The State of New Jersey
Department of Environmental Protection

2015 Annual Report

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

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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 2015 (2014 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 2012 through 2015 is presented in Table 1.

Table 1: Key Statistics: Years 2012 – 2015 Comparison

Key Statistics	2012	2013	2014	2015
Number of Total Emission Inspections	2,372,015	2,404,866	2,412,793	2,337,516
Total Emission Inspections – Centralized/Decentralized* Split	83.3%/16.7%	84.7%/15.3%	85.9%/14.1%	85.9%/14.1%
Total Emission Inspections – Initial/Re-inspection Split	88.6%/11.4%	88.2%/11.8%	87.2%/12.8%	87.2%/12.8%
Number of Initial Emission Inspections	2,100,771	2,121,816	2,103,270	2,039,434
Overall Initial Emission Failure Rate	11.9%	10.8%	10.6%	10.6%
Centralized Initial Emission Failure Rate	12.5%	11.5%	11.2%	11.3%
Decentralized Initial Emission Failure Rate	8.8%	6.7%	6.6%	6.4%
Overall Emission Inspection 1st Retest Pass Rate	74.9%	75.7%	75.1%	74.7%
OBD 1st Retest Pass Rate	74.5%	74.8%	74.2%	73.8%
Two Speed Idle 1st Retest Pass Rate	67.1%	68.9%	67.2%	68.7%
Number of Vehicles with No Known Final Outcome**	24,911	17,589	17,385	TBD
As Percentage of Initial Inspections	1.2%	0.8%	0.8%	TBD
As Percentage of Initial Failures	9.9%	7.7%	7.8%	TBD
Sticker Compliance Rate	95.9%	95.7%	95.7%	95.7%
Emissions-Only CIF Covert Performance Audit Fail Rate	4.6%	9.7%	11.1%	8.8%
Emissions-Only PIF Covert Performance Audit Fail Rate	4.1%	12.4%	8.5%	4.0%
CIF Equipment Audit Fail Rate	10.0%	8.0%	8.0%	6.0%
PIF Equipment Audit Fail Rate	19.6%	67.9%	51.4%	37.9%
# CIF Full Inspection Lanes	113	114	112	111
# PIFs	1,150	1,136	1,126	1,099
# Emission Repair Facilities (ERFs)	1,391	1,361	1,294	1,329

* 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 2012, 2013, and 2014 reporting years. Vehicles with no known final outcome for 2015 are To Be Determined (TBD) and will be reported in the 2016 report to allow for analysis of data from a full registration cycle.

I. Purpose

This report fulfills the annual reporting requirements at 40 CFR 51.366, the data analysis and reporting section of the United States Environmental Protection Agency's (USEPA's) rule on inspection and maintenance program requirements. A checklist of the USEPA's Annual Reporting Requirements is included as Appendix VIII, and for reference purposes, also indicates the sections, tables, 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 sixteenth 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

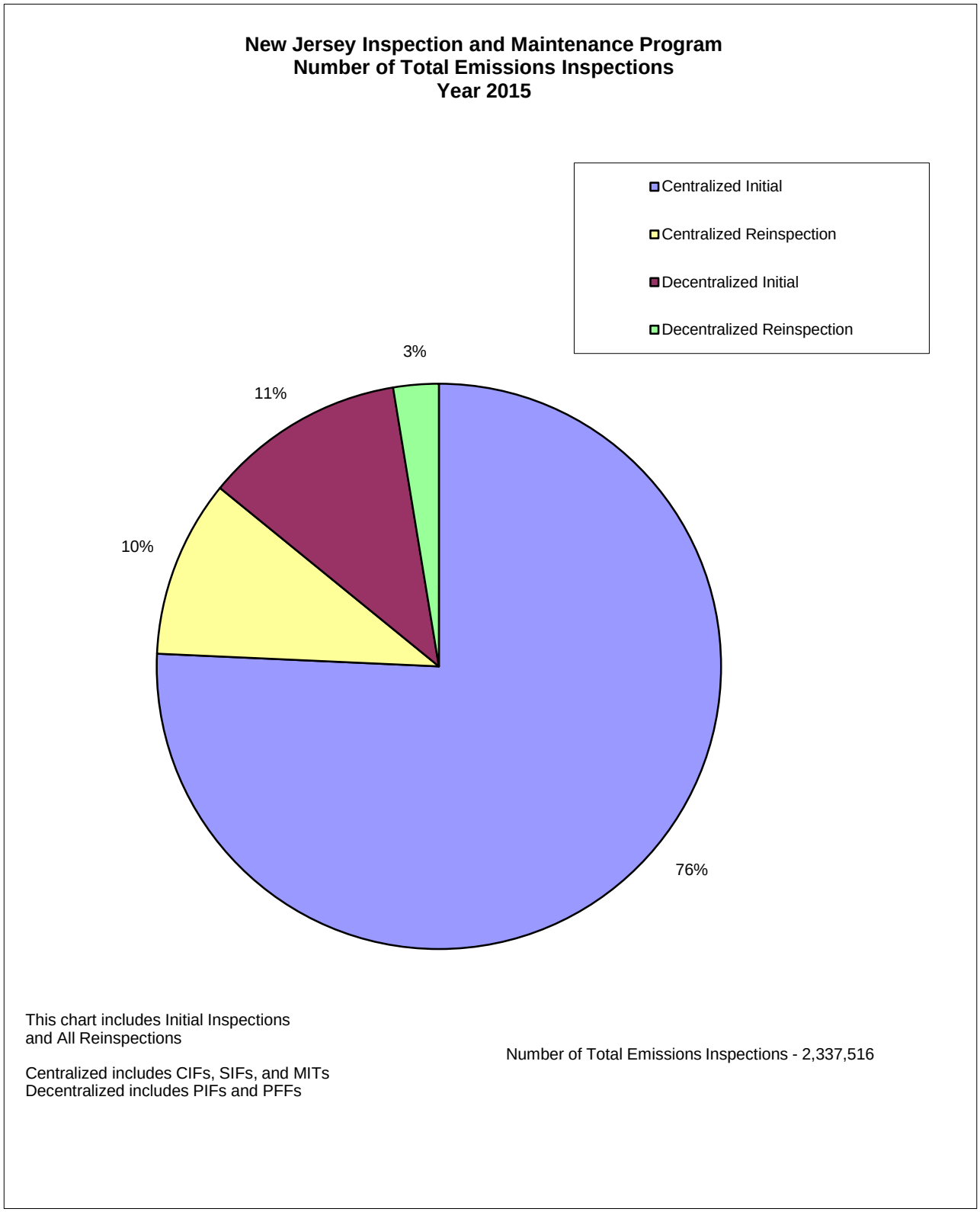
Test Station	Data	Initial Insps	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility (CIF)*	Total	1,752,716		231,412		1,984,128	
	Fail	196,270	11.2%	65,218	28.2%	261,488	13.2%
	Pass	1,556,446	88.8%	166,194	71.8%	1,722,640	86.8%
Private Inspection Facility (PIF)	Total	265,666		60,104		325,770	
	Fail	17,122	6.4%	3,556	5.9%	20,678	6.3%
	Pass	248,544	93.6%	56,548	94.1%	305,092	93.7%
Private Fleet Facility (PFF)	Total	3,892		653		4,545	
	Fail	95	2.4%	22	3.4%	117	2.6%
	Pass	3,797	97.6%	631	96.6%	4,428	97.4%
Specialty Inspection Facility (SIF)	Total	264		88		352	
	Fail	35	13.3%	14	15.9%	49	13.9%
	Pass	229	86.7%	74	84.1%	303	86.1%
Mobile Inspection Team (MIT)	Total	16,896		5,825		22,721	
	Fail	3,245	19.2%	1,009	17.3%	4,254	18.7%
	Pass	13,651	80.8%	4,816	82.7%	18,467	81.3%
Total		**2,039,434**		**298,082**		**2,337,516**	
Total Fail		**216,767**	**10.6%**	**69,819**	**23.4%**	**286,586**	**12.3%**
Total Pass		**1,822,667**	**89.4%**	**228,263**	**76.6%**	**2,050,930**	**87.7%**
% 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, 2,007,201 (85.9 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 330,315 (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 2015 are shown in Appendix I – Part B. There were 2,039,434 initial overall emission inspections conducted in New Jersey in the year 2015. The initial overall emission failure rate for the entire network was 10.6%. The centralized initial overall emission failure rate was 11.3% and the decentralized initial overall emission failure rate was 6.4%. 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:

1,040,539	(51.0%) LDGVs,
875,246	(42.9%) LDGTs,
1,035	(0.05%) LDDTs,
3,336	(0.2%) LDDVs, and
119,278	(5.8%) HDGVs
2,039,434	Total

Of the 2,039,434 initial overall emission inspections, 1,822,667 (89.4%) passed, while 216,767 (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	1,638,028	89.84%	185,184	10.16%
Two Speed Idle	77,116	82.76%	16,059	17.24%
Idle	118,905	96.70%	4,057	3.30%
Gas Cap	374,748	96.66%	12,950	3.34%
Catalytic Converter	2,033,400	99.91%	1,765	0.09%
Visible Smoke	2,037,899	99.93%	1,486	0.07%
Liquid Leak	2,039,265	99.99%	169	0.01%
Miscellaneous Emissions	2,039,012	99.98%	422	0.02%

More detailed information on the initial emission inspection passes and failures by test type is presented by model year and vehicle type in Appendix I – Part E.

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.

<u>OBD Test Failures Switched to Tailpipe Testing</u>

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 2015, 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	1,823,212	213	0.01%	2	211	0.9%
Centralized	Idle		89		1	88	1.1%
Centralized	TSI		38		0	38	0.0%
Centralized	All		127		1	126	0.8%
Decentralized	Idle		65		0	65	0.0%
Decentralized	TSI		21		0	21	0.0%
Decentralized	All		86		0	86	0.0%

* The Fail and Pass breakdown by System/Emission Test does not add up to the total Overall Fail and Overall Pass because one vehicle switched from OBD to Idle and failed the Idle test, then the vehicle received an OBD test and passed.

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 1,823,212 initial OBD inspections in the year 2015. Of these, 1,771,439 (97.2%) passed either initially or a first or subsequent retest, and approximately 51,773 (2.8%) failed without a subsequent passing inspection (the number of vehicles without a subsequent passing inspection will be updated and reported in the 2016 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 1,823,212 initial overall OBD inspections, 1,638,028 (89.8%) passed initially, while 185,184 (10.2%) failed at least one OBD test component. The 10.2% fail rate is slightly higher than the 9.9% fail rate in 2014.

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	**1,823,212**	**1,638,028**	**89.8%**	**185,184**	**10.2%**
Bulb Check	1,823,212	1,814,587	99.5%	8,625	0.5%
KOER MIL Check	1,814,587	1,740,431	95.9%	74,156	4.1%
DLC Check	1,823,212	1,820,914	99.9%	2,298	0.1%
Communication	1,820,914	1,817,452	99.8%	3,462	0.2%
Readiness Status	1,809,603	1,712,034	94.6%	97,569	5.4%
MIL Command Status	1,817,452	1,719,364	94.6%	98,088	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 2015 there were 5,760 vehicles that had damaged, missing, or obstructed DLCs, or which failed to communicate with the inspection workstation. There were 7,849 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

There were 270,261 vehicles initially inspected for both OBDII and gas cap. Of these, 257,016 (95.1%) initially passed both tests while 358 (0.1%) initially failed both tests. The number of vehicles initially failing the gas cap test and passing the OBD test was 7,888 (2.9%), while the number of vehicles initially passing the gas cap test and failing the OBD test was 4,999 (1.8%). These numbers are similar to last year's and show no significant changes.

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 1,817,452 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)	1,719,364	94.60%
MIL Off with DTCs (pass inspection)	0	0.00%
MIL On with No DTCs (fail inspection)	137	0.01%
MIL On with DTCs (fail inspection)	97,951	5.39%
Totals	**1,817,452**	**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 1,809,603 initial readiness checks. Of these, 1,507,422 (83.3%) had all monitors set, while 302,181 (16.7%) 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 5.4% (97,569). 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 2015 are summarized in Table 7. Vehicles failing a roadside inspection require repair and re-inspection at an authorized inspection facility (either CIF or PIF).

Table 7: Roadside Inspections

Station Type	# of Inspections	#Pass	# Fail	Fail Rate
MIT Roadside Initial	16,896	13,651	3,245	19.2%
MIT Roadside Re-inspection	5,825	4,816	1,009	17.3%
MIT Roadside Total	**22,721**	**18,467**	**4,254**	**18.7%**

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 216,767 (10.6%) overall initial emission inspection failures out of the 2,039,434 total initial overall emission inspections conducted in the year 2015. 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 222,092 initially failed emission tests in the year 2015. 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 (216,767) 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	185,184	38,326	108,153	20.7%	58.4%
Two Speed Idle	16,059	4,000	8,799	24.9%	54.8%
Idle	4,057	771	2,442	19.0%	60.2%
Gas Cap	12,950	329	11,371	2.5%	87.8%
Catalytic Converter	1,765	106	984	6.0%	55.8%
Visible Smoke	1,486	126	954	8.5%	64.2%
Liquid Leak	169	10	126	5.9%	74.6%
Miscellaneous Emissions	422	27	289	6.4%	68.5%
Overall Tests	**222,092**	**43,695**	**133,118**	**19.7%**	**59.9%**
Overall Vehicles	**216,767**	**43,782**	**129,513**	**20.2%**	**59.7%**

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 2015.

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

Test Type	# Initial Fails	# Pass 2nd or Subsequent Retest	% Pass 2nd or Subsequent Retest
OBD	185,184	25,258	13.6%
Two Speed Idle	16,059	2,764	17.2%
Idle	4,057	558	13.8%
Gas Cap	12,950	285	2.2%
Catalytic Converter	1,765	59	3.3%
Visible Smoke	1,486	88	5.9%
Liquid Leak	169	7	4.1%
Miscellaneous Emissions	422	24	5.7%
Overall Tests	**222,092**	**29,043**	**13.1%**
Overall Vehicles	**216,767**	**29,122**	**13.4%**

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 2015, 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 - 2014

The following data is for 2014. Final outcomes for 2015 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 221,943 overall initial emission inspection failures in the year 2014, 134,665 (60.7%) passed a first retest by the end of the first quarter of 2015, 30,102 (13.6%) passed a second or subsequent retest by the end of the first quarter of 2015, 8,987 (4.0%) passed a retest during the remaining three quarters of 2015, and 30,814 (13.9%) dropped out of the registration database (i.e. no longer in fleet), leaving 17,385 (7.8%) 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: 2014 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	1,889,151	186,990	15,519	8.3%	0.82%
Two Speed Idle	96,491	17,553	1,412	8.0%	1.46%
Idle	117,320	4,164	267	6.4%	0.23%
Gas Cap	458,286	15,554	513	3.3%	0.11%
Catalytic Converter	2,098,484	1,693	218	12.9%	0.01%
Visible Smoke	2,103,219	1,535	124	8.1%	0.01%
Liquid Leak	2,103,270	174	9	5.2%	0.00%
Miscellaneous Emissions	2,103,270	289	20	6.9%	0.00%
Overall Tests	**2,103,270**	**227,952**	**18,082**	**7.9%**	**0.86%**
Overall Vehicles	**2,103,270**	**221,943**	**17,385**	**7.8%**	**0.83%**

This analysis takes into consideration vehicles inspected late in the year 2014 that returned for inspection at any time throughout 2015, and also includes registration data through all of 2015. 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. It can be seen that vehicles in the 2000 – 2002 model year range (age 12 to 14 years) have higher percentages of vehicles with no known final outcome. This follows a trend over the past several years for vehicles in this age group and can likely be attributed to a peak in vehicle degradation, with vehicles probably averaging about 150,000 miles.

Table 11: 2014 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
Pre90/Unknown	513	3.0%	54	0	0	194	265	0
1990	103	0.6%	5	0	0	44	54	0
1991	91	0.5%	5	0	0	31	55	0
1992	144	0.8%	2	0	0	46	96	0
1993	147	0.8%	8	0	0	61	78	0
1994	277	1.6%	17	0	0	125	135	0
1995	278	1.6%	20	0	0	132	126	0
1996	649	3.7%	16	0	0	228	405	0
1997	872	5.0%	16	0	1	375	480	0
1998	1,165	6.7%	12	1	2	483	667	0
1999	1,284	7.4%	27	0	0	472	785	0
2000	1,778	10.2%	27	0	2	663	1,086	0
2001	2,028	11.7%	19	0	1	916	1,092	0
2002	2,170	12.5%	24	0	2	962	1,182	0
2003	1,482	8.5%	17	0	0	670	795	0
2004	1,527	8.8%	7	0	0	749	771	0
2005	928	5.3%	6	0	4	455	463	0
2006	797	4.6%	4	0	0	346	447	0
2007	629	3.6%	4	0	0	289	336	0
2008	208	1.2%	1	0	0	89	118	0
2009	237	1.4%	0	0	4	91	142	0
2010	41	0.2%	0	0	1	17	23	0
2011	17	0.1%	0	0	0	3	14	0
2012	6	0.0%	0	0	0	2	4	0
2013	5	0.0%	0	0	0	4	1	0
2014	8	0.0%	0	0	0	5	3	0
2015	1	0.0%	0	0	0	0	1	0
Totals	**17,385**	**100.0%**	**291**	**1**	**17**	**7,452**	**9,624**	**0**
% of Total Vehicles With No Known Final Outcome			**1.67%**	**0.01%**	**0.10%**	**42.86%**	**55.36%**	**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	146,479	38,326	108,153	26.2%	73.8%
Two Speed Idle	12,799	4,000	8,799	31.3%	68.7%
Idle	3,213	771	2,442	24.0%	76.0%
Gas Cap	11,700	329	11,371	2.8%	97.2%
Catalytic Converter	1,090	106	984	9.7%	90.3%
Visible Smoke	1,080	126	954	11.7%	88.3%
Liquid Leak	136	10	126	7.4%	92.6%
Miscellaneous Emissions	316	27	289	8.5%	91.5%
Overall	**176,813**	**43,695**	**133,118**	**24.7%**	**75.3%**

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. The audit reviews the inspectors' performance of procedures and their ability to correctly apply vehicle characteristics to ensure the correct test and standards are used on the vehicle.

NJMVC provided hard copy paper summaries of overt audit results which show the following for the year 2015:

CIFs: For the period January 1 through June 30, 2015, 297 inspectors were reported as in compliance, and 37 were reported as receiving corrective action, and for the period July 1 through December 31, 2015, 292 inspectors were reported as in compliance, and 45 were reported as receiving corrective action.

PIFs: For the period January 1 through June 30, 2015, 1,814 inspectors were reported as in compliance, and 146 were reported as receiving corrective action, and for the period July 1 through December 31, 2015, 1,765 inspectors were reported as in compliance, and 140 were reported as receiving corrective action.

Corrective action can range from warnings to suspensions and/or fines. 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 in Section III.C of this report.

NJMVC did not record all of the aforementioned audits in their electronic database sent to NJDEP; NJDEP was only able to identify 80 inspector performance audits at 52 facilities from the database supplied. An overall summary of the overt performance audit data according to the NJMVC's audit database is shown in Table 13.

Table 13: Overt Performance Audits

	CIFs	PIFs
# receiving overt performance audits	4	48
# not receiving overt performance audits	22	1,051
# shut down as a result of overt performance audits	NA*	0

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

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 2015 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 2015 the NJMVC had 19 covert auditors and 32 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	126	761
# of audits resulting in a false pass for the OBD test	10	23
# conducted with the vehicle set to fail the component check (catalyst)	127	832
# of audits resulting in a false pass for the component check (catalyst)	17	46
# conducted with the vehicle set to fail evaporative gas cap test	19	180
# of audits resulting in a false pass for the evaporative gas cap test	0	0
# conducted with the vehicle set to fail any combination of two or more of the above tests	4	24
# of audits resulting in a false pass for any combination of two or more of the above tests	1	1
# conducted with the vehicle not set to fail any emission inspection component	50	312
# of audits resulting in a false pass for any emissions related component	26	68
# of audits resulting in a false fail for any emissions related component	2	14
# of audits resulting in a proper Emission inspection (no false pass or false fails)	290	1,981
Total # of Covert Emissions-Related Performance Audits	318	2,061
Total # of Stations receiving a Covert Emissions-Related Performance Audit	26	1,050
Total # of Stations not receiving a Covert Emissions-Related Performance Audit	0	86

In 2015, the overall emission covert performance audit failure rate for the entire network was 4.6%. The overall emissions covert audit failure rate for the centralized network was 8.8%, while that for the decentralized network was 4.0%. 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	318	28	8.8%	290	91.2%
Decentralized	2,061	80	4.0%	1,981	96.0%
Total	**2,379**	**110**	**4.6%**	**2,171**	**95.4%**

C. Fines and Hearings

New Jersey had 4,504 licensed inspectors in 2015, of which there were 3,948 active, 485 revoked, and 71 suspended. There were 2,595 inspectors who conducted an emission inspection during the year 2015. The NJMVC conducted 88 hearings to consider adverse actions against inspectors and inspection facilities, and 84 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 2015.

Table 16: Fines and Hearings – Centralized and Decentralized Networks

	Inspectors	Facilities
# suspended, fined, or otherwise prohibited from testing as a result of covert audits	76	12
# suspended, fined, or otherwise prohibited from testing for other causes	0	0
# that received fines	65	9
# of hearings held to consider adverse actions	76	12
# of hearings held resulting in adverse actions	72	12
Total amount collected in fines	$77,625	$38,400

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

	2014			2015		
	#	%		#	%	
# of PIFs	1,126	N/A		1,099	N/A	
# of Full year active PIFs requiring 2 annual bench audits*	756	67.1%		738	67.2%	
# of Full year active PIFs receiving Bench and OBD Combination Workstation audits	724	95.8%		730	98.9%	
# of Full year active PIFs receiving two or more Bench and OBD Combination Workstation audits	471	62.3%		515	69.8%	
# of Full year active PIFs receiving OBD-only portion of the Bench and OBD Combination Workstation audits**	N/A	N/A		50	6.8%	
Bench and OBD Combination Workstation Audits						
Total	1,423	N/A		2,117	N/A	
Initial Bench/OBD Audits	1,212	85.2%		1,493	70.5%	
Initial Bench/OBD Audit Failures / Rate	433	35.7%		425	28.5%	
Initial OBD-only Audits	N/A	N/A		53	2.5%	
Initial OBD-only Audit Failures / Rate	N/A	N/A		0	0.0%	
Second or Subsequent	211	14.8%		571	27.0%	
Retest Failures / Rate	42	19.9%		180	31.5%	
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	372	51.4%	33.0%	277	37.9%	25.2%
Failed equipment	372	51.4%	33.0%	277	37.9%	25.2%
No current program equipment	0	0.0%	0.0%	0	0.0%	0.0%

*Semi-annual equipment audits are required by 40 CFR 51.363 (c)
**It was discovered during the PIF audit data review that NJMVC had performed OBD-only audits on 50 PIFs that were both OBD and tailpipe test equipped and eligible. NJDEP has notified NJMVC of the situation, which should be corrected with the new program in 2017.

B. CIF/SIF Equipment Audit Summary

In 2015, the NJDEP performed 1,270 (1,246 Bench and OBD / 24 OBD-only) initial audits of the equipment in the CIFs/SIFs. Two lanes at the Bakers Basin CIF had been converted to OBD-only in the beginning of June 2014, and as such receive OBD-only audits. All audits are conducted on the lanes in "as-is" condition without prior notice to the centralized contractor, except for the 1 and 2 lane facilities, which are audited by appointment to avoid any impact on lane availability or vehicle throughput. In addition, audits are limited to non-peak periods.

A total of 24 of the 29 centralized stations, including the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2015. Given the number of audits these facilities receive annually, 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 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, three (3) centralized stations (10%) had at least one lane shut down as a result of initial equipment audits during the year 2015. Lanes were shut down overnight an average of less than once a quarter in the year 2015.

Table 18: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	29
# of initial equipment audits	1,270
# of stations that failed equipment audits	24
% of stations that failed equipment audits	83%*
# of stations with at least one lane shut down as a result of equipment audits	3
% of stations with at least one lane shut down as a result of equipment audits	10%
# of centralized and specialty lanes	114
# of lanes shut down at some point during the year as a result of equipment audits	3
% of lanes shut down at some point during the year as a result of equipment audits (% of the total number of centralized lanes)	3%
% of overall initial equipment audit failures	6%

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	60	0	0%	60	100%
Cape May	11	1	9%	10	91%
Cherry Hill	68	1	1%	67	99%
Deptford	48	1	2%	47	98%
Eatontown	63	4	6%	59	94%
Flemington	36	1	3%	35	97%
Freehold	65	5	8%	60	92%
Kilmer	62	3	5%	59	95%
Lakewood	67	2	3%	65	97%
Lodi	60	6	10%	54	90%
Manahawkin	26	1	4%	25	96%
Mays Landing	43	6	14%	37	86%
Millville	24	1	4%	23	96%
Newark	60	4	7%	56	93%
Newton	24	3	13%	21	88%
Paramus	60	2	3%	58	97%
Plainfield	33	2	6%	31	94%
Rahway	72	8	11%	64	89%
Randolph	72	12	17%	60	83%
Salem	12	2	17%	10	83%
Secaucus	48	3	6%	45	94%
South Brunswick	66	2	3%	64	97%
Southampton	40	0	0%	40	100%
Washington	12	0	0%	12	100%
Wayne	96	3	3%	93	97%
Westfield Specialty	2	1	50%	1	50%
Winslow	36	2	6%	34	94%
Winslow Specialty	2	0	0%	2	100%
Totals	**1,270**	**76**	**6%**	**1,194**	**94%**

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 3,932 vehicles per month in the year 2015) throughout the year. The NJMVC conducted two surveys for a total of 10,000 vehicles in the year 2015. 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 2015 (92.0%) was lower than the NJDEP's (96.5%).

For the purposes of this report, both agencies' surveys were combined for an overall result. A total of 57,193 vehicles were surveyed in the year 2015. Of these, 54,755 (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 2015.

Table 20: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations	2,022,556
# of missing compliance documents (stickers)	115
# of time extensions & other exemptions granted to motorists	1,372

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. Inspection Fraud Monitoring

NJDEP and NJMVC both use data triggers to indicate potential inspection fraud. The inspection data is continuously monitored by the automated triggers searching for instances of possible OBD fraud. Manual review of the data is also used to assess potential fraud for both OBD and tailpipe emission tests. Any case of detected potential fraud begins a review process by NJDEP and NJMVC personnel. If indicated, investigations are opened which may conclude with enforcement and prosecution.

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 2015, 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 700 HDGV inspection records)	Minor	Issue to be resolved with new software in new program in 2017.
Inspector-related data entry issues that cause the vehicle to receive an incorrect primary emissions test (impacts less than 2,000 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 2015

Test Station	Data	Initial Insps	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility	Total	1,752,716		231,412		1,984,128	
	Fail	196,270	11.2%	65,218	28.2%	261,488	13.2%
	Pass	1,556,446	88.8%	166,194	71.8%	1,722,640	86.8%
Private Inspection Facility	Total	265,666		60,104		325,770	
	Fail	17,122	6.4%	3,556	5.9%	20,678	6.3%
	Pass	248,544	93.6%	56,548	94.1%	305,092	93.7%
Private Fleet Facility	Total	3,892		653		4,545	
	Fail	95	2.4%	22	3.4%	117	2.6%
	Pass	3,797	97.6%	631	96.6%	4,428	97.4%
Specialty Inspection Facility	Total	264		88		352	
	Fail	35	13.3%	14	15.9%	49	13.9%
	Pass	229	86.7%	74	84.1%	303	86.1%
Mobile Inspection Team	Total	16,896		5,825		22,721	
*Initial - 1st Inspection of cycle	Fail	3,245	19.2%	1,009	17.3%	4,254	18.7%
Retest - 2nd or subsequent of cycle	Pass	13,651	80.8%	4,816	82.7%	18,467	81.3%
Total # of Inspections		**2,039,434**		**298,082**		**2,337,516**	
Total # Fail		**216,767**	**10.6%**	**69,819**	**23.4%**	**286,586**	**12.3%**
Total # Pass		**1,822,667**	**89.4%**	**228,263**	**76.6%**	**2,050,930**	**87.7%**
% of Grand Total # of Inspections			**87.2%**		**12.8%**		

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	2,007,201	85.9%
Decentralized	330,315	14.1%
Total	**2,337,516**	

Table A-1

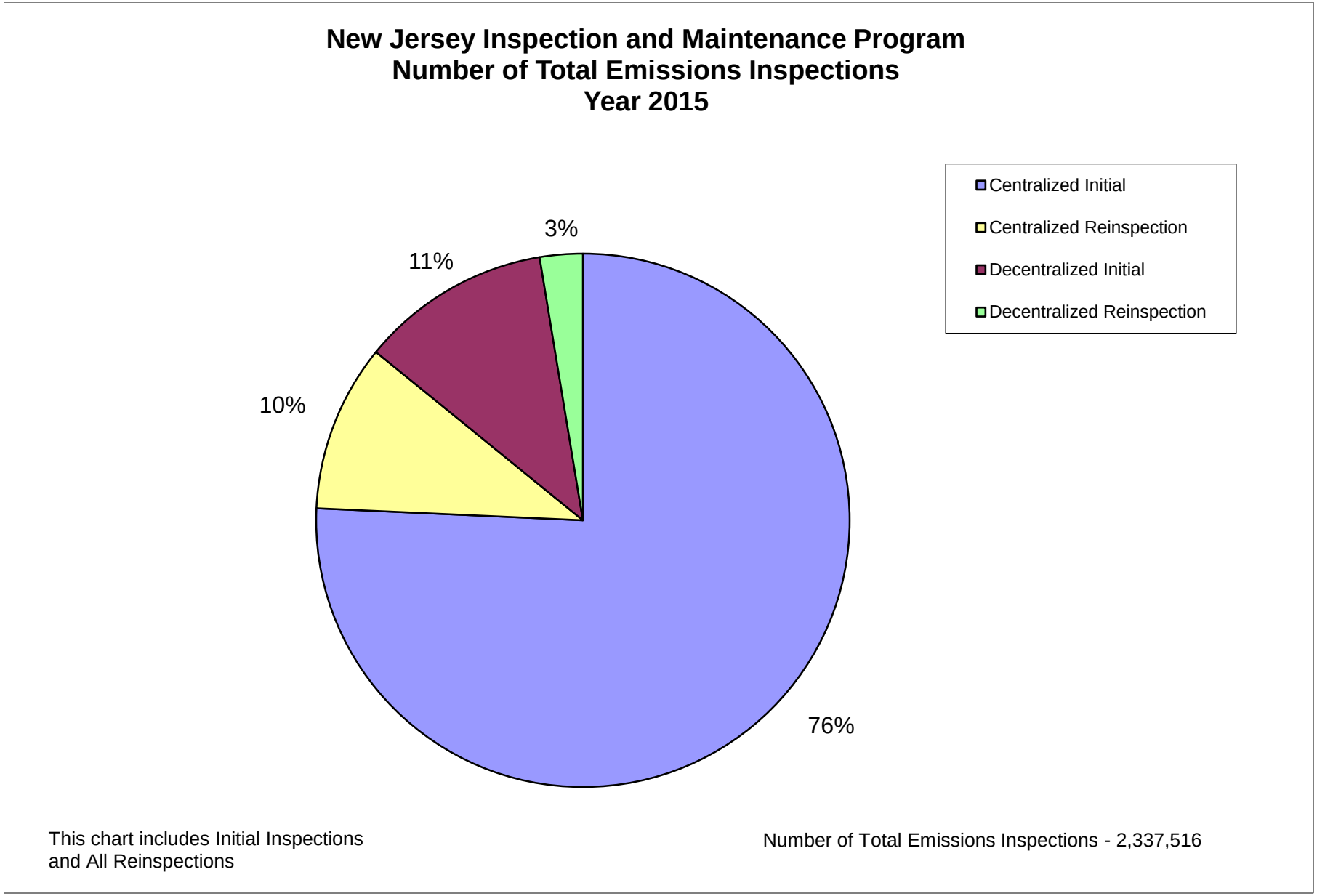

New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2015
Centralized Initial
Centralized Reinspection
Decentralized Initial
Decentralized Reinspection
3%
11%
10%
76%
This chart includes Initial Inspections and All Reinspections
Number of Total Emissions Inspections - 2,337,516

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 2015

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
Pre91/Unknown	Centralized	16,039	5,729	35.7%	10,310	64.3%
Pre91/Unknown	Decentralized	11,128	719	6.5%	10,409	93.5%
1991	Centralized	6,001	1,620	27.0%	4,381	73.0%
1991	Decentralized	2,443	133	5.4%	2,310	94.6%
1992	Centralized	4,629	1,391	30.0%	3,238	70.0%
1992	Decentralized	1,901	101	5.3%	1,800	94.7%
1993	Centralized	11,878	2,951	24.8%	8,927	75.2%
1993	Decentralized	4,114	182	4.4%	3,932	95.6%
1994	Centralized	10,153	2,501	24.6%	7,652	75.4%
1994	Decentralized	3,721	197	5.3%	3,524	94.7%
1995	Centralized	24,447	5,092	20.8%	19,355	79.2%
1995	Decentralized	7,550	346	4.6%	7,204	95.4%
1996	Centralized	17,884	4,388	24.5%	13,496	75.5%
1996	Decentralized	4,810	450	9.4%	4,360	90.6%
1997	Centralized	43,297	9,314	21.5%	33,983	78.5%
1997	Decentralized	9,722	835	8.6%	8,887	91.4%
1998	Centralized	38,096	8,955	23.5%	29,141	76.5%
1998	Decentralized	8,211	704	8.6%	7,507	91.4%
1999	Centralized	69,389	13,420	19.3%	55,969	80.7%
1999	Decentralized	13,714	1,115	8.1%	12,599	91.9%
2000	Centralized	67,480	14,472	21.4%	53,008	78.6%
2000	Decentralized	13,749	1,173	8.5%	12,576	91.5%
2001	Centralized	106,241	21,456	20.2%	84,785	79.8%
2001	Decentralized	18,736	2,089	11.1%	16,647	88.9%
2002	Centralized	92,878	17,497	18.8%	75,381	81.2%
2002	Decentralized	16,120	1,527	9.5%	14,593	90.5%
2003	Centralized	164,866	21,775	13.2%	143,091	86.8%
2003	Decentralized	23,418	1,867	8.0%	21,551	92.0%
2004	Centralized	109,941	14,072	12.8%	95,869	87.2%
2004	Decentralized	16,089	1,147	7.1%	14,942	92.9%
2005	Centralized	188,612	17,544	9.3%	171,068	90.7%
2005	Decentralized	22,670	1,310	5.8%	21,360	94.2%
2006	Centralized	134,989	11,196	8.3%	123,793	91.7%
2006	Decentralized	17,637	951	5.4%	16,686	94.6%
2007	Centralized	87,870	6,387	7.3%	81,483	92.7%
2007	Decentralized	13,401	594	4.4%	12,807	95.6%
2008	Centralized	257,243	10,725	4.2%	246,518	95.8%
2008	Decentralized	22,953	822	3.6%	22,131	96.4%
2009	Centralized	40,585	2,044	5.0%	38,541	95.0%
2009	Decentralized	8,099	267	3.3%	7,832	96.7%
2010	Centralized	208,448	5,305	2.5%	203,143	97.5%
2010	Decentralized	17,623	480	2.7%	17,143	97.3%
2011	Centralized	46,852	1,189	2.5%	45,663	97.5%
2011	Decentralized	5,731	121	2.1%	5,610	97.9%

