,836	5,056	26.6%	73.4%	6,870	1,829	5,041	26.6%	73.4%	0	0	0	-	-
2002	LDGV	8,234	2,389	5,845	29.0%	71.0%	8,176	2,366	5,810	28.9%	71.1%	0	0	0	-	-
2003	HDGT	190	23	167	12.1%	87.9%	0	0	0	-	-	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	21	3	18	14.3%	85.7%	21	3	18	14.3%	85.7%	0	0	0	-	-
2003	LDGT	9,498	2,061	7,437	21.7%	78.3%	9,462	2,047	7,415	21.6%	78.4%	0	0	0	-	-
2003	LDGV	9,623	2,470	7,153	25.7%	74.3%	9,571	2,453	7,118	25.6%	74.4%	1	1	0	100.0%	0.0%
2004	HDGT	108	17	91	15.7%	84.3%	0	0	0	-	-	0	0	0	-	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	14	2	12	14.3%	85.7%	14	2	12	14.3%	85.7%	0	0	0	-	-
2004	LDGT	5,530	1,191	4,339	21.5%	78.5%	5,506	1,187	4,319	21.6%	78.4%	0	0	0	-	-
2004	LDGV	5,365	1,414	3,951	26.4%	73.6%	5,318	1,400	3,918	26.3%	73.7%	0	0	0	-	-
2005	HDGT	69	11	58	15.9%	84.1%	0	0	0	-	-	0	0	0	-	-
2005	LDDT	9	2	7	22.2%	77.8%	9	2	7	22.2%	77.8%	0	0	0	-	-
2005	LDDV	28	6	22	21.4%	78.6%	26	6	20	23.1%	76.9%	0	0	0	-	-
2005	LDGT	6,966	1,448	5,518	20.8%	79.2%	6,944	1,444	5,500	20.8%	79.2%	0	0	0	-	-
2005	LDGV	6,897	1,388	5,509	20.1%	79.9%	6,848	1,378	5,470	20.1%	79.9%	0	0	0	-	-
2006	HDGT	69	11	58	15.9%	84.1%	0	0	0	-	-	0	0	0	-	-
2006	LDDT	8	2	6	25.0%	75.0%	8	2	6	25.0%	75.0%	0	0	0	-	-
2006	LDDV	16	2	14	12.5%	87.5%	15	2	13	13.3%	86.7%	0	0	0	-	-
2006	LDGT	4,266	842	3,424	19.7%	80.3%	4,245	840	3,405	19.8%	80.2%	0	0	0	-	-
2006	LDGV	5,129	992	4,137	19.3%	80.7%	5,074	978	4,096	19.3%	80.7%	0	0	0	-	-
2007	HDGT	24	6	18	25.0%	75.0%	0	0	0	-	-	0	0	0	-	-
2007	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2007	LDDV	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2007	LDGT	1,991	378	1,613	19.0%	81.0%	1,984	377	1,607	19.0%	81.0%	0	0	0	-	-
2007	LDGV	2,328	429	1,899	18.4%	81.6%	2,313	425	1,888	18.4%	81.6%	0	0	0	-	-
2008	HDGT	13	1	12	7.7%	92.3%	0	0	0	-	-	0	0	0	-	-
2008	LDDT	8	0	8	0.0%	100.0%	8	0	8	0.0%	100.0%	0	0	0	-	-
2008	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	LDGT	3,548	594	2,954	16.7%	83.3%	3,532	593	2,939	16.8%	83.2%	0	0	0	-	-
2008	LDGV	4,150	727	3,423	17.5%	82.5%	4,104	722	3,382	17.6%	82.4%	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 2013

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
2009	HDGT	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	LDDT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	156	16	140	10.3%	89.7%	156	16	140	10.3%	89.7%	0	0	0	-	-
2009	LDGV	183	32	151	17.5%	82.5%	182	30	152	16.5%	83.5%	0	0	0	-	-
2010	HDGT	3	0	3	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2010	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	91	13	78	14.3%	85.7%	91	13	78	14.3%	85.7%	0	0	0	-	-
2010	LDGV	83	17	66	20.5%	79.5%	83	17	66	20.5%	79.5%	0	0	0	-	-
2011	HDGT	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2011	LDDT	4	3	1	75.0%	25.0%	4	3	1	75.0%	25.0%	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	89	9	80	10.1%	89.9%	88	9	79	10.2%	89.8%	0	0	0	-	-
2011	LDGV	37	5	32	13.5%	86.5%	37	5	32	13.5%	86.5%	0	0	0	-	-
2012	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	66	14	52	21.2%	78.8%	66	14	52	21.2%	78.8%	0	0	0	-	-
2012	LDGV	18	1	17	5.6%	94.4%	18	1	17	5.6%	94.4%	0	0	0	-	-
2013	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDT	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	9	1	8	11.1%	88.9%	9	1	8	11.1%	88.9%	0	0	0	-	-
2013	LDGV	15	3	12	20.0%	80.0%	15	3	12	20.0%	80.0%	0	0	0	-	-
2014	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2014	LDGV	8	5	3	62.5%	37.5%	8	5	3	62.5%	37.5%	0	0	0	-	-
Totals		**184,937**	**44,942**	**139,995**	**24.3%**	**75.7%**	**147,731**	**37,195**	**110,536**	**25.2%**	**74.8%**	**19,976**	**6,204**	**13,772**	**31.1%**	**68.9%**

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate
Pre 89/Unknown	HDGT	347	107	240	30.8%	69.2%	103	9	94	8.7%	91.3%	6	1	5	16.7%	83.3%
Pre 89/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 89/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 89/Unknown	LDGT	168	65	103	38.7%	61.3%	371	21	350	5.7%	94.3%	35	1	34	2.9%	97.1%
Pre 89/Unknown	LDGV	665	206	459	31.0%	69.0%	327	4	323	1.2%	98.8%	28	1	27	3.6%	96.4%
1989	HDGT	95	22	73	23.2%	76.8%	32	1	31	3.1%	96.9%	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	0	0	0	-	-	181	15	166	8.3%	91.7%	6	0	6	0.0%	100.0%
1989	LDGV	0	0	0	-	-	143	3	140	2.1%	97.9%	7	0	7	0.0%	100.0%
1990	HDGT	52	10	42	19.2%	80.8%	23	2	21	8.7%	91.3%	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	0	0	0	-	-	145	4	141	2.8%	97.2%	3	0	3	0.0%	100.0%
1990	LDGV	0	0	0	-	-	100	1	99	1.0%	99.0%	11	2	9	18.2%	81.8%
1991	HDGT	56	11	45	19.6%	80.4%	31	0	31	0.0%	100.0%	1	0	1	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	0	0	0	-	-	189	5	184	2.6%	97.4%	4	0	4	0.0%	100.0%
1991	LDGV	0	0	0	-	-	257	9	248	3.5%	96.5%	20	1	19	5.0%	95.0%
1992	HDGT	31	11	20	35.5%	64.5%	28	1	27	3.6%	96.4%	2	0	2	0.0%	100.0%
1992	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDGT	0	0	0	-	-	160	4	156	2.5%	97.5%	2	0	2	0.0%	100.0%
1992	LDGV	0	0	0	-	-	154	5	149	3.2%	96.8%	26	4	22	15.4%	84.6%
1993	HDGT	61	17	44	27.9%	72.1%	35	1	34	2.9%	97.1%	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	0	0	0	-	-	404	6	398	1.5%	98.5%	7	0	7	0.0%	100.0%
1993	LDGV	0	0	0	-	-	362	3	359	0.8%	99.2%	33	6	27	18.2%	81.8%
1994	HDGT	127	34	93	26.8%	73.2%	61	2	59	3.3%	96.7%	2	0	2	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	0	0	0	-	-	404	9	395	2.2%	97.8%	10	1	9	10.0%	90.0%
1994	LDGV	0	0	0	-	-	275	4	271	1.5%	98.5%	35	3	32	8.6%	91.4%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate
1995	HDGT	187	53	134	28.3%	71.7%	99	0	99	0.0%	100.0%	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	0	0	0	-	-	606	18	588	3.0%	97.0%	16	1	15	6.3%	93.8%
1995	LDGV	0	0	0	-	-	682	14	668	2.1%	97.9%	38	5	33	13.2%	86.8%
1996	HDGT	133	43	90	32.3%	67.7%	73	7	66	9.6%	90.4%	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	-	-	540	11	529	2.0%	98.0%	7	0	7	0.0%	100.0%
1996	LDGV	0	0	0	-	-	410	11	399	2.7%	97.3%	37	3	34	8.1%	91.9%
1997	HDGT	207	34	173	16.4%	83.6%	179	4	175	2.2%	97.8%	4	0	4	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	0	0	0	-	-	960	32	928	3.3%	96.7%	5	0	5	0.0%	100.0%
1997	LDGV	0	0	0	-	-	925	20	905	2.2%	97.8%	52	3	49	5.8%	94.2%
1998	HDGT	133	36	97	27.1%	72.9%	115	5	110	4.3%	95.7%	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	-	-	830	20	810	2.4%	97.6%	10	2	8	20.0%	80.0%
1998	LDGV	0	0	0	-	-	780	25	755	3.2%	96.8%	48	7	41	14.6%	85.4%
1999	HDGT	246	57	189	23.2%	76.8%	211	7	204	3.3%	96.7%	2	0	2	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	0	0	0	-	-	1,304	28	1,276	2.1%	97.9%	10	0	10	0.0%	100.0%
1999	LDGV	0	0	0	-	-	1,395	40	1,355	2.9%	97.1%	47	1	46	2.1%	97.9%
2000	HDGT	241	48	193	19.9%	80.1%	240	12	228	5.0%	95.0%	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	-	-	1,356	37	1,319	2.7%	97.3%	12	1	11	8.3%	91.7%
2000	LDGV	0	0	0	-	-	1,230	33	1,197	2.7%	97.3%	27	2	25	7.4%	92.6%
2001	HDGT	185	32	153	17.3%	82.7%	0	0	0	-	-	1	0	1	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	0	0	0	-	-	1	1	0	100.0%	0.0%	12	0	12	0.0%	100.0%
2001	LDGV	0	0	0	-	-	6	0	6	0.0%	100.0%	21	2	19	9.5%	90.5%

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First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate
2002	HDGT	157	26	131	16.6%	83.4%	0	0	0	-	-	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	-	-	1	0	1	0.0%	100.0%	7	0	7	0.0%	100.0%
2002	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%	43	5	38	11.6%	88.4%
2003	HDGT	187	21	166	11.2%	88.8%	0	0	0	-	-	1	0	1	0.0%	100.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	0	0	0	-	-	8	0	8	0.0%	100.0%
2003	LDGV	0	0	0	-	-	0	0	0	-	-	40	6	34	15.0%	85.0%
2004	HDGT	105	17	88	16.2%	83.8%	0	0	0	-	-	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	-	-	0	0	0	-	-	4	0	4	0.0%	100.0%
2004	LDGV	0	0	0	-	-	0	0	0	-	-	34	1	33	2.9%	97.1%
2005	HDGT	66	11	55	16.7%	83.3%	0	0	0	-	-	0	0	0	-	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
2005	LDGV	0	0	0	-	-	0	0	0	-	-	42	2	40	4.8%	95.2%
2006	HDGT	65	11	54	16.9%	83.1%	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
2006	LDGV	0	0	0	-	-	0	0	0	-	-	30	3	27	10.0%	90.0%
2007	HDGT	22	6	16	27.3%	72.7%	0	0	0	-	-	1	0	1	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
2007	LDGV	0	0	0	-	-	0	0	0	-	-	7	1	6	14.3%	85.7%
2008	HDGT	13	1	12	7.7%	92.3%	0	0	0	-	-	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	0	0	0	-	-	4	0	4	0.0%	100.0%
2008	LDGV	0	0	0	-	-	0	0	0	-	-	37	2	35	5.4%	94.6%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate
2009	HDGT	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2009	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	HDGT	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	HDGT	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
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	-	-
2014	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**3,557**	**879**	**2,678**	**24.7%**	**75.3%**	**15,732**	**434**	**15,298**	**2.8%**	**97.2%**	**859**	**67**	**792**	**7.8%**	**92.2%**

