

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

2014 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 2014 (2013 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 2011 through 2014 is presented in Table 1.

Table 1: Key Statistics: Years 2011 – 2014 Comparison

Key Statistics	2011	2012	2013	2014
Number of Total Emission Inspections	2,222,537	2,372,015	2,404,866	2,412,793
Total Emission Inspections – Centralized/Decentralized* Split	81.3%/18.7%	83.3%/16.7%	84.7%/15.3%	85.9%/14.1%
Total Emission Inspections – Initial/Re-inspection Split	89.3%/10.7%	88.6%/11.4%	88.2%/11.8%	87.2%/12.8%
Number of Initial Emission Inspections	1,985,804	2,100,771	2,121,816	2,103,270
Overall Initial Emission Failure Rate	13.5%	11.9%	10.8%	10.6%
Centralized Initial Emission Failure Rate	14.1%	12.5%	11.5%	11.2%
Decentralized Initial Emission Failure Rate	10.7%	8.8%	6.7%	6.6%
Overall Emission Inspection 1 st Retest Pass Rate	86.2%	74.9%	75.7%	75.1%
OBD 1 st Retest Pass Rate	86.0%	74.5%	74.8%	74.2%
Two Speed Idle 1 st Retest Pass Rate	82.0%	67.1%	68.9%	67.2%
Number of Vehicles with No Known Final Outcome**	21,527	24,911	17,589	TBD
As Percentage of Initial Inspections	1.1%	1.2%	0.8%	TBD
As Percentage of Initial Failures	8.0%	9.9%	7.7%	TBD
Sticker Compliance Rate	95.6%	95.9%	95.7%	95.7%
Emissions-Only CIF Covert Performance Audit Fail Rate	4.4%	4.6%	9.7%	11.1%
Emissions-Only PIF Covert Performance Audit Fail Rate	3.8%	4.1%	12.4%	8.5%
CIF Equipment Audit Fail Rate	16.0%	10.0%	8.0%	8.0%
PIF Equipment Audit Fail Rate	12.1%	19.6%	67.9%	51.4%
# CIF Full Inspection Lanes	119	113	114	112
# PIFs	1,279	1,150	1,136	1,126
# Emission Repair Facilities (ERFs)	1,589	1,391	1,361	1,294

* 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 2011, 2012, and 2013 reporting years. Vehicles with no known final outcome for 2014 are To Be Determined (TBD) and will be reported in the 2015 report to allow for analysis of data from a full registration cycle.

The State has a comprehensive auditing program in place to ensure that the I/M program is operating effectively and inspections are conducted properly. 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 took payments from customers in return for using the electronic devices to generate passing results for vehicles that had failed emissions inspections.

The fraud spanned from 2010 to 2014, during which time NJDEP identified 6,078 simulated inspections. For just the 2013 calendar year alone, 3,142 fraudulent inspections were identified which resulted in an estimated 103 tons per year NOx and VOC benefit lost as a result. This case is a clear example of the direct link between the motor vehicle I/M program and air quality. We will continue to monitor and audit the various program components so that we can maximize the effectiveness of the program and ensure that it is working properly. Additional information regarding this case can be found in Section V.C. of this report.

As a result of program oversight and data compilation and review, NJDEP also identified that Private Inspection Facilities continue to have a high test equipment fail rate, albeit lower than in 2013 when NJDEP began conducting PIF audits and providing more oversight to NJMVC's audits. NJDEP staff have been working closely with NJMVC staff since 2013 and will continue to address this high failure rate by checking NJMVC's audit gases to ensure that they are correct and not expired, and reviewing audit data to ensure the NJMVC auditors are conducting accurate audits. In addition NJDEP staff will directly audit as many PIFs as possible to ensure that workstation defects are identified and properly repaired by the contractor in a timely manner.

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. A checklist of the USEPA's Annual Reporting Requirements is included as Appendix VIII, and for reference purposes, also indicates the pages, sections, and/or Appendices where each required item or data set can be found within the report.

In addition to fulfilling reporting requirements, the Annual Report represents a comprehensive and quality-assured collection of program statistics that are used as readily-available reference material. The NJDEP gains valuable insight into the inspection program data and operations while compiling this report. This data is used to direct inspection operations, including correction of software deficiencies, allocation of auditing and training resources, targeting enforcement actions, and future inspection system planning. As well, the NJDEP provides this report upon request to inspection programs in other jurisdictions and motorists in New Jersey who wish to be better informed about the State's inspection process and results.

II. Test Data Report

This report includes statistical data from the fifteenth year of operation of New Jersey's enhanced gasoline I/M program. Information on the structure of New Jersey's I/M program, including vehicle types subject to inspection, emission-related test types performed in New Jersey, test data anomalies, and test frequency and network design, can be found in Appendix VII – Program Structure.

This report discusses emissions inspections, tests and vehicles. We track the status of emissions inspections by each unique vehicle. An emissions inspection consists of at least one of the primary emissions tests, i.e. On-Board Diagnostics (OBD), two speed idle, or idle, along with one or more of the secondary emissions tests, i.e. 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. The results are presented by overall emissions inspections and by each test type. Each vehicle is associated with an emissions inspection that includes multiple tests.

A. Total Emissions Inspections

Table 2 provides a detailed summary of the total emissions inspections performed.

Table 2: Total Emissions Inspections

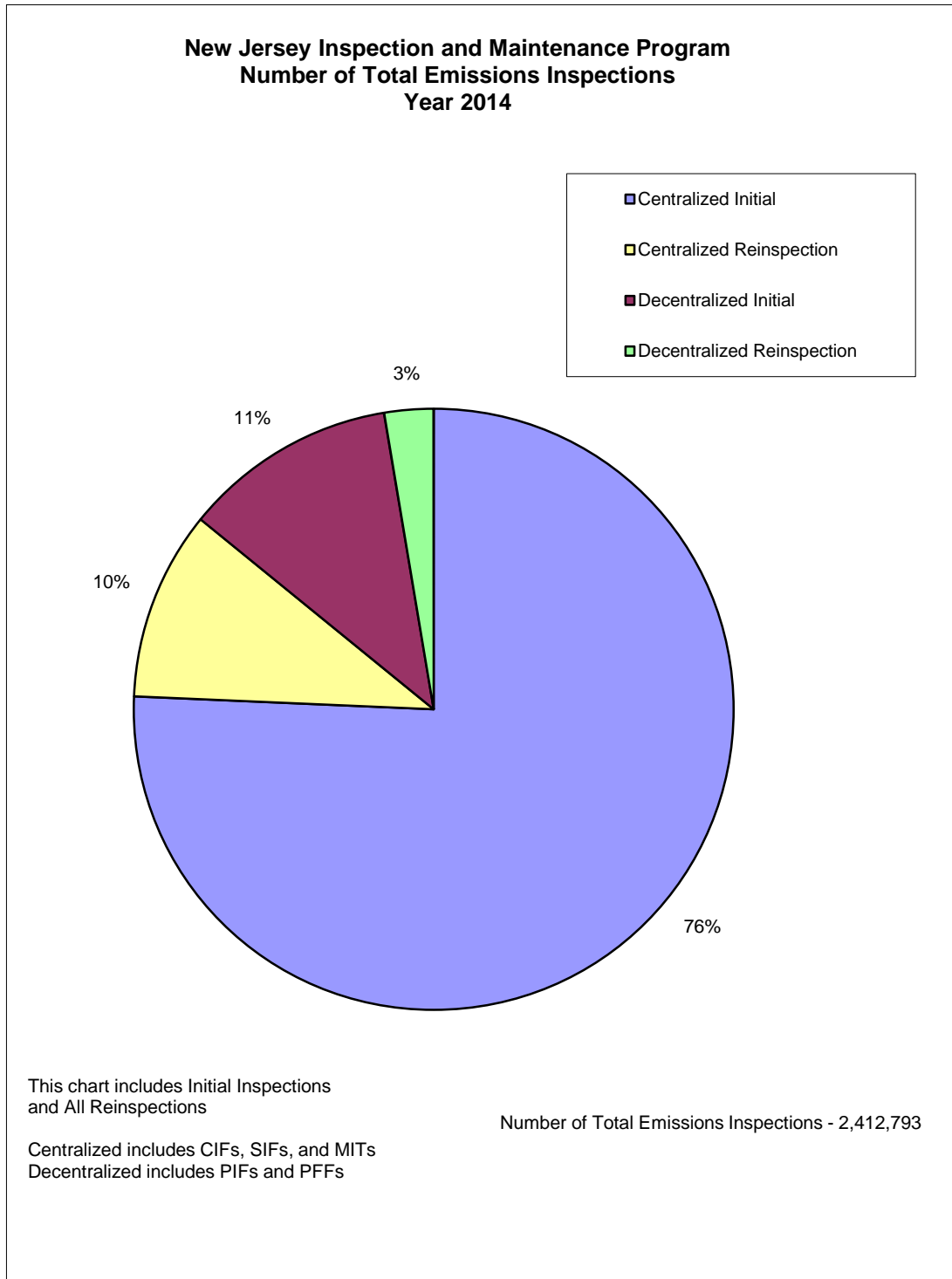
Test Station	Data	Initial Insp	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility (CIF)*	Total	1,810,932		239,504		2,050,436	
	Fail	200,490	11.1%	66,272	27.7%	266,762	13.0%
	Pass	1,610,442	88.9%	173,232	72.3%	1,783,674	87.0%
Private Inspection Facility (PIF)	Total	273,166		63,157		336,323	
	Fail	18,148	6.6%	4,469	7.1%	22,617	6.7%
	Pass	255,018	93.4%	58,688	92.9%	313,706	93.3%
Private Fleet Facility (PFF)	Total	3,970		678		4,648	
	Fail	153	3.9%	58	8.6%	211	4.5%
	Pass	3,817	96.1%	620	91.4%	4,437	95.5%
Specialty Inspection Facility (SIF)	Total	233		75		308	
	Fail	37	15.9%	15	20.0%	52	16.9%
	Pass	196	84.1%	60	80.0%	256	83.1%
Mobile Inspection Team (MIT)	Total	14,969		6,109		21,078	
	Fail	3,115	20.8%	1,139	18.6%	4,254	20.2%
	Pass	11,854	79.2%	4,970	81.4%	16,824	79.8%
Total		2,103,270		309,523		2,412,793	
Total Fail		221,943	10.6%	71,953	23.2%	293,896	12.2%
Total Pass		1,881,327	89.4%	237,570	76.8%	2,118,897	87.8%
% of Grand Total # of Inspections			87.2%		12.8%		

*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 Mobile Inspection Teams (MITs), and the inspection of vehicles that failed an on-road inspection and are required to be repaired and re-inspected at a licensed inspection facility as a result of that on-road failure.

Of the total number of emissions inspections, 2,071,822 (85.9 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 340,971 (14.1 percent) were performed by the decentralized network (PIFs and PFFs). A graphical representation of this centralized/decentralized split is shown in Figure 1.

Figure 1: Total Emissions Inspections – Centralized/Decentralized Split



B. Initial Emission Inspections

Initial overall emission inspection results by model year and station type for the year 2014 are shown in Appendix I – Part B. There were 2,103,270 initial overall emission inspections conducted in New Jersey in the year 2014. The initial overall emission failure rate for the entire network was 10.6%. The centralized initial overall emission failure rate was 11.2% and the decentralized initial overall emission failure rate was 6.6%. A further look at the initial overall emission inspection results by each individual CIF is presented in Appendix I – Part C.

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:

1,108,490	(52.7%) LDGVs,
877,045	(41.7%) LDGTs,
919	(0.04%) LDDTs,
3,427	(0.2%) LDDVs, and
113,389	(5.4%) HDGVs
<hr/>	
2,103,270	Total

Of the 2,103,270 initial overall emission inspections, 1,881,327 (89.4%) passed, while 221,943 (10.6%) failed at least one emission inspection component. Table 3 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 3 reflects multiple counting of any such inspection.

Table 3: Initial Pass and Fail Rates by Emission Test Type

Test Type	# Pass	Pass Rate	# Fail	Fail Rate
OBD	1,702,161	90.10%	186,990	9.90%
Two Speed Idle	78,938	81.81%	17,553	18.19%
Idle	113,156	96.45%	4,164	3.55%
Gas Cap	442,732	96.61%	15,554	3.39%
Catalytic Converter	2,096,791	99.92%	1,693	0.08%
Visible Smoke	2,101,684	99.93%	1,535	0.07%
Liquid Leak	2,103,096	99.99%	174	0.01%
Miscellaneous Emissions	2,102,981	99.99%	289	0.01%

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.

C. 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.

Some vehicles may be excluded from the OBD test and /or the readiness portion of the OBD test due to known problems in either communicating with the OBD inspection equipment or in meeting the readiness criteria to receive the OBD test. Further details and explanation regarding New Jersey's readiness and OBD exclusion procedures, including a copy of the current exclusion table for OBD, can be found in Appendix V – NJDEP's OBD/Readiness Exclusion Process and OBD Exclusion List.

In addition, a 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, can be found in 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 2014, and all OBD switched tests in this year did receive tailpipe tests.

A summary of the tests switched to tailpipe is presented in Table 4.

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

Table 4: OBD Test Failures Switched to Tailpipe

Network Type	Emission Test Switched To	# Initial OBD Tests	# Switched to Tailpipe	% Switched to Tailpipe	# Overall Fail	# Overall Pass	Overall Fail Rate
All	All	1,889,151	214	0.01%	2	212	0.9%
Centralized	Idle		37		0	37	0.0%
Centralized	TSI		102		2	100	2.0%
Centralized	All		139		2	137	1.4%
Decentralized	Idle		12		0	12	0.0%
Decentralized	TSI		63		0	63	0.0%
Decentralized	All		75		0	75	0.0%

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.

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.

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 1,889,151 initial OBD inspections in the year 2014. Of these, 1,838,676 (97.3%) passed either initially or a first or subsequent retest, and approximately 50,475 (2.7%) failed without a subsequent passing inspection (the number of vehicles without a subsequent passing inspection will be updated and reported in the 2015 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 1,889,151 initial overall OBD inspections, 1,702,161 (90.1%) passed initially, while 186,990 (9.9%) failed at least one OBD test component. The 9.9% fail rate is about the same as the 10.0% fail rate in 2013.

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	1,889,151	1,702,161	90.1%	186,990	9.9%
Bulb Check	1,889,151	1,879,578	99.5%	9,573	0.5%
KOER MIL Check	1,879,578	1,800,531	95.8%	79,047	4.2%
DLC Check	1,889,151	1,886,610	99.9%	2,541	0.1%
Communication	1,886,610	1,882,956	99.8%	3,654	0.2%
Readiness Status	1,870,730	1,776,262	95.0%	94,468	5.0%
MIL Command Status	1,882,956	1,781,575	94.6%	101,381	5.4%

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 2014 there were 6,195 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 12,226 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 1,882,956 initial OBD MIL command status checks which are summarized in Table 6.

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

Scenario	# of Tests	% of Tests
MIL Off with No DTCs (pass inspection)	1,781,575	94.62%
MIL Off with DTCs (pass inspection)	0	0.00%
MIL On with No DTCs (fail inspection)	131	0.01%
MIL On with DTCs (fail inspection)	101,250	5.38%
Totals	1,882,956	100.00%

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 1,870,730 initial readiness checks. Of these, 1,574,253 (84.2%) had all monitors set, while 296,477 (15.8%) 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 was a readiness failure rate of 5.0% (94,468). More detailed information on readiness status by model year and vehicle type is presented in Appendix I - Part F, Table F-5.

D. Roadside Inspections

Roadside inspections are conducted in New Jersey by NJMVC's Mobile Inspection Teams (MITs). The MITs perform exactly the same suite of emissions tests on vehicles as a CIF or PIF would perform. Vehicles inspected at roadside may fall anywhere in their periodic inspection cycle. Some vehicles may have had a recent initial inspection failure at a CIF or PIF and are categorized as a re-inspection by the MIT.

MIT inspections for 2014 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	14,969	11,854	3,115	20.8%
MIT Roadside Re-inspection	6,109	4,970	1,139	18.6%
MIT Roadside Total	21,078	16,824	4,254	20.2%

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.

E. Emission Re-Inspections

There were 221,943 (10.6%) overall initial emission inspection failures out of the 2,103,270 total initial overall emission inspections conducted in the year 2014. 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. There were 227,952 initially failed emission tests in the year 2014. 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 (221,943) because a vehicle can fail more than one emission test type in any given inspection.

In Table 8, 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	186,990	38,589	110,805	20.6%	59.3%
Two Speed Idle	17,553	4,612	9,440	26.3%	53.8%
Idle	4,164	834	2,474	20.0%	59.4%
Gas Cap	15,554	375	13,766	2.4%	88.5%
Catalytic Converter	1,693	96	950	5.7%	56.1%
Visible Smoke	1,535	124	1,004	8.1%	65.4%
Liquid Leak	174	0	144	0.0%	82.8%
Miscellaneous Emissions	289	26	185	9.0%	64.0%
Overall Tests	227,952	44,656	138,768	19.6%	60.9%
Overall Vehicles	221,943	44,699	134,655	20.1%	60.7%

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 2014.

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	186,990	25,710	13.7%
Two Speed Idle	17,553	3,247	18.5%
Idle	4,164	597	14.3%
Gas Cap	15,554	326	2.1%
Catalytic Converter	1,693	51	3.0%
Visible Smoke	1,535	83	5.4%
Liquid Leak	174	0	0.0%
Miscellaneous Emissions	289	25	8.7%
Overall Tests	227,952	30,039	13.2%
Overall Vehicles	221,943	30,102	13.6%

Appendix I – Part G contains more detailed information on first re-tests by model year and vehicle type, while Appendix I – Part H contains more detailed information on second or subsequent re-tests by model year and vehicle type.

F. Waivers

No vehicles received a waiver in the year 2014, 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.

G. Vehicles With No Known Final Outcome - 2013

The following data is for 2013. Final outcomes for 2014 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 228,966 overall initial emission inspection failures in the year 2013, 139,995 (61.1%) passed a first retest by the end of the first quarter of 2014, 30,352 (13.3%) passed a second or subsequent retest by the end of the first quarter of 2014, 9,975 (4.4%) passed a retest during the remaining three quarters of 2014, and 31,055 (13.6%) dropped out of the registration database (i.e. no longer in fleet), leaving 17,589 (7.7%) with no known final outcome. 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. A breakdown of the no known final outcome vehicles is presented in Table 10.

Table 10: 2013 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	1,857,301	185,302	15,257	8.2%	0.82%
Two Speed Idle	142,654	24,796	1,830	7.4%	1.28%
Idle	121,686	4,436	262	5.9%	0.22%
Gas Cap	549,430	17,421	598	3.4%	0.11%
Catalytic Converter	2,090,095	1,449	235	16.2%	0.01%
Visible Smoke	2,121,735	1,244	120	9.6%	0.01%
Liquid Leak	2,121,816	170	9	5.3%	0.00%
Miscellaneous Emissions	2,121,816	322	29	9.0%	0.00%
Overall Tests	2,121,816	235,140	18,340	7.8%	0.86%
Overall Vehicles	2,121,816	228,966	17,589	7.7%	0.83%

This analysis takes into consideration vehicles inspected late in the year 2013 that returned for inspection at any time throughout 2014, and also includes registration data through all of 2014. As such, the overall no known final outcome rate as a percentage of total initial emissions inspections is 0.83%.

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

Table 11: 2013 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
Pre89/Unknown	448	2.5%	34	0	0	189	225	0
1989	149	0.8%	15	0	0	55	79	0
1990	134	0.8%	5	0	0	62	67	0
1991	163	0.9%	10	0	0	40	113	0
1992	147	0.8%	4	0	0	41	102	0
1993	269	1.5%	13	0	0	107	149	0
1994	265	1.5%	20	0	0	118	127	0
1995	424	2.4%	26	0	0	197	201	0
1996	687	3.9%	18	0	0	262	407	0
1997	1,215	6.9%	22	3	0	519	671	0
1998	1,210	6.9%	13	2	1	486	708	0
1999	1,563	8.9%	19	0	1	573	970	0
2000	1,615	9.2%	25	0	0	557	1,033	0
2001	2,317	13.2%	18	0	0	1,026	1,273	0
2002	1,733	9.9%	17	0	3	719	994	0
2003	1,753	10.0%	18	0	0	783	952	0
2004	1,087	6.2%	10	0	1	521	555	0
2005	981	5.6%	2	0	2	486	491	0
2006	668	3.8%	8	0	2	284	374	0
2007	316	1.8%	0	0	0	136	180	0
2008	383	2.2%	0	0	0	154	229	0
2009	12	0.1%	0	0	0	2	10	0
2010	12	0.1%	0	0	0	7	5	0
2011	7	0.0%	0	0	1	4	2	0
2012	12	0.1%	0	0	0	8	4	0
2013	11	0.1%	0	1	0	3	7	0
2014	8	0.0%	0	0	0	2	6	0
Totals	17,589	100.0%	297	6	11	7,341	9,934	0
% of Total Vehicles With No Known Final Outcome			1.69%	0.03%	0.06%	41.74%	56.48%	0.00%

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.

H. 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	149,394	38,589	110,805	25.8%	74.2%
Two Speed Idle	14,052	4,612	9,440	32.8%	67.2%
Idle	3,308	834	2,474	25.2%	74.8%
Gas Cap	14,141	375	13,766	2.7%	97.3%
Catalytic Converter	1,046	96	950	9.2%	90.8%
Visible Smoke	1,128	124	1,004	11.0%	89.0%
Liquid Leak	144	0	144	0.0%	100.0%
Miscellaneous Emissions	211	26	185	12.3%	87.7%
Overall	183,424	44,656	138,768	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.

A. Overt Performance Audits

During overt performance audits, conducted by NJMVC at both PIFs and CIFs, the auditor's presence is known by the inspectors and facility management/owners.

NJMVC reports (via e-mail from James Arose of the NJMVC, dated 5/6/15) *"During our route audits the auditor is always observing each inspector for his ability to perform an inspection"* and that for 2014:

"CIF

- *During the audits conducted at the CIF, it was reported that 417 inspectors were reported in compliance with New Jersey Motor Vehicle Commission (NJMVC) administrative policies regarding document security, record keeping practices, licenses, certificates and other required displayed information.*
- *It was also reported that 32 inspectors were issued five (5) warnings, five (5) violations and thirty (30) pre hearing conferences were conducted on possible infractions.*

PIF

- *During the audits conducted at the PIF, it was reported that 1787 inspectors were reported in compliance with NJMVC administrative policies regarding document security, record keeping practices, licenses, certificates and other required displayed information.*
- *It was also reported that 486 inspectors were issued 507 warnings, 885 violations and 102 pre hearing conferences were conducted on possible infractions.*
- *There were three (3) inspectors permanently suspended and charged criminally for conducting fraudulent inspections."*

Many of these actions did not result in suspensions, fines or other adverse actions. For a summary of formal fines and hearings, please refer to Table 16, below.

An overall summary of the overt performance audit data according to NJMVC is shown in Table 13.

Table 13: Overt Performance Audits

	CIFs	PIFs
# receiving overt performance audits*	26	1,126
# not receiving overt performance audits	0	0
# shut down as a result of overt performance audits	NA**	0

* NJMVC did not record all audits in their electronic database sent to NJDEP. NJDEP was able to verify only 53 inspector audits at 42 facilities from raw data supplied.

** CIFs are not shut down for performance audit failures. Action is taken against the inspector or manager, not the facility.

B. Covert Performance Audits

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. 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 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 2014 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 2014 the NJMVC had 21 covert auditors and 30 covert vehicles available to conduct covert performance audits.

Table 14 shows the number of covert performance audits set to fail the various emissions-related inspection components, and those vehicles falsely passed during a covert performance audit. Because a covert vehicle may be set to fail multiple components and a covert performance audit may result in a false pass for multiple components, the data in Table 14 reflects multiple counting of any such vehicle and audit.

Table 14: Covert Emissions-Related Performance Audits

Note: Data in this table reflects multiple counting of vehicles set to fail multiple components and audits falsely passing multiple components.		
	CIFs	PIFs
# conducted with the vehicle set to fail the exhaust test	0	0
# of audits resulting in a false pass for the exhaust test	0	0
# conducted with the vehicle set to fail OBD test	85	624
# of audits resulting in a false pass for the OBD test	5	26
# conducted with the vehicle set to fail the component check (catalyst)	164	1031
# of audits resulting in a false pass for the component check (catalyst)	31	107
# conducted with the vehicle set to fail evaporative gas cap test	9	227
# of audits resulting in a false pass for the evaporative gas cap test	0	6
# conducted with the vehicle set to fail any combination of two or more of the above tests	39	342
# of audits resulting in a false pass for any combination of two or more of the above tests	1	6
# conducted with the vehicle not set to fail any emission inspection component	107	295
# of audits resulting in a false pass for any emissions related component	35	131
# of audits resulting in a false fail for any emissions related component	1	23
# of audits resulting in a proper Emission inspection (no false pass or false fails)	288	1658
Total # of Covert Emissions-Related Performance Audits	324	1803
Total # of Stations receiving a Covert Emissions-Related Performance Audit	26	1,071
Total # of Stations not receiving a Covert Emissions-Related Performance Audit	0	55

In 2014, the overall emission covert performance audit failure rate for the entire network was 8.5%. The overall emissions covert audit failure rate for the centralized network was 11.1%, while that for the decentralized network was 8.0%. This information is presented in Table 15.

Table 15: Overall Emission Covert Performance Audit Results

Network	Total Audits	Number Fail	Failure Rate	Number Pass	Pass Rate
Centralized	324	36	11.1%	288	88.9%
Decentralized	1,803	145	8.0%	1,658	92.0%
Total	2,127	181	8.5%	1,946	91.5%

C. Fines and Hearings

New Jersey had 4,390 licensed inspectors in 2014, of which there were 3,926 active, 387 revoked, and 77 suspended. There were 2,589 inspectors who conducted an emission inspection during the year 2014. The NJMVC conducted 157 hearings to consider adverse actions against inspectors and inspection facilities, and 152 of these hearings resulted in

adverse actions against inspectors and inspection facilities. These results are approximately on par with fines and hearings from previous years. Table 16 summarizes the results of all adjudicated actions only during the year 2014.

Table 16: Fines and Hearings – Centralized and Decentralized Networks

	Inspectors	Facilities
# suspended, fined, or otherwise prohibited from testing as a result of covert audits	17	9
# suspended, fined, or otherwise prohibited from testing for other causes	3	1
# that received fines	119	12
# of hearings held to consider adverse actions	142	15
# of hearings held resulting in adverse actions	138	14
Total amount collected in fines	\$56,410	\$32,800

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.

A PIF 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. A CIF/SIF monthly lane audit is identical, but also includes a zero air generator (ZAG) inspection performed once a month per station.

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.

PIFs that are shut down as a result of an audit are unable to conduct inspections on their workstations or make any inspection transactions until the failed audit condition is corrected. When a PIF is noted as having "No current program equipment", it means that the PIF was audited and found not to have an SGS workstation. The PIF may have retained a license obtained during the prior program, but never bought the new required equipment in 2010 and was therefore unable to conduct inspections.

Table 17 summarizes audit results for Bench and OBD Combination Workstation audits only. For additional details regarding the OBD-only Workstation audits, see Appendix II, Table II-3.

Table 17: PIF Bench and OBD Combination Workstation Audit Summary

	2013		2014			
	#	%	#	%		
# of PIFs	1,136	N/A	1,126	N/A		
# of Full year active PIFs requiring 2 annual bench audits *	763	67.2%	756	67.1%		
# of Full year active PIFs receiving Bench and OBD Combination Workstation audits	747	97.9%	724	95.8%		
# of Full year active PIFs receiving two or more Bench and OBD Combination Workstation audits	503	65.9%	471	62.3%		
Bench and OBD Combination Workstation Audits						
Total	1,765	N/A	1,423	N/A		
Initial	1,430	81.0%	1,212	85.2%		
Initial Failures / Rate	629	44.0%	433	35.7%		
Second or Subsequent	336	19.0%	211	14.8%		
Retest Failures / Rate	95	28.0%	42	19.9%		
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	509	68.1%	44.8%	372	51.4%	33.0%
Failed equipment	507	67.9%	44.6%	372	51.4%	33.0%
No current program equipment	2	0.3%	0.2%	0	0.0%	0.0%

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

B. CIF/SIF Equipment Audit Summary

In 2014, the NJDEP performed 1,361 (1,280 Bench and OBD / 81 OBD-only) initial audits of the equipment in the CIFs/SIFs. Two lanes at the Bakers Basin CIF were converted to OBD-only in the beginning of June 2014, and the rest of the OBD-only audits were on re-inspection consoles. 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.

A total of 27 of the 29 centralized stations, including the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2014. Given the number of annual audits at these facilities, the failure of at least one audit each year is a normal condition.

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 18, six (6) centralized stations (21%) had at least one lane

shut down as a result of initial equipment audits during the year 2014. Lanes/consoles were shut down overnight an average of less than once a month in the year 2014.

Table 18: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	29
# of initial equipment audits	1361
# of stations that failed equipment audits	27
% of stations that failed equipment audits	93%*
# 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	130
# of lanes/consoles shut down at some point during the year as a result of equipment audits	8
% 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)	6%
% of overall initial equipment audit failures	8%

A detailed breakdown of initial equipment audits by station is shown in Table 19. An additional breakdown by lane is presented in Appendix II, Table II-2.

* As discussed above, most audit failures are minor in nature and equipment is quickly returned to service. It is not unusual for most stations to fail at least one audit for some component each year.

Table 19: 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	57	2	4%	55	96%
Cape May	10	1	10%	9	90%
Cherry Hill	77	8	10%	69	90%
Deptford	48	2	4%	46	96%
Eatontown	73	3	4%	70	96%
Flemington	42	1	2%	41	98%
Freehold	73	1	1%	72	99%
Kilmer	61	8	13%	53	87%
Lakewood	76	1	1%	75	99%
Lodi	59	9	15%	50	85%
Manahawkin	37	3	8%	34	92%
Mays Landing	40	1	3%	39	98%
Millville	24	2	8%	22	92%
Newark	63	9	14%	54	86%
Newton	30	1	3%	29	97%
Paramus	63	10	16%	53	84%
Plainfield	34	2	6%	32	94%
Rahway	72	7	10%	65	90%
Randolph	77	8	10%	69	90%
Salem	12	2	17%	10	83%
Secaucus	44	2	5%	42	95%
South Brunswick	79	5	6%	74	94%
Southampton	51	3	6%	48	94%
Washington	12	3	25%	9	75%
Wayne	101	5	5%	96	95%
Westfield Specialty	2	1	50%	1	50%
Winslow	40	5	13%	35	88%
Winslow Specialty	2	0	0%	2	100%
Totals	1361	105	8%	1256	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

Both the NJDEP and the NJMVC conduct sticker compliance surveys which is when vehicles are audited while in a parking lot, or while parked on the street, and compliance is determined by visually examining the inspection sticker expiration dates. The NJDEP sticker surveys are conducted on a regular monthly basis (an average of approximately 3,460 vehicles per month in the year 2014) throughout the year. The NJMVC conducted two surveys for a total of 10,000 vehicles in the year 2014. 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 2014 (92.6%) was lower than the NJDEP's (96.4%).

For the purposes of this report, both agencies' surveys were combined for an overall result. A total of 51,554 vehicles were surveyed in the year 2014. Of these, 49,325 (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 20 presents inspection sticker enforcement activity for the year 2014.

Table 20: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations	2,188,783
# of missing compliance documents (stickers)	143
# of time extensions & other exemptions granted to motorists	1,637

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 Update – 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 took payments from customers in return for using the electronic devices to generate passing results for vehicles that had failed emissions inspections.

The fraud spanned from 2010 to 2014, during which time NJDEP identified 6,078 simulated inspections. For just the 2013 calendar year alone, 3,142 fraudulent inspections were identified which resulted in an estimated 103 tons per year NO_x and VOC benefit lost as a result.

The link below is to an Office of the Attorney General press release dated March 2, 2015 regarding the culminating events of this OBD fraud case, in which the three men pled guilty to the charges. The press release is also included in this report as Appendix IX.

<http://nj.gov/oag/newsreleases15/pr20150302c.html>

This case is a clear example of the direct link between the motor vehicle I/M program and air quality. Not only are investigations of this type ongoing, but the NJDEP is expanding its efforts to better identify fraudulent inspections. We will continue to monitor and audit the various program components so that we can maximize the effectiveness of the program and ensure that it is working properly. Given the potentially serious impact on air quality, this is a priority effort.

VI. Program Review and Evaluation

Throughout the year, the State continuously monitors program performance and takes steps to improve and upgrade the program and/or certain aspects of the program as appropriate to ensure it is working properly and efficiently. This section of the report summarizes any such measures.

A. Program Changes

In the year 2014, there were no changes made in program design, funding, personnel levels, procedures, regulations, or legal authority. During this time, the current inspection contract was still in effect and no significant program modifications were required.

B. Identification of Deficiencies and Remedial Action Plan(s)

The following Issues were identified during the compilation of the data for this annual report:

Issue	Category	Action(s)
Private Inspection Facilities have a lower, but still high test equipment fail rate.	Significant	NJDEP staff have been working closely with NJMVC staff and will continue to address this high failure rate by checking NJMVC's audit gases to ensure that they are correct and not expired, and reviewing audit data to ensure the NJMVC auditors are conducting accurate audits. In addition NJDEP staff will directly audit as many PIFs as possible to ensure that workstation defects are identified and properly repaired by the contractor in a timely manner.
Software-related issue that causes the system to generate an inspection record with no primary emissions test result (impacts less than 600 HDGV inspection records)	Minor	NJDEP staff will work with the program contractor to correct this issue.
Inspector-related data entry issues that cause the vehicle to receive an incorrect primary emissions test (impacts less than 2000 vehicles)	Minor	NJDEP staff will work with NJMVC to determine the cause. NJMVC will then take the appropriate corrective measures such as: training and/or corrective action against the inspector and/or station.

APPENDIX I

TEST DATA REPORT TABLES AND FIGURES

**APPENDIX I -
PART A**

**TOTAL
EMISSION
INSPECTIONS**

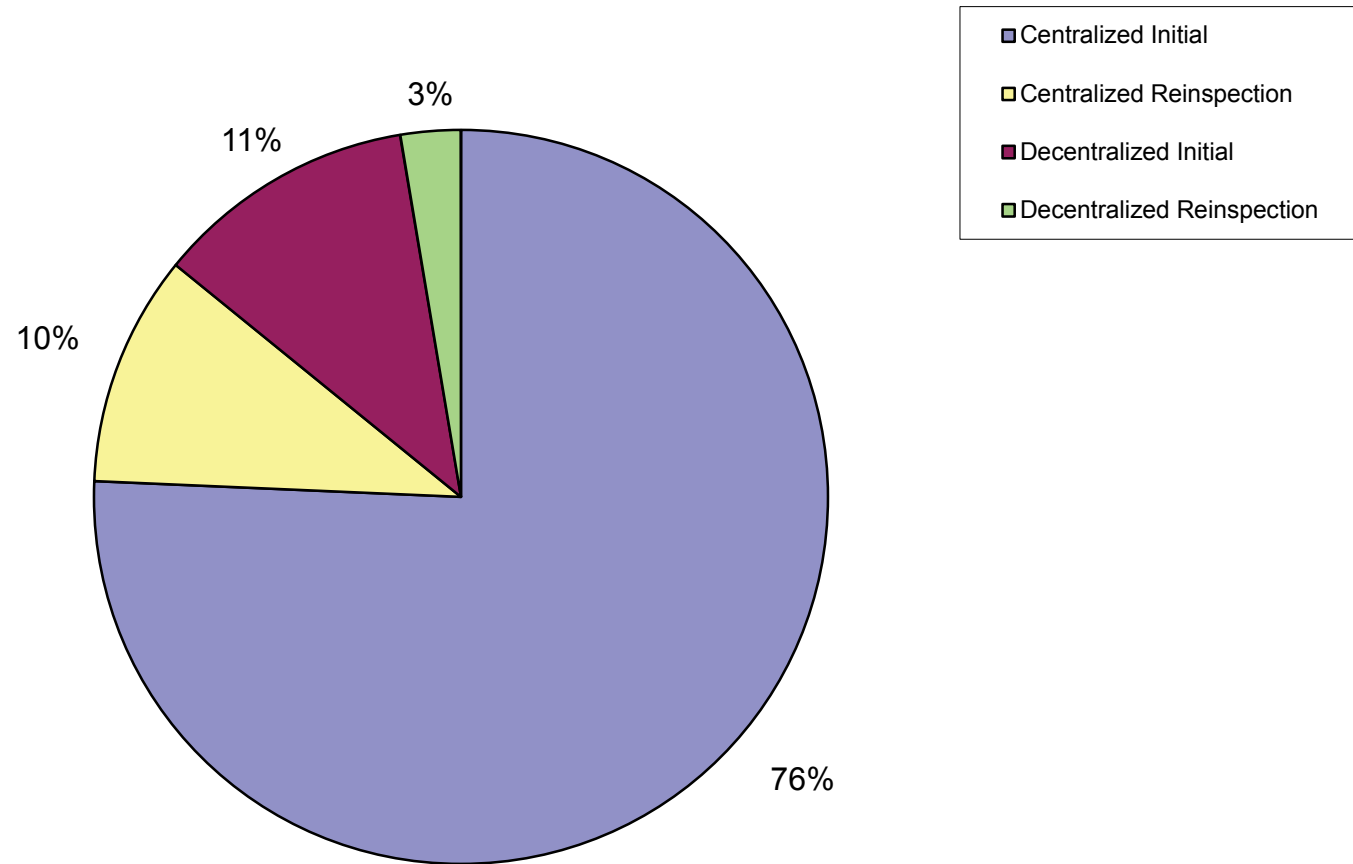
**New Jersey Enhanced Inspection and Maintenance Program
Summary of Total Emissions Inspections
Year 2014**

Test Station	Data	Initial Insp	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility	Total	1,810,932		239,504		2,050,436	
	Fail	200,490	11.1%	66,272	27.7%	266,762	13.0%
	Pass	1,610,442	88.9%	173,232	72.3%	1,783,674	87.0%
Private Inspection Facility	Total	273,166		63,157		336,323	
	Fail	18,148	6.6%	4,469	7.1%	22,617	6.7%
	Pass	255,018	93.4%	58,688	92.9%	313,706	93.3%
Private Fleet Facility	Total	3,970		678		4,648	
	Fail	153	3.9%	58	8.6%	211	4.5%
	Pass	3,817	96.1%	620	91.4%	4,437	95.5%
Specialty Inspection Facility	Total	233		75		308	
	Fail	37	15.9%	15	20.0%	52	16.9%
	Pass	196	84.1%	60	80.0%	256	83.1%
Mobile Inspection Team *Initial - 1st Inspection of cycle Retest - 2nd or subsequent of cycle	Total	14,969		6,109		21,078	
	Fail	3,115	20.8%	1,139	18.6%	4,254	20.2%
	Pass	11,854	79.2%	4,970	81.4%	16,824	79.8%
Total # of Inspections		2,103,270		309,523		2,412,793	
Total # Fail		221,943	10.6%	71,953	23.2%	293,896	12.2%
Total # Pass		1,881,327	89.4%	237,570	76.8%	2,118,897	87.8%
% of Grand Total # of Inspections			87.2%		12.8%		

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	2,071,822	85.9%
Decentralized	340,971	14.1%
Total	2,412,793	

Table A-1

**New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2014**



This chart includes Initial Inspections
and All Reinspections

Number of Total Emissions Inspections - 2,412,793

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 2014

Model Yr	Station Type	# Insp	# Fail	Fail Rate	# Pass	Pass Rate
Pre90/Unknown	Centralized	13,296	5,098	38.3%	8,198	61.7%
Pre90/Unknown	Decentralized	9,757	690	7.1%	9,067	92.9%
1990	Centralized	5,765	1,731	30.0%	4,034	70.0%
1990	Decentralized	2,427	114	4.7%	2,313	95.3%
1991	Centralized	3,748	1,163	31.0%	2,585	69.0%
1991	Decentralized	1,647	101	6.1%	1,546	93.9%
1992	Centralized	9,367	2,441	26.1%	6,926	73.9%
1992	Decentralized	3,412	164	4.8%	3,248	95.2%
1993	Centralized	7,362	2,123	28.8%	5,239	71.2%
1993	Decentralized	2,788	138	4.9%	2,650	95.1%
1994	Centralized	20,531	4,458	21.7%	16,073	78.3%
1994	Decentralized	6,275	259	4.1%	6,016	95.9%
1995	Centralized	16,250	3,962	24.4%	12,288	75.6%
1995	Decentralized	5,638	252	4.5%	5,386	95.5%
1996	Centralized	33,703	7,039	20.9%	26,664	79.1%
1996	Decentralized	7,893	698	8.8%	7,195	91.2%
1997	Centralized	32,144	8,372	26.0%	23,772	74.0%
1997	Decentralized	7,840	794	10.1%	7,046	89.9%
1998	Centralized	62,579	12,648	20.2%	49,931	79.8%
1998	Decentralized	12,845	1,157	9.0%	11,688	91.0%
1999	Centralized	55,719	12,356	22.2%	43,363	77.8%
1999	Decentralized	11,979	1,155	9.6%	10,824	90.4%
2000	Centralized	108,726	20,246	18.6%	88,480	81.4%
2000	Decentralized	20,283	1,637	8.1%	18,646	91.9%
2001	Centralized	81,120	17,936	22.1%	63,184	77.9%
2001	Decentralized	15,259	1,862	12.2%	13,397	87.8%
2002	Centralized	153,117	23,644	15.4%	129,473	84.6%
2002	Decentralized	23,432	2,176	9.3%	21,256	90.7%
2003	Centralized	107,695	15,631	14.5%	92,064	85.5%
2003	Decentralized	16,745	1,402	8.4%	15,343	91.6%
2004	Centralized	191,345	18,450	9.6%	172,895	90.4%
2004	Decentralized	24,544	1,613	6.6%	22,931	93.4%
2005	Centralized	116,288	11,406	9.8%	104,882	90.2%
2005	Decentralized	15,434	961	6.2%	14,473	93.8%
2006	Centralized	178,159	12,119	6.8%	166,040	93.2%
2006	Decentralized	20,840	984	4.7%	19,856	95.3%
2007	Centralized	245,765	11,430	4.7%	234,335	95.3%
2007	Decentralized	23,483	897	3.8%	22,586	96.2%
2008	Centralized	70,908	3,319	4.7%	67,589	95.3%
2008	Decentralized	13,546	449	3.3%	13,097	96.7%
2009	Centralized	222,965	6,125	2.7%	216,840	97.3%
2009	Decentralized	17,154	503	2.9%	16,651	97.1%
2010	Centralized	65,420	1,330	2.0%	64,090	98.0%
2010	Decentralized	7,827	179	2.3%	7,648	97.7%

Table B (Page 1 of 2)

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2014

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
2011	Centralized	10,555	289	2.7%	10,266	97.3%
2011	Decentralized	2,380	51	2.1%	2,329	97.9%
2012	Centralized	6,438	104	1.6%	6,334	98.4%
2012	Decentralized	1,843	28	1.5%	1,815	98.5%
2013	Centralized	6,386	210	3.3%	6,176	96.7%
2013	Decentralized	1,363	20	1.5%	1,343	98.5%
2014	Centralized	725	12	1.7%	713	98.3%
2014	Decentralized	462	16	3.5%	446	96.5%
2015	Centralized	58	0	0.0%	58	100.0%
2015	Decentralized	40	1	2.5%	39	97.5%
Total	Centralized	1,826,134	203,642	11.2%	1,622,492	88.8%
Total	Decentralized	277,136	18,301	6.6%	258,835	93.4%
Grand Total		2,103,270	221,943	10.6%	1,881,327	89.4%