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2015

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
2012	Centralized	7,262	162	2.2%	7,100	97.8%
2012	Decentralized	2,278	39	1.7%	2,239	98.3%
2013	Centralized	7,409	250	3.4%	7,159	96.6%
2013	Decentralized	1,901	18	0.9%	1,883	99.1%
2014	Centralized	6,037	109	1.8%	5,928	98.2%
2014	Decentralized	1,386	20	1.4%	1,366	98.6%
2015	Centralized	1,260	6	0.5%	1,254	99.5%
2015	Decentralized	428	10	2.3%	418	97.7%
2016	Centralized	90	0	0.0%	90	100.0%
2016	Decentralized	25	0	0.0%	25	100.0%
Total	Centralized	1,769,876	199,550	11.3%	1,570,326	88.7%
Total	Decentralized	269,558	17,217	6.4%	252,341	93.6%
Grand Total		**2,039,434**	**216,767**	**10.6%**	**1,822,667**	**89.4%**

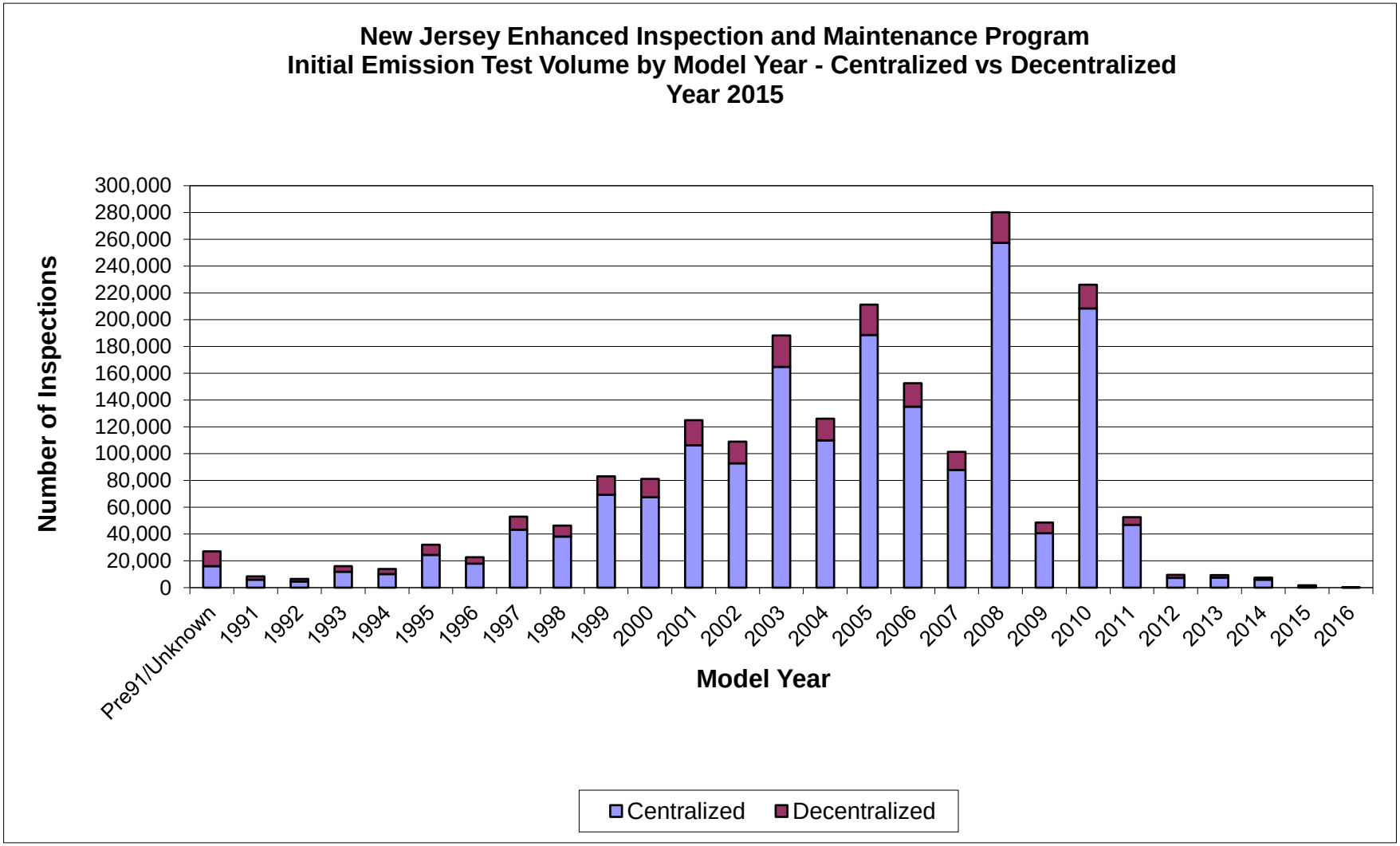

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2015
Number of Inspections
300,000
280,000
260,000
240,000
220,000
200,000
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Pre91/Unknown
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
Model Year
Centralized
Decentralized

Figure B-1

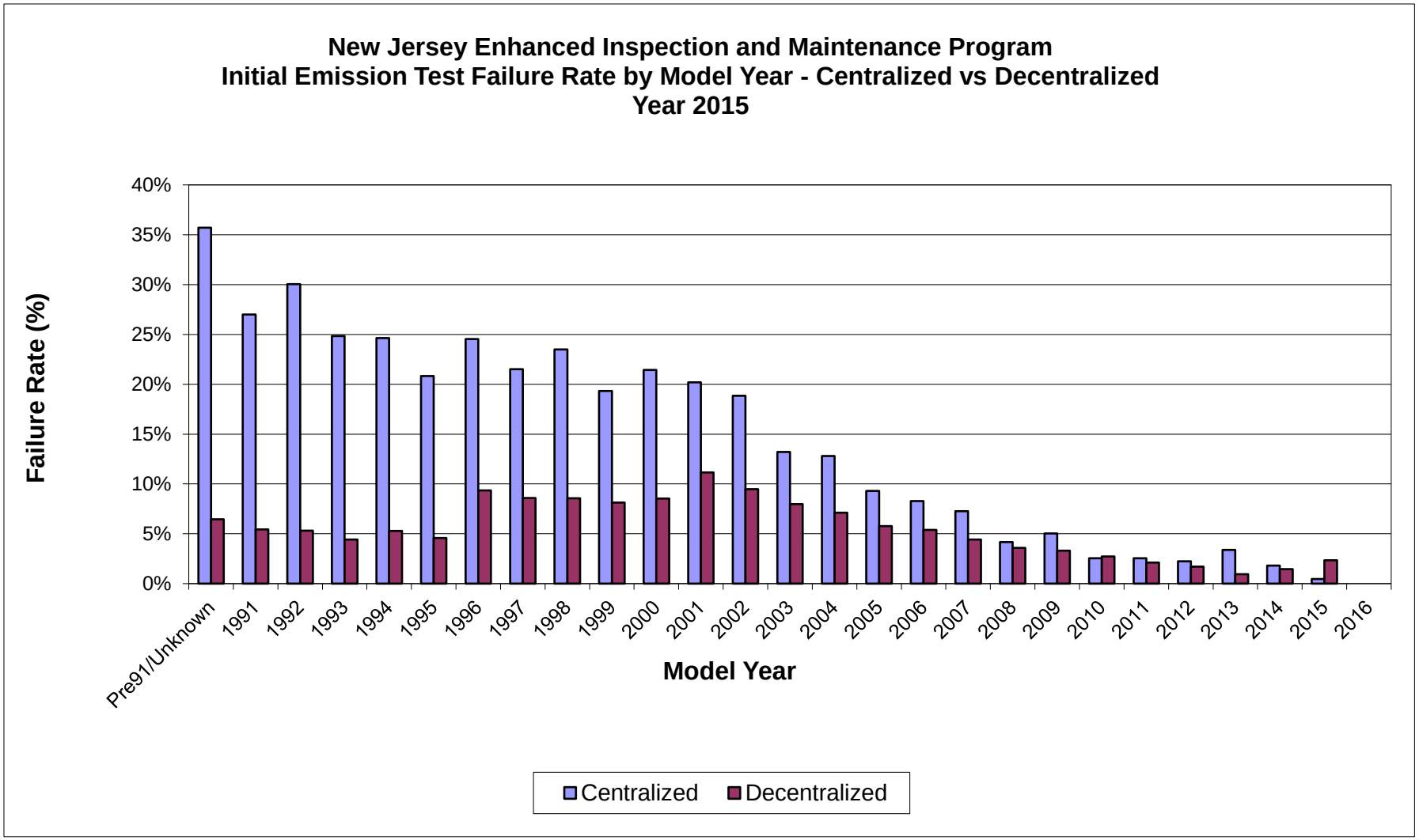

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2015
Failure Rate (%)
40%
35%
30%
25%
20%
15%
10%
5%
0%
Pre91/Unknown
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
Model Year
Centralized
Decentralized

Figure B-2

APPENDIX I -
PART C

INITIAL EMISSION TEST VOLUME & FAILURE RATE BY CENTRALIZED INSPECTION FACILITY

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspections - Centralized Inspection Facilities (CIFs)
Year 2015

STATION NAME	# of Lanes	# Inspections	# Pass	# Fail	% Fail
BAKERS BASIN CIF	5	89,694	80,228	9,466	10.6%
CAPE MAY CIF	1	18,284	16,561	1,723	9.4%
CHERRY HILL CIF	6	93,954	82,197	11,757	12.5%
DEPTFORD CIF	4	81,829	72,627	9,202	11.2%
EATONTOWN CIF	6	81,676	73,182	8,494	10.4%
FLEMINGTON CIF	3	55,728	51,448	4,280	7.7%
FREEHOLD CIF	6	64,570	58,888	5,682	8.8%
KILMER CIF	6	76,930	69,203	7,727	10.0%
LAKEWOOD CIF	6	94,180	84,805	9,375	10.0%
LODI CIF	5	81,299	71,068	10,231	12.6%
MANAHAWKIN CIF	3	33,520	29,991	3,529	10.5%
MAYS LANDING CIF	4	54,661	47,996	6,665	12.2%
MILLVILLE CIF	2	41,292	35,048	6,244	15.1%
NEWARK CIF	5	93,095	75,278	17,817	19.1%
NEWTON CIF	2	36,977	33,102	3,875	10.5%
PARAMUS CIF	5	99,501	91,669	7,832	7.9%
PLAINFIELD CIF	3	57,633	50,614	7,019	12.2%
RAHWAY CIF	6	94,443	82,043	12,400	13.1%
RANDOLPH CIF	6	95,042	86,750	8,292	8.7%
SALEM CIF	1	18,712	16,444	2,268	12.1%
SECAUCUS CIF	4	75,587	65,983	9,604	12.7%
SOUTH BRUNSWICK CIF	6	61,680	56,285	5,395	8.7%
SOUTHAMPTON CIF	4	74,924	67,040	7,884	10.5%
WASHINGTON CIF	1	20,945	18,998	1,947	9.3%
WAYNE CIF	8	118,723	105,699	13,024	11.0%
WINSLOW CIF	3	37,837	33,299	4,538	12.0%
TOTAL	**111**	**1,752,716**	**1,556,446**	**196,270**	**11.2%**

Table C-1

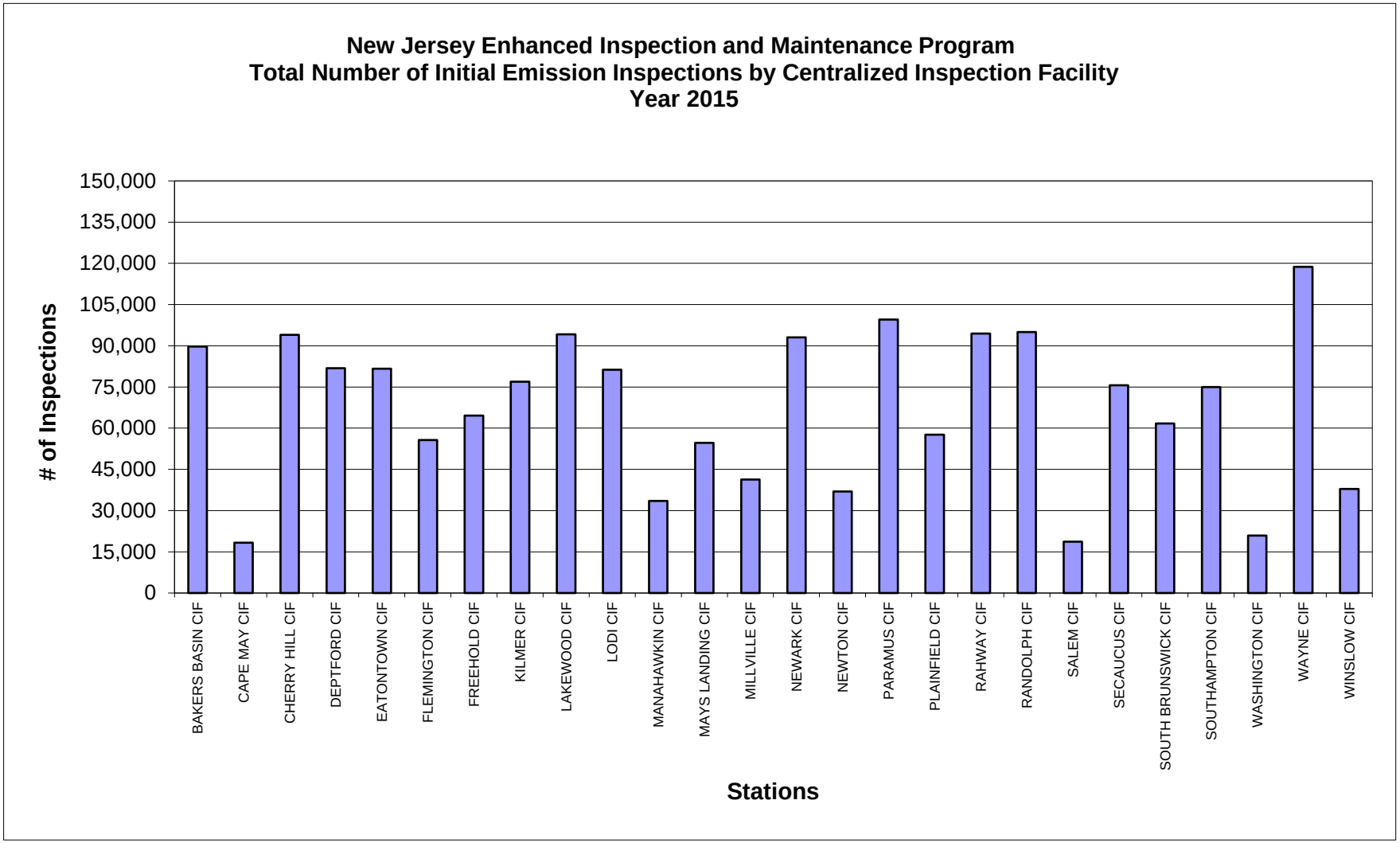

New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2015
# of Inspections
150,000
135,000
120,000
105,000
90,000
75,000
60,000
45,000
30,000
15,000
0
BAKERS BASIN CIF
CAPE MAY CIF
CHERRY HILL CIF
DEPTFORD CIF
EATONTOWN CIF
FLEMINGTON CIF
FREEHOLD CIF
KILMER CIF
LAKEWOOD CIF
LODI CIF
MANAHAWKIN CIF
MAYS LANDING CIF
MILLVILLE CIF
NEWARK CIF
NEWTON CIF
PARAMUS CIF
PLAINFIELD CIF
RAHWAY CIF
RANDOLPH CIF
SALEM CIF
SECAUCUS CIF
SOUTH BRUNSWICK CIF
SOUTHAMPTON CIF
WASHINGTON CIF
WAYNE CIF
WINSLOW CIF
Stations

Figure C-1

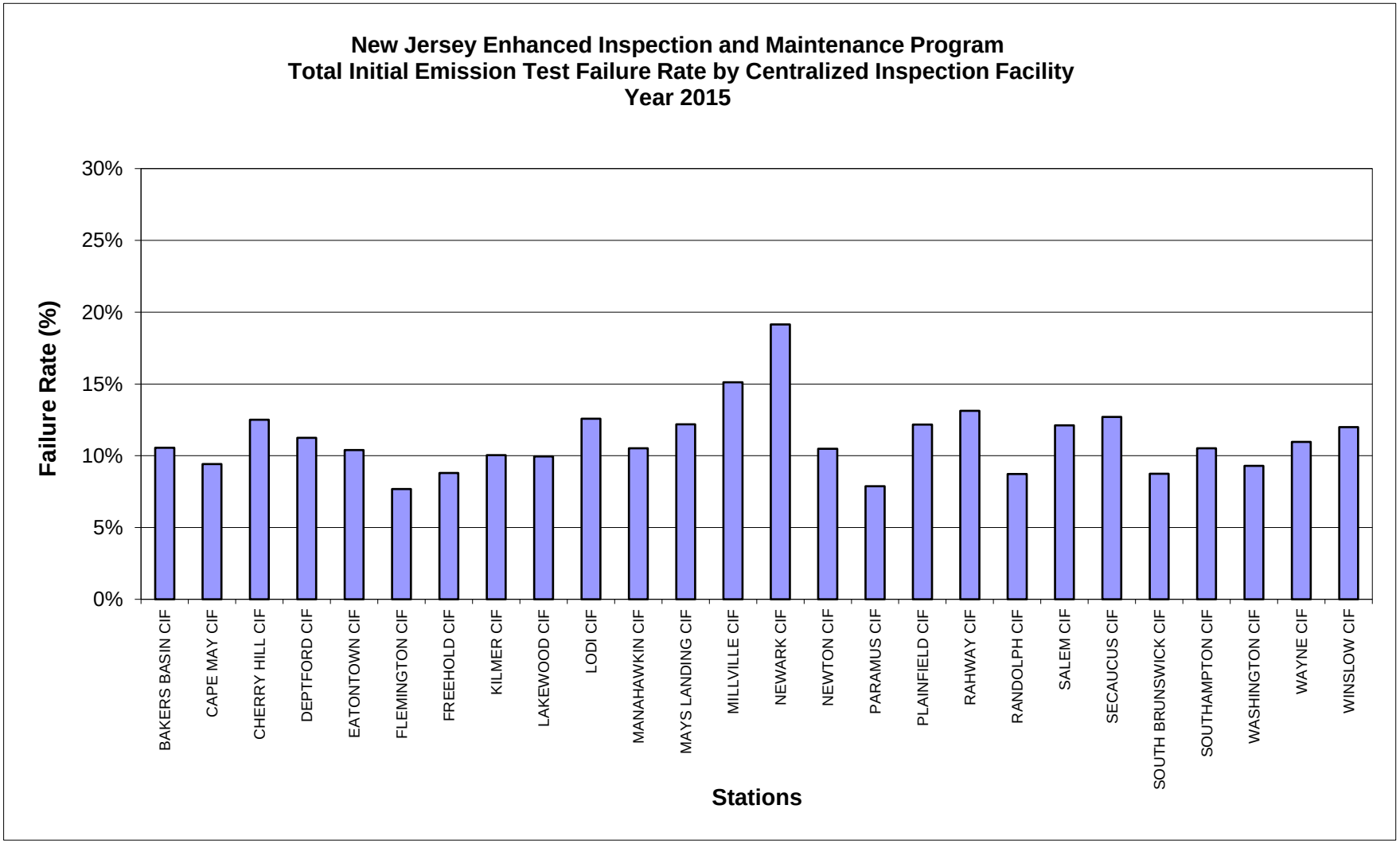

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2015
Failure Rate (%)
30%
25%
20%
15%
10%
5%
0%
BAKERS BASIN CIF
CAPE MAY CIF
CHERRY HILL CIF
DEPTFORD CIF
EATONTOWN CIF
FLEMINGTON CIF
FREEHOLD CIF
KILMER CIF
LAKEWOOD CIF
LODI CIF
MANAHAWKIN CIF
MAYS LANDING CIF
MILLVILLE CIF
NEWARK CIF
NEWTON CIF
PARAMUS CIF
PLAINFIELD CIF
RAHWAY CIF
RANDOLPH CIF
SALEM CIF
SECAUCUS CIF
SOUTH BRUNSWICK CIF
SOUTHAMPTON CIF
WASHINGTON CIF
WAYNE CIF
WINSLOW CIF
Stations

Figure C-2

APPENDIX I -
PART D

INITIAL EMISSION INSPECTION VOLUME BY MODEL YEAR & VEHICLE TYPE

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Inspection Volume - Year 2015

Model Year	# of Vehicles Tested					
	HDGV	LDDT	LDDV	LDGT	LDGV	Total
Pre91/Unknown	2,974	10	45	8,291	15,847	27,167
1991	317		5	2,471	5,651	8,444
1992	383	1	3	1,973	4,170	6,530
1993	664	2	2	5,048	10,276	15,992
1994	965	2	1	5,334	7,572	13,874
1995	1,769	4	4	11,313	18,907	31,997
1996	1,355	5	1	8,309	13,024	22,694
1997	2,966	8	56	19,544	30,445	53,019
1998	1,943	1	72	18,026	26,265	46,307
1999	4,114	7	157	31,234	47,591	83,103
2000	5,131	3	111	30,539	45,445	81,229
2001	6,633	3	155	51,461	66,725	124,977
2002	6,327	8	153	46,639	55,871	108,998
2003	9,642	5	191	84,990	93,456	188,284
2004	8,235	4	108	59,899	57,784	126,030
2005	9,314	70	455	100,740	100,703	211,282
2006	10,906	50	356	66,626	74,688	152,626
2007	7,011	66	28	41,969	52,197	101,271
2008	9,593	257	83	128,121	142,142	280,196
2009	4,276	73	133	18,021	26,181	48,684
2010	4,980	309	1,028	100,140	119,614	226,071
2011	5,082	129	157	24,299	22,916	52,583
2012	4,983	9	11	3,250	1,287	9,540
2013	4,515	1	12	3,899	883	9,310
2014	3,936	5	7	2,655	820	7,423
2015	1,206	3	2	402	75	1,688
2016	58			53	4	115
Totals	119,278	1,035	3,336	875,246	1,040,539	**2,039,434**
% of Grand Total	5.8%	0.05%	0.2%	42.9%	51.0%	

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

Table D-1

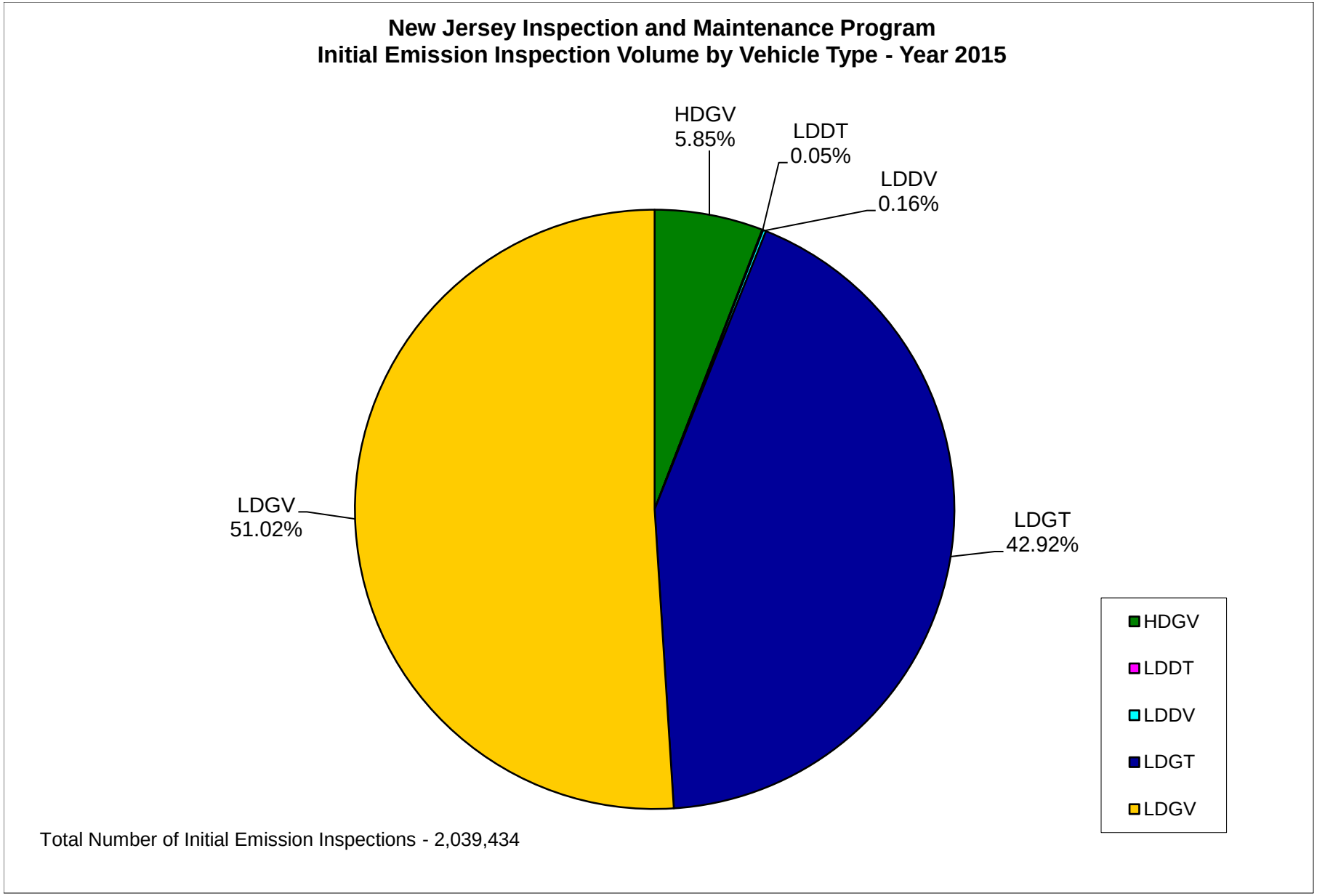

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type - Year 2015
HDGV
5.85%
LDDT
0.05%
LDDV
0.16%
LDGV
51.02%
LDGT
42.92%
HDGV
LDDT
LDDV
LDGT
LDGV
Total Number of Initial Emission Inspections - 2,039,434

Figure D-1

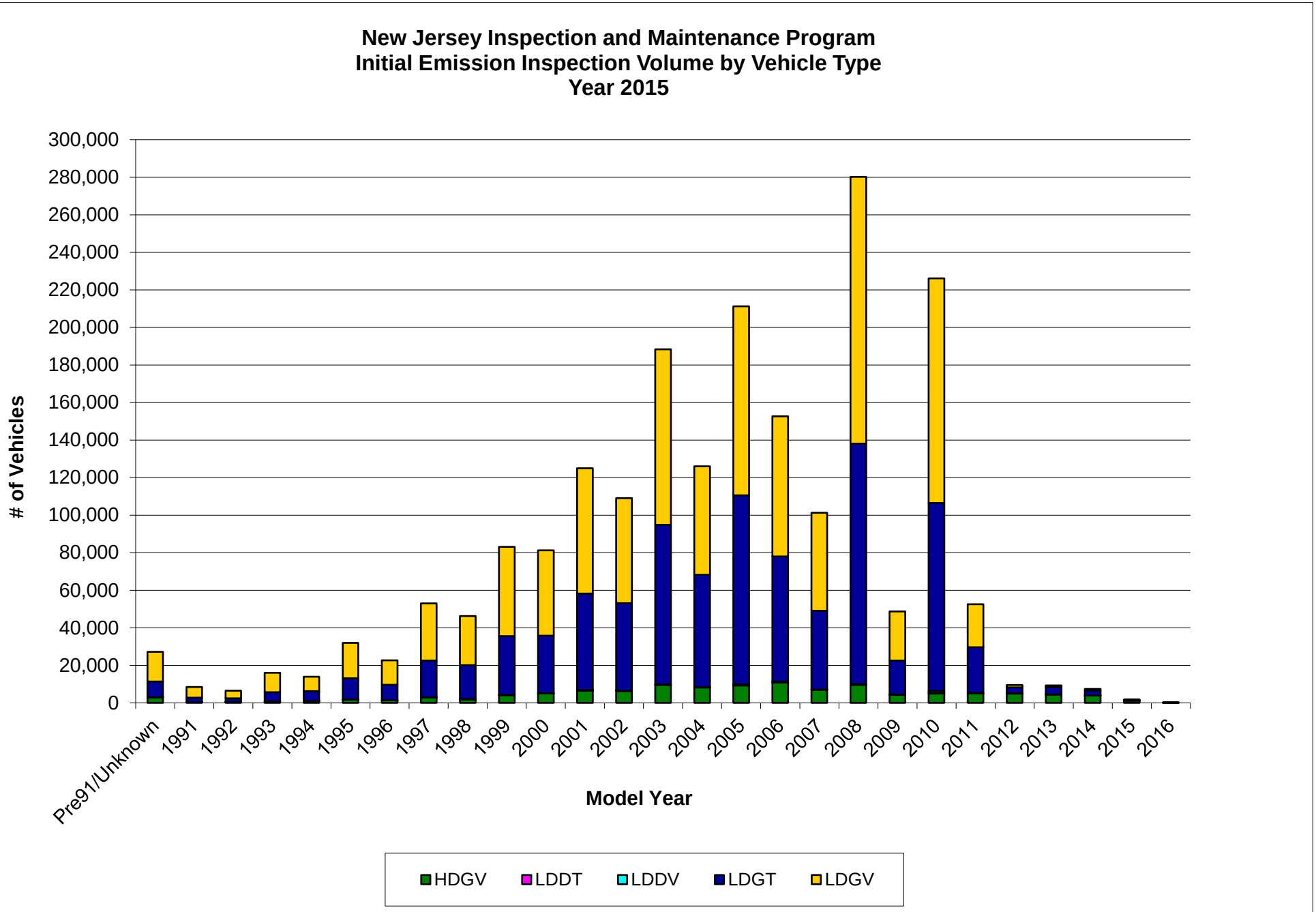

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2015
# of Vehicles
300,000
280,000
260,000
240,000
220,000
200,000
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Pre91/Unknown
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
Model Year
HDGV
LDDT
LDDV
LDGT
LDGV