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Model Yr	Veh Type	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
Pre 89/Unknown	HDGT	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
Pre 89/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 89/Unknown	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
Pre 89/Unknown	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	9	3	6	33.3%	66.7%
Pre 89/Unknown	LDGV	0	0	0	-	-	5	0	5	0.0%	100.0%	9	1	8	11.1%	88.9%
1989	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	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	0	0	0	-	-	0	0	0	-	-	2	1	1	50.0%	50.0%
1989	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1990	HDGT	0	0	0	-	-	2	0	2	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	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1990	LDGV	0	0	0	-	-	2	1	1	50.0%	50.0%	4	1	3	25.0%	75.0%
1991	HDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	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	0	0	0	-	-	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
1991	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	10	2	8	20.0%	80.0%
1992	HDGT	0	0	0	-	-	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	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1992	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	4	1	3	25.0%	75.0%
1993	HDGT	0	0	0	-	-	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	0	0	0	-	-	1	0	1	0.0%	100.0%	7	0	7	0.0%	100.0%
1993	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	9	1	8	11.1%	88.9%
1994	HDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	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	0	0	0	-	-	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
1994	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	6	0	6	0.0%	100.0%

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First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2013

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
1995	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	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	0	0	0	-	-	1	0	1	0.0%	100.0%	12	2	10	16.7%	83.3%
1995	LDGV	0	0	0	-	-	0	0	0	-	-	16	2	14	12.5%	87.5%
1996	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	14	1	13	7.1%	92.9%	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
1996	LDGV	36	4	32	11.1%	88.9%	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
1997	HDGT	0	0	0	-	-	0	0	0	-	-	2	0	2	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	32	1	31	3.1%	96.9%	3	1	2	33.3%	66.7%	2	0	2	0.0%	100.0%
1997	LDGV	47	5	42	10.6%	89.4%	3	0	3	0.0%	100.0%	7	1	6	14.3%	85.7%
1998	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	14	1	13	7.1%	92.9%	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
1998	LDGV	40	2	38	5.0%	95.0%	3	0	3	0.0%	100.0%	6	0	6	0.0%	100.0%
1999	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	3	0	3	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	46	4	42	8.7%	91.3%	8	0	8	0.0%	100.0%	4	0	4	0.0%	100.0%
1999	LDGV	71	9	62	12.7%	87.3%	3	0	3	0.0%	100.0%	10	0	10	0.0%	100.0%
2000	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	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	39	1	38	2.6%	97.4%	9	0	9	0.0%	100.0%	4	1	3	25.0%	75.0%
2000	LDGV	67	1	66	1.5%	98.5%	5	0	5	0.0%	100.0%	4	0	4	0.0%	100.0%
2001	HDGT	0	0	0	-	-	4	0	4	0.0%	100.0%	5	0	5	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	57	6	51	10.5%	89.5%	8	0	8	0.0%	100.0%	10	1	9	10.0%	90.0%
2001	LDGV	78	5	73	6.4%	93.6%	6	0	6	0.0%	100.0%	7	1	6	14.3%	85.7%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2013

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
2002	HDGT	0	0	0	-	-	7	1	6	14.3%	85.7%	2	1	1	50.0%	50.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	21	1	20	4.8%	95.2%	2	0	2	0.0%	100.0%	8	0	8	0.0%	100.0%
2002	LDGV	38	5	33	13.2%	86.8%	3	0	3	0.0%	100.0%	6	0	6	0.0%	100.0%
2003	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	1	1	0	100.0%	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	35	6	29	17.1%	82.9%	7	0	7	0.0%	100.0%	6	2	4	33.3%	66.7%
2003	LDGV	42	2	40	4.8%	95.2%	2	0	2	0.0%	100.0%	5	2	3	40.0%	60.0%
2004	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2004	LDGT	28	3	25	10.7%	89.3%	1	0	1	0.0%	100.0%	3	1	2	33.3%	66.7%
2004	LDGV	31	3	28	9.7%	90.3%	0	0	0	-	-	6	1	5	16.7%	83.3%
2005	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	3	0	3	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGT	24	2	22	8.3%	91.7%	4	0	4	0.0%	100.0%	3	0	3	0.0%	100.0%
2005	LDGV	23	1	22	4.3%	95.7%	3	0	3	0.0%	100.0%	6	0	6	0.0%	100.0%
2006	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT	20	1	19	5.0%	95.0%	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
2006	LDGV	34	6	28	17.6%	82.4%	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2007	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	LDGV	15	2	13	13.3%	86.7%	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	8	0	8	0.0%	100.0%	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
2008	LDGV	21	0	21	0.0%	100.0%	1	0	1	0.0%	100.0%	4	1	3	25.0%	75.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
2009	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGV	3	2	1	66.7%	33.3%	0	0	0	-	-	1	0	1	0.0%	100.0%
2010	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	0	0	0	-	-	1	1	0	100.0%	0.0%
2010	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2011	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
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	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2014	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**893**	**74**	**819**	**8.3%**	**91.7%**	**135**	**3**	**132**	**2.2%**	**97.8%**	**250**	**28**	**222**	**11.2%**	**88.8%**

APPENDIX II

INSPECTION FACILITY EQUIPMENT AUDIT REPORT

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Station
Year 2013

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	0	0%	2	100%
Bakers Basin	60	6	10%	54	90%
Cape May	11	0	0%	11	100%
Cherry Hill	83	4	5%	79	95%
Deptford	48	4	8%	44	92%
Eatontown	80	4	5%	76	95%
Flemington	48	6	13%	42	88%
Freehold	77	3	4%	74	96%
Kilmer	60	5	8%	55	92%
Lakewood	78	1	1%	77	99%
Lodi	68	10	15%	58	85%
Manahawkin	44	2	5%	42	95%
Mays Landing	54	6	11%	48	89%
Millville	24	3	13%	21	88%
Newark	72	8	11%	64	89%
Newton	36	0	0%	36	100%
Paramus	72	10	14%	62	86%
Plainfield	36	3	8%	33	92%
Rahway	66	10	15%	56	85%
Randolph	84	7	8%	77	92%
Salem	12	0	0%	12	100%
Secaucus	62	5	8%	57	92%
South Brunswick	84	8	10%	76	90%
Southampton	55	3	5%	52	95%
Washington	12	3	25%	9	75%
Wayne	108	8	7%	100	93%
Westfield Specialty	2	1	50%	1	50%
Winslow	48	1	2%	47	98%
Winslow Specialty	2	0	0%	2	100%
Totals	**1,488**	**121**	**8%**	**1,367**	**92%**

Table II-1

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2013

Station	Initial Audits Per Station	* Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	1	2	0	0%	2	100%
Bakers Basin	60	1	11	1	9%	10	91%
		2	12	2	17%	10	83%
		3	12	1	8%	11	92%
		4	12	2	17%	10	83%
		5	11	0	0%	11	100%
		6	2	0	0%	2	100%
Cape May	11	1	11	0	0%	11	100%
Cherry Hill	83	1	12	2	17%	10	83%
		2	12	0	0%	12	100%
		3	12	2	17%	10	83%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	11	0	0%	11	100%
		Reinspection	12	0	0%	12	100%
Deptford	48	1	12	2	17%	10	83%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	2	17%	10	83%
Eatontown	80	1	12	1	8%	11	92%
		2	12	2	17%	10	83%
		3	12	1	8%	11	92%
		4	11	0	0%	11	100%
		5	11	0	0%	11	100%
		6	11	0	0%	11	100%
		Reinspection	11	0	0%	11	100%
Flemington	48	1	12	2	17%	10	83%
		2	12	3	25%	9	75%
		3	12	1	8%	11	92%
		Reinspection	12	0	0%	12	100%
Freehold	77	1	11	1	9%	10	91%
		2	11	0	0%	11	100%
		3	11	0	0%	11	100%
		4	11	0	0%	11	100%
		5	11	0	0%	11	100%
		6	11	2	18%	9	82%
		Reinspection	11	0	0%	11	100%

Table II-2

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2013

Station	Initial Audits Per Station	* Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Kilmer	60	1	10	0	0%	10	100%
		2	10	0	0%	10	100%
		3	10	1	10%	9	90%
		4	10	1	10%	9	90%
		5	10	3	30%	7	70%
		6	10	0	0%	10	100%
Lakewood	78	1	11	0	0%	11	100%
		2	11	0	0%	11	100%
		3	11	1	9%	10	91%
		4	11	0	0%	11	100%
		5	11	0	0%	11	100%
		6	12	0	0%	12	100%
		Reinspection	11	0	0%	11	100%
Lodi	68	1	12	3	25%	9	75%
		2	12	2	17%	10	83%
		3	12	0	0%	12	100%
		4	12	1	8%	11	92%
		5	12	4	33%	8	67%
		Reinspection	8	0	0%	8	100%
Manahawkin	44	1	11	0	0%	11	100%
		2	11	2	18%	9	82%
		3	11	0	0%	11	100%
		Reinspection	11	0	0%	11	100%
Mays Landing	54	1	11	2	18%	9	82%
		2	11	1	9%	10	91%
		3	11	1	9%	10	91%
		4	11	2	18%	9	82%
		Reinspection	10	0	0%	10	100%
Millville	24	1	12	3	25%	9	75%
		2	12	0	0%	12	100%
Newark	72	1	12	3	25%	9	75%
		2	12	3	25%	9	75%
		3	12	1	8%	11	92%
		4	12	1	8%	11	92%
		5	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

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2013

Station	Initial Audits Per Station	* Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Paramus	72	1	12	2	17%	10	83%
		2	12	1	8%	11	92%
		3	12	5	42%	7	58%
		4	12	2	17%	10	83%
		5	12	0	0%	12	100%
		Reinspection	12	0	0%	12	100%
Plainfield	36	1	12	0	0%	12	100%
		2	12	3	25%	9	75%
		3	12	0	0%	12	100%
Rahway	66	1	12	1	8%	11	92%
		2	12	0	0%	12	100%
		3	12	1	8%	11	92%
		4	12	2	17%	10	83%
		5	12	6	50%	6	50%
		6	6	0	0%	6	100%
Randolph	84	1	12	3	25%	9	75%
		2	12	0	0%	12	100%
		3	12	2	17%	10	83%
		4	12	0	0%	12	100%
		5	12	1	8%	11	92%
		6	12	1	8%	11	92%
		Reinspection	12	0	0%	12	100%
Salem	12	1	12	0	0%	12	100%
Secaucus	62	1	12	2	17%	10	83%
		2	12	2	17%	10	83%
		3	12	0	0%	12	100%
		4	12	1	8%	11	92%
		5	7	0	0%	7	100%
		6	7	0	0%	7	100%
South Brunswick	84	1	12	2	17%	10	83%
		2	12	0	0%	12	100%
		3	12	1	8%	11	92%
		4	12	0	0%	12	100%
		5	12	4	33%	8	67%
		6	12	1	8%	11	92%
		Reinspection	12	0	0%	12	100%
Southampton	55	1	11	2	18%	9	82%
		2	11	0	0%	11	100%
		3	11	0	0%	11	100%
		4	11	1	9%	10	91%
		Reinspection	11	0	0%	11	100%