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2014**

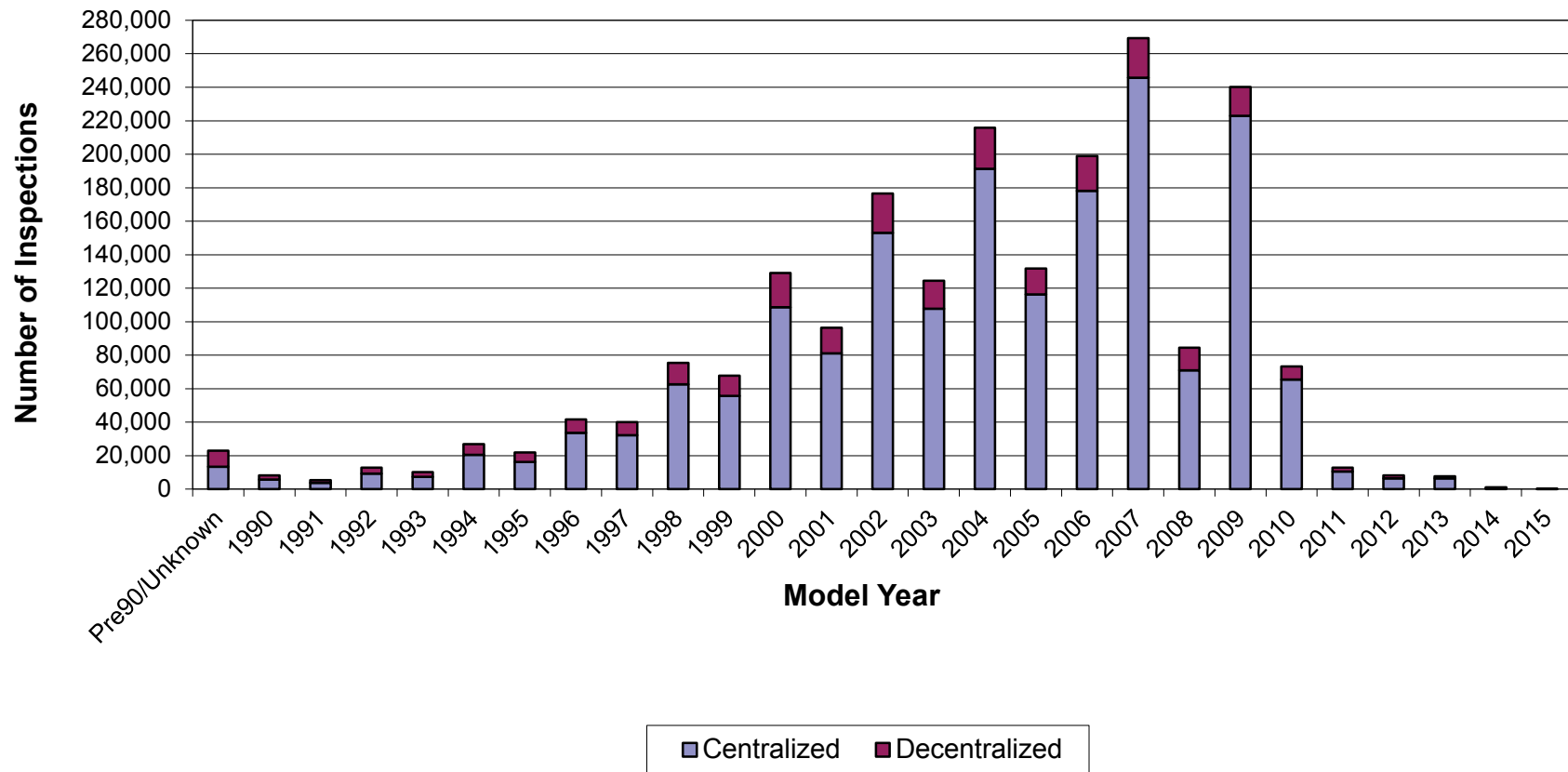


Figure B-1

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2014**

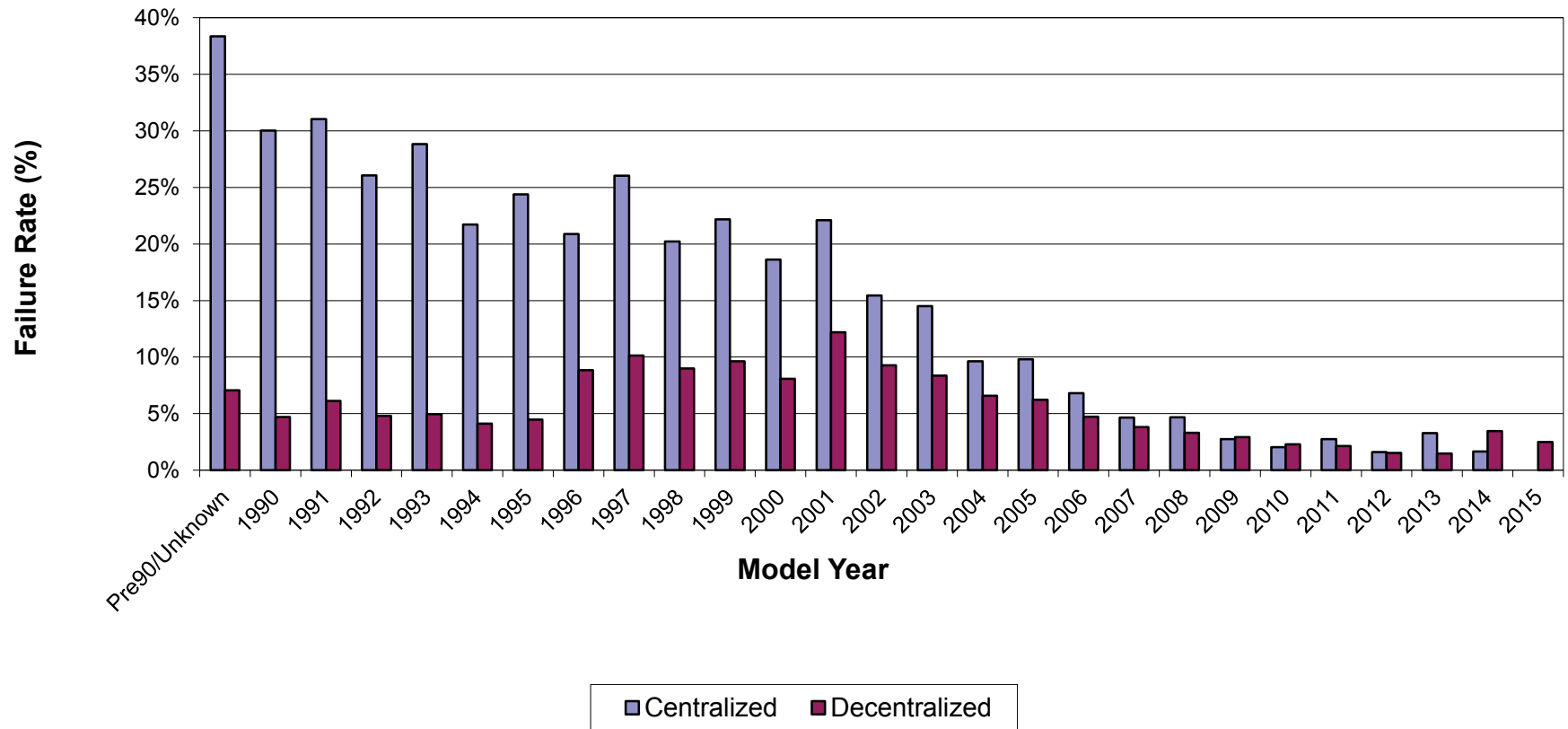


Figure B-2

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 2014**

STATION NAME	# of Lanes/ Consoles	# Inspections	# Pass	# Fail	% Fail
BAKERS BASIN CIF	6	92,501	82,792	9,709	10.5%
CAPE MAY CIF	1	18,654	16,921	1,733	9.3%
CHERRY HILL CIF	7	96,378	84,276	12,102	12.6%
DEPTFORD CIF	4	84,858	75,631	9,227	10.9%
EATONTOWN CIF	7	89,288	80,015	9,273	10.4%
FLEMINGTON CIF	4	57,440	53,006	4,434	7.7%
FREEHOLD CIF	7	66,875	61,078	5,797	8.7%
KILMER CIF	6	80,283	72,365	7,918	9.9%
LAKEWOOD CIF	7	95,688	86,328	9,360	9.8%
LODI CIF	5	86,052	75,368	10,684	12.4%
MANAHAWKIN CIF	4	34,925	31,419	3,506	10.0%
MAYS LANDING CIF	5	56,521	49,782	6,739	11.9%
MILLVILLE CIF	2	41,341	34,975	6,366	15.4%
NEWARK CIF	6	93,808	75,661	18,147	19.3%
NEWTON CIF	3	38,991	34,927	4,064	10.4%
PARAMUS CIF	6	101,402	93,549	7,853	7.7%
PLAINFIELD CIF	3	57,784	51,135	6,649	11.5%
RAHWAY CIF	6	98,575	85,966	12,609	12.8%
RANDOLPH CIF	7	99,384	90,931	8,453	8.5%
SALEM CIF	1	18,808	16,563	2,245	11.9%
SECAUCUS CIF	4	76,317	66,415	9,902	13.0%
SOUTH BRUNSWICK CIF	7	64,261	58,778	5,483	8.5%
SOUTHAMPTON CIF	5	77,366	69,056	8,310	10.7%
WASHINGTON CIF	1	21,092	19,239	1,853	8.8%
WAYNE CIF	9	122,839	109,531	13,308	10.8%
WINSLOW CIF	4	39,501	34,735	4,766	12.1%
TOTAL	127	1,810,932	1,610,442	200,490	11.1%

Table C-1

**New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2014**

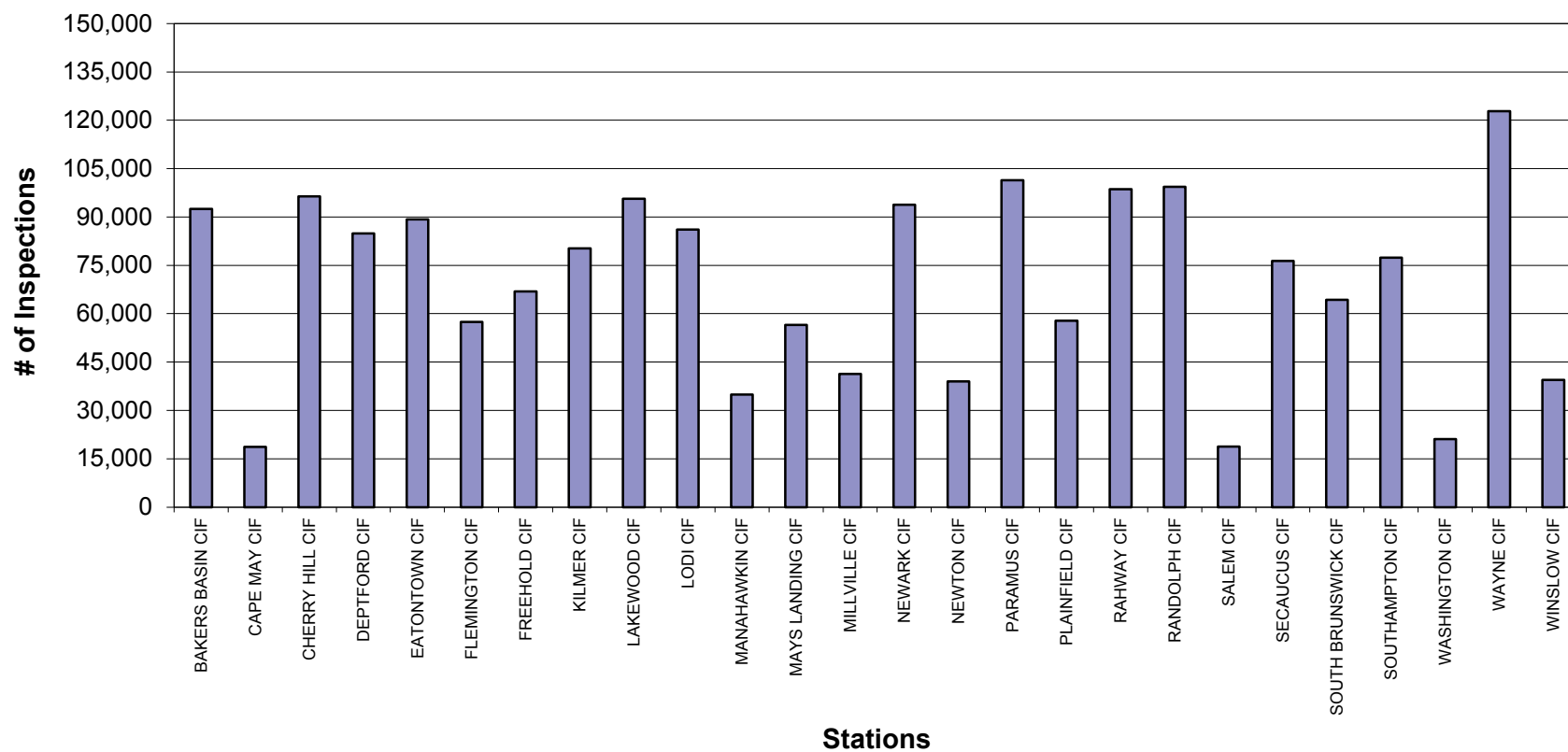


Figure C-1

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2014**

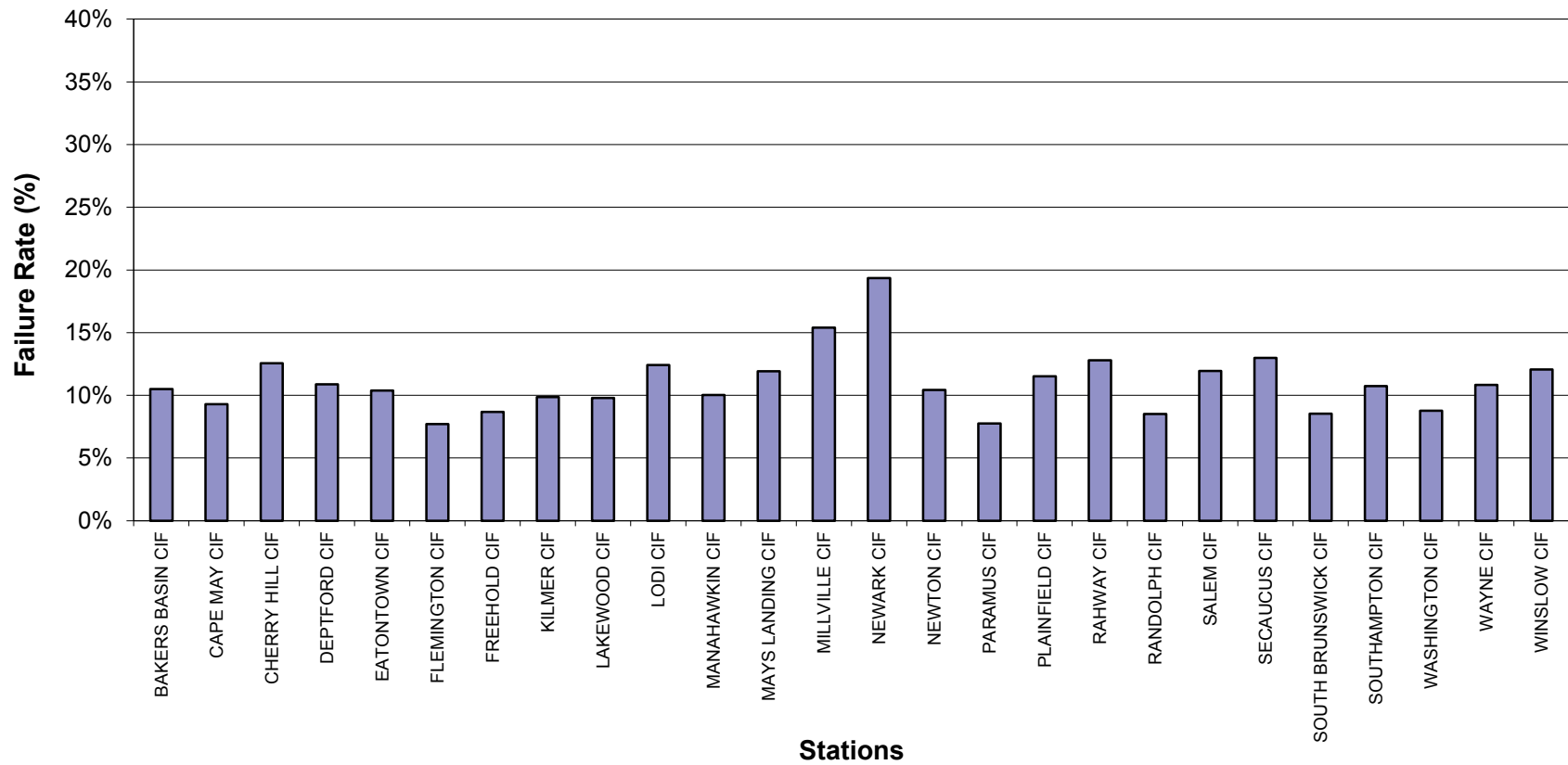


Figure C-2

**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 2014

Model Year	# of Vehicles Tested					
	HDGV	LDDT	LDDV	LDGT	LDGV	Total
Pre90/Unknown	2,755	16	53	7,003	13,226	23,053
1990	479	1	4	2,371	5,337	8,192
1991	318	3	3	1,536	3,535	5,395
1992	515	13	4	3,408	8,839	12,779
1993	612	16	11	3,301	6,210	10,150
1994	1,215	45	20	9,377	16,149	26,806
1995	1,657	63	42	7,981	12,145	21,888
1996	1,809	7	7	14,401	25,372	41,596
1997	2,746	5	43	14,981	22,209	39,984
1998	2,335	7	138	27,769	45,175	75,424
1999	3,966	6	118	25,641	37,967	67,698
2000	6,070	1	149	47,084	75,705	129,009
2001	6,069		93	38,775	51,442	96,379
2002	7,573	3	234	77,523	91,216	176,549
2003	8,151	2	120	52,043	64,124	124,440
2004	9,955	6	291	104,264	101,373	215,889
2005	7,940	30	320	58,777	64,655	131,722
2006	11,368	74	552	87,160	99,845	198,999
2007	8,206	169	54	118,134	142,685	269,248
2008	7,538	80	23	39,234	37,579	84,454
2009	5,243	249	835	93,451	140,341	240,119
2010	3,448	91	286	31,607	37,815	73,247
2011	4,248	25	11	4,721	3,930	12,935
2012	4,728	6	8	2,764	775	8,281
2013	3,783		6	3,351	609	7,749
2014	595	1	1	368	222	1,187
2015	67		1	20	10	98
Totals	113,389	919	3,427	877,045	1,108,490	2,103,270
% of Grand Total	5.4%	0.04%	0.2%	41.7%	52.7%	

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 2014**

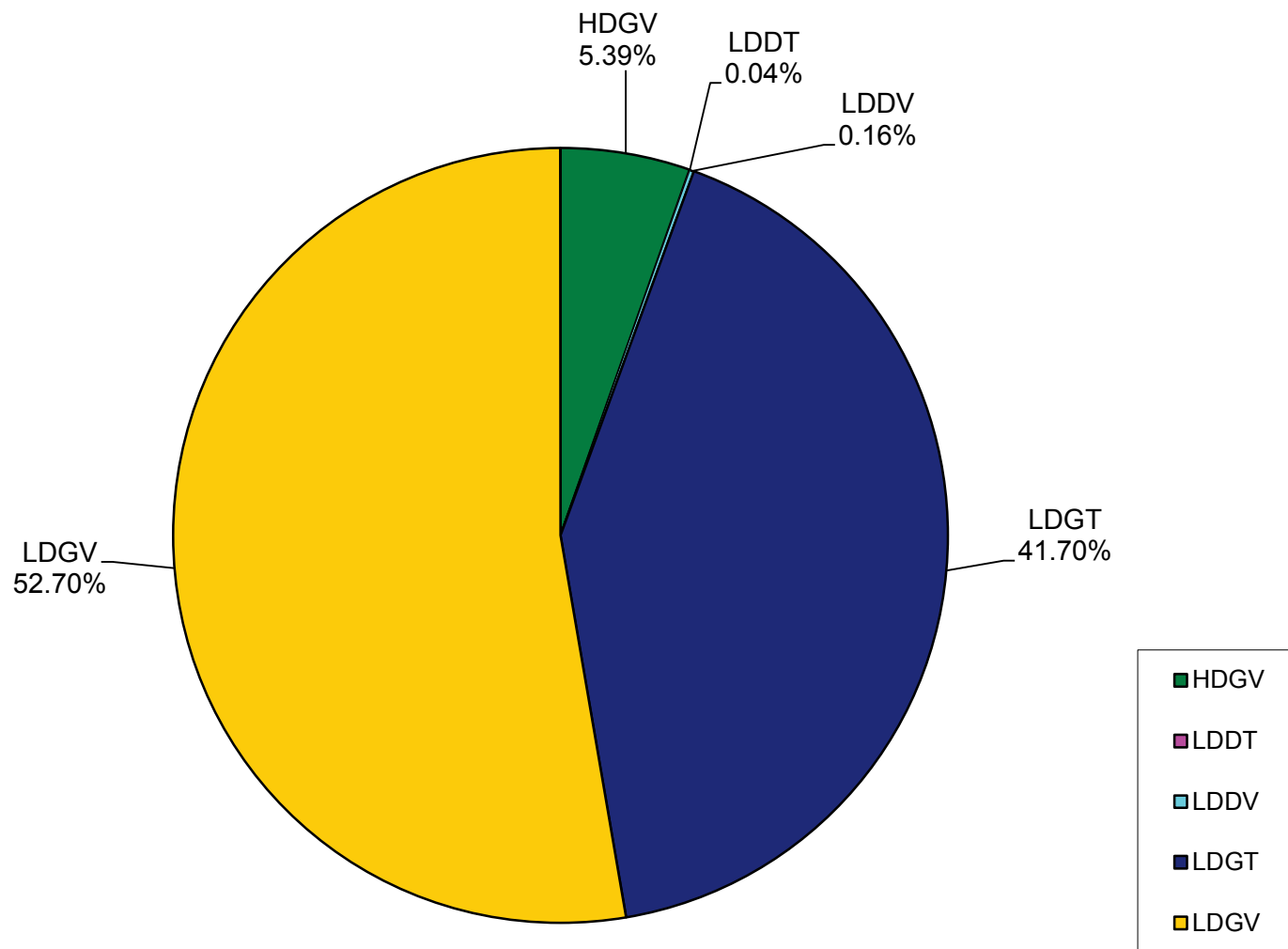


Figure D-1

**New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2014**

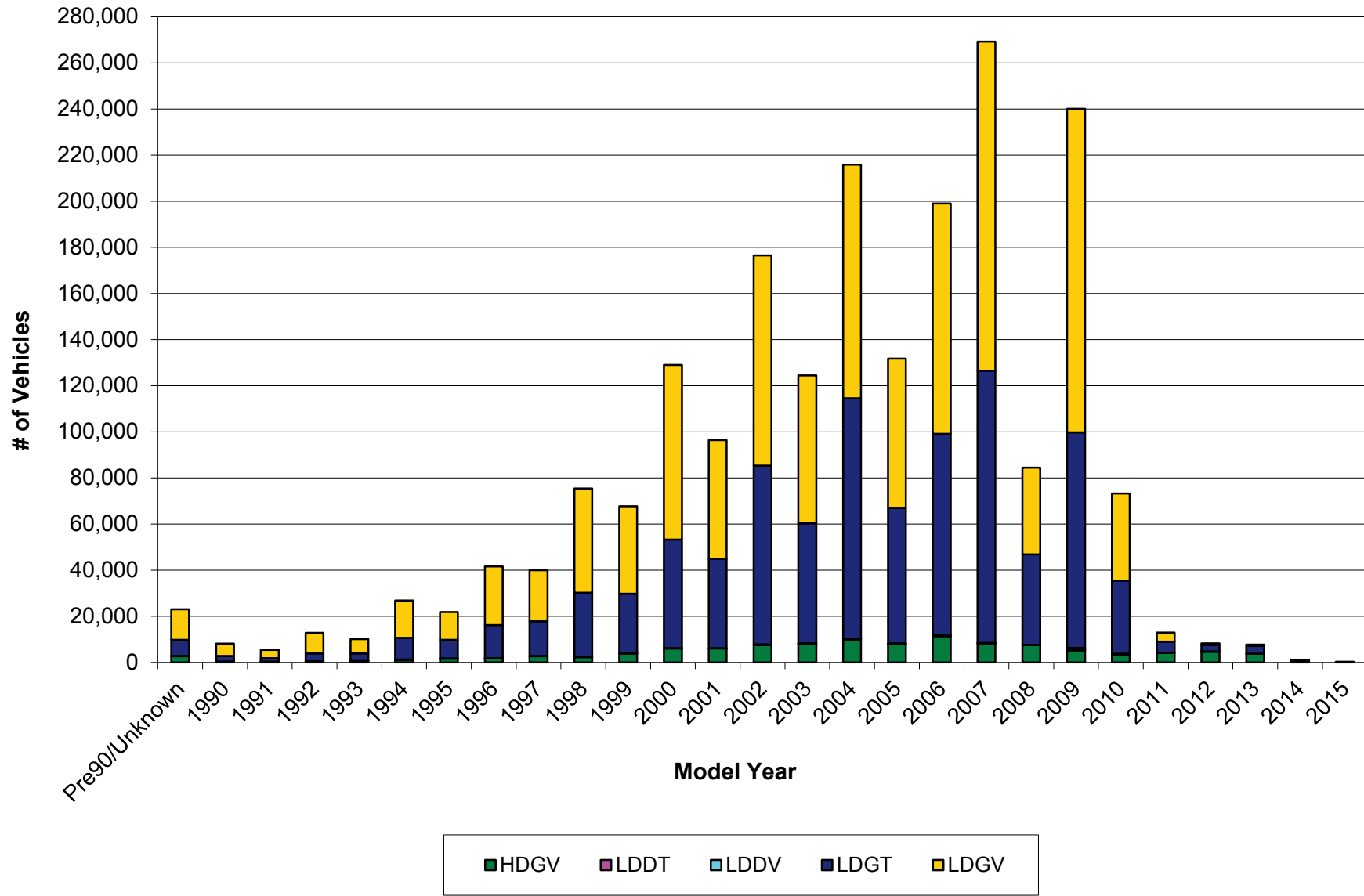


Figure D-2

**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 2014

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 90/Unknown	HDGV	2,755	549	2,206	19.9%	0	0	0	-
Pre 90/Unknown	LDDT	16	0	16	0.0%	0	0	0	-
Pre 90/Unknown	LDDV	53	0	53	0.0%	0	0	0	-
Pre 90/Unknown	LDGT	7,003	2,219	4,784	31.7%	0	0	0	-
Pre 90/Unknown	LDGV	13,226	3,020	10,206	22.8%	0	0	0	-
1990	HDGV	479	85	394	17.7%	0	0	0	-
1990	LDDT	1	0	1	0.0%	0	0	0	-
1990	LDDV	4	0	4	0.0%	0	0	0	-
1990	LDGT	2,371	734	1,637	31.0%	0	0	0	-
1990	LDGV	5,337	1,026	4,311	19.2%	0	0	0	-
1991	HDGV	318	60	258	18.9%	0	0	0	-
1991	LDDT	3	0	3	0.0%	0	0	0	-
1991	LDDV	3	0	3	0.0%	0	0	0	-
1991	LDGT	1,536	419	1,117	27.3%	0	0	0	-
1991	LDGV	3,535	785	2,750	22.2%	0	0	0	-
1992	HDGV	515	74	441	14.4%	0	0	0	-
1992	LDDT	13	0	13	0.0%	0	0	0	-
1992	LDDV	4	0	4	0.0%	0	0	0	-
1992	LDGT	3,408	778	2,630	22.8%	0	0	0	-
1992	LDGV	8,839	1,753	7,086	19.8%	0	0	0	-
1993	HDGV	612	91	521	14.9%	0	0	0	-
1993	LDDT	16	0	16	0.0%	0	0	0	-
1993	LDDV	11	0	11	0.0%	0	0	0	-
1993	LDGT	3,301	806	2,495	24.4%	0	0	0	-
1993	LDGV	6,210	1,364	4,846	22.0%	0	0	0	-
1994	HDGV	1,215	203	1,012	16.7%	0	0	0	-
1994	LDDT	45	0	45	0.0%	0	0	0	-
1994	LDDV	20	0	20	0.0%	0	0	0	-
1994	LDGT	9,377	1,982	7,395	21.1%	0	0	0	-
1994	LDGV	16,149	2,532	13,617	15.7%	0	0	0	-
1995	HDGV	1,657	251	1,406	15.1%	0	0	0	-
1995	LDDT	63	0	63	0.0%	0	0	0	-
1995	LDDV	42	0	42	0.0%	0	0	0	-
1995	LDGT	7,981	1,737	6,244	21.8%	0	0	0	-
1995	LDGV	12,145	2,226	9,919	18.3%	0	0	0	-

Table E (Page 1 of 16)

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2014

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
1996	HDGV	1,809	237	1,572	13.1%	0	0	0	-
1996	LDDT	7	0	7	0.0%	0	0	0	-
1996	LDDV	7	0	7	0.0%	0	0	0	-
1996	LDGT	14,401	2,923	11,478	20.3%	14,401	2,370	12,031	16.5%
1996	LDGV	25,372	4,577	20,795	18.0%	25,371	4,044	21,327	15.9%
1997	HDGV	2,746	293	2,453	10.7%	0	0	0	-
1997	LDDT	5	0	5	0.0%	5	0	5	0.0%
1997	LDDV	43	11	32	25.6%	43	10	33	23.3%
1997	LDGT	14,981	3,599	11,382	24.0%	14,981	3,101	11,880	20.7%
1997	LDGV	22,209	5,263	16,946	23.7%	22,209	4,776	17,433	21.5%
1998	HDGV	2,335	235	2,100	10.1%	0	0	0	-
1998	LDDT	7	1	6	14.3%	7	1	6	14.3%
1998	LDDV	138	20	118	14.5%	138	19	119	13.8%
1998	LDGT	27,769	5,486	22,283	19.8%	27,768	4,677	23,091	16.8%
1998	LDGV	45,175	8,063	37,112	17.8%	45,175	7,057	38,118	15.6%
1999	HDGV	3,966	418	3,548	10.5%	0	0	0	-
1999	LDDT	6	0	6	0.0%	6	0	6	0.0%
1999	LDDV	118	9	109	7.6%	118	9	109	7.6%
1999	LDGT	25,641	5,234	20,407	20.4%	25,641	4,449	21,192	17.4%
1999	LDGV	37,967	7,850	30,117	20.7%	37,967	7,066	30,901	18.6%
2000	HDGV	6,070	576	5,494	9.5%	0	0	0	-
2000	LDDT	1	0	1	0.0%	1	0	1	0.0%
2000	LDDV	149	11	138	7.4%	149	11	138	7.4%
2000	LDGT	47,084	8,240	38,844	17.5%	47,084	6,760	40,324	14.4%
2000	LDGV	75,705	13,056	62,649	17.2%	75,705	11,651	64,054	15.4%
2001	HDGV	6,069	246	5,823	4.1%	0	0	0	-
2001	LDDT	0	0	0	-	0	0	0	-
2001	LDDV	93	17	76	18.3%	93	16	77	17.2%
2001	LDGT	38,775	8,724	30,051	22.5%	38,775	8,664	30,111	22.3%
2001	LDGV	51,442	10,811	40,631	21.0%	51,442	10,736	40,706	20.9%
2002	HDGV	7,573	257	7,316	3.4%	0	0	0	-
2002	LDDT	3	1	2	33.3%	3	1	2	33.3%
2002	LDDV	234	27	207	11.5%	234	27	207	11.5%
2002	LDGT	77,523	11,828	65,695	15.3%	77,523	11,765	65,758	15.2%
2002	LDGV	91,216	13,707	77,509	15.0%	91,215	13,607	77,608	14.9%

Table E (Page 2 of 16)

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate
2003	HDGV	8,151	211	7,940	2.6%	0	0	0	-
2003	LDDT	2	0	2	0.0%	2	0	2	0.0%
2003	LDDV	120	7	113	5.8%	120	7	113	5.8%
2003	LDGT	52,043	7,779	44,264	14.9%	52,043	7,737	44,306	14.9%
2003	LDGV	64,124	9,036	55,088	14.1%	64,124	8,960	55,164	14.0%
2004	HDGV	9,955	142	9,813	1.4%	0	0	0	-
2004	LDDT	6	0	6	0.0%	6	0	6	0.0%
2004	LDDV	291	31	260	10.7%	291	31	260	10.7%
2004	LDGT	104,264	9,997	94,267	9.6%	104,264	9,934	94,330	9.5%
2004	LDGV	101,373	9,893	91,480	9.8%	101,373	9,816	91,557	9.7%
2005	HDGV	7,940	119	7,821	1.5%	0	0	0	-
2005	LDDT	30	3	27	10.0%	30	3	27	10.0%
2005	LDDV	320	30	290	9.4%	320	28	292	8.8%
2005	LDGT	58,777	5,911	52,866	10.1%	58,777	5,872	52,905	10.0%
2005	LDGV	64,655	6,304	58,351	9.8%	64,655	6,237	58,418	9.6%
2006	HDGV	11,368	122	11,246	1.1%	0	0	0	-
2006	LDDT	74	6	68	8.1%	74	6	68	8.1%
2006	LDDV	552	18	534	3.3%	552	16	536	2.9%
2006	LDGT	87,160	5,907	81,253	6.8%	87,160	5,879	81,281	6.7%
2006	LDGV	99,845	7,050	92,795	7.1%	99,845	6,949	92,896	7.0%
2007	HDGV	8,206	34	8,172	0.4%	0	0	0	-
2007	LDDT	169	4	165	2.4%	169	3	166	1.8%
2007	LDDV	54	1	53	1.9%	54	1	53	1.9%
2007	LDGT	118,134	5,807	112,327	4.9%	118,134	5,790	112,344	4.9%
2007	LDGV	142,685	6,481	136,204	4.5%	142,685	6,408	136,277	4.5%
2008	HDGV	7,538	20	7,518	0.3%	0	0	0	-
2008	LDDT	80	5	75	6.3%	80	3	77	3.8%
2008	LDDV	23	0	23	0.0%	23	0	23	0.0%
2008	LDGT	39,234	1,792	37,442	4.6%	39,234	1,789	37,445	4.6%
2008	LDGV	37,579	1,951	35,628	5.2%	37,579	1,921	35,658	5.1%
2009	HDGV	5,243	9	5,234	0.2%	0	0	0	-
2009	LDDT	249	31	218	12.4%	249	30	219	12.0%
2009	LDDV	835	89	746	10.7%	835	87	748	10.4%
2009	LDGT	93,451	2,646	90,805	2.8%	93,451	2,633	90,818	2.8%
2009	LDGV	140,341	3,853	136,488	2.7%	140,341	3,821	136,520	2.7%

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New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate
2010	HDGV	3,448	7	3,441	0.2%	0	0	0	-
2010	LDDT	91	16	75	17.6%	91	16	75	17.6%
2010	LDDV	286	24	262	8.4%	286	23	263	8.0%
2010	LDGT	31,607	670	30,937	2.1%	31,607	668	30,939	2.1%
2010	LDGV	37,815	792	37,023	2.1%	37,814	784	37,030	2.1%
2011	HDGV	4,248	3	4,245	0.1%	0	0	0	-
2011	LDDT	25	3	22	12.0%	25	3	22	12.0%
2011	LDDV	11	2	9	18.2%	11	1	10	9.1%
2011	LDGT	4,721	150	4,571	3.2%	4,721	149	4,572	3.2%
2011	LDGV	3,930	182	3,748	4.6%	3,930	182	3,748	4.6%
2012	HDGV	4,728	3	4,725	0.1%	0	0	0	-
2012	LDDT	6	1	5	16.7%	6	1	5	16.7%
2012	LDDV	8	0	8	0.0%	8	0	8	0.0%
2012	LDGT	2,764	91	2,673	3.3%	2,764	90	2,674	3.3%
2012	LDGV	775	37	738	4.8%	775	37	738	4.8%
2013	HDGV	3,783	0	3,783	0.0%	0	0	0	-
2013	LDDT	0	0	0	-	0	0	0	-
2013	LDDV	6	0	6	0.0%	6	0	6	0.0%
2013	LDGT	3,351	208	3,143	6.2%	3,351	207	3,144	6.2%
2013	LDGV	609	22	587	3.6%	609	22	587	3.6%
2014	HDGV	595	0	595	0.0%	0	0	0	-
2014	LDDT	1	0	1	0.0%	1	0	1	0.0%
2014	LDDV	1	0	1	0.0%	1	0	1	0.0%
2014	LDGT	368	17	351	4.6%	368	17	351	4.6%
2014	LDGV	222	11	211	5.0%	222	11	211	5.0%
2015	HDGV	67	0	67	0.0%	0	0	0	-
2015	LDDT	0	0	0	-	0	0	0	-
2015	LDDV	1	0	1	0.0%	1	0	1	0.0%
2015	LDGT	20	0	20	0.0%	20	0	20	0.0%
2015	LDGV	10	1	9	10.0%	10	1	9	10.0%
Totals		2,103,270	221,943	1,881,327	10.6%	1,889,151	186,990	1,702,161	9.9%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	TSI Insp	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insp	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insp ¹	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
Pre 90/Unknown	HDGV	0	0	0	-	2,755	472	2,283	17.1%	0	0	0	-
Pre 90/Unknown	LDDT	0	0	0	-	0	0	0	-	16	0	16	0.0%
Pre 90/Unknown	LDDV	0	0	0	-	0	0	0	-	53	0	53	0.0%
Pre 90/Unknown	LDGT	6,064	1,686	4,378	27.8%	939	240	699	25.6%	0	0	0	-
Pre 90/Unknown	LDGV	10,234	2,055	8,179	20.1%	2,992	700	2,292	23.4%	0	0	0	-
1990	HDGV	0	0	0	-	479	63	416	13.2%	0	0	0	-
1990	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.0%
1990	LDDV	0	0	0	-	0	0	0	-	4	0	4	0.0%
1990	LDGT	2,371	617	1,754	26.0%	0	0	0	-	0	0	0	-
1990	LDGV	5,337	918	4,419	17.2%	0	0	0	-	0	0	0	-
1991	HDGV	0	0	0	-	318	44	274	13.8%	0	0	0	-
1991	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.0%
1991	LDDV	0	0	0	-	0	0	0	-	3	0	3	0.0%
1991	LDGT	1,536	326	1,210	21.2%	0	0	0	-	0	0	0	-
1991	LDGV	3,535	694	2,841	19.6%	0	0	0	-	0	0	0	-
1992	HDGV	0	0	0	-	515	50	465	9.7%	0	0	0	-
1992	LDDT	0	0	0	-	0	0	0	-	13	0	13	0.0%
1992	LDDV	0	0	0	-	0	0	0	-	4	0	4	0.0%
1992	LDGT	3,408	619	2,789	18.2%	0	0	0	-	0	0	0	-
1992	LDGV	8,839	1,573	7,266	17.8%	0	0	0	-	0	0	0	-
1993	HDGV	0	0	0	-	612	63	549	10.3%	0	0	0	-
1993	LDDT	0	0	0	-	0	0	0	-	16	0	16	0.0%
1993	LDDV	0	0	0	-	0	0	0	-	11	0	11	0.0%
1993	LDGT	3,301	664	2,637	20.1%	0	0	0	-	0	0	0	-
1993	LDGV	6,210	1,219	4,991	19.6%	0	0	0	-	0	0	0	-
1994	HDGV	0	0	0	-	1,215	145	1,070	11.9%	0	0	0	-
1994	LDDT	0	0	0	-	0	0	0	-	45	0	45	0.0%
1994	LDDV	0	0	0	-	0	0	0	-	20	0	20	0.0%
1994	LDGT	9,377	1,600	7,777	17.1%	0	0	0	-	0	0	0	-
1994	LDGV	16,149	2,203	13,946	13.6%	0	0	0	-	0	0	0	-
1995	HDGV	0	0	0	-	1,657	166	1,491	10.0%	0	0	0	-
1995	LDDT	0	0	0	-	0	0	0	-	63	0	63	0.0%
1995	LDDV	0	0	0	-	0	0	0	-	42	0	42	0.0%
1995	LDGT	7,981	1,475	6,506	18.5%	0	0	0	-	0	0	0	-
1995	LDGV	12,145	1,902	10,243	15.7%	0	0	0	-	0	0	0	-

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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 2014

Model Yr	Veh Type	TSI Insp	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insp	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insp ¹	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
1996	HDGV	0	0	0	-	1,809	162	1,647	9.0%	0	0	0	-
1996	LDDT	0	0	0	-	0	0	0	-	7	0	7	0.0%
1996	LDDV	0	0	0	-	0	0	0	-	7	0	7	0.0%
1996	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGV	1	0	1	0.0%	0	0	0	-	0	0	0	-
1997	HDGV	0	0	0	-	2,746	187	2,559	6.8%	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	0	0	0	-	0	0	0	-	0	0	0	-
1998	HDGV	0	0	0	-	2,335	141	2,194	6.0%	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	1	1	0	100.0%	0	0	0	-	0	0	0	-
1998	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
1999	HDGV	0	0	0	-	3,966	264	3,702	6.7%	0	0	0	-
1999	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1999	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1999	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
1999	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2000	HDGV	0	0	0	-	6,070	334	5,736	5.5%	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	-	6,069	240	5,829	4.0%	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	0	0	0	-	0	0	0	-	0	0	0	-
2001	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2002	HDGV	0	0	0	-	7,573	246	7,327	3.2%	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	1	0.0%	0	0	0	-	0	0	0	-

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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 2014

Model Yr	Veh Type	TSI Insp	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insp	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insp ¹	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2003	HDGV	0	0	0	-	8,151	210	7,941	2.6%	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	0	0	0	-	0	0	0	-	0	0	0	-
2004	HDGV	0	0	0	-	9,955	137	9,818	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	0	0	0	-	0	0	0	-	0	0	0	-
2005	HDGV	0	0	0	-	7,940	114	7,826	1.4%	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	-	11,368	120	11,248	1.1%	0	0	0	-
2006	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2006	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2006	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2006	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2007	HDGV	0	0	0	-	8,206	31	8,175	0.4%	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	-	7,538	18	7,520	0.2%	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	-
2009	HDGV	0	0	0	-	5,243	7	5,236	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	-

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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 2014

Model Yr	Veh Type	TSI Insp	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insp	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insp ¹	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2010	HDGV	0	0	0	-	3,448	5	3,443	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	1	0	100.0%	0	0	0	-	0	0	0	-
2011	HDGV	0	0	0	-	4,248	2	4,246	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	-	4,728	3	4,725	0.1%	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	-	3,783	0	3,783	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	-	595	0	595	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	-
2015	HDGV	0	0	0	-	67	0	67	0.0%	0	0	0	-
2015	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2015	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2015	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2015	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
Totals		96,491	17,553	78,938	18.2%	117,320	4,164	113,156	3.5%	308	0	308	0.0%

Table E (Page 8 of 16)

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 2014

Model Yr	Veh Type	Gas Cap Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate
Pre 90/Unknown	HDGV	2,532	133	2,399	5.3%	2,567	6	2,561	0.23%	2,755	0	2,755	0.00%
Pre 90/Unknown	LDDT	0	0	0	-	0	0	0	-	16	0	16	0.00%
Pre 90/Unknown	LDDV	0	0	0	-	0	0	0	-	53	0	53	0.00%
Pre 90/Unknown	LDGT	6,704	576	6,128	8.6%	6,559	97	6,462	1.48%	7,003	0	7,003	0.00%
Pre 90/Unknown	LDGV	11,900	400	11,500	3.4%	11,563	91	11,472	0.79%	13,175	0	13,175	0.00%
1990	HDGV	449	30	419	6.7%	479	3	476	0.63%	479	0	479	0.00%
1990	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
1990	LDDV	0	0	0	-	0	0	0	-	4	0	4	0.00%
1990	LDGT	2,365	201	2,164	8.5%	2,371	9	2,362	0.38%	2,371	0	2,371	0.00%
1990	LDGV	5,324	144	5,180	2.7%	5,337	18	5,319	0.34%	5,337	0	5,337	0.00%
1991	HDGV	312	25	287	8.0%	318	0	318	0.00%	318	0	318	0.00%
1991	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
1991	LDDV	0	0	0	-	0	0	0	-	3	0	3	0.00%
1991	LDGT	1,532	134	1,398	8.7%	1,536	8	1,528	0.52%	1,536	0	1,536	0.00%
1991	LDGV	3,516	125	3,391	3.6%	3,535	25	3,510	0.71%	3,535	0	3,535	0.00%
1992	HDGV	510	30	480	5.9%	515	1	514	0.19%	515	0	515	0.00%
1992	LDDT	0	0	0	-	0	0	0	-	13	0	13	0.00%
1992	LDDV	0	0	0	-	0	0	0	-	4	0	4	0.00%
1992	LDGT	3,402	205	3,197	6.0%	3,408	14	3,394	0.41%	3,408	0	3,408	0.00%
1992	LDGV	8,819	220	8,599	2.5%	8,839	32	8,807	0.36%	8,839	0	8,839	0.00%
1993	HDGV	602	31	571	5.1%	612	1	611	0.16%	612	0	612	0.00%
1993	LDDT	0	0	0	-	0	0	0	-	16	0	16	0.00%
1993	LDDV	0	0	0	-	0	0	0	-	11	0	11	0.00%
1993	LDGT	3,290	198	3,092	6.0%	3,301	23	3,278	0.70%	3,301	0	3,301	0.00%
1993	LDGV	6,193	181	6,012	2.9%	6,210	40	6,170	0.64%	6,210	0	6,210	0.00%
1994	HDGV	1,203	72	1,131	6.0%	1,215	5	1,210	0.41%	1,215	0	1,215	0.00%
1994	LDDT	0	0	0	-	0	0	0	-	45	0	45	0.00%
1994	LDDV	0	0	0	-	0	0	0	-	20	0	20	0.00%
1994	LDGT	9,373	491	8,882	5.2%	9,377	12	9,365	0.13%	9,377	0	9,377	0.00%
1994	LDGV	16,130	386	15,744	2.4%	16,149	67	16,082	0.41%	16,149	0	16,149	0.00%
1995	HDGV	1,618	95	1,523	5.9%	1,657	3	1,654	0.18%	1,657	0	1,657	0.00%
1995	LDDT	0	0	0	-	0	0	0	-	63	0	63	0.00%
1995	LDDV	0	0	0	-	0	0	0	-	42	0	42	0.00%
1995	LDGT	7,957	340	7,617	4.3%	7,981	24	7,957	0.30%	7,981	0	7,981	0.00%
1995	LDGV	12,102	370	11,732	3.1%	12,145	58	12,087	0.48%	12,145	0	12,145	0.00%

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New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	Gas Cap Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate
1996	HDGV	1,792	88	1,704	4.9%	1,809	1	1,808	0.06%	1,809	0	1,809	0.00%
1996	LDDT	0	0	0	-	0	0	0	-	7	0	7	0.00%
1996	LDDV	0	0	0	-	0	0	0	-	7	0	7	0.00%
1996	LDGT	14,380	731	13,649	5.1%	14,401	11	14,390	0.08%	14,401	31	14,370	0.22%
1996	LDGV	25,339	592	24,747	2.3%	25,372	97	25,275	0.38%	25,372	72	25,300	0.28%
1997	HDGV	2,728	121	2,607	4.4%	2,746	1	2,745	0.04%	2,746	0	2,746	0.00%
1997	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.00%
1997	LDDV	0	0	0	-	0	0	0	-	43	1	42	2.33%
1997	LDGT	14,936	694	14,242	4.6%	14,981	14	14,967	0.09%	14,981	28	14,953	0.19%
1997	LDGV	22,139	605	21,534	2.7%	22,209	80	22,129	0.36%	22,209	56	22,153	0.25%
1998	HDGV	2,317	95	2,222	4.1%	2,335	1	2,334	0.04%	2,335	0	2,335	0.00%
1998	LDDT	0	0	0	-	0	0	0	-	7	0	7	0.00%
1998	LDDV	0	0	0	-	0	0	0	-	138	1	137	0.72%
1998	LDGT	27,723	999	26,724	3.6%	27,769	19	27,750	0.07%	27,769	49	27,720	0.18%
1998	LDGV	45,083	1,200	43,883	2.7%	45,175	126	45,049	0.28%	45,175	71	45,104	0.16%
1999	HDGV	3,927	170	3,757	4.3%	3,966	3	3,963	0.08%	3,966	0	3,966	0.00%
1999	LDDT	0	0	0	-	0	0	0	-	6	0	6	0.00%
1999	LDDV	0	0	0	-	1	0	1	0.00%	118	0	118	0.00%
1999	LDGT	25,573	1,035	24,538	4.0%	25,641	9	25,632	0.04%	25,641	55	25,586	0.21%
1999	LDGV	37,837	1,004	36,833	2.7%	37,967	69	37,898	0.18%	37,967	86	37,881	0.23%
2000	HDGV	6,015	266	5,749	4.4%	6,070	3	6,067	0.05%	6,070	0	6,070	0.00%
2000	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
2000	LDDV	0	0	0	-	0	0	0	-	149	0	149	0.00%
2000	LDGT	47,024	1,828	45,196	3.9%	47,084	21	47,063	0.04%	47,084	85	46,999	0.18%
2000	LDGV	75,590	1,738	73,852	2.3%	75,705	74	75,631	0.10%	75,705	141	75,564	0.19%
2001	HDGV	0	0	0	-	6,069	2	6,067	0.03%	6,069	0	6,069	0.00%
2001	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2001	LDDV	0	0	0	-	1	0	1	0.00%	93	2	91	2.15%
2001	LDGT	14	0	14	0.0%	38,775	25	38,750	0.06%	38,775	69	38,706	0.18%
2001	LDGV	8	0	8	0.0%	51,442	44	51,398	0.09%	51,442	101	51,341	0.20%
2002	HDGV	1	0	1	0.0%	7,573	6	7,567	0.08%	7,573	0	7,573	0.00%
2002	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
2002	LDDV	0	0	0	-	2	0	2	0.00%	234	0	234	0.00%
2002	LDGT	0	0	0	-	77,523	12	77,511	0.02%	77,523	80	77,443	0.10%
2002	LDGV	4	0	4	0.0%	91,216	98	91,118	0.11%	91,216	84	91,132	0.09%