Figure D-2

APPENDIX I -
PART E

INITIAL
EMISSION INSPECTION
FAILURES
BY TEST TYPE

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2015

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 91/Unknown	HDGV	2,974	613	2,361	20.6%	0	0	0	-
Pre 91/Unknown	LDDT	10	0	10	0.0%	0	0	0	-
Pre 91/Unknown	LDDV	45	0	45	0.0%	0	0	0	-
Pre 91/Unknown	LDGT	8,291	2,474	5,817	29.8%	0	0	0	-
Pre 91/Unknown	LDGV	15,847	3,361	12,486	21.2%	0	0	0	-
1991	HDGV	317	57	260	18.0%	0	0	0	-
1991	LDDT	0	0	0	-	0	0	0	-
1991	LDDV	5	0	5	0.0%	0	0	0	-
1991	LDGT	2,471	626	1,845	25.3%	0	0	0	-
1991	LDGV	5,651	1,070	4,581	18.9%	0	0	0	-
1992	HDGV	383	51	332	13.3%	0	0	0	-
1992	LDDT	1	0	1	0.0%	0	0	0	-
1992	LDDV	3	0	3	0.0%	0	0	0	-
1992	LDGT	1,973	503	1,470	25.5%	0	0	0	-
1992	LDGV	4,170	938	3,232	22.5%	0	0	0	-
1993	HDGV	664	123	541	18.5%	0	0	0	-
1993	LDDT	2	0	2	0.0%	0	0	0	-
1993	LDDV	2	0	2	0.0%	0	0	0	-
1993	LDGT	5,048	1,164	3,884	23.1%	0	0	0	-
1993	LDGV	10,276	1,846	8,430	18.0%	0	0	0	-
1994	HDGV	965	174	791	18.0%	0	0	0	-
1994	LDDT	2	0	2	0.0%	0	0	0	-
1994	LDDV	1	0	1	0.0%	0	0	0	-
1994	LDGT	5,334	1,236	4,098	23.2%	0	0	0	-
1994	LDGV	7,572	1,288	6,284	17.0%	0	0	0	-
1995	HDGV	1,769	272	1,497	15.4%	0	0	0	-
1995	LDDT	4	0	4	0.0%	0	0	0	-
1995	LDDV	4	0	4	0.0%	0	0	0	-
1995	LDGT	11,313	2,223	9,090	19.6%	0	0	0	-
1995	LDGV	18,907	2,943	15,964	15.6%	0	0	0	-
1996	HDGV	1,355	185	1,170	13.7%	0	0	0	-
1996	LDDT	5	0	5	0.0%	0	0	0	-
1996	LDDV	1	0	1	0.0%	0	0	0	-
1996	LDGT	8,309	1,906	6,403	22.9%	8,309	1,619	6,690	19.5%
1996	LDGV	13,024	2,747	10,277	21.1%	13,024	2,491	10,533	19.1%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate
1997	HDGV	2,966	359	2,607	12.1%	0	0	0	-
1997	LDDT	8	0	8	0.0%	8	0	8	0.0%
1997	LDDV	56	10	46	17.9%	56	10	46	17.9%
1997	LDGT	19,544	4,025	15,519	20.6%	19,544	3,424	16,120	17.5%
1997	LDGV	30,445	5,755	24,690	18.9%	30,445	5,100	25,345	16.8%
1998	HDGV	1,943	218	1,725	11.2%	0	0	0	-
1998	LDDT	1	0	1	0.0%	1	0	1	0.0%
1998	LDDV	72	11	61	15.3%	72	10	62	13.9%
1998	LDGT	18,026	3,964	14,062	22.0%	18,026	3,382	14,644	18.8%
1998	LDGV	26,265	5,466	20,799	20.8%	26,265	4,894	21,371	18.6%
1999	HDGV	4,114	401	3,713	9.7%	0	0	0	-
1999	LDDT	7	0	7	0.0%	7	0	7	0.0%
1999	LDDV	157	14	143	8.9%	157	13	144	8.3%
1999	LDGT	31,234	5,719	25,515	18.3%	31,233	4,835	26,398	15.5%
1999	LDGV	47,591	8,401	39,190	17.7%	47,591	7,464	40,127	15.7%
2000	HDGV	5,131	496	4,635	9.7%	0	0	0	-
2000	LDDT	3	0	3	0.0%	3	0	3	0.0%
2000	LDDV	111	20	91	18.0%	111	18	93	16.2%
2000	LDGT	30,539	5,974	24,565	19.6%	30,539	5,024	25,515	16.5%
2000	LDGV	45,445	9,155	36,290	20.1%	45,445	8,325	37,120	18.3%
2001	HDGV	6,633	247	6,386	3.7%	0	0	0	-
2001	LDDT	3	0	3	0.0%	3	0	3	0.0%
2001	LDDV	155	19	136	12.3%	155	19	136	12.3%
2001	LDGT	51,461	10,479	40,982	20.4%	51,461	10,412	41,049	20.2%
2001	LDGV	66,725	12,800	53,925	19.2%	66,724	12,717	54,007	19.1%
2002	HDGV	6,327	205	6,122	3.2%	0	0	0	-
2002	LDDT	8	0	8	0.0%	8	0	8	0.0%
2002	LDDV	153	15	138	9.8%	153	15	138	9.8%
2002	LDGT	46,639	8,601	38,038	18.4%	46,639	8,540	38,099	18.3%
2002	LDGV	55,871	10,203	45,668	18.3%	55,871	10,089	45,782	18.1%
2003	HDGV	9,642	257	9,385	2.7%	0	0	0	-
2003	LDDT	5	0	5	0.0%	5	0	5	0.0%
2003	LDDV	191	20	171	10.5%	191	20	171	10.5%
2003	LDGT	84,990	11,330	73,660	13.3%	84,989	11,267	73,722	13.3%
2003	LDGV	93,456	12,035	81,421	12.9%	93,456	11,926	81,530	12.8%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate
2004	HDGV	8,235	161	8,074	2.0%	0	0	0	-
2004	LDDT	4	0	4	0.0%	4	0	4	0.0%
2004	LDDV	108	13	95	12.0%	108	13	95	12.0%
2004	LDGT	59,899	7,571	52,328	12.6%	59,898	7,528	52,370	12.6%
2004	LDGV	57,784	7,474	50,310	12.9%	57,784	7,394	50,390	12.8%
2005	HDGV	9,314	120	9,194	1.3%	0	0	0	-
2005	LDDT	70	11	59	15.7%	70	11	59	15.7%
2005	LDDV	455	35	420	7.7%	455	31	424	6.8%
2005	LDGT	100,740	9,357	91,383	9.3%	100,740	9,308	91,432	9.2%
2005	LDGV	100,703	9,331	91,372	9.3%	100,703	9,250	91,453	9.2%
2006	HDGV	10,906	169	10,737	1.5%	0	0	0	-
2006	LDDT	50	4	46	8.0%	50	4	46	8.0%
2006	LDDV	356	17	339	4.8%	356	16	340	4.5%
2006	LDGT	66,626	5,531	61,095	8.3%	66,626	5,494	61,132	8.2%
2006	LDGV	74,688	6,426	68,262	8.6%	74,688	6,334	68,354	8.5%
2007	HDGV	7,011	59	6,952	0.8%	0	0	0	-
2007	LDDT	66	6	60	9.1%	66	5	61	7.6%
2007	LDDV	28	4	24	14.3%	28	4	24	14.3%
2007	LDGT	41,969	3,248	38,721	7.7%	41,969	3,229	38,740	7.7%
2007	LDGV	52,197	3,664	48,533	7.0%	52,197	3,614	48,583	6.9%
2008	HDGV	9,593	34	9,559	0.4%	0	0	0	-
2008	LDDT	257	10	247	3.9%	257	8	249	3.1%
2008	LDDV	83	5	78	6.0%	83	5	78	6.0%
2008	LDGT	128,121	5,421	122,700	4.2%	128,121	5,396	122,725	4.2%
2008	LDGV	142,142	6,077	136,065	4.3%	142,141	6,021	136,120	4.2%
2009	HDGV	4,276	8	4,268	0.2%	0	0	0	-
2009	LDDT	73	7	66	9.6%	73	7	66	9.6%
2009	LDDV	133	21	112	15.8%	133	20	113	15.0%
2009	LDGT	18,021	914	17,107	5.1%	18,021	911	17,110	5.1%
2009	LDGV	26,181	1,361	24,820	5.2%	26,181	1,353	24,828	5.2%
2010	HDGV	4,980	7	4,973	0.1%	0	0	0	-
2010	LDDT	309	53	256	17.2%	309	49	260	15.9%
2010	LDDV	1,028	200	828	19.5%	1,028	194	834	18.9%
2010	LDGT	100,140	2,522	97,618	2.5%	100,140	2,510	97,630	2.5%
2010	LDGV	119,614	3,003	116,611	2.5%	119,613	2,974	116,639	2.5%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate
2011	HDGV	5,082	10	5,072	0.2%	0	0	0	-
2011	LDDT	129	24	105	18.6%	129	23	106	17.8%
2011	LDDV	157	27	130	17.2%	157	24	133	15.3%
2011	LDGT	24,299	566	23,733	2.3%	24,299	562	23,737	2.3%
2011	LDGV	22,916	683	22,233	3.0%	22,916	674	22,242	2.9%
2012	HDGV	4,983	1	4,982	0.0%	0	0	0	-
2012	LDDT	9	1	8	11.1%	9	1	8	11.1%
2012	LDDV	11	2	9	18.2%	11	2	9	18.2%
2012	LDGT	3,250	147	3,103	4.5%	3,250	146	3,104	4.5%
2012	LDGV	1,287	50	1,237	3.9%	1,287	50	1,237	3.9%
2013	HDGV	4,515	0	4,515	0.0%	0	0	0	-
2013	LDDT	1	0	1	0.0%	1	0	1	0.0%
2013	LDDV	12	1	11	8.3%	12	0	12	0.0%
2013	LDGT	3,899	217	3,682	5.6%	3,899	216	3,683	5.5%
2013	LDGV	883	50	833	5.7%	883	50	833	5.7%
2014	HDGV	3,936	1	3,935	0.0%	0	0	0	-
2014	LDDT	5	0	5	0.0%	5	0	5	0.0%
2014	LDDV	7	0	7	0.0%	7	0	7	0.0%
2014	LDGT	2,655	87	2,568	3.3%	2,655	84	2,571	3.2%
2014	LDGV	820	41	779	5.0%	820	41	779	5.0%
2015	HDGV	1,206	2	1,204	0.2%	0	0	0	-
2015	LDDT	3	0	3	0.0%	3	0	3	0.0%
2015	LDDV	2	0	2	0.0%	2	0	2	0.0%
2015	LDGT	402	10	392	2.5%	402	10	392	2.5%
2015	LDGV	75	4	71	5.3%	75	4	71	5.3%
2016	HDGV	58	0	58	0.0%	0	0	0	-
2016	LDDT	0	0	0	-	0	0	0	-
2016	LDDV	0	0	0	-	0	0	0	-
2016	LDGT	53	0	53	0.0%	53	0	53	0.0%
2016	LDGV	4	0	4	0.0%	4	0	4	0.0%
Totals		**2,039,434**	**216,767**	**1,822,667**	**10.6%**	**1,823,212**	**185,184**	**1,638,028**	**10.2%**

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	TSI Insps	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insps [1]	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
Pre 91/Unknown	HDGV	0	0	0	-	2,974	523	2,451	17.6%	0	0	0	-
Pre 91/Unknown	LDDT	0	0	0	-	0	0	0	-	10	0	10	0.0%
Pre 91/Unknown	LDDV	0	0	0	-	0	0	0	-	45	0	45	0.0%
Pre 91/Unknown	LDGT	7,562	1,943	5,619	25.7%	729	197	532	27.0%	0	0	0	-
Pre 91/Unknown	LDGV	12,892	2,379	10,513	18.5%	2,955	669	2,286	22.6%	0	0	0	-
1991	HDGV	0	0	0	-	317	39	278	12.3%	0	0	0	-
1991	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1991	LDDV	0	0	0	-	0	0	0	-	5	0	5	0.0%
1991	LDGT	2,471	493	1,978	20.0%	0	0	0	-	0	0	0	-
1991	LDGV	5,651	938	4,713	16.6%	0	0	0	-	0	0	0	-
1992	HDGV	0	0	0	-	383	35	348	9.1%	0	0	0	-
1992	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.0%
1992	LDDV	0	0	0	-	0	0	0	-	3	0	3	0.0%
1992	LDGT	1,973	394	1,579	20.0%	0	0	0	-	0	0	0	-
1992	LDGV	4,170	826	3,344	19.8%	0	0	0	-	0	0	0	-
1993	HDGV	0	0	0	-	664	89	575	13.4%	0	0	0	-
1993	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
1993	LDDV	0	0	0	-	0	0	0	-	2	0	2	0.0%
1993	LDGT	5,048	935	4,113	18.5%	0	0	0	-	0	0	0	-
1993	LDGV	10,276	1,652	8,624	16.1%	0	0	0	-	0	0	0	-
1994	HDGV	0	0	0	-	965	118	847	12.2%	0	0	0	-
1994	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.0%
1994	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.0%
1994	LDGT	5,334	955	4,379	17.9%	0	0	0	-	0	0	0	-
1994	LDGV	7,572	1,114	6,458	14.7%	0	0	0	-	0	0	0	-
1995	HDGV	0	0	0	-	1,769	196	1,573	11.1%	0	0	0	-
1995	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.0%
1995	LDDV	0	0	0	-	0	0	0	-	4	0	4	0.0%
1995	LDGT	11,313	1,877	9,436	16.6%	0	0	0	-	0	0	0	-
1995	LDGV	18,907	2,553	16,354	13.5%	0	0	0	-	0	0	0	-
1996	HDGV	0	0	0	-	1,355	128	1,227	9.4%	0	0	0	-
1996	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.0%
1996	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.0%
1996	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGV	0	0	0	-	0	0	0	-	0	0	0	-

Table E (Page 5 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 2015

Model Yr	Veh Type	TSI Insps	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insps [1]	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
1997	HDGV	0	0	0	-	2,966	230	2,736	7.8%	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	-	1,943	129	1,814	6.6%	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	0	0	0	-	0	0	0	-	0	0	0	-
1998	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
1999	HDGV	0	0	0	-	4,114	229	3,885	5.6%	0	0	0	-
1999	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1999	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1999	LDGT	1	0	1	0.0%	0	0	0	-	0	0	0	-
1999	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2000	HDGV	0	0	0	-	5,131	282	4,849	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	-	6,633	241	6,392	3.6%	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	1	0	1	0.0%	0	0	0	-	0	0	0	-
2002	HDGV	0	0	0	-	6,327	194	6,133	3.1%	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	-
2003	HDGV	0	0	0	-	9,642	248	9,394	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	1	0	1	0.0%	0	0	0	-	0	0	0	-
2003	LDGV	0	0	0	-	0	0	0	-	0	0	0	-

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	TSI Insps	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insps [1]	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2004	HDGV	0	0	0	-	8,235	150	8,085	1.8%	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	1	0	1	0.0%	0	0	0	-	0	0	0	-
2004	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2005	HDGV	0	0	0	-	9,314	108	9,206	1.2%	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	-	10,906	156	10,750	1.4%	0	0	0	-
2006	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2006	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2006	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2006	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2007	HDGV	0	0	0	-	7,011	53	6,958	0.8%	0	0	0	-
2007	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2007	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2007	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2007	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2008	HDGV	0	0	0	-	9,593	25	9,568	0.3%	0	0	0	-
2008	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2008	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2008	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2008	LDGV	1	0	1	0.0%	0	0	0	-	0	0	0	-
2009	HDGV	0	0	0	-	4,276	6	4,270	0.1%	0	0	0	-
2009	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2009	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2009	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2009	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2010	HDGV	0	0	0	-	4,980	4	4,976	0.1%	0	0	0	-
2010	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2010	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2010	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2010	LDGV	1	0	1	0.0%	0	0	0	-	0	0	0	-

[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 2015

Model Yr	Veh Type	TSI Insps	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insps [1]	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2011	HDGV	0	0	0	-	5,082	7	5,075	0.1%	0	0	0	-
2011	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2011	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2011	LDGT	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	-	4,983	0	4,983	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	-	4,515	0	4,515	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	-	3,936	0	3,936	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	-	1,206	1	1,205	0.1%	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	-
2016	HDGV	0	0	0	-	58	0	58	0.0%	0	0	0	-
2016	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2016	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2016	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2016	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
Totals		**93,175**	**16,059**	**77,116**	**17.2%**	**122,962**	**4,057**	**118,905**	**3.3%**	**85**	**0**	**85**	**0.0%**

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
Pre 91/Unknown	HDGV	2,769	153	2,616	5.5%	2,770	10	2,760	0.36%	2,974	0	2,974	0.00%
Pre 91/Unknown	LDDT	0	0	0	-	0	0	0	-	10	0	10	0.00%
Pre 91/Unknown	LDDV	0	0	0	-	0	0	0	-	45	0	45	0.00%
Pre 91/Unknown	LDGT	8,120	609	7,511	7.5%	8,028	91	7,937	1.13%	8,291	0	8,291	0.00%
Pre 91/Unknown	LDGV	14,460	405	14,055	2.8%	14,092	98	13,994	0.70%	15,798	0	15,798	0.00%
1991	HDGV	308	20	288	6.5%	317	0	317	0.00%	317	0	317	0.00%
1991	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1991	LDDV	0	0	0	-	0	0	0	-	5	0	5	0.00%
1991	LDGT	2,471	171	2,300	6.9%	2,471	12	2,459	0.49%	2,471	0	2,471	0.00%
1991	LDGV	5,645	168	5,477	3.0%	5,651	27	5,624	0.48%	5,651	0	5,651	0.00%
1992	HDGV	380	20	360	5.3%	383	1	382	0.26%	383	0	383	0.00%
1992	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
1992	LDDV	0	0	0	-	0	0	0	-	3	0	3	0.00%
1992	LDGT	1,973	140	1,833	7.1%	1,973	10	1,963	0.51%	1,973	0	1,973	0.00%
1992	LDGV	4,166	131	4,035	3.1%	4,170	28	4,142	0.67%	4,170	0	4,170	0.00%
1993	HDGV	656	42	614	6.4%	664	3	661	0.45%	664	0	664	0.00%
1993	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
1993	LDDV	0	0	0	-	0	0	0	-	2	0	2	0.00%
1993	LDGT	5,046	285	4,761	5.6%	5,048	10	5,038	0.20%	5,048	0	5,048	0.00%
1993	LDGV	10,272	228	10,044	2.2%	10,276	57	10,219	0.55%	10,276	0	10,276	0.00%
1994	HDGV	960	66	894	6.9%	965	5	960	0.52%	965	0	965	0.00%
1994	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
1994	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.00%
1994	LDGT	5,333	360	4,973	6.8%	5,334	19	5,315	0.36%	5,334	0	5,334	0.00%
1994	LDGV	7,558	188	7,370	2.5%	7,572	66	7,506	0.87%	7,572	0	7,572	0.00%
1995	HDGV	1,740	92	1,648	5.3%	1,769	2	1,767	0.11%	1,769	0	1,769	0.00%
1995	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.00%
1995	LDDV	0	0	0	-	0	0	0	-	4	0	4	0.00%
1995	LDGT	11,313	466	10,847	4.1%	11,313	25	11,288	0.22%	11,313	0	11,313	0.00%
1995	LDGV	18,880	438	18,442	2.3%	18,907	51	18,856	0.27%	18,907	0	18,907	0.00%
1996	HDGV	1,342	74	1,268	5.5%	1,355	2	1,353	0.15%	1,355	0	1,355	0.00%
1996	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.00%
1996	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.00%
1996	LDGT	8,309	410	7,899	4.9%	8,309	16	8,293	0.19%	8,309	14	8,295	0.17%
1996	LDGV	13,011	289	12,722	2.2%	13,024	62	12,962	0.48%	13,024	50	12,974	0.38%

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Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
1997	HDGV	2,946	135	2,811	4.6%	2,966	2	2,964	0.07%	2,966	0	2,966	0.00%
1997	LDDT	0	0	0	-	0	0	0	-	8	0	8	0.00%
1997	LDDV	0	0	0	-	0	0	0	-	56	0	56	0.00%
1997	LDGT	19,544	756	18,788	3.9%	19,544	14	19,530	0.07%	19,544	35	19,509	0.18%
1997	LDGV	30,422	772	29,650	2.5%	30,445	87	30,358	0.29%	30,445	75	30,370	0.25%
1998	HDGV	1,926	96	1,830	5.0%	1,943	0	1,943	0.00%	1,943	0	1,943	0.00%
1998	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
1998	LDDV	0	0	0	-	0	0	0	-	72	1	71	1.39%
1998	LDGT	18,022	767	17,255	4.3%	18,026	28	17,998	0.16%	18,026	35	17,991	0.19%
1998	LDGV	26,247	726	25,521	2.8%	26,265	73	26,192	0.28%	26,265	56	26,209	0.21%
1999	HDGV	4,084	183	3,901	4.5%	4,114	2	4,112	0.05%	4,114	0	4,114	0.00%
1999	LDDT	0	0	0	-	0	0	0	-	7	0	7	0.00%
1999	LDDV	0	0	0	-	0	0	0	-	157	1	156	0.64%
1999	LDGT	31,221	1,134	30,087	3.6%	31,234	20	31,214	0.06%	31,234	59	31,175	0.19%
1999	LDGV	47,545	1,119	46,426	2.4%	47,591	76	47,515	0.16%	47,591	87	47,504	0.18%
2000	HDGV	5,084	234	4,850	4.6%	5,131	6	5,125	0.12%	5,131	0	5,131	0.00%
2000	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
2000	LDDV	0	0	0	-	0	0	0	-	111	2	109	1.80%
2000	LDGT	30,516	1,223	29,293	4.0%	30,539	19	30,520	0.06%	30,539	58	30,481	0.19%
2000	LDGV	45,398	1,050	44,348	2.3%	45,445	62	45,383	0.14%	45,445	108	45,337	0.24%
2001	HDGV	0	0	0	-	6,633	3	6,630	0.05%	6,633	0	6,633	0.00%
2001	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
2001	LDDV	0	0	0	-	2	0	2	0.00%	155	0	155	0.00%
2001	LDGT	3	0	3	0.0%	51,461	16	51,445	0.03%	51,461	92	51,369	0.18%
2001	LDGV	2	0	2	0.0%	66,725	70	66,655	0.10%	66,725	87	66,638	0.13%
2002	HDGV	3	0	3	0.0%	6,327	4	6,323	0.06%	6,327	0	6,327	0.00%
2002	LDDT	0	0	0	-	0	0	0	-	8	0	8	0.00%
2002	LDDV	0	0	0	-	1	0	1	0.00%	153	0	153	0.00%
2002	LDGT	3	0	3	0.0%	46,639	26	46,613	0.06%	46,639	64	46,575	0.14%
2002	LDGV	1	0	1	0.0%	55,871	101	55,770	0.18%	55,871	83	55,788	0.15%
2003	HDGV	0	0	0	-	9,642	5	9,637	0.05%	9,642	0	9,642	0.00%
2003	LDDT	0	0	0	-	1	0	1	0.00%	5	0	5	0.00%
2003	LDDV	0	0	0	-	0	0	0	-	191	0	191	0.00%
2003	LDGT	1	0	1	0.0%	84,990	17	84,973	0.02%	84,990	80	84,910	0.09%
2003	LDGV	7	0	7	0.0%	93,456	106	93,350	0.11%	93,456	85	93,371	0.09%

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Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
2004	HDGV	1	0	1	0.0%	8,235	3	8,232	0.04%	8,235	0	8,235	0.00%
2004	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.00%
2004	LDDV	0	0	0	-	0	0	0	-	108	0	108	0.00%
2004	LDGT	1	0	1	0.0%	59,899	19	59,880	0.03%	59,899	52	59,847	0.09%
2004	LDGV	2	0	2	0.0%	57,784	87	57,697	0.15%	57,784	42	57,742	0.07%
2005	HDGV	0	0	0	-	9,314	3	9,311	0.03%	9,314	0	9,314	0.00%
2005	LDDT	0	0	0	-	1	0	1	0.00%	70	0	70	0.00%
2005	LDDV	0	0	0	-	0	0	0	-	455	2	453	0.44%
2005	LDGT	3	0	3	0.0%	100,740	10	100,730	0.01%	100,740	50	100,690	0.05%
2005	LDGV	2	0	2	0.0%	100,703	76	100,627	0.08%	100,703	44	100,659	0.04%
2006	HDGV	0	0	0	-	10,906	4	10,902	0.04%	10,906	0	10,906	0.00%
2006	LDDT	0	0	0	-	1	0	1	0.00%	50	0	50	0.00%
2006	LDDV	0	0	0	-	5	0	5	0.00%	356	0	356	0.00%
2006	LDGT	0	0	0	-	66,626	8	66,618	0.01%	66,626	43	66,583	0.06%
2006	LDGV	0	0	0	-	74,688	61	74,627	0.08%	74,688	55	74,633	0.07%
2007	HDGV	0	0	0	-	7,011	0	7,011	0.00%	7,011	0	7,011	0.00%
2007	LDDT	0	0	0	-	66	1	65	1.52%	66	0	66	0.00%
2007	LDDV	0	0	0	-	28	0	28	0.00%	28	0	28	0.00%
2007	LDGT	0	0	0	-	41,969	4	41,965	0.01%	41,969	15	41,954	0.04%
2007	LDGV	0	0	0	-	52,197	42	52,155	0.08%	52,197	28	52,169	0.05%
2008	HDGV	0	0	0	-	9,593	0	9,593	0.00%	9,593	0	9,593	0.00%
2008	LDDT	0	0	0	-	257	2	255	0.78%	257	0	257	0.00%
2008	LDDV	0	0	0	-	83	0	83	0.00%	83	0	83	0.00%
2008	LDGT	0	0	0	-	128,121	5	128,116	0.00%	128,121	17	128,104	0.01%
2008	LDGV	2	0	2	0.0%	142,142	37	142,105	0.03%	142,142	32	142,110	0.02%
2009	HDGV	0	0	0	-	4,276	0	4,276	0.00%	4,276	0	4,276	0.00%
2009	LDDT	0	0	0	-	73	0	73	0.00%	73	0	73	0.00%
2009	LDDV	0	0	0	-	133	2	131	1.50%	133	0	133	0.00%
2009	LDGT	0	0	0	-	18,021	1	18,020	0.01%	18,021	5	18,016	0.03%
2009	LDGV	0	0	0	-	26,181	9	26,172	0.03%	26,181	5	26,176	0.02%
2010	HDGV	0	0	0	-	4,980	0	4,980	0.00%	4,980	0	4,980	0.00%
2010	LDDT	0	0	0	-	309	4	305	1.29%	309	0	309	0.00%
2010	LDDV	0	0	0	-	1,028	7	1,021	0.68%	1,028	0	1,028	0.00%
2010	LDGT	0	0	0	-	100,140	2	100,138	0.00%	100,140	9	100,131	0.01%
2010	LDGV	0	0	0	-	119,614	27	119,587	0.02%	119,614	9	119,605	0.01%

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Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
2011	HDGV	0	0	0	-	5,082	0	5,082	0.00%	5,082	0	5,082	0.00%
2011	LDDT	0	0	0	-	129	2	127	1.55%	129	0	129	0.00%
2011	LDDV	0	0	0	-	157	3	154	1.91%	157	0	157	0.00%
2011	LDGT	0	0	0	-	24,299	1	24,298	0.00%	24,299	2	24,297	0.01%
2011	LDGV	0	0	0	-	22,916	7	22,909	0.03%	22,916	2	22,914	0.01%
2012	HDGV	0	0	0	-	4,983	0	4,983	0.00%	4,983	0	4,983	0.00%
2012	LDDT	0	0	0	-	9	0	9	0.00%	9	0	9	0.00%
2012	LDDV	0	0	0	-	11	0	11	0.00%	11	0	11	0.00%
2012	LDGT	0	0	0	-	3,250	0	3,250	0.00%	3,250	2	3,248	0.06%
2012	LDGV	0	0	0	-	1,287	0	1,287	0.00%	1,287	0	1,287	0.00%
2013	HDGV	0	0	0	-	4,515	0	4,515	0.00%	4,515	0	4,515	0.00%
2013	LDDT	0	0	0	-	1	0	1	0.00%	1	0	1	0.00%
2013	LDDV	0	0	0	-	12	1	11	8.33%	12	0	12	0.00%
2013	LDGT	0	0	0	-	3,899	1	3,898	0.03%	3,899	0	3,899	0.00%
2013	LDGV	0	0	0	-	883	0	883	0.00%	883	0	883	0.00%
2014	HDGV	0	0	0	-	3,936	0	3,936	0.00%	3,936	0	3,936	0.00%
2014	LDDT	0	0	0	-	5	0	5	0.00%	5	0	5	0.00%
2014	LDDV	0	0	0	-	7	0	7	0.00%	7	0	7	0.00%
2014	LDGT	0	0	0	-	2,655	3	2,652	0.11%	2,655	0	2,655	0.00%
2014	LDGV	0	0	0	-	820	0	820	0.00%	820	0	820	0.00%
2015	HDGV	0	0	0	-	1,206	1	1,205	0.08%	1,206	0	1,206	0.00%
2015	LDDT	0	0	0	-	3	0	3	0.00%	3	0	3	0.00%
2015	LDDV	0	0	0	-	2	0	2	0.00%	2	0	2	0.00%
2015	LDGT	0	0	0	-	402	0	402	0.00%	402	0	402	0.00%
2015	LDGV	0	0	0	-	75	0	75	0.00%	75	0	75	0.00%
2016	HDGV	0	0	0	-	58	0	58	0.00%	58	0	58	0.00%
2016	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2016	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2016	LDGT	0	0	0	-	53	0	53	0.00%	53	0	53	0.00%
2016	LDGV	0	0	0	-	4	0	4	0.00%	4	0	4	0.00%
Totals		**387,698**	**12,950**	**374,748**	**3.3%**	**2,035,165**	**1,765**	**2,033,400**	**0.09%**	**2,039,385**	**1,486**	**2,037,899**	**0.07%**

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Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2015

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 91/Unknown	HDGV	2,974	0	2,974	0.00%	2,974	7	2,967	0.24%
Pre 91/Unknown	LDDT	10	0	10	0.00%	10	0	10	0.00%
Pre 91/Unknown	LDDV	45	0	45	0.00%	45	0	45	0.00%
Pre 91/Unknown	LDGT	8,291	2	8,289	0.02%	8,291	9	8,282	0.11%
Pre 91/Unknown	LDGV	15,847	9	15,838	0.06%	15,847	10	15,837	0.06%
1991	HDGV	317	0	317	0.00%	317	0	317	0.00%
1991	LDDT	0	0	0	-	0	0	0	-
1991	LDDV	5	0	5	0.00%	5	0	5	0.00%
1991	LDGT	2,471	0	2,471	0.00%	2,471	2	2,469	0.08%
1991	LDGV	5,651	2	5,649	0.04%	5,651	3	5,648	0.05%
1992	HDGV	383	0	383	0.00%	383	1	382	0.26%
1992	LDDT	1	0	1	0.00%	1	0	1	0.00%
1992	LDDV	3	0	3	0.00%	3	0	3	0.00%
1992	LDGT	1,973	1	1,972	0.05%	1,973	1	1,972	0.05%
1992	LDGV	4,170	4	4,166	0.10%	4,170	4	4,166	0.10%
1993	HDGV	664	0	664	0.00%	664	1	663	0.15%
1993	LDDT	2	0	2	0.00%	2	0	2	0.00%
1993	LDDV	2	0	2	0.00%	2	0	2	0.00%
1993	LDGT	5,048	4	5,044	0.08%	5,048	3	5,045	0.06%
1993	LDGV	10,276	0	10,276	0.00%	10,276	4	10,272	0.04%
1994	HDGV	965	0	965	0.00%	965	2	963	0.21%
1994	LDDT	2	0	2	0.00%	2	0	2	0.00%
1994	LDDV	1	0	1	0.00%	1	0	1	0.00%
1994	LDGT	5,334	0	5,334	0.00%	5,334	4	5,330	0.07%
1994	LDGV	7,572	1	7,571	0.01%	7,572	6	7,566	0.08%
1995	HDGV	1,769	1	1,768	0.06%	1,769	3	1,766	0.17%
1995	LDDT	4	0	4	0.00%	4	0	4	0.00%
1995	LDDV	4	0	4	0.00%	4	0	4	0.00%
1995	LDGT	11,313	4	11,309	0.04%	11,313	7	11,306	0.06%
1995	LDGV	18,907	7	18,900	0.04%	18,907	10	18,897	0.05%
1996	HDGV	1,355	0	1,355	0.00%	1,355	0	1,355	0.00%
1996	LDDT	5	0	5	0.00%	5	0	5	0.00%
1996	LDDV	1	0	1	0.00%	1	0	1	0.00%
1996	LDGT	8,309	1	8,308	0.01%	8,309	1	8,308	0.01%
1996	LDGV	13,024	0	13,024	0.00%	13,024	6	13,018	0.05%

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

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Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps [2]	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
1997	HDGV	2,966	2	2,964	0.07%	2,966	5	2,961	0.17%
1997	LDDT	8	0	8	0.00%	8	0	8	0.00%
1997	LDDV	56	0	56	0.00%	56	0	56	0.00%
1997	LDGT	19,544	8	19,536	0.04%	19,544	9	19,535	0.05%
1997	LDGV	30,445	2	30,443	0.01%	30,445	10	30,435	0.03%
1998	HDGV	1,943	0	1,943	0.00%	1,943	2	1,941	0.10%
1998	LDDT	1	0	1	0.00%	1	0	1	0.00%
1998	LDDV	72	0	72	0.00%	72	0	72	0.00%
1998	LDGT	18,026	2	18,024	0.01%	18,026	8	18,018	0.04%
1998	LDGV	26,265	5	26,260	0.02%	26,265	14	26,251	0.05%
1999	HDGV	4,114	2	4,112	0.05%	4,114	4	4,110	0.10%
1999	LDDT	7	0	7	0.00%	7	0	7	0.00%
1999	LDDV	157	0	157	0.00%	157	0	157	0.00%
1999	LDGT	31,234	4	31,230	0.01%	31,234	8	31,226	0.03%
1999	LDGV	47,591	4	47,587	0.01%	47,591	15	47,576	0.03%
2000	HDGV	5,131	1	5,130	0.02%	5,131	5	5,126	0.10%
2000	LDDT	3	0	3	0.00%	3	0	3	0.00%
2000	LDDV	111	0	111	0.00%	111	0	111	0.00%
2000	LDGT	30,539	3	30,536	0.01%	30,539	10	30,529	0.03%
2000	LDGV	45,445	8	45,437	0.02%	45,445	11	45,434	0.02%
2001	HDGV	6,633	2	6,631	0.03%	6,633	2	6,631	0.03%
2001	LDDT	3	0	3	0.00%	3	0	3	0.00%
2001	LDDV	155	0	155	0.00%	155	0	155	0.00%
2001	LDGT	51,461	7	51,454	0.01%	51,461	17	51,444	0.03%
2001	LDGV	66,725	7	66,718	0.01%	66,725	15	66,710	0.02%
2002	HDGV	6,327	2	6,325	0.03%	6,327	6	6,321	0.09%
2002	LDDT	8	0	8	0.00%	8	0	8	0.00%
2002	LDDV	153	0	153	0.00%	153	0	153	0.00%
2002	LDGT	46,639	9	46,630	0.02%	46,639	14	46,625	0.03%
2002	LDGV	55,871	7	55,864	0.01%	55,871	14	55,857	0.03%
2003	HDGV	9,642	2	9,640	0.02%	9,642	4	9,638	0.04%
2003	LDDT	5	0	5	0.00%	5	0	5	0.00%
2003	LDDV	191	0	191	0.00%	191	0	191	0.00%
2003	LDGT	84,990	2	84,988	0.00%	84,990	15	84,975	0.02%
2003	LDGV	93,456	3	93,453	0.00%	93,456	17	93,439	0.02%

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

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Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps [2]	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2004	HDGV	8,235	2	8,233	0.02%	8,235	8	8,227	0.10%
2004	LDDT	4	0	4	0.00%	4	0	4	0.00%
2004	LDDV	108	0	108	0.00%	108	0	108	0.00%
2004	LDGT	59,899	3	59,896	0.01%	59,899	12	59,887	0.02%
2004	LDGV	57,784	5	57,779	0.01%	57,784	10	57,774	0.02%
2005	HDGV	9,314	2	9,312	0.02%	9,314	7	9,307	0.08%
2005	LDDT	70	0	70	0.00%	70	0	70	0.00%
2005	LDDV	455	0	455	0.00%	455	2	453	0.44%
2005	LDGT	100,740	8	100,732	0.01%	100,740	7	100,733	0.01%
2005	LDGV	100,703	3	100,700	0.00%	100,703	8	100,695	0.01%
2006	HDGV	10,906	2	10,904	0.02%	10,906	8	10,898	0.07%
2006	LDDT	50	0	50	0.00%	50	0	50	0.00%
2006	LDDV	356	0	356	0.00%	356	1	355	0.28%
2006	LDGT	66,626	3	66,623	0.00%	66,626	7	66,619	0.01%
2006	LDGV	74,688	4	74,684	0.01%	74,688	13	74,675	0.02%
2007	HDGV	7,011	2	7,009	0.03%	7,011	4	7,007	0.06%
2007	LDDT	66	0	66	0.00%	66	0	66	0.00%
2007	LDDV	28	0	28	0.00%	28	0	28	0.00%
2007	LDGT	41,969	0	41,969	0.00%	41,969	2	41,967	0.00%
2007	LDGV	52,197	1	52,196	0.00%	52,197	6	52,191	0.01%
2008	HDGV	9,593	1	9,592	0.01%	9,593	8	9,585	0.08%
2008	LDDT	257	0	257	0.00%	257	0	257	0.00%
2008	LDDV	83	0	83	0.00%	83	0	83	0.00%
2008	LDGT	128,121	9	128,112	0.01%	128,121	4	128,117	0.00%
2008	LDGV	142,142	2	142,140	0.00%	142,142	6	142,136	0.00%
2009	HDGV	4,276	0	4,276	0.00%	4,276	2	4,274	0.05%
2009	LDDT	73	0	73	0.00%	73	0	73	0.00%
2009	LDDV	133	0	133	0.00%	133	0	133	0.00%
2009	LDGT	18,021	0	18,021	0.00%	18,021	1	18,020	0.01%
2009	LDGV	26,181	0	26,181	0.00%	26,181	0	26,181	0.00%
2010	HDGV	4,980	0	4,980	0.00%	4,980	3	4,977	0.06%
2010	LDDT	309	0	309	0.00%	309	0	309	0.00%
2010	LDDV	1,028	0	1,028	0.00%	1,028	0	1,028	0.00%
2010	LDGT	100,140	0	100,140	0.00%	100,140	1	100,139	0.00%
2010	LDGV	119,614	1	119,613	0.00%	119,614	3	119,611	0.00%