Table II-2

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2013

Station	Initial Audits Per Station	* Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Washington	12	1	12	3	25%	9	75%
Wayne	108	1	12	1	8%	11	92%
		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	2	17%	10	83%
		7	12	2	17%	10	83%
		8	12	3	25%	9	75%
		Reinspection	12	0	0%	12	100%
Westfield Specialty	2	1	2	1	50%	1	50%
Winslow	48	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		Reinspection	12	1	8%	11	92%
Winslow Specialty	2	1	2	0	0%	2	100%
Totals	**1488**	**133**	**1488**	**121**	**8%**	**1367**	**92%**

Table II-2
(Page 4 of 4)

New Jersey Enhanced Inspection and Maintenance Program
PIF Equipment Audit Statistics
Year 2013

PIF Bench and OBD Combination Workstation Audit Summary	2012			2013		
	#	%		#	%	
# of PIFs	1,150	N/A		1,136	N/A	
# of Full year active PIFs requiring 2 annual bench audits*	760	66.1%		763	67.2%	
# of Full year active PIFs receiving Bench and OBD Combination Workstation audits	644	84.7%		747	97.9%	
# of Full year active PIFs receiving two or more Bench and OBD Combination Workstation audits	270	35.5%		503	65.9%	
Bench and OBD Combination Workstation Audits						
Total	1,027	N/A		1,765	N/A	
Initial	1,020	99.3%		1,430	81.0%	
Initial Failures / Rate	165	16.2%		629	44.0%	
Second or Subsequent	7	0.7%		336	19.0%	
Retest Failures / Rate	3	42.9%		95	28.0%	
PIFs Shut Down as a Result of the Bench and OBD Combination Workstation Audit		**% of PIFs Audited**	**% of all PIFs**		**% of PIFs Audited**	**% of all PIFs**
Total	136	21.1%	11.8%	509	68.1%	44.8%
Failed equipment	126	19.6%	11.0%	507	67.9%	44.6%
No current program equipment	10	1.6%	0.9%	2	0.3%	0.2%

PIF OBD-only Workstation Audit Summary	2012			2013		
	#	%		#	%	
# of PIFs	1,150	N/A		1,136	N/A	
# of Full year active PIFs with OBD-only workstation	390	33.9%		296	26.1%	
# of Full year active PIFs receiving OBD-only workstation audits	N/A			151	51.0%	
# of Full year active PIFs receiving two or more OBD-only workstation audits	N/A			76	25.7%	
OBD-only Workstation Audits						
Total	N/A			245	N/A	
Initial	N/A			244	99.6%	
Initial Failures / Rate	N/A			3	1%	
Second or Subsequent	N/A			1	0.4%	
Retest Failures / Rate	N/A			0	0%	
PIFs Shut Down as a Result of the OBD-only Workstation Audits		**% of PIFs Audited**	**% of all PIFs**		**% of PIFs Audited**	**% of all PIFs**
Total	N/A			3	2.0%	1.0%
Failed equipment	N/A			2	1.3%	0.7%
No current program equipment	N/A			1	0.7%	0.3%

*Semi-annual equipment audits are required by 40 CFR 51.363 (c)

Table II-3

APPENDIX III

COMPLIANCE STICKER SURVEY REPORT

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Summary
Year 2013

2013	Agency	Number Surveyed	Number Delinquent	Delinquent Length				Delinquent Vehicle Type			Compliance Rate
				No Sticker	1-30 Days	31-89 Days	90+ Days	Cars	Trucks	Commercial	
January	**NJDEP**	4,868	184	26	31	40	87	153	24	7	96.2%
Febuary	**NJDEP**	4,260	175	29	28	31	87	140	32	3	95.9%
March	**NJDEP**	3,779	156	22	14	33	87	125	26	5	95.9%
April	**NJDEP**	4,257	199	28	32	38	101	167	28	4	95.3%
May	**NJDEP**	4,265	158	19	23	29	87	137	19	2	96.3%
May	**NJMVC**	5,000	319	0	111	60	148	Not Reported			93.6%
June	**NJDEP**	4,268	174	28	27	25	94	144	25	5	95.9%
July	**NJDEP**	3,698	171	13	31	55	72	155	14	2	95.4%
August	**NJDEP**	4,070	165	35	20	35	75	134	27	4	95.9%
September	**NJDEP**	3,036	105	22	12	20	51	99	4	2	96.5%
October	**NJDEP**	4,625	165	21	34	28	82	135	26	4	96.4%
October	**NJMVC**	5,000	229	0	30	51	148	Not Reported			95.4%
November	**NJDEP**	3,036	109	13	15	24	57	103	4	2	96.4%
December	**NJDEP**	2,023	93	12	23	11	47	91	2	0	95.4%
Totals		56,185	2,402	268	431	480	1,223	1,583	231	40	95.7%