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New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	Gas Cap Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate
2003	HDGV	0	0	0	-	8,151	0	8,151	0.00%	8,151	0	8,151	0.00%
2003	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
2003	LDDV	0	0	0	-	0	0	0	-	120	0	120	0.00%
2003	LDGT	4	0	4	0.0%	52,043	13	52,030	0.02%	52,043	55	51,988	0.11%
2003	LDGV	2	0	2	0.0%	64,124	62	64,062	0.10%	64,124	60	64,064	0.09%
2004	HDGV	1	0	1	0.0%	9,955	2	9,953	0.02%	9,955	0	9,955	0.00%
2004	LDDT	0	0	0	-	0	0	0	-	6	0	6	0.00%
2004	LDDV	0	0	0	-	0	0	0	-	291	0	291	0.00%
2004	LDGT	3	0	3	0.0%	104,264	25	104,239	0.02%	104,264	67	104,197	0.06%
2004	LDGV	5	0	5	0.0%	101,373	77	101,296	0.08%	101,373	62	101,311	0.06%
2005	HDGV	0	0	0	-	7,940	2	7,938	0.03%	7,940	0	7,940	0.00%
2005	LDDT	0	0	0	-	1	0	1	0.00%	30	0	30	0.00%
2005	LDDV	0	0	0	-	1	0	1	0.00%	320	2	318	0.63%
2005	LDGT	0	0	0	-	58,777	8	58,769	0.01%	58,777	42	58,735	0.07%
2005	LDGV	4	1	3	25.0%	64,655	53	64,602	0.08%	64,655	44	64,611	0.07%
2006	HDGV	0	0	0	-	11,368	1	11,367	0.01%	11,368	0	11,368	0.00%
2006	LDDT	0	0	0	-	1	0	1	0.00%	74	0	74	0.00%
2006	LDDV	0	0	0	-	2	0	2	0.00%	552	2	550	0.36%
2006	LDGT	0	0	0	-	87,160	4	87,156	0.00%	87,160	27	87,133	0.03%
2006	LDGV	2	0	2	0.0%	99,845	63	99,782	0.06%	99,845	64	99,781	0.06%
2007	HDGV	1	0	1	0.0%	8,206	1	8,205	0.01%	8,206	0	8,206	0.00%
2007	LDDT	0	0	0	-	169	1	168	0.59%	169	0	169	0.00%
2007	LDDV	0	0	0	-	54	0	54	0.00%	54	0	54	0.00%
2007	LDGT	0	0	0	-	118,134	7	118,127	0.01%	118,134	11	118,123	0.01%
2007	LDGV	0	0	0	-	142,685	45	142,640	0.03%	142,685	43	142,642	0.03%
2008	HDGV	0	0	0	-	7,538	1	7,537	0.01%	7,538	0	7,538	0.00%
2008	LDDT	0	0	0	-	80	3	77	3.75%	80	0	80	0.00%
2008	LDDV	0	0	0	-	23	0	23	0.00%	23	0	23	0.00%
2008	LDGT	1	0	1	0.0%	39,234	0	39,234	0.00%	39,234	4	39,230	0.01%
2008	LDGV	0	0	0	-	37,579	27	37,552	0.07%	37,579	17	37,562	0.05%
2009	HDGV	0	0	0	-	5,243	0	5,243	0.00%	5,243	0	5,243	0.00%
2009	LDDT	0	0	0	-	249	1	248	0.40%	249	0	249	0.00%
2009	LDDV	0	0	0	-	835	2	833	0.24%	835	1	834	0.12%
2009	LDGT	0	0	0	-	93,451	4	93,447	0.00%	93,451	8	93,443	0.01%
2009	LDGV	0	0	0	-	140,341	29	140,312	0.02%	140,341	8	140,333	0.01%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	Gas Cap Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate
2010	HDGV	0	0	0	-	3,448	0	3,448	0.00%	3,448	0	3,448	0.00%
2010	LDDT	0	0	0	-	91	0	91	0.00%	91	0	91	0.00%
2010	LDDV	0	0	0	-	286	1	285	0.35%	286	0	286	0.00%
2010	LDGT	0	0	0	-	31,607	0	31,607	0.00%	31,607	1	31,606	0.00%
2010	LDGV	0	0	0	-	37,815	7	37,808	0.02%	37,815	2	37,813	0.01%
2011	HDGV	0	0	0	-	4,248	0	4,248	0.00%	4,248	0	4,248	0.00%
2011	LDDT	0	0	0	-	25	0	25	0.00%	25	0	25	0.00%
2011	LDDV	0	0	0	-	11	1	10	9.09%	11	0	11	0.00%
2011	LDGT	0	0	0	-	4,721	0	4,721	0.00%	4,721	0	4,721	0.00%
2011	LDGV	0	0	0	-	3,930	0	3,930	0.00%	3,930	2	3,928	0.05%
2012	HDGV	0	0	0	-	4,728	0	4,728	0.00%	4,728	0	4,728	0.00%
2012	LDDT	0	0	0	-	6	0	6	0.00%	6	0	6	0.00%
2012	LDDV	0	0	0	-	8	0	8	0.00%	8	0	8	0.00%
2012	LDGT	0	0	0	-	2,764	0	2,764	0.00%	2,764	0	2,764	0.00%
2012	LDGV	0	0	0	-	775	0	775	0.00%	775	0	775	0.00%
2013	HDGV	0	0	0	-	3,783	0	3,783	0.00%	3,783	0	3,783	0.00%
2013	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2013	LDDV	0	0	0	-	6	0	6	0.00%	6	0	6	0.00%
2013	LDGT	0	0	0	-	3,351	0	3,351	0.00%	3,351	1	3,350	0.03%
2013	LDGV	0	0	0	-	609	0	609	0.00%	609	0	609	0.00%
2014	HDGV	0	0	0	-	595	0	595	0.00%	595	0	595	0.00%
2014	LDDT	0	0	0	-	1	0	1	0.00%	1	0	1	0.00%
2014	LDDV	0	0	0	-	1	0	1	0.00%	1	0	1	0.00%
2014	LDGT	0	0	0	-	368	0	368	0.00%	368	0	368	0.00%
2014	LDGV	0	0	0	-	222	0	222	0.00%	222	0	222	0.00%
2015	HDGV	0	0	0	-	67	0	67	0.00%	67	0	67	0.00%
2015	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2015	LDDV	0	0	0	-	1	0	1	0.00%	1	0	1	0.00%
2015	LDGT	0	0	0	-	20	0	20	0.00%	20	0	20	0.00%
2015	LDGV	0	0	0	-	10	0	10	0.00%	10	0	10	0.00%
Totals		458,286	15,554	442,732	3.4%	2,098,484	1,693	2,096,791	0.08%	2,103,219	1,535	2,101,684	0.07%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2014

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 90/Unknown	HDGV	2,755	0	2,755	0.00%	2,755	2	2,753	0.07%
Pre 90/Unknown	LDDT	16	0	16	0.00%	16	0	16	0.00%
Pre 90/Unknown	LDDV	53	0	53	0.00%	53	0	53	0.00%
Pre 90/Unknown	LDGT	7,003	0	7,003	0.00%	7,003	1	7,002	0.01%
Pre 90/Unknown	LDGV	13,226	3	13,223	0.02%	13,226	5	13,221	0.04%
1990	HDGV	479	0	479	0.00%	479	0	479	0.00%
1990	LDDT	1	0	1	0.00%	1	0	1	0.00%
1990	LDDV	4	0	4	0.00%	4	0	4	0.00%
1990	LDGT	2,371	2	2,369	0.08%	2,371	0	2,371	0.00%
1990	LDGV	5,337	3	5,334	0.06%	5,337	0	5,337	0.00%
1991	HDGV	318	0	318	0.00%	318	0	318	0.00%
1991	LDDT	3	0	3	0.00%	3	0	3	0.00%
1991	LDDV	3	0	3	0.00%	3	0	3	0.00%
1991	LDGT	1,536	0	1,536	0.00%	1,536	2	1,534	0.13%
1991	LDGV	3,535	2	3,533	0.06%	3,535	2	3,533	0.06%
1992	HDGV	515	0	515	0.00%	515	0	515	0.00%
1992	LDDT	13	0	13	0.00%	13	0	13	0.00%
1992	LDDV	4	0	4	0.00%	4	0	4	0.00%
1992	LDGT	3,408	1	3,407	0.03%	3,408	1	3,407	0.03%
1992	LDGV	8,839	2	8,837	0.02%	8,839	2	8,837	0.02%
1993	HDGV	612	0	612	0.00%	612	0	612	0.00%
1993	LDDT	16	0	16	0.00%	16	0	16	0.00%
1993	LDDV	11	0	11	0.00%	11	0	11	0.00%
1993	LDGT	3,301	0	3,301	0.00%	3,301	1	3,300	0.03%
1993	LDGV	6,210	1	6,209	0.02%	6,210	1	6,209	0.02%
1994	HDGV	1,215	0	1,215	0.00%	1,215	0	1,215	0.00%
1994	LDDT	45	0	45	0.00%	45	0	45	0.00%
1994	LDDV	20	0	20	0.00%	20	0	20	0.00%
1994	LDGT	9,377	3	9,374	0.03%	9,377	1	9,376	0.01%
1994	LDGV	16,149	8	16,141	0.05%	16,149	5	16,144	0.03%
1995	HDGV	1,657	3	1,654	0.18%	1,657	0	1,657	0.00%
1995	LDDT	63	0	63	0.00%	63	0	63	0.00%
1995	LDDV	42	0	42	0.00%	42	0	42	0.00%
1995	LDGT	7,981	3	7,978	0.04%	7,981	2	7,979	0.03%
1995	LDGV	12,145	2	12,143	0.02%	12,145	1	12,144	0.01%

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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 2014

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
1996	HDGV	1,809	0	1,809	0.00%	1,809	0	1,809	0.00%
1996	LDDT	7	0	7	0.00%	7	0	7	0.00%
1996	LDDV	7	0	7	0.00%	7	0	7	0.00%
1996	LDGT	14,401	2	14,399	0.01%	14,401	1	14,400	0.01%
1996	LDGV	25,372	6	25,366	0.02%	25,372	8	25,364	0.03%
1997	HDGV	2,746	1	2,745	0.04%	2,746	0	2,746	0.00%
1997	LDDT	5	0	5	0.00%	5	0	5	0.00%
1997	LDDV	43	0	43	0.00%	43	0	43	0.00%
1997	LDGT	14,981	5	14,976	0.03%	14,981	5	14,976	0.03%
1997	LDGV	22,209	3	22,206	0.01%	22,209	6	22,203	0.03%
1998	HDGV	2,335	0	2,335	0.00%	2,335	0	2,335	0.00%
1998	LDDT	7	0	7	0.00%	7	0	7	0.00%
1998	LDDV	138	0	138	0.00%	138	0	138	0.00%
1998	LDGT	27,769	12	27,757	0.04%	27,769	16	27,753	0.06%
1998	LDGV	45,175	8	45,167	0.02%	45,175	18	45,157	0.04%
1999	HDGV	3,966	1	3,965	0.03%	3,966	2	3,964	0.05%
1999	LDDT	6	0	6	0.00%	6	0	6	0.00%
1999	LDDV	118	0	118	0.00%	118	0	118	0.00%
1999	LDGT	25,641	4	25,637	0.02%	25,641	9	25,632	0.04%
1999	LDGV	37,967	7	37,960	0.02%	37,967	8	37,959	0.02%
2000	HDGV	6,070	1	6,069	0.02%	6,070	2	6,068	0.03%
2000	LDDT	1	0	1	0.00%	1	0	1	0.00%
2000	LDDV	149	0	149	0.00%	149	0	149	0.00%
2000	LDGT	47,084	5	47,079	0.01%	47,084	11	47,073	0.02%
2000	LDGV	75,705	6	75,699	0.01%	75,705	16	75,689	0.02%
2001	HDGV	6,069	4	6,065	0.07%	6,069	0	6,069	0.00%
2001	LDDT	0	0	0	-	0	0	0	-
2001	LDDV	93	0	93	0.00%	93	0	93	0.00%
2001	LDGT	38,775	10	38,765	0.03%	38,775	6	38,769	0.02%
2001	LDGV	51,442	4	51,438	0.01%	51,442	12	51,430	0.02%
2002	HDGV	7,573	5	7,568	0.07%	7,573	1	7,572	0.01%
2002	LDDT	3	0	3	0.00%	3	0	3	0.00%
2002	LDDV	234	0	234	0.00%	234	0	234	0.00%
2002	LDGT	77,523	7	77,516	0.01%	77,523	18	77,505	0.02%
2002	LDGV	91,216	4	91,212	0.00%	91,216	16	91,200	0.02%

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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 2014

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
2003	HDGV	8,151	1	8,150	0.01%	8,151	0	8,151	0.00%
2003	LDDT	2	0	2	0.00%	2	0	2	0.00%
2003	LDDV	120	0	120	0.00%	120	0	120	0.00%
2003	LDGT	52,043	4	52,039	0.01%	52,043	12	52,031	0.02%
2003	LDGV	64,124	2	64,122	0.00%	64,124	10	64,114	0.02%
2004	HDGV	9,955	1	9,954	0.01%	9,955	3	9,952	0.03%
2004	LDDT	6	0	6	0.00%	6	0	6	0.00%
2004	LDDV	291	0	291	0.00%	291	0	291	0.00%
2004	LDGT	104,264	7	104,257	0.01%	104,264	11	104,253	0.01%
2004	LDGV	101,373	1	101,372	0.00%	101,373	10	101,363	0.01%
2005	HDGV	7,940	3	7,937	0.04%	7,940	0	7,940	0.00%
2005	LDDT	30	0	30	0.00%	30	0	30	0.00%
2005	LDDV	320	0	320	0.00%	320	0	320	0.00%
2005	LDGT	58,777	3	58,774	0.01%	58,777	5	58,772	0.01%
2005	LDGV	64,655	3	64,652	0.00%	64,655	14	64,641	0.02%
2006	HDGV	11,368	0	11,368	0.00%	11,368	2	11,366	0.02%
2006	LDDT	74	0	74	0.00%	74	0	74	0.00%
2006	LDDV	552	0	552	0.00%	552	0	552	0.00%
2006	LDGT	87,160	3	87,157	0.00%	87,160	6	87,154	0.01%
2006	LDGV	99,845	2	99,843	0.00%	99,845	8	99,837	0.01%
2007	HDGV	8,206	1	8,205	0.01%	8,206	1	8,205	0.01%
2007	LDDT	169	0	169	0.00%	169	0	169	0.00%
2007	LDDV	54	0	54	0.00%	54	0	54	0.00%
2007	LDGT	118,134	1	118,133	0.00%	118,134	3	118,131	0.00%
2007	LDGV	142,685	5	142,680	0.00%	142,685	8	142,677	0.01%
2008	HDGV	7,538	0	7,538	0.00%	7,538	1	7,537	0.01%
2008	LDDT	80	0	80	0.00%	80	0	80	0.00%
2008	LDDV	23	0	23	0.00%	23	0	23	0.00%
2008	LDGT	39,234	2	39,232	0.01%	39,234	1	39,233	0.00%
2008	LDGV	37,579	1	37,578	0.00%	37,579	2	37,577	0.01%
2009	HDGV	5,243	1	5,242	0.02%	5,243	1	5,242	0.02%
2009	LDDT	249	0	249	0.00%	249	0	249	0.00%
2009	LDDV	835	1	834	0.12%	835	0	835	0.00%
2009	LDGT	93,451	1	93,450	0.00%	93,451	2	93,449	0.00%
2009	LDGV	140,341	0	140,341	0.00%	140,341	4	140,337	0.00%

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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 2014

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps ²	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2010	HDGV	3,448	1	3,447	0.03%	3,448	1	3,447	0.03%
2010	LDDT	91	0	91	0.00%	91	0	91	0.00%
2010	LDDV	286	0	286	0.00%	286	0	286	0.00%
2010	LDGT	31,607	1	31,606	0.00%	31,607	1	31,606	0.00%
2010	LDGV	37,815	0	37,815	0.00%	37,815	0	37,815	0.00%
2011	HDGV	4,248	1	4,247	0.02%	4,248	0	4,248	0.00%
2011	LDDT	25	0	25	0.00%	25	0	25	0.00%
2011	LDDV	11	0	11	0.00%	11	0	11	0.00%
2011	LDGT	4,721	0	4,721	0.00%	4,721	1	4,720	0.02%
2011	LDGV	3,930	0	3,930	0.00%	3,930	0	3,930	0.00%
2012	HDGV	4,728	0	4,728	0.00%	4,728	0	4,728	0.00%
2012	LDDT	6	0	6	0.00%	6	0	6	0.00%
2012	LDDV	8	0	8	0.00%	8	0	8	0.00%
2012	LDGT	2,764	0	2,764	0.00%	2,764	1	2,763	0.04%
2012	LDGV	775	0	775	0.00%	775	0	775	0.00%
2013	HDGV	3,783	0	3,783	0.00%	3,783	0	3,783	0.00%
2013	LDDT	0	0	0	-	0	0	0	-
2013	LDDV	6	0	6	0.00%	6	0	6	0.00%
2013	LDGT	3,351	0	3,351	0.00%	3,351	0	3,351	0.00%
2013	LDGV	609	0	609	0.00%	609	0	609	0.00%
2014	HDGV	595	0	595	0.00%	595	0	595	0.00%
2014	LDDT	1	0	1	0.00%	1	0	1	0.00%
2014	LDDV	1	0	1	0.00%	1	0	1	0.00%
2014	LDGT	368	0	368	0.00%	368	0	368	0.00%
2014	LDGV	222	0	222	0.00%	222	0	222	0.00%
2015	HDGV	67	0	67	0.00%	67	0	67	0.00%
2015	LDDT	0	0	0	-	0	0	0	-
2015	LDDV	1	0	1	0.00%	1	0	1	0.00%
2015	LDGT	20	0	20	0.00%	20	0	20	0.00%
2015	LDGV	10	0	10	0.00%	10	0	10	0.00%
Totals		2,103,270	174	2,103,096	0.01%	2,103,270	289	2,102,981	0.01%

New Jersey Enhanced Inspection and Maintenance Program
Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2014

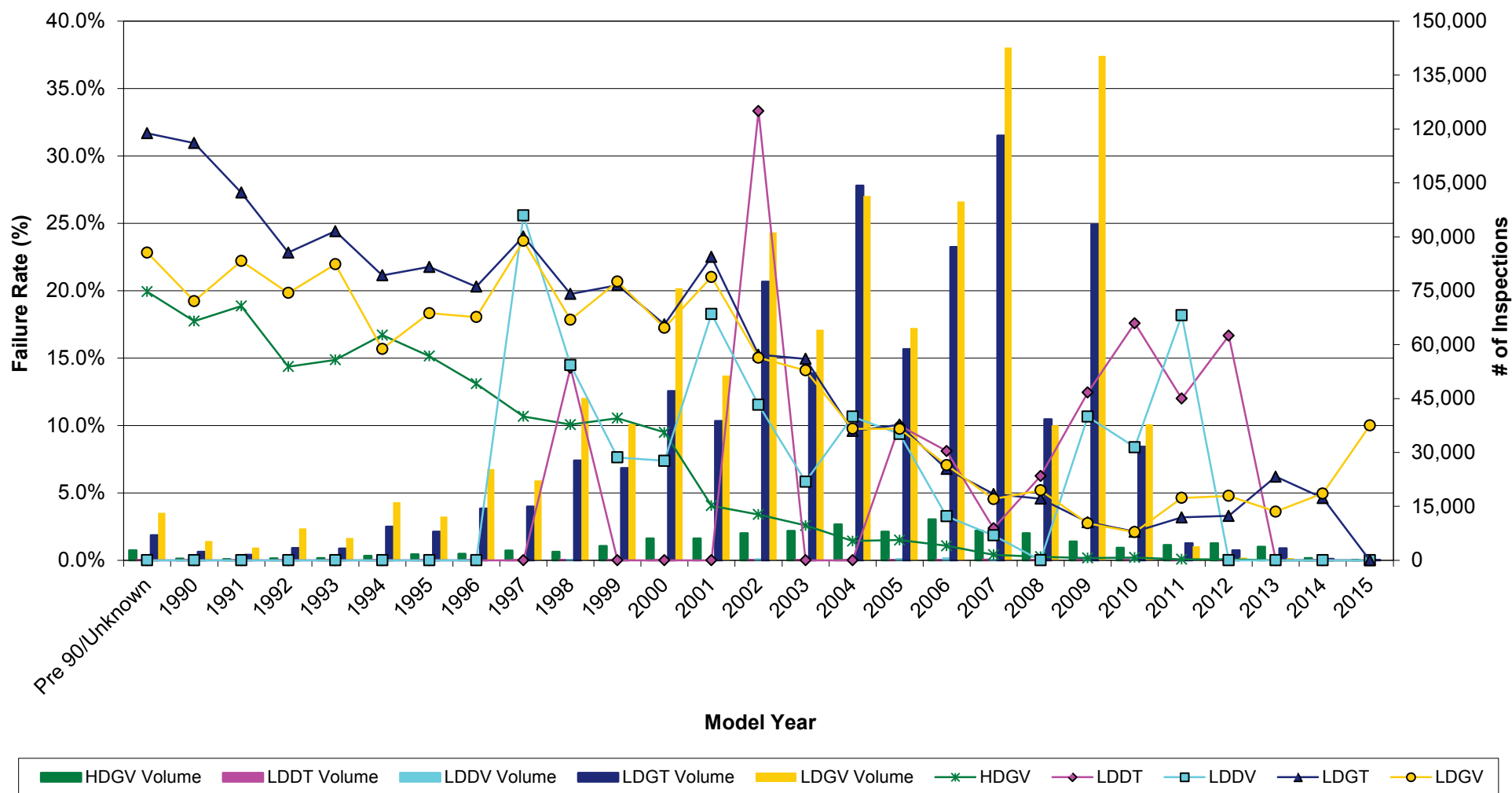


Figure E-1

**New Jersey Enhanced Inspection and Maintenance Program
Initial OBD Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2014**

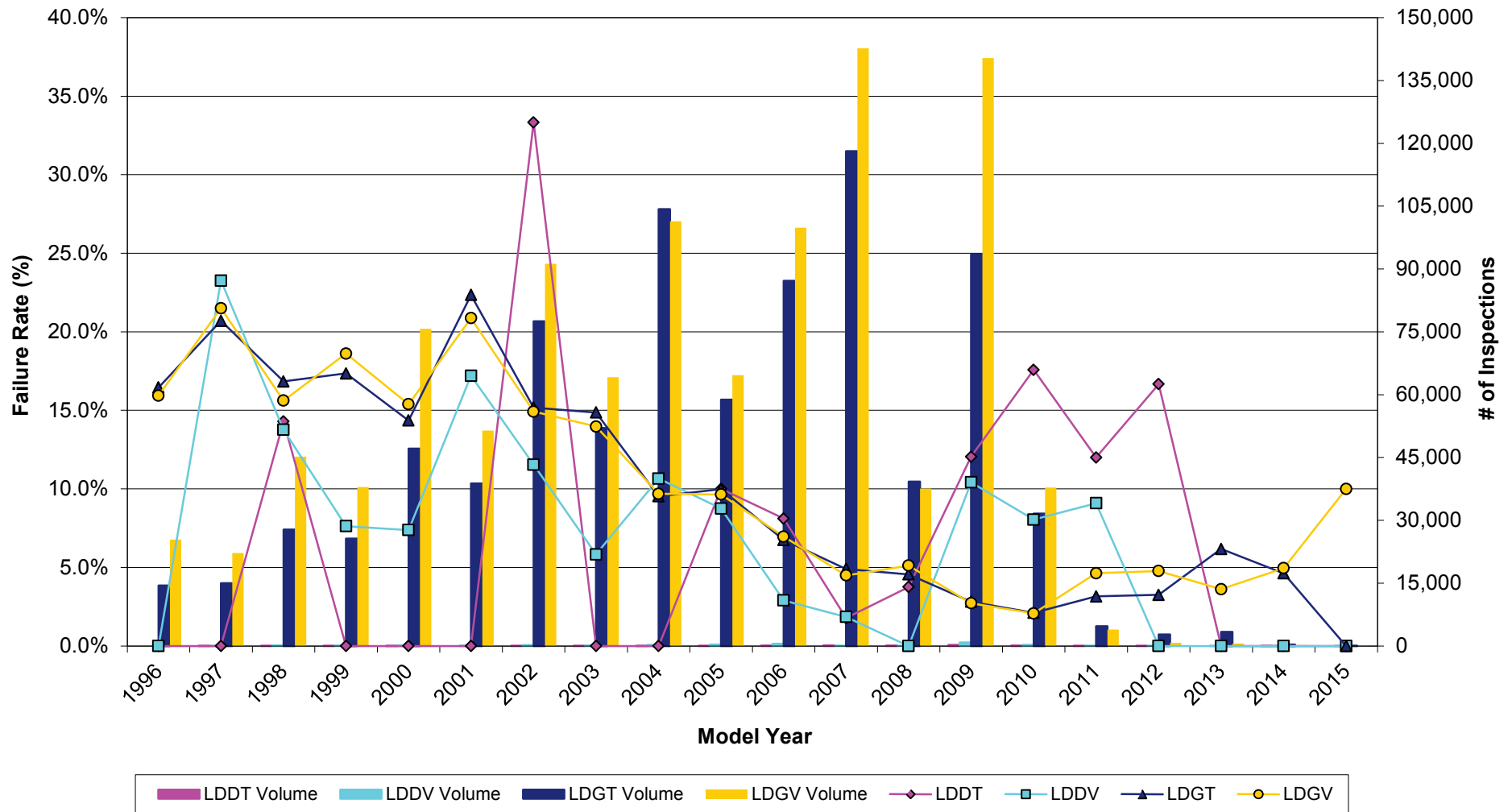
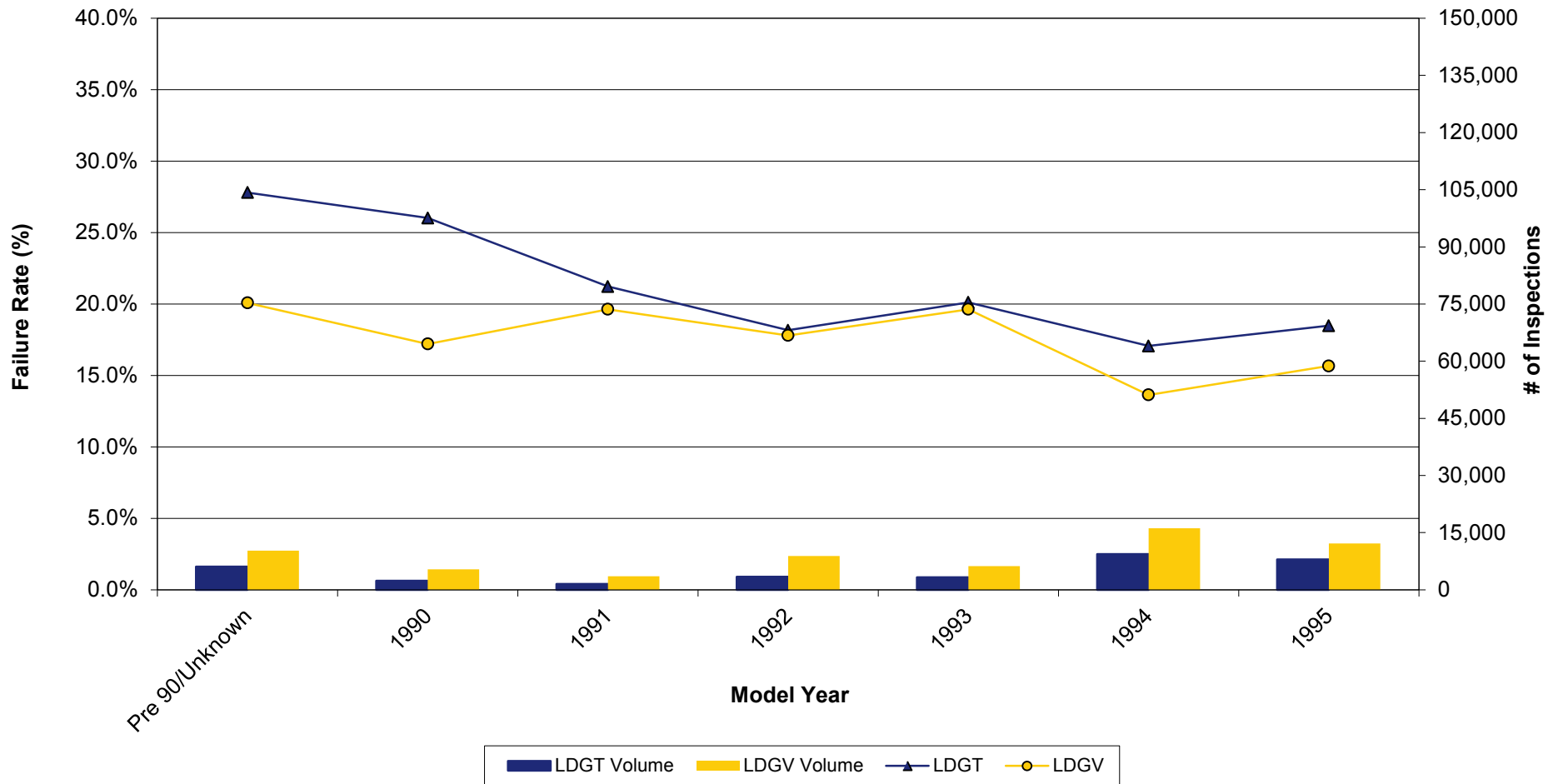


Figure E-2

**New Jersey Enhanced Inspection and Maintenance Program
Initial TSI Inspections Volume & Failure Rate by Model Year* and Vehicle Type
Year 2014**



*Note: A small sample of vehicles (4) in the Model Year 1996-2015 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 2014**

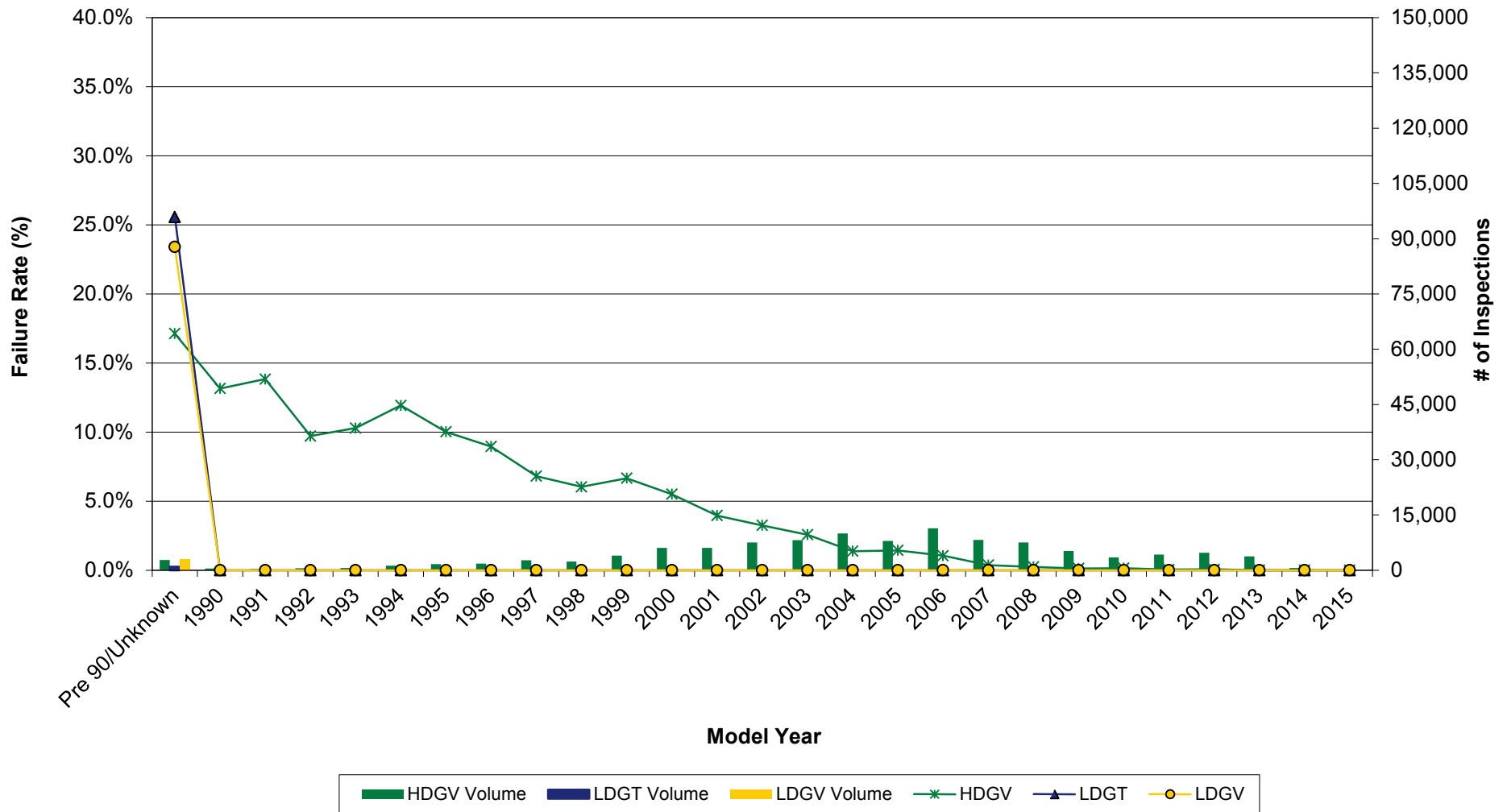


Figure E-4

**New Jersey Enhanced Inspection and Maintenance Program
Initial Gas Cap Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2014**

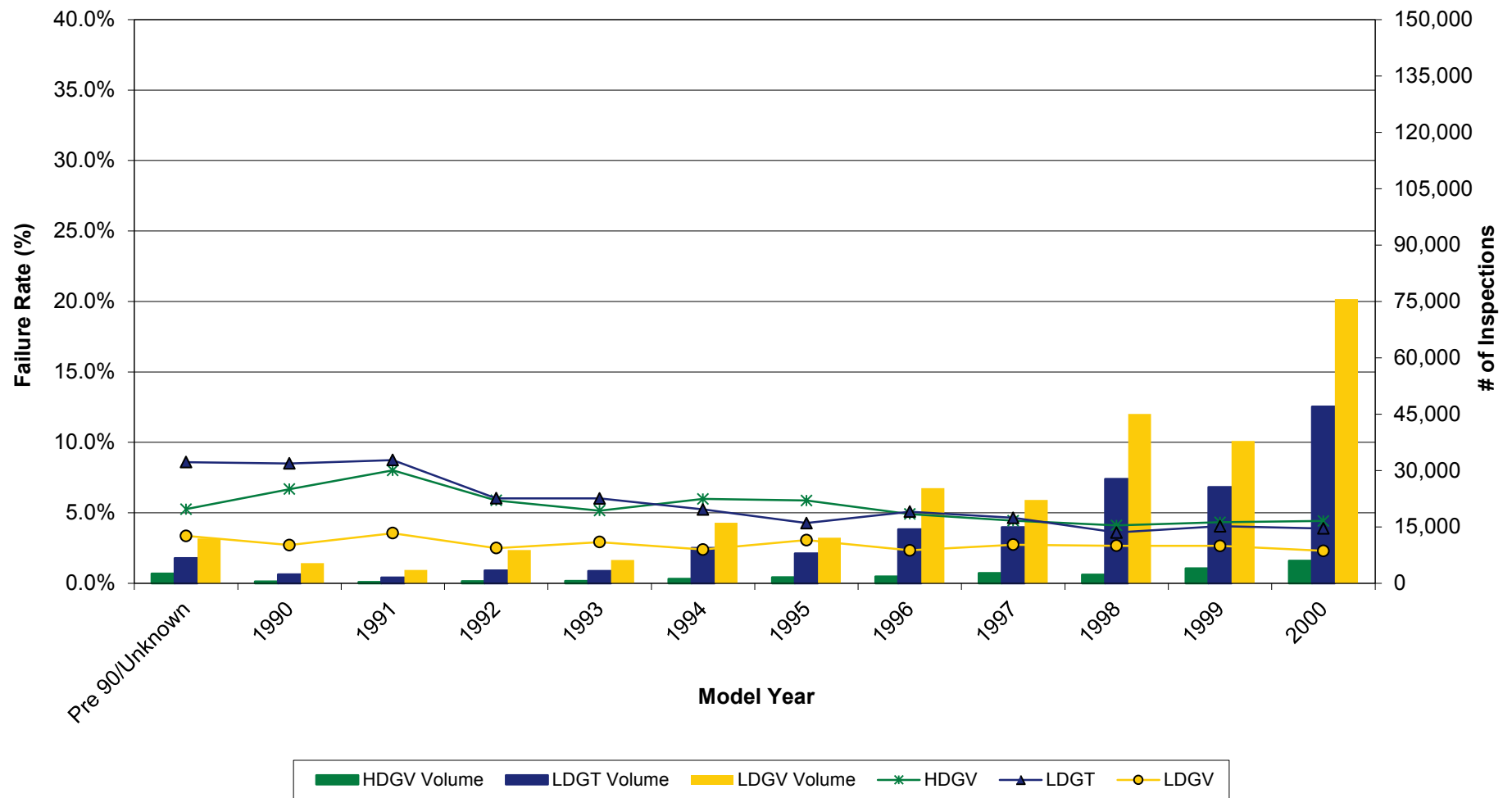


Figure E-5

**New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2014**

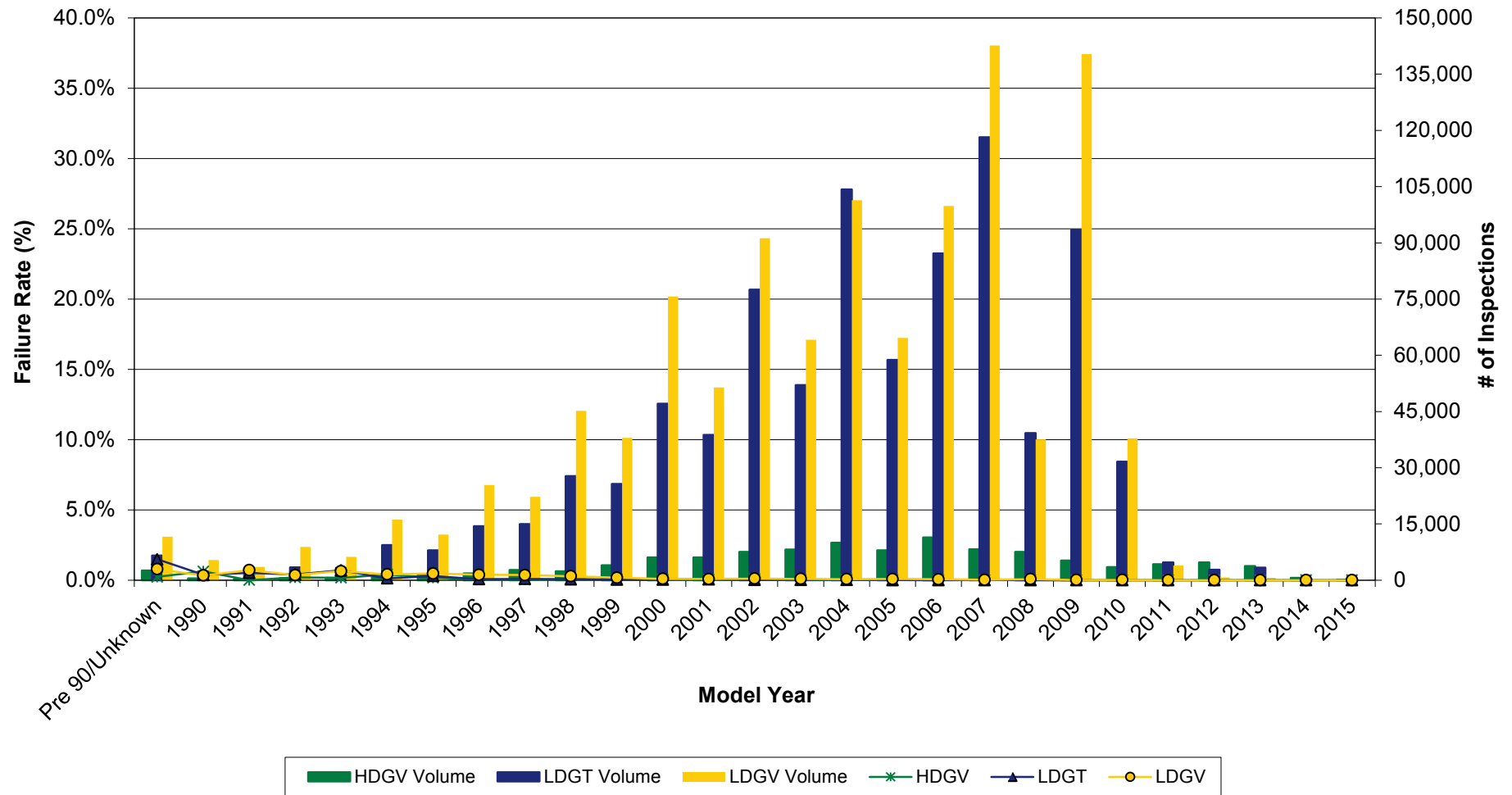


Figure E-6

**New Jersey Enhanced Inspection and Maintenance Program
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2014**

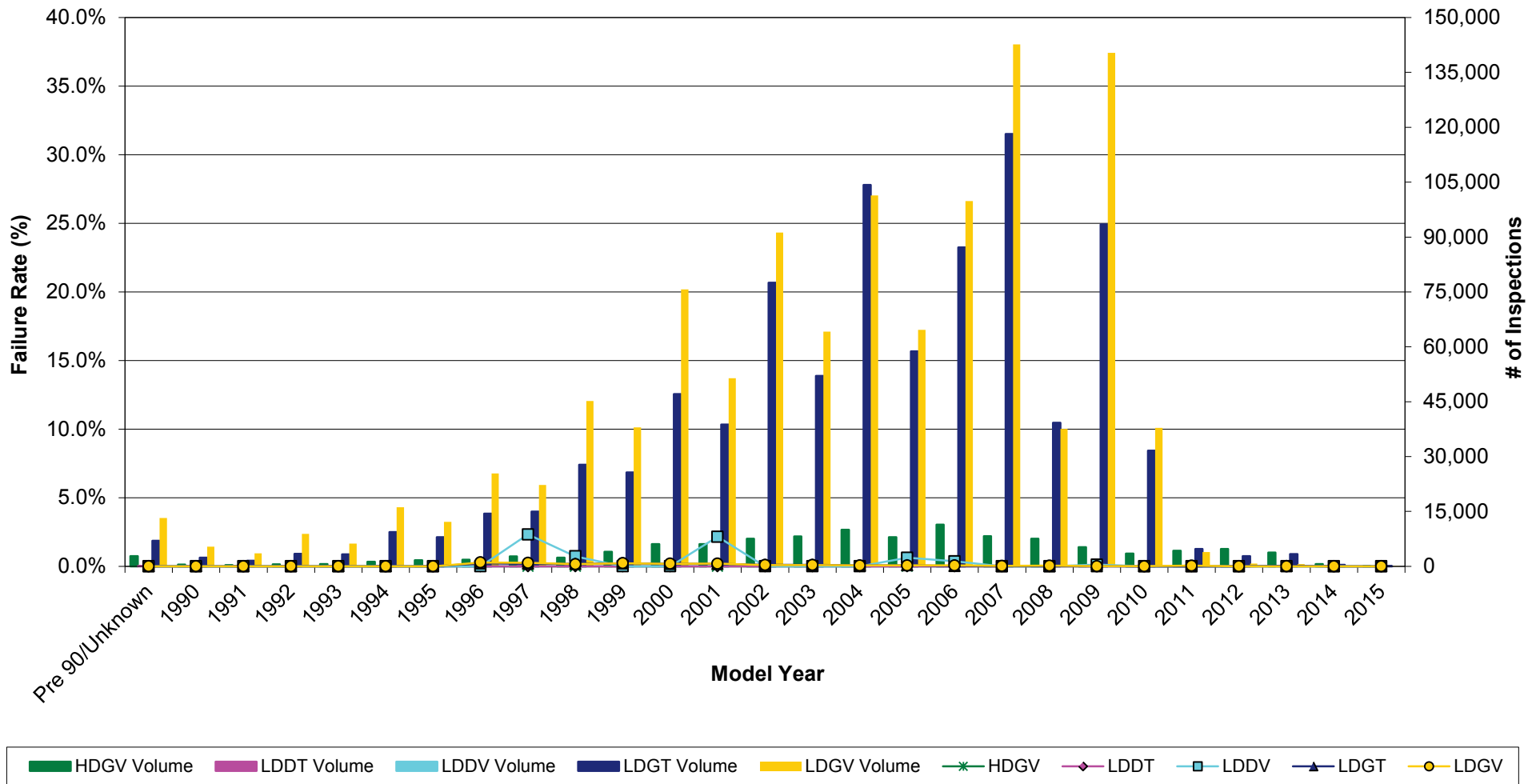


Figure E-7

**New Jersey Enhanced Inspection and Maintenance Program
Initial Liquid Leak Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2014**

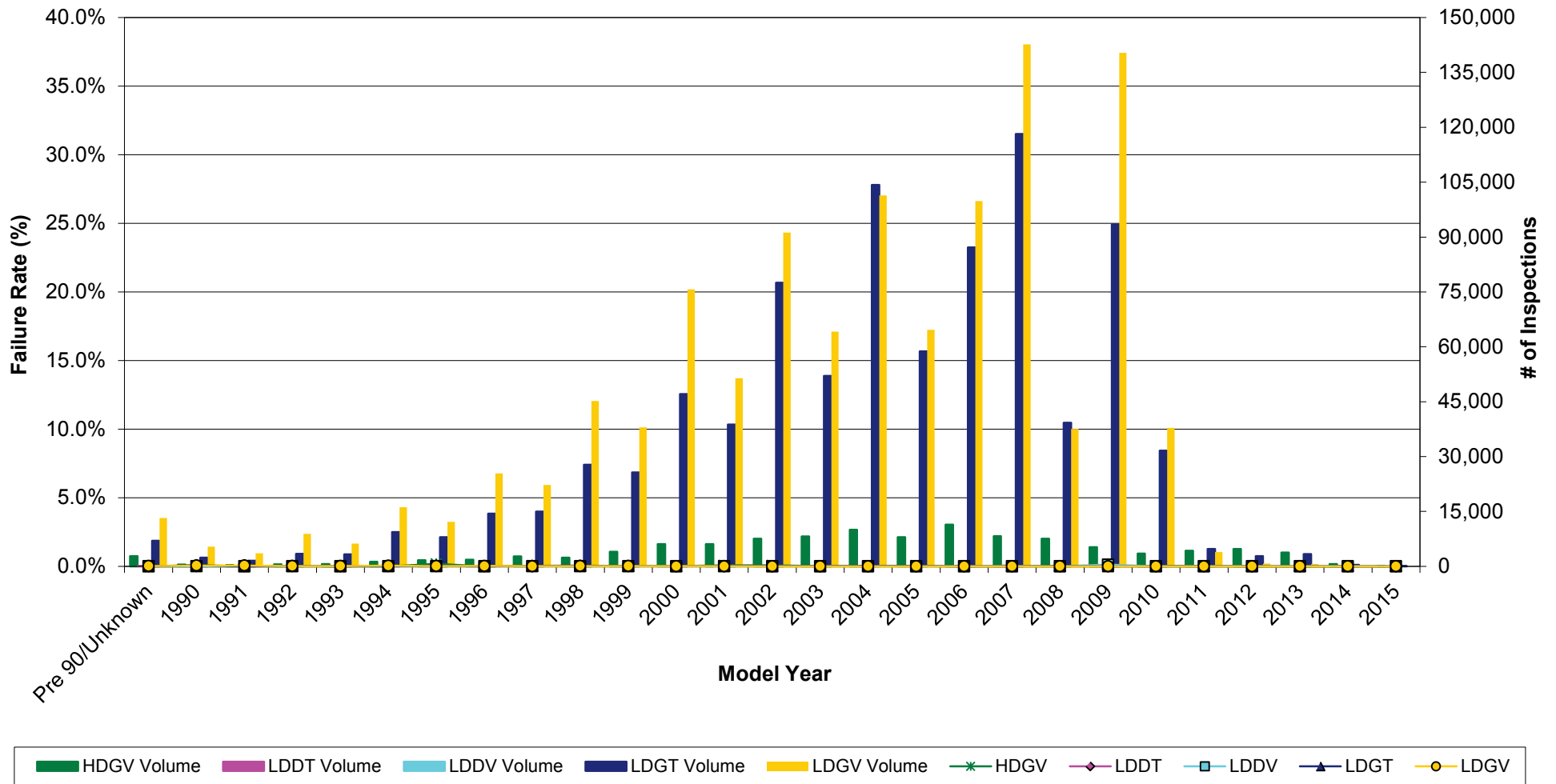


Figure E-8

**APPENDIX I -
PART F**

**ON-BOARD DIAGNOSTICS
(OBD)
INSPECTIONS**

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2014

Model Yr	Veh Type	OBD Initial Insp	Initial and 1st or Subsequent Retest Passes	Overall OBD Pass Rate	Overall OBD Failed (Dropped)*	Overall OBD Fail Rate*
1996	LDDT	0	0	-	0	-
1996	LDDV	0	0	-	0	-
1996	LDGT	14,401	13,592	94.4%	809	5.6%
1996	LDGV	25,371	23,810	93.8%	1,561	6.2%
1997	LDDT	5	5	100.0%	0	0.0%
1997	LDDV	43	42	97.7%	1	2.3%
1997	LDGT	14,981	13,791	92.1%	1,190	7.9%
1997	LDGV	22,209	20,351	91.6%	1,858	8.4%
1998	LDDT	7	6	85.7%	1	14.3%
1998	LDDV	138	134	97.1%	4	2.9%
1998	LDGT	27,768	26,227	94.5%	1,541	5.5%
1998	LDGV	45,175	42,702	94.5%	2,473	5.5%
1999	LDDT	6	6	100.0%	0	0.0%
1999	LDDV	118	115	97.5%	3	2.5%
1999	LDGT	25,641	24,130	94.1%	1,511	5.9%
1999	LDGV	37,967	35,334	93.1%	2,633	6.9%
2000	LDDT	1	1	100.0%	0	0.0%
2000	LDDV	149	145	97.3%	4	2.7%
2000	LDGT	47,084	45,048	95.7%	2,036	4.3%
2000	LDGV	75,705	71,875	94.9%	3,830	5.1%
2001	LDDT	0	0	-	0	-
2001	LDDV	93	89	95.7%	4	4.3%
2001	LDGT	38,775	36,161	93.3%	2,614	6.7%
2001	LDGV	51,442	47,730	92.8%	3,712	7.2%
2002	LDDT	3	3	100.0%	0	0.0%
2002	LDDV	234	227	97.0%	7	3.0%
2002	LDGT	77,523	74,661	96.3%	2,862	3.7%
2002	LDGV	91,215	87,318	95.7%	3,897	4.3%
2003	LDDT	2	2	100.0%	0	0.0%
2003	LDDV	120	118	98.3%	2	1.7%
2003	LDGT	52,043	50,071	96.2%	1,972	3.8%
2003	LDGV	64,124	61,505	95.9%	2,619	4.1%
2004	LDDT	6	6	100.0%	0	0.0%
2004	LDDV	291	287	98.6%	4	1.4%
2004	LDGT	104,264	102,171	98.0%	2,093	2.0%
2004	LDGV	101,373	98,986	97.6%	2,387	2.4%
2005	LDDT	30	29	96.7%	1	3.3%
2005	LDDV	320	314	98.1%	6	1.9%
2005	LDGT	58,777	57,482	97.8%	1,295	2.2%
2005	LDGV	64,655	63,156	97.7%	1,499	2.3%

Table F-1 (page 1 of 2)

* Includes vehicles that are no longer registered.