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2015

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
2011	HDGV	5,082	1	5,081	0.02%	5,082	2	5,080	0.04%
2011	LDDT	129	0	129	0.00%	129	0	129	0.00%
2011	LDDV	157	0	157	0.00%	157	0	157	0.00%
2011	LDGT	24,299	0	24,299	0.00%	24,299	1	24,298	0.00%
2011	LDGV	22,916	0	22,916	0.00%	22,916	2	22,914	0.01%
2012	HDGV	4,983	0	4,983	0.00%	4,983	1	4,982	0.02%
2012	LDDT	9	0	9	0.00%	9	0	9	0.00%
2012	LDDV	11	0	11	0.00%	11	0	11	0.00%
2012	LDGT	3,250	1	3,249	0.03%	3,250	3	3,247	0.09%
2012	LDGV	1,287	0	1,287	0.00%	1,287	0	1,287	0.00%
2013	HDGV	4,515	0	4,515	0.00%	4,515	0	4,515	0.00%
2013	LDDT	1	0	1	0.00%	1	0	1	0.00%
2013	LDDV	12	0	12	0.00%	12	0	12	0.00%
2013	LDGT	3,899	0	3,899	0.00%	3,899	1	3,898	0.03%
2013	LDGV	883	0	883	0.00%	883	0	883	0.00%
2014	HDGV	3,936	1	3,935	0.03%	3,936	0	3,936	0.00%
2014	LDDT	5	0	5	0.00%	5	0	5	0.00%
2014	LDDV	7	0	7	0.00%	7	0	7	0.00%
2014	LDGT	2,655	0	2,655	0.00%	2,655	0	2,655	0.00%
2014	LDGV	820	0	820	0.00%	820	0	820	0.00%
2015	HDGV	1,206	0	1,206	0.00%	1,206	0	1,206	0.00%
2015	LDDT	3	0	3	0.00%	3	0	3	0.00%
2015	LDDV	2	0	2	0.00%	2	0	2	0.00%
2015	LDGT	402	0	402	0.00%	402	0	402	0.00%
2015	LDGV	75	0	75	0.00%	75	0	75	0.00%
2016	HDGV	58	0	58	0.00%	58	0	58	0.00%
2016	LDDT	0	0	0	-	0	0	0	-
2016	LDDV	0	0	0	-	0	0	0	-
2016	LDGT	53	0	53	0.00%	53	0	53	0.00%
2016	LDGV	4	0	4	0.00%	4	0	4	0.00%
Totals		**2,039,434**	**169**	**2,039,265**	**0.01%**	**2,039,434**	**422**	**2,039,012**	**0.02%**

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

New Jersey Enhanced Inspection and Maintenance Program
Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2015

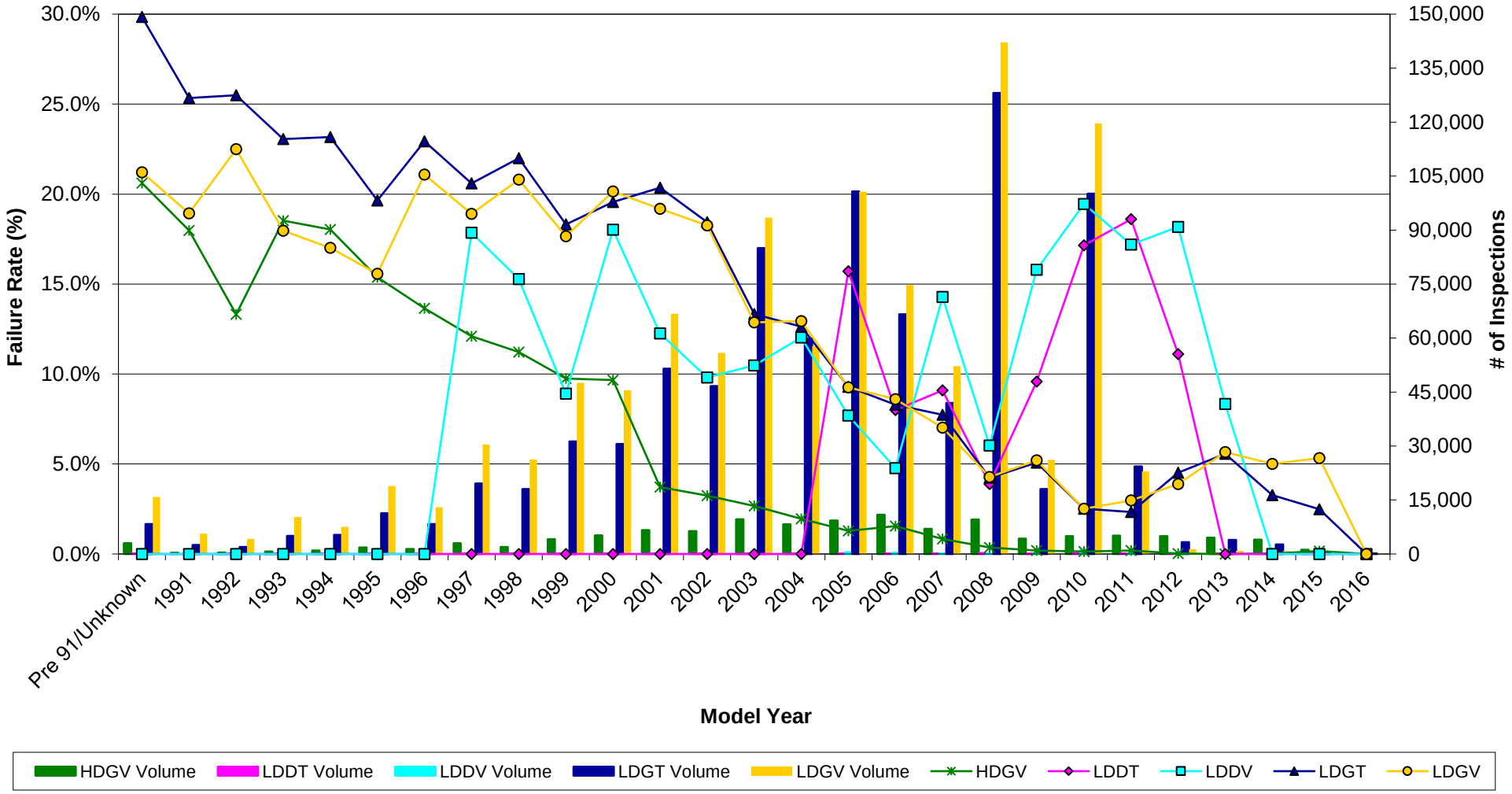


Figure E-1

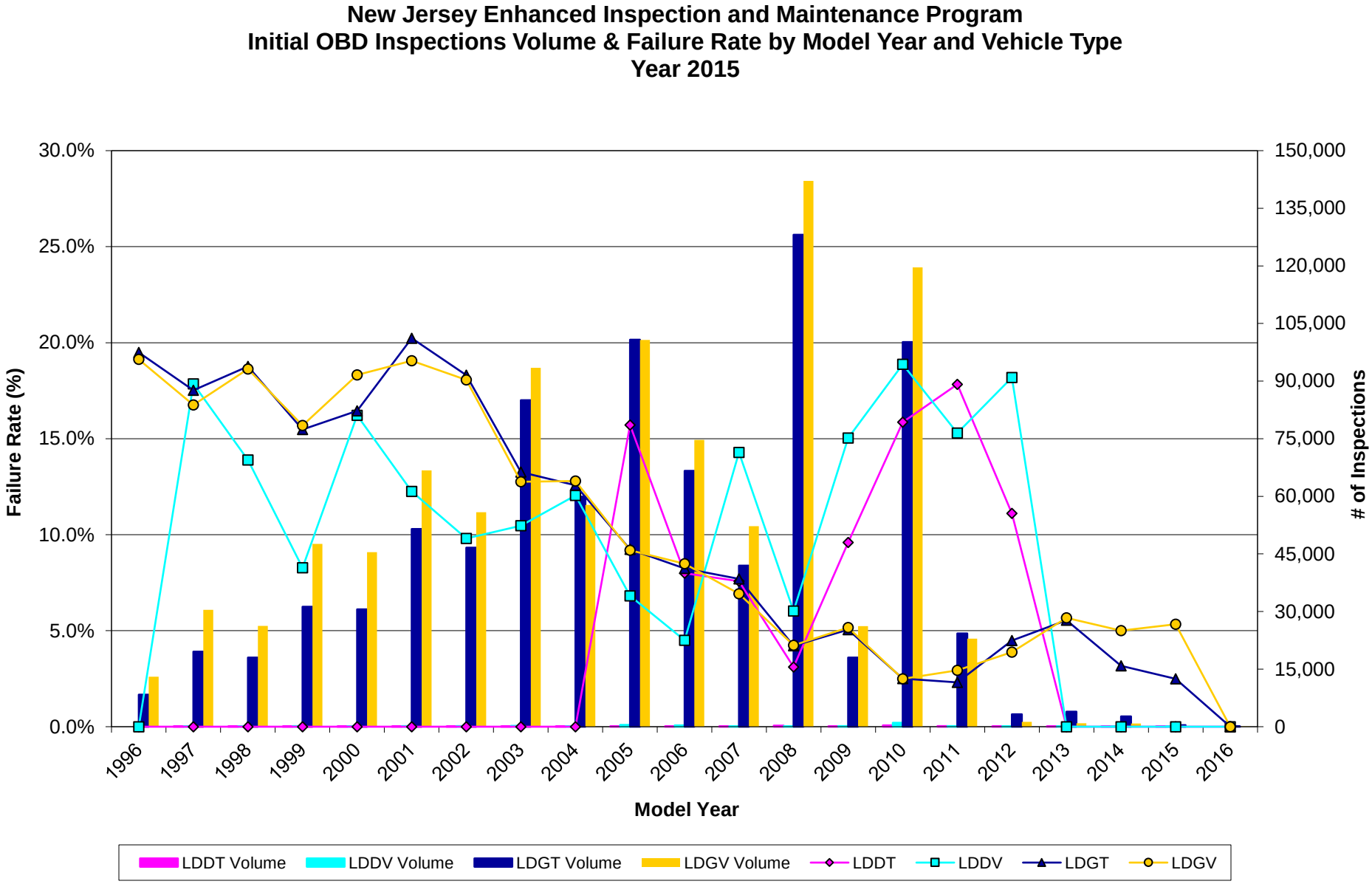
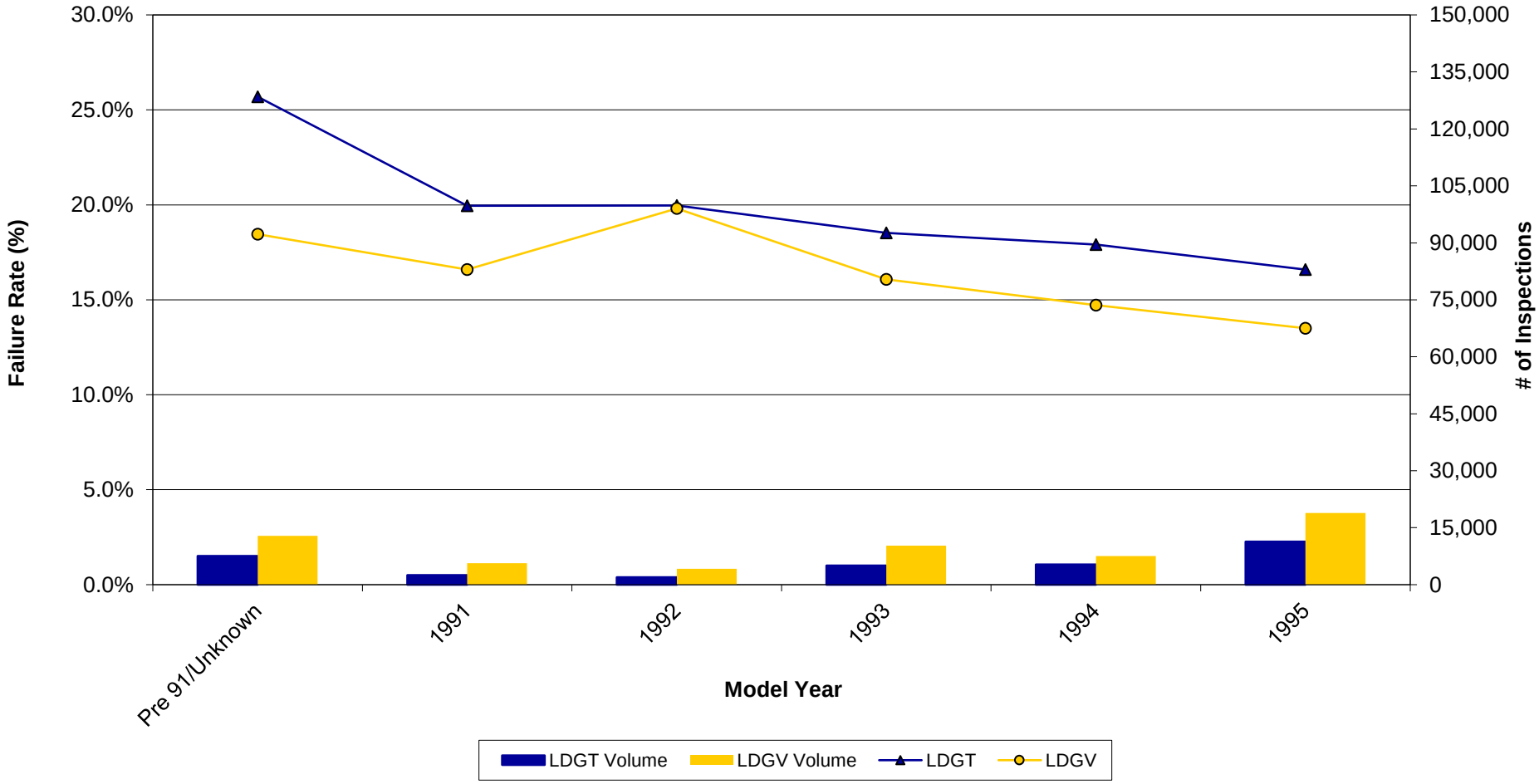

New Jersey Enhanced Inspection and Maintenance Program
Initial OBD Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2015
Failure Rate (%)
# of Inspections
Model Year
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
150,000
135,000
120,000
105,000
90,000
75,000
60,000
45,000
30,000
15,000
0
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
LDDT
LDDV
LDGT
LDGV

Figure E-2

New Jersey Enhanced Inspection and Maintenance Program
Initial TSI Inspections Volume & Failure Rate by Model Year* and Vehicle Type
Year 2015



*Note: A small sample of vehicles (6) in the Model Year 1996-2016 range were omitted from the graph to prevent skewing.

Figure E-3

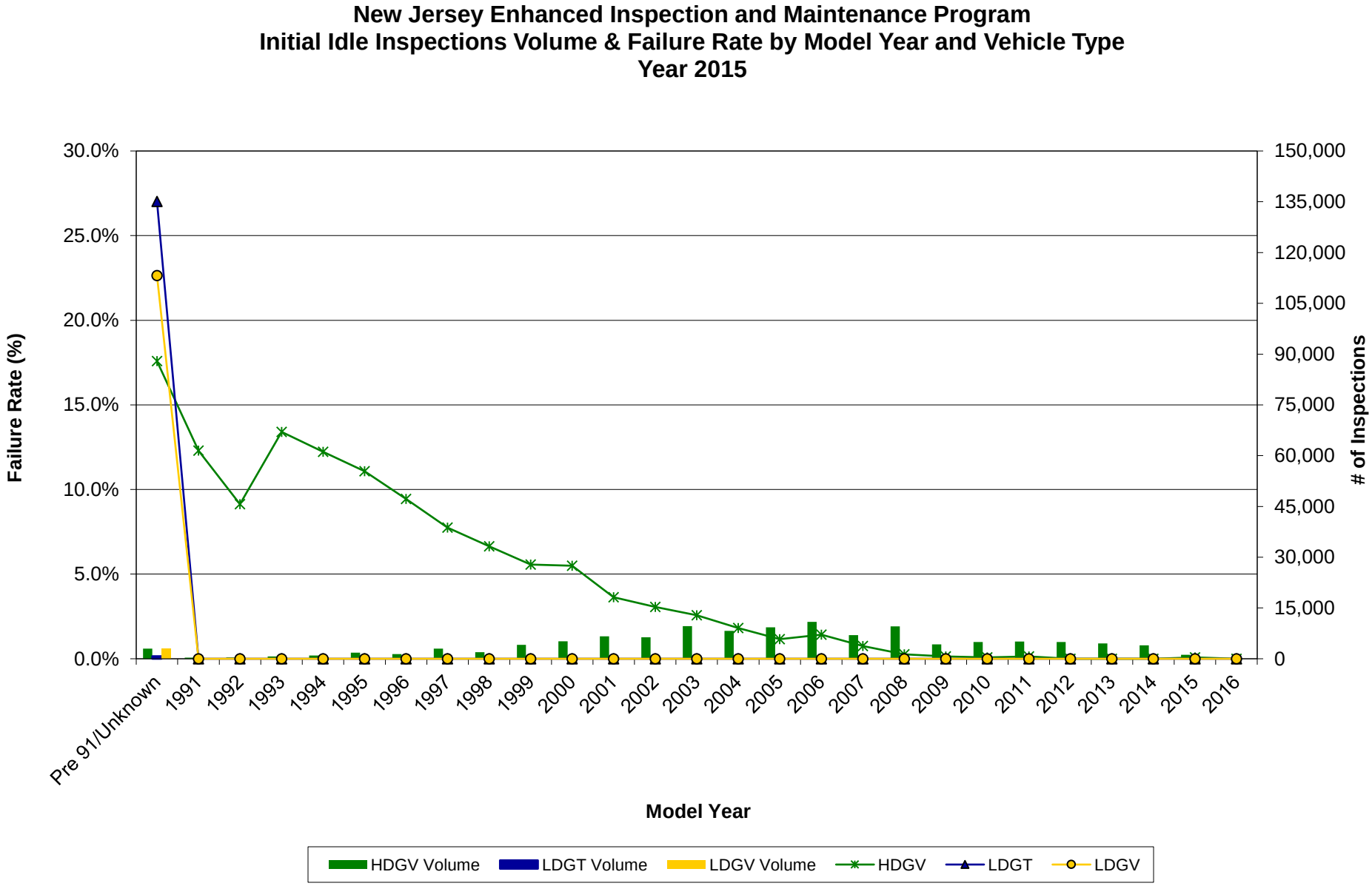

New Jersey Enhanced Inspection and Maintenance Program
Initial Idle Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2015
Failure Rate (%)
# of Inspections
Model Year
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
150,000
135,000
120,000
105,000
90,000
75,000
60,000
45,000
30,000
15,000
0
Pre 91/Unknown
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
HDGV Volume
LDGT Volume
LDGV Volume
HDGV
LDGT
LDGV

Figure E-4

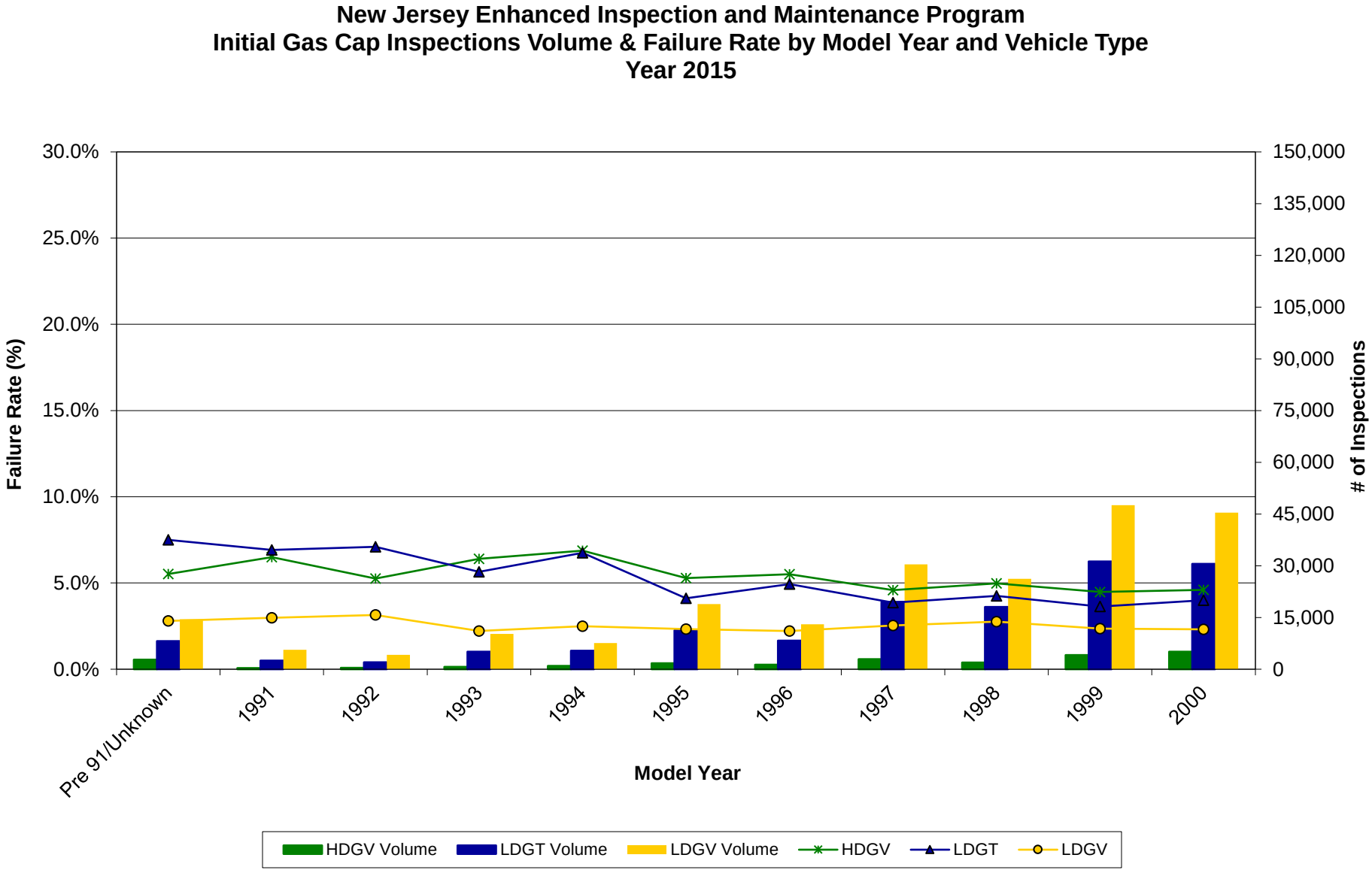

New Jersey Enhanced Inspection and Maintenance Program
Initial Gas Cap Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2015
Failure Rate (%)
# of Inspections
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
150,000
135,000
120,000
105,000
90,000
75,000
60,000
45,000
30,000
15,000
0
Pre 91/Unknown
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
Model Year
HDGV Volume
LDGT Volume
LDGV Volume
HDGV
LDGT
LDGV

Figure E-5

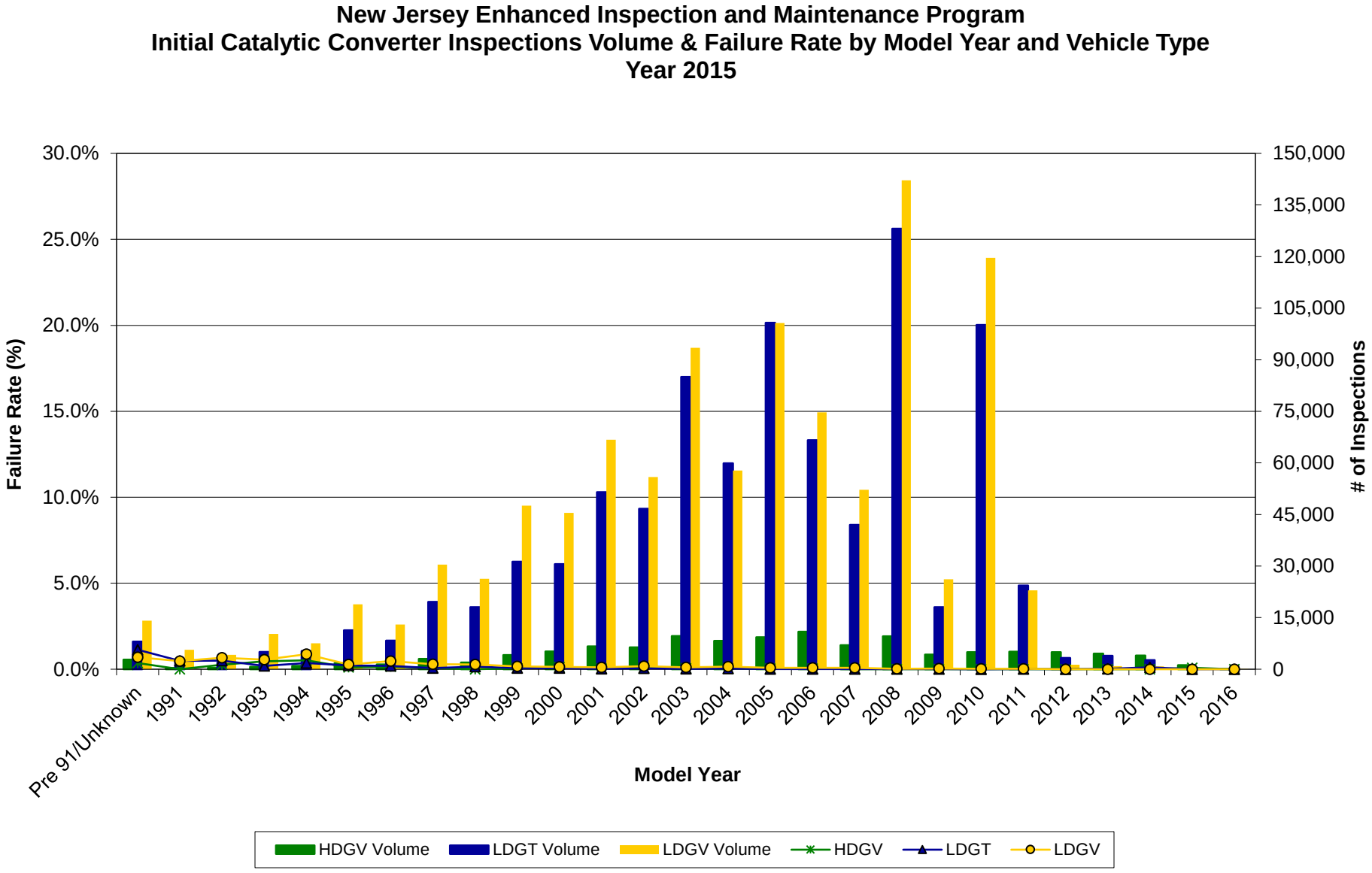

New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2015
Failure Rate (%)
# of Inspections
Model Year
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
150,000
135,000
120,000
105,000
90,000
75,000
60,000
45,000
30,000
15,000
0
Pre 91/Unknown
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
HDGV Volume
LDGT Volume
LDGV Volume
HDGV
LDGT
LDGV

Figure E-6

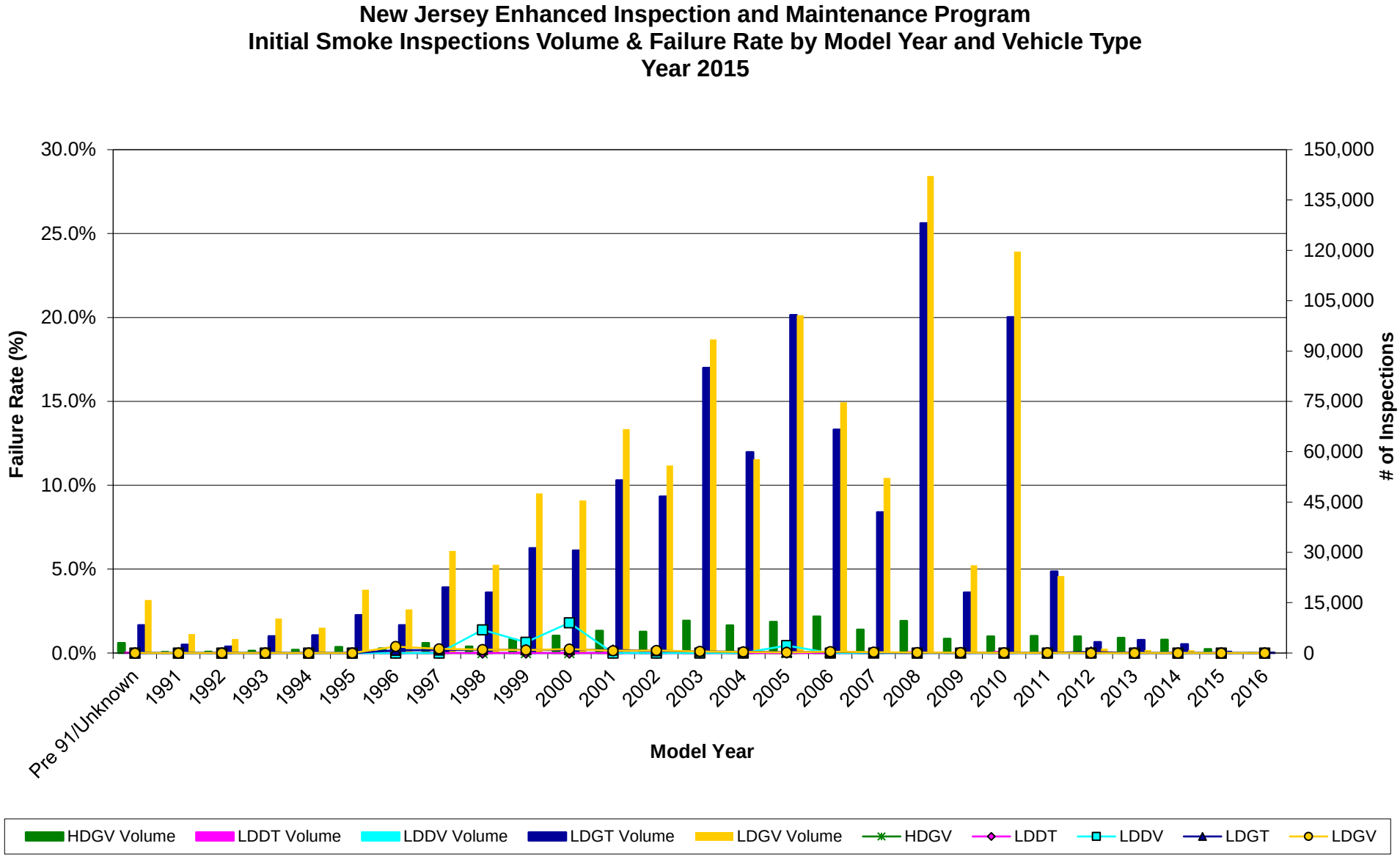

New Jersey Enhanced Inspection and Maintenance Program
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2015
Failure Rate (%)
# of Inspections
Model Year
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
150,000
135,000
120,000
105,000
90,000
75,000
60,000
45,000
30,000
15,000
0
Pre 91/Unknown
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGV
LDDT
LDDV
LDGT
LDGV