Table III-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2013

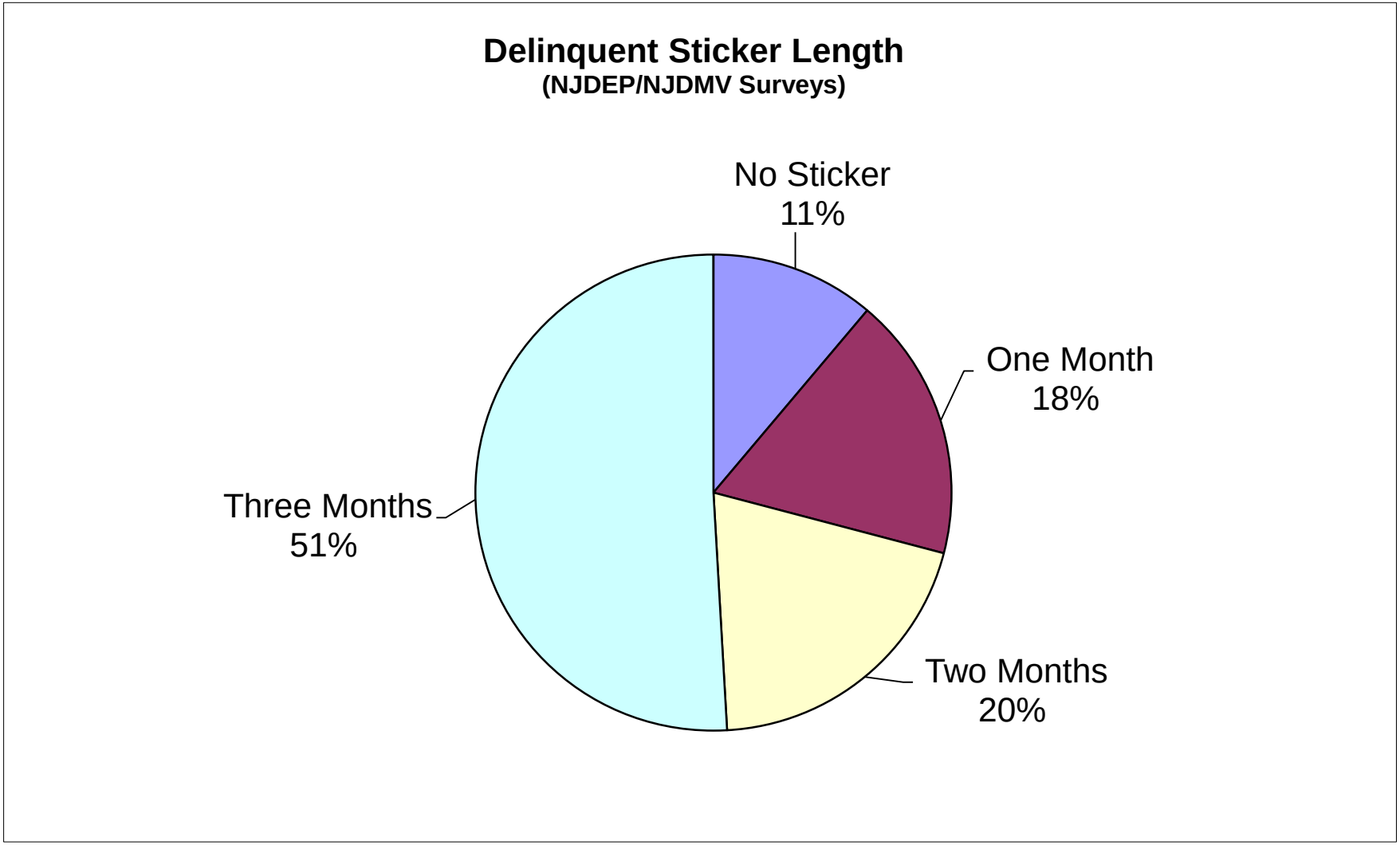


Figure III-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2013

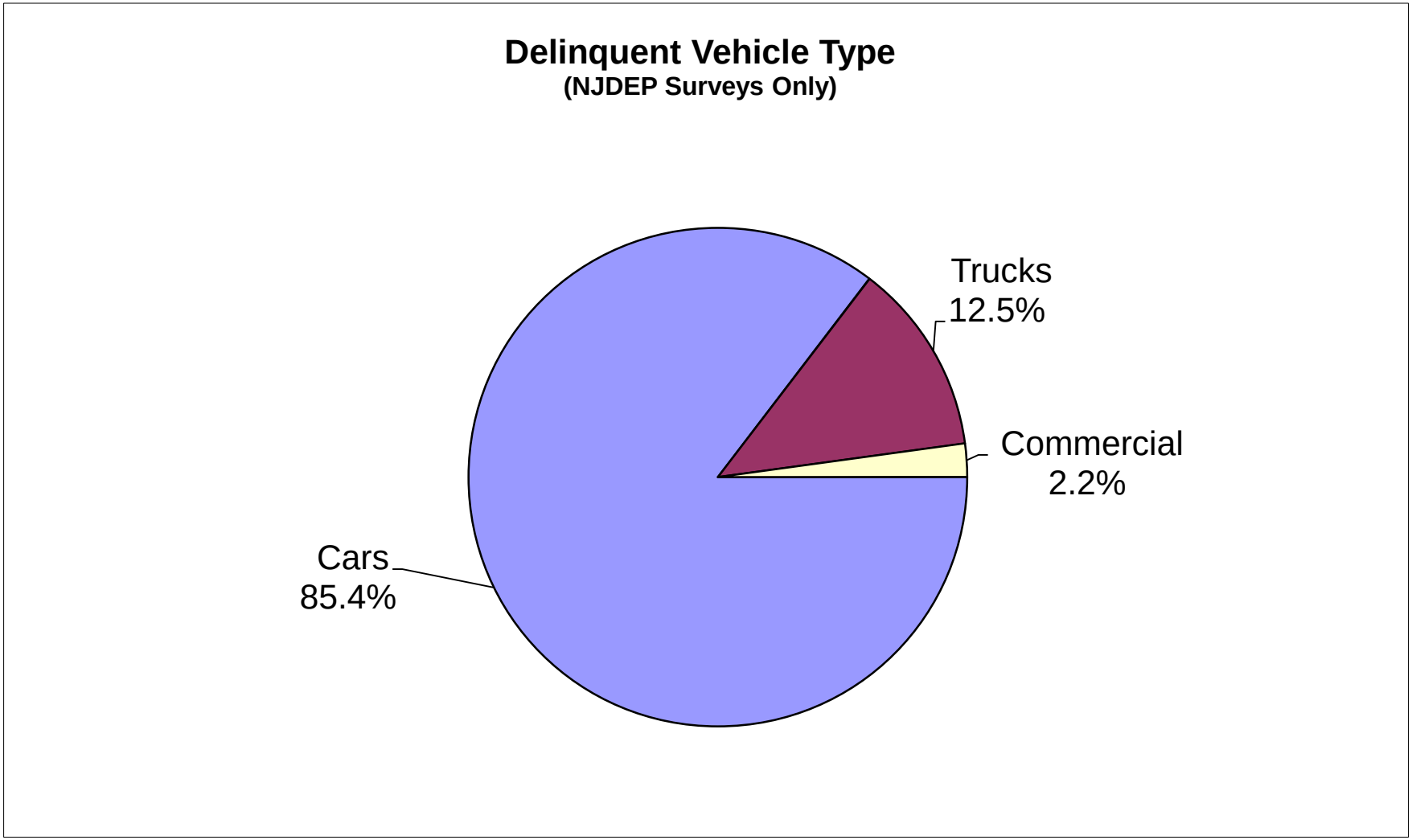


Figure III-2

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 OBD Exclusion List

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	CAT Retest Exclusion	Bypass OBD Allowed
1996	CHRYSLER	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 Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	CAT Retest Exclusion	Bypass OBD Allowed
1996	MITSUBISHI	MONTERO	*	N	N	Y	N	N	N	N
1996	NISSAN	200SX	*	N	N	Y	N	N	N	N
1996	NISSAN	240SX	*	N	N	Y	N	N	N	N
1996	NISSAN	300ZX	*	N	N	Y	N	N	N	N
1996	NISSAN	ALTIMA	*	N	N	Y	N	N	N	N
1996	NISSAN	MAXIMA	*	N	N	Y	N	N	N	N
1996	NISSAN	PATHFINDER	*	N	N	Y	N	N	N	N
1996	NISSAN	PICKUP	*	N	N	Y	N	N	N	N
1996	NISSAN	QUEST	*	N	N	Y	N	N	N	N
1996	NISSAN	SENTRA	*	N	N	Y	N	N	N	N
1996	PLYMOUTH	BREEZE	*	N	N	Y	N	N	N	N
1996	PLYMOUTH	NEON	*	N	N	Y	N	N	N	N
1996	PLYMOUTH	VOYAGER	*	N	N	Y	N	N	N	N
1996	SAAB	900	*	N	N	Y	N	N	N	N
1996	SAAB	9000	*	N	N	Y	N	N	N	N
1996	SUBARU	IMPREZA	*	N	N	Y	N	N	N	N
1996	SUBARU	LEGACY	*	N	N	Y	N	N	N	N
1996	SUBARU	SVX	*	N	N	Y	N	N	N	N
1996	VOLVO	850 SERIES	*	N	N	Y	N	N	N	N
1996	VOLVO	960 SERIES	*	N	N	Y	N	N	N	N
1997	CADILLAC	DEVILLE	*	N	N	N	Y	N	N	N
1997	CADILLAC	ELDORADO	*	N	N	N	Y	N	N	N
1997	CADILLAC	SEVILLE	*	N	N	N	Y	N	N	N
1997	EAGLE	TALON	*	N	N	Y	N	N	N	N
1997	FORD	TAURUS	???????2?????????	N	N	N	Y	N	N	N
1997	MAZDA	MPV	*	N	N	Y	Y	N	N	N
1997	MITSUBISHI	3000GT	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	DIAMANTE	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	ECLIPSE	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	GALANT	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	MIRAGE	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	MONTERO	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	MONTERO SPORT	*	N	N	Y	N	N	N	N
1997	NISSAN	200SX	*	N	N	Y	N	N	N	N
1997	OLDSMOBILE	AURORA	*	N	N	N	Y	N	N	N
1997	SAAB	900	*	N	N	Y	N	N	N	N

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	CAT Retest Exclusion	Bypass OBD 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 Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	CAT Retest Exclusion	Bypass OBD 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 Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	CAT Retest Exclusion	Bypass OBD 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 OBD Technical Synopsis and Process Flow Diagram

NJDEP's OBD Technical Synopsis

Components of the OBD Test

The OBD test encompasses a visual check of the dashboard display function, Diagnostic Link Connector (DLC) status, and an electronic examination of the OBD 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 OBD 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 OBD test on a vehicle that would have failed. There is also additional data captured during the OBD test that is used for flagging stations that may be routinely exploiting known weaknesses in OBD 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 OBD test.

Next, the DLC condition is checked; if the DLC is damaged, missing, or obstructed, the motor vehicle has failed the OBD test. If the DLC is present and accessible, the OBD analyzer is connected to the DLC with the motor vehicle's engine turned off.

For the remainder of the OBD test, the motor vehicle is then started and left running (KOER) to allow the OBD analyzer to attempt to communicate with the motor vehicle's OBD system. If the analyzer cannot successfully communicate with the motor vehicle's OBD system after 4 attempts, the motor vehicle has failed the OBD test.

OBD Technical Synopsis

During OBD 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 OBD test, but still subject to all of the other components of the OBD test. This is explained in more detail further in this section. Currently, 84 of approximately 20,000 OBD 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 OBD 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 OBD system. If the vehicle's MIL is commanded on, the motor vehicle has failed the OBD 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 OBD 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 OBD 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.

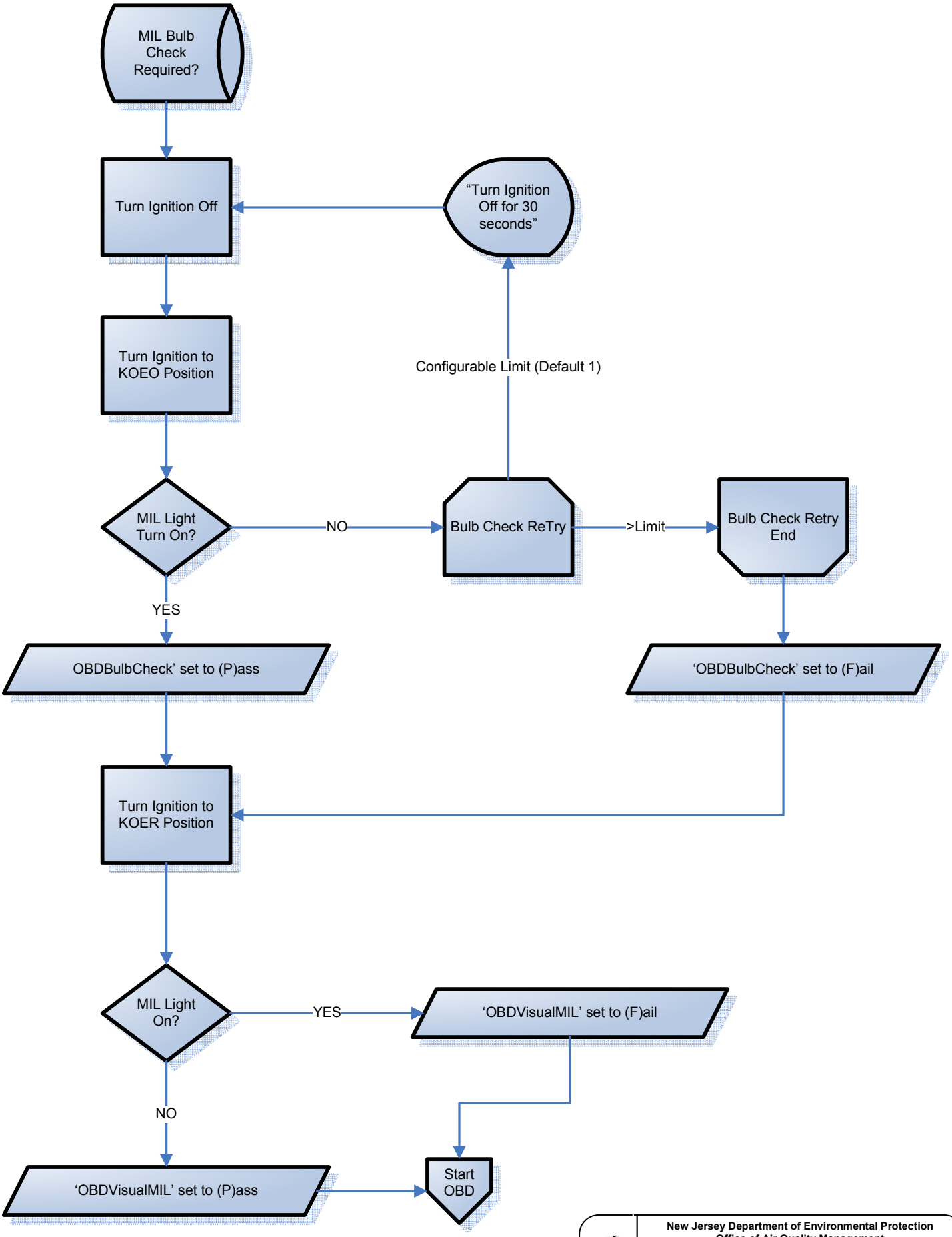
Vehicles were required to store the VIN number of the vehicle in the PCM starting in model year 2005, and some vehicle manufacturers started populating this data element early. As such, in the upgraded system electronic VIN information is recorded starting in model year 1998. Even if the electronic VIN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

In the upgraded system, two additional vehicle identifiers have been added to the required data elements. These are the Calibration Identification Number (Calid) and Calibration Verification Number (CVN). These elements are not only useful for vehicle identification purposes but can also be used to indentify vehicles where the manufacturer's PCM calibration has been altered. Some non-OEM calibrations alter the Calid for their own internal identification purposes, and these vehicles can be flagged as tampered. However, Calid alone is not entirely sufficient to determine whether a vehicle's OEM calibration has been tampered with because it is merely a static value held in a memory address of the calibration itself. Once the address is known any modified calibration can use the OEM Calid to appear as if the calibration is unaltered, commonly referred to as spoofing. This is why CVN data is also captured during the OBD 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 OBD test that is used for flagging stations that may be routinely exploiting known weaknesses in OBD 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.