**New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2014**

Model Yr	Veh Type	OBD Initial Insp	Initial and 1st or Subsequent Retest Passes	Overall OBD Pass Rate	Overall OBD Failed (Dropped)*	Overall OBD Fail Rate*
2006	LDDT	74	73	98.6%	1	1.4%
2006	LDDV	552	550	99.6%	2	0.4%
2006	LDGT	87,160	86,132	98.8%	1,028	1.2%
2006	LDGV	99,845	98,510	98.7%	1,335	1.3%
2007	LDDT	169	169	100.0%	0	0.0%
2007	LDDV	54	54	100.0%	0	0.0%
2007	LDGT	118,134	117,180	99.2%	954	0.8%
2007	LDGV	142,685	141,631	99.3%	1,054	0.7%
2008	LDDT	80	80	100.0%	0	0.0%
2008	LDDV	23	23	100.0%	0	0.0%
2008	LDGT	39,234	38,950	99.3%	284	0.7%
2008	LDGV	37,579	37,223	99.1%	356	0.9%
2009	LDDT	249	246	98.8%	3	1.2%
2009	LDDV	835	821	98.3%	14	1.7%
2009	LDGT	93,451	93,144	99.7%	307	0.3%
2009	LDGV	140,341	139,886	99.7%	455	0.3%
2010	LDDT	91	89	97.8%	2	2.2%
2010	LDDV	286	282	98.6%	4	1.4%
2010	LDGT	31,607	31,534	99.8%	73	0.2%
2010	LDGV	37,814	37,721	99.8%	93	0.2%
2011	LDDT	25	25	100.0%	0	0.0%
2011	LDDV	11	11	100.0%	0	0.0%
2011	LDGT	4,721	4,710	99.8%	11	0.2%
2011	LDGV	3,930	3,905	99.4%	25	0.6%
2012	LDDT	6	5	83.3%	1	16.7%
2012	LDDV	8	8	100.0%	0	0.0%
2012	LDGT	2,764	2,759	99.8%	5	0.2%
2012	LDGV	775	765	98.7%	10	1.3%
2013	LDDT	0	0	-	0	-
2013	LDDV	6	6	100.0%	0	0.0%
2013	LDGT	3,351	3,334	99.5%	17	0.5%
2013	LDGV	609	607	99.7%	2	0.3%
2014	LDDT	1	1	100.0%	0	0.0%
2014	LDDV	1	1	100.0%	0	0.0%
2014	LDGT	368	362	98.4%	6	1.6%
2014	LDGV	222	219	98.6%	3	1.4%
2015	LDDT	0	0	-	0	-
2015	LDDV	1	1	100.0%	0	0.0%
2015	LDGT	20	20	100.0%	0	0.0%
2015	LDGV	10	9	90.0%	1	10.0%
Totals		1,889,151	1,838,676	97.3%	50,475	2.7%

Table F-1 (page 2 of 2)

* 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 2014

Model Yr	Veh Type	OBD Initial Insp	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	14,401	13,984	417	2.9%	13,004	980	7.0%
1996	LDGV	25,371	24,974	397	1.6%	23,045	1,929	7.7%
1997	LDDT	5	5	0	0.0%	5	0	0.0%
1997	LDDV	43	40	3	7.0%	36	4	10.0%
1997	LDGT	14,981	14,403	578	3.9%	13,313	1,090	7.6%
1997	LDGV	22,209	21,725	484	2.2%	19,688	2,037	9.4%
1998	LDDT	7	7	0	0.0%	6	1	14.3%
1998	LDDV	138	134	4	2.9%	131	3	2.2%
1998	LDGT	27,768	27,115	653	2.4%	25,266	1,849	6.8%
1998	LDGV	45,175	44,599	576	1.3%	41,253	3,346	7.5%
1999	LDDT	6	6	0	0.0%	6	0	0.0%
1999	LDDV	118	118	0	0.0%	113	5	4.2%
1999	LDGT	25,641	25,118	523	2.0%	23,280	1,838	7.3%
1999	LDGV	37,967	37,445	522	1.4%	34,248	3,197	8.5%
2000	LDDT	1	1	0	0.0%	1	0	0.0%
2000	LDDV	149	149	0	0.0%	147	2	1.3%
2000	LDGT	47,084	46,438	646	1.4%	43,414	3,024	6.5%
2000	LDGV	75,705	74,898	807	1.1%	69,113	5,785	7.7%
2001	LDDT	0	0	0	-	0	0	-
2001	LDDV	93	92	1	1.1%	86	6	6.5%
2001	LDGT	38,775	38,110	665	1.7%	35,099	3,011	7.9%
2001	LDGV	51,442	50,902	540	1.0%	46,473	4,429	8.7%
2002	LDDT	3	3	0	0.0%	2	1	33.3%
2002	LDDV	234	234	0	0.0%	227	7	3.0%
2002	LDGT	77,523	76,939	584	0.8%	72,168	4,771	6.2%
2002	LDGV	91,215	90,712	503	0.6%	84,905	5,807	6.4%
2003	LDDT	2	2	0	0.0%	2	0	0.0%
2003	LDDV	120	120	0	0.0%	119	1	0.8%
2003	LDGT	52,043	51,741	302	0.6%	48,474	3,267	6.3%
2003	LDGV	64,124	63,818	306	0.5%	60,141	3,677	5.8%
2004	LDDT	6	6	0	0.0%	6	0	0.0%
2004	LDDV	291	291	0	0.0%	278	13	4.5%
2004	LDGT	104,264	104,033	231	0.2%	99,573	4,460	4.3%
2004	LDGV	101,373	101,162	211	0.2%	97,002	4,160	4.1%
2005	LDDT	30	30	0	0.0%	27	3	10.0%
2005	LDDV	320	319	1	0.3%	304	15	4.7%
2005	LDGT	58,777	58,686	91	0.2%	56,221	2,465	4.2%
2005	LDGV	64,655	64,512	143	0.2%	61,834	2,678	4.2%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2014

Model Yr	Veh Type	OBD Initial Insp	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
2006	LDDT	74	74	0	0.0%	70	4	5.4%
2006	LDDV	552	552	0	0.0%	537	15	2.7%
2006	LDGT	87,160	87,086	74	0.1%	84,476	2,610	3.0%
2006	LDGV	99,845	99,730	115	0.1%	96,743	2,987	3.0%
2007	LDDT	169	169	0	0.0%	167	2	1.2%
2007	LDDV	54	54	0	0.0%	54	0	0.0%
2007	LDGT	118,134	118,104	30	0.0%	115,510	2,594	2.2%
2007	LDGV	142,685	142,615	70	0.0%	139,932	2,683	1.9%
2008	LDDT	80	80	0	0.0%	78	2	2.5%
2008	LDDV	23	23	0	0.0%	23	0	0.0%
2008	LDGT	39,234	39,224	10	0.0%	38,547	677	1.7%
2008	LDGV	37,579	37,550	29	0.1%	36,908	642	1.7%
2009	LDDT	249	248	1	0.4%	236	12	4.8%
2009	LDDV	835	834	1	0.1%	796	38	4.6%
2009	LDGT	93,451	93,443	8	0.0%	92,413	1,030	1.1%
2009	LDGV	140,341	140,307	34	0.0%	139,001	1,306	0.9%
2010	LDDT	91	91	0	0.0%	88	3	3.3%
2010	LDDV	286	286	0	0.0%	277	9	3.1%
2010	LDGT	31,607	31,607	0	0.0%	31,376	231	0.7%
2010	LDGV	37,814	37,804	10	0.0%	37,604	200	0.5%
2011	LDDT	25	25	0	0.0%	25	0	0.0%
2011	LDDV	11	11	0	0.0%	11	0	0.0%
2011	LDGT	4,721	4,721	0	0.0%	4,681	40	0.8%
2011	LDGV	3,930	3,927	3	0.1%	3,895	32	0.8%
2012	LDDT	6	6	0	0.0%	6	0	0.0%
2012	LDDV	8	8	0	0.0%	8	0	0.0%
2012	LDGT	2,764	2,764	0	0.0%	2,747	17	0.6%
2012	LDGV	775	775	0	0.0%	766	9	1.2%
2013	LDDT	0	0	0	-	0	0	-
2013	LDDV	6	6	0	0.0%	6	0	0.0%
2013	LDGT	3,351	3,351	0	0.0%	3,318	33	1.0%
2013	LDGV	609	609	0	0.0%	608	1	0.2%
2014	LDDT	1	1	0	0.0%	1	0	0.0%
2014	LDDV	1	1	0	0.0%	1	0	0.0%
2014	LDGT	368	368	0	0.0%	363	5	1.4%
2014	LDGV	222	222	0	0.0%	218	4	1.8%
2015	LDDT	0	0	0	-	0	0	-
2015	LDDV	1	1	0	0.0%	1	0	0.0%
2015	LDGT	20	20	0	0.0%	20	0	0.0%
2015	LDGV	10	10	0	0.0%	10	0	0.0%
Totals		1,889,151	1,879,578	9,573	0.5%	1,800,531	79,047	4.2%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2014

Model Yr	Veh Type	OBD Initial Insp	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	14,401	14,386	15	0.10%	14,359	27	0.19%
1996	LDGV	25,371	25,297	74	0.29%	25,220	77	0.30%
1997	LDDT	5	5	0	0.00%	5	0	0.00%
1997	LDDV	43	42	1	2.33%	42	0	0.00%
1997	LDGT	14,981	14,967	14	0.09%	14,922	45	0.30%
1997	LDGV	22,209	22,131	78	0.35%	22,057	74	0.33%
1998	LDDT	7	7	0	0.00%	7	0	0.00%
1998	LDDV	138	136	2	1.45%	135	1	0.74%
1998	LDGT	27,768	27,728	40	0.14%	27,639	89	0.32%
1998	LDGV	45,175	45,098	77	0.17%	44,970	128	0.28%
1999	LDDT	6	6	0	0.00%	6	0	0.00%
1999	LDDV	118	118	0	0.00%	118	0	0.00%
1999	LDGT	25,641	25,615	26	0.10%	25,562	53	0.21%
1999	LDGV	37,967	37,876	91	0.24%	37,736	140	0.37%
2000	LDDT	1	1	0	0.00%	1	0	0.00%
2000	LDDV	149	149	0	0.00%	147	2	1.34%
2000	LDGT	47,084	47,041	43	0.09%	46,962	79	0.17%
2000	LDGV	75,705	75,586	119	0.16%	75,290	296	0.39%
2001	LDDT	0	0	0	-	0	0	-
2001	LDDV	93	92	1	1.08%	92	0	0.00%
2001	LDGT	38,775	38,735	40	0.10%	38,644	91	0.23%
2001	LDGV	51,442	51,361	81	0.16%	51,197	164	0.32%
2002	LDDT	3	3	0	0.00%	3	0	0.00%
2002	LDDV	234	234	0	0.00%	234	0	0.00%
2002	LDGT	77,523	77,443	80	0.10%	77,299	144	0.19%
2002	LDGV	91,215	91,117	98	0.11%	90,928	189	0.21%
2003	LDDT	2	2	0	0.00%	2	0	0.00%
2003	LDDV	120	119	1	0.83%	119	0	0.00%
2003	LDGT	52,043	51,995	48	0.09%	51,881	114	0.22%
2003	LDGV	64,124	64,021	103	0.16%	63,921	100	0.16%
2004	LDDT	6	6	0	0.00%	6	0	0.00%
2004	LDDV	291	289	2	0.69%	289	0	0.00%
2004	LDGT	104,264	104,142	122	0.12%	103,965	177	0.17%
2004	LDGV	101,373	101,171	202	0.20%	101,015	156	0.15%
2005	LDDT	30	30	0	0.00%	30	0	0.00%
2005	LDDV	320	320	0	0.00%	318	2	0.63%
2005	LDGT	58,777	58,704	73	0.12%	58,576	128	0.22%
2005	LDGV	64,655	64,534	121	0.19%	64,425	109	0.17%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2014

Model Yr	Veh Type	OBD Initial Insp	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2006	LDDT	74	74	0	0.00%	74	0	0.00%
2006	LDDV	552	552	0	0.00%	552	0	0.00%
2006	LDGT	87,160	87,119	41	0.05%	86,970	149	0.17%
2006	LDGV	99,845	99,659	186	0.19%	99,351	308	0.31%
2007	LDDT	169	169	0	0.00%	169	0	0.00%
2007	LDDV	54	54	0	0.00%	54	0	0.00%
2007	LDGT	118,134	118,086	48	0.04%	117,964	122	0.10%
2007	LDGV	142,685	142,379	306	0.21%	142,066	313	0.22%
2008	LDDT	80	80	0	0.00%	80	0	0.00%
2008	LDDV	23	23	0	0.00%	23	0	0.00%
2008	LDGT	39,234	39,208	26	0.07%	39,164	44	0.11%
2008	LDGV	37,579	37,492	87	0.23%	37,430	62	0.17%
2009	LDDT	249	248	1	0.40%	248	0	0.00%
2009	LDDV	835	834	1	0.12%	832	2	0.24%
2009	LDGT	93,451	93,390	61	0.07%	93,339	51	0.05%
2009	LDGV	140,341	140,202	139	0.10%	140,064	138	0.10%
2010	LDDT	91	91	0	0.00%	91	0	0.00%
2010	LDDV	286	286	0	0.00%	286	0	0.00%
2010	LDGT	31,607	31,588	19	0.06%	31,558	30	0.09%
2010	LDGV	37,814	37,796	18	0.05%	37,777	19	0.05%
2011	LDDT	25	25	0	0.00%	25	0	0.00%
2011	LDDV	11	11	0	0.00%	11	0	0.00%
2011	LDGT	4,721	4,710	11	0.23%	4,706	4	0.08%
2011	LDGV	3,930	3,925	5	0.13%	3,918	7	0.18%
2012	LDDT	6	6	0	0.00%	6	0	0.00%
2012	LDDV	8	8	0	0.00%	8	0	0.00%
2012	LDGT	2,764	2,755	9	0.33%	2,752	3	0.11%
2012	LDGV	775	769	6	0.77%	766	3	0.39%
2013	LDDT	0	0	0	-	0	0	-
2013	LDDV	6	6	0	0.00%	6	0	0.00%
2013	LDGT	3,351	3,333	18	0.54%	3,320	13	0.39%
2013	LDGV	609	603	6	0.99%	603	0	0.00%
2014	LDDT	1	1	0	0.00%	1	0	0.00%
2014	LDDV	1	1	0	0.00%	1	0	0.00%
2014	LDGT	368	368	0	0.00%	367	1	0.27%
2014	LDGV	222	221	1	0.45%	221	0	0.00%
2015	LDDT	0	0	0	-	0	0	-
2015	LDDV	1	1	0	0.00%	1	0	0.00%
2015	LDGT	20	20	0	0.00%	20	0	0.00%
2015	LDGV	10	10	0	0.00%	10	0	0.00%
Totals		1,889,151	1,886,610	2,541	0.13%	1,882,956	3,654	0.19%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2014

Model Yr	Veh Type	OBD Initial Insp	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	14,401	12,785	1,574	11.0%	8,653	795	8.4%
1996	LDGV	25,371	22,569	2,651	10.5%	19,624	1,398	6.7%
1997	LDDT	5	5	0	0.0%	5	0	0.0%
1997	LDDV	43	35	7	16.7%	42	0	0.0%
1997	LDGT	14,981	13,100	1,822	12.2%	13,468	1,342	9.1%
1997	LDGV	22,209	19,159	2,898	13.1%	18,996	2,175	10.3%
1998	LDDT	7	6	1	14.3%	7	0	0.0%
1998	LDDV	138	120	15	11.1%	135	0	0.0%
1998	LDGT	27,768	24,927	2,712	9.8%	25,436	2,033	7.4%
1998	LDGV	45,175	40,512	4,458	9.9%	40,367	2,963	6.8%
1999	LDDT	6	6	0	0.0%	6	0	0.0%
1999	LDDV	118	109	9	7.6%	118	0	0.0%
1999	LDGT	25,641	23,042	2,520	9.9%	23,348	2,214	8.7%
1999	LDGV	37,967	33,448	4,288	11.4%	34,565	3,171	8.4%
2000	LDDT	1	1	0	0.0%	1	0	0.0%
2000	LDDV	149	138	9	6.1%	147	0	0.0%
2000	LDGT	47,084	43,096	3,866	8.2%	43,952	3,010	6.4%
2000	LDGV	75,705	67,869	7,421	9.9%	70,585	4,705	6.2%
2001	LDDT	0	0	0	-	0	0	-
2001	LDDV	93	78	14	15.2%	92	0	0.0%
2001	LDGT	38,775	34,553	4,091	10.6%	33,292	5,350	13.8%
2001	LDGV	51,442	45,559	5,638	11.0%	45,220	5,977	11.7%
2002	LDDT	3	2	1	33.3%	3	0	0.0%
2002	LDDV	234	208	26	11.1%	233	1	0.4%
2002	LDGT	77,523	71,181	6,118	7.9%	70,732	6,566	8.5%
2002	LDGV	91,215	83,652	7,276	8.0%	83,625	7,303	8.0%
2003	LDDT	2	2	0	0.0%	2	0	0.0%
2003	LDDV	120	113	6	5.0%	119	0	0.0%
2003	LDGT	52,043	47,772	4,109	7.9%	47,638	4,234	8.2%
2003	LDGV	64,124	59,374	4,547	7.1%	58,902	5,019	7.9%
2004	LDDT	6	6	0	0.0%	6	0	0.0%
2004	LDDV	291	272	17	5.9%	275	14	4.8%
2004	LDGT	104,264	98,527	5,438	5.2%	98,914	5,041	4.8%
2004	LDGV	101,373	95,869	5,146	5.1%	95,725	5,290	5.2%
2005	LDDT	30	28	2	6.7%	30	0	0.0%
2005	LDDV	320	300	18	5.7%	310	8	2.5%
2005	LDGT	58,777	55,547	3,029	5.2%	55,287	3,258	5.6%
2005	LDGV	64,655	61,045	3,380	5.2%	61,186	3,237	5.0%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2014

Model Yr	Veh Type	OBD Initial Insp	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2006	LDDT	74	69	5	6.8%	74	0	0.0%
2006	LDDV	552	536	16	2.9%	552	0	0.0%
2006	LDGT	87,160	83,813	3,157	3.6%	83,859	3,089	3.6%
2006	LDGV	99,845	95,764	3,587	3.6%	96,040	3,310	3.3%
2007	LDDT	169	167	2	1.2%	168	1	0.6%
2007	LDDV	54	54	0	0.0%	53	1	1.9%
2007	LDGT	118,134	114,837	3,127	2.7%	114,971	2,962	2.5%
2007	LDGV	142,685	138,816	3,250	2.3%	139,199	2,866	2.0%
2008	LDDT	80	77	3	3.8%	80	0	0.0%
2008	LDDV	23	23	0	0.0%	23	0	0.0%
2008	LDGT	39,234	38,358	806	2.1%	38,101	1,032	2.6%
2008	LDGV	37,579	36,648	782	2.1%	36,337	1,093	2.9%
2009	LDDT	249	240	8	3.2%	234	14	5.6%
2009	LDDV	835	783	49	5.9%	784	48	5.8%
2009	LDGT	93,451	92,098	1,241	1.3%	91,891	1,431	1.5%
2009	LDGV	140,341	138,486	1,578	1.1%	137,952	2,111	1.5%
2010	LDDT	91	88	3	3.3%	77	14	15.4%
2010	LDDV	286	273	13	4.5%	274	12	4.2%
2010	LDGT	31,607	31,308	250	0.8%	31,163	376	1.2%
2010	LDGV	37,814	37,524	253	0.7%	37,259	516	1.4%
2011	LDDT	25	25	0	0.0%	22	3	12.0%
2011	LDDV	11	11	0	0.0%	10	1	9.1%
2011	LDGT	4,721	4,670	36	0.8%	4,602	95	2.0%
2011	LDGV	3,930	3,878	40	1.0%	3,788	128	3.3%
2012	LDDT	6	6	0	0.0%	5	1	16.7%
2012	LDDV	8	8	0	0.0%	8	0	0.0%
2012	LDGT	2,764	2,734	18	0.7%	2,684	57	2.1%
2012	LDGV	775	755	11	1.4%	747	19	2.5%
2013	LDDT	0	0	0	-	0	0	-
2013	LDDV	6	6	0	0.0%	6	0	0.0%
2013	LDGT	3,351	3,286	34	1.0%	3,166	150	4.5%
2013	LDGV	609	602	1	0.2%	588	15	2.5%
2014	LDDT	1	1	0	0.0%	1	0	0.0%
2014	LDDV	1	1	0	0.0%	1	0	0.0%
2014	LDGT	368	366	1	0.3%	270	11	3.9%
2014	LDGV	222	218	3	1.4%	210	7	3.2%
2015	LDDT	0	0	0	-	0	0	-
2015	LDDV	1	1	0	0.0%	1	0	0.0%
2015	LDGT	20	20	0	0.0%	8	0	0.0%
2015	LDGV	10	10	0	0.0%	9	1	10.0%
Totals		1,889,151	1,781,575	101,381	5.4%	1,776,263	94,468	5.0%

**New Jersey Enhanced Inspection and Maintenance Program
OBD and Gas Cap (GC) Evaporative Test Report
Year 2014**

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
1996	LDGT	14,380	722	5.0%	13,526	94.1%	123	0.9%	9	0.06%
1996	LDGV	25,338	581	2.3%	24,437	96.4%	309	1.2%	11	0.04%
1997	LDGT	14,936	678	4.5%	13,994	93.7%	248	1.7%	16	0.11%
1997	LDGV	22,139	583	2.6%	21,071	95.2%	463	2.1%	22	0.10%
1998	LDGT	27,722	966	3.5%	26,316	94.9%	407	1.5%	33	0.12%
1998	LDGV	45,083	1,141	2.5%	42,876	95.1%	1,007	2.2%	59	0.13%
1999	LDGT	25,573	992	3.9%	24,137	94.4%	401	1.6%	43	0.17%
1999	LDGV	37,837	952	2.5%	35,932	95.0%	901	2.4%	52	0.14%
2000	LDGT	47,024	1,756	3.7%	44,511	94.7%	685	1.5%	72	0.15%
2000	LDGV	75,590	1,641	2.2%	72,425	95.8%	1,427	1.9%	97	0.13%
2001	LDGT	14	0	0.0%	14	100.0%	0	0.0%	0	0.00%
2001	LDGV	8	0	0.0%	8	100.0%	0	0.0%	0	0.00%
2002	LDGT	0	0	-	0	-	0	-	0	-
2002	LDGV	4	0	0.0%	4	100.0%	0	0.0%	0	0.00%
2003	LDGT	4	0	0.0%	4	100.0%	0	0.0%	0	0.00%
2003	LDGV	2	0	0.0%	2	100.0%	0	0.0%	0	0.00%
2004	LDGT	3	0	0.0%	3	100.0%	0	0.0%	0	0.00%
2004	LDGV	5	0	0.0%	5	100.0%	0	0.0%	0	0.00%
2005	LDGT	0	0	-	0	-	0	-	0	-
2005	LDGV	4	1	25.0%	3	75.0%	0	0.0%	0	0.00%
2006	LDGT	0	0	-	0	-	0	-	0	-
2006	LDGV	2	0	0.0%	2	100.0%	0	0.0%	0	0.00%
2007	LDGT	0	0	-	0	-	0	-	0	-
2007	LDGV	0	0	-	0	-	0	-	0	-
2008	LDGT	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2008	LDGV	0	0	-	0	-	0	-	0	-
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	0	0	-	0	-	0	-	0	-
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	-
2015	LDGT	0	0	-	0	-	0	-	0	-
2015	LDGV	0	0	-	0	-	0	-	0	-
Totals		335,669	10,013	3.0%	319,271	95.1%	5,971	1.8%	414	0.12%

Table F-3

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2014

Model Yr	Veh Type	# Initial MIL Insp	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
1996	LDDT	0	0	-	0	-	0	-	0	-
1996	LDDV	0	0	-	0	-	0	-	0	-
1996	LDGT	14,359	12,785	89.0%	0	0.00%	0	0.00%	1,574	11.0%
1996	LDGV	25,220	22,569	89.5%	0	0.00%	5	0.02%	2,646	10.5%
1997	LDDT	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
1997	LDDV	42	35	83.3%	0	0.00%	0	0.00%	7	16.7%
1997	LDGT	14,922	13,100	87.8%	0	0.00%	1	0.01%	1,821	12.2%
1997	LDGV	22,057	19,159	86.9%	0	0.00%	3	0.01%	2,895	13.1%
1998	LDDT	7	6	85.7%	0	0.00%	0	0.00%	1	14.3%
1998	LDDV	135	120	88.9%	0	0.00%	0	0.00%	15	11.1%
1998	LDGT	27,639	24,927	90.2%	0	0.00%	2	0.01%	2,710	9.8%
1998	LDGV	44,970	40,512	90.1%	0	0.00%	6	0.01%	4,452	9.9%
1999	LDDT	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
1999	LDDV	118	109	92.4%	0	0.00%	0	0.00%	9	7.6%
1999	LDGT	25,562	23,042	90.1%	0	0.00%	18	0.07%	2,502	9.8%
1999	LDGV	37,736	33,448	88.6%	0	0.00%	1	0.00%	4,287	11.4%
2000	LDDT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2000	LDDV	147	138	93.9%	0	0.00%	0	0.00%	9	6.1%
2000	LDGT	46,962	43,096	91.8%	0	0.00%	2	0.00%	3,864	8.2%
2000	LDGV	75,290	67,869	90.1%	0	0.00%	2	0.00%	7,419	9.9%
2001	LDDT	0	0	-	0	-	0	-	0	-
2001	LDDV	92	78	84.8%	0	0.00%	0	0.00%	14	15.2%
2001	LDGT	38,644	34,553	89.4%	0	0.00%	3	0.01%	4,088	10.6%
2001	LDGV	51,197	45,559	89.0%	0	0.00%	3	0.01%	5,635	11.0%
2002	LDDT	3	2	66.7%	0	0.00%	0	0.00%	1	33.3%
2002	LDDV	234	208	88.9%	0	0.00%	0	0.00%	26	11.1%
2002	LDGT	77,299	71,181	92.1%	0	0.00%	1	0.00%	6,117	7.9%
2002	LDGV	90,928	83,652	92.0%	0	0.00%	10	0.01%	7,266	8.0%
2003	LDDT	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2003	LDDV	119	113	95.0%	0	0.00%	0	0.00%	6	5.0%
2003	LDGT	51,881	47,772	92.1%	0	0.00%	2	0.00%	4,107	7.9%
2003	LDGV	63,921	59,374	92.9%	0	0.00%	7	0.01%	4,540	7.1%
2004	LDDT	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
2004	LDDV	289	272	94.1%	0	0.00%	0	0.00%	17	5.9%
2004	LDGT	103,965	98,527	94.8%	0	0.00%	3	0.00%	5,435	5.2%
2004	LDGV	101,015	95,869	94.9%	0	0.00%	8	0.01%	5,138	5.1%
2005	LDDT	30	28	93.3%	0	0.00%	0	0.00%	2	6.7%
2005	LDDV	318	300	94.3%	0	0.00%	0	0.00%	18	5.7%
2005	LDGT	58,576	55,547	94.8%	0	0.00%	4	0.01%	3,025	5.2%
2005	LDGV	64,425	61,045	94.8%	0	0.00%	1	0.00%	3,379	5.2%

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2014

Model Yr	Veh Type	# Initial MIL Insp	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
2006	LDDT	74	69	93.2%	0	0.00%	0	0.00%	5	6.8%
2006	LDDV	552	536	97.1%	0	0.00%	0	0.00%	16	2.9%
2006	LDGT	86,970	83,813	96.4%	0	0.00%	20	0.02%	3,137	3.6%
2006	LDGV	99,351	95,764	96.4%	0	0.00%	0	0.00%	3,587	3.6%
2007	LDDT	169	167	98.8%	0	0.00%	0	0.00%	2	1.2%
2007	LDDV	54	54	100.0%	0	0.00%	0	0.00%	0	0.0%
2007	LDGT	117,964	114,837	97.3%	0	0.00%	18	0.02%	3,109	2.6%
2007	LDGV	142,066	138,816	97.7%	0	0.00%	5	0.00%	3,245	2.3%
2008	LDDT	80	77	96.3%	0	0.00%	0	0.00%	3	3.8%
2008	LDDV	23	23	100.0%	0	0.00%	0	0.00%	0	0.0%
2008	LDGT	39,164	38,358	97.9%	0	0.00%	0	0.00%	806	2.1%
2008	LDGV	37,430	36,648	97.9%	0	0.00%	0	0.00%	782	2.1%
2009	LDDT	248	240	96.8%	0	0.00%	0	0.00%	8	3.2%
2009	LDDV	832	783	94.1%	0	0.00%	0	0.00%	49	5.9%
2009	LDGT	93,339	92,098	98.7%	0	0.00%	2	0.00%	1,239	1.3%
2009	LDGV	140,064	138,486	98.9%	0	0.00%	4	0.00%	1,574	1.1%
2010	LDDT	91	88	96.7%	0	0.00%	0	0.00%	3	3.3%
2010	LDDV	286	273	95.5%	0	0.00%	0	0.00%	13	4.5%
2010	LDGT	31,558	31,308	99.2%	0	0.00%	0	0.00%	250	0.8%
2010	LDGV	37,777	37,524	99.3%	0	0.00%	0	0.00%	253	0.7%
2011	LDDT	25	25	100.0%	0	0.00%	0	0.00%	0	0.0%
2011	LDDV	11	11	100.0%	0	0.00%	0	0.00%	0	0.0%
2011	LDGT	4,706	4,670	99.2%	0	0.00%	0	0.00%	36	0.8%
2011	LDGV	3,918	3,878	99.0%	0	0.00%	0	0.00%	40	1.0%
2012	LDDT	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
2012	LDDV	8	8	100.0%	0	0.00%	0	0.00%	0	0.0%
2012	LDGT	2,752	2,734	99.3%	0	0.00%	0	0.00%	18	0.7%
2012	LDGV	766	755	98.6%	0	0.00%	0	0.00%	11	1.4%
2013	LDDT	0	0	-	0	-	0	-	0	-
2013	LDDV	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
2013	LDGT	3,320	3,286	99.0%	0	0.00%	0	0.00%	34	1.0%
2013	LDGV	603	602	99.8%	0	0.00%	0	0.00%	1	0.2%
2014	LDDT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2014	LDDV	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2014	LDGT	367	366	99.7%	0	0.00%	0	0.00%	1	0.3%
2014	LDGV	221	218	98.6%	0	0.00%	0	0.00%	3	1.4%
2015	LDDT	0	0	-	0	-	0	-	0	-
2015	LDDV	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2015	LDGT	20	20	100.0%	0	0.00%	0	0.00%	0	0.0%
2015	LDGV	10	10	100.0%	0	0.00%	0	0.00%	0	0.0%
Totals		1,882,956	1,781,575	94.6%	0	0.00%	131	0.01%	101,250	5.4%

**New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2014**

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
1996	LDDT	0	0	0	-
1996	LDDV	0	0	0	-
1996	LDGT	9,448	3,833	5,615	40.6%
1996	LDGV	21,022	6,964	14,058	33.1%
1997	LDDT	5	0	5	0.0%
1997	LDDV	42	16	26	38.1%
1997	LDGT	14,810	6,810	8,000	46.0%
1997	LDGV	21,171	8,367	12,804	39.5%
1998	LDDT	7	1	6	14.3%
1998	LDDV	135	47	88	34.8%
1998	LDGT	27,469	10,443	17,026	38.0%
1998	LDGV	43,330	12,544	30,786	28.9%
1999	LDDT	6	0	6	0.0%
1999	LDDV	118	26	92	22.0%
1999	LDGT	25,562	10,528	15,034	41.2%
1999	LDGV	37,736	12,036	25,700	31.9%
2000	LDDT	1	0	1	0.0%
2000	LDDV	147	13	134	8.8%
2000	LDGT	46,962	15,093	31,869	32.1%
2000	LDGV	75,290	20,858	54,432	27.7%
2001	LDDT	0	0	0	-
2001	LDDV	92	4	88	4.3%
2001	LDGT	38,642	12,753	25,889	33.0%
2001	LDGV	51,197	13,486	37,711	26.3%
2002	LDDT	3	1	2	33.3%
2002	LDDV	234	14	220	6.0%
2002	LDGT	77,298	17,432	59,866	22.6%
2002	LDGV	90,928	16,909	74,019	18.6%
2003	LDDT	2	0	2	0.0%
2003	LDDV	119	10	109	8.4%
2003	LDGT	51,872	12,955	38,917	25.0%
2003	LDGV	63,921	11,726	52,195	18.3%
2004	LDDT	6	4	2	66.7%
2004	LDDV	289	23	266	8.0%
2004	LDGT	103,955	15,903	88,052	15.3%
2004	LDGV	101,015	12,927	88,088	12.8%
2005	LDDT	30	1	29	3.3%
2005	LDDV	318	15	303	4.7%
2005	LDGT	58,545	9,141	49,404	15.6%
2005	LDGV	64,423	7,861	56,562	12.2%

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**New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2014**

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2006	LDDT	74	2	72	2.7%
2006	LDDV	552	10	542	1.8%
2006	LDGT	86,948	10,164	76,784	11.7%
2006	LDGV	99,350	9,632	89,718	9.7%
2007	LDDT	169	2	167	1.2%
2007	LDDV	54	2	52	3.7%
2007	LDGT	117,933	8,858	109,075	7.5%
2007	LDGV	142,065	8,627	133,438	6.1%
2008	LDDT	80	0	80	0.0%
2008	LDDV	23	1	22	4.3%
2008	LDGT	39,133	3,056	36,077	7.8%
2008	LDGV	37,430	2,993	34,437	8.0%
2009	LDDT	248	39	209	15.7%
2009	LDDV	832	131	701	15.7%
2009	LDGT	93,322	4,171	89,151	4.5%
2009	LDGV	140,063	6,026	134,037	4.3%
2010	LDDT	91	37	54	40.7%
2010	LDDV	286	34	252	11.9%
2010	LDGT	31,539	1,254	30,285	4.0%
2010	LDGV	37,775	1,381	36,394	3.7%
2011	LDDT	25	7	18	28.0%
2011	LDDV	11	1	10	9.1%
2011	LDGT	4,697	337	4,360	7.2%
2011	LDGV	3,916	319	3,597	8.1%
2012	LDDT	6	1	5	16.7%
2012	LDDV	8	0	8	0.0%
2012	LDGT	2,741	146	2,595	5.3%
2012	LDGV	766	35	731	4.6%
2013	LDDT	0	0	0	-
2013	LDDV	6	2	4	33.3%
2013	LDGT	3,316	381	2,935	11.5%
2013	LDGV	603	38	565	6.3%
2014	LDDT	1	0	1	0.0%
2014	LDDV	0	0	0	-
2014	LDGT	281	23	258	8.2%
2014	LDGV	217	21	196	9.7%
2015	LDDT	0	0	0	-
2015	LDDV	1	0	1	0.0%
2015	LDGT	8	0	8	0.0%
2015	LDGV	10	2	8	20.0%
Totals		1,870,730	296,477	1,574,253	15.8%

Table F-5 (Page 2 of 2)

**New Jersey Enhanced Inspection and Maintenance Program
OBD Failures Switched to Tailpipe Testing
Year 2014**

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
1996	LDDT	0	0	-	0	-
1996	LDDV	0	0	-	0	-
1996	LDGT	2,370	7	0.3%	0	0.000%
1996	LDGV	4,044	6	0.1%	0	0.000%
1997	LDDT	0	0	-	0	-
1997	LDDV	10	0	0.0%	0	0.000%
1997	LDGT	3,101	7	0.2%	0	0.000%
1997	LDGV	4,776	9	0.2%	0	0.000%
1998	LDDT	1	0	0.0%	0	0.000%
1998	LDDV	19	0	0.0%	0	0.000%
1998	LDGT	4,677	8	0.2%	1	0.021%
1998	LDGV	7,057	2	0.0%	0	0.000%
1999	LDDT	0	0	-	0	-
1999	LDDV	9	0	0.0%	0	0.000%
1999	LDGT	4,449	5	0.1%	0	0.000%
1999	LDGV	7,066	7	0.1%	0	0.000%
2000	LDDT	0	0	-	0	-
2000	LDDV	11	0	0.0%	0	0.000%
2000	LDGT	6,760	9	0.1%	0	0.000%
2000	LDGV	11,651	5	0.0%	0	0.000%
2001	LDDT	0	0	-	0	-
2001	LDDV	16	0	0.0%	0	0.000%
2001	LDGT	8,664	12	0.1%	1	0.012%
2001	LDGV	10,736	10	0.1%	0	0.000%
2002	LDDT	1	0	0.0%	0	0.000%
2002	LDDV	27	0	0.0%	0	0.000%
2002	LDGT	11,765	23	0.2%	0	0.000%
2002	LDGV	13,607	22	0.2%	0	0.000%
2003	LDDT	0	0	-	0	-
2003	LDDV	7	0	0.0%	0	0.000%
2003	LDGT	7,737	9	0.1%	0	0.000%
2003	LDGV	8,960	5	0.1%	0	0.000%
2004	LDDT	0	0	-	0	-
2004	LDDV	31	0	0.0%	0	0.000%
2004	LDGT	9,934	8	0.1%	0	0.000%
2004	LDGV	9,816	9	0.1%	0	0.000%
2005	LDDT	3	0	0.0%	0	0.000%
2005	LDDV	28	0	0.0%	0	0.000%
2005	LDGT	5,872	4	0.1%	0	0.000%
2005	LDGV	6,237	11	0.2%	0	0.000%

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**New Jersey Enhanced Inspection and Maintenance Program
OBD Failures Switched to Tailpipe Testing
Year 2014**

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	6	0	0.0%	0	0.000%
2006	LDDV	16	0	0.0%	0	0.000%
2006	LDGT	5,879	6	0.1%	0	0.000%
2006	LDGV	6,949	5	0.1%	0	0.000%
2007	LDDT	3	0	0.0%	0	0.000%
2007	LDDV	1	0	0.0%	0	0.000%
2007	LDGT	5,790	5	0.1%	0	0.000%
2007	LDGV	6,408	2	0.0%	0	0.000%
2008	LDDT	3	0	0.0%	0	0.000%
2008	LDDV	0	0	-	0	-
2008	LDGT	1,789	2	0.1%	0	0.000%
2008	LDGV	1,921	3	0.2%	0	0.000%
2009	LDDT	30	0	0.0%	0	0.000%
2009	LDDV	87	0	0.0%	0	0.000%
2009	LDGT	2,633	2	0.1%	0	0.000%
2009	LDGV	3,821	5	0.1%	0	0.000%
2010	LDDT	16	0	0.0%	0	0.000%
2010	LDDV	23	0	0.0%	0	0.000%
2010	LDGT	668	0	0.0%	0	0.000%
2010	LDGV	784	2	0.3%	0	0.000%
2011	LDDT	3	0	0.0%	0	0.000%
2011	LDDV	1	0	0.0%	0	0.000%
2011	LDGT	149	0	0.0%	0	0.000%
2011	LDGV	182	1	0.5%	0	0.000%
2012	LDDT	1	0	0.0%	0	0.000%
2012	LDDV	0	0	-	0	-
2012	LDGT	90	0	0.0%	0	0.000%
2012	LDGV	37	0	0.0%	0	0.000%
2013	LDDT	0	0	-	0	-
2013	LDDV	0	0	-	0	-
2013	LDGT	207	1	0.5%	0	0.000%
2013	LDGV	22	0	0.0%	0	0.000%
2014	LDDT	0	0	-	0	-
2014	LDDV	0	0	-	0	-
2014	LDGT	17	0	0.0%	0	0.000%
2014	LDGV	11	0	0.0%	0	0.000%
2015	LDDT	0	0	-	0	-
2015	LDDV	0	0	-	0	-
2015	LDGT	0	0	-	0	-
2015	LDGV	1	0	0.0%	0	0.000%
Totals		186,990	212	0.1%	2	0.001%

Table F-6 (Page 2 of 2)

**APPENDIX I -
PART G**

**INITIALLY FAILED VEHICLES
PASSING/FAILING
EMISSION INSPECTION
FIRST RETEST
BY TEST TYPE**

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2014

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 90/Unknown	HDGV	549	105	327	19.1%	59.6%	0	0	0	-	-
Pre 90/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre 90/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 90/Unknown	LDGT	2,219	559	1,175	25.2%	53.0%	0	0	0	-	-
Pre 90/Unknown	LDGV	3,020	656	1,638	21.7%	54.2%	0	0	0	-	-
1990	HDGV	85	14	57	16.5%	67.1%	0	0	0	-	-
1990	LDDT	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-
1990	LDGT	734	153	468	20.8%	63.8%	0	0	0	-	-
1990	LDGV	1,026	237	609	23.1%	59.4%	0	0	0	-	-
1991	HDGV	60	13	39	21.7%	65.0%	0	0	0	-	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	419	98	245	23.4%	58.5%	0	0	0	-	-
1991	LDGV	785	196	429	25.0%	54.6%	0	0	0	-	-
1992	HDGV	74	17	49	23.0%	66.2%	0	0	0	-	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	778	168	503	21.6%	64.7%	0	0	0	-	-
1992	LDGV	1,753	403	1,060	23.0%	60.5%	0	0	0	-	-
1993	HDGV	91	11	67	12.1%	73.6%	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	806	203	468	25.2%	58.1%	0	0	0	-	-
1993	LDGV	1,364	319	759	23.4%	55.6%	0	0	0	-	-
1994	HDGV	203	42	133	20.7%	65.5%	0	0	0	-	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	1,982	450	1,263	22.7%	63.7%	0	0	0	-	-
1994	LDGV	2,532	521	1,620	20.6%	64.0%	0	0	0	-	-
1995	HDGV	251	45	165	17.9%	65.7%	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	1,737	431	989	24.8%	56.9%	0	0	0	-	-
1995	LDGV	2,226	521	1,322	23.4%	59.4%	0	0	0	-	-

Table G (Page 1 of 16)

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2014

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
1996	HDGV	237	41	165	17.3%	69.6%	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	2,923	496	1,819	17.0%	62.2%	2,370	481	1,292	20.3%	54.5%
1996	LDGV	4,577	879	2,504	19.2%	54.7%	4,044	840	2,038	20.8%	50.4%
1997	HDGV	293	45	207	15.4%	70.6%	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	11	3	8	27.3%	72.7%	10	2	8	20.0%	80.0%
1997	LDGT	3,599	688	1,994	19.1%	55.4%	3,101	664	1,542	21.4%	49.7%
1997	LDGV	5,263	1,137	2,712	21.6%	51.5%	4,776	1,104	2,281	23.1%	47.8%
1998	HDGV	235	20	186	8.5%	79.1%	0	0	0	-	-
1998	LDDT	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%
1998	LDDV	20	0	16	0.0%	80.0%	19	0	15	0.0%	78.9%
1998	LDGT	5,486	990	3,301	18.0%	60.2%	4,677	954	2,552	20.4%	54.6%
1998	LDGV	8,063	1,501	4,663	18.6%	57.8%	7,057	1,455	3,734	20.6%	52.9%
1999	HDGV	418	62	296	14.8%	70.8%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	9	2	5	22.2%	55.6%	9	2	5	22.2%	55.6%
1999	LDGT	5,234	896	3,158	17.1%	60.3%	4,449	871	2,427	19.6%	54.6%
1999	LDGV	7,850	1,519	4,306	19.4%	54.9%	7,066	1,489	3,584	21.1%	50.7%
2000	HDGV	576	68	453	11.8%	78.6%	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	11	4	4	36.4%	36.4%	11	4	4	36.4%	36.4%
2000	LDGT	8,240	1,343	5,271	16.3%	64.0%	6,760	1,294	3,892	19.1%	57.6%
2000	LDGV	13,056	2,450	7,708	18.8%	59.0%	11,651	2,406	6,393	20.7%	54.9%
2001	HDGV	246	45	161	18.3%	65.4%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	17	1	12	5.9%	70.6%	16	1	11	6.3%	68.8%
2001	LDGT	8,724	2,200	4,658	25.2%	53.4%	8,664	2,196	4,609	25.3%	53.2%
2001	LDGV	10,811	2,786	5,406	25.8%	50.0%	10,736	2,766	5,363	25.8%	50.0%
2002	HDGV	257	48	164	18.7%	63.8%	0	0	0	-	-
2002	LDDT	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%
2002	LDDV	27	2	20	7.4%	74.1%	27	2	20	7.4%	74.1%
2002	LDGT	11,828	2,571	7,115	21.7%	60.2%	11,765	2,557	7,075	21.7%	60.1%
2002	LDGV	13,707	3,104	7,741	22.6%	56.5%	13,607	3,082	7,684	22.7%	56.5%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
2003	HDGV	211	33	143	15.6%	67.8%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	7	0	5	0.0%	71.4%	7	0	5	0.0%	71.4%
2003	LDGT	7,779	1,658	4,642	21.3%	59.7%	7,737	1,646	4,618	21.3%	59.7%
2003	LDGV	9,036	2,046	5,074	22.6%	56.2%	8,960	2,031	5,026	22.7%	56.1%
2004	HDGV	142	18	105	12.7%	73.9%	0	0	0	-	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	31	7	22	22.6%	71.0%	31	7	22	22.6%	71.0%
2004	LDGT	9,997	1,859	6,548	18.6%	65.5%	9,934	1,843	6,505	18.6%	65.5%
2004	LDGV	9,893	2,095	6,036	21.2%	61.0%	9,816	2,085	5,989	21.2%	61.0%
2005	HDGV	119	14	90	11.8%	75.6%	0	0	0	-	-
2005	LDDT	3	0	2	0.0%	66.7%	3	0	2	0.0%	66.7%
2005	LDDV	30	5	20	16.7%	66.7%	28	5	18	17.9%	64.3%
2005	LDGT	5,911	1,156	3,770	19.6%	63.8%	5,872	1,151	3,742	19.6%	63.7%
2005	LDGV	6,304	1,273	3,909	20.2%	62.0%	6,237	1,260	3,865	20.2%	62.0%
2006	HDGV	122	17	96	13.9%	78.7%	0	0	0	-	-
2006	LDDT	6	1	5	16.7%	83.3%	6	1	5	16.7%	83.3%
2006	LDDV	18	2	13	11.1%	72.2%	16	2	12	12.5%	75.0%
2006	LDGT	5,907	1,070	4,067	18.1%	68.9%	5,879	1,065	4,045	18.1%	68.8%
2006	LDGV	7,050	1,250	4,769	17.7%	67.6%	6,949	1,233	4,705	17.7%	67.7%
2007	HDGV	34	5	23	14.7%	67.6%	0	0	0	-	-
2007	LDDT	4	1	3	25.0%	75.0%	3	0	3	0.0%	100.0%
2007	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	LDGT	5,807	981	4,082	16.9%	70.3%	5,790	979	4,069	16.9%	70.3%
2007	LDGV	6,481	1,019	4,618	15.7%	71.3%	6,408	1,010	4,565	15.8%	71.2%
2008	HDGV	20	3	15	15.0%	75.0%	0	0	0	-	-
2008	LDDT	5	1	4	20.0%	80.0%	3	0	3	0.0%	100.0%
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	1,792	295	1,269	16.5%	70.8%	1,789	294	1,267	16.4%	70.8%
2008	LDGV	1,951	335	1,334	17.2%	68.4%	1,921	332	1,314	17.3%	68.4%
2009	HDGV	9	1	8	11.1%	88.9%	0	0	0	-	-
2009	LDDT	31	11	19	35.5%	61.3%	30	10	19	33.3%	63.3%
2009	LDDV	89	21	55	23.6%	61.8%	87	20	54	23.0%	62.1%
2009	LDGT	2,646	422	1,988	15.9%	75.1%	2,633	419	1,978	15.9%	75.1%
2009	LDGV	3,853	665	2,819	17.3%	73.2%	3,821	659	2,799	17.2%	73.3%