Figure E-7

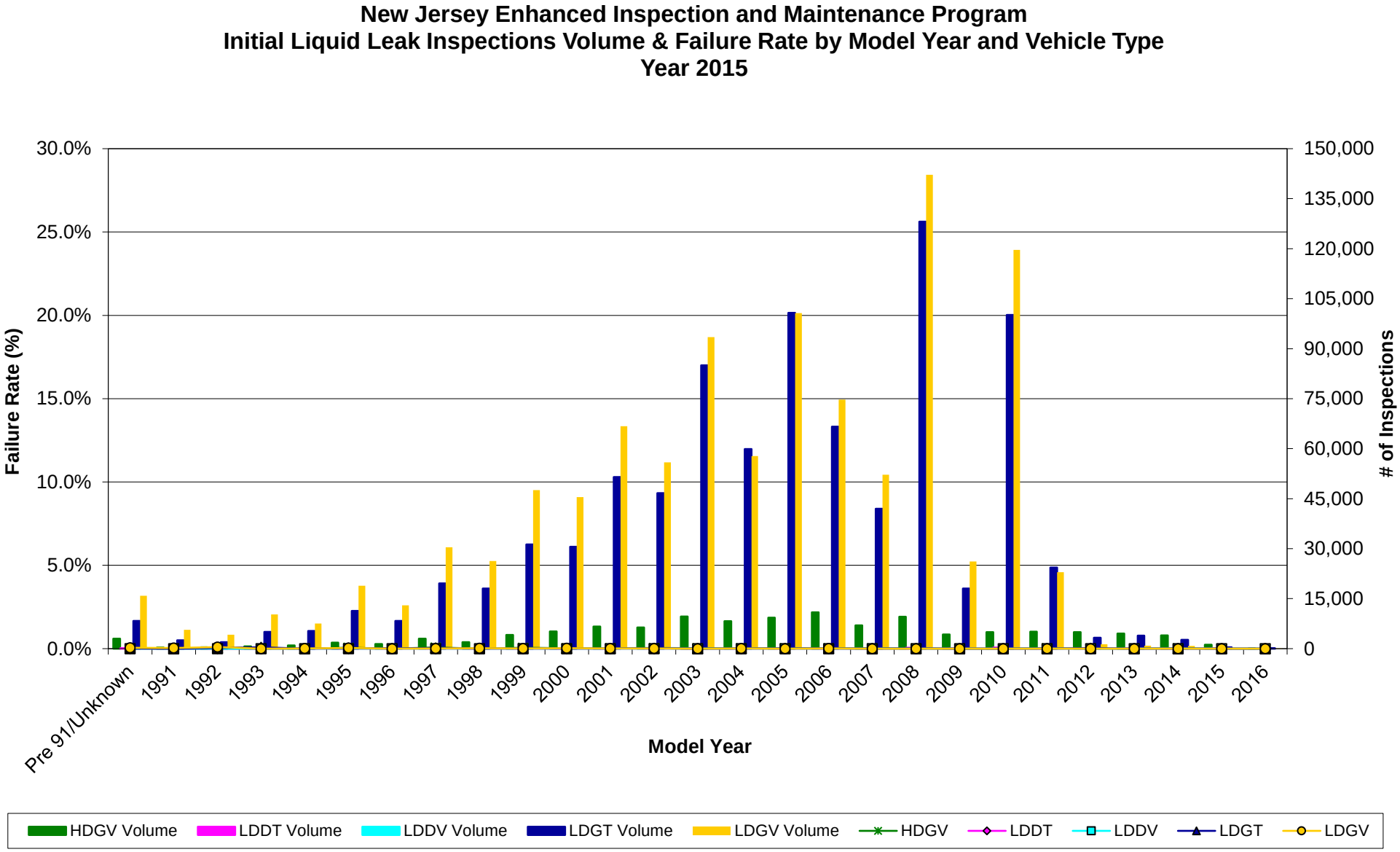

New Jersey Enhanced Inspection and Maintenance Program
Initial Liquid Leak Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2015
Failure Rate (%)
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
# of Inspections
150,000
135,000
120,000
105,000
90,000
75,000
60,000
45,000
30,000
15,000
0
Pre 91/Unknown
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
Model Year
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGV
LDDT
LDDV
LDGT
LDGV

Figure E-8

APPENDIX I -
PART F

ON-BOARD DIAGNOSTICS
(OBD)
INSPECTIONS

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2015

Model Yr	Veh Type	OBD Initial Insps	Initial and 1st or Subsequent Retest Passes	Overall OBD Pass Rate	Overall OBD Failed (Dropped)*	Overall OBD Fail Rate*
1996	LDDT	0	0	-	0	-
1996	LDDV	0	0	-	0	-
1996	LDGT	8,309	7,685	92.5%	624	7.5%
1996	LDGV	13,024	11,953	91.8%	1,071	8.2%
1997	LDDT	8	8	100.0%	0	0.0%
1997	LDDV	56	53	94.6%	3	5.4%
1997	LDGT	19,544	18,380	94.0%	1,164	6.0%
1997	LDGV	30,445	28,505	93.6%	1,940	6.4%
1998	LDDT	1	1	100.0%	0	0.0%
1998	LDDV	72	68	94.4%	4	5.6%
1998	LDGT	18,026	16,815	93.3%	1,211	6.7%
1998	LDGV	26,265	24,311	92.6%	1,954	7.4%
1999	LDDT	7	7	100.0%	0	0.0%
1999	LDDV	157	151	96.2%	6	3.8%
1999	LDGT	31,233	29,588	94.7%	1,645	5.3%
1999	LDGV	47,591	44,941	94.4%	2,650	5.6%
2000	LDDT	3	3	100.0%	0	0.0%
2000	LDDV	111	109	98.2%	2	1.8%
2000	LDGT	30,539	28,859	94.5%	1,680	5.5%
2000	LDGV	45,445	42,254	93.0%	3,191	7.0%
2001	LDDT	3	3	100.0%	0	0.0%
2001	LDDV	155	148	95.5%	7	4.5%
2001	LDGT	51,461	48,442	94.1%	3,019	5.9%
2001	LDGV	66,724	62,584	93.8%	4,140	6.2%
2002	LDDT	8	8	100.0%	0	0.0%
2002	LDDV	153	148	96.7%	5	3.3%
2002	LDGT	46,639	44,105	94.6%	2,534	5.4%
2002	LDGV	55,871	52,533	94.0%	3,338	6.0%
2003	LDDT	5	5	100.0%	0	0.0%
2003	LDDV	191	186	97.4%	5	2.6%
2003	LDGT	84,989	82,211	96.7%	2,778	3.3%
2003	LDGV	93,456	90,125	96.4%	3,331	3.6%
2004	LDDT	4	4	100.0%	0	0.0%
2004	LDDV	108	105	97.2%	3	2.8%
2004	LDGT	59,898	57,904	96.7%	1,994	3.3%
2004	LDGV	57,784	55,659	96.3%	2,125	3.7%
2005	LDDT	70	67	95.7%	3	4.3%
2005	LDDV	455	449	98.7%	6	1.3%
2005	LDGT	100,740	98,784	98.1%	1,956	1.9%
2005	LDGV	100,703	98,623	97.9%	2,080	2.1%
2006	LDDT	50	48	96.0%	2	4.0%
2006	LDDV	356	354	99.4%	2	0.6%
2006	LDGT	66,626	65,426	98.2%	1,200	1.8%
2006	LDGV	74,688	73,164	98.0%	1,524	2.0%

* Includes vehicles that are no longer registered.

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2015

Model Yr	Veh Type	OBD Initial Insps	Initial and 1st or Subsequent Retest Passes	Overall OBD Pass Rate	Overall OBD Failed (Dropped)*	Overall OBD Fail Rate*
2007	LDDT	66	66	100.0%	0	0.0%
2007	LDDV	28	27	96.4%	1	3.6%
2007	LDGT	41,969	41,273	98.3%	696	1.7%
2007	LDGV	52,197	51,384	98.4%	813	1.6%
2008	LDDT	257	256	99.6%	1	0.4%
2008	LDDV	83	82	98.8%	1	1.2%
2008	LDGT	128,121	127,319	99.4%	802	0.6%
2008	LDGV	142,141	141,185	99.3%	956	0.7%
2009	LDDT	73	72	98.6%	1	1.4%
2009	LDDV	133	126	94.7%	7	5.3%
2009	LDGT	18,021	17,880	99.2%	141	0.8%
2009	LDGV	26,181	25,944	99.1%	237	0.9%
2010	LDDT	309	301	97.4%	8	2.6%
2010	LDDV	1,028	998	97.1%	30	2.9%
2010	LDGT	100,140	99,866	99.7%	274	0.3%
2010	LDGV	119,613	119,208	99.7%	405	0.3%
2011	LDDT	129	126	97.7%	3	2.3%
2011	LDDV	157	153	97.5%	4	2.5%
2011	LDGT	24,299	24,247	99.8%	52	0.2%
2011	LDGV	22,916	22,842	99.7%	74	0.3%
2012	LDDT	9	9	100.0%	0	0.0%
2012	LDDV	11	10	90.9%	1	9.1%
2012	LDGT	3,250	3,230	99.4%	20	0.6%
2012	LDGV	1,287	1,277	99.2%	10	0.8%
2013	LDDT	1	1	100.0%	0	0.0%
2013	LDDV	12	12	100.0%	0	0.0%
2013	LDGT	3,899	3,883	99.6%	16	0.4%
2013	LDGV	883	875	99.1%	8	0.9%
2014	LDDT	5	5	100.0%	0	0.0%
2014	LDDV	7	7	100.0%	0	0.0%
2014	LDGT	2,655	2,646	99.7%	9	0.3%
2014	LDGV	820	816	99.5%	4	0.5%
2015	LDDT	3	3	100.0%	0	0.0%
2015	LDDV	2	2	100.0%	0	0.0%
2015	LDGT	402	400	99.5%	2	0.5%
2015	LDGV	75	75	100.0%	0	0.0%
2016	LDDT	0	0	-	0	-
2016	LDDV	0	0	-	0	-
2016	LDGT	53	53	100.0%	0	0.0%
2016	LDGV	4	4	100.0%	0	0.0%
Totals		**1,823,212**	**1,771,439**	**97.2%**	**51,773**	**2.8%**

* 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 2015

Model Yr	Veh Type	OBD Initial Insps	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	8,309	7,979	330	4.0%	7,403	576	7.2%
1996	LDGV	13,024	12,760	264	2.0%	11,696	1,064	8.3%
1997	LDDT	8	8	0	0.0%	8	0	0.0%
1997	LDDV	56	52	4	7.1%	49	3	5.8%
1997	LDGT	19,544	18,957	587	3.0%	17,760	1,197	6.3%
1997	LDGV	30,445	30,007	438	1.4%	27,840	2,167	7.2%
1998	LDDT	1	1	0	0.0%	1	0	0.0%
1998	LDDV	72	70	2	2.8%	68	2	2.9%
1998	LDGT	18,026	17,543	483	2.7%	16,308	1,235	7.0%
1998	LDGV	26,265	25,833	432	1.6%	23,673	2,160	8.4%
1999	LDDT	7	7	0	0.0%	7	0	0.0%
1999	LDDV	157	156	1	0.6%	152	4	2.6%
1999	LDGT	31,233	30,698	535	1.7%	28,725	1,973	6.4%
1999	LDGV	47,591	47,070	521	1.1%	43,714	3,356	7.1%
2000	LDDT	3	3	0	0.0%	3	0	0.0%
2000	LDDV	111	111	0	0.0%	109	2	1.8%
2000	LDGT	30,539	30,005	534	1.7%	27,918	2,087	7.0%
2000	LDGV	45,445	44,835	610	1.3%	40,945	3,890	8.7%
2001	LDDT	3	3	0	0.0%	3	0	0.0%
2001	LDDV	155	155	0	0.0%	153	2	1.3%
2001	LDGT	51,461	50,781	680	1.3%	47,199	3,582	7.1%
2001	LDGV	66,724	66,135	589	0.9%	61,180	4,955	7.5%
2002	LDDT	8	8	0	0.0%	8	0	0.0%
2002	LDDV	153	153	0	0.0%	149	4	2.6%
2002	LDGT	46,639	46,212	427	0.9%	42,914	3,298	7.1%
2002	LDGV	55,871	55,470	401	0.7%	51,398	4,072	7.3%
2003	LDDT	5	5	0	0.0%	5	0	0.0%
2003	LDDV	191	190	1	0.5%	186	4	2.1%
2003	LDGT	84,989	84,592	397	0.5%	79,897	4,695	5.6%
2003	LDGV	93,456	93,150	306	0.3%	88,418	4,732	5.1%
2004	LDDT	4	4	0	0.0%	4	0	0.0%
2004	LDDV	108	108	0	0.0%	103	5	4.6%
2004	LDGT	59,898	59,685	213	0.4%	56,571	3,114	5.2%
2004	LDGV	57,784	57,595	189	0.3%	54,653	2,942	5.1%
2005	LDDT	70	70	0	0.0%	61	9	12.9%
2005	LDDV	455	455	0	0.0%	440	15	3.3%
2005	LDGT	100,740	100,621	119	0.1%	96,824	3,797	3.8%
2005	LDGV	100,703	100,537	166	0.2%	96,681	3,856	3.8%
2006	LDDT	50	49	1	2.0%	46	3	6.1%
2006	LDDV	356	356	0	0.0%	346	10	2.8%
2006	LDGT	66,626	66,559	67	0.1%	64,250	2,309	3.5%
2006	LDGV	74,688	74,588	100	0.1%	71,966	2,622	3.5%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2015

Model Yr	Veh Type	OBD Initial Insps	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
2007	LDDT	66	66	0	0.0%	62	4	6.1%
2007	LDDV	28	27	1	3.6%	27	0	0.0%
2007	LDGT	41,969	41,930	39	0.1%	40,637	1,293	3.1%
2007	LDGV	52,197	52,161	36	0.1%	50,741	1,420	2.7%
2008	LDDT	257	257	0	0.0%	251	6	2.3%
2008	LDDV	83	83	0	0.0%	81	2	2.4%
2008	LDGT	128,121	128,096	25	0.0%	125,853	2,243	1.8%
2008	LDGV	142,141	142,100	41	0.0%	139,740	2,360	1.7%
2009	LDDT	73	73	0	0.0%	70	3	4.1%
2009	LDDV	133	133	0	0.0%	125	8	6.0%
2009	LDGT	18,021	18,017	4	0.0%	17,696	321	1.8%
2009	LDGV	26,181	26,160	21	0.1%	25,725	435	1.7%
2010	LDDT	309	309	0	0.0%	302	7	2.3%
2010	LDDV	1,028	1,028	0	0.0%	969	59	5.7%
2010	LDGT	100,140	100,129	11	0.0%	99,226	903	0.9%
2010	LDGV	119,613	119,575	38	0.0%	118,703	872	0.7%
2011	LDDT	129	129	0	0.0%	126	3	2.3%
2011	LDDV	157	157	0	0.0%	149	8	5.1%
2011	LDGT	24,299	24,296	3	0.0%	24,133	163	0.7%
2011	LDGV	22,916	22,908	8	0.0%	22,718	190	0.8%
2012	LDDT	9	9	0	0.0%	9	0	0.0%
2012	LDDV	11	11	0	0.0%	10	1	9.1%
2012	LDGT	3,250	3,250	0	0.0%	3,223	27	0.8%
2012	LDGV	1,287	1,287	0	0.0%	1,274	13	1.0%
2013	LDDT	1	1	0	0.0%	1	0	0.0%
2013	LDDV	12	12	0	0.0%	12	0	0.0%
2013	LDGT	3,899	3,899	0	0.0%	3,860	39	1.0%
2013	LDGV	883	883	0	0.0%	877	6	0.7%
2014	LDDT	5	5	0	0.0%	5	0	0.0%
2014	LDDV	7	7	0	0.0%	7	0	0.0%
2014	LDGT	2,655	2,654	1	0.0%	2,638	16	0.6%
2014	LDGV	820	820	0	0.0%	813	7	0.9%
2015	LDDT	3	3	0	0.0%	3	0	0.0%
2015	LDDV	2	2	0	0.0%	2	0	0.0%
2015	LDGT	402	402	0	0.0%	399	3	0.7%
2015	LDGV	75	75	0	0.0%	73	2	2.7%
2016	LDDT	0	0	0	-	0	0	-
2016	LDDV	0	0	0	-	0	0	-
2016	LDGT	53	53	0	0.0%	53	0	0.0%
2016	LDGV	4	4	0	0.0%	4	0	0.0%
Totals		**1,823,212**	**1,814,587**	**8,625**	**0.5%**	**1,740,431**	**74,156**	**4.1%**

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2015

Model Yr	Veh Type	OBD Initial Insps	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	8,309	8,292	17	0.20%	8,266	26	0.31%
1996	LDGV	13,024	12,986	38	0.29%	12,938	48	0.37%
1997	LDDT	8	8	0	0.00%	8	0	0.00%
1997	LDDV	56	55	1	1.79%	55	0	0.00%
1997	LDGT	19,544	19,529	15	0.08%	19,496	33	0.17%
1997	LDGV	30,445	30,369	76	0.25%	30,273	96	0.32%
1998	LDDT	1	1	0	0.00%	1	0	0.00%
1998	LDDV	72	71	1	1.39%	70	1	1.41%
1998	LDGT	18,026	18,006	20	0.11%	17,946	60	0.33%
1998	LDGV	26,265	26,215	50	0.19%	26,153	62	0.24%
1999	LDDT	7	7	0	0.00%	7	0	0.00%
1999	LDDV	157	156	1	0.64%	156	0	0.00%
1999	LDGT	31,233	31,199	34	0.11%	31,144	55	0.18%
1999	LDGV	47,591	47,532	59	0.12%	47,393	139	0.29%
2000	LDDT	3	3	0	0.00%	3	0	0.00%
2000	LDDV	111	110	1	0.90%	107	3	2.73%
2000	LDGT	30,539	30,512	27	0.09%	30,443	69	0.23%
2000	LDGV	45,445	45,379	66	0.15%	45,159	220	0.48%
2001	LDDT	3	3	0	0.00%	3	0	0.00%
2001	LDDV	155	155	0	0.00%	155	0	0.00%
2001	LDGT	51,461	51,419	42	0.08%	51,301	118	0.23%
2001	LDGV	66,724	66,641	83	0.12%	66,420	221	0.33%
2002	LDDT	8	8	0	0.00%	8	0	0.00%
2002	LDDV	153	153	0	0.00%	153	0	0.00%
2002	LDGT	46,639	46,598	41	0.09%	46,490	108	0.23%
2002	LDGV	55,871	55,805	66	0.12%	55,650	155	0.28%
2003	LDDT	5	5	0	0.00%	5	0	0.00%
2003	LDDV	191	191	0	0.00%	191	0	0.00%
2003	LDGT	84,989	84,935	54	0.06%	84,754	181	0.21%
2003	LDGV	93,456	93,315	141	0.15%	93,144	171	0.18%
2004	LDDT	4	4	0	0.00%	4	0	0.00%
2004	LDDV	108	108	0	0.00%	107	1	0.93%
2004	LDGT	59,898	59,812	86	0.14%	59,669	143	0.24%
2004	LDGV	57,784	57,652	132	0.23%	57,546	106	0.18%
2005	LDDT	70	70	0	0.00%	70	0	0.00%
2005	LDDV	455	454	1	0.22%	453	1	0.22%
2005	LDGT	100,740	100,638	102	0.10%	100,411	227	0.23%
2005	LDGV	100,703	100,516	187	0.19%	100,350	166	0.17%
2006	LDDT	50	50	0	0.00%	50	0	0.00%
2006	LDDV	356	356	0	0.00%	356	0	0.00%
2006	LDGT	66,626	66,588	38	0.06%	66,458	130	0.20%
2006	LDGV	74,688	74,537	151	0.20%	74,360	177	0.24%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2015

Model Yr	Veh Type	OBD Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2007	LDDT	66	66	0	0.00%	66	0	0.00%
2007	LDDV	28	28	0	0.00%	28	0	0.00%
2007	LDGT	41,969	41,936	33	0.08%	41,866	70	0.17%
2007	LDGV	52,197	52,042	155	0.30%	51,914	128	0.25%
2008	LDDT	257	257	0	0.00%	256	1	0.39%
2008	LDDV	83	83	0	0.00%	83	0	0.00%
2008	LDGT	128,121	128,058	63	0.05%	127,973	85	0.07%
2008	LDGV	142,141	141,895	246	0.17%	141,706	189	0.13%
2009	LDDT	73	73	0	0.00%	73	0	0.00%
2009	LDDV	133	132	1	0.75%	132	0	0.00%
2009	LDGT	18,021	18,002	19	0.11%	17,990	12	0.07%
2009	LDGV	26,181	26,138	43	0.16%	26,096	42	0.16%
2010	LDDT	309	308	1	0.32%	308	0	0.00%
2010	LDDV	1,028	1,027	1	0.10%	1,026	1	0.10%
2010	LDGT	100,140	100,094	46	0.05%	100,037	57	0.06%
2010	LDGV	119,613	119,550	63	0.05%	119,465	85	0.07%
2011	LDDT	129	129	0	0.00%	129	0	0.00%
2011	LDDV	157	157	0	0.00%	156	1	0.64%
2011	LDGT	24,299	24,285	14	0.06%	24,268	17	0.07%
2011	LDGV	22,916	22,905	11	0.05%	22,888	17	0.07%
2012	LDDT	9	9	0	0.00%	9	0	0.00%
2012	LDDV	11	11	0	0.00%	11	0	0.00%
2012	LDGT	3,250	3,237	13	0.40%	3,233	4	0.12%
2012	LDGV	1,287	1,278	9	0.70%	1,278	0	0.00%
2013	LDDT	1	1	0	0.00%	1	0	0.00%
2013	LDDV	12	12	0	0.00%	12	0	0.00%
2013	LDGT	3,899	3,880	19	0.49%	3,853	27	0.70%
2013	LDGV	883	875	8	0.91%	873	2	0.23%
2014	LDDT	5	5	0	0.00%	5	0	0.00%
2014	LDDV	7	7	0	0.00%	7	0	0.00%
2014	LDGT	2,655	2,643	12	0.45%	2,639	4	0.15%
2014	LDGV	820	810	10	1.22%	807	3	0.37%
2015	LDDT	3	3	0	0.00%	3	0	0.00%
2015	LDDV	2	2	0	0.00%	2	0	0.00%
2015	LDGT	402	401	1	0.25%	401	0	0.00%
2015	LDGV	75	75	0	0.00%	75	0	0.00%
2016	LDDT	0	0	0	-	0	0	-
2016	LDDV	0	0	0	-	0	0	-
2016	LDGT	53	53	0	0.00%	53	0	0.00%
2016	LDGV	4	4	0	0.00%	4	0	0.00%
Totals		**1,823,212**	**1,820,914**	**2,298**	**0.13%**	**1,817,452**	**3,462**	**0.19%**

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2015

Model Yr	Veh Type	OBD Initial Insps	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	8,309	7,232	1,034	12.5%	4,873	570	10.5%
1996	LDGV	13,024	11,395	1,543	11.9%	9,821	990	9.2%
1997	LDDT	8	8	0	0.0%	8	0	0.0%
1997	LDDV	56	47	8	14.5%	55	0	0.0%
1997	LDGT	19,544	17,480	2,016	10.3%	17,872	1,483	7.7%
1997	LDGV	30,445	27,228	3,045	10.1%	26,903	2,308	7.9%
1998	LDDT	1	1	0	0.0%	1	0	0.0%
1998	LDDV	72	62	8	11.4%	70	0	0.0%
1998	LDGT	18,026	16,025	1,921	10.7%	16,335	1,514	8.5%
1998	LDGV	26,265	23,068	3,085	11.8%	23,043	2,145	8.5%
1999	LDDT	7	7	0	0.0%	7	0	0.0%
1999	LDDV	157	144	12	7.7%	156	0	0.0%
1999	LDGT	31,233	28,337	2,807	9.0%	28,787	2,357	7.6%
1999	LDGV	47,591	42,828	4,565	9.6%	44,068	3,325	7.0%
2000	LDDT	3	3	0	0.0%	3	0	0.0%
2000	LDDV	111	93	14	13.1%	107	0	0.0%
2000	LDGT	30,539	27,605	2,838	9.3%	28,143	2,300	7.6%
2000	LDGV	45,445	39,901	5,258	11.6%	41,626	3,533	7.8%
2001	LDDT	3	3	0	0.0%	3	0	0.0%
2001	LDDV	155	137	18	11.6%	155	0	0.0%
2001	LDGT	51,461	46,550	4,751	9.3%	44,856	6,445	12.6%
2001	LDGV	66,724	59,911	6,509	9.8%	59,129	7,290	11.0%
2002	LDDT	8	8	0	0.0%	8	0	0.0%
2002	LDDV	153	139	14	9.2%	152	1	0.7%
2002	LDGT	46,639	42,119	4,371	9.4%	41,508	4,980	10.7%
2002	LDGV	55,871	50,334	5,316	9.6%	49,965	5,685	10.2%
2003	LDDT	5	5	0	0.0%	5	0	0.0%
2003	LDDV	191	172	19	9.9%	191	0	0.0%
2003	LDGT	84,989	78,726	6,028	7.1%	78,624	6,120	7.2%
2003	LDGV	93,456	87,059	6,085	6.5%	86,398	6,745	7.2%
2004	LDDT	4	4	0	0.0%	4	0	0.0%
2004	LDDV	108	101	6	5.6%	101	6	5.6%
2004	LDGT	59,898	55,654	4,015	6.7%	55,576	4,072	6.8%
2004	LDGV	57,784	53,739	3,807	6.6%	53,339	4,206	7.3%
2005	LDDT	70	59	11	15.7%	70	0	0.0%
2005	LDDV	455	436	17	3.8%	442	11	2.4%
2005	LDGT	100,740	95,669	4,742	4.7%	95,243	5,110	5.1%
2005	LDGV	100,703	95,404	4,946	4.9%	95,493	4,856	4.8%
2006	LDDT	50	47	3	6.0%	50	0	0.0%
2006	LDDV	356	341	15	4.2%	355	1	0.3%
2006	LDGT	66,626	63,547	2,911	4.4%	63,403	2,997	4.5%
2006	LDGV	74,688	71,017	3,343	4.5%	71,188	3,169	4.3%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2015

Model Yr	Veh Type	OBD Initial Insps	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2007	LDDT	66	61	5	7.6%	66	0	0.0%
2007	LDDV	28	26	2	7.1%	26	2	7.1%
2007	LDGT	41,969	40,245	1,621	3.9%	40,035	1,786	4.3%
2007	LDGV	52,197	50,147	1,767	3.4%	50,103	1,809	3.5%
2008	LDDT	257	249	7	2.7%	256	0	0.0%
2008	LDDV	83	79	4	4.8%	81	2	2.4%
2008	LDGT	128,121	125,187	2,786	2.2%	125,045	2,889	2.3%
2008	LDGV	142,141	138,714	2,992	2.1%	138,817	2,886	2.0%
2009	LDDT	73	72	1	1.4%	68	5	6.8%
2009	LDDV	133	122	10	7.6%	119	13	9.8%
2009	LDGT	18,021	17,579	411	2.3%	17,440	522	2.9%
2009	LDGV	26,181	25,563	533	2.0%	25,285	806	3.1%
2010	LDDT	309	302	6	1.9%	265	43	14.0%
2010	LDDV	1,028	956	70	6.8%	877	149	14.5%
2010	LDGT	100,140	98,941	1,096	1.1%	98,550	1,447	1.4%
2010	LDGV	119,613	118,333	1,132	0.9%	117,662	1,803	1.5%
2011	LDDT	129	125	4	3.1%	110	19	14.7%
2011	LDDV	157	148	8	5.1%	136	20	12.8%
2011	LDGT	24,299	24,064	204	0.8%	23,920	334	1.4%
2011	LDGV	22,916	22,666	222	1.0%	22,436	450	2.0%
2012	LDDT	9	9	0	0.0%	8	1	11.1%
2012	LDDV	11	10	1	9.1%	10	1	9.1%
2012	LDGT	3,250	3,195	38	1.2%	3,080	96	3.0%
2012	LDGV	1,287	1,267	11	0.9%	1,250	27	2.1%
2013	LDDT	1	1	0	0.0%	1	0	0.0%
2013	LDDV	12	12	0	0.0%	12	0	0.0%
2013	LDGT	3,899	3,808	45	1.2%	3,713	122	3.2%
2013	LDGV	883	867	6	0.7%	837	35	4.0%
2014	LDDT	5	5	0	0.0%	5	0	0.0%
2014	LDDV	7	7	0	0.0%	7	0	0.0%
2014	LDGT	2,655	2,621	18	0.7%	2,563	50	1.9%
2014	LDGV	820	800	7	0.9%	783	24	3.0%
2015	LDDT	3	3	0	0.0%	3	0	0.0%
2015	LDDV	2	2	0	0.0%	2	0	0.0%
2015	LDGT	402	401	0	0.0%	235	7	2.9%
2015	LDGV	75	75	0	0.0%	73	2	2.7%
2016	LDDT	0	0	0	-	0	0	-
2016	LDDV	0	0	0	-	0	0	-
2016	LDGT	53	53	0	0.0%	15	0	0.0%
2016	LDGV	4	4	0	0.0%	4	0	0.0%
Totals		**1,823,212**	**1,719,364**	**98,088**	**5.4%**	**1,712,034**	**97,569**	**5.4%**

New Jersey Enhanced Inspection and Maintenance Program
OBD and Gas Cap (GC) Evaporative Test Report
Year 2015

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	8,309	400	4.8%	7,812	94.0%	87	1.0%	10	0.12%
1996	LDGV	13,011	279	2.1%	12,502	96.1%	220	1.7%	10	0.08%
1997	LDGT	19,544	734	3.8%	18,513	94.7%	275	1.4%	22	0.11%
1997	LDGV	30,422	742	2.4%	29,165	95.9%	485	1.6%	30	0.10%
1998	LDGT	18,022	738	4.1%	16,968	94.2%	287	1.6%	29	0.16%
1998	LDGV	26,247	684	2.6%	24,871	94.8%	650	2.5%	42	0.16%
1999	LDGT	31,220	1,089	3.5%	29,623	94.9%	463	1.5%	45	0.14%
1999	LDGV	47,545	1,056	2.2%	45,458	95.6%	968	2.0%	63	0.13%
2000	LDGT	30,516	1,169	3.8%	28,763	94.3%	530	1.7%	54	0.18%
2000	LDGV	45,398	997	2.2%	43,314	95.4%	1,034	2.3%	53	0.12%
2001	LDGT	3	0	0.0%	3	100.0%	0	0.0%	0	0.00%
2001	LDGV	2	0	0.0%	2	100.0%	0	0.0%	0	0.00%
2002	LDGT	3	0	0.0%	3	100.0%	0	0.0%	0	0.00%
2002	LDGV	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2003	LDGT	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2003	LDGV	7	0	0.0%	7	100.0%	0	0.0%	0	0.00%
2004	LDGT	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2004	LDGV	2	0	0.0%	2	100.0%	0	0.0%	0	0.00%
2005	LDGT	3	0	0.0%	3	100.0%	0	0.0%	0	0.00%
2005	LDGV	2	0	0.0%	2	100.0%	0	0.0%	0	0.00%
2006	LDGT	0	0	-	0	-	0	-	0	-
2006	LDGV	0	0	-	0	-	0	-	0	-
2007	LDGT	0	0	-	0	-	0	-	0	-
2007	LDGV	0	0	-	0	-	0	-	0	-
2008	LDGT	0	0	-	0	-	0	-	0	-
2008	LDGV	2	0	0.0%	2	100.0%	0	0.0%	0	0.00%
2009	LDGT	0	0	-	0	-	0	-	0	-
2009	LDGV	0	0	-	0	-	0	-	0	-
2010	LDGT	0	0	-	0	-	0	-	0	-
2010	LDGV	0	0	-	0	-	0	-	0	-
2011	LDGT	0	0	-	0	-	0	-	0	-
2011	LDGV	0	0	-	0	-	0	-	0	-
2012	LDGT	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	-
2016	LDGT	0	0	-	0	-	0	-	0	-
2016	LDGV	0	0	-	0	-	0	-	0	-
Totals		**270,261**	**7,888**	**2.9%**	**257,016**	**95.1%**	**4,999**	**1.8%**	**358**	**0.13%**

Table F-3

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2015

Model Yr	Veh Type	# Initial MIL Insps	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
1996	LDDT	0	0	-	0	-	0	-	0	-
1996	LDDV	0	0	-	0	-	0	-	0	-
1996	LDGT	8,266	7,232	87.5%	0	0.00%	1	0.01%	1,033	12.5%
1996	LDGV	12,938	11,395	88.1%	0	0.00%	3	0.02%	1,540	11.9%
1997	LDDT	8	8	100.0%	0	0.00%	0	0.00%	0	0.0%
1997	LDDV	55	47	85.5%	0	0.00%	0	0.00%	8	14.5%
1997	LDGT	19,496	17,480	89.7%	0	0.00%	0	0.00%	2,016	10.3%
1997	LDGV	30,273	27,228	89.9%	0	0.00%	0	0.00%	3,045	10.1%
1998	LDDT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
1998	LDDV	70	62	88.6%	0	0.00%	0	0.00%	8	11.4%
1998	LDGT	17,946	16,025	89.3%	0	0.00%	3	0.02%	1,918	10.7%
1998	LDGV	26,153	23,068	88.2%	0	0.00%	1	0.00%	3,084	11.8%
1999	LDDT	7	7	100.0%	0	0.00%	0	0.00%	0	0.0%
1999	LDDV	156	144	92.3%	0	0.00%	0	0.00%	12	7.7%
1999	LDGT	31,144	28,337	91.0%	0	0.00%	20	0.06%	2,787	8.9%
1999	LDGV	47,393	42,828	90.4%	0	0.00%	0	0.00%	4,565	9.6%
2000	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2000	LDDV	107	93	86.9%	0	0.00%	0	0.00%	14	13.1%
2000	LDGT	30,443	27,605	90.7%	0	0.00%	4	0.01%	2,834	9.3%
2000	LDGV	45,159	39,901	88.4%	0	0.00%	0	0.00%	5,258	11.6%
2001	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2001	LDDV	155	137	88.4%	0	0.00%	0	0.00%	18	11.6%
2001	LDGT	51,301	46,550	90.7%	0	0.00%	4	0.01%	4,747	9.3%
2001	LDGV	66,420	59,911	90.2%	0	0.00%	4	0.01%	6,505	9.8%
2002	LDDT	8	8	100.0%	0	0.00%	0	0.00%	0	0.0%
2002	LDDV	153	139	90.8%	0	0.00%	0	0.00%	14	9.2%
2002	LDGT	46,490	42,119	90.6%	0	0.00%	0	0.00%	4,371	9.4%
2002	LDGV	55,650	50,334	90.4%	0	0.00%	8	0.01%	5,308	9.5%
2003	LDDT	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
2003	LDDV	191	172	90.1%	0	0.00%	0	0.00%	19	9.9%
2003	LDGT	84,754	78,726	92.9%	0	0.00%	4	0.00%	6,024	7.1%
2003	LDGV	93,144	87,059	93.5%	0	0.00%	17	0.02%	6,068	6.5%
2004	LDDT	4	4	100.0%	0	0.00%	0	0.00%	0	0.0%
2004	LDDV	107	101	94.4%	0	0.00%	0	0.00%	6	5.6%
2004	LDGT	59,669	55,654	93.3%	0	0.00%	4	0.01%	4,011	6.7%
2004	LDGV	57,546	53,739	93.4%	0	0.00%	8	0.01%	3,799	6.6%
2005	LDDT	70	59	84.3%	0	0.00%	0	0.00%	11	15.7%
2005	LDDV	453	436	96.2%	0	0.00%	0	0.00%	17	3.8%
2005	LDGT	100,411	95,669	95.3%	0	0.00%	14	0.01%	4,728	4.7%
2005	LDGV	100,350	95,404	95.1%	0	0.00%	2	0.00%	4,944	4.9%
2006	LDDT	50	47	94.0%	0	0.00%	0	0.00%	3	6.0%
2006	LDDV	356	341	95.8%	0	0.00%	0	0.00%	15	4.2%
2006	LDGT	66,458	63,547	95.6%	0	0.00%	16	0.02%	2,895	4.4%
2006	LDGV	74,360	71,017	95.5%	0	0.00%	3	0.00%	3,340	4.5%