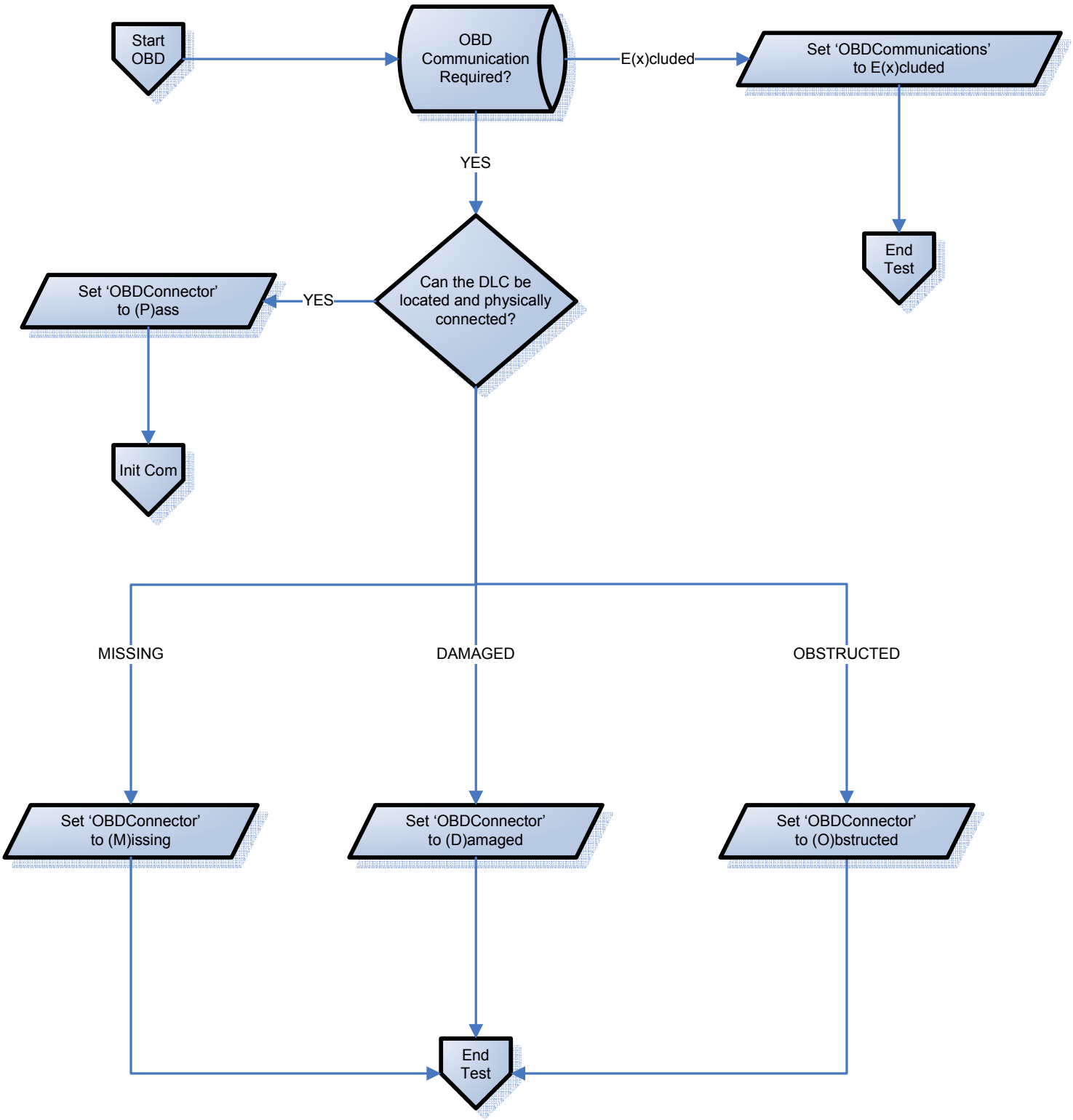
If the vehicle passes its visual MIL inspections, successfully communicates with the analyzer, the analyzer indicates that the motor vehicle is deemed “ready”, and the OBD system is not indicating any malfunctions of the motor vehicle (MIL is commanded off), then the motor vehicle has passed the OBD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



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

Jeff Kennedy
Principal Environmental Engineer
Air Pollution Control

2/3/2011



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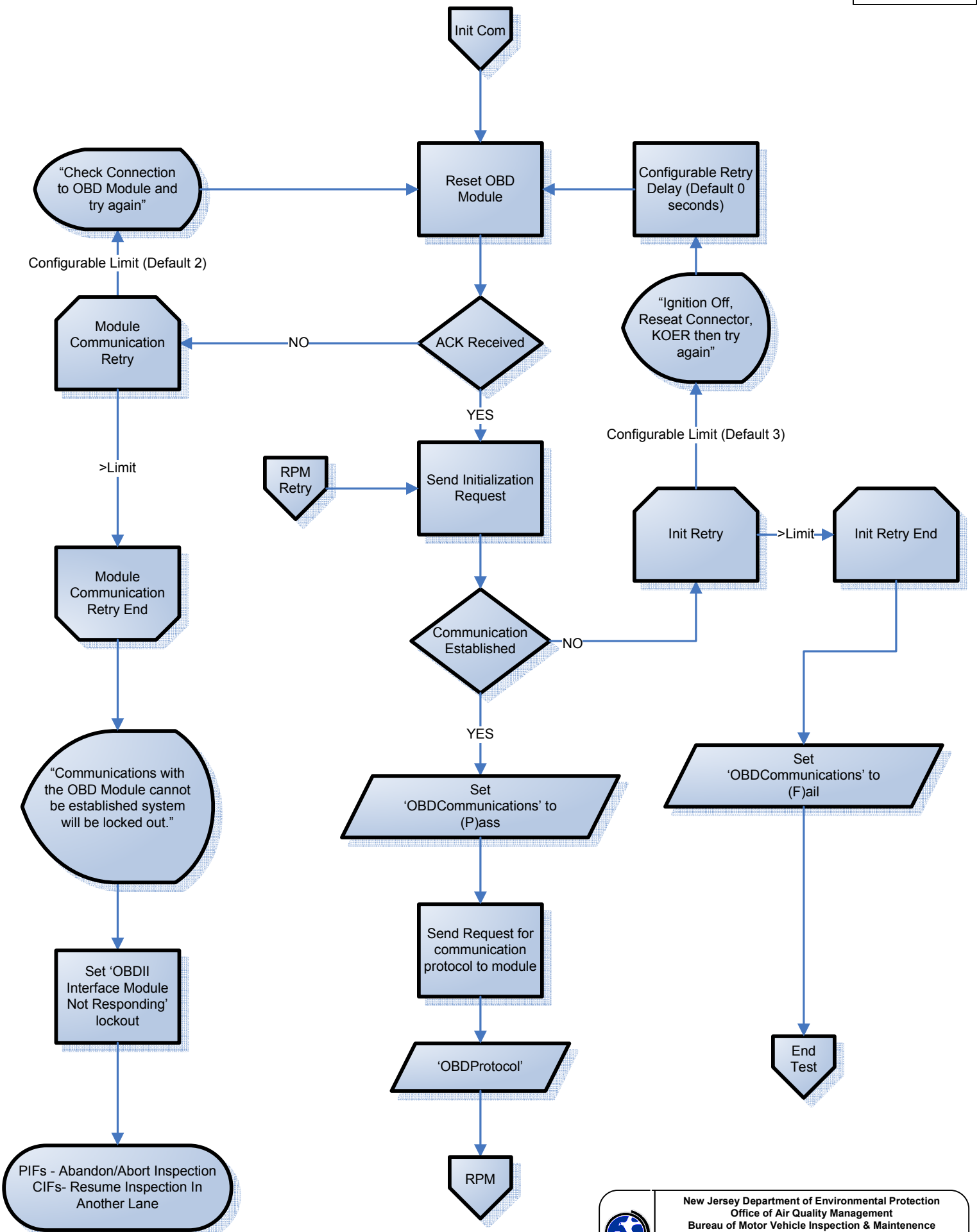

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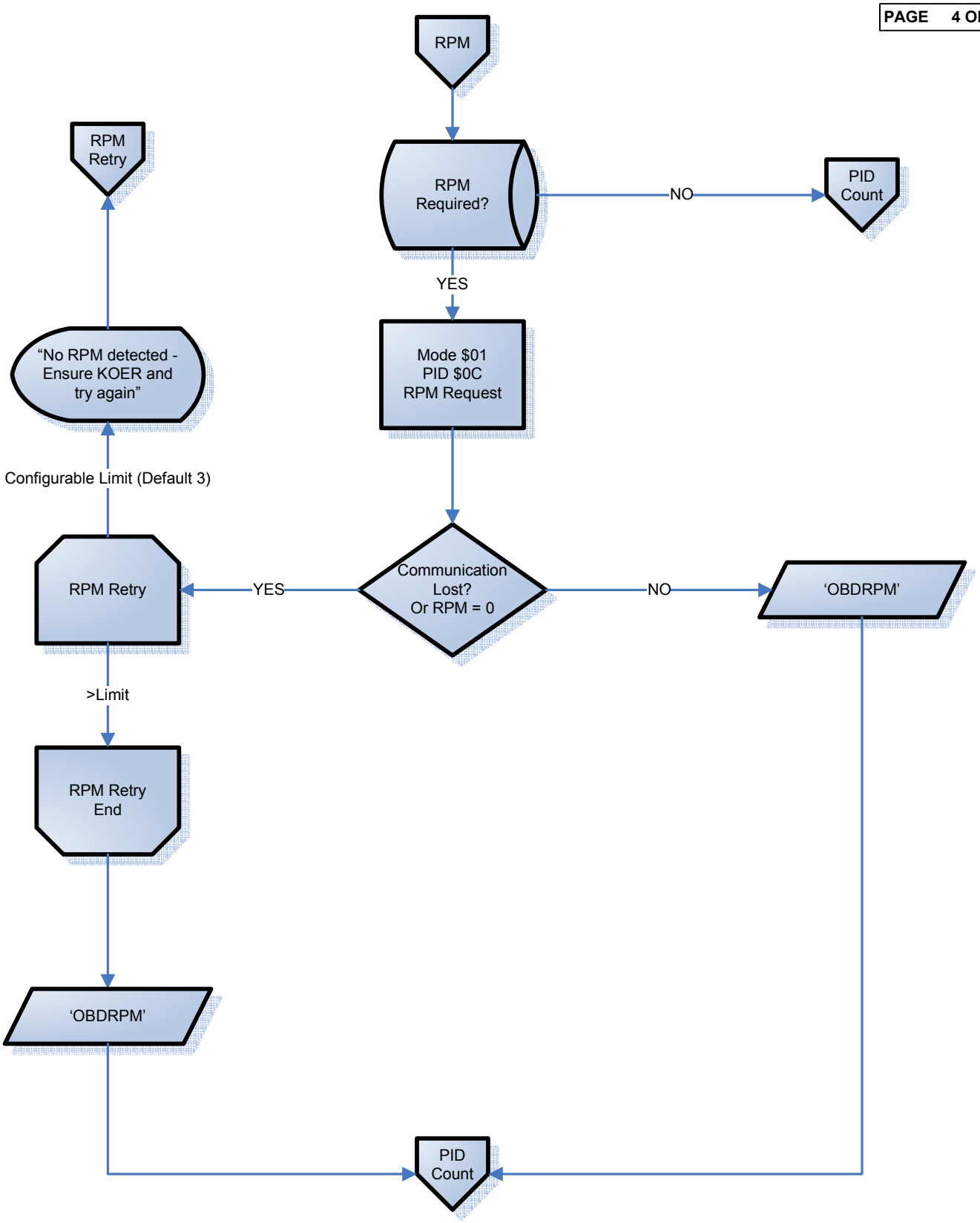
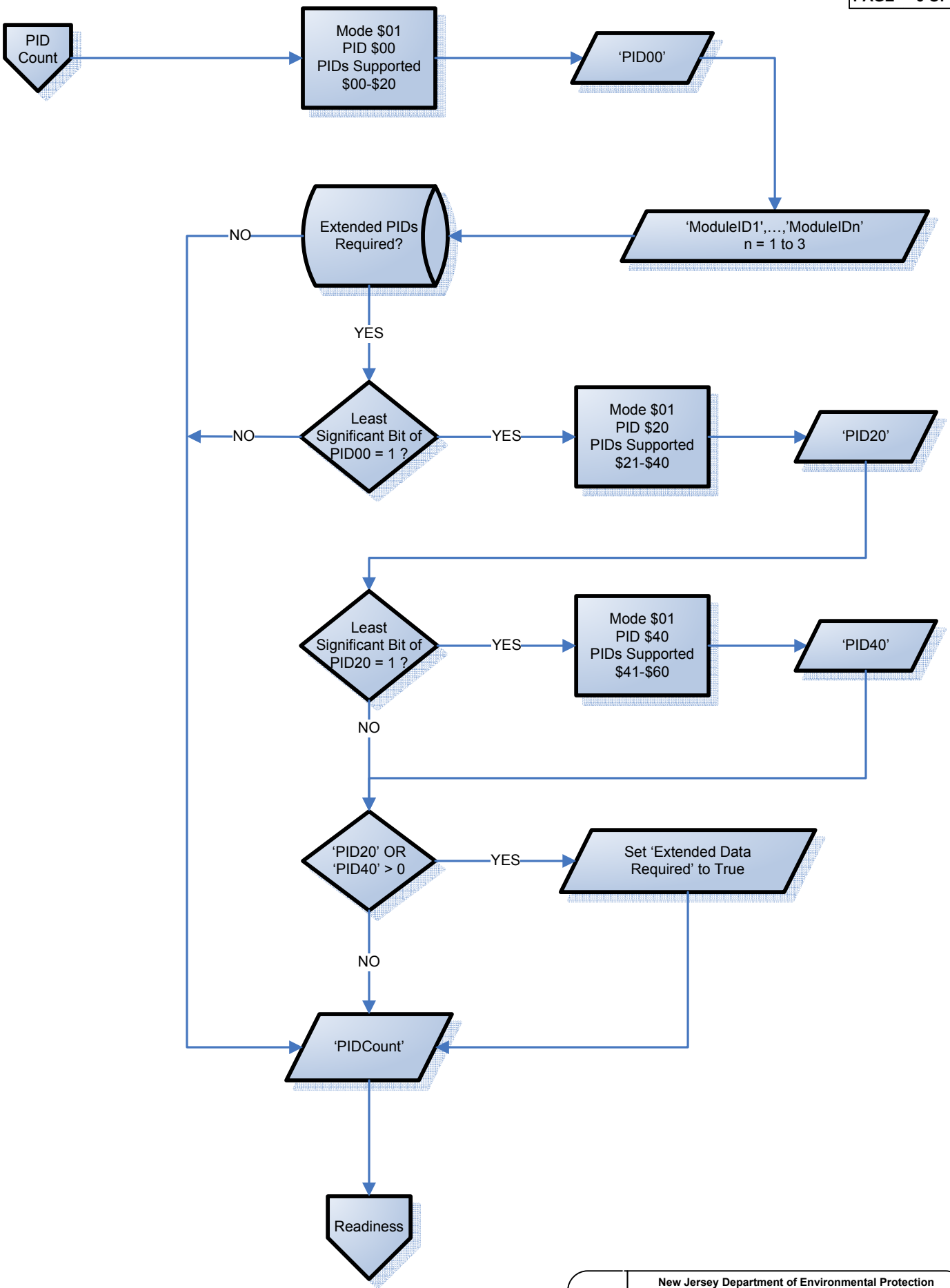