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New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
2010	HDGV	7	0	5	0.0%	71.4%	0	0	0	-	-
2010	LDDT	16	8	7	50.0%	43.8%	16	8	7	50.0%	43.8%
2010	LDDV	24	7	14	29.2%	58.3%	23	7	13	30.4%	56.5%
2010	LDGT	670	94	515	14.0%	76.9%	668	93	514	13.9%	76.9%
2010	LDGV	792	129	584	16.3%	73.7%	784	127	581	16.2%	74.1%
2011	HDGV	3	1	2	33.3%	66.7%	0	0	0	-	-
2011	LDDT	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%
2011	LDDV	2	1	1	50.0%	50.0%	1	0	1	0.0%	100.0%
2011	LDGT	150	15	126	10.0%	84.0%	149	15	125	10.1%	83.9%
2011	LDGV	182	36	128	19.8%	70.3%	182	36	128	19.8%	70.3%
2012	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-
2012	LDDT	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	91	12	76	13.2%	83.5%	90	12	75	13.3%	83.3%
2012	LDGV	37	5	24	13.5%	64.9%	37	5	24	13.5%	64.9%
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	208	57	140	27.4%	67.3%	207	57	139	27.5%	67.1%
2013	LDGV	22	4	17	18.2%	77.3%	22	4	17	18.2%	77.3%
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	17	1	11	5.9%	64.7%	17	1	11	5.9%	64.7%
2014	LDGV	11	0	8	0.0%	72.7%	11	0	8	0.0%	72.7%
2015	HDGV	0	0	0	-	-	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	0	0	0	-	-
2015	LDGV	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%
Totals		221,943	44,699	134,655	20.1%	60.7%	186,990	38,589	110,805	20.6%	59.3%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2014

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 90/Unknown	HDGV	0	0	0	-	-	472	102	258	21.6%	54.7%	0	0	0	-	-
Pre 90/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 90/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 90/Unknown	LDGT	1,686	487	797	28.9%	47.3%	240	58	110	24.2%	45.8%	0	0	0	-	-
Pre 90/Unknown	LDGV	2,055	489	1,085	23.8%	52.8%	700	155	319	22.1%	45.6%	0	0	0	-	-
1990	HDGV	0	0	0	-	-	63	14	37	22.2%	58.7%	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	617	149	357	24.1%	57.9%	0	0	0	-	-	0	0	0	-	-
1990	LDGV	918	234	509	25.5%	55.4%	0	0	0	-	-	0	0	0	-	-
1991	HDGV	0	0	0	-	-	44	10	27	22.7%	61.4%	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	326	93	160	28.5%	49.1%	0	0	0	-	-	0	0	0	-	-
1991	LDGV	694	192	347	27.7%	50.0%	0	0	0	-	-	0	0	0	-	-
1992	HDGV	0	0	0	-	-	50	17	28	34.0%	56.0%	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	619	164	356	26.5%	57.5%	0	0	0	-	-	0	0	0	-	-
1992	LDGV	1,573	401	889	25.5%	56.5%	0	0	0	-	-	0	0	0	-	-
1993	HDGV	0	0	0	-	-	63	10	42	15.9%	66.7%	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	664	197	335	29.7%	50.5%	0	0	0	-	-	0	0	0	-	-
1993	LDGV	1,219	312	629	25.6%	51.6%	0	0	0	-	-	0	0	0	-	-
1994	HDGV	0	0	0	-	-	145	37	83	25.5%	57.2%	0	0	0	-	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	1,600	440	901	27.5%	56.3%	0	0	0	-	-	0	0	0	-	-
1994	LDGV	2,203	513	1,315	23.3%	59.7%	0	0	0	-	-	0	0	0	-	-
1995	HDGV	0	0	0	-	-	166	41	89	24.7%	53.6%	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	1,475	425	741	28.8%	50.2%	0	0	0	-	-	0	0	0	-	-
1995	LDGV	1,902	515	1,018	27.1%	53.5%	0	0	0	-	-	0	0	0	-	-

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New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2014

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
1996	HDGV	0	0	0	-	-	162	38	95	23.5%	58.6%	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	HDGV	0	0	0	-	-	187	40	116	21.4%	62.0%	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	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	HDGV	0	0	0	-	-	141	18	101	12.8%	71.6%	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1998	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	HDGV	0	0	0	-	-	264	51	158	19.3%	59.8%	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	-	-	334	60	228	18.0%	68.3%	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	-	-	240	45	155	18.8%	64.6%	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	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	HDGV	0	0	0	-	-	246	47	156	19.1%	63.4%	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	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	TSI Initial Fails	# TSI Fail	# TSI Pass	% TSI Fail	% TSI Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass	No Primary Test Initial Fails	# No Primary Test Fail	# No Primary Test Pass	% No Primary Test Fail	% No Primary Test Pass
2003	HDGV	0	0	0	-	-	210	33	142	15.7%	67.6%	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	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	HDGV	0	0	0	-	-	137	17	101	12.4%	73.7%	0	0	0	-	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	HDGV	0	0	0	-	-	114	14	85	12.3%	74.6%	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	-	-	120	17	94	14.2%	78.3%	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	-	-	31	5	22	16.1%	71.0%	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	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGV	0	0	0	-	-	18	3	14	16.7%	77.8%	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	HDGV	0	0	0	-	-	7	1	6	14.3%	85.7%	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	-	-

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	TSI Initial Fails	# TSI Fail	# TSI Pass	% TSI Fail	% TSI Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass	No Primary Test Initial Fails	# No Primary Test Fail	# No Primary Test Pass	% No Primary Test Fail	% No Primary Test Pass
2010	HDGV	0	0	0	-	-	5	0	4	0.0%	80.0%	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	1	1	0	100.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2011	HDGV	0	0	0	-	-	2	1	1	50.0%	50.0%	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	0	3	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	-	-	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	-	-
2015	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		17,553	4,612	9,440	26.3%	53.8%	4,164	834	2,474	20.0%	59.4%	0	0	0	#DIV/0!	-

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
Pre 90/Unknown	HDGV	133	3	108	2.3%	81.2%	6	1	4	16.7%	66.7%	0	0	0	-	-
Pre 90/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 90/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 90/Unknown	LDGT	576	29	461	5.0%	80.0%	97	4	33	4.1%	34.0%	0	0	0	-	-
Pre 90/Unknown	LDGV	400	12	334	3.0%	83.5%	91	3	31	3.3%	34.1%	0	0	0	-	-
1990	HDGV	30	0	24	0.0%	80.0%	3	0	3	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	201	6	178	3.0%	88.6%	9	0	3	0.0%	33.3%	0	0	0	-	-
1990	LDGV	144	1	132	0.7%	91.7%	18	1	9	5.6%	50.0%	0	0	0	-	-
1991	HDGV	25	3	20	12.0%	80.0%	0	0	0	-	-	0	0	0	-	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDGT	134	6	116	4.5%	86.6%	8	0	6	0.0%	75.0%	0	0	0	-	-
1991	LDGV	125	3	112	2.4%	89.6%	25	3	12	12.0%	48.0%	0	0	0	-	-
1992	HDGV	30	1	26	3.3%	86.7%	1	0	1	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	205	5	184	2.4%	89.8%	14	0	9	0.0%	64.3%	0	0	0	-	-
1992	LDGV	220	1	199	0.5%	90.5%	32	0	16	0.0%	50.0%	0	0	0	-	-
1993	HDGV	31	1	28	3.2%	90.3%	1	0	1	0.0%	100.0%	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	198	6	183	3.0%	92.4%	23	1	15	4.3%	65.2%	0	0	0	-	-
1993	LDGV	181	2	160	1.1%	88.4%	40	4	18	10.0%	45.0%	0	0	0	-	-
1994	HDGV	72	4	61	5.6%	84.7%	5	0	4	0.0%	80.0%	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	491	12	448	2.4%	91.2%	12	4	6	33.3%	50.0%	0	0	0	-	-
1994	LDGV	386	5	360	1.3%	93.3%	67	6	32	9.0%	47.8%	0	0	0	-	-
1995	HDGV	95	4	83	4.2%	87.4%	3	0	2	0.0%	66.7%	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDGT	340	9	308	2.6%	90.6%	24	0	16	0.0%	66.7%	0	0	0	-	-
1995	LDGV	370	9	342	2.4%	92.4%	58	1	32	1.7%	55.2%	0	0	0	-	-

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New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
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Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
1996	HDGV	88	3	78	3.4%	88.6%	1	0	1	0.0%	100.0%	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	731	15	659	2.1%	90.2%	11	0	4	0.0%	36.4%	31	6	20	19.4%	64.5%
1996	LDGV	592	12	529	2.0%	89.4%	97	7	48	7.2%	49.5%	72	11	40	15.3%	55.6%
1997	HDGV	121	4	105	3.3%	86.8%	1	1	0	100.0%	0.0%	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1997	LDGT	694	24	581	3.5%	83.7%	14	0	7	0.0%	50.0%	28	1	20	3.6%	71.4%
1997	LDGV	605	17	515	2.8%	85.1%	80	6	39	7.5%	48.8%	56	3	34	5.4%	60.7%
1998	HDGV	95	2	85	2.1%	89.5%	1	0	1	0.0%	100.0%	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1998	LDGT	999	23	887	2.3%	88.8%	19	1	11	5.3%	57.9%	49	9	31	18.4%	63.3%
1998	LDGV	1,200	27	1,058	2.3%	88.2%	126	7	86	5.6%	68.3%	71	7	44	9.9%	62.0%
1999	HDGV	170	10	150	5.9%	88.2%	3	1	2	33.3%	66.7%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGT	1,035	18	920	1.7%	88.9%	9	0	7	0.0%	77.8%	55	3	33	5.5%	60.0%
1999	LDGV	1,004	25	863	2.5%	86.0%	69	0	42	0.0%	60.9%	86	5	55	5.8%	64.0%
2000	HDGV	266	8	243	3.0%	91.4%	3	0	2	0.0%	66.7%	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	1,828	43	1,654	2.4%	90.5%	21	1	13	4.8%	61.9%	85	4	57	4.7%	67.1%
2000	LDGV	1,738	22	1,571	1.3%	90.4%	74	7	37	9.5%	50.0%	141	13	87	9.2%	61.7%
2001	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2001	LDGT	0	0	0	-	-	25	2	18	8.0%	72.0%	69	3	41	4.3%	59.4%
2001	LDGV	0	0	0	-	-	44	1	28	2.3%	63.6%	101	11	60	10.9%	59.4%
2002	HDGV	0	0	0	-	-	6	0	4	0.0%	66.7%	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	12	0	6	0.0%	50.0%	80	6	53	7.5%	66.3%
2002	LDGV	0	0	0	-	-	98	7	55	7.1%	56.1%	84	4	51	4.8%	60.7%

New Jersey Enhanced Inspection and Maintenance Program
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Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
2003	HDGV	0	0	0	-	-	0	0	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	-	-	13	0	11	0.0%	84.6%	55	7	37	12.7%	67.3%
2003	LDGV	0	0	0	-	-	62	4	35	6.5%	56.5%	60	5	39	8.3%	65.0%
2004	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	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	-	-	25	3	17	12.0%	68.0%	67	5	47	7.5%	70.1%
2004	LDGV	0	0	0	-	-	77	4	43	5.2%	55.8%	62	2	42	3.2%	67.7%
2005	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2005	LDGT	0	0	0	-	-	8	0	6	0.0%	75.0%	42	2	29	4.8%	69.0%
2005	LDGV	1	0	1	0.0%	100.0%	53	3	32	5.7%	60.4%	44	2	32	4.5%	72.7%
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	-	-	2	0	1	0.0%	50.0%
2006	LDGT	0	0	0	-	-	4	0	3	0.0%	75.0%	27	2	23	7.4%	85.2%
2006	LDGV	0	0	0	-	-	63	4	41	6.3%	65.1%	64	6	45	9.4%	70.3%
2007	HDGV	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
2007	LDDT	0	0	0	-	-	1	1	0	100.0%	0.0%	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	7	0	5	0.0%	71.4%	11	1	9	9.1%	81.8%
2007	LDGV	0	0	0	-	-	45	1	32	2.2%	71.1%	43	3	33	7.0%	76.7%
2008	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	LDDT	0	0	0	-	-	3	1	2	33.3%	66.7%	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	0	0	0	-	-	4	1	3	25.0%	75.0%
2008	LDGV	0	0	0	-	-	27	2	19	7.4%	70.4%	17	1	12	5.9%	70.6%
2009	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDT	0	0	0	-	-	1	1	0	100.0%	0.0%	0	0	0	-	-
2009	LDDV	0	0	0	-	-	2	1	1	50.0%	50.0%	1	0	1	0.0%	100.0%
2009	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%	8	0	8	0.0%	100.0%
2009	LDGV	0	0	0	-	-	29	2	21	6.9%	72.4%	8	1	6	12.5%	75.0%

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Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
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	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2010	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2010	LDGV	0	0	0	-	-	7	0	4	0.0%	57.1%	2	0	1	0.0%	50.0%
2011	HDGV	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	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
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	-	-	1	0	1	0.0%	100.0%
2013	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	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	-	-
2015	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		15,554	375	13,766	2.4%	88.5%	1,693	96	950	5.7%	56.1%	1,535	124	1,004	8.1%	65.4%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2014

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 90/Unknown	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
Pre 90/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre 90/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 90/Unknown	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
Pre 90/Unknown	LDGV	3	0	2	0.0%	66.7%	5	0	4	0.0%	80.0%
1990	HDGV	0	0	0	-	-	0	0	0	-	-
1990	LDDT	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-
1990	LDGT	2	0	2	0.0%	100.0%	0	0	0	-	-
1990	LDGV	3	0	2	0.0%	66.7%	0	0	0	-	-
1991	HDGV	0	0	0	-	-	0	0	0	-	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	0	0	0	-	-	2	1	1	50.0%	50.0%
1991	LDGV	2	0	0	0.0%	0.0%	2	0	0	0.0%	0.0%
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	1	0	1	0.0%	100.0%	1	1	0	100.0%	0.0%
1992	LDGV	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
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	0	0	0	-	-	1	0	1	0.0%	100.0%
1993	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1994	HDGV	0	0	0	-	-	0	0	0	-	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	3	0	2	0.0%	66.7%	1	0	1	0.0%	100.0%
1994	LDGV	8	0	6	0.0%	75.0%	5	0	3	0.0%	60.0%
1995	HDGV	3	0	2	0.0%	66.7%	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	3	0	2	0.0%	66.7%	2	0	2	0.0%	100.0%
1995	LDGV	2	0	1	0.0%	50.0%	1	0	1	0.0%	100.0%

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Year 2014

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
1996	HDGV	0	0	0	-	-	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	2	0	2	0.0%	100.0%	1	0	0	0.0%	0.0%
1996	LDGV	6	0	6	0.0%	100.0%	8	0	2	0.0%	25.0%
1997	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	5	0	5	0.0%	100.0%	5	0	4	0.0%	80.0%
1997	LDGV	3	0	2	0.0%	66.7%	6	2	2	33.3%	33.3%
1998	HDGV	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-
1998	LDGT	12	0	10	0.0%	83.3%	16	1	7	6.3%	43.8%
1998	LDGV	8	0	4	0.0%	50.0%	18	0	12	0.0%	66.7%
1999	HDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	4	0	3	0.0%	75.0%	9	2	5	22.2%	55.6%
1999	LDGV	7	0	7	0.0%	100.0%	8	0	5	0.0%	62.5%
2000	HDGV	1	0	1	0.0%	100.0%	2	1	1	50.0%	50.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	5	0	2	0.0%	40.0%	11	0	5	0.0%	45.5%
2000	LDGV	6	0	6	0.0%	100.0%	16	3	10	18.8%	62.5%
2001	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	10	0	8	0.0%	80.0%	6	0	4	0.0%	66.7%
2001	LDGV	4	0	2	0.0%	50.0%	12	3	6	25.0%	50.0%
2002	HDGV	5	0	4	0.0%	80.0%	1	1	0	100.0%	0.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	7	0	6	0.0%	85.7%	18	1	11	5.6%	61.1%
2002	LDGV	4	0	2	0.0%	50.0%	16	2	8	12.5%	50.0%

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Year 2014

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail	# Liquid Leak Pass	% Liquid Leak Fail	% Liquid Leak Pass	Misc Emiss Initial Fails	# Misc Emiss Fail	# Misc Emiss Pass	% Misc Emiss Fail	% Misc Emiss Pass
2003	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	4	0	4	0.0%	100.0%	12	1	8	8.3%	66.7%
2003	LDGV	2	0	2	0.0%	100.0%	10	0	7	0.0%	70.0%
2004	HDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	7	0	7	0.0%	100.0%	11	0	8	0.0%	72.7%
2004	LDGV	1	0	1	0.0%	100.0%	10	0	8	0.0%	80.0%
2005	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	3	0	3	0.0%	100.0%	5	1	4	20.0%	80.0%
2005	LDGV	3	0	3	0.0%	100.0%	14	1	12	7.1%	85.7%
2006	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	3	0	3	0.0%	100.0%	6	1	5	16.7%	83.3%
2006	LDGV	2	0	1	0.0%	50.0%	8	0	8	0.0%	100.0%
2007	HDGV	1	0	1	0.0%	100.0%	1	0	0	0.0%	0.0%
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%	3	1	1	33.3%	33.3%
2007	LDGV	5	0	5	0.0%	100.0%	8	0	7	0.0%	87.5%
2008	HDGV	0	0	0	-	-	1	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%	1	0	0	0.0%	0.0%
2008	LDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2009	HDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	LDGT	1	0	1	0.0%	100.0%	2	1	1	50.0%	50.0%
2009	LDGV	0	0	0	-	-	4	2	2	50.0%	50.0%

Table G (Page 15 of 16)

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail	# Liquid Leak Pass	% Liquid Leak Fail	% Liquid Leak Pass	Misc Emiss Initial Fails	# Misc Emiss Fail	# Misc Emiss Pass	% Misc Emiss Fail	% Misc Emiss Pass
2010	HDGV	1	0	1	0.0%	100.0%	1	0	0	0.0%	0.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2010	LDGV	0	0	0	-	-	0	0	0	-	-
2011	HDGV	1	0	1	0.0%	100.0%	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	-	-	1	0	1	0.0%	100.0%
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	0	0	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	-	-
2015	HDGV	0	0	0	-	-	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	0	0	0	-	-
2015	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		174	0	144	0.0%	82.8%	289	26	185	9.0%	64.0%

**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 90/Unknown	HDGV	549	77	14.0%	0	0	-	0	0	-	472	74	15.7%	133	3	2.3%
Pre 90/Unknown	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Pre 90/Unknown	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Pre 90/Unknown	LDGT	2,219	383	17.3%	0	0	-	1,686	334	19.8%	240	36	15.0%	576	19	3.3%
Pre 90/Unknown	LDGV	3,020	435	14.4%	0	0	-	2,055	321	15.6%	700	105	15.0%	400	9	2.3%
1990	HDGV	85	10	11.8%	0	0	-	0	0	-	63	10	15.9%	30	0	0.0%
1990	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1990	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1990	LDGT	734	113	15.4%	0	0	-	617	110	17.8%	0	0	-	201	5	2.5%
1990	LDGV	1,026	165	16.1%	0	0	-	918	162	17.6%	0	0	-	144	1	0.7%
1991	HDGV	60	11	18.3%	0	0	-	0	0	-	44	8	18.2%	25	3	12.0%
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	419	71	16.9%	0	0	-	326	66	20.2%	0	0	-	134	5	3.7%
1991	LDGV	785	129	16.4%	0	0	-	694	128	18.4%	0	0	-	125	2	1.6%
1992	HDGV	74	14	18.9%	0	0	-	0	0	-	50	14	28.0%	30	1	3.3%
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	778	132	17.0%	0	0	-	619	129	20.8%	0	0	-	205	5	2.4%
1992	LDGV	1,753	300	17.1%	0	0	-	1,573	298	18.9%	0	0	-	220	1	0.5%
1993	HDGV	91	7	7.7%	0	0	-	0	0	-	63	6	9.5%	31	1	3.2%
1993	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDGT	806	152	18.9%	0	0	-	664	147	22.1%	0	0	-	198	5	2.5%
1993	LDGV	1,364	226	16.6%	0	0	-	1,219	219	18.0%	0	0	-	181	2	1.1%
1994	HDGV	203	34	16.7%	0	0	-	0	0	-	145	31	21.4%	72	4	5.6%
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	1,982	342	17.3%	0	0	-	1,600	332	20.8%	0	0	-	491	11	2.2%
1994	LDGV	2,532	377	14.9%	0	0	-	2,203	371	16.8%	0	0	-	386	3	0.8%
1995	HDGV	251	33	13.1%	0	0	-	0	0	-	166	30	18.1%	95	3	3.2%
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	1,737	287	16.5%	0	0	-	1,475	283	19.2%	0	0	-	340	8	2.4%
1995	LDGV	2,226	353	15.9%	0	0	-	1,902	347	18.2%	0	0	-	370	9	2.4%

R2 = 2nd or Subsequent Retest

*190 inspections are included in the Overall Pass R2 totals but are not included in the subtest result totals. The subtest totals are based on the initial inspection subtest failure, however, the vehicle can fail for other subtests during the retest process, which are not included in the subtest totals but are included in the Overall Pass R2 totals.

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
1996	HDGV	237	32	13.5%	0	0	-	0	0	-	162	29	17.9%	88	3	3.4%
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	2,923	283	9.7%	2,370	269	11.4%	0	0	-	0	0	-	731	12	1.6%
1996	LDGV	4,577	471	10.3%	4,044	445	11.0%	0	0	-	0	0	-	592	11	1.9%
1997	HDGV	293	34	11.6%	0	0	-	0	0	-	187	29	15.5%	121	4	3.3%
1997	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDV	11	2	18.2%	10	1	10.0%	0	0	-	0	0	-	0	0	-
1997	LDGT	3,599	390	10.8%	3,101	369	11.9%	0	0	-	0	0	-	694	23	3.3%
1997	LDGV	5,263	665	12.6%	4,776	637	13.3%	0	0	-	0	0	-	605	17	2.8%
1998	HDGV	235	15	6.4%	0	0	-	0	0	-	141	13	9.2%	95	2	2.1%
1998	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
1998	LDDV	20	0	0.0%	19	0	0.0%	0	0	-	0	0	-	0	0	-
1998	LDGT	5,486	619	11.3%	4,677	584	12.5%	1	0	0.0%	0	0	-	999	20	2.0%
1998	LDGV	8,063	888	11.0%	7,057	850	12.0%	0	0	-	0	0	-	1,200	24	2.0%
1999	HDGV	418	47	11.2%	0	0	-	0	0	-	264	37	14.0%	170	9	5.3%
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	9	1	11.1%	9	1	11.1%	0	0	-	0	0	-	0	0	-
1999	LDGT	5,234	533	10.2%	4,449	511	11.5%	0	0	-	0	0	-	1,035	15	1.4%
1999	LDGV	7,850	873	11.1%	7,066	849	12.0%	0	0	-	0	0	-	1,004	19	1.9%
2000	HDGV	576	53	9.2%	0	0	-	0	0	-	334	45	13.5%	266	8	3.0%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	11	3	27.3%	11	3	27.3%	0	0	-	0	0	-	0	0	-
2000	LDGT	8,240	874	10.6%	6,760	832	12.3%	0	0	-	0	0	-	1,828	42	2.3%
2000	LDGV	13,056	1,461	11.2%	11,651	1,428	12.3%	0	0	-	0	0	-	1,738	17	1.0%
2001	HDGV	246	27	11.0%	0	0	-	0	0	-	240	27	11.3%	0	0	-
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	17	1	5.9%	16	1	6.3%	0	0	-	0	0	-	0	0	-
2001	LDGT	8,724	1,444	16.6%	8,664	1,441	16.6%	0	0	-	0	0	-	0	0	-
2001	LDGV	10,811	1,678	15.5%	10,736	1,661	15.5%	0	0	-	0	0	-	0	0	-
2002	HDGV	257	34	13.2%	0	0	-	0	0	-	246	33	13.4%	0	0	-
2002	LDDT	1	1	100.0%	1	1	100.0%	0	0	-	0	0	-	0	0	-
2002	LDDV	27	0	0.0%	27	0	0.0%	0	0	-	0	0	-	0	0	-
2002	LDGT	11,828	1,838	15.5%	11,765	1,828	15.5%	0	0	-	0	0	-	0	0	-
2002	LDGV	13,707	2,044	14.9%	13,607	2,026	14.9%	0	0	-	0	0	-	0	0	-

R2 = 2nd or Subsequent Retest

*190 inspections are included in the Overall Pass R2 totals but are not included in the subtest result totals. The subtest totals are based on the initial inspection subtest failure, however, the vehicle can fail for other subtests during the retest process, which are not included in the subtest totals but are included in the Overall Pass R2 totals.

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
2003	HDGV	211	25	11.8%	0	0	-	0	0	-	210	25	11.9%	0	0	-
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	7	0	0.0%	7	0	0.0%	0	0	-	0	0	-	0	0	-
2003	LDGT	7,779	1,158	14.9%	7,737	1,147	14.8%	0	0	-	0	0	-	0	0	-
2003	LDGV	9,036	1,326	14.7%	8,960	1,315	14.7%	0	0	-	0	0	-	0	0	-
2004	HDGV	142	13	9.2%	0	0	-	0	0	-	137	12	8.8%	0	0	-
2004	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDDV	31	5	16.1%	31	5	16.1%	0	0	-	0	0	-	0	0	-
2004	LDGT	9,997	1,347	13.5%	9,934	1,336	13.4%	0	0	-	0	0	-	0	0	-
2004	LDGV	9,893	1,444	14.6%	9,816	1,440	14.7%	0	0	-	0	0	-	0	0	-
2005	HDGV	119	11	9.2%	0	0	-	0	0	-	114	11	9.6%	0	0	-
2005	LDDT	3	0	0.0%	3	0	0.0%	0	0	-	0	0	-	0	0	-
2005	LDDV	30	4	13.3%	28	4	14.3%	0	0	-	0	0	-	0	0	-
2005	LDGT	5,911	839	14.2%	5,872	835	14.2%	0	0	-	0	0	-	0	0	-
2005	LDGV	6,304	885	14.0%	6,237	873	14.0%	0	0	-	0	0	-	1	0	0.0%
2006	HDGV	122	13	10.7%	0	0	-	0	0	-	120	13	10.8%	0	0	-
2006	LDDT	6	0	0.0%	6	0	0.0%	0	0	-	0	0	-	0	0	-
2006	LDDV	18	2	11.1%	16	2	12.5%	0	0	-	0	0	-	0	0	-
2006	LDGT	5,907	811	13.7%	5,879	806	13.7%	0	0	-	0	0	-	0	0	-
2006	LDGV	7,050	919	13.0%	6,949	909	13.1%	0	0	-	0	0	-	0	0	-
2007	HDGV	34	4	11.8%	0	0	-	0	0	-	31	4	12.9%	0	0	-
2007	LDDT	4	1	25.0%	3	0	0.0%	0	0	-	0	0	-	0	0	-
2007	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2007	LDGT	5,807	769	13.2%	5,790	767	13.2%	0	0	-	0	0	-	0	0	-
2007	LDGV	6,481	796	12.3%	6,408	789	12.3%	0	0	-	0	0	-	0	0	-
2008	HDGV	20	3	15.0%	0	0	-	0	0	-	18	3	16.7%	0	0	-
2008	LDDT	5	1	20.0%	3	0	0.0%	0	0	-	0	0	-	0	0	-
2008	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGT	1,792	239	13.3%	1,789	238	13.3%	0	0	-	0	0	-	0	0	-
2008	LDGV	1,951	254	13.0%	1,921	251	13.1%	0	0	-	0	0	-	0	0	-
2009	HDGV	9	1	11.1%	0	0	-	0	0	-	7	1	14.3%	0	0	-
2009	LDDT	31	9	29.0%	30	8	26.7%	0	0	-	0	0	-	0	0	-
2009	LDDV	89	20	22.5%	87	19	21.8%	0	0	-	0	0	-	0	0	-
2009	LDGT	2,646	351	13.3%	2,633	348	13.2%	0	0	-	0	0	-	0	0	-
2009	LDGV	3,853	572	14.8%	3,821	567	14.8%	0	0	-	0	0	-	0	0	-

R2 = 2nd or Subsequent Retest

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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
2010	HDGV	7	0	0.0%	0	0	-	0	0	-	5	0	0.0%	0	0	-
2010	LDDT	16	7	43.8%	16	7	43.8%	0	0	-	0	0	-	0	0	-
2010	LDDV	24	6	25.0%	23	6	26.1%	0	0	-	0	0	-	0	0	-
2010	LDGT	670	82	12.2%	668	81	12.1%	0	0	-	0	0	-	0	0	-
2010	LDGV	792	111	14.0%	784	110	14.0%	1	0	0.0%	0	0	-	0	0	-
2011	HDGV	3	1	33.3%	0	0	-	0	0	-	2	1	50.0%	0	0	-
2011	LDDT	3	1	33.3%	3	1	33.3%	0	0	-	0	0	-	0	0	-
2011	LDDV	2	1	50.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2011	LDGT	150	13	8.7%	149	13	8.7%	0	0	-	0	0	-	0	0	-
2011	LDGV	182	29	15.9%	182	29	15.9%	0	0	-	0	0	-	0	0	-
2012	HDGV	3	0	0.0%	0	0	-	0	0	-	3	0	0.0%	0	0	-
2012	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2012	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDGT	91	10	11.0%	90	10	11.1%	0	0	-	0	0	-	0	0	-
2012	LDGV	37	3	8.1%	37	3	8.1%	0	0	-	0	0	-	0	0	-
2013	HDGV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDGT	208	51	24.5%	207	51	24.6%	0	0	-	0	0	-	0	0	-
2013	LDGV	22	3	13.6%	22	3	13.6%	0	0	-	0	0	-	0	0	-
2014	HDGV	0	0	-	0	0	-	0	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	17	0	0.0%	17	0	0.0%	0	0	-	0	0	-	0	0	-
2014	LDGV	11	0	0.0%	11	0	0.0%	0	0	-	0	0	-	0	0	-
2015	HDGV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDGT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDGV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
Totals		221,943	30,102	13.6%	186,990	25,710	13.7%	17,553	3,247	18.5%	4,164	597	14.3%	15,554	326	2.1%

R2 = 2nd or Subsequent Retest

*190 inspections are included in the Overall Pass R2 totals but are not included in the subtest result totals. The subtest totals are based on the initial inspection subtest failure, however, the vehicle can fail for other subtests during the retest process, which are not included in the subtest totals but are included in the Overall Pass R2 totals.

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 90/Unknown	HDGV	6	1	16.7%	0	0	-	0	0	-	2	0	0.0%
Pre 90/Unknown	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
Pre 90/Unknown	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
Pre 90/Unknown	LDGT	97	1	1.0%	0	0	-	0	0	-	1	0	0.0%
Pre 90/Unknown	LDGV	91	1	1.1%	0	0	-	3	0	0.0%	5	0	0.0%
1990	HDGV	3	0	0.0%	0	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	9	0	0.0%	0	0	-	2	0	0.0%	0	0	-
1990	LDGV	18	1	5.6%	0	0	-	3	0	0.0%	0	0	-
1991	HDGV	0	0	-	0	0	-	0	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	8	0	0.0%	0	0	-	0	0	-	2	1	50.0%
1991	LDGV	25	1	4.0%	0	0	-	2	0	0.0%	2	0	0.0%
1992	HDGV	1	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	14	0	0.0%	0	0	-	1	0	0.0%	1	1	100.0%
1992	LDGV	32	0	0.0%	0	0	-	2	0	0.0%	2	0	0.0%
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	23	0	0.0%	0	0	-	0	0	-	1	0	0.0%
1993	LDGV	40	3	7.5%	0	0	-	1	0	0.0%	1	0	0.0%
1994	HDGV	5	0	0.0%	0	0	-	0	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	12	4	33.3%	0	0	-	3	0	0.0%	1	0	0.0%
1994	LDGV	67	2	3.0%	0	0	-	8	0	0.0%	5	0	0.0%
1995	HDGV	3	0	0.0%	0	0	-	3	0	0.0%	0	0	-
1995	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDGT	24	0	0.0%	0	0	-	3	0	0.0%	2	0	0.0%
1995	LDGV	58	1	1.7%	0	0	-	2	0	0.0%	1	0	0.0%

Table H (Page 5 of 8)

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 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
1996	HDGV	1	0	0.0%	0	0	-	0	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	11	0	0.0%	31	5	16.1%	2	0	0.0%	1	0	0.0%
1996	LDGV	97	2	2.1%	72	5	6.9%	6	0	0.0%	8	0	0.0%
1997	HDGV	1	1	100.0%	0	0	-	1	0	0.0%	0	0	-
1997	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
1997	LDGT	14	0	0.0%	28	0	0.0%	5	0	0.0%	5	0	0.0%
1997	LDGV	80	3	3.8%	56	2	3.6%	3	0	0.0%	6	2	33.3%
1998	HDGV	1	0	0.0%	0	0	-	0	0	-	0	0	-
1998	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
1998	LDGT	19	0	0.0%	49	7	14.3%	12	0	0.0%	16	1	6.3%
1998	LDGV	126	2	1.6%	71	4	5.6%	8	0	0.0%	18	0	0.0%
1999	HDGV	3	1	33.3%	0	0	-	1	0	0.0%	2	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	9	0	0.0%	55	2	3.6%	4	0	0.0%	9	2	22.2%
1999	LDGV	69	0	0.0%	86	3	3.5%	7	0	0.0%	8	0	0.0%
2000	HDGV	3	0	0.0%	0	0	-	1	0	0.0%	2	1	50.0%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDGT	21	1	4.8%	85	3	3.5%	5	0	0.0%	11	0	0.0%
2000	LDGV	74	2	2.7%	141	6	4.3%	6	0	0.0%	16	3	18.8%
2001	HDGV	2	0	0.0%	0	0	-	4	0	0.0%	0	0	-
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	0	0	-	2	0	0.0%	0	0	-	0	0	-
2001	LDGT	25	1	4.0%	69	1	1.4%	10	0	0.0%	6	0	0.0%
2001	LDGV	44	1	2.3%	101	10	9.9%	4	0	0.0%	12	2	16.7%
2002	HDGV	6	0	0.0%	0	0	-	5	0	0.0%	1	1	100.0%
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDGT	12	0	0.0%	80	4	5.0%	7	0	0.0%	18	1	5.6%
2002	LDGV	98	3	3.1%	84	3	3.6%	4	0	0.0%	16	2	12.5%

Table H (Page 6 of 8)

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 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
2003	HDGV	0	0	-	0	0	-	1	0	0.0%	0	0	-
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDGT	13	0	0.0%	55	6	10.9%	4	0	0.0%	12	1	8.3%
2003	LDGV	62	2	3.2%	60	3	5.0%	2	0	0.0%	10	0	0.0%
2004	HDGV	2	0	0.0%	0	0	-	1	0	0.0%	3	0	0.0%
2004	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDGT	25	3	12.0%	67	4	6.0%	7	0	0.0%	11	0	0.0%
2004	LDGV	77	2	2.6%	62	1	1.6%	1	0	0.0%	10	0	0.0%
2005	HDGV	2	0	0.0%	0	0	-	3	0	0.0%	0	0	-
2005	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDDV	0	0	-	2	0	0.0%	0	0	-	0	0	-
2005	LDGT	8	0	0.0%	42	2	4.8%	3	0	0.0%	5	1	20.0%
2005	LDGV	53	3	5.7%	44	2	4.5%	3	0	0.0%	14	1	7.1%
2006	HDGV	1	0	0.0%	0	0	-	0	0	-	2	0	0.0%
2006	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2006	LDDV	0	0	-	2	0	0.0%	0	0	-	0	0	-
2006	LDGT	4	0	0.0%	27	2	7.4%	3	0	0.0%	6	1	16.7%
2006	LDGV	63	2	3.2%	64	2	3.1%	2	0	0.0%	8	0	0.0%
2007	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	1	0	0.0%
2007	LDDT	1	1	100.0%	0	0	-	0	0	-	0	0	-
2007	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDGT	7	0	0.0%	11	1	9.1%	1	0	0.0%	3	1	33.3%
2007	LDGV	45	0	0.0%	43	2	4.7%	5	0	0.0%	8	0	0.0%
2008	HDGV	1	0	0.0%	0	0	-	0	0	-	1	0	0.0%
2008	LDDT	3	1	33.3%	0	0	-	0	0	-	0	0	-
2008	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGT	0	0	-	4	1	25.0%	2	0	0.0%	1	0	0.0%
2008	LDGV	27	2	7.4%	17	1	5.9%	1	0	0.0%	2	0	0.0%
2009	HDGV	0	0	-	0	0	-	1	0	0.0%	1	0	0.0%
2009	LDDT	1	1	100.0%	0	0	-	0	0	-	0	0	-
2009	LDDV	2	1	50.0%	1	0	0.0%	1	0	0.0%	0	0	-
2009	LDGT	4	0	0.0%	8	0	0.0%	1	0	0.0%	2	1	50.0%
2009	LDGV	29	1	3.4%	8	1	12.5%	0	0	-	4	2	50.0%

Table H (Page 7 of 8)

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 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
2010	HDGV	0	0	-	0	0	-	1	0	0.0%	1	0	0.0%
2010	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDDV	1	0	0.0%	0	0	-	0	0	-	0	0	-
2010	LDGT	0	0	-	1	0	0.0%	1	0	0.0%	1	0	0.0%
2010	LDGV	7	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2011	HDGV	0	0	-	0	0	-	1	0	0.0%	0	0	-
2011	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDDV	1	0	0.0%	0	0	-	0	0	-	0	0	-
2011	LDGT	0	0	-	0	0	-	0	0	-	1	0	0.0%
2011	LDGV	0	0	-	2	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	-	1	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	-	1	0	0.0%	0	0	-	0	0	-
2013	LDGV	0	0	-	0	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	-
2015	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
Totals		1,693	51	3.0%	1,535	83	5.4%	174	0	0.0%	289	25	8.7%

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 2013

Model Yr	Veh Type	2013 Overall Initial Insps	2013 Overall Initial Fails	Dropped From Inspection ¹	Late Pass 2014 ²	Dropped From Fleet ³	Overall No Known Outcome ⁴	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2013 OBD Initial Insps	2013 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
Pre89/Unknown	HDGV	2,398	491	101	13	54	34	1.42%	6.92%	0	0	0	-	-
Pre89/Unknown	LDDT	19	0	0	0	0	0	0.00%	-	0	0	0	-	-
Pre89/Unknown	LDDV	58	1	0	0	0	0	0.00%	0.00%	0	0	0	-	-
Pre89/Unknown	LDGT	6,581	2,041	583	76	318	189	2.87%	9.26%	0	0	0	-	-
Pre89/Unknown	LDGV	14,125	3,211	1,025	126	674	225	1.59%	7.01%	0	0	0	-	-
1989	HDGV	820	159	42	7	20	15	1.83%	9.43%	0	0	0	-	-
1989	LDDT	3	0	0	0	0	0	0.00%	-	0	0	0	-	-
1989	LDDV	0	0	0	0	0	0	-	-	0	0	0	-	-
1989	LDGT	3,078	889	207	29	123	55	1.79%	6.19%	0	0	0	-	-
1989	LDGV	5,467	1,137	239	33	127	79	1.45%	6.95%	0	0	0	-	-
1990	HDGV	496	78	10	0	5	5	1.01%	6.41%	0	0	0	-	-
1990	LDDT	2	0	0	0	0	0	0.00%	-	0	0	0	-	-
1990	LDDV	4	0	0	0	0	0	0.00%	-	0	0	0	-	-
1990	LDGT	2,033	634	167	20	85	62	3.05%	9.78%	0	0	0	-	-
1990	LDGV	3,995	833	255	29	159	67	1.68%	8.04%	0	0	0	-	-
1991	HDGV	439	94	21	3	8	10	2.28%	10.64%	0	0	0	-	-
1991	LDDT	3	0	0	0	0	0	0.00%	-	0	0	0	-	-
1991	LDDV	12	0	0	0	0	0	0.00%	-	0	0	0	-	-
1991	LDGT	3,433	851	166	22	104	40	1.17%	4.70%	0	0	0	-	-
1991	LDGV	8,783	1,774	441	74	254	113	1.29%	6.37%	0	0	0	-	-
1992	HDGV	517	65	11	2	5	4	0.77%	6.15%	0	0	0	-	-
1992	LDDT	5	0	0	0	0	0	0.00%	-	0	0	0	-	-
1992	LDDV	4	0	0	0	0	0	0.00%	-	0	0	0	-	-
1992	LDGT	2,735	666	160	26	93	41	1.50%	6.16%	0	0	0	-	-
1992	LDGV	6,693	1,532	466	62	302	102	1.52%	6.66%	0	0	0	-	-
1993	HDGV	818	111	25	3	9	13	1.59%	11.71%	0	0	0	-	-
1993	LDDT	4	0	0	0	0	0	0.00%	-	0	0	0	-	-
1993	LDDV	5	0	0	0	0	0	0.00%	-	0	0	0	-	-
1993	LDGT	7,480	1,723	352	61	184	107	1.43%	6.21%	0	0	0	-	-
1993	LDGV	16,702	3,117	699	93	457	149	0.89%	4.78%	0	0	0	-	-

1 Initially failed, no emissions pass within the 1st quarter of the following year.

2 Initially failed, subsequent pass in 6th, 7th, or 8th quarter of the biennial cycle.

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

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

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	2013 Overall Initial Insps	2013 Overall Initial Fails	Dropped From Inspection ¹	Late Pass 2014 ²	Dropped From Fleet ³	Overall No Known Outcome ⁴	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2013 OBD Initial Insps	2013 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
1994	HDGV	1,221	200	34	5	9	20	1.64%	10.00%	0	0	0	-	-
1994	LDDT	10	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	7,465	1,620	388	62	208	118	1.58%	7.28%	0	0	0	-	-
1994	LDGV	12,007	2,036	532	89	316	127	1.06%	6.24%	0	0	0	-	-
1995	HDGV	2,250	331	66	12	28	26	1.16%	7.85%	0	0	0	-	-
1995	LDDT	14	0	0	0	0	0	0.00%	-	0	0	0	-	-
1995	LDDV	10	0	0	0	0	0	0.00%	-	0	0	0	-	-
1995	LDGT	16,679	3,231	698	124	377	197	1.18%	6.10%	0	0	0	-	-
1995	LDGV	30,322	4,614	876	152	523	201	0.66%	4.36%	0	0	0	-	-
1996	HDGV	1,719	233	43	10	15	18	1.05%	7.73%	0	0	0	-	-
1996	LDDT	12	0	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDDV	9	0	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDGT	12,021	2,828	906	113	531	262	2.18%	9.26%	12,021	2,369	256	2.13%	10.81%
1996	LDGV	19,871	4,262	1,613	164	1,042	407	2.05%	9.55%	19,865	3,862	391	1.97%	10.12%
1997	HDGV	3,827	422	61	16	23	22	0.57%	5.21%	0	0	0	-	-
1997	LDDT	12	4	3	0	0	3	25.00%	75.00%	12	4	3	25.00%	75.00%
1997	LDDV	73	14	2	1	1	0	0.00%	0.00%	73	14	0	0.00%	0.00%
1997	LDGT	27,143	5,592	1,747	220	1,008	519	1.91%	9.28%	27,143	4,817	511	1.88%	10.61%
1997	LDGV	45,743	8,202	2,638	328	1,639	671	1.47%	8.18%	45,741	7,336	658	1.44%	8.97%
1998	HDGV	2,401	265	34	7	14	13	0.54%	4.91%	0	0	0	-	-
1998	LDDT	7	3	2	0	0	2	28.57%	66.67%	7	3	2	28.57%	66.67%
1998	LDDV	99	20	5	2	2	1	1.01%	5.00%	99	20	1	1.01%	5.00%
1998	LDGT	24,580	5,293	1,624	220	918	486	1.98%	9.18%	24,580	4,622	483	1.97%	10.45%
1998	LDGV	37,168	7,461	2,500	307	1,485	708	1.90%	9.49%	37,168	6,784	698	1.88%	10.29%
1999	HDGV	5,239	510	69	13	37	19	0.36%	3.73%	0	0	0	-	-
1999	LDDT	5	0	0	0	0	0	0.00%	-	5	0	0	0.00%	-
1999	LDDV	212	25	6	1	4	1	0.47%	4.00%	212	25	1	0.47%	4.00%
1999	LDGT	42,106	6,960	1,798	273	952	573	1.36%	8.23%	42,106	5,814	563	1.34%	9.68%
1999	LDGV	66,835	11,380	3,431	479	1,982	970	1.45%	8.52%	66,834	10,106	961	1.44%	9.51%