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2015

Model Yr	Veh Type	# Initial MIL Insps	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
2007	LDDT	66	61	92.4%	0	0.00%	0	0.00%	5	7.6%
2007	LDDV	28	26	92.9%	0	0.00%	0	0.00%	2	7.1%
2007	LDGT	41,866	40,245	96.1%	0	0.00%	13	0.03%	1,608	3.8%
2007	LDGV	51,914	50,147	96.6%	0	0.00%	1	0.00%	1,766	3.4%
2008	LDDT	256	249	97.3%	0	0.00%	0	0.00%	7	2.7%
2008	LDDV	83	79	95.2%	0	0.00%	0	0.00%	4	4.8%
2008	LDGT	127,973	125,187	97.8%	0	0.00%	1	0.00%	2,785	2.2%
2008	LDGV	141,706	138,714	97.9%	0	0.00%	1	0.00%	2,991	2.1%
2009	LDDT	73	72	98.6%	0	0.00%	0	0.00%	1	1.4%
2009	LDDV	132	122	92.4%	0	0.00%	0	0.00%	10	7.6%
2009	LDGT	17,990	17,579	97.7%	0	0.00%	0	0.00%	411	2.3%
2009	LDGV	26,096	25,563	98.0%	0	0.00%	1	0.00%	532	2.0%
2010	LDDT	308	302	98.1%	0	0.00%	0	0.00%	6	1.9%
2010	LDDV	1,026	956	93.2%	0	0.00%	0	0.00%	70	6.8%
2010	LDGT	100,037	98,941	98.9%	0	0.00%	2	0.00%	1,094	1.1%
2010	LDGV	119,465	118,333	99.1%	0	0.00%	2	0.00%	1,130	0.9%
2011	LDDT	129	125	96.9%	0	0.00%	0	0.00%	4	3.1%
2011	LDDV	156	148	94.9%	0	0.00%	0	0.00%	8	5.1%
2011	LDGT	24,268	24,064	99.2%	0	0.00%	0	0.00%	204	0.8%
2011	LDGV	22,888	22,666	99.0%	0	0.00%	0	0.00%	222	1.0%
2012	LDDT	9	9	100.0%	0	0.00%	0	0.00%	0	0.0%
2012	LDDV	11	10	90.9%	0	0.00%	0	0.00%	1	9.1%
2012	LDGT	3,233	3,195	98.8%	0	0.00%	0	0.00%	38	1.2%
2012	LDGV	1,278	1,267	99.1%	0	0.00%	0	0.00%	11	0.9%
2013	LDDT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2013	LDDV	12	12	100.0%	0	0.00%	0	0.00%	0	0.0%
2013	LDGT	3,853	3,808	98.8%	0	0.00%	0	0.00%	45	1.2%
2013	LDGV	873	867	99.3%	0	0.00%	0	0.00%	6	0.7%
2014	LDDT	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
2014	LDDV	7	7	100.0%	0	0.00%	0	0.00%	0	0.0%
2014	LDGT	2,639	2,621	99.3%	0	0.00%	0	0.00%	18	0.7%
2014	LDGV	807	800	99.1%	0	0.00%	0	0.00%	7	0.9%
2015	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2015	LDDV	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2015	LDGT	401	401	100.0%	0	0.00%	0	0.00%	0	0.0%
2015	LDGV	75	75	100.0%	0	0.00%	0	0.00%	0	0.0%
2016	LDDT	0	0	-	0	-	0	-	0	-
2016	LDDV	0	0	-	0	-	0	-	0	-
2016	LDGT	53	53	100.0%	0	0.00%	0	0.00%	0	0.0%
2016	LDGV	4	4	100.0%	0	0.00%	0	0.00%	0	0.0%
Totals		**1,817,452**	**1,719,364**	**94.6%**	**0**	**0.00%**	**137**	**0.01%**	**97,951**	**5.4%**

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2015

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	5,443	2,548	2,895	46.8%
1996	LDGV	10,811	4,390	6,421	40.6%
1997	LDDT	8	0	8	0.0%
1997	LDDV	55	24	31	43.6%
1997	LDGT	19,355	8,218	11,137	42.5%
1997	LDGV	29,211	10,325	18,886	35.3%
1998	LDDT	1	0	1	0.0%
1998	LDDV	70	23	47	32.9%
1998	LDGT	17,849	7,695	10,154	43.1%
1998	LDGV	25,188	8,728	16,460	34.7%
1999	LDDT	7	0	7	0.0%
1999	LDDV	156	38	118	24.4%
1999	LDGT	31,144	12,356	18,788	39.7%
1999	LDGV	47,393	14,152	33,241	29.9%
2000	LDDT	3	0	3	0.0%
2000	LDDV	107	8	99	7.5%
2000	LDGT	30,443	11,451	18,992	37.6%
2000	LDGV	45,159	14,779	30,380	32.7%
2001	LDDT	3	0	3	0.0%
2001	LDDV	155	16	139	10.3%
2001	LDGT	51,301	15,989	35,312	31.2%
2001	LDGV	66,419	17,058	49,361	25.7%
2002	LDDT	8	0	8	0.0%
2002	LDDV	153	5	148	3.3%
2002	LDGT	46,488	13,174	33,314	28.3%
2002	LDGV	55,650	13,136	42,514	23.6%
2003	LDDT	5	1	4	20.0%
2003	LDDV	191	21	170	11.0%
2003	LDGT	84,744	19,523	65,221	23.0%
2003	LDGV	93,143	16,143	77,000	17.3%
2004	LDDT	4	1	3	25.0%
2004	LDDV	107	13	94	12.1%
2004	LDGT	59,648	12,450	47,198	20.9%
2004	LDGV	57,545	9,733	47,812	16.9%
2005	LDDT	70	2	68	2.9%
2005	LDDV	453	29	424	6.4%
2005	LDGT	100,353	15,101	85,252	15.0%
2005	LDGV	100,349	11,988	88,361	11.9%
2006	LDDT	50	1	49	2.0%
2006	LDDV	356	7	349	2.0%
2006	LDGT	66,400	9,293	57,107	14.0%
2006	LDGV	74,357	8,636	65,721	11.6%

New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2015

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2007	LDDT	66	1	65	1.5%
2007	LDDV	28	4	24	14.3%
2007	LDGT	41,821	5,362	36,459	12.8%
2007	LDGV	51,912	5,244	46,668	10.1%
2008	LDDT	256	4	252	1.6%
2008	LDDV	83	6	77	7.2%
2008	LDGT	127,934	8,223	119,711	6.4%
2008	LDGV	141,703	8,342	133,361	5.9%
2009	LDDT	73	11	62	15.1%
2009	LDDV	132	33	99	25.0%
2009	LDGT	17,962	1,588	16,374	8.8%
2009	LDGV	26,091	2,236	23,855	8.6%
2010	LDDT	308	114	194	37.0%
2010	LDDV	1,026	275	751	26.8%
2010	LDGT	99,997	4,781	95,216	4.8%
2010	LDGV	119,465	5,223	114,242	4.4%
2011	LDDT	129	34	95	26.4%
2011	LDDV	156	37	119	23.7%
2011	LDGT	24,254	1,235	23,019	5.1%
2011	LDGV	22,886	1,344	21,542	5.9%
2012	LDDT	9	2	7	22.2%
2012	LDDV	11	3	8	27.3%
2012	LDGT	3,176	225	2,951	7.1%
2012	LDGV	1,277	67	1,210	5.2%
2013	LDDT	1	0	1	0.0%
2013	LDDV	12	1	11	8.3%
2013	LDGT	3,835	398	3,437	10.4%
2013	LDGV	872	68	804	7.8%
2014	LDDT	5	1	4	20.0%
2014	LDDV	7	0	7	0.0%
2014	LDGT	2,613	165	2,448	6.3%
2014	LDGV	807	73	734	9.0%
2015	LDDT	3	0	3	0.0%
2015	LDDV	2	0	2	0.0%
2015	LDGT	242	23	219	9.5%
2015	LDGV	75	1	74	1.3%
2016	LDDT	0	0	0	-
2016	LDDV	0	0	0	-
2016	LDGT	15	2	13	13.3%
2016	LDGV	4	0	4	0.0%
Totals		**1,809,603**	**302,181**	**1,507,422**	**16.7%**

New Jersey Enhanced Inspection and Maintenance Program
OBD Failures Switched to Tailpipe Testing
Year 2015

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	1,619	10	0.6%	1	0.062%
1996	LDGV	2,491	3	0.1%	0	0.000%
1997	LDDT	0	0	-	0	-
1997	LDDV	10	0	0.0%	0	0.000%
1997	LDGT	3,424	8	0.2%	0	0.000%
1997	LDGV	5,100	1	0.0%	0	0.000%
1998	LDDT	0	0	-	0	-
1998	LDDV	10	0	0.0%	0	0.000%
1998	LDGT	3,382	2	0.1%	0	0.000%
1998	LDGV	4,894	1	0.0%	0	0.000%
1999	LDDT	0	0	-	0	-
1999	LDDV	13	0	0.0%	0	0.000%
1999	LDGT	4,835	6	0.1%	0	0.000%
1999	LDGV	7,464	3	0.0%	0	0.000%
2000	LDDT	0	0	-	0	-
2000	LDDV	18	0	0.0%	0	0.000%
2000	LDGT	5,024	14	0.3%	0	0.000%
2000	LDGV	8,325	3	0.0%	0	0.000%
2001	LDDT	0	0	-	0	-
2001	LDDV	19	0	0.0%	0	0.000%
2001	LDGT	10,412	17	0.2%	0	0.000%
2001	LDGV	12,717	4	0.0%	0	0.000%
2002	LDDT	0	0	-	0	-
2002	LDDV	15	0	0.0%	0	0.000%
2002	LDGT	8,540	19	0.2%	1	0.012%
2002	LDGV	10,089	0	0.0%	0	0.000%
2003	LDDT	0	0	-	0	-
2003	LDDV	20	0	0.0%	0	0.000%
2003	LDGT	11,267	25	0.2%	0	0.000%
2003	LDGV	11,926	3	0.0%	0	0.000%
2004	LDDT	0	0	-	0	-
2004	LDDV	13	0	0.0%	0	0.000%
2004	LDGT	7,528	17	0.2%	0	0.000%
2004	LDGV	7,394	11	0.1%	0	0.000%
2005	LDDT	11	0	0.0%	0	0.000%
2005	LDDV	31	0	0.0%	0	0.000%
2005	LDGT	9,308	8	0.1%	0	0.000%
2005	LDGV	9,250	8	0.1%	0	0.000%
2006	LDDT	4	0	0.0%	0	0.000%
2006	LDDV	16	0	0.0%	0	0.000%
2006	LDGT	5,494	9	0.2%	0	0.000%
2006	LDGV	6,334	1	0.0%	0	0.000%

New Jersey Enhanced Inspection and Maintenance Program
OBD Failures Switched to Tailpipe Testing
Year 2015

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
2007	LDDT	5	0	0.0%	0	0.000%
2007	LDDV	4	0	0.0%	0	0.000%
2007	LDGT	3,229	10	0.3%	0	0.000%
2007	LDGV	3,614	3	0.1%	0	0.000%
2008	LDDT	8	0	0.0%	0	0.000%
2008	LDDV	5	0	0.0%	0	0.000%
2008	LDGT	5,396	4	0.1%	0	0.000%
2008	LDGV	6,021	1	0.0%	0	0.000%
2009	LDDT	7	0	0.0%	0	0.000%
2009	LDDV	20	0	0.0%	0	0.000%
2009	LDGT	911	0	0.0%	0	0.000%
2009	LDGV	1,353	6	0.4%	0	0.000%
2010	LDDT	49	0	0.0%	0	0.000%
2010	LDDV	194	0	0.0%	0	0.000%
2010	LDGT	2,510	5	0.2%	0	0.000%
2010	LDGV	2,974	1	0.0%	0	0.000%
2011	LDDT	23	0	0.0%	0	0.000%
2011	LDDV	24	0	0.0%	0	0.000%
2011	LDGT	562	2	0.4%	0	0.000%
2011	LDGV	674	0	0.0%	0	0.000%
2012	LDDT	1	0	0.0%	0	0.000%
2012	LDDV	2	0	0.0%	0	0.000%
2012	LDGT	146	2	1.4%	0	0.000%
2012	LDGV	50	0	0.0%	0	0.000%
2013	LDDT	0	0	-	0	-
2013	LDDV	0	0	-	0	-
2013	LDGT	216	2	0.9%	0	0.000%
2013	LDGV	50	0	0.0%	0	0.000%
2014	LDDT	0	0	-	0	-
2014	LDDV	0	0	-	0	-
2014	LDGT	84	1	1.2%	0	0.000%
2014	LDGV	41	0	0.0%	0	0.000%
2015	LDDT	0	0	-	0	-
2015	LDDV	0	0	-	0	-
2015	LDGT	10	1	10.0%	0	0.000%
2015	LDGV	4	0	0.0%	0	0.000%
2016	LDDT	0	0	-	0	-
2016	LDDV	0	0	-	0	-
2016	LDGT	0	0	-	0	-
2016	LDGV	0	0	-	0	-
Totals		**185,184**	**211**	**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 2015

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 91/Unknown	HDGV	613	127	374	20.7%	61.0%	0	0	0	-	-
Pre 91/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDGT	2,474	567	1,363	22.9%	55.1%	0	0	0	-	-
Pre 91/Unknown	LDGV	3,361	689	1,900	20.5%	56.5%	0	0	0	-	-
1991	HDGV	57	6	45	10.5%	78.9%	0	0	0	-	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	626	134	411	21.4%	65.7%	0	0	0	-	-
1991	LDGV	1,070	222	649	20.7%	60.7%	0	0	0	-	-
1992	HDGV	51	8	37	15.7%	72.5%	0	0	0	-	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	503	119	304	23.7%	60.4%	0	0	0	-	-
1992	LDGV	938	213	542	22.7%	57.8%	0	0	0	-	-
1993	HDGV	123	16	89	13.0%	72.4%	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	1,164	258	738	22.2%	63.4%	0	0	0	-	-
1993	LDGV	1,846	406	1,131	22.0%	61.3%	0	0	0	-	-
1994	HDGV	174	36	105	20.7%	60.3%	0	0	0	-	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	1,236	280	731	22.7%	59.1%	0	0	0	-	-
1994	LDGV	1,288	284	711	22.0%	55.2%	0	0	0	-	-
1995	HDGV	272	43	191	15.8%	70.2%	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	2,223	498	1,401	22.4%	63.0%	0	0	0	-	-
1995	LDGV	2,943	623	1,844	21.2%	62.7%	0	0	0	-	-
1996	HDGV	185	34	130	18.4%	70.3%	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	1,906	348	1,076	18.3%	56.5%	1,619	337	805	20.8%	49.7%
1996	LDGV	2,747	564	1,381	20.5%	50.3%	2,491	544	1,162	21.8%	46.6%

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Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
1997	HDGV	359	43	259	12.0%	72.1%	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	10	1	7	10.0%	70.0%	10	1	7	10.0%	70.0%
1997	LDGT	4,025	718	2,410	17.8%	59.9%	3,424	688	1,849	20.1%	54.0%
1997	LDGV	5,755	1,086	3,173	18.9%	55.1%	5,100	1,052	2,580	20.6%	50.6%
1998	HDGV	218	36	147	16.5%	67.4%	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	11	2	4	18.2%	36.4%	10	2	4	20.0%	40.0%
1998	LDGT	3,964	700	2,301	17.7%	58.0%	3,382	676	1,764	20.0%	52.2%
1998	LDGV	5,466	1,041	2,932	19.0%	53.6%	4,894	1,014	2,414	20.7%	49.3%
1999	HDGV	401	46	304	11.5%	75.8%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	14	2	7	14.3%	50.0%	13	2	6	15.4%	46.2%
1999	LDGT	5,719	953	3,462	16.7%	60.5%	4,835	928	2,628	19.2%	54.4%
1999	LDGV	8,401	1,542	4,781	18.4%	56.9%	7,464	1,505	3,922	20.2%	52.5%
2000	HDGV	496	58	367	11.7%	74.0%	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	20	3	15	15.0%	75.0%	18	2	15	11.1%	83.3%
2000	LDGT	5,974	1,051	3,602	17.6%	60.3%	5,024	1,020	2,708	20.3%	53.9%
2000	LDGV	9,155	1,771	4,905	19.3%	53.6%	8,325	1,737	4,155	20.9%	49.9%
2001	HDGV	247	31	166	12.6%	67.2%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	19	3	9	15.8%	47.4%	19	3	9	15.8%	47.4%
2001	LDGT	10,479	2,635	5,674	25.1%	54.1%	10,412	2,608	5,642	25.0%	54.2%
2001	LDGV	12,800	3,204	6,645	25.0%	51.9%	12,717	3,181	6,600	25.0%	51.9%
2002	HDGV	205	34	124	16.6%	60.5%	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	15	0	10	0.0%	66.7%	15	0	10	0.0%	66.7%
2002	LDGT	8,601	1,916	4,815	22.3%	56.0%	8,540	1,900	4,782	22.2%	56.0%
2002	LDGV	10,203	2,415	5,373	23.7%	52.7%	10,089	2,390	5,310	23.7%	52.6%
2003	HDGV	257	38	186	14.8%	72.4%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	20	1	15	5.0%	75.0%	20	1	15	5.0%	75.0%
2003	LDGT	11,330	2,244	6,987	19.8%	61.7%	11,267	2,227	6,950	19.8%	61.7%
2003	LDGV	12,035	2,638	6,933	21.9%	57.6%	11,926	2,620	6,873	22.0%	57.6%

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Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
2004	HDGV	161	27	110	16.8%	68.3%	0	0	0	-	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	13	0	10	0.0%	76.9%	13	0	10	0.0%	76.9%
2004	LDGT	7,571	1,516	4,552	20.0%	60.1%	7,528	1,500	4,532	19.9%	60.2%
2004	LDGV	7,474	1,651	4,206	22.1%	56.3%	7,394	1,634	4,161	22.1%	56.3%
2005	HDGV	120	11	95	9.2%	79.2%	0	0	0	-	-
2005	LDDT	11	0	8	0.0%	72.7%	11	0	8	0.0%	72.7%
2005	LDDV	35	4	26	11.4%	74.3%	31	4	23	12.9%	74.2%
2005	LDGT	9,357	1,773	6,098	18.9%	65.2%	9,308	1,766	6,064	19.0%	65.1%
2005	LDGV	9,331	1,839	5,950	19.7%	63.8%	9,250	1,821	5,898	19.7%	63.8%
2006	HDGV	169	25	124	14.8%	73.4%	0	0	0	-	-
2006	LDDT	4	0	2	0.0%	50.0%	4	0	2	0.0%	50.0%
2006	LDDV	17	1	14	5.9%	82.4%	16	1	13	6.3%	81.3%
2006	LDGT	5,531	1,015	3,575	18.4%	64.6%	5,494	1,006	3,551	18.3%	64.6%
2006	LDGV	6,426	1,224	4,019	19.0%	62.5%	6,334	1,201	3,969	19.0%	62.7%
2007	HDGV	59	5	49	8.5%	83.1%	0	0	0	-	-
2007	LDDT	6	1	5	16.7%	83.3%	5	0	5	0.0%	100.0%
2007	LDDV	4	2	2	50.0%	50.0%	4	2	2	50.0%	50.0%
2007	LDGT	3,248	598	2,098	18.4%	64.6%	3,229	597	2,086	18.5%	64.6%
2007	LDGV	3,664	636	2,377	17.4%	64.9%	3,614	625	2,353	17.3%	65.1%
2008	HDGV	34	7	21	20.6%	61.8%	0	0	0	-	-
2008	LDDT	10	4	6	40.0%	60.0%	8	2	6	25.0%	75.0%
2008	LDDV	5	1	3	20.0%	60.0%	5	0	4	0.0%	80.0%
2008	LDGT	5,421	979	3,825	18.1%	70.6%	5,396	975	3,806	18.1%	70.5%
2008	LDGV	6,077	1,027	4,308	16.9%	70.9%	6,021	1,017	4,273	16.9%	71.0%
2009	HDGV	8	0	7	0.0%	87.5%	0	0	0	-	-
2009	LDDT	7	2	4	28.6%	57.1%	7	2	4	28.6%	57.1%
2009	LDDV	21	6	9	28.6%	42.9%	20	5	9	25.0%	45.0%
2009	LDGT	914	145	660	15.9%	72.2%	911	145	657	15.9%	72.1%
2009	LDGV	1,361	232	948	17.0%	69.7%	1,353	230	942	17.0%	69.6%
2010	HDGV	7	0	5	0.0%	71.4%	0	0	0	-	-
2010	LDDT	53	21	27	39.6%	50.9%	49	19	25	38.8%	51.0%
2010	LDDV	200	67	109	33.5%	54.5%	194	66	104	34.0%	53.6%
2010	LDGT	2,522	380	1,928	15.1%	76.4%	2,510	380	1,917	15.1%	76.4%
2010	LDGV	3,003	545	2,150	18.1%	71.6%	2,974	543	2,129	18.3%	71.6%

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Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
2011	HDGV	10	1	8	10.0%	80.0%	0	0	0	-	-
2011	LDDT	24	10	12	41.7%	50.0%	23	9	12	39.1%	52.2%
2011	LDDV	27	5	18	18.5%	66.7%	24	5	16	20.8%	66.7%
2011	LDGT	566	104	423	18.4%	74.7%	562	104	420	18.5%	74.7%
2011	LDGV	683	126	502	18.4%	73.5%	674	126	495	18.7%	73.4%
2012	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2012	LDDT	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%
2012	LDDV	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%
2012	LDGT	147	22	112	15.0%	76.2%	146	22	111	15.1%	76.0%
2012	LDGV	50	5	35	10.0%	70.0%	50	5	35	10.0%	70.0%
2013	HDGV	0	0	0	-	-	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	1	1	0	100.0%	0.0%	0	0	0	-	-
2013	LDGT	217	32	172	14.7%	79.3%	216	32	171	14.8%	79.2%
2013	LDGV	50	13	30	26.0%	60.0%	50	13	30	26.0%	60.0%
2014	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-
2014	LDGT	87	20	61	23.0%	70.1%	84	20	58	23.8%	69.0%
2014	LDGV	41	7	31	17.1%	75.6%	41	7	31	17.1%	75.6%
2015	HDGV	2	1	0	50.0%	0.0%	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-
2015	LDGT	10	1	7	10.0%	70.0%	10	1	7	10.0%	70.0%
2015	LDGV	4	1	3	25.0%	75.0%	4	1	3	25.0%	75.0%
2016	HDGV	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		**216,767**	**43,782**	**129,513**	**20.2%**	**59.7%**	**185,184**	**38,326**	**108,153**	**20.7%**	**58.4%**

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Model Yr	Veh Type	TSI Initial Fails	# TSI Fail	# TSI Pass	% TSI Fail	% TSI Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass	No Primary Test Initial Fails	# No Primary Test Fail	# No Primary Test Pass	% No Primary Test Fail	% No Primary Test Pass
Pre 91/Unknown	HDGV	0	0	0	-	-	523	125	293	23.9%	56.0%	0	0	0	-	-
Pre 91/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDGT	1,943	492	976	25.3%	50.2%	197	50	90	25.4%	45.7%	0	0	0	-	-
Pre 91/Unknown	LDGV	2,379	533	1,310	22.4%	55.1%	669	145	311	21.7%	46.5%	0	0	0	-	-
1991	HDGV	0	0	0	-	-	39	5	28	12.8%	71.8%	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	493	130	287	26.4%	58.2%	0	0	0	-	-	0	0	0	-	-
1991	LDGV	938	214	533	22.8%	56.8%	0	0	0	-	-	0	0	0	-	-
1992	HDGV	0	0	0	-	-	35	7	22	20.0%	62.9%	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	394	115	204	29.2%	51.8%	0	0	0	-	-	0	0	0	-	-
1992	LDGV	826	207	441	25.1%	53.4%	0	0	0	-	-	0	0	0	-	-
1993	HDGV	0	0	0	-	-	89	14	58	15.7%	65.2%	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	935	255	518	27.3%	55.4%	0	0	0	-	-	0	0	0	-	-
1993	LDGV	1,652	401	948	24.3%	57.4%	0	0	0	-	-	0	0	0	-	-
1994	HDGV	0	0	0	-	-	118	32	57	27.1%	48.3%	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	955	270	470	28.3%	49.2%	0	0	0	-	-	0	0	0	-	-
1994	LDGV	1,114	278	557	25.0%	50.0%	0	0	0	-	-	0	0	0	-	-
1995	HDGV	0	0	0	-	-	196	39	122	19.9%	62.2%	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	1,877	489	1,081	26.1%	57.6%	0	0	0	-	-	0	0	0	-	-
1995	LDGV	2,553	616	1,474	24.1%	57.7%	0	0	0	-	-	0	0	0	-	-
1996	HDGV	0	0	0	-	-	128	31	79	24.2%	61.7%	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	-	-

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Model Yr	Veh Type	TSI Initial Fails	# TSI Fail	# TSI Pass	% TSI Fail	% TSI Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass	No Primary Test Initial Fails	# No Primary Test Fail	# No Primary Test Pass	% No Primary Test Fail	% No Primary Test Pass
1997	HDGV	0	0	0	-	-	230	38	141	16.5%	61.3%	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	HDGV	0	0	0	-	-	129	31	69	24.0%	53.5%	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	HDGV	0	0	0	-	-	229	37	152	16.2%	66.4%	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	-	-	282	45	186	16.0%	66.0%	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	HDGV	0	0	0	-	-	241	31	163	12.9%	67.6%	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	-	-	194	32	117	16.5%	60.3%	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	-	-
2003	HDGV	0	0	0	-	-	248	37	180	14.9%	72.6%	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	-	-

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	TSI Initial Fails	# TSI Fail	# TSI Pass	% TSI Fail	% TSI Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass	No Primary Test Initial Fails	# No Primary Test Fail	# No Primary Test Pass	% No Primary Test Fail	% No Primary Test Pass
2004	HDGV	0	0	0	-	-	150	25	104	16.7%	69.3%	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	-	-	108	11	85	10.2%	78.7%	0	0	0	-	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	HDGV	0	0	0	-	-	156	25	113	16.0%	72.4%	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	-	-	53	3	45	5.7%	84.9%	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	-	-	25	6	15	24.0%	60.0%	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	HDGV	0	0	0	-	-	6	0	5	0.0%	83.3%	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	HDGV	0	0	0	-	-	4	0	2	0.0%	50.0%	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	TSI Initial Fails	# TSI Fail	# TSI Pass	% TSI Fail	% TSI Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass	No Primary Test Initial Fails	# No Primary Test Fail	# No Primary Test Pass	% No Primary Test Fail	% No Primary Test Pass
2011	HDGV	0	0	0	-	-	7	1	5	14.3%	71.4%	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGV	0	0	0	-	-	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	-	-	1	1	0	100.0%	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	-	-
2016	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**16,059**	**4,000**	**8,799**	**24.9%**	**54.8%**	**4,057**	**771**	**2,442**	**19.0%**	**60.2%**	**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 2015

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 91/Unknown	HDGV	153	5	121	3.3%	79.1%	10	0	7	0.0%	70.0%	0	0	0	-	-
Pre 91/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDGT	609	26	491	4.3%	80.6%	91	3	49	3.3%	53.8%	0	0	0	-	-
Pre 91/Unknown	LDGV	405	11	342	2.7%	84.4%	98	3	41	3.1%	41.8%	0	0	0	-	-
1991	HDGV	20	0	19	0.0%	95.0%	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	171	5	160	2.9%	93.6%	12	1	5	8.3%	41.7%	0	0	0	-	-
1991	LDGV	168	7	150	4.2%	89.3%	27	0	15	0.0%	55.6%	0	0	0	-	-
1992	HDGV	20	1	18	5.0%	90.0%	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	140	3	121	2.1%	86.4%	10	1	6	10.0%	60.0%	0	0	0	-	-
1992	LDGV	131	3	115	2.3%	87.8%	28	2	16	7.1%	57.1%	0	0	0	-	-
1993	HDGV	42	1	38	2.4%	90.5%	3	0	3	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	285	3	265	1.1%	93.0%	10	1	7	10.0%	70.0%	0	0	0	-	-
1993	LDGV	228	2	214	0.9%	93.9%	57	5	29	8.8%	50.9%	0	0	0	-	-
1994	HDGV	66	3	53	4.5%	80.3%	5	1	2	20.0%	40.0%	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	360	10	315	2.8%	87.5%	19	2	14	10.5%	73.7%	0	0	0	-	-
1994	LDGV	188	7	160	3.7%	85.1%	66	4	26	6.1%	39.4%	0	0	0	-	-
1995	HDGV	92	4	84	4.3%	91.3%	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	466	12	413	2.6%	88.6%	25	1	16	4.0%	64.0%	0	0	0	-	-
1995	LDGV	438	2	414	0.5%	94.5%	51	6	21	11.8%	41.2%	0	0	0	-	-
1996	HDGV	74	3	65	4.1%	87.8%	2	0	1	0.0%	50.0%	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	410	12	347	2.9%	84.6%	16	1	9	6.3%	56.3%	14	0	14	0.0%	100.0%
1996	LDGV	289	9	244	3.1%	84.4%	62	2	32	3.2%	51.6%	50	6	30	12.0%	60.0%

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Year 2015

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
1997	HDGV	135	5	121	3.7%	89.6%	2	0	1	0.0%	50.0%	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	756	22	674	2.9%	89.2%	14	0	10	0.0%	71.4%	35	1	27	2.9%	77.1%
1997	LDGV	772	16	677	2.1%	87.7%	87	6	47	6.9%	54.0%	75	5	47	6.7%	62.7%
1998	HDGV	96	5	80	5.2%	83.3%	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
1998	LDGT	767	16	674	2.1%	87.9%	28	0	16	0.0%	57.1%	35	1	20	2.9%	57.1%
1998	LDGV	726	15	638	2.1%	87.9%	73	6	31	8.2%	42.5%	56	8	31	14.3%	55.4%
1999	HDGV	183	7	162	3.8%	88.5%	2	0	2	0.0%	100.0%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1999	LDGT	1,134	23	1,005	2.0%	88.6%	20	3	12	15.0%	60.0%	59	1	41	1.7%	69.5%
1999	LDGV	1,119	25	982	2.2%	87.8%	76	3	44	3.9%	57.9%	87	4	52	4.6%	59.8%
2000	HDGV	234	11	201	4.7%	85.9%	6	1	3	16.7%	50.0%	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	2	1	0	50.0%	0.0%
2000	LDGT	1,223	27	1,088	2.2%	89.0%	19	2	12	10.5%	63.2%	58	4	38	6.9%	65.5%
2000	LDGV	1,050	28	920	2.7%	87.6%	62	3	32	4.8%	51.6%	108	5	61	4.6%	56.5%
2001	HDGV	0	0	0	-	-	3	0	1	0.0%	33.3%	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	-	-	16	0	11	0.0%	68.8%	92	17	55	18.5%	59.8%
2001	LDGV	0	0	0	-	-	70	4	37	5.7%	52.9%	87	15	53	17.2%	60.9%
2002	HDGV	0	0	0	-	-	4	0	3	0.0%	75.0%	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	26	3	14	11.5%	53.8%	64	3	41	4.7%	64.1%
2002	LDGV	0	0	0	-	-	101	5	64	5.0%	63.4%	83	5	50	6.0%	60.2%
2003	HDGV	0	0	0	-	-	5	0	4	0.0%	80.0%	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	-	-	17	2	11	11.8%	64.7%	80	5	55	6.3%	68.8%
2003	LDGV	0	0	0	-	-	106	6	55	5.7%	51.9%	85	7	51	8.2%	60.0%

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Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
2004	HDGV	0	0	0	-	-	3	1	2	33.3%	66.7%	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	-	-	19	0	16	0.0%	84.2%	52	6	32	11.5%	61.5%
2004	LDGV	0	0	0	-	-	87	4	50	4.6%	57.5%	42	5	26	11.9%	61.9%
2005	HDGV	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	0	0	0	-	-	0	0	0	-	-	2	0	1	0.0%	50.0%
2005	LDGT	0	0	0	-	-	10	0	7	0.0%	70.0%	50	2	35	4.0%	70.0%
2005	LDGV	0	0	0	-	-	76	8	51	10.5%	67.1%	44	4	31	9.1%	70.5%
2006	HDGV	0	0	0	-	-	4	0	3	0.0%	75.0%	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	-	-	8	0	6	0.0%	75.0%	43	3	31	7.0%	72.1%
2006	LDGV	0	0	0	-	-	61	3	37	4.9%	60.7%	55	8	35	14.5%	63.6%
2007	HDGV	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	-	-	4	0	1	0.0%	25.0%	15	1	11	6.7%	73.3%
2007	LDGV	0	0	0	-	-	42	3	22	7.1%	52.4%	28	3	18	10.7%	64.3%
2008	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDT	0	0	0	-	-	2	1	1	50.0%	50.0%	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	5	0	4	0.0%	80.0%	17	3	12	17.6%	70.6%
2008	LDGV	0	0	0	-	-	37	3	18	8.1%	48.6%	32	2	24	6.3%	75.0%
2009	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	2	0	1	0.0%	50.0%	0	0	0	-	-
2009	LDGT	0	0	0	-	-	1	0	0	0.0%	0.0%	5	0	5	0.0%	100.0%
2009	LDGV	0	0	0	-	-	9	1	6	11.1%	66.7%	5	1	4	20.0%	80.0%
2010	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDT	0	0	0	-	-	4	2	2	50.0%	50.0%	0	0	0	-	-
2010	LDDV	0	0	0	-	-	7	1	5	14.3%	71.4%	0	0	0	-	-
2010	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	9	0	8	0.0%	88.9%
2010	LDGV	0	0	0	-	-	27	0	22	0.0%	81.5%	9	0	8	0.0%	88.9%

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Year 2015

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
2011	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	2	0	1	0.0%	50.0%	0	0	0	-	-
2011	LDDV	0	0	0	-	-	3	0	2	0.0%	66.7%	0	0	0	-	-
2011	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2011	LDGV	0	0	0	-	-	7	0	5	0.0%	71.4%	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	-	-	2	0	2	0.0%	100.0%
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	-	-	1	1	0	100.0%	0.0%	0	0	0	-	-
2013	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	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	-	-	3	0	3	0.0%	100.0%	0	0	0	-	-
2014	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	HDGV	0	0	0	-	-	1	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	-	-
2016	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**12,950**	**329**	**11,371**	**2.5%**	**87.8%**	**1,765**	**106**	**984**	**6.0%**	**55.8%**	**1,486**	**126**	**954**	**8.5%**	**64.2%**