RPM
RPM Required?
NO
PID Count
YES
Mode $01
PID $0C
RPM Request
Communication Lost?
Or RPM = 0
YES
RPM Retry
NO
'OBDRPM'
>Limit
RPM Retry End
'OBDRPM'
PID Count
Configurable Limit (Default 3)
"No RPM detected - Ensure KOER and try again"
RPM Retry



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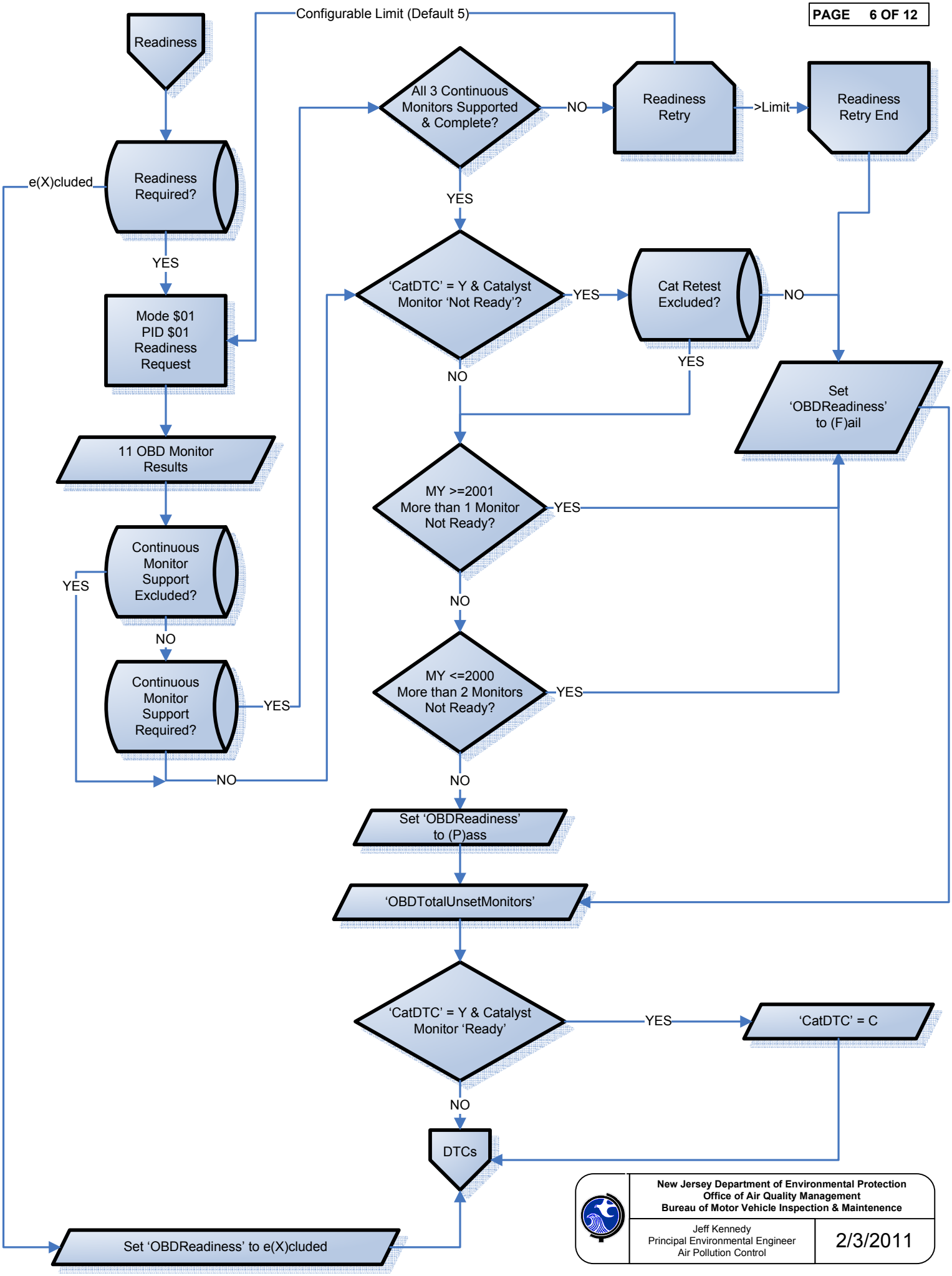

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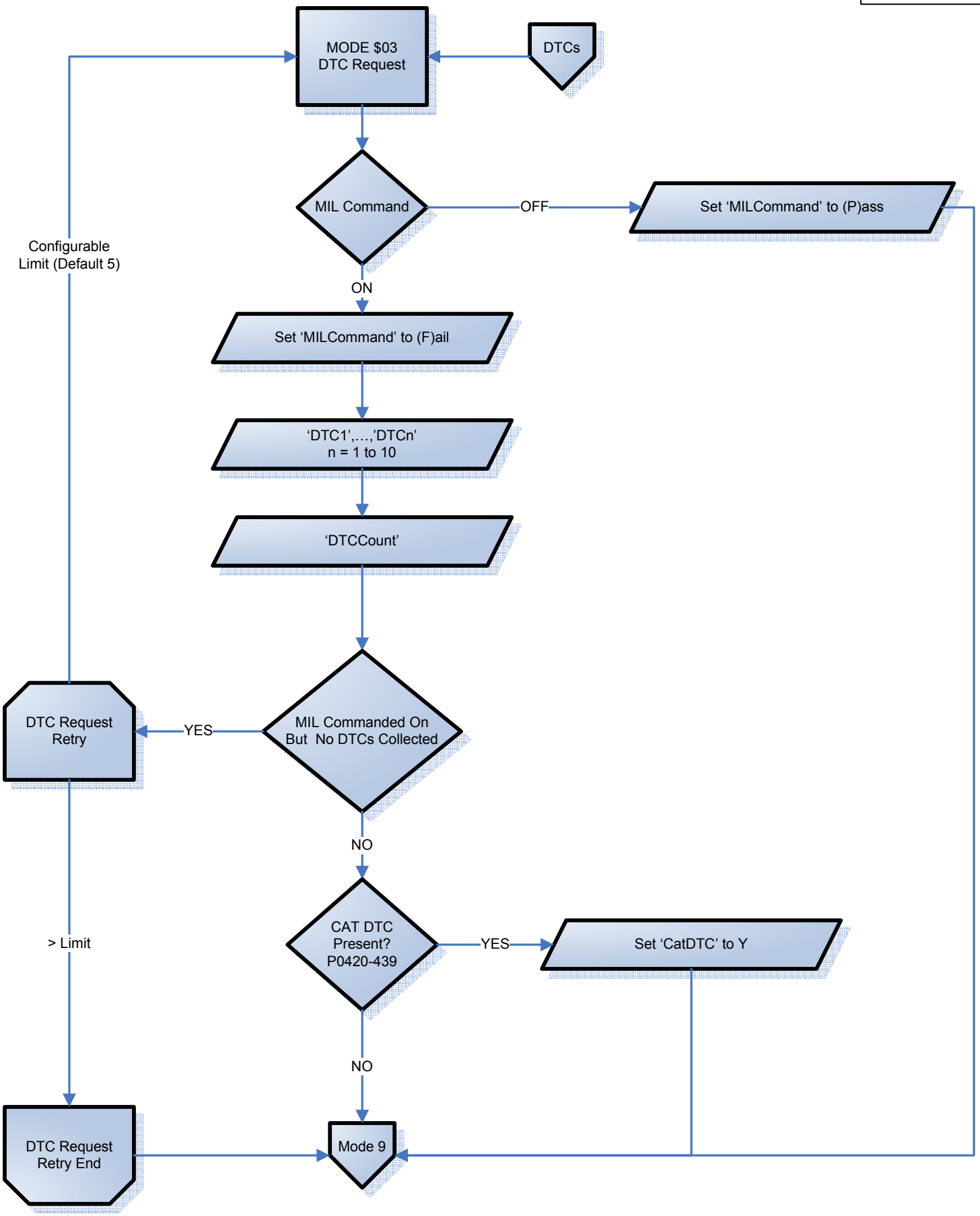
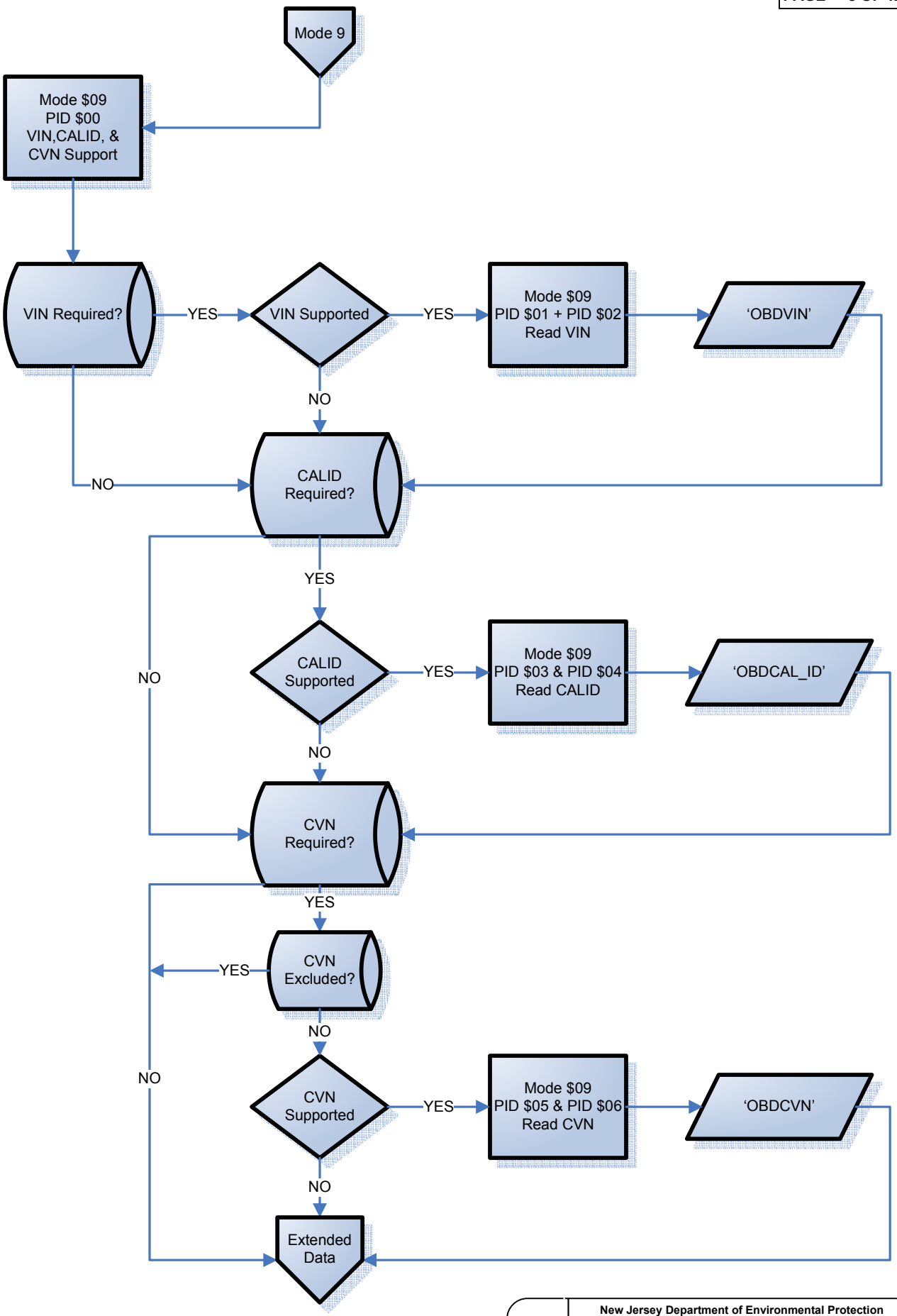