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2000	HDGV	6,132	536	89	23	41	25	0.41%	4.66%	0	0	0	-	-
2000	LDDT	0	0	0	0	0	0	-	-	0	0	0	-	-
2000	LDDV	120	17	0	0	0	0	0.00%	0.00%	120	17	0	0.00%	0.00%
2000	LDGT	39,417	7,182	1,864	293	1,014	557	1.41%	7.76%	39,417	5,994	545	1.38%	9.09%
2000	LDGV	61,068	11,187	3,586	481	2,072	1,033	1.69%	9.23%	61,067	10,112	1,023	1.68%	10.12%
2001	HDGV	7,823	236	47	7	22	18	0.23%	7.63%	0	0	0	-	-
2001	LDDT	1	0	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2001	LDDV	174	23	2	1	1	0	0.00%	0.00%	174	23	0	0.00%	0.00%
2001	LDGT	65,144	11,767	3,064	526	1,512	1,026	1.57%	8.72%	65,143	11,715	1,022	1.57%	8.72%
2001	LDGV	88,206	14,750	4,339	664	2,402	1,273	1.44%	8.63%	88,195	14,660	1,265	1.43%	8.63%
2002	HDGV	7,158	208	50	10	23	17	0.24%	8.17%	0	0	0	-	-
2002	LDDT	0	0	0	0	0	0	-	-	0	0	0	-	-
2002	LDDV	190	22	8	1	4	3	1.58%	13.64%	190	22	3	1.58%	13.64%
2002	LDGT	55,465	8,617	2,227	449	1,059	719	1.30%	8.34%	55,465	8,588	718	1.29%	8.36%
2002	LDGV	68,821	10,556	3,225	537	1,694	994	1.44%	9.42%	68,814	10,485	989	1.44%	9.43%
2003	HDGV	10,803	220	37	5	14	18	0.17%	8.18%	0	0	0	-	-
2003	LDDT	2	0	0	0	0	0	0.00%	-	2	0	0	0.00%	-
2003	LDDV	226	23	3	2	1	0	0.00%	0.00%	226	23	0	0.00%	0.00%
2003	LDGT	101,339	11,330	2,390	533	1,074	783	0.77%	6.91%	101,339	11,288	781	0.77%	6.92%
2003	LDGV	114,453	11,819	2,980	538	1,490	952	0.83%	8.05%	114,452	11,750	944	0.82%	8.03%
2004	HDGV	8,862	126	20	5	5	10	0.11%	7.94%	0	0	0	-	-
2004	LDDT	6	0	0	0	0	0	0.00%	-	6	0	0	0.00%	-
2004	LDDV	123	14	1	0	0	1	0.81%	7.14%	123	14	1	0.81%	7.14%
2004	LDGT	66,718	6,698	1,502	364	617	521	0.78%	7.78%	66,718	6,670	520	0.78%	7.80%
2004	LDGV	66,372	6,630	1,731	336	840	555	0.84%	8.37%	66,371	6,572	548	0.83%	8.34%
2005	HDGV	10,149	76	8	4	2	2	0.02%	2.63%	0	0	0	-	-
2005	LDDT	82	12	3	1	2	0	0.00%	0.00%	82	12	0	0.00%	0.00%
2005	LDDV	558	31	4	1	1	2	0.36%	6.45%	558	29	2	0.36%	6.90%
2005	LDGT	114,906	8,070	1,434	366	582	486	0.42%	6.02%	114,906	8,047	486	0.42%	6.04%
2005	LDGV	117,421	8,157	1,627	379	757	491	0.42%	6.02%	117,421	8,097	486	0.41%	6.00%

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2006	HDGV	11,551	88	20	7	5	8	0.07%	9.09%	0	0	0	-	-
2006	LDDT	67	10	4	1	3	0	0.00%	0.00%	67	10	0	0.00%	0.00%
2006	LDDV	466	19	3	0	1	2	0.43%	10.53%	466	18	2	0.43%	11.11%
2006	LDGT	86,521	4,946	859	257	318	284	0.33%	5.74%	86,521	4,924	284	0.33%	5.77%
2006	LDGV	100,577	6,029	1,159	270	515	374	0.37%	6.20%	100,577	5,958	365	0.36%	6.13%
2007	HDGV	7,320	25	2	2	0	0	0.00%	0.00%	0	0	0	-	-
2007	LDDT	77	2	0	0	0	0	0.00%	0.00%	77	2	0	0.00%	0.00%
2007	LDDV	31	1	0	0	0	0	0.00%	0.00%	31	1	0	0.00%	0.00%
2007	LDGT	46,377	2,302	399	109	154	136	0.29%	5.91%	46,377	2,295	136	0.29%	5.93%
2007	LDGV	59,392	2,770	553	141	232	180	0.30%	6.50%	59,392	2,750	176	0.30%	6.40%
2008	HDGV	9,812	13	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2008	LDDT	274	9	1	0	1	0	0.00%	0.00%	274	9	0	0.00%	0.00%
2008	LDDV	83	1	0	0	0	0	0.00%	0.00%	83	1	0	0.00%	0.00%
2008	LDGT	140,478	3,950	509	159	196	154	0.11%	3.90%	140,478	3,932	152	0.11%	3.87%
2008	LDGV	161,687	4,680	672	187	256	229	0.14%	4.89%	161,687	4,623	222	0.14%	4.80%
2009	HDGV	3,540	2	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2009	LDDT	17	2	1	1	0	0	0.00%	0.00%	17	1	0	0.00%	0.00%
2009	LDDV	24	1	1	0	1	0	0.00%	0.00%	24	1	0	0.00%	0.00%
2009	LDGT	5,030	178	23	13	8	2	0.04%	1.12%	5,030	178	2	0.04%	1.12%
2009	LDGV	5,211	217	37	15	12	10	0.19%	4.61%	5,211	215	9	0.17%	4.19%
2010	HDGV	2,609	3	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2010	LDDT	5	2	1	1	0	0	0.00%	0.00%	5	2	0	0.00%	0.00%
2010	LDDV	9	0	0	0	0	0	0.00%	-	9	0	0	0.00%	-
2010	LDGT	3,337	100	11	2	2	7	0.21%	7.00%	3,337	100	7	0.21%	7.00%
2010	LDGV	1,940	92	11	1	5	5	0.26%	5.43%	1,939	91	4	0.21%	4.40%
2011	HDGV	4,279	3	1	0	1	0	0.00%	0.00%	0	0	0	-	-
2011	LDDT	9	4	0	0	0	0	0.00%	0.00%	9	4	0	0.00%	0.00%
2011	LDDV	7	1	1	0	0	1	14.29%	100.00%	7	1	1	14.29%	100.00%
2011	LDGT	3,038	96	9	1	4	4	0.13%	4.17%	3,038	95	4	0.13%	4.21%
2011	LDGV	1,450	41	4	0	2	2	0.14%	4.88%	1,450	41	2	0.14%	4.88%

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2012	HDGV	3,994	1	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2012	LDDT	5	0	0	0	0	0	0.00%	-	5	0	0	0.00%	-
2012	LDDV	3	0	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2012	LDGT	2,479	77	16	4	4	8	0.32%	10.39%	2,479	77	8	0.32%	10.39%
2012	LDGV	794	27	9	0	5	4	0.50%	14.81%	794	27	4	0.50%	14.81%
2013	HDGV	293	0	0	0	0	0	0.00%	-	0	0	0	-	-
2013	LDDT	2	1	1	0	0	1	50.00%	100.00%	2	1	1	50.00%	100.00%
2013	LDDV	3	0	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2013	LDGT	458	14	6	1	2	3	0.66%	21.43%	458	14	3	0.66%	21.43%
2013	LDGV	567	22	8	0	1	7	1.23%	31.82%	567	21	6	1.06%	28.57%
2014	HDGV	260	1	0	0	0	0	0.00%	0.00%	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	13	4	4	0	2	2	15.38%	50.00%	13	4	2	15.38%	50.00%
2014	LDGV	215	12	7	0	1	6	2.79%	50.00%	215	12	6	2.79%	50.00%
Totals		2,121,816	228,966	58,619	9,975	31,055	17,589	0.8%	7.7%	1,857,301	185,302	15,257	0.8%	8.2%

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Pre89/Unknown	HDGV	0	0	0	-	-	2,398	416	33	1.38%	7.93%
Pre89/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre89/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre89/Unknown	LDGT	5,699	1,605	184	3.23%	11.46%	882	214	0	0.00%	0.00%
Pre89/Unknown	LDGV	10,057	2,024	221	2.20%	10.92%	4,068	932	2	0.05%	0.21%
1989	HDGV	0	0	0	-	-	820	126	13	1.59%	10.32%
1989	LDDT	0	0	0	-	-	0	0	0	-	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-
1989	LDGT	3,077	768	55	1.79%	7.16%	1	0	0	0.00%	-
1989	LDGV	5,467	1,031	77	1.41%	7.47%	0	0	0	-	-
1990	HDGV	0	0	0	-	-	496	59	5	1.01%	8.47%
1990	LDDT	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-
1990	LDGT	2,032	538	58	2.85%	10.78%	1	0	0	0.00%	-
1990	LDGV	3,995	740	64	1.60%	8.65%	0	0	0	-	-
1991	HDGV	0	0	0	-	-	439	69	9	2.05%	13.04%
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	3,433	705	40	1.17%	5.67%	0	0	0	-	-
1991	LDGV	8,783	1,545	105	1.20%	6.80%	0	0	0	-	-
1992	HDGV	0	0	0	-	-	517	40	4	0.77%	10.00%
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	2,735	535	41	1.50%	7.66%	0	0	0	-	-
1992	LDGV	6,693	1,384	101	1.51%	7.30%	0	0	0	-	-
1993	HDGV	0	0	0	-	-	818	80	11	1.34%	13.75%
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	7,479	1,391	103	1.38%	7.40%	1	0	0	0.00%	-
1993	LDGV	16,702	2,780	147	0.88%	5.29%	0	0	0	-	-

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1994	HDGV	0	0	0	-	-	1,221	149	17	1.39%	11.41%
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	7,462	1,267	115	1.54%	9.08%	3	0	0	0.00%	-
1994	LDGV	12,007	1,782	127	1.06%	7.13%	0	0	0	-	-
1995	HDGV	0	0	0	-	-	2,250	233	21	0.93%	9.01%
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	16,679	2,719	193	1.16%	7.10%	0	0	0	-	-
1995	LDGV	30,322	3,977	199	0.66%	5.00%	0	0	0	-	-
1996	HDGV	0	0	0	-	-	1,719	157	14	0.81%	8.92%
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	0	0	0	-	-
1996	LDGV	6	1	0	0.00%	0.00%	0	0	0	-	-
1997	HDGV	0	0	0	-	-	3,827	254	20	0.52%	7.87%
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	0	0	0	-	-
1997	LDGV	2	1	0	0.00%	0.00%	0	0	0	-	-
1998	HDGV	0	0	0	-	-	2,401	152	9	0.37%	5.92%
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-
1998	LDGT	0	0	0	-	-	0	0	0	-	-
1998	LDGV	0	0	0	-	-	0	0	0	-	-
1999	HDGV	0	0	0	-	-	5,239	293	17	0.32%	5.80%
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	0	0	0	-	-	0	0	0	-	-
1999	LDGV	1	0	0	0.00%	-	0	0	0	-	-

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2000	HDGV	0	0	0	-	-	6,132	299	17	0.28%	5.69%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	0	0	0	-	-
2000	LDGV	1	0	0	0.00%	-	0	0	0	-	-
2001	HDGV	0	0	0	-	-	7,823	226	17	0.22%	7.52%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	1	0	0	0.00%	-	0	0	0	-	-
2001	LDGV	11	1	0	0.00%	0.00%	0	0	0	-	-
2002	HDGV	0	0	0	-	-	7,158	198	17	0.24%	8.59%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	0	0	0	-	-
2002	LDGV	7	1	0	0.00%	0.00%	0	0	0	-	-
2003	HDGV	0	0	0	-	-	10,803	216	17	0.16%	7.87%
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	0	0	0	-	-
2003	LDGV	1	1	0	0.00%	0.00%	0	0	0	-	-
2004	HDGV	0	0	0	-	-	8,862	122	9	0.10%	7.38%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	0	0	0	-	-
2004	LDGV	1	0	0	0.00%	-	0	0	0	-	-
2005	HDGV	0	0	0	-	-	10,149	73	2	0.02%	2.74%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	0	0	0	-	-
2005	LDGV	0	0	0	-	-	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	2013 TSI Initial Insp	2013 TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insp	TSI No Known Outcome % of Initial Fails	2013 Idle Initial Insp	2013 Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insp	Idle No Known Outcome % of Initial Fails
2006	HDGV	0	0	0	-	-	11,551	84	8	0.07%	9.52%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	0	0	0	-	-	0	0	0	-	-
2006	LDGV	0	0	0	-	-	0	0	0	-	-
2007	HDGV	0	0	0	-	-	7,320	23	0	0.00%	0.00%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	0	0	0	-	-
2007	LDGV	0	0	0	-	-	0	0	0	-	-
2008	HDGV	0	0	0	-	-	9,812	13	0	0.00%	0.00%
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	0	0	0	-	-
2008	LDGV	0	0	0	-	-	0	0	0	-	-
2009	HDGV	0	0	0	-	-	3,540	2	0	0.00%	0.00%
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	0	0	0	-	-
2009	LDGV	0	0	0	-	-	0	0	0	-	-
2010	HDGV	0	0	0	-	-	2,609	2	0	0.00%	0.00%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	0	0	0	-	-
2010	LDGV	1	0	0	0.00%	-	0	0	0	-	-
2011	HDGV	0	0	0	-	-	4,279	2	0	0.00%	0.00%
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-
2011	LDGV	0	0	0	-	-	0	0	0	-	-

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Year 2013

Model Yr	Veh Type	2013 TSI Initial Insp	2013 TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insp	TSI No Known Outcome % of Initial Fails	2013 Idle Initial Insp	2013 Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insp	Idle No Known Outcome % of Initial Fails
2012	HDGV	0	0	0	-	-	3,994	1	0	0.00%	0.00%
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-
2012	LDGV	0	0	0	-	-	0	0	0	-	-
2013	HDGV	0	0	0	-	-	293	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	-	-	0	0	0	-	-
2013	LDGV	0	0	0	-	-	0	0	0	-	-
2014	HDGV	0	0	0	-	-	260	1	0	0.00%	0.00%
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		142,654	24,796	1,830	1.3%	7.4%	121,686	4,436	262	0.2%	5.9%

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Model Yr	Veh Type	2013 Gas Cap Initial Insps	2013 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	2013 Cat Conv Initial Insps	2013 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	2013 Smoke Initial Insps	2013 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails
Pre89/Unknown	HDGV	2,165	118	6	0.28%	5.08%	1,028	7	0	0.00%	0.00%	2,398	0	0	0.00%	-
Pre89/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	19	0	0	0.00%	-
Pre89/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	57	0	0	0.00%	-
Pre89/Unknown	LDGT	6,374	454	38	0.60%	8.37%	6,157	62	7	0.11%	11.29%	6,581	0	0	0.00%	-
Pre89/Unknown	LDGV	12,351	400	20	0.16%	5.00%	11,850	78	12	0.10%	15.38%	14,045	0	0	0.00%	-
1989	HDGV	793	39	4	0.50%	10.26%	478	1	0	0.00%	0.00%	820	0	0	0.00%	-
1989	LDDT	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1989	LDGT	3,078	204	11	0.36%	5.39%	3,076	14	5	0.16%	35.71%	3,078	0	0	0.00%	-
1989	LDGV	5,455	151	3	0.05%	1.99%	5,467	16	2	0.04%	12.50%	5,467	0	0	0.00%	-
1990	HDGV	474	24	0	0.00%	0.00%	242	0	0	0.00%	-	496	0	0	0.00%	-
1990	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-	4	0	0	0.00%	-
1990	LDGT	2,033	170	11	0.54%	6.47%	2,032	10	5	0.25%	50.00%	2,033	0	0	0.00%	-
1990	LDGV	3,987	117	4	0.10%	3.42%	3,995	20	3	0.08%	15.00%	3,995	0	0	0.00%	-
1991	HDGV	430	37	3	0.70%	8.11%	272	2	0	0.00%	0.00%	439	0	0	0.00%	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-	12	0	0	0.00%	-
1991	LDGT	3,433	205	4	0.12%	1.95%	3,433	9	1	0.03%	11.11%	3,433	0	0	0.00%	-
1991	LDGV	8,768	290	9	0.10%	3.10%	8,782	38	9	0.10%	23.68%	8,783	0	0	0.00%	-
1992	HDGV	507	32	1	0.20%	3.13%	324	2	0	0.00%	0.00%	517	0	0	0.00%	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-	4	0	0	0.00%	-
1992	LDGT	2,734	179	5	0.18%	2.79%	2,735	5	1	0.04%	20.00%	2,735	0	0	0.00%	-
1992	LDGV	6,691	179	5	0.07%	2.79%	6,693	40	4	0.06%	10.00%	6,693	0	0	0.00%	-
1993	HDGV	806	36	1	0.12%	2.78%	505	1	1	0.20%	100.00%	818	0	0	0.00%	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-	4	0	0	0.00%	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
1993	LDGT	7,477	450	15	0.20%	3.33%	7,480	17	2	0.03%	11.76%	7,480	0	0	0.00%	-
1993	LDGV	16,697	392	5	0.03%	1.28%	16,702	59	7	0.04%	11.86%	16,702	0	0	0.00%	-

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1994	HDGV	1,209	66	5	0.41%	7.58%	753	2	0	0.00%	0.00%	1,221	0	0	0.00%	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-	10	0	0	0.00%	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
1994	LDGT	7,465	432	9	0.12%	2.08%	7,465	18	4	0.05%	22.22%	7,465	0	0	0.00%	-
1994	LDGV	12,001	308	7	0.06%	2.27%	12,007	61	6	0.05%	9.84%	12,007	0	0	0.00%	-
1995	HDGV	2,221	111	8	0.36%	7.21%	1,644	4	1	0.06%	25.00%	2,250	0	0	0.00%	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-	14	0	0	0.00%	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	10	0	0	0.00%	-
1995	LDGT	16,678	648	16	0.10%	2.47%	16,678	25	4	0.02%	16.00%	16,679	0	0	0.00%	-
1995	LDGV	30,306	712	7	0.02%	0.98%	30,321	58	7	0.02%	12.07%	30,322	0	0	0.00%	-
1996	HDGV	1,714	78	5	0.29%	6.41%	1,284	1	1	0.08%	100.00%	1,719	0	0	0.00%	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	12	0	0	0.00%	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	9	0	0	0.00%	-
1996	LDGT	12,020	605	19	0.16%	3.14%	12,021	12	3	0.02%	25.00%	12,021	22	2	0.02%	9.09%
1996	LDGV	19,864	474	24	0.12%	5.06%	19,871	63	9	0.05%	14.29%	19,871	58	10	0.05%	17.24%
1997	HDGV	3,803	187	3	0.08%	1.60%	2,949	5	0	0.00%	0.00%	3,827	0	0	0.00%	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	12	0	0	0.00%	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	73	0	0	0.00%	-
1997	LDGT	27,140	1,068	45	0.17%	4.21%	27,141	9	3	0.01%	33.33%	27,143	42	3	0.01%	7.14%
1997	LDGV	45,727	1,043	34	0.07%	3.26%	45,740	90	16	0.03%	17.78%	45,743	79	5	0.01%	6.33%
1998	HDGV	2,376	124	6	0.25%	4.84%	1,834	0	0	0.00%	-	2,401	0	0	0.00%	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	7	0	0	0.00%	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	99	0	0	0.00%	-
1998	LDGT	24,579	920	27	0.11%	2.93%	24,577	15	3	0.01%	20.00%	24,580	27	6	0.02%	22.22%
1998	LDGV	37,162	875	34	0.09%	3.89%	37,165	89	14	0.04%	15.73%	37,168	69	4	0.01%	5.80%
1999	HDGV	5,175	228	2	0.04%	0.88%	4,000	2	0	0.00%	0.00%	5,239	0	0	0.00%	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	212	0	0	0.00%	-
1999	LDGT	42,104	1,410	39	0.09%	2.77%	42,103	13	0	0.00%	0.00%	42,106	59	4	0.01%	6.78%
1999	LDGV	66,808	1,548	53	0.08%	3.42%	66,831	81	15	0.02%	18.52%	66,835	115	9	0.01%	7.83%

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2000	HDGV	6,057	256	8	0.13%	3.13%	4,703	1	0	0.00%	0.00%	6,132	0	0	0.00%	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	120	0	0	0.00%	-
2000	LDGT	39,412	1,469	46	0.12%	3.13%	39,413	16	2	0.01%	12.50%	39,417	56	5	0.01%	8.93%
2000	LDGV	61,044	1,365	53	0.09%	3.88%	61,066	47	10	0.02%	21.28%	61,068	95	8	0.01%	8.42%
2001	HDGV	2	0	0	0.00%	-	6,555	2	1	0.02%	50.00%	7,823	0	0	0.00%	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	174	0	0	0.00%	-
2001	LDGT	44	2	1	2.27%	50.00%	65,141	16	3	0.00%	18.75%	65,144	75	7	0.01%	9.33%
2001	LDGV	97	6	0	0.00%	0.00%	88,204	35	4	0.00%	11.43%	88,206	101	13	0.01%	12.87%
2002	HDGV	6	0	0	0.00%	-	5,756	3	0	0.00%	0.00%	7,158	0	0	0.00%	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	1	0	0	0.00%	-	190	0	0	0.00%	-
2002	LDGT	27	1	0	0.00%	0.00%	55,464	10	1	0.00%	10.00%	55,465	34	6	0.01%	17.65%
2002	LDGV	34	4	0	0.00%	0.00%	68,820	70	12	0.02%	17.14%	68,821	54	9	0.01%	16.67%
2003	HDGV	1	0	0	0.00%	-	9,034	2	1	0.01%	50.00%	10,803	0	0	0.00%	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	226	0	0	0.00%	-
2003	LDGT	6	0	0	0.00%	-	101,336	11	1	0.00%	9.09%	101,339	43	7	0.01%	16.28%
2003	LDGV	15	0	0	0.00%	-	114,449	67	15	0.01%	22.39%	114,453	55	7	0.01%	12.73%
2004	HDGV	1	0	0	0.00%	-	7,166	0	0	0.00%	-	8,862	0	0	0.00%	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-	6	0	0	0.00%	-
2004	LDDV	0	0	0	-	-	2	0	0	0.00%	-	123	0	0	0.00%	-
2004	LDGT	3	0	0	0.00%	-	66,714	7	1	0.00%	14.29%	66,718	36	0	0.00%	0.00%
2004	LDGV	5	0	0	0.00%	-	66,370	53	9	0.01%	16.98%	66,372	43	7	0.01%	16.28%
2005	HDGV	1	0	0	0.00%	-	8,028	0	0	0.00%	-	10,149	0	0	0.00%	-
2005	LDDT	0	0	0	-	-	1	0	0	0.00%	-	82	0	0	0.00%	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	558	3	0	0.00%	0.00%
2005	LDGT	10	0	0	0.00%	-	114,901	3	0	0.00%	0.00%	114,906	25	0	0.00%	0.00%
2005	LDGV	15	1	1	6.67%	100.00%	117,418	55	6	0.01%	10.91%	117,421	30	1	0.00%	3.33%

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2006	HDGV	0	0	0	-	-	9,497	1	0	0.00%	0.00%	11,551	0	0	0.00%	-
2006	LDDT	0	0	0	-	-	0	0	0	-	-	67	0	0	0.00%	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	466	1	0	0.00%	0.00%
2006	LDGT	2	0	0	0.00%	-	86,520	4	1	0.00%	25.00%	86,521	21	0	0.00%	0.00%
2006	LDGV	8	0	0	0.00%	-	100,575	45	11	0.01%	24.44%	100,577	42	3	0.00%	7.14%
2007	HDGV	0	0	0	-	-	5,891	1	0	0.00%	0.00%	7,320	0	0	0.00%	-
2007	LDDT	0	0	0	-	-	77	0	0	0.00%	-	77	0	0	0.00%	-
2007	LDDV	0	0	0	-	-	31	0	0	0.00%	-	31	0	0	0.00%	-
2007	LDGT	2	0	0	0.00%	-	46,376	3	0	0.00%	0.00%	46,377	5	0	0.00%	0.00%
2007	LDGV	6	0	0	0.00%	-	59,389	15	4	0.01%	26.67%	59,392	15	0	0.00%	0.00%
2008	HDGV	0	0	0	-	-	7,645	0	0	0.00%	-	9,812	0	0	0.00%	-
2008	LDDT	0	0	0	-	-	274	0	0	0.00%	-	274	0	0	0.00%	-
2008	LDDV	0	0	0	-	-	83	0	0	0.00%	-	83	0	0	0.00%	-
2008	LDGT	11	2	1	9.09%	50.00%	140,476	4	0	0.00%	0.00%	140,478	9	1	0.00%	11.11%
2008	LDGV	12	0	0	0.00%	-	161,680	45	6	0.00%	13.33%	161,687	26	3	0.00%	11.54%
2009	HDGV	0	0	0	-	-	2,788	0	0	0.00%	-	3,540	0	0	0.00%	-
2009	LDDT	0	0	0	-	-	17	1	0	0.00%	0.00%	17	0	0	0.00%	-
2009	LDDV	0	0	0	-	-	24	0	0	0.00%	-	24	0	0	0.00%	-
2009	LDGT	0	0	0	-	-	5,028	1	0	0.00%	0.00%	5,030	0	0	0.00%	-
2009	LDGV	0	0	0	-	-	5,211	0	0	0.00%	-	5,211	3	0	0.00%	0.00%
2010	HDGV	0	0	0	-	-	1,980	0	0	0.00%	-	2,609	0	0	0.00%	-
2010	LDDT	0	0	0	-	-	5	0	0	0.00%	-	5	0	0	0.00%	-
2010	LDDV	0	0	0	-	-	9	0	0	0.00%	-	9	0	0	0.00%	-
2010	LDGT	0	0	0	-	-	3,337	0	0	0.00%	-	3,337	0	0	0.00%	-
2010	LDGV	1	0	0	0.00%	-	1,939	1	1	0.05%	100.00%	1,940	0	0	0.00%	-
2011	HDGV	2	1	0	0.00%	0.00%	2,955	0	0	0.00%	-	4,279	0	0	0.00%	-
2011	LDDT	0	0	0	-	-	9	0	0	0.00%	-	9	0	0	0.00%	-
2011	LDDV	0	0	0	-	-	7	0	0	0.00%	-	7	0	0	0.00%	-
2011	LDGT	0	0	0	-	-	3,036	0	0	0.00%	-	3,038	0	0	0.00%	-
2011	LDGV	0	0	0	-	-	1,450	0	0	0.00%	-	1,450	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 2013

Model Yr	Veh Type	2013 Gas Cap Initial Insp	2013 Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap No Known Outcome % of Initial Insp	Gas Cap No Known Outcome % of Initial Fails	2013 Cat Conv Initial Insp	2013 Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insp	Cat Conv No Known Outcome % of Initial Fails	2013 Smoke Initial Insp	2013 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
2012	HDGV	0	0	0	-	-	2,805	0	0	0.00%	-	3,994	0	0	0.00%	-
2012	LDDT	0	0	0	-	-	5	0	0	0.00%	-	5	0	0	0.00%	-
2012	LDDV	0	0	0	-	-	3	0	0	0.00%	-	3	0	0	0.00%	-
2012	LDGT	1	0	0	0.00%	-	2,479	0	0	0.00%	-	2,479	0	0	0.00%	-
2012	LDGV	0	0	0	-	-	794	0	0	0.00%	-	794	0	0	0.00%	-
2013	HDGV	0	0	0	-	-	166	0	0	0.00%	-	293	0	0	0.00%	-
2013	LDDT	0	0	0	-	-	2	0	0	0.00%	-	2	0	0	0.00%	-
2013	LDDV	0	0	0	-	-	3	0	0	0.00%	-	3	0	0	0.00%	-
2013	LDGT	0	0	0	-	-	458	0	0	0.00%	-	458	0	0	0.00%	-
2013	LDGV	0	0	0	-	-	566	1	1	0.18%	100.00%	567	1	0	0.00%	0.00%
2014	HDGV	0	0	0	-	-	100	0	0	0.00%	-	260	0	0	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	0	0.00%	-	13	0	0	0.00%	-
2014	LDGV	0	0	0	-	-	215	0	0	0.00%	-	215	0	0	0.00%	-
Totals		549,430	17,421	598	0.1%	3.4%	2,090,095	1,449	235	0.01%	16.2%	2,121,735	1,244	120	0.01%	9.6%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	2013 Liquid Leak Initial Insp	2013 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	2013 Misc Emissions Initial Insp	2013 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
Pre89/Unknown	HDGV	2,398	0	0	0.00%	-	2,398	2	0	0.00%	0.00%
Pre89/Unknown	LDDT	19	0	0	0.00%	-	19	0	0	0.00%	-
Pre89/Unknown	LDDV	58	1	0	0.00%	0.00%	58	0	0	0.00%	-
Pre89/Unknown	LDGT	6,581	3	1	0.02%	33.33%	6,581	11	2	0.03%	18.18%
Pre89/Unknown	LDGV	14,125	5	0	0.00%	0.00%	14,125	10	0	0.00%	0.00%
1989	HDGV	820	1	0	0.00%	0.00%	820	1	0	0.00%	0.00%
1989	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
1989	LDDV	0	0	0	-	-	0	0	0	-	-
1989	LDGT	3,078	0	0	0.00%	-	3,078	2	0	0.00%	0.00%
1989	LDGV	5,467	1	1	0.02%	100.00%	5,467	2	0	0.00%	0.00%
1990	HDGV	496	2	0	0.00%	0.00%	496	0	0	0.00%	-
1990	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
1990	LDDV	4	0	0	0.00%	-	4	0	0	0.00%	-
1990	LDGT	2,033	1	0	0.00%	0.00%	2,033	0	0	0.00%	-
1990	LDGV	3,995	2	0	0.00%	0.00%	3,995	4	0	0.00%	0.00%
1991	HDGV	439	0	0	0.00%	-	439	1	0	0.00%	0.00%
1991	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
1991	LDDV	12	0	0	0.00%	-	12	0	0	0.00%	-
1991	LDGT	3,433	3	0	0.00%	0.00%	3,433	2	0	0.00%	0.00%
1991	LDGV	8,783	2	0	0.00%	0.00%	8,783	11	1	0.01%	9.09%
1992	HDGV	517	0	0	0.00%	-	517	0	0	0.00%	-
1992	LDDT	5	0	0	0.00%	-	5	0	0	0.00%	-
1992	LDDV	4	0	0	0.00%	-	4	0	0	0.00%	-
1992	LDGT	2,735	0	0	0.00%	-	2,735	1	0	0.00%	0.00%
1992	LDGV	6,693	1	0	0.00%	0.00%	6,693	4	0	0.00%	0.00%
1993	HDGV	818	0	0	0.00%	-	818	0	0	0.00%	-
1993	LDDT	4	0	0	0.00%	-	4	0	0	0.00%	-
1993	LDDV	5	0	0	0.00%	-	5	0	0	0.00%	-
1993	LDGT	7,480	4	2	0.03%	50.00%	7,480	7	0	0.00%	0.00%
1993	LDGV	16,702	3	0	0.00%	0.00%	16,702	9	0	0.00%	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	2013 Liquid Leak Initial Insp	2013 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	2013 Misc Emissions Initial Insp	2013 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
1994	HDGV	1,221	0	0	0.00%	-	1,221	1	0	0.00%	0.00%
1994	LDDT	10	0	0	0.00%	-	10	0	0	0.00%	-
1994	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-
1994	LDGT	7,465	1	0	0.00%	0.00%	7,465	4	1	0.01%	25.00%
1994	LDGV	12,007	2	0	0.00%	0.00%	12,007	6	0	0.00%	0.00%
1995	HDGV	2,250	1	0	0.00%	0.00%	2,250	2	0	0.00%	0.00%
1995	LDDT	14	0	0	0.00%	-	14	0	0	0.00%	-
1995	LDDV	10	0	0	0.00%	-	10	0	0	0.00%	-
1995	LDGT	16,679	1	0	0.00%	0.00%	16,679	14	0	0.00%	0.00%
1995	LDGV	30,322	0	0	0.00%	-	30,322	17	1	0.00%	5.88%
1996	HDGV	1,719	2	0	0.00%	0.00%	1,719	1	0	0.00%	0.00%
1996	LDDT	12	0	0	0.00%	-	12	0	0	0.00%	-
1996	LDDV	9	0	0	0.00%	-	9	0	0	0.00%	-
1996	LDGT	12,021	2	0	0.00%	0.00%	12,021	4	2	0.02%	50.00%
1996	LDGV	19,871	4	1	0.01%	25.00%	19,871	7	2	0.01%	28.57%
1997	HDGV	3,827	0	0	0.00%	-	3,827	2	0	0.00%	0.00%
1997	LDDT	12	0	0	0.00%	-	12	0	0	0.00%	-
1997	LDDV	73	0	0	0.00%	-	73	0	0	0.00%	-
1997	LDGT	27,143	8	1	0.00%	12.50%	27,143	2	0	0.00%	0.00%
1997	LDGV	45,743	6	0	0.00%	0.00%	45,743	11	0	0.00%	0.00%
1998	HDGV	2,401	1	0	0.00%	0.00%	2,401	1	0	0.00%	0.00%
1998	LDDT	7	0	0	0.00%	-	7	0	0	0.00%	-
1998	LDDV	99	0	0	0.00%	-	99	0	0	0.00%	-
1998	LDGT	24,580	4	0	0.00%	0.00%	24,580	11	5	0.02%	45.45%
1998	LDGV	37,168	5	0	0.00%	0.00%	37,168	6	0	0.00%	0.00%
1999	HDGV	5,239	1	0	0.00%	0.00%	5,239	3	0	0.00%	0.00%
1999	LDDT	5	0	0	0.00%	-	5	0	0	0.00%	-
1999	LDDV	212	0	0	0.00%	-	212	0	0	0.00%	-
1999	LDGT	42,106	10	0	0.00%	0.00%	42,106	8	0	0.00%	0.00%
1999	LDGV	66,835	4	0	0.00%	0.00%	66,835	17	0	0.00%	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	2013 Liquid Leak Initial Insp	2013 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	2013 Misc Emissions Initial Insp	2013 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
2000	HDGV	6,132	1	0	0.00%	0.00%	6,132	0	0	0.00%	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	120	0	0	0.00%	-	120	0	0	0.00%	-
2000	LDGT	39,417	9	0	0.00%	0.00%	39,417	5	0	0.00%	0.00%
2000	LDGV	61,068	6	0	0.00%	0.00%	61,068	5	1	0.00%	20.00%
2001	HDGV	7,823	4	0	0.00%	0.00%	7,823	5	0	0.00%	0.00%
2001	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
2001	LDDV	174	0	0	0.00%	-	174	0	0	0.00%	-
2001	LDGT	65,144	8	0	0.00%	0.00%	65,144	12	2	0.00%	16.67%
2001	LDGV	88,206	10	1	0.00%	10.00%	88,206	11	2	0.00%	18.18%
2002	HDGV	7,158	7	0	0.00%	0.00%	7,158	2	0	0.00%	0.00%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	190	0	0	0.00%	-	190	0	0	0.00%	-
2002	LDGT	55,465	4	0	0.00%	0.00%	55,465	8	0	0.00%	0.00%
2002	LDGV	68,821	4	1	0.00%	25.00%	68,821	11	3	0.00%	27.27%
2003	HDGV	10,803	1	0	0.00%	0.00%	10,803	1	0	0.00%	0.00%
2003	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
2003	LDDV	226	0	0	0.00%	-	226	0	0	0.00%	-
2003	LDGT	101,339	8	0	0.00%	0.00%	101,339	8	0	0.00%	0.00%
2003	LDGV	114,453	2	0	0.00%	0.00%	114,453	7	0	0.00%	0.00%
2004	HDGV	8,862	2	0	0.00%	0.00%	8,862	2	1	0.01%	50.00%
2004	LDDT	6	0	0	0.00%	-	6	0	0	0.00%	-
2004	LDDV	123	0	0	0.00%	-	123	1	0	0.00%	0.00%
2004	LDGT	66,718	2	0	0.00%	0.00%	66,718	6	1	0.00%	16.67%
2004	LDGV	66,372	0	0	0.00%	-	66,372	8	1	0.00%	12.50%
2005	HDGV	10,149	2	0	0.00%	0.00%	10,149	1	0	0.00%	0.00%
2005	LDDT	82	0	0	0.00%	-	82	0	0	0.00%	-
2005	LDDV	558	0	0	0.00%	-	558	0	0	0.00%	-
2005	LDGT	114,906	4	0	0.00%	0.00%	114,906	6	1	0.00%	16.67%
2005	LDGV	117,421	3	0	0.00%	0.00%	117,421	8	1	0.00%	12.50%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2013

Model Yr	Veh Type	2013 Liquid Leak Initial Insp	2013 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	2013 Misc Emissions Initial Insp	2013 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
2006	HDGV	11,551	1	0	0.00%	0.00%	11,551	2	0	0.00%	0.00%
2006	LDDT	67	0	0	0.00%	-	67	0	0	0.00%	-
2006	LDDV	466	0	0	0.00%	-	466	1	0	0.00%	0.00%
2006	LDGT	86,521	2	0	0.00%	0.00%	86,521	4	0	0.00%	0.00%
2006	LDGV	100,577	1	0	0.00%	0.00%	100,577	7	0	0.00%	0.00%
2007	HDGV	7,320	1	0	0.00%	0.00%	7,320	1	0	0.00%	0.00%
2007	LDDT	77	0	0	0.00%	-	77	0	0	0.00%	-
2007	LDDV	31	0	0	0.00%	-	31	0	0	0.00%	-
2007	LDGT	46,377	1	0	0.00%	0.00%	46,377	1	0	0.00%	0.00%
2007	LDGV	59,392	0	0	0.00%	-	59,392	2	0	0.00%	0.00%
2008	HDGV	9,812	0	0	0.00%	-	9,812	0	0	0.00%	-
2008	LDDT	274	0	0	0.00%	-	274	0	0	0.00%	-
2008	LDDV	83	0	0	0.00%	-	83	0	0	0.00%	-
2008	LDGT	140,478	2	0	0.00%	0.00%	140,478	4	0	0.00%	0.00%
2008	LDGV	161,687	2	1	0.00%	50.00%	161,687	5	1	0.00%	20.00%
2009	HDGV	3,540	0	0	0.00%	-	3,540	0	0	0.00%	-
2009	LDDT	17	0	0	0.00%	-	17	0	0	0.00%	-
2009	LDDV	24	0	0	0.00%	-	24	0	0	0.00%	-
2009	LDGT	5,030	0	0	0.00%	-	5,030	0	0	0.00%	-
2009	LDGV	5,211	0	0	0.00%	-	5,211	2	1	0.02%	50.00%
2010	HDGV	2,609	1	0	0.00%	0.00%	2,609	0	0	0.00%	-
2010	LDDT	5	0	0	0.00%	-	5	0	0	0.00%	-
2010	LDDV	9	0	0	0.00%	-	9	0	0	0.00%	-
2010	LDGT	3,337	0	0	0.00%	-	3,337	1	0	0.00%	0.00%
2010	LDGV	1,940	0	0	0.00%	-	1,940	0	0	0.00%	-
2011	HDGV	4,279	0	0	0.00%	-	4,279	0	0	0.00%	-
2011	LDDT	9	0	0	0.00%	-	9	0	0	0.00%	-
2011	LDDV	7	0	0	0.00%	-	7	0	0	0.00%	-
2011	LDGT	3,038	0	0	0.00%	-	3,038	1	0	0.00%	0.00%
2011	LDGV	1,450	0	0	0.00%	-	1,450	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 2013

Model Yr	Veh Type	2013 Liquid Leak Initial Insp	2013 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	2013 Misc Emissions Initial Insp	2013 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
2012	HDGV	3,994	0	0	0.00%	-	3,994	0	0	0.00%	-
2012	LDDT	5	0	0	0.00%	-	5	0	0	0.00%	-
2012	LDDV	3	0	0	0.00%	-	3	0	0	0.00%	-
2012	LDGT	2,479	0	0	0.00%	-	2,479	0	0	0.00%	-
2012	LDGV	794	0	0	0.00%	-	794	0	0	0.00%	-
2013	HDGV	293	0	0	0.00%	-	293	0	0	0.00%	-
2013	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
2013	LDDV	3	0	0	0.00%	-	3	0	0	0.00%	-
2013	LDGT	458	0	0	0.00%	-	458	0	0	0.00%	-
2013	LDGV	567	1	0	0.00%	0.00%	567	0	0	0.00%	-
2014	HDGV	260	0	0	0.00%	-	260	0	0	0.00%	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-
2014	LDGT	13	0	0	0.00%	-	13	0	0	0.00%	-
2014	LDGV	215	0	0	0.00%	-	215	0	0	0.00%	-
Totals		2,121,816	170	9	0.000%	5.3%	2,121,816	322	29	0.00%	9.0%

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 2014

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 90/Unknown	HDGT	432	105	327	24.3%	75.7%	0	0	0	-	-	0	0	0	-	-
Pre 90/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 90/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 90/Unknown	LDGT	1,734	559	1,175	32.2%	67.8%	0	0	0	-	-	1,284	487	797	37.9%	62.1%
Pre 90/Unknown	LDGV	2,294	656	1,638	28.6%	71.4%	0	0	0	-	-	1,574	489	1,085	31.1%	68.9%
1990	HDGT	71	14	57	19.7%	80.3%	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	621	153	468	24.6%	75.4%	0	0	0	-	-	506	149	357	29.4%	70.6%
1990	LDGV	846	237	609	28.0%	72.0%	0	0	0	-	-	743	234	509	31.5%	68.5%
1991	HDGT	52	13	39	25.0%	75.0%	0	0	0	-	-	0	0	0	-	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDGT	343	98	245	28.6%	71.4%	0	0	0	-	-	253	93	160	36.8%	63.2%
1991	LDGV	625	196	429	31.4%	68.6%	0	0	0	-	-	539	192	347	35.6%	64.4%
1992	HDGT	66	17	49	25.8%	74.2%	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	671	168	503	25.0%	75.0%	0	0	0	-	-	520	164	356	31.5%	68.5%
1992	LDGV	1,463	403	1,060	27.5%	72.5%	0	0	0	-	-	1,290	401	889	31.1%	68.9%
1993	HDGT	78	11	67	14.1%	85.9%	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	671	203	468	30.3%	69.7%	0	0	0	-	-	532	197	335	37.0%	63.0%
1993	LDGV	1,078	319	759	29.6%	70.4%	0	0	0	-	-	941	312	629	33.2%	66.8%
1994	HDGT	175	42	133	24.0%	76.0%	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	1,713	450	1,263	26.3%	73.7%	0	0	0	-	-	1,341	440	901	32.8%	67.2%
1994	LDGV	2,141	521	1,620	24.3%	75.7%	0	0	0	-	-	1,828	513	1,315	28.1%	71.9%
1995	HDGT	210	45	165	21.4%	78.6%	0	0	0	-	-	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDGT	1,420	431	989	30.4%	69.6%	0	0	0	-	-	1,166	425	741	36.4%	63.6%
1995	LDGV	1,843	521	1,322	28.3%	71.7%	0	0	0	-	-	1,533	515	1,018	33.6%	66.4%

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Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	TSI First Retest Insps	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
1996	HDGT	206	41	165	19.9%	80.1%	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	2,315	496	1,819	21.4%	78.6%	1,773	481	1,292	27.1%	72.9%	0	0	0	-	-
1996	LDGV	3,383	879	2,504	26.0%	74.0%	2,878	840	2,038	29.2%	70.8%	0	0	0	-	-
1997	HDGT	252	45	207	17.9%	82.1%	0	0	0	-	-	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	11	3	8	27.3%	72.7%	10	2	8	20.0%	80.0%	0	0	0	-	-
1997	LDGT	2,682	688	1,994	25.7%	74.3%	2,206	664	1,542	30.1%	69.9%	0	0	0	-	-
1997	LDGV	3,849	1,137	2,712	29.5%	70.5%	3,385	1,104	2,281	32.6%	67.4%	0	0	0	-	-
1998	HDGT	206	20	186	9.7%	90.3%	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	16	0	16	0.0%	100.0%	15	0	15	0.0%	100.0%	0	0	0	-	-
1998	LDGT	4,291	990	3,301	23.1%	76.9%	3,506	954	2,552	27.2%	72.8%	1	0	1	0.0%	100.0%
1998	LDGV	6,164	1,501	4,663	24.4%	75.6%	5,189	1,455	3,734	28.0%	72.0%	0	0	0	-	-
1999	HDGT	358	62	296	17.3%	82.7%	0	0	0	-	-	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	7	2	5	28.6%	71.4%	7	2	5	28.6%	71.4%	0	0	0	-	-
1999	LDGT	4,054	896	3,158	22.1%	77.9%	3,298	871	2,427	26.4%	73.6%	0	0	0	-	-
1999	LDGV	5,825	1,519	4,306	26.1%	73.9%	5,073	1,489	3,584	29.4%	70.6%	0	0	0	-	-
2000	HDGT	521	68	453	13.1%	86.9%	0	0	0	-	-	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	8	4	4	50.0%	50.0%	8	4	4	50.0%	50.0%	0	0	0	-	-
2000	LDGT	6,614	1,343	5,271	20.3%	79.7%	5,186	1,294	3,892	25.0%	75.0%	0	0	0	-	-
2000	LDGV	10,158	2,450	7,708	24.1%	75.9%	8,799	2,406	6,393	27.3%	72.7%	0	0	0	-	-
2001	HDGT	206	45	161	21.8%	78.2%	0	0	0	-	-	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	13	1	12	7.7%	92.3%	12	1	11	8.3%	91.7%	0	0	0	-	-
2001	LDGT	6,858	2,200	4,658	32.1%	67.9%	6,805	2,196	4,609	32.3%	67.7%	0	0	0	-	-
2001	LDGV	8,192	2,786	5,406	34.0%	66.0%	8,129	2,766	5,363	34.0%	66.0%	0	0	0	-	-
2002	HDGT	212	48	164	22.6%	77.4%	0	0	0	-	-	0	0	0	-	-
2002	LDDT	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2002	LDDV	22	2	20	9.1%	90.9%	22	2	20	9.1%	90.9%	0	0	0	-	-
2002	LDGT	9,686	2,571	7,115	26.5%	73.5%	9,632	2,557	7,075	26.5%	73.5%	0	0	0	-	-
2002	LDGV	10,845	3,104	7,741	28.6%	71.4%	10,766	3,082	7,684	28.6%	71.4%	0	0	0	-	-

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Year 2014

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
2003	HDGT	176	33	143	18.8%	81.3%	0	0	0	-	-	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	5	0	5	0.0%	100.0%	5	0	5	0.0%	100.0%	0	0	0	-	-
2003	LDGT	6,300	1,658	4,642	26.3%	73.7%	6,264	1,646	4,618	26.3%	73.7%	0	0	0	-	-
2003	LDGV	7,120	2,046	5,074	28.7%	71.3%	7,057	2,031	5,026	28.8%	71.2%	0	0	0	-	-
2004	HDGT	123	18	105	14.6%	85.4%	0	0	0	-	-	0	0	0	-	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	29	7	22	24.1%	75.9%	29	7	22	24.1%	75.9%	0	0	0	-	-
2004	LDGT	8,407	1,859	6,548	22.1%	77.9%	8,348	1,843	6,505	22.1%	77.9%	0	0	0	-	-
2004	LDGV	8,131	2,095	6,036	25.8%	74.2%	8,074	2,085	5,989	25.8%	74.2%	0	0	0	-	-
2005	HDGT	104	14	90	13.5%	86.5%	0	0	0	-	-	0	0	0	-	-
2005	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	LDDV	25	5	20	20.0%	80.0%	23	5	18	21.7%	78.3%	0	0	0	-	-
2005	LDGT	4,926	1,156	3,770	23.5%	76.5%	4,893	1,151	3,742	23.5%	76.5%	0	0	0	-	-
2005	LDGV	5,182	1,273	3,909	24.6%	75.4%	5,125	1,260	3,865	24.6%	75.4%	0	0	0	-	-
2006	HDGT	113	17	96	15.0%	85.0%	0	0	0	-	-	0	0	0	-	-
2006	LDDT	6	1	5	16.7%	83.3%	6	1	5	16.7%	83.3%	0	0	0	-	-
2006	LDDV	15	2	13	13.3%	86.7%	14	2	12	14.3%	85.7%	0	0	0	-	-
2006	LDGT	5,137	1,070	4,067	20.8%	79.2%	5,110	1,065	4,045	20.8%	79.2%	0	0	0	-	-
2006	LDGV	6,019	1,250	4,769	20.8%	79.2%	5,938	1,233	4,705	20.8%	79.2%	0	0	0	-	-
2007	HDGT	28	5	23	17.9%	82.1%	0	0	0	-	-	0	0	0	-	-
2007	LDDT	4	1	3	25.0%	75.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2007	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	LDGT	5,063	981	4,082	19.4%	80.6%	5,048	979	4,069	19.4%	80.6%	0	0	0	-	-
2007	LDGV	5,637	1,019	4,618	18.1%	81.9%	5,575	1,010	4,565	18.1%	81.9%	0	0	0	-	-
2008	HDGT	18	3	15	16.7%	83.3%	0	0	0	-	-	0	0	0	-	-
2008	LDDT	5	1	4	20.0%	80.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	1,564	295	1,269	18.9%	81.1%	1,561	294	1,267	18.8%	81.2%	0	0	0	-	-
2008	LDGV	1,669	335	1,334	20.1%	79.9%	1,646	332	1,314	20.2%	79.8%	0	0	0	-	-
2009	HDGT	9	1	8	11.1%	88.9%	0	0	0	-	-	0	0	0	-	-
2009	LDDT	30	11	19	36.7%	63.3%	29	10	19	34.5%	65.5%	0	0	0	-	-
2009	LDDV	76	21	55	27.6%	72.4%	74	20	54	27.0%	73.0%	0	0	0	-	-
2009	LDGT	2,410	422	1,988	17.5%	82.5%	2,397	419	1,978	17.5%	82.5%	0	0	0	-	-
2009	LDGV	3,484	665	2,819	19.1%	80.9%	3,458	659	2,799	19.1%	80.9%	0	0	0	-	-