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2015

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 91/Unknown	HDGV	0	0	0	-	-	7	0	7	0.0%	100.0%
Pre 91/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDGT	2	0	0	0.0%	0.0%	9	0	8	0.0%	88.9%
Pre 91/Unknown	LDGV	9	0	7	0.0%	77.8%	10	0	9	0.0%	90.0%
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	0	2	0.0%	100.0%
1991	LDGV	2	0	1	0.0%	50.0%	3	0	3	0.0%	100.0%
1992	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	1	0	0	0.0%	0.0%	1	0	1	0.0%	100.0%
1992	LDGV	4	0	4	0.0%	100.0%	4	1	3	25.0%	75.0%
1993	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	4	0	3	0.0%	75.0%	3	0	3	0.0%	100.0%
1993	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%
1994	HDGV	0	0	0	-	-	2	0	1	0.0%	50.0%
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	0	0	0	-	-	4	0	3	0.0%	75.0%
1994	LDGV	1	0	1	0.0%	100.0%	6	1	3	16.7%	50.0%
1995	HDGV	1	0	1	0.0%	100.0%	3	0	2	0.0%	66.7%
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	4	0	2	0.0%	50.0%	7	0	5	0.0%	71.4%
1995	LDGV	7	0	5	0.0%	71.4%	10	0	9	0.0%	90.0%
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	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1996	LDGV	0	0	0	-	-	6	1	2	16.7%	33.3%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2015

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
1997	HDGV	2	0	2	0.0%	100.0%	5	0	4	0.0%	80.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	8	0	6	0.0%	75.0%	9	1	7	11.1%	77.8%
1997	LDGV	2	0	2	0.0%	100.0%	10	1	6	10.0%	60.0%
1998	HDGV	0	0	0	-	-	2	0	1	0.0%	50.0%
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-
1998	LDGT	2	0	2	0.0%	100.0%	8	0	6	0.0%	75.0%
1998	LDGV	5	1	3	20.0%	60.0%	14	0	8	0.0%	57.1%
1999	HDGV	2	0	2	0.0%	100.0%	4	0	3	0.0%	75.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	4	0	2	0.0%	50.0%	8	0	3	0.0%	37.5%
1999	LDGV	4	0	3	0.0%	75.0%	15	0	11	0.0%	73.3%
2000	HDGV	1	1	0	100.0%	0.0%	5	0	2	0.0%	40.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	3	0	3	0.0%	100.0%	10	1	5	10.0%	50.0%
2000	LDGV	8	0	6	0.0%	75.0%	11	0	7	0.0%	63.6%
2001	HDGV	2	0	2	0.0%	100.0%	2	0	1	0.0%	50.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	7	1	5	14.3%	71.4%	17	1	13	5.9%	76.5%
2001	LDGV	7	1	4	14.3%	57.1%	15	1	6	6.7%	40.0%
2002	HDGV	2	1	1	50.0%	50.0%	6	1	3	16.7%	50.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	9	1	7	11.1%	77.8%	14	1	6	7.1%	42.9%
2002	LDGV	7	0	5	0.0%	71.4%	14	3	5	21.4%	35.7%
2003	HDGV	2	1	0	50.0%	0.0%	4	0	3	0.0%	75.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	2	0	2	0.0%	100.0%	15	2	11	13.3%	73.3%
2003	LDGV	3	0	3	0.0%	100.0%	17	1	13	5.9%	76.5%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail	# Liquid Leak Pass	% Liquid Leak Fail	% Liquid Leak Pass	Misc Emiss Initial Fails	# Misc Emiss Fail	# Misc Emiss Pass	% Misc Emiss Fail	% Misc Emiss Pass
2004	HDGV	2	0	2	0.0%	100.0%	8	1	4	12.5%	50.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	3	1	1	33.3%	33.3%	12	1	9	8.3%	75.0%
2004	LDGV	5	0	4	0.0%	80.0%	10	2	6	20.0%	60.0%
2005	HDGV	2	0	2	0.0%	100.0%	7	0	5	0.0%	71.4%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	2	0	2	0.0%	100.0%
2005	LDGT	8	0	5	0.0%	62.5%	7	0	7	0.0%	100.0%
2005	LDGV	3	0	3	0.0%	100.0%	8	1	7	12.5%	87.5%
2006	HDGV	2	0	2	0.0%	100.0%	8	0	6	0.0%	75.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT	3	1	2	33.3%	66.7%	7	2	3	28.6%	42.9%
2006	LDGV	4	0	4	0.0%	100.0%	13	0	9	0.0%	69.2%
2007	HDGV	2	1	1	50.0%	50.0%	4	1	3	25.0%	75.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%
2007	LDGV	1	0	1	0.0%	100.0%	6	1	2	16.7%	33.3%
2008	HDGV	1	0	1	0.0%	100.0%	8	1	5	12.5%	62.5%
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	9	0	9	0.0%	100.0%	4	0	4	0.0%	100.0%
2008	LDGV	2	0	1	0.0%	50.0%	6	0	5	0.0%	83.3%
2009	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
2009	LDGV	0	0	0	-	-	0	0	0	-	-
2010	HDGV	0	0	0	-	-	3	0	3	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
2010	LDGV	1	0	0	0.0%	0.0%	3	1	1	33.3%	33.3%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail	# Liquid Leak Pass	% Liquid Leak Fail	% Liquid Leak Pass	Misc Emiss Initial Fails	# Misc Emiss Fail	# Misc Emiss Pass	% Misc Emiss Fail	% Misc Emiss Pass
2011	HDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	1	0	0	0.0%	0.0%
2011	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
2012	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	1	0	1	0.0%	100.0%	3	0	3	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	-	-	1	0	1	0.0%	100.0%
2013	LDGV	0	0	0	-	-	0	0	0	-	-
2014	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-
2014	LDGT	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	-	-
2016	HDGV	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		**169**	**10**	**126**	**5.9%**	**74.6%**	**422**	**27**	**289**	**6.4%**	**68.5%**

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 2015

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 91/Unknown	HDGV	613	97	15.8%	0	0	-	0	0	-	523	96	18.4%	153	4	2.6%
Pre 91/Unknown	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Pre 91/Unknown	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Pre 91/Unknown	LDGT	2,474	387	15.6%	0	0	-	1,943	328	16.9%	197	36	18.3%	609	25	4.1%
Pre 91/Unknown	LDGV	3,361	462	13.7%	0	0	-	2,379	357	15.0%	669	95	14.2%	405	9	2.2%
1991	HDGV	57	4	7.0%	0	0	-	0	0	-	39	4	10.3%	20	0	0.0%
1991	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1991	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1991	LDGT	626	101	16.1%	0	0	-	493	97	19.7%	0	0	-	171	5	2.9%
1991	LDGV	1,070	160	15.0%	0	0	-	938	152	16.2%	0	0	-	168	7	4.2%
1992	HDGV	51	5	9.8%	0	0	-	0	0	-	35	4	11.4%	20	1	5.0%
1992	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDGT	503	82	16.3%	0	0	-	394	80	20.3%	0	0	-	140	2	1.4%
1992	LDGV	938	141	15.0%	0	0	-	826	135	16.3%	0	0	-	131	2	1.5%
1993	HDGV	123	11	8.9%	0	0	-	0	0	-	89	9	10.1%	42	1	2.4%
1993	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDGT	1,164	195	16.8%	0	0	-	935	192	20.5%	0	0	-	285	2	0.7%
1993	LDGV	1,846	284	15.4%	0	0	-	1,652	280	16.9%	0	0	-	228	2	0.9%
1994	HDGV	174	28	16.1%	0	0	-	0	0	-	118	24	20.3%	66	3	4.5%
1994	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1994	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1994	LDGT	1,236	195	15.8%	0	0	-	955	187	19.6%	0	0	-	360	8	2.2%
1994	LDGV	1,288	176	13.7%	0	0	-	1,114	170	15.3%	0	0	-	188	6	3.2%
1995	HDGV	272	31	11.4%	0	0	-	0	0	-	196	27	13.8%	92	4	4.3%
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	2,223	359	16.1%	0	0	-	1,877	350	18.6%	0	0	-	466	9	1.9%
1995	LDGV	2,943	442	15.0%	0	0	-	2,553	436	17.1%	0	0	-	438	2	0.5%
1996	HDGV	185	22	11.9%	0	0	-	0	0	-	128	19	14.8%	74	3	4.1%
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	1,906	200	10.5%	1,619	190	11.7%	0	0	-	0	0	-	410	9	2.2%
1996	LDGV	2,747	271	9.9%	2,491	258	10.4%	0	0	-	0	0	-	289	7	2.4%

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 2015

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2*	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	TSI Initial Fails	# TSI Pass R2	% TSI Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2
1997	HDGV	359	28	7.8%	0	0	-	0	0	-	230	23	10.0%	135	5	3.7%
1997	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDV	10	0	0.0%	10	0	0.0%	0	0	-	0	0	-	0	0	-
1997	LDGT	4,025	434	10.8%	3,424	411	12.0%	0	0	-	0	0	-	756	20	2.6%
1997	LDGV	5,755	602	10.5%	5,100	580	11.4%	0	0	-	0	0	-	772	14	1.8%
1998	HDGV	218	26	11.9%	0	0	-	0	0	-	129	22	17.1%	96	4	4.2%
1998	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDDV	11	2	18.2%	10	2	20.0%	0	0	-	0	0	-	0	0	-
1998	LDGT	3,964	425	10.7%	3,382	407	12.0%	0	0	-	0	0	-	767	12	1.6%
1998	LDGV	5,466	546	10.0%	4,894	526	10.7%	0	0	-	0	0	-	726	13	1.8%
1999	HDGV	401	36	9.0%	0	0	-	0	0	-	229	29	12.7%	183	6	3.3%
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	14	1	7.1%	13	1	7.7%	0	0	-	0	0	-	0	0	-
1999	LDGT	5,719	584	10.2%	4,835	562	11.6%	0	0	-	0	0	-	1,134	20	1.8%
1999	LDGV	8,401	923	11.0%	7,464	892	12.0%	0	0	-	0	0	-	1,119	20	1.8%
2000	HDGV	496	43	8.7%	0	0	-	0	0	-	282	32	11.3%	234	10	4.3%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	20	2	10.0%	18	1	5.6%	0	0	-	0	0	-	0	0	-
2000	LDGT	5,974	663	11.1%	5,024	636	12.7%	0	0	-	0	0	-	1,223	25	2.0%
2000	LDGV	9,155	1,006	11.0%	8,325	979	11.8%	0	0	-	0	0	-	1,050	25	2.4%
2001	HDGV	247	26	10.5%	0	0	-	0	0	-	241	26	10.8%	0	0	-
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	19	3	15.8%	19	3	15.8%	0	0	-	0	0	-	0	0	-
2001	LDGT	10,479	1,770	16.9%	10,412	1,751	16.8%	0	0	-	0	0	-	0	0	-
2001	LDGV	12,800	1,992	15.6%	12,717	1,977	15.5%	0	0	-	0	0	-	0	0	-
2002	HDGV	205	24	11.7%	0	0	-	0	0	-	194	22	11.3%	0	0	-
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	15	0	0.0%	15	0	0.0%	0	0	-	0	0	-	0	0	-
2002	LDGT	8,601	1,237	14.4%	8,540	1,224	14.3%	0	0	-	0	0	-	0	0	-
2002	LDGV	10,203	1,461	14.3%	10,089	1,441	14.3%	0	0	-	0	0	-	0	0	-
2003	HDGV	257	33	12.8%	0	0	-	0	0	-	248	32	12.9%	0	0	-
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	20	0	0.0%	20	0	0.0%	0	0	-	0	0	-	0	0	-
2003	LDGT	11,330	1,553	13.7%	11,267	1,539	13.7%	0	0	-	0	0	-	0	0	-
2003	LDGV	12,035	1,733	14.4%	11,926	1,722	14.4%	0	0	-	0	0	-	0	0	-

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2*	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	TSI Initial Fails	# TSI Pass R2	% TSI Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2
2004	HDGV	161	19	11.8%	0	0	-	0	0	-	150	17	11.3%	0	0	-
2004	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDDV	13	0	0.0%	13	0	0.0%	0	0	-	0	0	-	0	0	-
2004	LDGT	7,571	1,013	13.4%	7,528	1,002	13.3%	0	0	-	0	0	-	0	0	-
2004	LDGV	7,474	1,119	15.0%	7,394	1,108	15.0%	0	0	-	0	0	-	0	0	-
2005	HDGV	120	9	7.5%	0	0	-	0	0	-	108	9	8.3%	0	0	-
2005	LDDT	11	0	0.0%	11	0	0.0%	0	0	-	0	0	-	0	0	-
2005	LDDV	35	2	5.7%	31	2	6.5%	0	0	-	0	0	-	0	0	-
2005	LDGT	9,357	1,294	13.8%	9,308	1,288	13.8%	0	0	-	0	0	-	0	0	-
2005	LDGV	9,331	1,284	13.8%	9,250	1,272	13.8%	0	0	-	0	0	-	0	0	-
2006	HDGV	169	22	13.0%	0	0	-	0	0	-	156	22	14.1%	0	0	-
2006	LDDT	4	0	0.0%	4	0	0.0%	0	0	-	0	0	-	0	0	-
2006	LDDV	17	1	5.9%	16	1	6.3%	0	0	-	0	0	-	0	0	-
2006	LDGT	5,531	750	13.6%	5,494	743	13.5%	0	0	-	0	0	-	0	0	-
2006	LDGV	6,426	858	13.4%	6,334	841	13.3%	0	0	-	0	0	-	0	0	-
2007	HDGV	59	5	8.5%	0	0	-	0	0	-	53	3	5.7%	0	0	-
2007	LDDT	6	1	16.7%	5	0	0.0%	0	0	-	0	0	-	0	0	-
2007	LDDV	4	1	25.0%	4	1	25.0%	0	0	-	0	0	-	0	0	-
2007	LDGT	3,248	448	13.8%	3,229	447	13.8%	0	0	-	0	0	-	0	0	-
2007	LDGV	3,664	456	12.4%	3,614	448	12.4%	0	0	-	0	0	-	0	0	-
2008	HDGV	34	6	17.6%	0	0	-	0	0	-	25	5	20.0%	0	0	-
2008	LDDT	10	3	30.0%	8	1	12.5%	0	0	-	0	0	-	0	0	-
2008	LDDV	5	1	20.0%	5	0	0.0%	0	0	-	0	0	-	0	0	-
2008	LDGT	5,421	792	14.6%	5,396	788	14.6%	0	0	-	0	0	-	0	0	-
2008	LDGV	6,077	800	13.2%	6,021	792	13.2%	0	0	-	0	0	-	0	0	-
2009	HDGV	8	0	0.0%	0	0	-	0	0	-	6	0	0.0%	0	0	-
2009	LDDT	7	2	28.6%	7	2	28.6%	0	0	-	0	0	-	0	0	-
2009	LDDV	21	4	19.0%	20	4	20.0%	0	0	-	0	0	-	0	0	-
2009	LDGT	914	113	12.4%	911	113	12.4%	0	0	-	0	0	-	0	0	-
2009	LDGV	1,361	176	12.9%	1,353	174	12.9%	0	0	-	0	0	-	0	0	-
2010	HDGV	7	0	0.0%	0	0	-	0	0	-	4	0	0.0%	0	0	-
2010	LDDT	53	18	34.0%	49	16	32.7%	0	0	-	0	0	-	0	0	-
2010	LDDV	200	60	30.0%	194	60	30.9%	0	0	-	0	0	-	0	0	-
2010	LDGT	2,522	319	12.6%	2,510	319	12.7%	0	0	-	0	0	-	0	0	-
2010	LDGV	3,003	442	14.7%	2,974	440	14.8%	0	0	-	0	0	-	0	0	-

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2*	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	TSI Initial Fails	# TSI Pass R2	% TSI Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2
2011	HDGV	10	1	10.0%	0	0	-	0	0	-	7	1	14.3%	0	0	-
2011	LDDT	24	9	37.5%	23	8	34.8%	0	0	-	0	0	-	0	0	-
2011	LDDV	27	4	14.8%	24	4	16.7%	0	0	-	0	0	-	0	0	-
2011	LDGT	566	90	15.9%	562	90	16.0%	0	0	-	0	0	-	0	0	-
2011	LDGV	683	105	15.4%	674	105	15.6%	0	0	-	0	0	-	0	0	-
2012	HDGV	1	0	0.0%	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDDT	1	1	100.0%	1	1	100.0%	0	0	-	0	0	-	0	0	-
2012	LDDV	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-	0	0	-
2012	LDGT	147	15	10.2%	146	15	10.3%	0	0	-	0	0	-	0	0	-
2012	LDGV	50	5	10.0%	50	5	10.0%	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	1	1	100.0%	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDGT	217	29	13.4%	216	29	13.4%	0	0	-	0	0	-	0	0	-
2013	LDGV	50	12	24.0%	50	12	24.0%	0	0	-	0	0	-	0	0	-
2014	HDGV	1	0	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	87	17	19.5%	84	17	20.2%	0	0	-	0	0	-	0	0	-
2014	LDGV	41	6	14.6%	41	6	14.6%	0	0	-	0	0	-	0	0	-
2015	HDGV	2	1	50.0%	0	0	-	0	0	-	1	1	100.0%	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	10	1	10.0%	10	1	10.0%	0	0	-	0	0	-	0	0	-
2015	LDGV	4	1	25.0%	4	1	25.0%	0	0	-	0	0	-	0	0	-
2016	HDGV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDGT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDGV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Totals		**216,767**	**29,122**	**13.4%**	**185,184**	**25,258**	**13.6%**	**16,059**	**2,764**	**17.2%**	**4,057**	**558**	**13.8%**	**12,950**	**285**	**2.2%**

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 2015

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 91/Unknown	HDGV	10	0	0.0%	0	0	-	0	0	-	7	0	0.0%
Pre 91/Unknown	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
Pre 91/Unknown	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
Pre 91/Unknown	LDGT	91	1	1.1%	0	0	-	2	0	0.0%	9	0	0.0%
Pre 91/Unknown	LDGV	98	1	1.0%	0	0	-	9	0	0.0%	10	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	12	1	8.3%	0	0	-	0	0	-	2	0	0.0%
1991	LDGV	27	0	0.0%	0	0	-	2	0	0.0%	3	0	0.0%
1992	HDGV	1	0	0.0%	0	0	-	0	0	-	1	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	10	0	0.0%	0	0	-	1	0	0.0%	1	0	0.0%
1992	LDGV	28	0	0.0%	0	0	-	4	0	0.0%	4	1	25.0%
1993	HDGV	3	0	0.0%	0	0	-	0	0	-	1	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	10	0	0.0%	0	0	-	4	0	0.0%	3	0	0.0%
1993	LDGV	57	4	7.0%	0	0	-	0	0	-	4	0	0.0%
1994	HDGV	5	1	20.0%	0	0	-	0	0	-	2	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	19	0	0.0%	0	0	-	0	0	-	4	0	0.0%
1994	LDGV	66	3	4.5%	0	0	-	1	0	0.0%	6	1	16.7%
1995	HDGV	2	0	0.0%	0	0	-	1	0	0.0%	3	0	0.0%
1995	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDGT	25	0	0.0%	0	0	-	4	0	0.0%	7	0	0.0%
1995	LDGV	51	5	9.8%	0	0	-	7	0	0.0%	10	0	0.0%
1996	HDGV	2	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	16	0	0.0%	14	0	0.0%	1	0	0.0%	1	0	0.0%
1996	LDGV	62	1	1.6%	50	2	4.0%	0	0	-	6	0	0.0%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
1997	HDGV	2	0	0.0%	0	0	-	2	0	0.0%	5	0	0.0%
1997	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDGT	14	0	0.0%	35	0	0.0%	8	0	0.0%	9	0	0.0%
1997	LDGV	87	3	3.4%	75	2	2.7%	2	0	0.0%	10	1	10.0%
1998	HDGV	0	0	-	0	0	-	0	0	-	2	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	28	0	0.0%	35	1	2.9%	2	0	0.0%	8	0	0.0%
1998	LDGV	73	3	4.1%	56	4	7.1%	5	1	20.0%	14	0	0.0%
1999	HDGV	2	0	0.0%	0	0	-	2	0	0.0%	4	0	0.0%
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
1999	LDGT	20	1	5.0%	59	1	1.7%	4	0	0.0%	8	0	0.0%
1999	LDGV	76	3	3.9%	87	4	4.6%	4	0	0.0%	15	0	0.0%
2000	HDGV	6	1	16.7%	0	0	-	1	0	0.0%	5	0	0.0%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	0	0	-	2	1	50.0%	0	0	-	0	0	-
2000	LDGT	19	2	10.5%	58	2	3.4%	3	0	0.0%	10	1	10.0%
2000	LDGV	62	0	0.0%	108	4	3.7%	8	0	0.0%	11	0	0.0%
2001	HDGV	3	0	0.0%	0	0	-	2	0	0.0%	2	0	0.0%
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDGT	16	0	0.0%	92	11	12.0%	7	1	14.3%	17	1	5.9%
2001	LDGV	70	2	2.9%	87	12	13.8%	7	0	0.0%	15	1	6.7%
2002	HDGV	4	0	0.0%	0	0	-	2	1	50.0%	6	1	16.7%
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDGT	26	2	7.7%	64	2	3.1%	9	0	0.0%	14	1	7.1%
2002	LDGV	101	4	4.0%	83	2	2.4%	7	0	0.0%	14	3	21.4%
2003	HDGV	5	0	0.0%	0	0	-	2	1	50.0%	4	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	17	1	5.9%	80	4	5.0%	2	0	0.0%	15	2	13.3%
2003	LDGV	106	4	3.8%	85	7	8.2%	3	0	0.0%	17	1	5.9%

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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 2015

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
2004	HDGV	3	0	0.0%	0	0	-	2	0	0.0%	8	1	12.5%
2004	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDGT	19	0	0.0%	52	5	9.6%	3	1	33.3%	12	1	8.3%
2004	LDGV	87	2	2.3%	42	3	7.1%	5	0	0.0%	10	2	20.0%
2005	HDGV	3	0	0.0%	0	0	-	2	0	0.0%	7	0	0.0%
2005	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDDV	0	0	-	2	0	0.0%	0	0	-	2	0	0.0%
2005	LDGT	10	0	0.0%	50	2	4.0%	8	0	0.0%	7	0	0.0%
2005	LDGV	76	4	5.3%	44	3	6.8%	3	0	0.0%	8	1	12.5%
2006	HDGV	4	0	0.0%	0	0	-	2	0	0.0%	8	0	0.0%
2006	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2006	LDDV	0	0	-	0	0	-	0	0	-	1	0	0.0%
2006	LDGT	8	0	0.0%	43	1	2.3%	3	1	33.3%	7	2	28.6%
2006	LDGV	61	1	1.6%	55	7	12.7%	4	0	0.0%	13	0	0.0%
2007	HDGV	0	0	-	0	0	-	2	1	50.0%	4	1	25.0%
2007	LDDT	1	1	100.0%	0	0	-	0	0	-	0	0	-
2007	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDGT	4	0	0.0%	15	1	6.7%	0	0	-	2	0	0.0%
2007	LDGV	42	2	4.8%	28	1	3.6%	1	0	0.0%	6	1	16.7%
2008	HDGV	0	0	-	0	0	-	1	0	0.0%	8	1	12.5%
2008	LDDT	2	1	50.0%	0	0	-	0	0	-	0	0	-
2008	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGT	5	0	0.0%	17	3	17.6%	9	0	0.0%	4	0	0.0%
2008	LDGV	37	1	2.7%	32	2	6.3%	2	0	0.0%	6	0	0.0%
2009	HDGV	0	0	-	0	0	-	0	0	-	2	0	0.0%
2009	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDDV	2	0	0.0%	0	0	-	0	0	-	0	0	-
2009	LDGT	1	0	0.0%	5	0	0.0%	0	0	-	1	0	0.0%
2009	LDGV	9	1	11.1%	5	1	20.0%	0	0	-	0	0	-
2010	HDGV	0	0	-	0	0	-	0	0	-	3	0	0.0%
2010	LDDT	4	2	50.0%	0	0	-	0	0	-	0	0	-
2010	LDDV	7	0	0.0%	0	0	-	0	0	-	0	0	-
2010	LDGT	2	0	0.0%	9	0	0.0%	0	0	-	1	0	0.0%
2010	LDGV	27	0	0.0%	9	0	0.0%	1	0	0.0%	3	0	0.0%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
2011	HDGV	0	0	-	0	0	-	1	0	0.0%	2	0	0.0%
2011	LDDT	2	0	0.0%	0	0	-	0	0	-	0	0	-
2011	LDDV	3	0	0.0%	0	0	-	0	0	-	0	0	-
2011	LDGT	1	0	0.0%	2	0	0.0%	0	0	-	1	0	0.0%
2011	LDGV	7	0	0.0%	2	0	0.0%	0	0	-	2	0	0.0%
2012	HDGV	0	0	-	0	0	-	0	0	-	1	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	-	2	0	0.0%	1	0	0.0%	3	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	1	1	100.0%	0	0	-	0	0	-	0	0	-
2013	LDGT	1	0	0.0%	0	0	-	0	0	-	1	0	0.0%
2013	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2014	HDGV	0	0	-	0	0	-	1	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	3	0	0.0%	0	0	-	0	0	-	0	0	-
2014	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2015	HDGV	1	0	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	-
2016	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
Totals		**1,765**	**59**	**3.3%**	**1,486**	**88**	**5.9%**	**169**	**7**	**4.1%**	**422**	**24**	**5.7%**

R2 = 2nd or Subsequent Retest

APPENDIX I -
PART I

VEHICLES WITH
NO KNOWN
FINAL OUTCOME
BY TEST TYPE

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	2014 Overall Initial Insps	2014 Overall Initial Fails	Dropped From Inspection [1]	Late Pass 2015 [2]	Dropped From Fleet [3]	Overall No Known Outcome [4]	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2014 OBD Initial Insps	2014 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
Pre 90/Unknown	HDGV	2,752	547	145	21	70	54	1.96%	9.87%	0	0	0	-	-
Pre 90/Unknown	LDDT	16	0	0	0	0	0	0.00%	-	0	0	0	-	-
Pre 90/Unknown	LDDV	53	0	0	0	0	0	0.00%	-	0	0	0	-	-
Pre 90/Unknown	LDGT	7,003	2,219	661	96	371	194	2.77%	8.74%	0	0	0	-	-
Pre 90/Unknown	LDGV	13,226	3,020	947	108	574	265	2.00%	8.77%	0	0	0	-	-
1990	HDGV	480	86	18	7	6	5	1.04%	5.81%	0	0	0	-	-
1990	LDDT	1	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	2,371	734	153	28	81	44	1.86%	5.99%	0	0	0	-	-
1990	LDGV	5,336	1,025	252	34	164	54	1.01%	5.27%	0	0	0	-	-
1991	HDGV	313	60	10	0	5	5	1.60%	8.33%	0	0	0	-	-
1991	LDDT	3	0	0	0	0	0	0.00%	-	0	0	0	-	-
1991	LDDV	3	0	0	0	0	0	0.00%	-	0	0	0	-	-
1991	LDGT	1,537	419	103	14	58	31	2.02%	7.40%	0	0	0	-	-
1991	LDGV	3,535	786	227	26	146	55	1.56%	7.00%	0	0	0	-	-
1992	HDGV	521	75	11	1	8	2	0.38%	2.67%	0	0	0	-	-
1992	LDDT	14	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	3,408	778	143	28	69	46	1.35%	5.91%	0	0	0	-	-
1992	LDGV	8,839	1,753	393	53	244	96	1.09%	5.48%	0	0	0	-	-
1993	HDGV	611	91	17	5	4	8	1.31%	8.79%	0	0	0	-	-
1993	LDDT	16	0	0	0	0	0	0.00%	-	0	0	0	-	-
1993	LDDV	11	0	0	0	0	0	0.00%	-	0	0	0	-	-
1993	LDGT	3,300	806	186	30	95	61	1.85%	7.57%	0	0	0	-	-
1993	LDGV	6,211	1,364	379	47	254	78	1.26%	5.72%	0	0	0	-	-
1994	HDGV	1,218	203	36	10	9	17	1.40%	8.37%	0	0	0	-	-
1994	LDDT	43	0	0	0	0	0	0.00%	-	0	0	0	-	-
1994	LDDV	20	0	0	0	0	0	0.00%	-	0	0	0	-	-
1994	LDGT	9,376	1,982	377	57	195	125	1.33%	6.31%	0	0	0	-	-
1994	LDGV	16,149	2,532	535	66	334	135	0.84%	5.33%	0	0	0	-	-

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	2014 Overall Initial Insps	2014 Overall Initial Fails	Dropped From Inspection [1]	Late Pass 2015 [2]	Dropped From Fleet [3]	Overall No Known Outcome [4]	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2014 OBD Initial Insps	2014 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
1995	HDGV	1,654	250	53	4	29	20	1.21%	8.00%	0	0	0	-	-
1995	LDDT	64	0	0	0	0	0	0.00%	-	0	0	0	-	-
1995	LDDV	42	0	0	0	0	0	0.00%	-	0	0	0	-	-
1995	LDGT	7,982	1,737	461	73	256	132	1.65%	7.60%	0	0	0	-	-
1995	LDGV	12,145	2,226	551	60	365	126	1.04%	5.66%	0	0	0	-	-
1996	HDGV	1,813	238	40	5	19	16	0.88%	6.72%	0	0	0	-	-
1996	LDDT	7	0	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDDV	7	0	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDGT	14,402	2,924	821	111	482	228	1.58%	7.80%	14,401	2,370	224	1.56%	9.45%
1996	LDGV	25,377	4,577	1,602	154	1,043	405	1.60%	8.85%	25,371	4,044	398	1.57%	9.84%
1997	HDGV	2,744	293	52	10	26	16	0.58%	5.46%	0	0	0	-	-
1997	LDDT	5	0	0	0	0	0	0.00%	-	5	0	0	0.00%	-
1997	LDDV	43	11	1	0	0	1	2.33%	9.09%	43	10	1	2.33%	10.00%
1997	LDGT	14,979	3,599	1,215	144	696	375	2.50%	10.42%	14,981	3,101	368	2.46%	11.87%
1997	LDGV	22,207	5,264	1,886	188	1,218	480	2.16%	9.12%	22,209	4,776	477	2.15%	9.99%
1998	HDGV	2,334	235	34	6	16	12	0.51%	5.11%	0	0	0	-	-
1998	LDDT	7	1	1	0	0	1	14.29%	100.00%	7	1	1	14.29%	100.00%
1998	LDDV	138	20	4	1	1	2	1.45%	10.00%	138	19	2	1.45%	10.53%
1998	LDGT	27,771	5,486	1,566	207	876	483	1.74%	8.80%	27,768	4,677	478	1.72%	10.22%
1998	LDGV	45,179	8,065	2,512	271	1,574	667	1.48%	8.27%	45,175	7,057	659	1.46%	9.34%
1999	HDGV	3,960	416	75	10	38	27	0.68%	6.49%	0	0	0	-	-
1999	LDDT	6	0	0	0	0	0	0.00%	-	6	0	0	0.00%	-
1999	LDDV	118	9	3	0	3	0	0.00%	0.00%	118	9	0	0.00%	0.00%
1999	LDGT	25,646	5,234	1,543	191	880	472	1.84%	9.02%	25,641	4,449	463	1.81%	10.41%
1999	LDGV	37,961	7,849	2,671	322	1,564	785	2.07%	10.00%	37,967	7,066	775	2.04%	10.97%
2000	HDGV	6,064	576	70	14	29	27	0.45%	4.69%	0	0	0	-	-
2000	LDDT	1	0	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2000	LDDV	149	11	4	0	2	2	1.34%	18.18%	149	11	2	1.34%	18.18%
2000	LDGT	47,098	8,238	2,095	296	1,136	663	1.41%	8.05%	47,084	6,760	650	1.38%	9.62%
2000	LDGV	75,721	13,058	3,887	503	2,298	1,086	1.43%	8.32%	75,705	11,651	1,075	1.42%	9.23%

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	2014 Overall Initial Insps	2014 Overall Initial Fails	Dropped From Inspection [1]	Late Pass 2015 [2]	Dropped From Fleet [3]	Overall No Known Outcome [4]	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2014 OBD Initial Insps	2014 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2001	HDGV	6,066	247	58	12	27	19	0.31%	7.69%	0	0	0	-	-
2001	LDDT	0	0	0	0	0	0	-	-	0	0	0	-	-
2001	LDDV	93	17	4	1	2	1	1.08%	5.88%	93	16	1	1.08%	6.25%
2001	LDGT	38,765	8,725	2,622	399	1,307	916	2.36%	10.50%	38,775	8,664	913	2.35%	10.54%
2001	LDGV	51,435	10,809	3,727	504	2,131	1,092	2.12%	10.10%	51,442	10,736	1,089	2.12%	10.14%
2002	HDGV	7,567	257	59	7	28	24	0.32%	9.34%	0	0	0	-	-
2002	LDDT	3	1	0	0	0	0	0.00%	0.00%	3	1	0	0.00%	0.00%
2002	LDDV	234	27	7	2	3	2	0.85%	7.41%	234	27	2	0.85%	7.41%
2002	LDGT	77,520	11,826	2,875	491	1,422	962	1.24%	8.13%	77,523	11,765	960	1.24%	8.16%
2002	LDGV	91,215	13,708	3,922	590	2,150	1,182	1.30%	8.62%	91,215	13,607	1,177	1.29%	8.65%
2003	HDGV	8,148	210	43	14	12	17	0.21%	8.10%	0	0	0	-	-
2003	LDDT	2	0	0	0	0	0	0.00%	-	2	0	0	0.00%	-
2003	LDDV	120	7	2	0	2	0	0.00%	0.00%	120	7	0	0.00%	0.00%
2003	LDGT	52,035	7,778	1,979	372	937	670	1.29%	8.61%	52,043	7,737	669	1.29%	8.65%
2003	LDGV	64,124	9,037	2,636	419	1,422	795	1.24%	8.80%	64,124	8,960	790	1.23%	8.82%
2004	HDGV	9,953	142	24	5	12	7	0.07%	4.93%	0	0	0	-	-
2004	LDDT	6	0	0	0	0	0	0.00%	-	6	0	0	0.00%	-
2004	LDDV	291	31	4	2	2	0	0.00%	0.00%	291	31	0	0.00%	0.00%
2004	LDGT	104,271	10,000	2,102	433	920	749	0.72%	7.49%	104,264	9,934	748	0.72%	7.53%
2004	LDGV	101,364	9,888	2,413	461	1,181	771	0.76%	7.80%	101,373	9,816	761	0.75%	7.75%
2005	HDGV	7,943	120	18	7	5	6	0.08%	5.00%	0	0	0	-	-
2005	LDDT	30	3	1	1	0	0	0.00%	0.00%	30	3	0	0.00%	0.00%
2005	LDDV	320	30	6	0	2	4	1.25%	13.33%	320	28	4	1.25%	14.29%
2005	LDGT	58,776	5,909	1,302	268	579	455	0.77%	7.70%	58,777	5,872	453	0.77%	7.71%
2005	LDGV	64,652	6,302	1,510	334	713	463	0.72%	7.35%	64,655	6,237	460	0.71%	7.38%
2006	HDGV	11,376	122	13	3	6	4	0.04%	3.28%	0	0	0	-	-
2006	LDDT	74	6	1	1	0	0	0.00%	0.00%	74	6	0	0.00%	0.00%
2006	LDDV	552	18	3	1	2	0	0.00%	0.00%	552	16	0	0.00%	0.00%
2006	LDGT	87,154	5,907	1,029	217	466	346	0.40%	5.86%	87,160	5,879	346	0.40%	5.89%
2006	LDGV	99,850	7,050	1,362	264	651	447	0.45%	6.34%	99,845	6,949	440	0.44%	6.33%