MODE $03
DTC Request
DTCs
MIL Command
OFF
Set 'MILCommand' to (P)ass
Configurable
Limit (Default 5)
ON
Set 'MILCommand' to (F)ail
'DTC1',…,'DTCn'
n = 1 to 10
'DTCCount'
DTC Request
Retry
YES
MIL Commanded On
But No DTCs Collected
NO
> Limit
CAT DTC
Present?
P0420-439
YES
Set 'CatDTC' to Y
NO
DTC Request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



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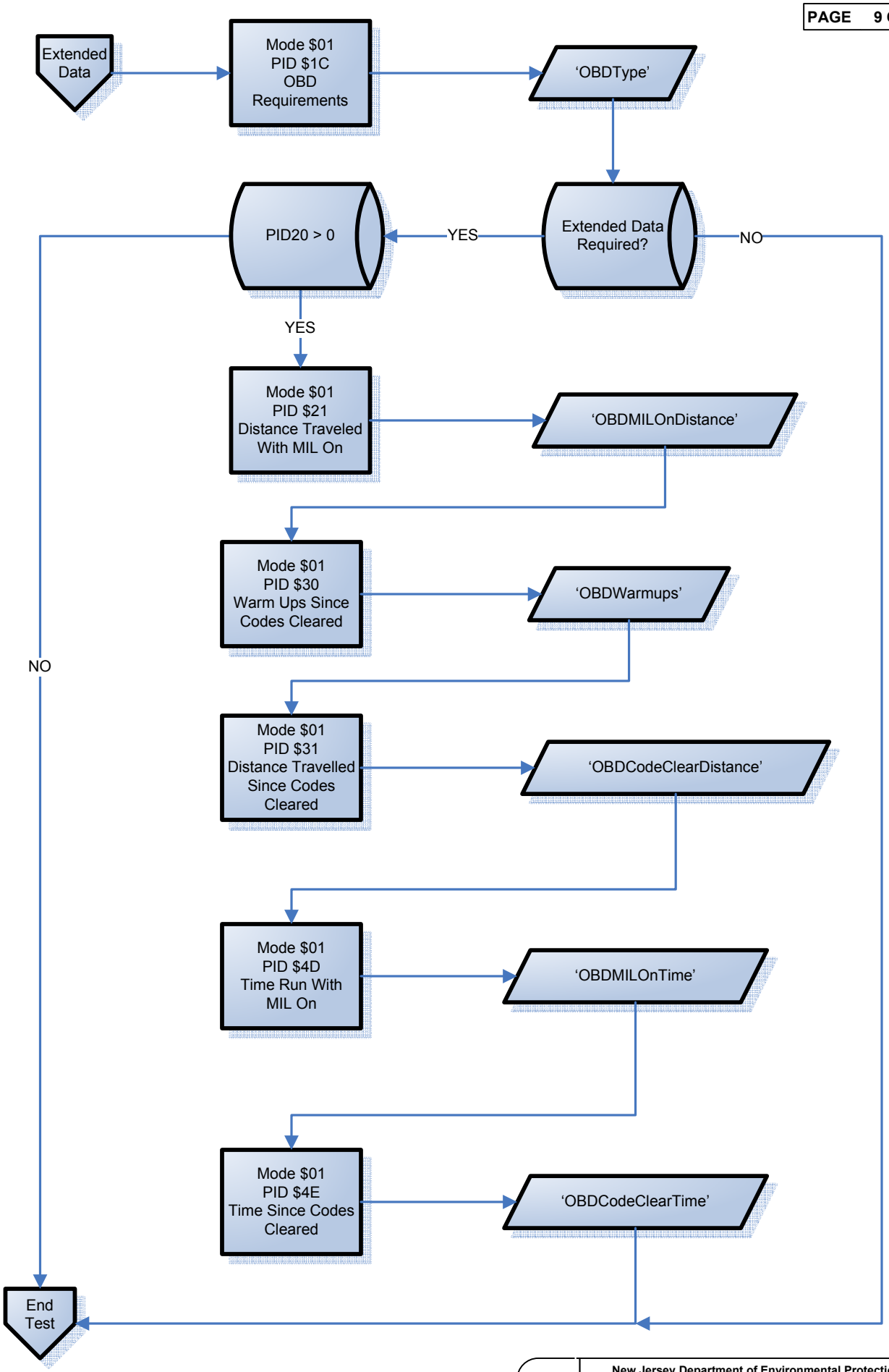
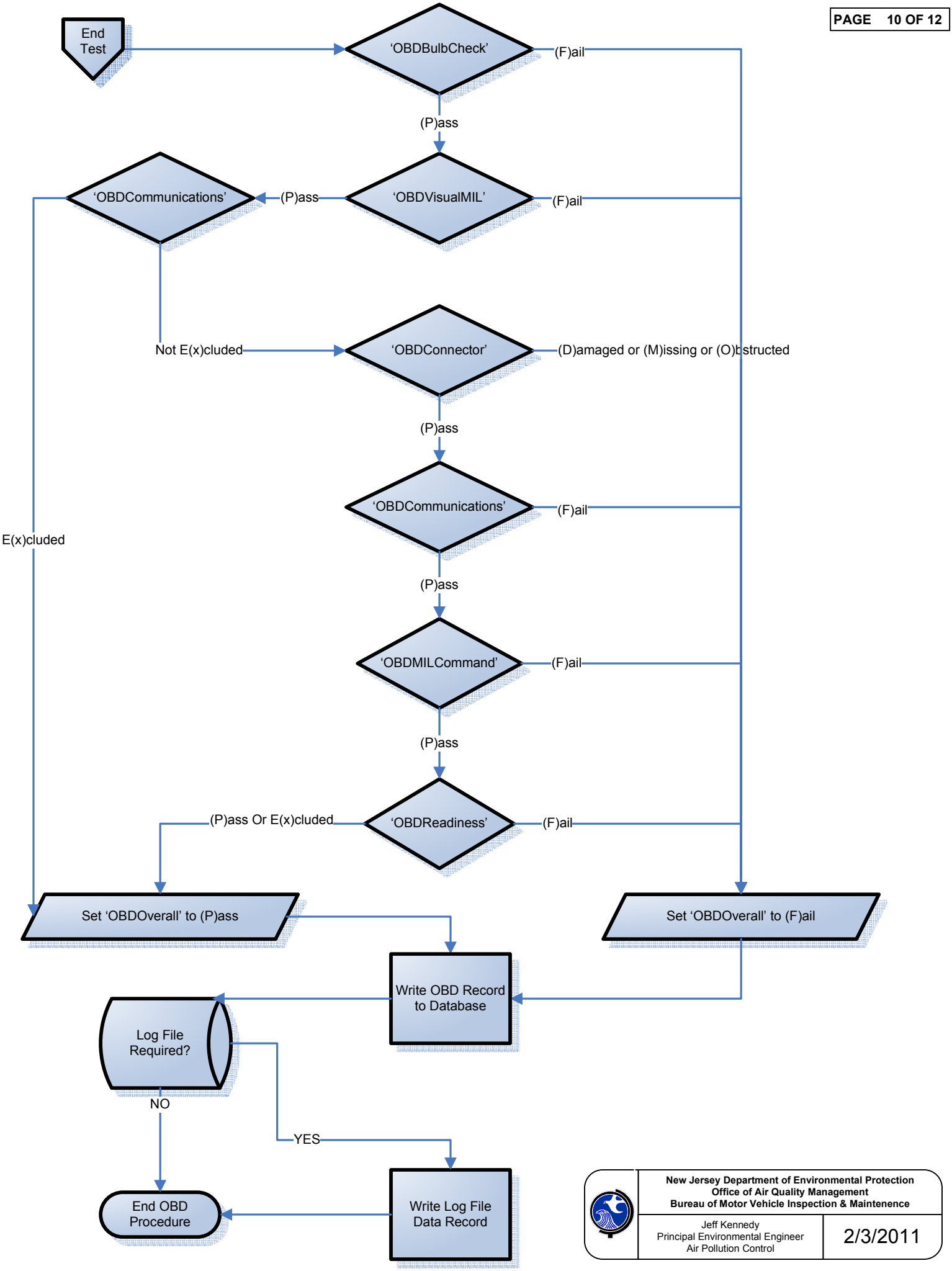

Extended Data
Mode $01 PID $1C OBD Requirements
'OBDType'
Extended Data Required?
YES
NO
PID20 > 0
YES
NO
Mode $01 PID $21 Distance Traveled With MIL On
'OBDMILOnDistance'
Mode $01 PID $30 Warm Ups Since Codes Cleared
'OBDWarmups'
Mode $01 PID $31 Distance Travelled Since Codes Cleared
'OBDCodeClearDistance'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