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First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	TSI First Retest Insps	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
2010	HDGT	5	0	5	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2010	LDDT	15	8	7	53.3%	46.7%	15	8	7	53.3%	46.7%	0	0	0	-	-
2010	LDDV	21	7	14	33.3%	66.7%	20	7	13	35.0%	65.0%	0	0	0	-	-
2010	LDGT	609	94	515	15.4%	84.6%	607	93	514	15.3%	84.7%	0	0	0	-	-
2010	LDGV	713	129	584	18.1%	81.9%	708	127	581	17.9%	82.1%	1	1	0	100.0%	0.0%
2011	HDGT	3	1	2	33.3%	66.7%	0	0	0	-	-	0	0	0	-	-
2011	LDDT	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%	0	0	0	-	-
2011	LDDV	2	1	1	50.0%	50.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2011	LDGT	141	15	126	10.6%	89.4%	140	15	125	10.7%	89.3%	0	0	0	-	-
2011	LDGV	164	36	128	22.0%	78.0%	164	36	128	22.0%	78.0%	0	0	0	-	-
2012	HDGT	3	0	3	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	88	12	76	13.6%	86.4%	87	12	75	13.8%	86.2%	0	0	0	-	-
2012	LDGV	29	5	24	17.2%	82.8%	29	5	24	17.2%	82.8%	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	197	57	140	28.9%	71.1%	196	57	139	29.1%	70.9%	0	0	0	-	-
2013	LDGV	21	4	17	19.0%	81.0%	21	4	17	19.0%	81.0%	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	12	1	11	8.3%	91.7%	12	1	11	8.3%	91.7%	0	0	0	-	-
2014	LDGV	8	0	8	0.0%	100.0%	8	0	8	0.0%	100.0%	0	0	0	-	-
2015	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		179,354	44,699	134,655	24.9%	75.1%	149,394	38,589	110,805	25.8%	74.2%	14,052	4,612	9,440	32.8%	67.2%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2014

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 90/Unknown	HDGT	360	102	258	28.3%	71.7%	111	3	108	2.7%	97.3%	5	1	4	20.0%	80.0%
Pre 90/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 90/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 90/Unknown	LDGT	168	58	110	34.5%	65.5%	490	29	461	5.9%	94.1%	37	4	33	10.8%	89.2%
Pre 90/Unknown	LDGV	474	155	319	32.7%	67.3%	346	12	334	3.5%	96.5%	34	3	31	8.8%	91.2%
1990	HDGT	51	14	37	27.5%	72.5%	24	0	24	0.0%	100.0%	3	0	3	0.0%	100.0%
1990	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1990	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1990	LDGT	0	0	0	-	-	184	6	178	3.3%	96.7%	3	0	3	0.0%	100.0%
1990	LDGV	0	0	0	-	-	133	1	132	0.8%	99.2%	10	1	9	10.0%	90.0%
1991	HDGT	37	10	27	27.0%	73.0%	23	3	20	13.0%	87.0%	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	0	0	0	-	-	122	6	116	4.9%	95.1%	6	0	6	0.0%	100.0%
1991	LDGV	0	0	0	-	-	115	3	112	2.6%	97.4%	15	3	12	20.0%	80.0%
1992	HDGT	45	17	28	37.8%	62.2%	27	1	26	3.7%	96.3%	1	0	1	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	-	-	189	5	184	2.6%	97.4%	9	0	9	0.0%	100.0%
1992	LDGV	0	0	0	-	-	200	1	199	0.5%	99.5%	16	0	16	0.0%	100.0%
1993	HDGT	52	10	42	19.2%	80.8%	29	1	28	3.4%	96.6%	1	0	1	0.0%	100.0%
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	0	0	0	-	-	189	6	183	3.2%	96.8%	16	1	15	6.3%	93.8%
1993	LDGV	0	0	0	-	-	162	2	160	1.2%	98.8%	22	4	18	18.2%	81.8%
1994	HDGT	120	37	83	30.8%	69.2%	65	4	61	6.2%	93.8%	4	0	4	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	-	-	460	12	448	2.6%	97.4%	10	4	6	40.0%	60.0%
1994	LDGV	0	0	0	-	-	365	5	360	1.4%	98.6%	38	6	32	15.8%	84.2%
1995	HDGT	130	41	89	31.5%	68.5%	87	4	83	4.6%	95.4%	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	-	-	317	9	308	2.8%	97.2%	16	0	16	0.0%	100.0%
1995	LDGV	0	0	0	-	-	351	9	342	2.6%	97.4%	33	1	32	3.0%	97.0%

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Year 2014

Model Yr	Veh Type	Idle First Retest Insp	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	Gas Cap First Retest Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate
1996	HDGT	133	38	95	28.6%	71.4%	81	3	78	3.7%	96.3%	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	0	0	0	-	-	674	15	659	2.2%	97.8%	4	0	4	0.0%	100.0%
1996	LDGV	0	0	0	-	-	541	12	529	2.2%	97.8%	55	7	48	12.7%	87.3%
1997	HDGT	156	40	116	25.6%	74.4%	109	4	105	3.7%	96.3%	1	1	0	100.0%	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	-	-	605	24	581	4.0%	96.0%	7	0	7	0.0%	100.0%
1997	LDGV	0	0	0	-	-	532	17	515	3.2%	96.8%	45	6	39	13.3%	86.7%
1998	HDGT	119	18	101	15.1%	84.9%	87	2	85	2.3%	97.7%	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	0	0	0	-	-	910	23	887	2.5%	97.5%	12	1	11	8.3%	91.7%
1998	LDGV	0	0	0	-	-	1,085	27	1,058	2.5%	97.5%	93	7	86	7.5%	92.5%
1999	HDGT	209	51	158	24.4%	75.6%	160	10	150	6.3%	93.8%	3	1	2	33.3%	66.7%
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	-	-	938	18	920	1.9%	98.1%	7	0	7	0.0%	100.0%
1999	LDGV	0	0	0	-	-	888	25	863	2.8%	97.2%	42	0	42	0.0%	100.0%
2000	HDGT	288	60	228	20.8%	79.2%	251	8	243	3.2%	96.8%	2	0	2	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	1,697	43	1,654	2.5%	97.5%	14	1	13	7.1%	92.9%
2000	LDGV	0	0	0	-	-	1,593	22	1,571	1.4%	98.6%	44	7	37	15.9%	84.1%
2001	HDGT	200	45	155	22.5%	77.5%	0	0	0	-	-	2	0	2	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	-	-	0	0	0	-	-	20	2	18	10.0%	90.0%
2001	LDGV	0	0	0	-	-	0	0	0	-	-	29	1	28	3.4%	96.6%
2002	HDGT	203	47	156	23.2%	76.8%	0	0	0	-	-	4	0	4	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	0	0	0	-	-	6	0	6	0.0%	100.0%
2002	LDGV	0	0	0	-	-	0	0	0	-	-	62	7	55	11.3%	88.7%

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Model Yr	Veh Type	Idle First Retest Insp	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	Gas Cap First Retest Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate
2003	HDGT	175	33	142	18.9%	81.1%	0	0	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	-	-	11	0	11	0.0%	100.0%
2003	LDGV	0	0	0	-	-	0	0	0	-	-	39	4	35	10.3%	89.7%
2004	HDGT	118	17	101	14.4%	85.6%	0	0	0	-	-	2	0	2	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	0	0	0	-	-	20	3	17	15.0%	85.0%
2004	LDGV	0	0	0	-	-	0	0	0	-	-	47	4	43	8.5%	91.5%
2005	HDGT	99	14	85	14.1%	85.9%	0	0	0	-	-	2	0	2	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	0	0	0	-	-	6	0	6	0.0%	100.0%
2005	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	35	3	32	8.6%	91.4%
2006	HDGT	111	17	94	15.3%	84.7%	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	-	-	45	4	41	8.9%	91.1%
2007	HDGT	27	5	22	18.5%	81.5%	0	0	0	-	-	0	0	0	-	-
2007	LDDT	0	0	0	-	-	0	0	0	-	-	1	1	0	100.0%	0.0%
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	0	0	0	-	-	5	0	5	0.0%	100.0%
2007	LDGV	0	0	0	-	-	0	0	0	-	-	33	1	32	3.0%	97.0%
2008	HDGT	17	3	14	17.6%	82.4%	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-	3	1	2	33.3%	66.7%
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	-	-	21	2	19	9.5%	90.5%
2009	HDGT	7	1	6	14.3%	85.7%	0	0	0	-	-	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	1	1	0	100.0%	0.0%
2009	LDDV	0	0	0	-	-	0	0	0	-	-	2	1	1	50.0%	50.0%
2009	LDGT	0	0	0	-	-	0	0	0	-	-	4	0	4	0.0%	100.0%
2009	LDGV	0	0	0	-	-	0	0	0	-	-	23	2	21	8.7%	91.3%

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Model Yr	Veh Type	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate
2010	HDGT	4	0	4	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2010	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGV	0	0	0	-	-	0	0	0	-	-	4	0	4	0.0%	100.0%
2011	HDGT	2	1	1	50.0%	50.0%	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	-	-	1	0	1	0.0%	100.0%
2011	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	HDGT	3	0	3	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	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	-	-
2015	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		3,308	834	2,474	25.2%	74.8%	14,141	375	13,766	2.7%	97.3%	1,046	96	950	9.2%	90.8%

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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 90/Unknown	HDGT	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
Pre 90/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 90/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 90/Unknown	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
Pre 90/Unknown	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
1990	HDGT	0	0	0	-	-	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	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
1990	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
1991	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDGT	0	0	0	-	-	0	0	0	-	-	2	1	1	50.0%	50.0%
1991	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	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	-	-	1	0	1	0.0%	100.0%	1	1	0	100.0%	0.0%
1992	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
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	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1993	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1994	HDGT	0	0	0	-	-	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	0	0	0	-	-	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
1994	LDGV	0	0	0	-	-	6	0	6	0.0%	100.0%	3	0	3	0.0%	100.0%
1995	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	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	0	0	0	-	-	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
1995	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%

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Year 2014

Model Yr	Veh Type	Smoke First Retest Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate	Liquid Leak First Retest Insp	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insp	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
1996	HDGT	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	26	6	20	23.1%	76.9%	2	0	2	0.0%	100.0%	0	0	0	-	-
1996	LDGV	51	11	40	21.6%	78.4%	6	0	6	0.0%	100.0%	2	0	2	0.0%	100.0%
1997	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1997	LDGT	21	1	20	4.8%	95.2%	5	0	5	0.0%	100.0%	4	0	4	0.0%	100.0%
1997	LDGV	37	3	34	8.1%	91.9%	2	0	2	0.0%	100.0%	4	2	2	50.0%	50.0%
1998	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1998	LDGT	40	9	31	22.5%	77.5%	10	0	10	0.0%	100.0%	8	1	7	12.5%	87.5%
1998	LDGV	51	7	44	13.7%	86.3%	4	0	4	0.0%	100.0%	12	0	12	0.0%	100.0%
1999	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	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	36	3	33	8.3%	91.7%	3	0	3	0.0%	100.0%	7	2	5	28.6%	71.4%
1999	LDGV	60	5	55	8.3%	91.7%	7	0	7	0.0%	100.0%	5	0	5	0.0%	100.0%
2000	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	2	1	1	50.0%	50.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	61	4	57	6.6%	93.4%	2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%
2000	LDGV	100	13	87	13.0%	87.0%	6	0	6	0.0%	100.0%	13	3	10	23.1%	76.9%
2001	HDGT	0	0	0	-	-	4	0	4	0.0%	100.0%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2001	LDGT	44	3	41	6.8%	93.2%	8	0	8	0.0%	100.0%	4	0	4	0.0%	100.0%
2001	LDGV	71	11	60	15.5%	84.5%	2	0	2	0.0%	100.0%	9	3	6	33.3%	66.7%
2002	HDGT	0	0	0	-	-	4	0	4	0.0%	100.0%	1	1	0	100.0%	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	59	6	53	10.2%	89.8%	6	0	6	0.0%	100.0%	12	1	11	8.3%	91.7%
2002	LDGV	55	4	51	7.3%	92.7%	2	0	2	0.0%	100.0%	10	2	8	20.0%	80.0%

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Model Yr	Veh Type	Smoke First Retest Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate	Liquid Leak First Retest Insp	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insp	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
2003	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	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	44	7	37	15.9%	84.1%	4	0	4	0.0%	100.0%	9	1	8	11.1%	88.9%
2003	LDGV	44	5	39	11.4%	88.6%	2	0	2	0.0%	100.0%	7	0	7	0.0%	100.0%
2004	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	52	5	47	9.6%	90.4%	7	0	7	0.0%	100.0%	8	0	8	0.0%	100.0%
2004	LDGV	44	2	42	4.5%	95.5%	1	0	1	0.0%	100.0%	8	0	8	0.0%	100.0%
2005	HDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	0	0	0	-	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGT	31	2	29	6.5%	93.5%	3	0	3	0.0%	100.0%	5	1	4	20.0%	80.0%
2005	LDGV	34	2	32	5.9%	94.1%	3	0	3	0.0%	100.0%	13	1	12	7.7%	92.3%
2006	HDGT	0	0	0	-	-	0	0	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	-	-	0	0	0	-	-
2006	LDGT	25	2	23	8.0%	92.0%	3	0	3	0.0%	100.0%	6	1	5	16.7%	83.3%
2006	LDGV	51	6	45	11.8%	88.2%	1	0	1	0.0%	100.0%	8	0	8	0.0%	100.0%
2007	HDGT	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	10	1	9	10.0%	90.0%	1	0	1	0.0%	100.0%	2	1	1	50.0%	50.0%
2007	LDGV	36	3	33	8.3%	91.7%	5	0	5	0.0%	100.0%	7	0	7	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	4	1	3	25.0%	75.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2008	LDGV	13	1	12	7.7%	92.3%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2009	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	LDGT	8	0	8	0.0%	100.0%	1	0	1	0.0%	100.0%	2	1	1	50.0%	50.0%
2009	LDGV	7	1	6	14.3%	85.7%	0	0	0	-	-	4	2	2	50.0%	50.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
2010	HDGT	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	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2010	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2011	HDGT	0	0	0	-	-	1	0	1	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	-	-	1	0	1	0.0%	100.0%
2011	LDGV	2	0	2	0.0%	100.0%	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	-	-	1	0	1	0.0%	100.0%
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	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2013	LDGV	0	0	0	-	-	0	0	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	-	-
2015	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		1,128	124	1,004	11.0%	89.0%	144	0	144	0.0%	100.0%	211	26	185	12.3%	87.7%

APPENDIX II

**INSPECTION
FACILITY
EQUIPMENT AUDIT
REPORT**

**New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Station
Year 2014**

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	0	0%	2	100%
Bakers Basin	57	2	4%	55	96%
Cape May	10	1	10%	9	90%
Cherry Hill	77	8	10%	69	90%
Deptford	48	2	4%	46	96%
Eatontown	73	3	4%	70	96%
Flemington	42	1	2%	41	98%
Freehold	73	1	1%	72	99%
Kilmer	61	8	13%	53	87%
Lakewood	76	1	1%	75	99%
Lodi	59	9	15%	50	85%
Manahawkin	37	3	8%	34	92%
Mays Landing	40	1	3%	39	98%
Millville	24	2	8%	22	92%
Newark	63	9	14%	54	86%
Newton	30	1	3%	29	97%
Paramus	63	10	16%	53	84%
Plainfield	34	2	6%	32	94%
Rahway	72	7	10%	65	90%
Randolph	77	8	10%	69	90%
Salem	12	2	17%	10	83%
Secaucus	44	2	5%	42	95%
South Brunswick	79	5	6%	74	94%
Southampton	51	3	6%	48	94%
Washington	12	3	25%	9	75%
Wayne	101	5	5%	96	95%
Westfield Specialty	2	1	50%	1	50%
Winslow	40	5	13%	35	88%
Winslow Specialty	2	0	0%	2	100%
Totals	1,361	105	8%	1,256	92%

Table II-1

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2014

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%	2	100%
Bakers Basin	57	1	11	1	9%	10	91%
		2	11		0%	11	100%
		3	11	1	9%	10	91%
		4	12		0%	12	100%
		5	12		0%	12	100%
		6	0		#DIV/0!	0	#DIV/0!
Cape May	10	1	10	1	10%	9	90%
Cherry Hill	77	1	11	3	27%	8	73%
		2	12	1	8%	11	92%
		3	12	2	17%	10	83%
		4	12		0%	12	100%
		5	12	1	8%	11	92%
		6	12	1	8%	11	92%
		Reinspection	6		0%	6	100%
Deptford	48	1	12		0%	12	100%
		2	12	2	17%	10	83%
		3	12		0%	12	100%
		4	12		0%	12	100%
Eatontown	73	1	12	1	8%	11	92%
		2	12		0%	12	100%
		3	12		0%	12	100%
		4	12		0%	12	100%
		5	11	1	9%	10	91%
		6	10	1	10%	9	90%
		Reinspection	4		0%	4	100%
Flemington	42	1	12	1	8%	11	92%
		2	12		0%	12	100%
		3	12		0%	12	100%
		Reinspection	6		0%	6	100%
Freehold	73	1	12		0%	12	100%
		2	11	1	9%	10	91%
		3	12		0%	12	100%
		4	12		0%	12	100%
		5	11		0%	11	100%
		6	11		0%	11	100%
		Reinspection	4		0%	4	100%
Kilmer	61	1	11	2	18%	9	82%
		2	11	1	9%	10	91%
		3	10		0%	10	100%
		4	10		0%	10	100%
		5	10	1	10%	9	90%
		6	9	4	44%	5	56%
Lakewood	76	1	11		0%	11	100%
		2	12		0%	12	100%
		3	11	1	9%	10	91%
		4	12		0%	12	100%
		5	12		0%	12	100%
		6	12		0%	12	100%
		Reinspection	6		0%	6	100%

Table II-2
(Page 1 of 3)

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2014

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Lodi	59	1	12	5	42%	7	58%
		2	12	2	17%	10	83%
		3	12		0%	12	100%
		4	12	2	17%	10	83%
		5	11		0%	11	100%
Manahawkin	37	1	11	1	9%	10	91%
		2	11	2	18%	9	82%
		3	11		0%	11	100%
		Reinspection	4		0%	4	100%
Mays Landing	40	1	10		0%	10	100%
		2	10		0%	10	100%
		3	9	1	11%	8	89%
		4	10		0%	10	100%
		Reinspection	1		0%	1	100%
Millville	24	1	12	2	17%	10	83%
		2	12		0%	12	100%
Newark	63	1	12	3	25%	9	75%
		2	12	1	8%	11	92%
		3	12	1	8%	11	92%
		4	12	2	17%	10	83%
		5	12	2	17%	10	83%
		Reinspection	3		0%	3	100%
Newton	30	1	12	1	8%	11	92%
		2	12		0%	12	100%
		Reinspection	6		0%	6	100%
Paramus	63	1	12	5	42%	7	58%
		2	12	1	8%	11	92%
		3	12	2	17%	10	83%
		4	12		0%	12	100%
		5	12	2	17%	10	83%
		Reinspection	3		0%	3	100%
Plainfield	34	1	11	1	9%	10	91%
		2	11		0%	11	100%
		3	12	1	8%	11	92%
Rahway	72	1	12	3	25%	9	75%
		2	12		0%	12	100%
		3	12	2	17%	10	83%
		4	12	2	17%	10	83%
		5	12		0%	12	100%
		6	12		0%	12	100%
Randolph	77	1	12	1	8%	11	92%
		2	12	1	8%	11	92%
		3	12	3	25%	9	75%
		4	12	1	8%	11	92%
		5	12	1	8%	11	92%
		6	12	1	8%	11	92%
		Reinspection	5		0%	5	100%

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2014

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Salem	12	1	12	2	17%	10	83%
Secaucus	44	1	11	1	9%	10	91%
		2	11	1	9%	10	91%
		3	11		0%	11	100%
		4	11		0%	11	100%
South Brunswick	79	1	12	1	8%	11	92%
		2	12	2	17%	10	83%
		3	12	1	8%	11	92%
		4	12		0%	12	100%
		5	12		0%	12	100%
		6	12		0%	12	100%
		Reinspection	7	1	14%	6	86%
Southampton	51	1	12	2	17%	10	83%
		2	12		0%	12	100%
		3	12	1	8%	11	92%
		4	12		0%	12	100%
		Reinspection	3		0%	3	100%
Washington	12	1	12	3	25%	9	75%
Wayne	101	1	12	1	8%	11	92%
		2	12		0%	12	100%
		3	12		0%	12	100%
		4	12		0%	12	100%
		5	12		0%	12	100%
		6	12	1	8%	11	92%
		7	12	1	8%	11	92%
		8	12	2	17%	10	83%
		Reinspection	5		0%	5	100%
Westfield Specialty	2	1	2	1	50%	1	50%
Winslow	40	1	12	4	33%	8	67%
		2	12		0%	12	100%
		3	12	1	8%	11	92%
		Reinspection	4		0%	4	100%
Winslow Specialty	2	1	2		0%	2	100%
Totals	1361	130	1361	105	8%	1256	92%

New Jersey Enhanced Inspection and Maintenance Program
PIF Equipment Audit Statistics
Year 2014

PIF Bench and OBD Combination Workstation Audit Summary	2013			2014		
	#	%		#	%	
# of PIFs	1,136	N/A		1,126	N/A	
# of Full year active PIFs requiring 2 annual bench audits *	763	67.2%		756	67.1%	
# of Full year active PIFs receiving Bench and OBD Combination Workstation audits	747	97.9%		724	95.8%	
# of Full year active PIFs receiving two or more Bench and OBD Combination Workstation audits	503	65.9%		471	62.3%	
Bench and OBD Combination Workstation Audits						
Total	1,765	N/A		1,423	N/A	
Initial	1,430	81.0%		1,212	85.2%	
Initial Failure Rate	629	44.0%		433	35.7%	
Second or Subsequent	336	19.0%		211	14.8%	
Retest Failure Rate	95	28.3%		42	19.9%	
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	509	68.1%	44.8%	372	51.4%	33.0%
Failed equipment	507	67.9%	44.6%	372	51.4%	33.0%
No current program equipment	2	0.3%	0.2%	0	0.0%	0.0%
PIF OBD-only Workstation Audit Summary	2013			2014		
	#	%		#	%	
# of PIFs	1,136	N/A		1,126	N/A	
# of Full year active PIFs with OBD-only workstation	296	26.1%		294	26.1%	
# of Full year active PIFs receiving OBD- only workstation audits	151	51.0%		132	44.9%	
# of Full year active PIFs receiving two or more OBD-only workstation audits	76	25.7%		74	25.2%	
OBD-only Workstation Audits						
Total	245	N/A		145	N/A	
Initial	244	99.6%		137	94.5%	
Initial Failure Rate	3	1%		3	2%	
Second or Subsequent	1	0.4%		8	5.5%	
Retest Failure Rate	0	0%		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	3	2.0%	1.0%	3	2.3%	1.0%
Failed equipment	2	1.3%	0.7%	2	1.5%	0.7%
No current program equipment	1	0.7%	0.3%	1	0.8%	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 2014**

2014	Agency	Number Surveyed	Number Delinquent	Delinquent Length				Delinquent Vehicle Type			Compliance Rate
				No Sticker	1-30 Days	31-89 Days	90+ Days	Cars	Trucks	Commercial	
January	NJDEP	3,648	138	15	21	31	71	128	9	1	96.2%
Febuary	NJDEP	3,665	150	15	20	20	95	132	17	1	95.9%
March	NJDEP	3,621	157	12	32	32	81	143	11	3	95.7%
April	NJDEP	3,735	132	21	23	20	68	115	13	4	96.5%
May	NJDEP	4,121	162	18	24	39	81	143	13	6	96.1%
May	NJMVC	5,000	299	0	97	74	128	Not Reported			94.0%
June	NJDEP	4,839	166	38	20	30	78	146	16	4	96.6%
July	NJDEP	3,772	119	20	18	18	63	98	19	2	96.8%
August	NJDEP	3,671	112	18	16	21	57	105	6	1	96.9%
September	NJDEP	2,623	85	20	10	17	38	78	6	1	96.8%
October	NJDEP	3,304	94	21	18	13	42	82	12	0	97.2%
November	NJDEP	2,524	104	15	14	16	59	96	7	1	95.9%
December	NJDEP	2,031	72	12	15	16	29	69	0	3	96.5%
December	NJMVC	5,000	439	0	93	118	228	Not Reported			91.2%
Totals		51,554	2,229	225	421	465	1,118	1,335	129	27	95.7%

Table III-1

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2014**

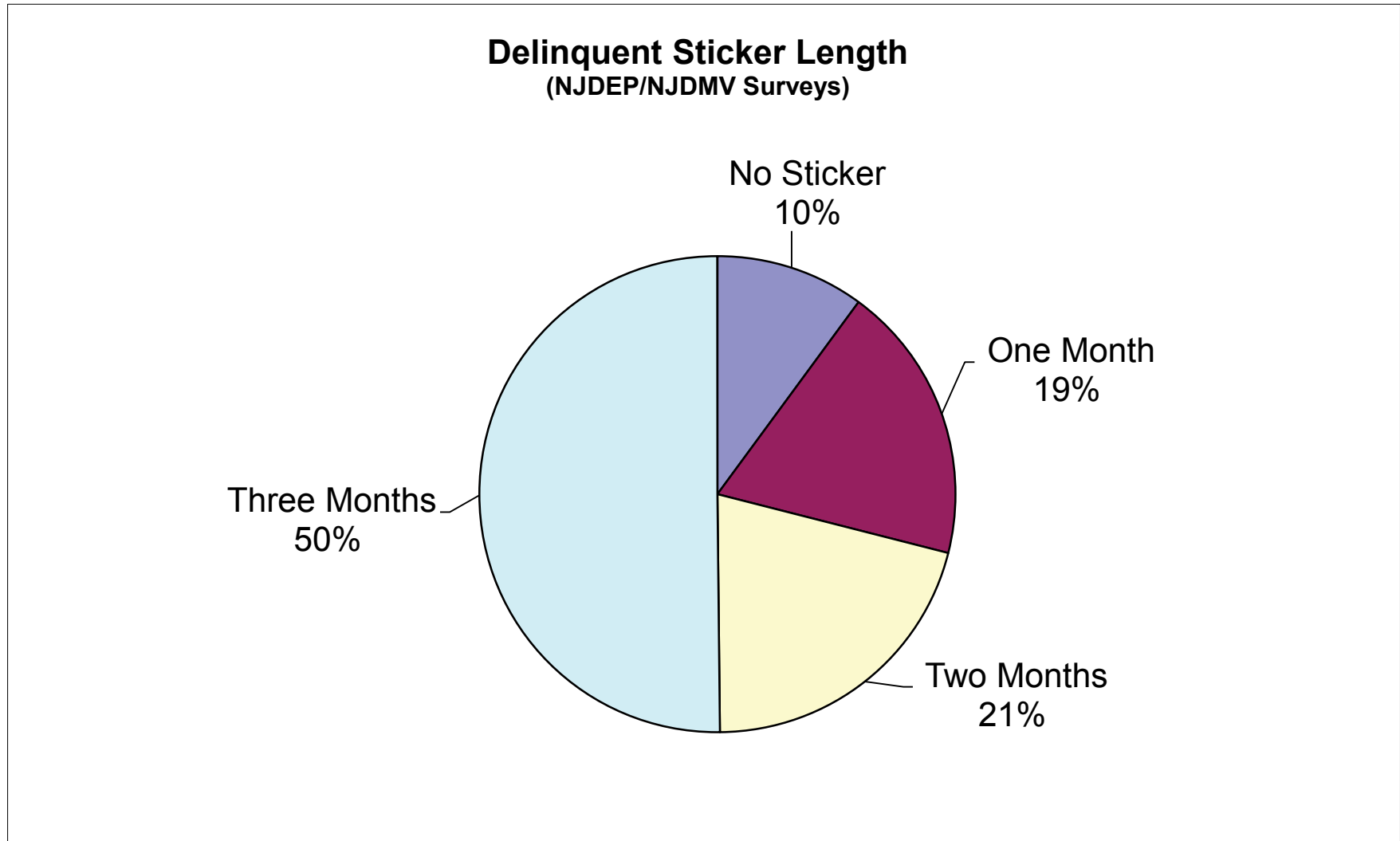


Figure III-1

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2014**

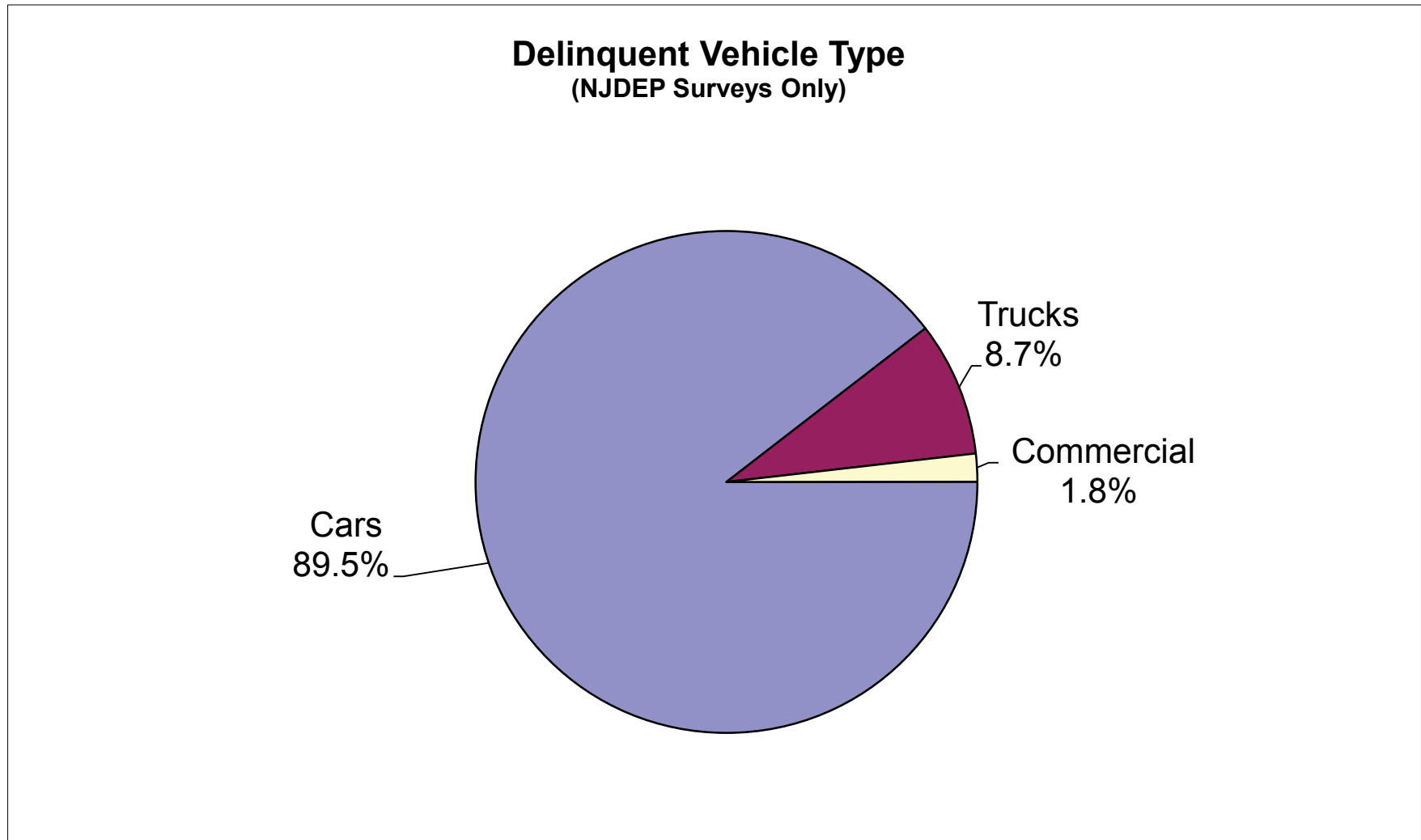


Figure III-2

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/Readiness Exclusion Process And OBD Exclusion List

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. The current exclusion table for OBD is found below, and can also be found on our website at http://www.state.nj.us/dep/bmvim//bmvim_gas.htm, under the link "OBD testing exceptions".

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 82 individual year/make/model combinations that have been excluded from the continuous monitor readiness portion of the OBD test. There are a total of 166 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.

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass 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
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

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass Allowed
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
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

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass Allowed
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
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

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass Allowed
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
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
2013	RAM	1500	*	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.

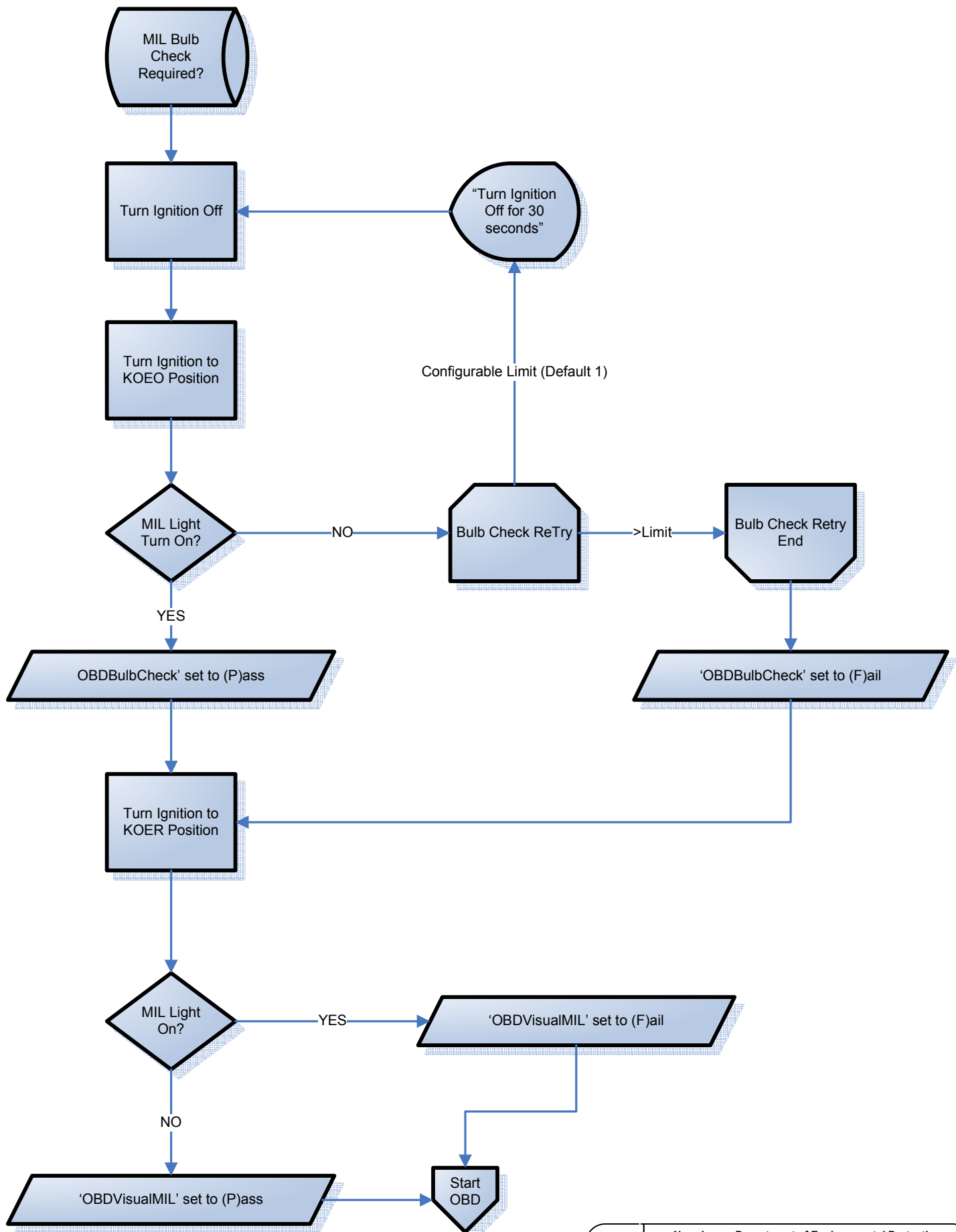
Vehicles were required to store the VIN number of the vehicle in the PCM starting in model year 2005, and some vehicle manufacturers started populating this data element early. As such, in the upgraded system electronic VIN information is recorded starting in model year 1998. Even if the electronic VIN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

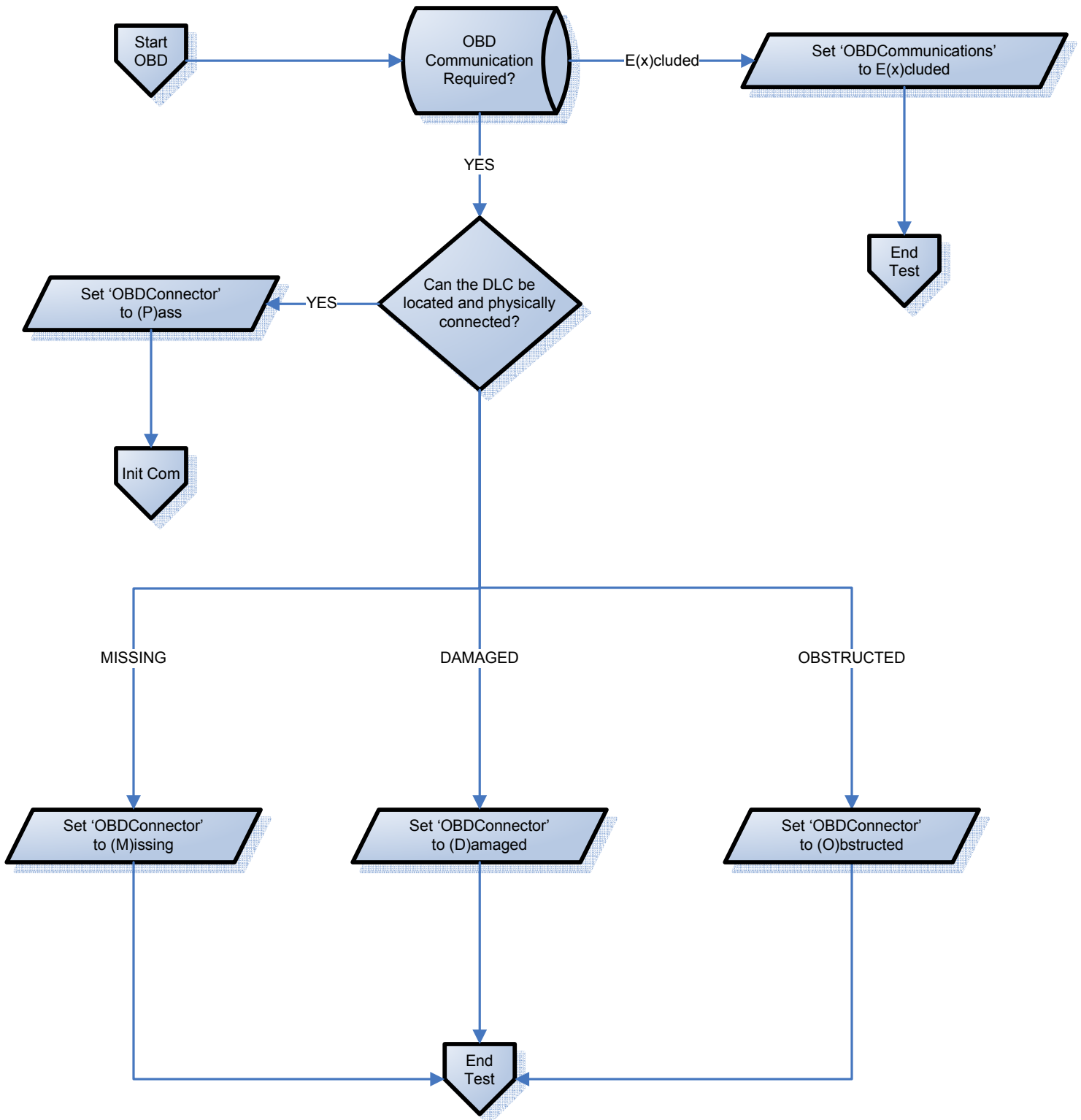
In the upgraded system, two additional vehicle identifiers have been added to the required data elements. These are the Calibration Identification Number (Calid) and Calibration Verification Number (CVN). These elements are not only useful for vehicle identification purposes but can also be used to identify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

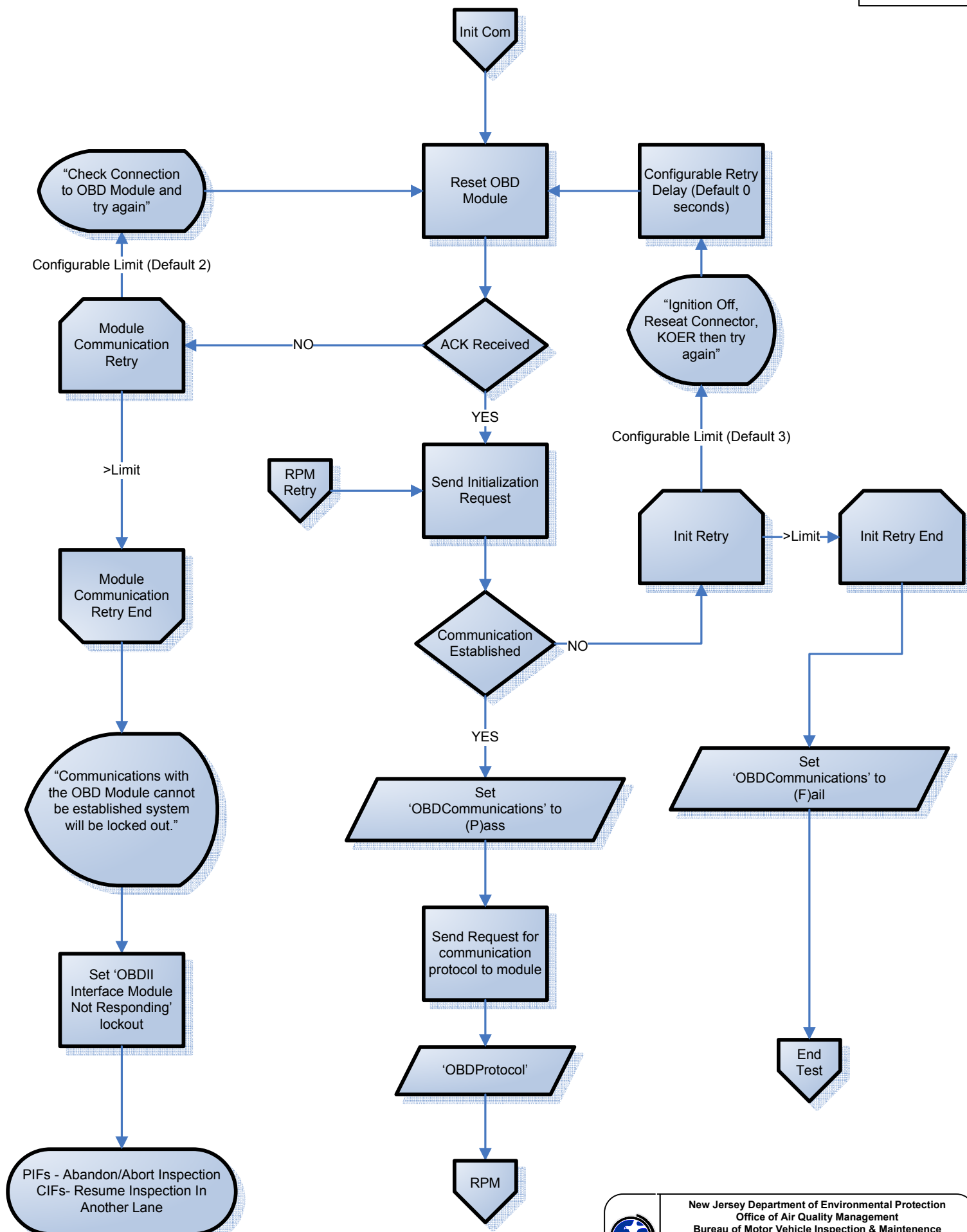
The additional data captured during the OBD test that is used for flagging stations that may be routinely exploiting known weaknesses in OBD testing methodology is: distance traveled with the MIL on, vehicle warm up cycles since the last time DTC information cleared from the PCM, distance travelled with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

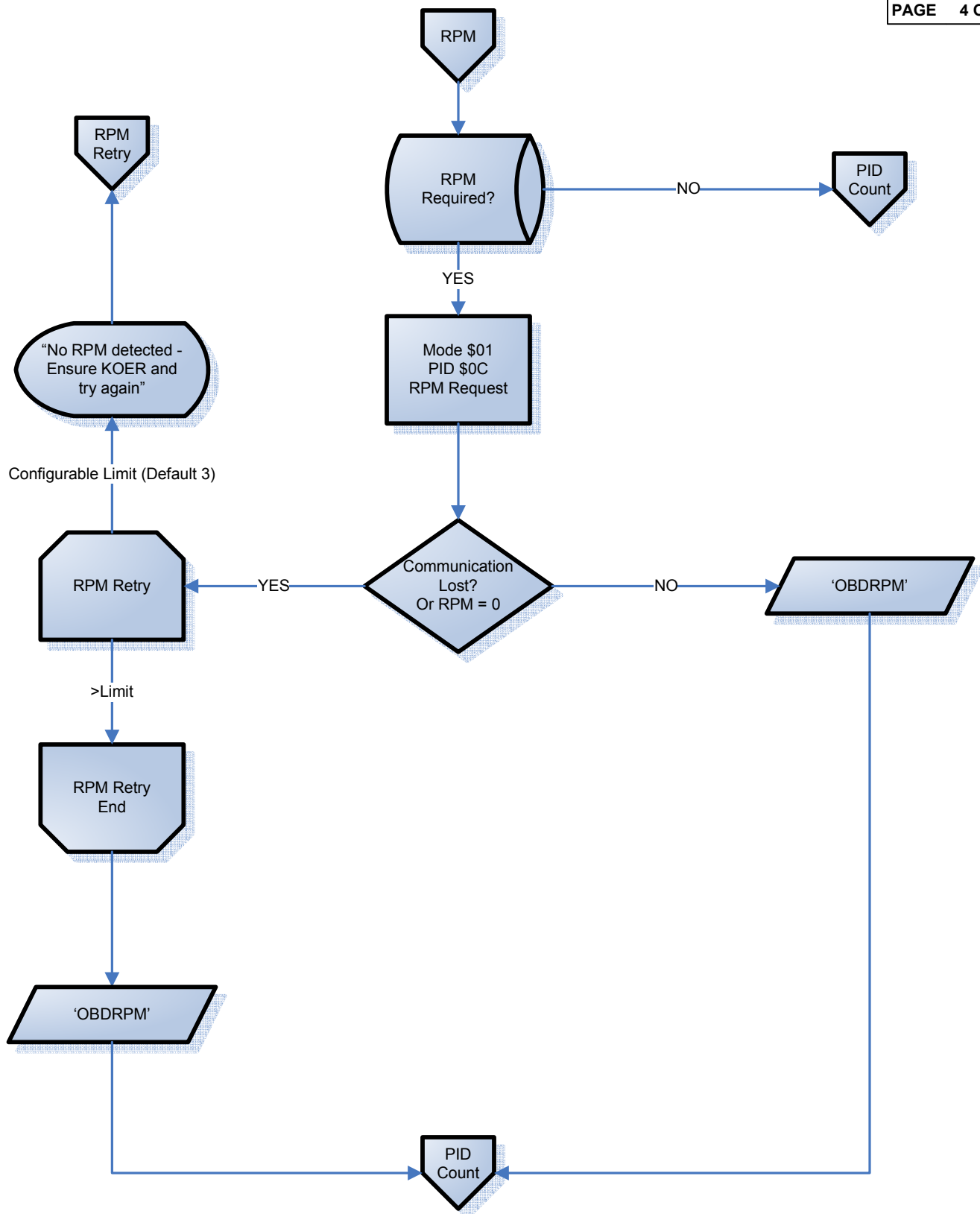
Each one of these parameters is configured in a reference table as to which model years they apply, and for what fuel types. For instance, PID 20 and PID 40 information is requested for gasoline vehicles starting with the 2000 model year.