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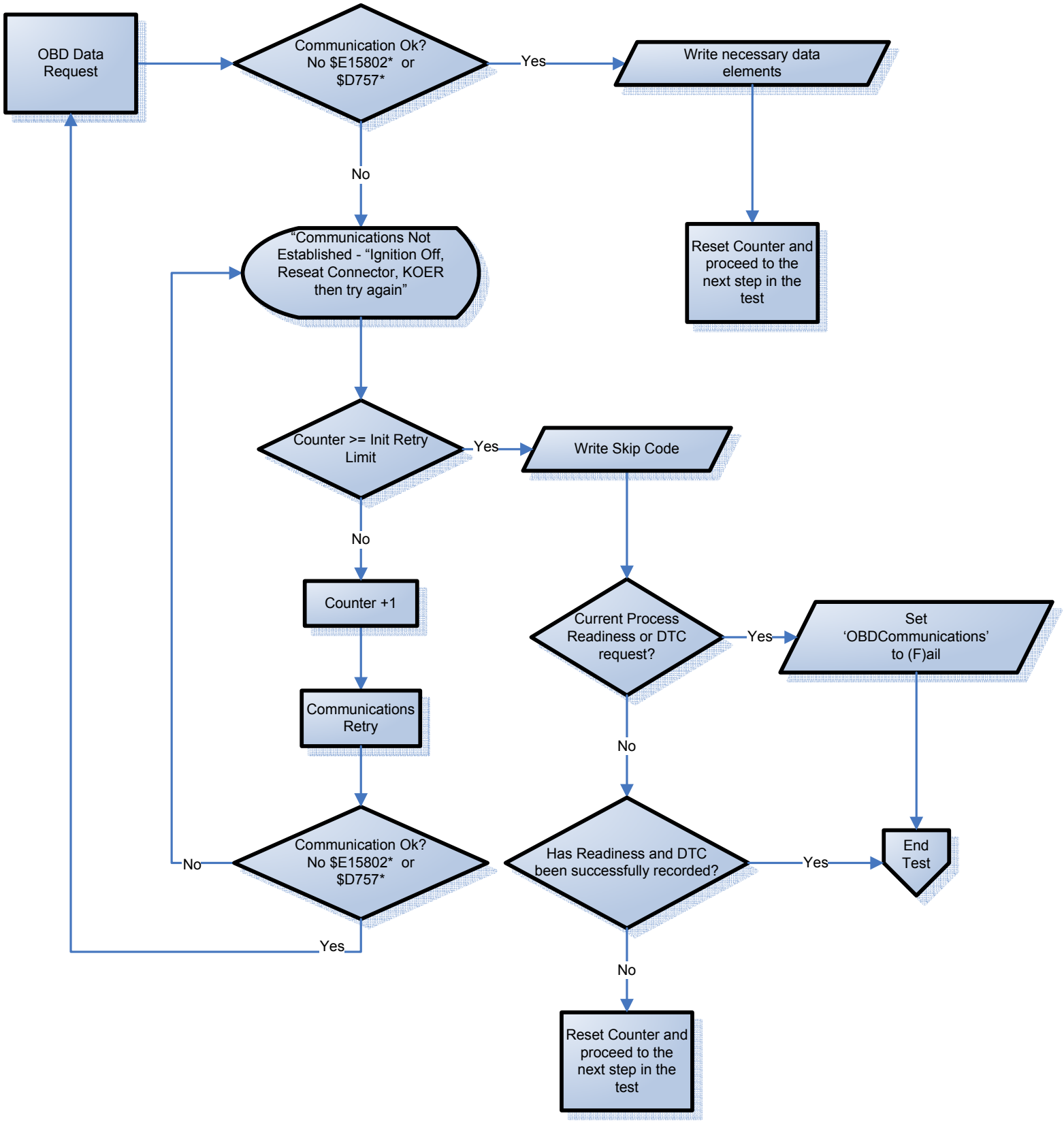

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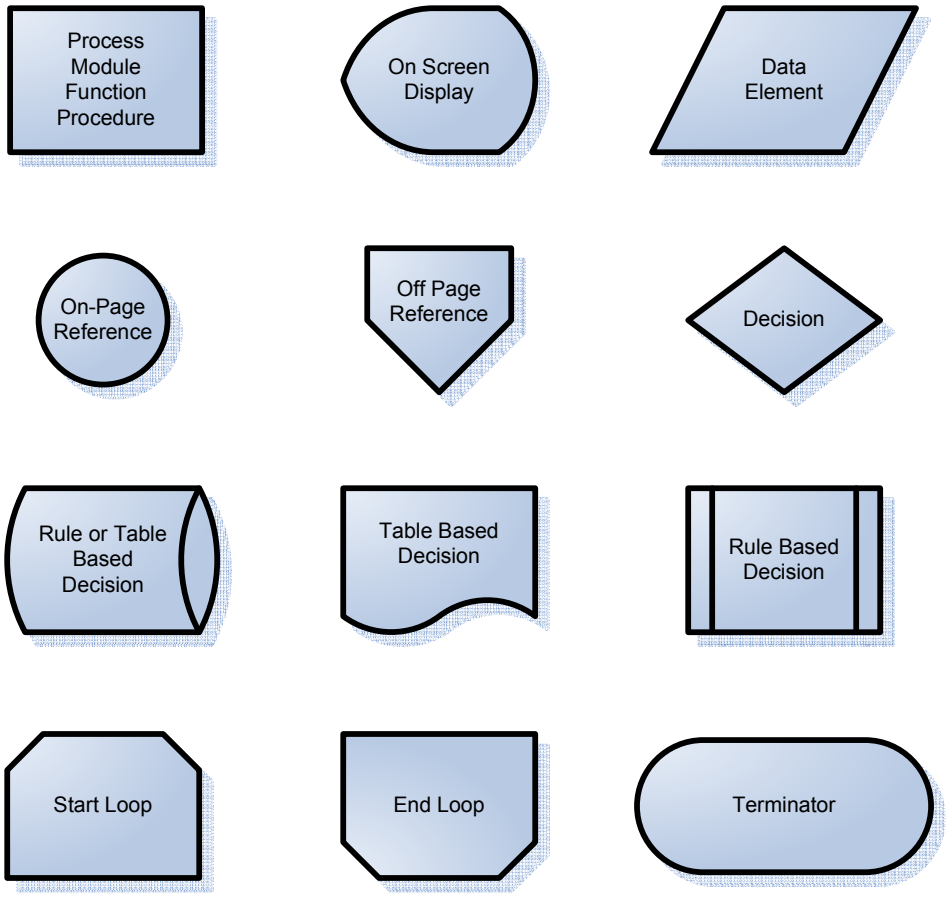
Process
Module
Function
Procedure
On Screen
Display
Data
Element
On-Page
Reference
Off Page
Reference
Decision
Rule or Table
Based
Decision
Table Based
Decision
Rule Based
Decision
Start Loop
End Loop
Terminator

APPENDIX VII

New Jersey Department of Law and Public Safety

Office of the Attorney General Press Release - January 15, 2014

Owner and Employees of Auto Inspection Business In Paterson Charged With Using Electronic Devices to Falsify Emission Inspection Results

OFFICE OF THE ATTORNEY GENERAL
DIVISION OF CRIMINAL JUSTICE NEWS
NEW JERSEY DEPARTMENT OF LAW & PUBLIC SAFETY

John J. Hoffman, *Acting Attorney General*

Division of Criminal Justice
Elie Honig, Director

For Immediate Release:
January 15, 2014

For Further Information Contact:
Peter Aseltine (609) 292-4791

OWNER AND EMPLOYEES OF AUTO INSPECTION BUSINESS IN PATERSON CHARGED WITH USING ELECTRONIC DEVICES TO FALSIFY EMISSION INSPECTION RESULTS

Three men face charges in probe by Attorney General's Office, Motor Vehicle Commission and DEP

TRENTON – Acting Attorney General John J. Hoffman announced that three men who operate a private auto inspection business in Paterson were charged today with fraudulently using data simulators to generate false results for motor vehicle emissions inspections. The men allegedly took payments from customers in return for using the electronic devices to generate passing results for vehicles that had failed emissions inspections, which rely on data from onboard diagnostic systems.

The charges are the result of a joint investigation by the Division of Criminal Justice, the New Jersey Motor Vehicle Commission and the New Jersey Department of Environmental Protection.

The Division of Criminal Justice charged the following individuals with second-degree conspiracy, second-degree computer crimes and third-degree tampering with public records or information:

- **Christopher Alcantara**, 28, of Paterson, owner of **Five Stars Auto Inspection**, which is located at 34 1st Avenue in Paterson;
- **Mariano Alcantara**, 51, of Clifton, (an uncle of Christopher Alcantara); and
- **Lewis Alcantara-Sosa**, 21, of Paterson, (cousin of Christopher and nephew of Mariano).

Christopher and Mariano Alcantara were arrested this morning by detectives of the Division of Criminal Justice and were lodged in the Bergen County Jail with bail set at $50,000 for each. Lewis Alcantara was charged by summons and was released without posting bail after he was processed on the charges.

"This type of fraud threatens the very air that we breathe, because it results in more poorly maintained vehicles on our roadways and more toxic emissions," said Acting Attorney General Hoffman. "We will not tolerate dishonest individuals who seek to turn a profit at the expense of public health and the environment."

"The message here is that those who commit inspection fraud will face stern punishment," said Director Elie Honig of the Division of Criminal Justice. "We have the capacity to detect the use of a data simulator, and anyone caught faces serious prison time, like these defendants."

"The state's stringent emissions testing program is designed to enable us to get the offending 'polluters' off of our roadways and into repair shops," said Motor Vehicle Commission Chairman and Chief Administrator Raymond P. Martinez. "These repair shops are meant to be the solution – not the problem – to keeping countless tons of pollutants out of our air."

"We are committed to protecting the quality of our air and enforcing the laws and regulations that protect the health of our residents and our environment," DEP Commissioner Bob Martin said. "This type of behavior will not be tolerated."

Most passenger cars and light-duty vehicles of model year 1996 or later have an onboard diagnostic (OBD) system that monitors the vehicle's emissions system. During an OBD inspection, an inspector at a private inspection facility (PIF) or a central inspection facility (CIF) connects state-approved inspection equipment to a standardized "data link connector" in the vehicle to retrieve OBD data in order to determine whether the vehicle passes or fails.

It is alleged that, on numerous occasions during the past year, the defendants temporarily installed OBD simulators in place of the data link connector in vehicles that had failed emissions inspections in order to generate false data that enabled the vehicles to pass inspection. The defendants allegedly charged customers up to $150 in return for using OBD simulators to enable the customers' vehicles to pass emissions inspections. It is alleged that they frequently installed the OBD simulator at Five Stars Auto Inspection, which is a PIF, but then took the vehicle to central inspection facilities, including the Lodi, Paramus and Wayne CIFs.

During the course of the investigation, investigators conducted surveillance of the defendants and Five Stars Auto Inspection. In addition, they allegedly arranged for the defendants to install OBD simulators in two undercover vehicles so that they would pass inspection. Investigators executed a search warrant today at Five Stars Auto Inspection, where they seized evidence including OBD simulators and records. Investigators have the ability to detect fraud by reviewing data in the vehicle inspection database, where they can identify the "electronic fingerprint" of OBD simulators that are being used to falsify inspection results.

Deputy Attorney General Debra Conrad of the Division of Criminal Justice is the prosecutor assigned to the case, under the supervision of Deputy Attorney General Jill Mayer, Chief of the Specialized Crimes Bureau. The lead investigators are, for the Division of Criminal Justice, Detective Sean Egan, under the supervision of Lt. Bill Newsome and assisted by Detective Nicholas Olenick, Detective Joseph C. Saiia Jr. and Sgt. Pat Kendig; for the Motor Vehicle Commission, Investigator Frank VanWie of the Division of Security, Investigation and Internal Audit, and Manager James Arose and Compliance Officer Theodore Lefkowich of the Enhanced Inspection and Maintenance Unit; and for the Department of Environmental Protection, Environmental Engineer Jeffrey Kennedy of the Bureau of Mobile Sources.

Second-degree crimes carry a sentence of five to 10 years in state prison and a fine of up to $150,000. In addition, the charge of second-degree computer crimes carries a mandatory period of parole ineligibility equal to one-third to one-half of the sentence imposed. Third-degree crimes carry a sentence of three to five years in state prison and a fine of up to $15,000.

The charges are merely accusations and the defendants are presumed innocent until proven guilty. Because they are indictable offenses, the charges will be presented to a grand jury for potential indictment.

# # #