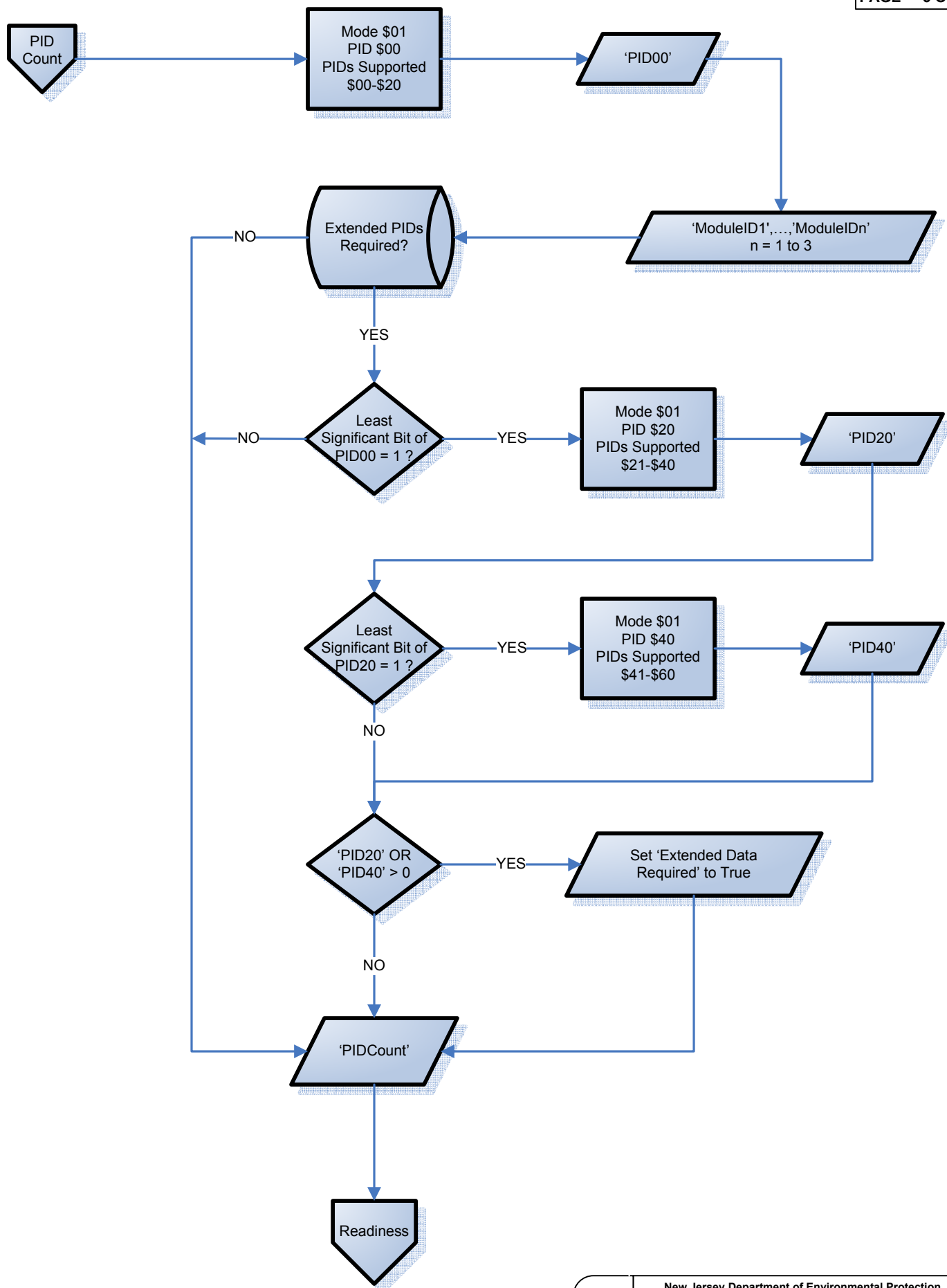
If the vehicle passes its visual MIL inspections, successfully communicates with the analyzer, the analyzer indicates that the motor vehicle is deemed “ready”, and the OBD system is not indicating any malfunctions of the motor vehicle (MIL is commanded off), then the motor vehicle has passed the OBD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

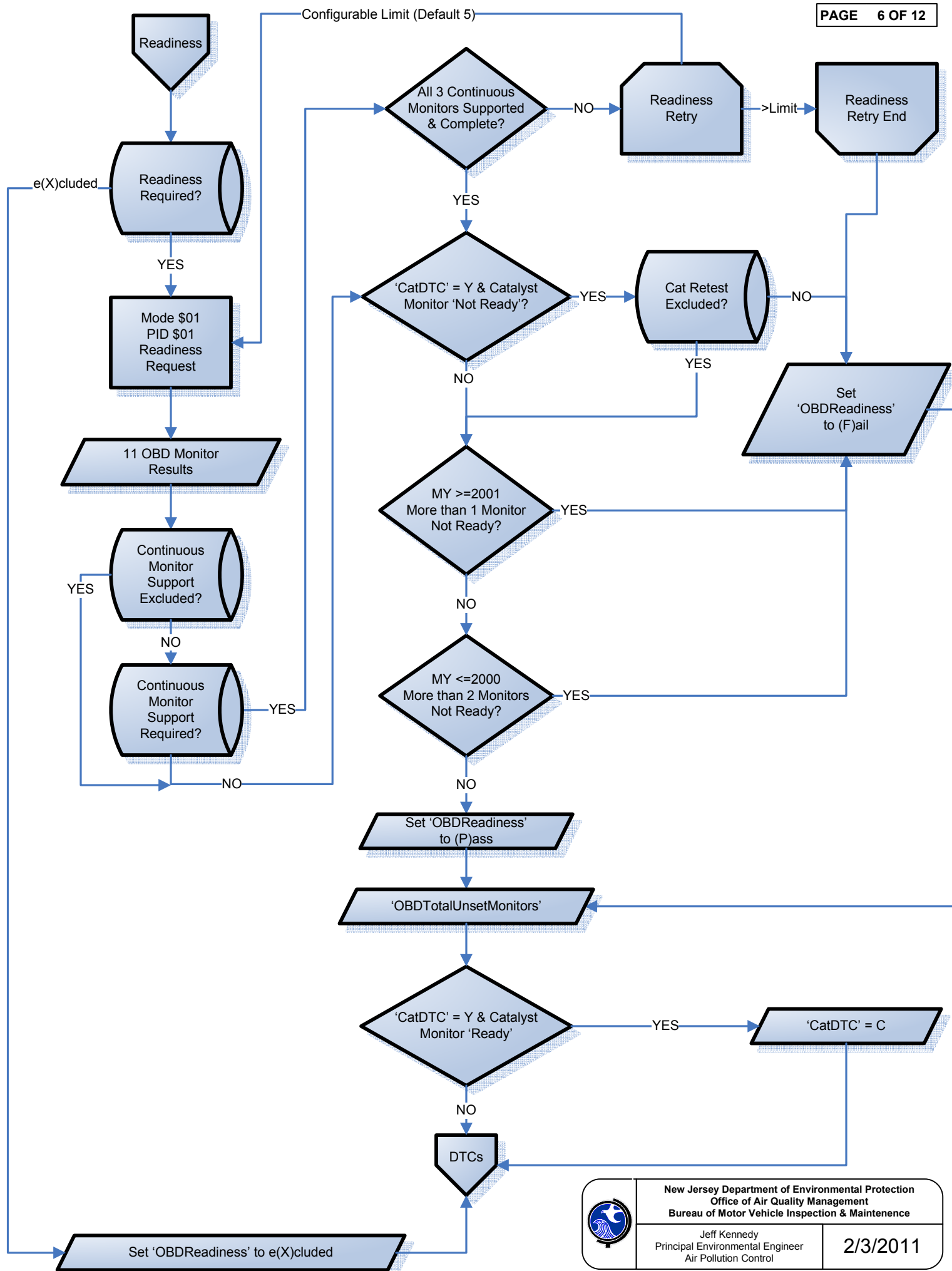


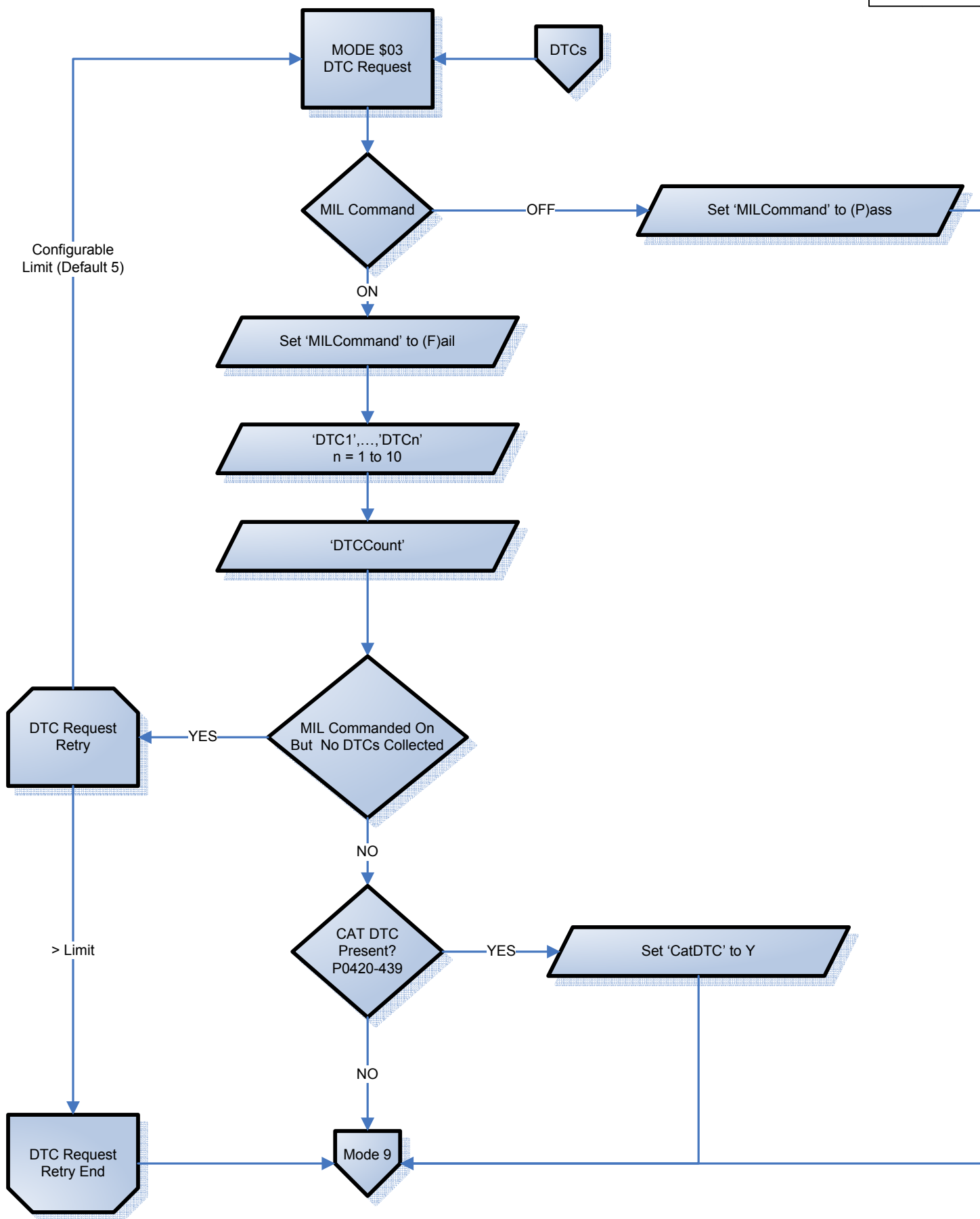


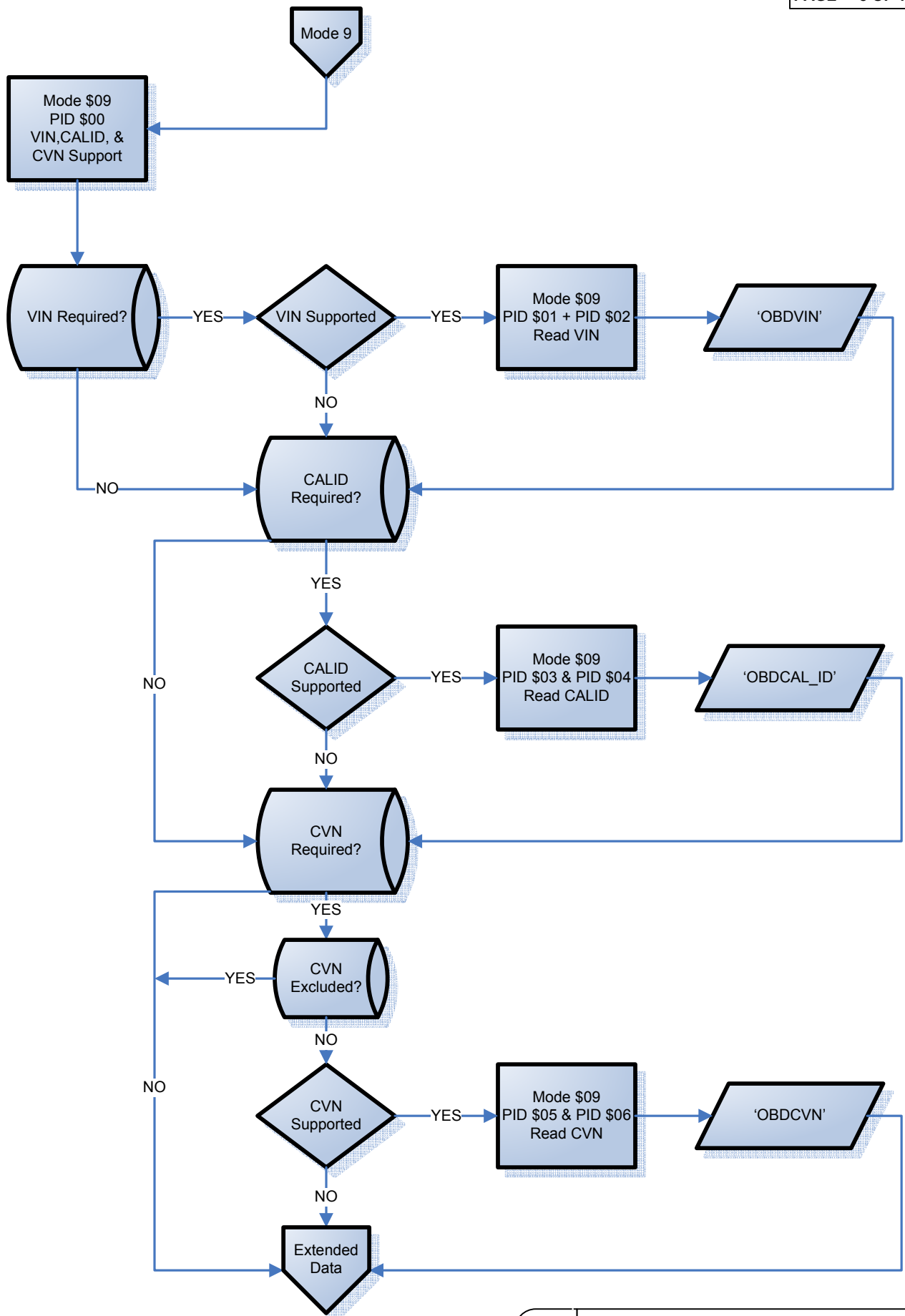


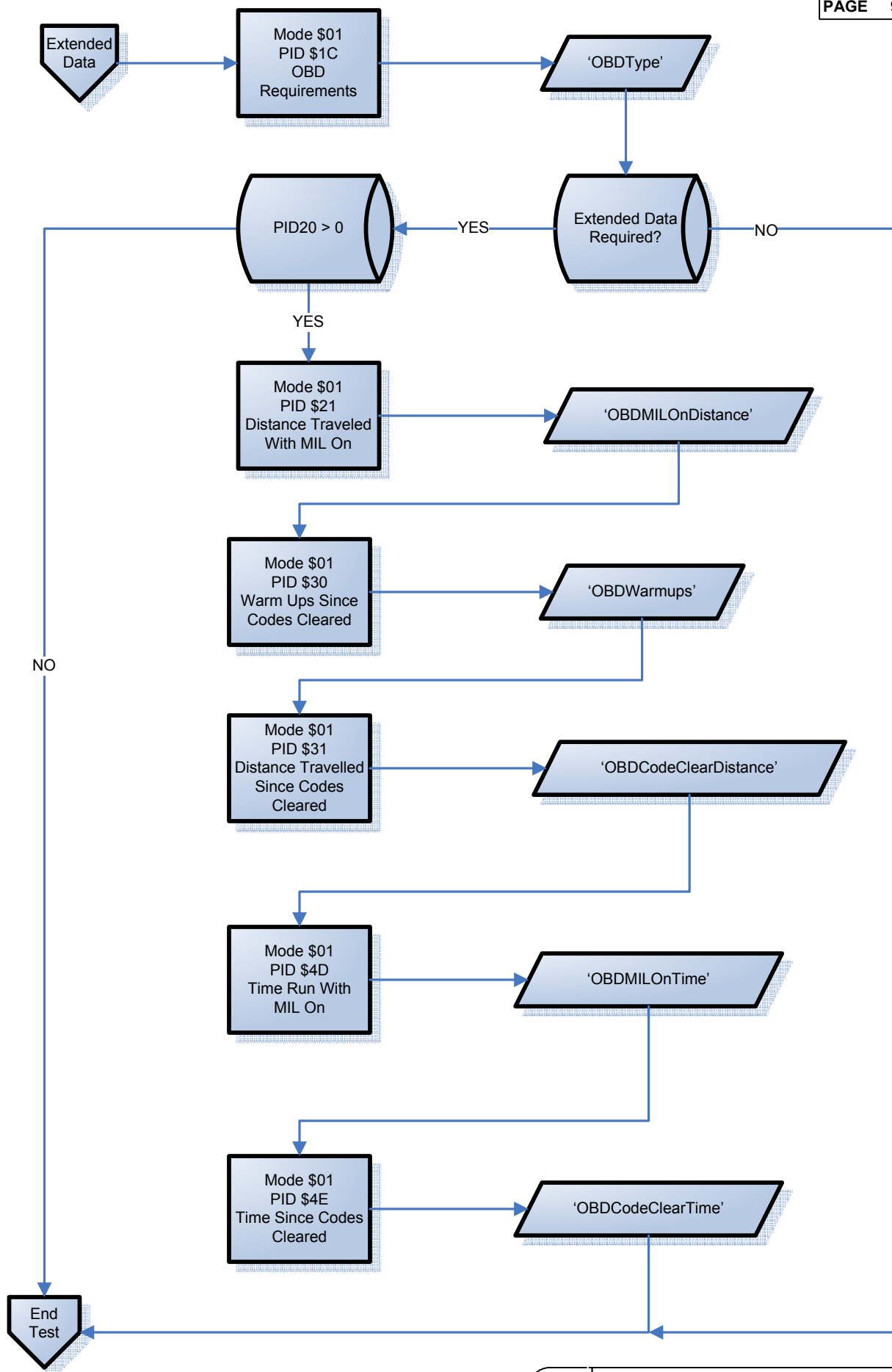


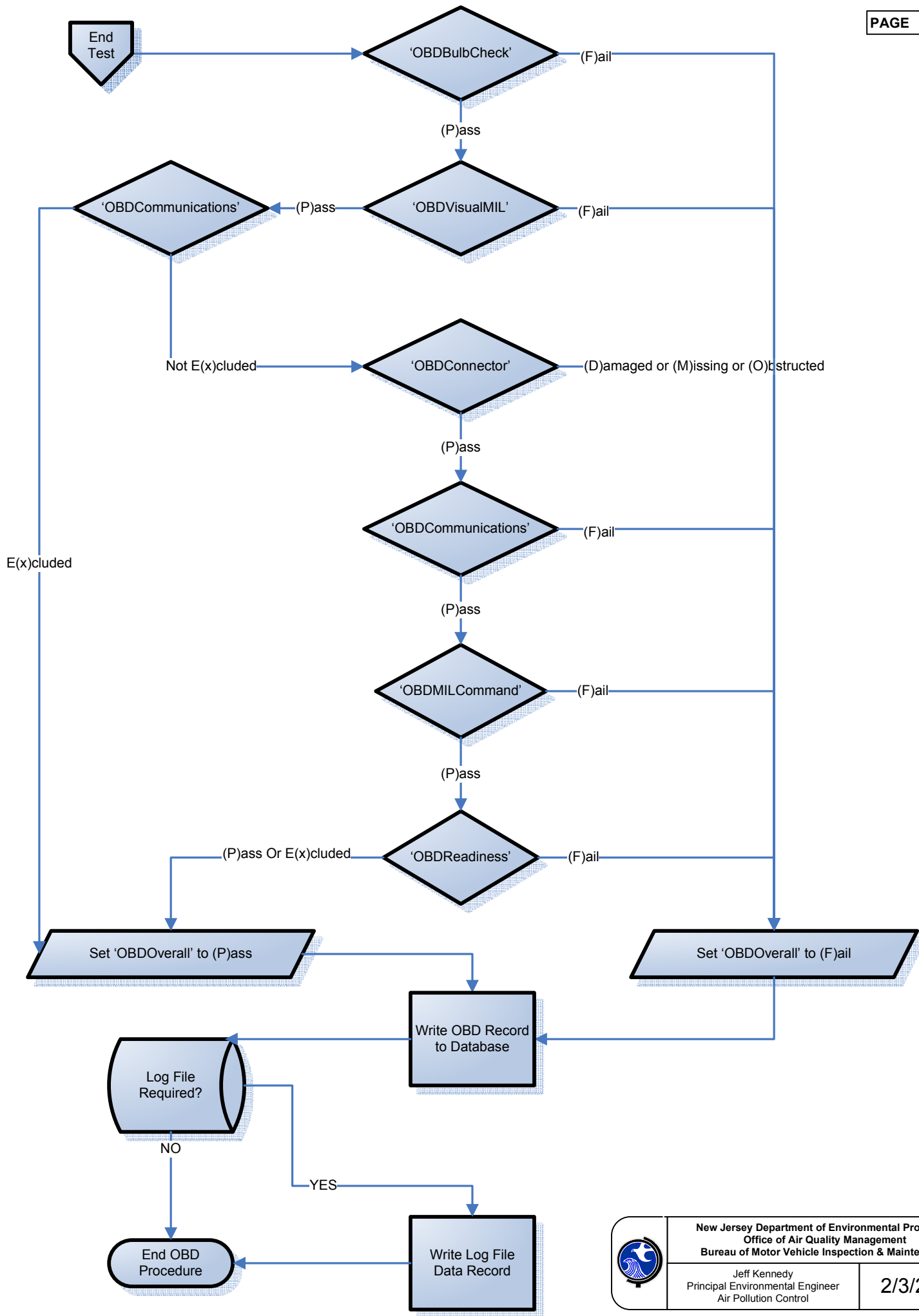


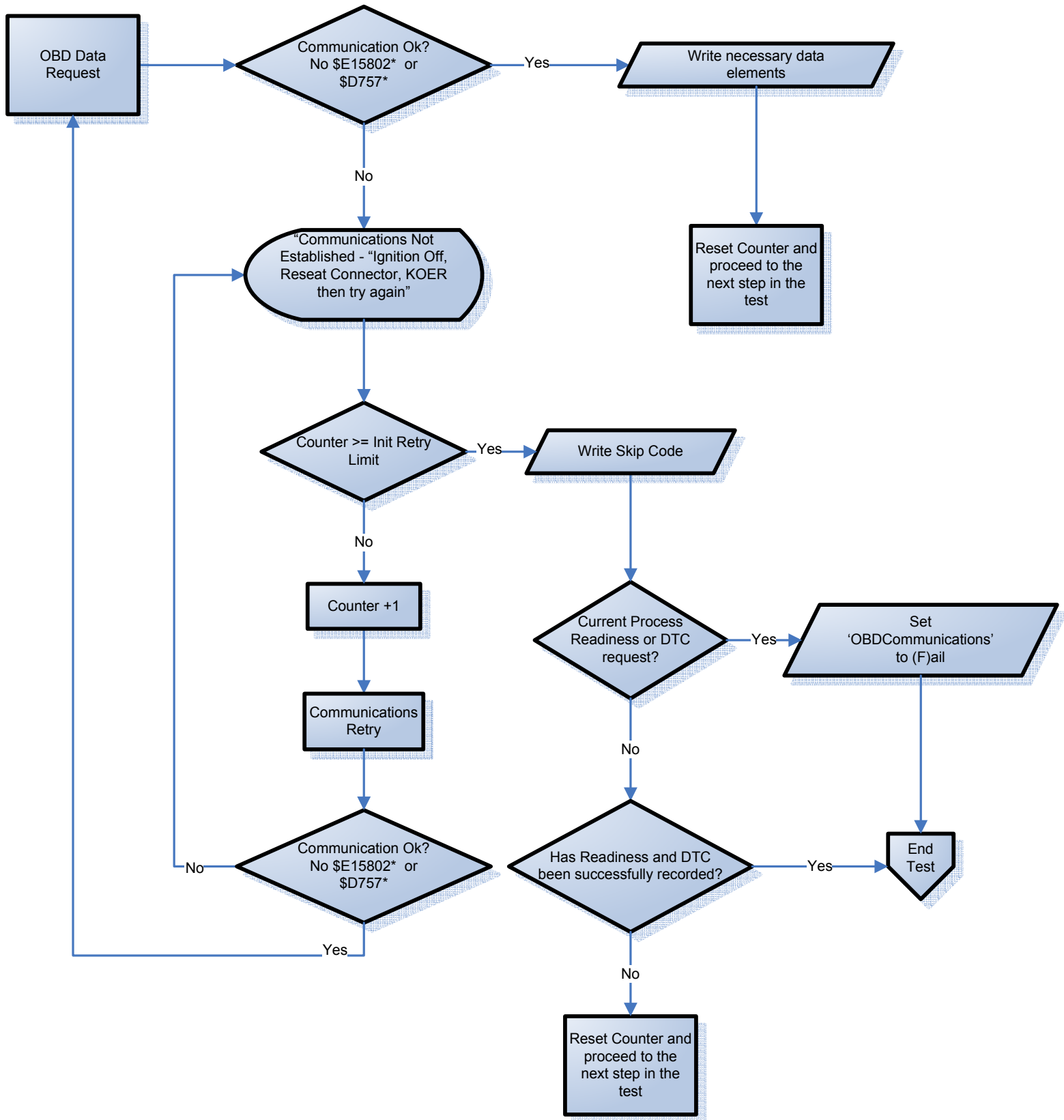


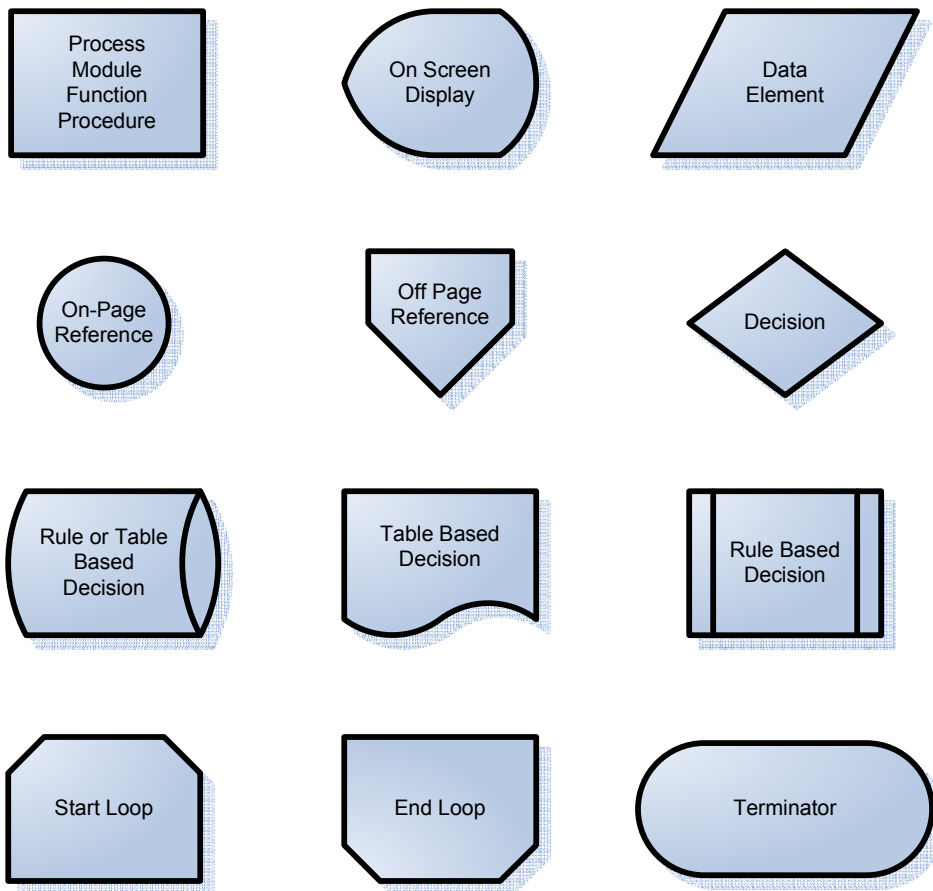












APPENDIX VII

Program Structure

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).

Emission-Related Test Types Performed in New Jersey

There were three types of primary emission-related tests performed in New Jersey in the year 2014. 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.

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. Beginning with the year 2013 Annual Report, the entire inspection record with invalid data was excluded. In 2014, there were 2,709 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. Beginning with the year 2013 Annual Report, inspections for vehicles that fail because the emissions test could not be performed were excluded. In 2014, there were 12,517 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 0.72% (15,226/2,103,270) of the total initial 2014 inspection volume.

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.

There have been two major changes over the life of the I/M program that affect ongoing annual inspection volumes. The first was when 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 was a "sawtooth" effect whenever the program's statistical data was graphically presented by model year, with significantly higher inspection volumes for odd model year vehicles in odd calendar years and vice versa for even calendar years.

The second occurred in the latter half of 2010 when the new vehicle inspection exemption was increased from four years to five years. We are still determining the effect of the second change, but it appears that the sawtooth pattern becomes inverted starting in model year 2007, as seen in both the 2013 Annual Report and now this year 2014 Annual Report (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 127 inspection lanes/consoles, of which 112 are full inspection lanes and 15 are re-inspection consoles (see Table VII-1). This is three less lanes than reported in the 2013 Annual Report, as the re-inspection console at the Lodi station was closed on August 20, 2013, and beginning on August 1, 2013, two lanes in Secaucus were closed in order to house fire company equipment pending construction of a new fire station.

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 VII-1: New Jersey's Centralized Inspection Facilities

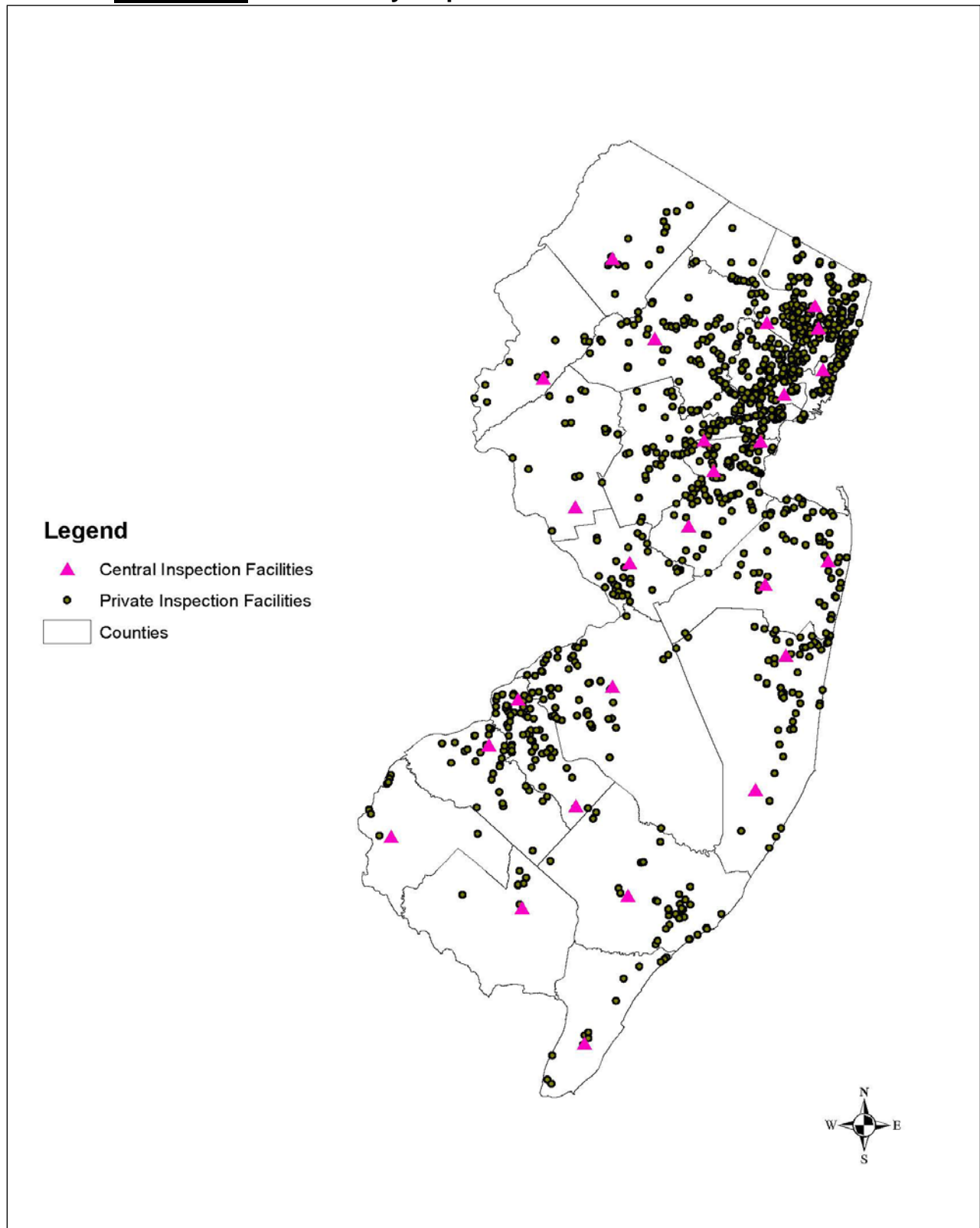
Centralized Inspection Facility	# of Lanes/Consoles
Baker's Basin	6
Cape May	1
Cherry Hill*	7
Deptford	4
Eatontown*	7
Flemington*	4
Freehold*	7
Kilmer	6
Lakewood*	7
Lodi	5
Manahawkin*	4
Mays Landing*	5
Millville	2
Newark*	6
Newton*	3
Paramus*	6
Plainfield	3
Rahway	6
Randolph*	7
Salem	1
Secaucus	4
South Brunswick*	7
Southampton*	5
Washington	1
Wayne*	9
Winslow*	4
Total	127

* Has one re-inspection console.

In 2014, there were 1,126 PIFs that performed at least one inspection during the entire year; of these, 75 PIFs only performed inspections for a portion of the year (at least three months with no inspections).

Figure VII-1 shows the locations of the CIFs and PIFs in New Jersey in the year 2014.

Figure VII-1: New Jersey Inspection and Maintenance Facilities



New Jersey has 1,294 registered Emission Repair Facilities (ERFs) that were able to 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.

APPENDIX VIII

USEPA's Annual Reporting Requirements - Reference Checklist

Cross Reference EPA Reporting Requirements and 2014 Annual Report Section

Reporting Requirement	2014 Annual Report Section
(a.) Test Data Report	
(1) The number of vehicles tested by model year and vehicle type;	Table 1; Appendix I - Part D
(2) By model year and vehicle type, the number and percentage of vehicles:	
(i) Failing the emissions test initially, per test type;	Table 3; Appendix I - Part E
(ii) Failing the first retest per test type;	Table 8; Appendix I - Parts G and J
(iii) Passing the first retest per test type;	Table 8; Appendix I - Parts G and J
(iv) Initially failed vehicles passing the second or subsequent retest per test type;	Table 9; Appendix I - Part H
(v) Initially failed vehicles receiving a waiver;	n/a; noted on Page 13, Section II.F.
(vi) vehicles with no known final outcome (regardless of reason);	Table 10; Table 11; Appendix I - Part I
(vii) - (x) [Reserved]	n/a
(xi) Passing the on-board diagnostic check;	Table 3; Table 5; Appendix I - Part F, Table F-1
(xii) Failing the on-board diagnostic check;	Table 3; Table 5; Appendix I - Part F, Table F-1
(xiii) Failing the on-board diagnostic check and passing the tailpipe test (if applicable);	Table 4; Appendix I - Part F, Table F-6
(xiv) Failing the on-board diagnostic check and failing the tailpipe test (if applicable);	Table 4; Appendix I - Part F, Table F-6
(xv) Passing the on-board diagnostic check and failing the I/M gas cap evaporative system test (if applicable);	Appendix I - Part F, Table F-3
(xvi) Failing the on-board diagnostic check and passing the I/M gas cap evaporative system test (if applicable);	Appendix I - Part F, Table F-3
(xvii) Passing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);	Appendix I - Part F, Table F-3
(xviii) Failing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);	Appendix I - Part F, Table F-3
(xix) MIL is commanded on and no codes are stored;	Table 6; Appendix I - Part F, Table F-4
(xx) MIL is not commanded on and codes are stored;	Table 6; Appendix I - Part F, Table F-4
(xxi) MIL is commanded on and codes are stored;	Table 6; Appendix I - Part F, Table F-4
(xxii) MIL is not commanded on and codes are not stored;	Table 6; Appendix I - Part F, Table F-4
(xxiii) Readiness status indicates that the evaluation is not complete for any module supported by on-board diagnostic systems;	Page 8, Section II.C.; Appendix I - Part F, Table F-5
(3) The initial test volume by model year and test station(<i>Type</i>);	Appendix I - Part B
(4) The initial test failure rate by model year and test station(<i>Type</i>);	Appendix I - Part B
(5) The average increase or decrease in tailpipe emission levels for HC, CO, and NOx (if applicable) after repairs by model year and vehicle type for vehicles receiving a mass emissions	n/a
(b.) Quality Assurance Report	
(1) The number of inspection stations and lanes:	
(i) Operating throughout the year; and	Appendix VII, Test Frequency and Network Design
(ii) Operating for only part of the year;	Appendix VII, Test Frequency and Network Design
(2) The number of inspection stations and lanes operating throughout the year:	
(i) Receiving overt performance audits in the year;	Page 17, Section III.A.; Table 13

Cross Reference EPA Reporting Requirements and 2014 Annual Report Section

Reporting Requirement	2014 Annual Report Section
(ii) Not receiving overt performance audits in the year;	Page 17, Section III.A.; Table 13
(iii) Receiving covert performance audits in the year;	Page 18, Section III.B.; Table 14
(iv) Not receiving covert performance audits in the year; and	Page 18, Section III.B.; Table 14
(v) That have been shut down as a result of overt performance audits;	Table 13
(3) The number of covert audits:	
(i) Conducted with the vehicle set to fail per test type;	Table 14
Vehicle set to fail the emission test;	
Vehicle set to fail the component check;	
Vehicle set to fail the evaporative system checks;	
(ii) Conducted with the vehicle set to fail any combination of two or more of the above checks;	Table 14
(iii) Resulting in a false pass per test type; and	Table 14
Resulting in a false pass for emissions;	
Resulting in a false pass for component checks;	
Resulting in a false pass for the evaporative system check	
(viii) Resulting in a false pass for any combination of two or more of the above checks;	Table 14
(4) The number of licensed inspectors and stations:	Page 19, Section III.C.; Table 16
(i) That were suspended, fired, or otherwise prohibited from testing as a result of covert audits;	
(ii) That were suspended, fired, or otherwise prohibited from testing for other causes;	
(iii) That received fines;	
(5) The number of inspectors licensed or certified to conduct testing;	Page 19, Section III.C.
(6) The number of hearings:	Page 19, Section III.C.; Table 16
(i) Held to consider adverse actions against inspectors and stations; and	
(ii) Resulting in adverse actions against inspectors and stations;	
(7) The total amount collected in fines from inspectors and stations by type of violation;	Page 19, Section III.C.; Table 16
(8) The total number of covert vehicles available for undercover audits over the year; and	Page 18, Section III.B.
(9) The number of covert auditors available for undercover audits.	Page 18, Section III.B.
(c.) Quality Control Report	
(1) The number of emission testing sites and lanes in use in the program;	Appendix VII, Test Frequency and Network Design
(2) The number of equipment audits by station and lane;	Table 19; Appendix II
(3) The number and percentage of stations that have failed equipment audits; and	Page 21, Section IV; Tables 17 and 18
(4) Number and percentage of stations and lanes shut down as a result of equipment audits.	Page 21, Section IV; Tables 17 and 18
(d.) Enforcement Report	
(1) All Enforcement Programs:	
(i) An estimate of the number of vehicles subject to the inspection program, including the results of an analysis of the registration data base;	Page 25, Section V.B.
(ii) The percentage of motorist compliance based upon a comparison of the number of valid final tests with the number of subject vehicles	Page 25, Section V.A.
(iii) The total number of compliance documents issued to inspection stations;	Table 20

Cross Reference EPA Reporting Requirements and 2014 Annual Report Section

Reporting Requirement	2014 Annual Report Section
(iv) The number of missing compliance documents;	Table 20
(v) The number of time extensions and other exemptions granted to motorists; and	Table 20
(vi) The number of compliance surveys conducted, number of vehicles surveyed in each, and the compliance rates found.	Appendix III
(2) Registration Denial Programs:	
(i) A report of the program's efforts and actions to prevent motorists from falsely registering vehicles out of the program area or falsely changing fuel type or weight class on the vehicle registration, and the results of special studies to investigate the frequency of such activity; and	n/a
(ii) The number of registration file audits, number of registrations reviewed, and compliance rates found in such audits.	n/a
(3) Computer-Matching Programs:	n/a
(i) The number and percentage of subject vehicles that were tested by the initial deadline, and by other milestones in the cycle;	n/a
(ii) A report on the program's efforts to detect and enforce against motorists falsely changing vehicle classifications to circumvent program requirements, and the frequency of this type of activity; and	n/a
(iii) The number of enforcement system audits, and the error rate found during those audits.	n/a
(4) Sticker-Based Programs:	
(i) A report on the program's efforts to prevent, detect, and enforce against sticker theft and counterfeiting, and the frequency of this type of activity;	Page 25, Section V.B.
(ii) A report on the program's efforts to detect and enforce against motorists falsely changing vehicle classifications to circumvent program requirements, and the frequency of this type of activity; and	Page 25-26, Section V.B.
(iii) The number of parking lot sticker audits conducted, the number of vehicles surveyed in each, and the noncompliance rate found during those audits.	Appendix III
(e.) Additional Reporting Requirements	
(1) Any changes made in program design, funding, personnel levels, procedures, regulations, and legal authority, with detailed discussion and evaluation of the impact on the program of all such changes; and	Page 27, Section VI.A.
(2) Any weaknesses or problems identified in the program within the two-year reporting period, what steps have already been taken to correct those problems, the results of those steps, and any future efforts planned.	Page 27, Section VI.B.
Additional Information provided but not required	
OBD Components (Initial Pass/Fail)	Appendix I - Part F, Table F-2
Special OBD Enforcement Case - Update	Page 26, Section V.C.

APPENDIX IX

**New Jersey Department of
Law and Public Safety**

**Office of the Attorney General
Press Release - March 2, 2015**

**Owner and Two Employees of
Auto Inspection Shop
In Paterson Plead Guilty to
Using Data Simulators to
Falsify Emission Test 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:
March 2, 2015

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

**OWNER AND TWO EMPLOYEES OF AUTO INSPECTION SHOP IN PATERSON PLEAD
GUILTY TO USING DATA SIMULATORS TO FALSIFY EMISSION TEST RESULTS**
Indicted in investigation 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 pleaded guilty today to fraudulently using data simulators to generate false results for motor vehicle emissions inspections. The men 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.

Each of the following three defendants pleaded guilty today before Superior Court Judge Edward A. Jerejian in Bergen County to third-degree charges of tampering with public records and violating the Air Pollution Control Act :

- **Christopher Alcantara**, 29, of Paterson, owner of **Five Stars Auto Inspection**, which is located at 34 1st Avenue in Paterson;
- **Mariano Alcantara**, 52, of Clifton, (an uncle of Christopher Alcantara); and
- **Lewis Alcantara-Sosa**, 23, of Paterson, (cousin of Christopher and nephew of Mariano).

Under the plea agreements, the state will recommend that each man be sentenced to 364 days in the county jail and a minimum of three years of probation. The three men were indicted on Oct. 9, 2014, as 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.

Deputy Attorney General Debra Conrad took the guilty plea for the Division of Criminal Justice Specialized Crimes Bureau. Judge Jerejian scheduled sentencing for the three men for May 8.

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.

The state's investigation revealed that, on numerous occasions from Sept 2013 through January 2014, when they were initially charged, 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 charged between \$80 and \$150 in return for using an OBD simulator to enable the customer's vehicle to pass the emissions inspection. They frequently installed the OBD simulator at Five Stars Auto Inspection, which is a PIF, but then took the vehicle to central inspection facilities, particularly the Lodi CIF. They also used the Paramus CIF.

During the course of the investigation, investigators conducted surveillance of the defendants and Five Stars Auto Inspection. In addition, they arranged for the defendants to install OBD simulators in two undercover vehicles so that they would pass inspection. On Jan. 15, 2013, investigators executed a search warrant at Five Stars Auto Inspection, where they seized evidence including six OBD simulators and records. Christopher and Mariano Alcantara were arrested that day and lodged in jail with bail set at \$50,000 for each. Lewis Alcantara-Sosa was charged by summons and released.

Deputy Attorneys General Debra Conrad and Michael King of the Division of Criminal Justice presented the case to the state grand jury, under the supervision of Deputy Attorney General Jill Mayer, Chief of the Specialized Crimes Bureau. The lead investigators were, for the Division of Criminal Justice, Detective Sean Egan and State Investigator Ruben Contreras, 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 Lefkovich of the Enhanced Inspection and Maintenance Unit; and for the Department of Environmental Protection, Environmental Engineer Jeffrey Kennedy of the Bureau of Mobile Sources.

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