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	2014 Overall Initial Insps	2014 Overall Initial Fails	Dropped From Inspection [1]	Late Pass 2015 [2]	Dropped From Fleet [3]	Overall No Known Outcome [4]	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2014 OBD Initial Insps	2014 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2007	HDGV	8,189	33	7	2	1	4	0.05%	12.12%	0	0	0	-	-
2007	LDDT	169	4	0	0	0	0	0.00%	0.00%	169	3	0	0.00%	0.00%
2007	LDDV	54	1	0	0	0	0	0.00%	0.00%	54	1	0	0.00%	0.00%
2007	LDGT	118,131	5,807	956	267	400	289	0.24%	4.98%	118,134	5,790	289	0.24%	4.99%
2007	LDGV	142,675	6,480	1,067	249	482	336	0.24%	5.19%	142,685	6,408	330	0.23%	5.15%
2008	HDGV	7,515	21	2	1	0	1	0.01%	4.76%	0	0	0	-	-
2008	LDDT	80	5	0	0	0	0	0.00%	0.00%	80	3	0	0.00%	0.00%
2008	LDDV	23	0	0	0	0	0	0.00%	-	23	0	0	0.00%	-
2008	LDGT	39,233	1,792	284	68	127	89	0.23%	4.97%	39,234	1,789	89	0.23%	4.97%
2008	LDGV	37,583	1,952	363	85	160	118	0.31%	6.05%	37,579	1,921	114	0.30%	5.93%
2009	HDGV	5,265	9	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2009	LDDT	249	31	3	1	2	0	0.00%	0.00%	249	30	0	0.00%	0.00%
2009	LDDV	835	89	14	2	8	4	0.48%	4.49%	835	87	4	0.48%	4.60%
2009	LDGT	93,457	2,646	307	82	134	91	0.10%	3.44%	93,451	2,633	91	0.10%	3.46%
2009	LDGV	140,342	3,854	462	131	189	142	0.10%	3.68%	140,341	3,821	140	0.10%	3.66%
2010	HDGV	3,465	7	2	2	0	0	0.00%	0.00%	0	0	0	-	-
2010	LDDT	91	16	2	1	1	0	0.00%	0.00%	91	16	0	0.00%	0.00%
2010	LDDV	286	24	4	1	2	1	0.35%	4.17%	286	23	1	0.35%	4.35%
2010	LDGT	31,606	671	73	28	28	17	0.05%	2.53%	31,607	668	17	0.05%	2.54%
2010	LDGV	37,810	792	97	36	38	23	0.06%	2.90%	37,814	784	21	0.06%	2.68%
2011	HDGV	4,249	4	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2011	LDDT	25	3	0	0	0	0	0.00%	0.00%	25	3	0	0.00%	0.00%
2011	LDDV	11	2	0	0	0	0	0.00%	0.00%	11	1	0	0.00%	0.00%
2011	LDGT	4,720	150	11	4	4	3	0.06%	2.00%	4,721	149	3	0.06%	2.01%
2011	LDGV	3,933	182	25	4	7	14	0.36%	7.69%	3,930	182	14	0.36%	7.69%
2012	HDGV	4,718	3	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2012	LDDT	6	1	1	0	1	0	0.00%	0.00%	6	1	0	0.00%	0.00%
2012	LDDV	8	0	0	0	0	0	0.00%	-	8	0	0	0.00%	-
2012	LDGT	2,764	91	5	1	2	2	0.07%	2.20%	2,764	90	2	0.07%	2.22%
2012	LDGV	776	37	10	0	6	4	0.52%	10.81%	775	37	4	0.52%	10.81%

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Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	2014 Overall Initial Insps	2014 Overall Initial Fails	Dropped From Inspection [1]	Late Pass 2015 [2]	Dropped From Fleet [3]	Overall No Known Outcome [4]	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2014 OBD Initial Insps	2014 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2013	HDGV	3,772	0	0	0	0	0	0.00%	-	0	0	0	-	-
2013	LDDT	0	0	0	0	0	0	-	-	0	0	0	-	-
2013	LDDV	6	0	0	0	0	0	0.00%	-	6	0	0	0.00%	-
2013	LDGT	3,353	209	17	11	2	4	0.12%	1.91%	3,351	207	4	0.12%	1.93%
2013	LDGV	609	22	2	1	0	1	0.16%	4.55%	609	22	1	0.16%	4.55%
2014	HDGV	529	0	0	0	0	0	0.00%	-	0	0	0	-	-
2014	LDDT	1	0	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2014	LDDV	1	0	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2014	LDGT	364	16	6	1	0	5	1.37%	31.25%	368	17	5	1.36%	29.41%
2014	LDGV	220	11	3	0	0	3	1.36%	27.27%	222	11	3	1.35%	27.27%
2015	HDGV	170	0	0	0	0	0	0.00%	-	0	0	0	-	-
2015	LDDT	0	0	0	0	0	0	-	-	0	0	0	-	-
2015	LDDV	1	0	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2015	LDGT	23	1	0	0	0	0	0.00%	0.00%	20	0	0	0.00%	-
2015	LDGV	16	3	1	0	0	1	6.25%	33.33%	10	1	1	10.00%	100.00%
Totals		**2,103,270**	**221,943**	**57,186**	**8,987**	**30,814**	**17,385**	**0.83%**	**7.8%**	**1,889,151**	**186,990**	**15,519**	**0.82%**	**8.3%**

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 2014

Model Yr	Veh Type	2014 TSI Initial Insps	2014 TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insps	TSI No Known Outcome % of Initial Fails	2014 Idle Initial Insps	2014 Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insps	Idle No Known Outcome % of Initial Fails
Pre 91/Unknown	HDGV	0	0	0	-	-	2,755	472	50	1.81%	10.59%
Pre 91/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDGT	6,064	1,686	192	3.17%	11.39%	939	240	0	0.00%	0.00%
Pre 91/Unknown	LDGV	10,234	2,055	255	2.49%	12.41%	2,992	700	3	0.10%	0.43%
1991	HDGV	0	0	0	-	-	479	63	4	0.84%	6.35%
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	2,371	617	42	1.77%	6.81%	0	0	0	-	-
1991	LDGV	5,337	918	54	1.01%	5.88%	0	0	0	-	-
1992	HDGV	0	0	0	-	-	318	44	4	1.26%	9.09%
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	1,536	326	30	1.95%	9.20%	0	0	0	-	-
1992	LDGV	3,535	694	55	1.56%	7.93%	0	0	0	-	-
1993	HDGV	0	0	0	-	-	515	50	2	0.39%	4.00%
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	3,408	619	44	1.29%	7.11%	0	0	0	-	-
1993	LDGV	8,839	1,573	95	1.07%	6.04%	0	0	0	-	-
1994	HDGV	0	0	0	-	-	612	63	6	0.98%	9.52%
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	3,301	664	59	1.79%	8.89%	0	0	0	-	-
1994	LDGV	6,210	1,219	78	1.26%	6.40%	0	0	0	-	-
1995	HDGV	0	0	0	-	-	1,215	145	15	1.23%	10.34%
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	9,377	1,600	122	1.30%	7.63%	0	0	0	-	-
1995	LDGV	16,149	2,203	131	0.81%	5.95%	0	0	0	-	-

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Model Yr	Veh Type	2014 TSI Initial Insps	2014 TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insps	TSI No Known Outcome % of Initial Fails	2014 Idle Initial Insps	2014 Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insps	Idle No Known Outcome % of Initial Fails
1996	HDGV	0	0	0	-	-	1,657	166	19	1.15%	11.45%
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	7,981	1,475	131	1.64%	8.88%	0	0	0	-	-
1996	LDGV	12,145	1,902	124	1.02%	6.52%	0	0	0	-	-
1997	HDGV	0	0	0	-	-	1,809	162	16	0.88%	9.88%
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	1	0	0	0.00%	-	0	0	0	-	-
1998	HDGV	0	0	0	-	-	2,746	187	15	0.55%	8.02%
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	-	-	2,335	141	8	0.34%	5.67%
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	1	1	0	0.00%	0.00%	0	0	0	-	-
1999	LDGV	0	0	0	-	-	0	0	0	-	-
2000	HDGV	0	0	0	-	-	3,966	264	25	0.63%	9.47%
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	0	0	0	-	-	0	0	0	-	-
2001	HDGV	0	0	0	-	-	6,070	334	22	0.36%	6.59%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	0	0	0	-	-
2001	LDGV	0	0	0	-	-	0	0	0	-	-

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Model Yr	Veh Type	2014 TSI Initial Insps	2014 TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insps	TSI No Known Outcome % of Initial Fails	2014 Idle Initial Insps	2014 Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insps	Idle No Known Outcome % of Initial Fails
2002	HDGV	0	0	0	-	-	6,069	240	19	0.31%	7.92%
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	0	0	0	-	-	0	0	0	-	-
2003	HDGV	0	0	0	-	-	7,573	246	22	0.29%	8.94%
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	0	0	0.00%	-	0	0	0	-	-
2004	HDGV	0	0	0	-	-	8,151	210	17	0.21%	8.10%
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	0	0	0	-	-	0	0	0	-	-
2005	HDGV	0	0	0	-	-	9,955	137	7	0.07%	5.11%
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	-	-
2006	HDGV	0	0	0	-	-	7,940	114	6	0.08%	5.26%
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	-	-	11,368	120	4	0.04%	3.33%
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	-	-

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Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2014

Model Yr	Veh Type	2014 TSI Initial Insps	2014 TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insps	TSI No Known Outcome % of Initial Fails	2014 Idle Initial Insps	2014 Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insps	Idle No Known Outcome % of Initial Fails
2008	HDGV	0	0	0	-	-	8,206	31	3	0.04%	9.68%
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	-	-	7,538	18	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	-	-	5,243	7	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	0	0	0	-	-	0	0	0	-	-
2011	HDGV	0	0	0	-	-	3,448	5	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	1	1	0	0.00%	0.00%	0	0	0	-	-
2012	HDGV	0	0	0	-	-	4,248	2	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	-	-	4,728	3	0	0.00%	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	-	-

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Year 2014

Model Yr	Veh Type	2014 TSI Initial Insps	2014 TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insps	TSI No Known Outcome % of Initial Fails	2014 Idle Initial Insps	2014 Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insps	Idle No Known Outcome % of Initial Fails
2014	HDGV	0	0	0	-	-	3,783	0	0	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	-	-
2015	HDGV	0	0	0	-	-	595	0	0	0.00%	-
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	-	-
2016	HDGV	0	0	0	-	-	67	0	0	0.00%	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		**96,491**	**17,553**	**1,412**	**1.46%**	**8.0%**	**117,320**	**4,164**	**267**	**0.23%**	**6.4%**

New Jersey Enhanced Inspection and Maintenance Program
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Year 2014

Model Yr	Veh Type	2014 Gas Cap Initial Insps	2014 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	2014 Cat Conv Initial Insps	2014 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	2014 Smoke Initial Insps	2014 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails
Pre 91/Unknown	HDGV	2,532	133	14	0.55%	10.53%	2,567	6	0	0.00%	0.00%	2,755	0	0	0.00%	-
Pre 91/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	16	0	0	0.00%	-
Pre 91/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	53	0	0	0.00%	-
Pre 91/Unknown	LDGT	6,704	576	34	0.51%	5.90%	6,559	97	13	0.20%	13.40%	7,003	0	0	0.00%	-
Pre 91/Unknown	LDGV	11,900	400	19	0.16%	4.75%	11,563	91	17	0.15%	18.68%	13,175	0	0	0.00%	-
1991	HDGV	449	30	2	0.45%	6.67%	479	3	0	0.00%	0.00%	479	0	0	0.00%	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-	4	0	0	0.00%	-
1991	LDGT	2,365	201	10	0.42%	4.98%	2,371	9	2	0.08%	22.22%	2,371	0	0	0.00%	-
1991	LDGV	5,324	144	1	0.02%	0.69%	5,337	18	0	0.00%	0.00%	5,337	0	0	0.00%	-
1992	HDGV	312	25	2	0.64%	8.00%	318	0	0	0.00%	-	318	0	0	0.00%	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
1992	LDGT	1,532	134	5	0.33%	3.73%	1,536	8	2	0.13%	25.00%	1,536	0	0	0.00%	-
1992	LDGV	3,516	125	2	0.06%	1.60%	3,535	25	2	0.06%	8.00%	3,535	0	0	0.00%	-
1993	HDGV	510	30	0	0.00%	0.00%	515	1	0	0.00%	0.00%	515	0	0	0.00%	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-	13	0	0	0.00%	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	4	0	0	0.00%	-
1993	LDGT	3,402	205	8	0.24%	3.90%	3,408	14	1	0.03%	7.14%	3,408	0	0	0.00%	-
1993	LDGV	8,819	220	5	0.06%	2.27%	8,839	32	3	0.03%	9.38%	8,839	0	0	0.00%	-
1994	HDGV	602	31	2	0.33%	6.45%	612	1	0	0.00%	0.00%	612	0	0	0.00%	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-	16	0	0	0.00%	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	11	0	0	0.00%	-
1994	LDGT	3,290	198	6	0.18%	3.03%	3,301	23	5	0.15%	21.74%	3,301	0	0	0.00%	-
1994	LDGV	6,193	181	3	0.05%	1.66%	6,210	40	5	0.08%	12.50%	6,210	0	0	0.00%	-
1995	HDGV	1,203	72	4	0.33%	5.56%	1,215	5	0	0.00%	0.00%	1,215	0	0	0.00%	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-	45	0	0	0.00%	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	20	0	0	0.00%	-
1995	LDGT	9,373	491	15	0.16%	3.05%	9,377	12	1	0.01%	8.33%	9,377	0	0	0.00%	-
1995	LDGV	16,130	386	8	0.05%	2.07%	16,149	67	7	0.04%	10.45%	16,149	0	0	0.00%	-

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Model Yr	Veh Type	2014 Gas Cap Initial Insps	2014 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	2014 Cat Conv Initial Insps	2014 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	2014 Smoke Initial Insps	2014 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails
1996	HDGV	1,618	95	4	0.25%	4.21%	1,657	3	0	0.00%	0.00%	1,657	0	0	0.00%	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	63	0	0	0.00%	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	42	0	0	0.00%	-
1996	LDGT	7,957	340	6	0.08%	1.76%	7,981	24	2	0.03%	8.33%	7,981	0	0	0.00%	-
1996	LDGV	12,102	370	5	0.04%	1.35%	12,145	58	6	0.05%	10.34%	12,145	0	0	0.00%	-
1997	HDGV	1,792	88	2	0.11%	2.27%	1,809	1	0	0.00%	0.00%	1,809	0	0	0.00%	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	7	0	0	0.00%	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	7	0	0	0.00%	-
1997	LDGT	14,380	731	24	0.17%	3.28%	14,401	11	1	0.01%	9.09%	14,401	31	2	0.01%	6.45%
1997	LDGV	25,339	592	13	0.05%	2.20%	25,372	97	12	0.05%	12.37%	25,372	72	8	0.03%	11.11%
1998	HDGV	2,728	121	1	0.04%	0.83%	2,746	1	0	0.00%	0.00%	2,746	0	0	0.00%	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	43	1	0	0.00%	0.00%
1998	LDGT	14,936	694	33	0.22%	4.76%	14,981	14	3	0.02%	21.43%	14,981	28	4	0.03%	14.29%
1998	LDGV	22,139	605	21	0.09%	3.47%	22,209	80	13	0.06%	16.25%	22,209	56	3	0.01%	5.36%
1999	HDGV	2,317	95	4	0.17%	4.21%	2,335	1	0	0.00%	0.00%	2,335	0	0	0.00%	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	7	0	0	0.00%	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	138	1	0	0.00%	0.00%
1999	LDGT	27,723	999	32	0.12%	3.20%	27,769	19	3	0.01%	15.79%	27,769	49	3	0.01%	6.12%
1999	LDGV	45,083	1,200	34	0.08%	2.83%	45,175	126	18	0.04%	14.29%	45,175	71	6	0.01%	8.45%
2000	HDGV	3,927	170	3	0.08%	1.76%	3,966	3	0	0.00%	0.00%	3,966	0	0	0.00%	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	6	0	0	0.00%	-
2000	LDDV	0	0	0	-	-	1	0	0	0.00%	-	118	0	0	0.00%	-
2000	LDGT	25,573	1,035	42	0.16%	4.06%	25,641	9	2	0.01%	22.22%	25,641	55	8	0.03%	14.55%
2000	LDGV	37,837	1,004	44	0.12%	4.38%	37,967	69	10	0.03%	14.49%	37,967	86	6	0.02%	6.98%
2001	HDGV	6,015	266	8	0.13%	3.01%	6,070	3	0	0.00%	0.00%	6,070	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	-	-	149	0	0	0.00%	-
2001	LDGT	47,024	1,828	49	0.10%	2.68%	47,084	21	2	0.00%	9.52%	47,084	85	10	0.02%	11.76%
2001	LDGV	75,590	1,738	48	0.06%	2.76%	75,705	74	7	0.01%	9.46%	75,705	141	16	0.02%	11.35%

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2002	HDGV	0	0	0	-	-	6,069	2	0	0.00%	0.00%	6,069	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%	-	93	2	0	0.00%	0.00%
2002	LDGT	14	0	0	0.00%	-	38,775	25	3	0.01%	12.00%	38,775	69	10	0.03%	14.49%
2002	LDGV	8	0	0	0.00%	-	51,442	44	4	0.01%	9.09%	51,442	101	4	0.01%	3.96%
2003	HDGV	1	0	0	0.00%	-	7,573	6	2	0.03%	33.33%	7,573	0	0	0.00%	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
2003	LDDV	0	0	0	-	-	2	0	0	0.00%	-	234	0	0	0.00%	-
2003	LDGT	0	0	0	-	-	77,523	12	3	0.00%	25.00%	77,523	80	7	0.01%	8.75%
2003	LDGV	4	0	0	0.00%	-	91,216	98	11	0.01%	11.22%	91,216	84	8	0.01%	9.52%
2004	HDGV	0	0	0	-	-	8,151	0	0	0.00%	-	8,151	0	0	0.00%	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	120	0	0	0.00%	-
2004	LDGT	4	0	0	0.00%	-	52,043	13	0	0.00%	0.00%	52,043	55	4	0.01%	7.27%
2004	LDGV	2	0	0	0.00%	-	64,124	62	7	0.01%	11.29%	64,124	60	4	0.01%	6.67%
2005	HDGV	1	0	0	0.00%	-	9,955	2	0	0.00%	0.00%	9,955	0	0	0.00%	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-	6	0	0	0.00%	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	291	0	0	0.00%	-
2005	LDGT	3	0	0	0.00%	-	104,264	25	0	0.00%	0.00%	104,264	67	3	0.00%	4.48%
2005	LDGV	5	0	0	0.00%	-	101,373	77	17	0.02%	22.08%	101,373	62	7	0.01%	11.29%
2006	HDGV	0	0	0	-	-	7,940	2	0	0.00%	0.00%	7,940	0	0	0.00%	-
2006	LDDT	0	0	0	-	-	1	0	0	0.00%	-	30	0	0	0.00%	-
2006	LDDV	0	0	0	-	-	1	0	0	0.00%	-	320	2	0	0.00%	0.00%
2006	LDGT	0	0	0	-	-	58,777	8	2	0.00%	25.00%	58,777	42	1	0.00%	2.38%
2006	LDGV	4	1	0	0.00%	0.00%	64,655	53	9	0.01%	16.98%	64,655	44	3	0.00%	6.82%
2007	HDGV	0	0	0	-	-	11,368	1	0	0.00%	0.00%	11,368	0	0	0.00%	-
2007	LDDT	0	0	0	-	-	1	0	0	0.00%	-	74	0	0	0.00%	-
2007	LDDV	0	0	0	-	-	2	0	0	0.00%	-	552	2	0	0.00%	0.00%
2007	LDGT	0	0	0	-	-	87,160	4	0	0.00%	0.00%	87,160	27	0	0.00%	0.00%
2007	LDGV	2	0	0	0.00%	-	99,845	63	9	0.01%	14.29%	99,845	64	4	0.00%	6.25%

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2008	HDGV	1	0	0	0.00%	-	8,206	1	1	0.01%	100.00%	8,206	0	0	0.00%	-
2008	LDDT	0	0	0	-	-	169	1	0	0.00%	0.00%	169	0	0	0.00%	-
2008	LDDV	0	0	0	-	-	54	0	0	0.00%	-	54	0	0	0.00%	-
2008	LDGT	0	0	0	-	-	118,134	7	0	0.00%	0.00%	118,134	11	0	0.00%	0.00%
2008	LDGV	0	0	0	-	-	142,685	45	5	0.00%	11.11%	142,685	43	2	0.00%	4.65%
2009	HDGV	0	0	0	-	-	7,538	1	0	0.00%	0.00%	7,538	0	0	0.00%	-
2009	LDDT	0	0	0	-	-	80	3	0	0.00%	0.00%	80	0	0	0.00%	-
2009	LDDV	0	0	0	-	-	23	0	0	0.00%	-	23	0	0	0.00%	-
2009	LDGT	1	0	0	0.00%	-	39,234	0	0	0.00%	-	39,234	4	0	0.00%	0.00%
2009	LDGV	0	0	0	-	-	37,579	27	4	0.01%	14.81%	37,579	17	1	0.00%	5.88%
2010	HDGV	0	0	0	-	-	5,243	0	0	0.00%	-	5,243	0	0	0.00%	-
2010	LDDT	0	0	0	-	-	249	1	0	0.00%	0.00%	249	0	0	0.00%	-
2010	LDDV	0	0	0	-	-	835	2	0	0.00%	0.00%	835	1	0	0.00%	0.00%
2010	LDGT	0	0	0	-	-	93,451	4	0	0.00%	0.00%	93,451	8	0	0.00%	0.00%
2010	LDGV	0	0	0	-	-	140,341	29	2	0.00%	6.90%	140,341	8	0	0.00%	0.00%
2011	HDGV	0	0	0	-	-	3,448	0	0	0.00%	-	3,448	0	0	0.00%	-
2011	LDDT	0	0	0	-	-	91	0	0	0.00%	-	91	0	0	0.00%	-
2011	LDDV	0	0	0	-	-	286	1	0	0.00%	0.00%	286	0	0	0.00%	-
2011	LDGT	0	0	0	-	-	31,607	0	0	0.00%	-	31,607	1	0	0.00%	0.00%
2011	LDGV	0	0	0	-	-	37,815	7	2	0.01%	28.57%	37,815	2	0	0.00%	0.00%
2012	HDGV	0	0	0	-	-	4,248	0	0	0.00%	-	4,248	0	0	0.00%	-
2012	LDDT	0	0	0	-	-	25	0	0	0.00%	-	25	0	0	0.00%	-
2012	LDDV	0	0	0	-	-	11	1	0	0.00%	0.00%	11	0	0	0.00%	-
2012	LDGT	0	0	0	-	-	4,721	0	0	0.00%	-	4,721	0	0	0.00%	-
2012	LDGV	0	0	0	-	-	3,930	0	0	0.00%	-	3,930	2	0	0.00%	0.00%
2013	HDGV	0	0	0	-	-	4,728	0	0	0.00%	-	4,728	0	0	0.00%	-
2013	LDDT	0	0	0	-	-	6	0	0	0.00%	-	6	0	0	0.00%	-
2013	LDDV	0	0	0	-	-	8	0	0	0.00%	-	8	0	0	0.00%	-
2013	LDGT	0	0	0	-	-	2,764	0	0	0.00%	-	2,764	0	0	0.00%	-
2013	LDGV	0	0	0	-	-	775	0	0	0.00%	-	775	0	0	0.00%	-

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2014	HDGV	0	0	0	-	-	3,783	0	0	0.00%	-	3,783	0	0	0.00%	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	6	0	0	0.00%	-	6	0	0	0.00%	-
2014	LDGT	0	0	0	-	-	3,351	0	0	0.00%	-	3,351	1	0	0.00%	0.00%
2014	LDGV	0	0	0	-	-	609	0	0	0.00%	-	609	0	0	0.00%	-
2015	HDGV	0	0	0	-	-	595	0	0	0.00%	-	595	0	0	0.00%	-
2015	LDDT	0	0	0	-	-	1	0	0	0.00%	-	1	0	0	0.00%	-
2015	LDDV	0	0	0	-	-	1	0	0	0.00%	-	1	0	0	0.00%	-
2015	LDGT	0	0	0	-	-	368	0	0	0.00%	-	368	0	0	0.00%	-
2015	LDGV	0	0	0	-	-	222	0	0	0.00%	-	222	0	0	0.00%	-
2016	HDGV	0	0	0	-	-	67	0	0	0.00%	-	67	0	0	0.00%	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	1	0	0	0.00%	-	1	0	0	0.00%	-
2016	LDGT	0	0	0	-	-	20	0	0	0.00%	-	20	0	0	0.00%	-
2016	LDGV	0	0	0	-	-	10	0	0	0.00%	-	10	0	0	0.00%	-
Totals		**458,286**	**15,554**	**513**	**0.11%**	**3.3%**	**2,098,484**	**1,693**	**218**	**0.01%**	**12.9%**	**2,103,219**	**1,535**	**124**	**0.01%**	**8.1%**

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Pre 91/Unknown	HDGV	2,755	0	0	0.00%	-	2,755	2	0	0.00%	0.00%
Pre 91/Unknown	LDDT	16	0	0	0.00%	-	16	0	0	0.00%	-
Pre 91/Unknown	LDDV	53	0	0	0.00%	-	53	0	0	0.00%	-
Pre 91/Unknown	LDGT	7,003	0	0	0.00%	-	7,003	1	0	0.00%	0.00%
Pre 91/Unknown	LDGV	13,226	3	0	0.00%	0.00%	13,226	5	0	0.00%	0.00%
1991	HDGV	479	0	0	0.00%	-	479	0	0	0.00%	-
1991	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
1991	LDDV	4	0	0	0.00%	-	4	0	0	0.00%	-
1991	LDGT	2,371	2	0	0.00%	0.00%	2,371	0	0	0.00%	-
1991	LDGV	5,337	3	0	0.00%	0.00%	5,337	0	0	0.00%	-
1992	HDGV	318	0	0	0.00%	-	318	0	0	0.00%	-
1992	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
1992	LDDV	3	0	0	0.00%	-	3	0	0	0.00%	-
1992	LDGT	1,536	0	0	0.00%	-	1,536	2	0	0.00%	0.00%
1992	LDGV	3,535	2	0	0.00%	0.00%	3,535	2	0	0.00%	0.00%
1993	HDGV	515	0	0	0.00%	-	515	0	0	0.00%	-
1993	LDDT	13	0	0	0.00%	-	13	0	0	0.00%	-
1993	LDDV	4	0	0	0.00%	-	4	0	0	0.00%	-
1993	LDGT	3,408	1	0	0.00%	0.00%	3,408	1	0	0.00%	0.00%
1993	LDGV	8,839	2	1	0.01%	50.00%	8,839	2	0	0.00%	0.00%
1994	HDGV	612	0	0	0.00%	-	612	0	0	0.00%	-
1994	LDDT	16	0	0	0.00%	-	16	0	0	0.00%	-
1994	LDDV	11	0	0	0.00%	-	11	0	0	0.00%	-
1994	LDGT	3,301	0	0	0.00%	-	3,301	1	0	0.00%	0.00%
1994	LDGV	6,210	1	0	0.00%	0.00%	6,210	1	0	0.00%	0.00%
1995	HDGV	1,215	0	0	0.00%	-	1,215	0	0	0.00%	-
1995	LDDT	45	0	0	0.00%	-	45	0	0	0.00%	-
1995	LDDV	20	0	0	0.00%	-	20	0	0	0.00%	-
1995	LDGT	9,377	3	1	0.01%	33.33%	9,377	1	0	0.00%	0.00%
1995	LDGV	16,149	8	0	0.00%	0.00%	16,149	5	0	0.00%	0.00%

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1996	HDGV	1,657	3	0	0.00%	0.00%	1,657	0	0	0.00%	-
1996	LDDT	63	0	0	0.00%	-	63	0	0	0.00%	-
1996	LDDV	42	0	0	0.00%	-	42	0	0	0.00%	-
1996	LDGT	7,981	3	0	0.00%	0.00%	7,981	2	0	0.00%	0.00%
1996	LDGV	12,145	2	0	0.00%	0.00%	12,145	1	0	0.00%	0.00%
1997	HDGV	1,809	0	0	0.00%	-	1,809	0	0	0.00%	-
1997	LDDT	7	0	0	0.00%	-	7	0	0	0.00%	-
1997	LDDV	7	0	0	0.00%	-	7	0	0	0.00%	-
1997	LDGT	14,401	2	0	0.00%	0.00%	14,401	1	0	0.00%	0.00%
1997	LDGV	25,372	6	0	0.00%	0.00%	25,372	8	1	0.00%	12.50%
1998	HDGV	2,746	1	0	0.00%	0.00%	2,746	0	0	0.00%	-
1998	LDDT	5	0	0	0.00%	-	5	0	0	0.00%	-
1998	LDDV	43	0	0	0.00%	-	43	0	0	0.00%	-
1998	LDGT	14,981	5	0	0.00%	0.00%	14,981	5	1	0.01%	20.00%
1998	LDGV	22,209	3	0	0.00%	0.00%	22,209	6	0	0.00%	0.00%
1999	HDGV	2,335	0	0	0.00%	-	2,335	0	0	0.00%	-
1999	LDDT	7	0	0	0.00%	-	7	0	0	0.00%	-
1999	LDDV	138	0	0	0.00%	-	138	0	0	0.00%	-
1999	LDGT	27,769	12	0	0.00%	0.00%	27,769	16	3	0.01%	18.75%
1999	LDGV	45,175	8	1	0.00%	12.50%	45,175	18	0	0.00%	0.00%
2000	HDGV	3,966	1	0	0.00%	0.00%	3,966	2	0	0.00%	0.00%
2000	LDDT	6	0	0	0.00%	-	6	0	0	0.00%	-
2000	LDDV	118	0	0	0.00%	-	118	0	0	0.00%	-
2000	LDGT	25,641	4	1	0.00%	25.00%	25,641	9	1	0.00%	11.11%
2000	LDGV	37,967	7	0	0.00%	0.00%	37,967	8	1	0.00%	12.50%
2001	HDGV	6,070	1	0	0.00%	0.00%	6,070	2	0	0.00%	0.00%
2001	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
2001	LDDV	149	0	0	0.00%	-	149	0	0	0.00%	-
2001	LDGT	47,084	5	1	0.00%	20.00%	47,084	11	2	0.00%	18.18%
2001	LDGV	75,705	6	0	0.00%	0.00%	75,705	16	1	0.00%	6.25%

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2002	HDGV	6,069	4	0	0.00%	0.00%	6,069	0	0	0.00%	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	93	0	0	0.00%	-	93	0	0	0.00%	-
2002	LDGT	38,775	10	0	0.00%	0.00%	38,775	6	0	0.00%	0.00%
2002	LDGV	51,442	4	1	0.00%	25.00%	51,442	12	1	0.00%	8.33%
2003	HDGV	7,573	5	1	0.01%	20.00%	7,573	1	0	0.00%	0.00%
2003	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
2003	LDDV	234	0	0	0.00%	-	234	0	0	0.00%	-
2003	LDGT	77,523	7	0	0.00%	0.00%	77,523	18	3	0.00%	16.67%
2003	LDGV	91,216	4	1	0.00%	25.00%	91,216	16	1	0.00%	6.25%
2004	HDGV	8,151	1	0	0.00%	0.00%	8,151	0	0	0.00%	-
2004	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
2004	LDDV	120	0	0	0.00%	-	120	0	0	0.00%	-
2004	LDGT	52,043	4	0	0.00%	0.00%	52,043	12	1	0.00%	8.33%
2004	LDGV	64,124	2	0	0.00%	0.00%	64,124	10	1	0.00%	10.00%
2005	HDGV	9,955	1	0	0.00%	0.00%	9,955	3	0	0.00%	0.00%
2005	LDDT	6	0	0	0.00%	-	6	0	0	0.00%	-
2005	LDDV	291	0	0	0.00%	-	291	0	0	0.00%	-
2005	LDGT	104,264	7	0	0.00%	0.00%	104,264	11	0	0.00%	0.00%
2005	LDGV	101,373	1	0	0.00%	0.00%	101,373	10	1	0.00%	10.00%
2006	HDGV	7,940	3	0	0.00%	0.00%	7,940	0	0	0.00%	-
2006	LDDT	30	0	0	0.00%	-	30	0	0	0.00%	-
2006	LDDV	320	0	0	0.00%	-	320	0	0	0.00%	-
2006	LDGT	58,777	3	0	0.00%	0.00%	58,777	5	0	0.00%	0.00%
2006	LDGV	64,655	3	0	0.00%	0.00%	64,655	14	0	0.00%	0.00%
2007	HDGV	11,368	0	0	0.00%	-	11,368	2	0	0.00%	0.00%
2007	LDDT	74	0	0	0.00%	-	74	0	0	0.00%	-
2007	LDDV	552	0	0	0.00%	-	552	0	0	0.00%	-
2007	LDGT	87,160	3	0	0.00%	0.00%	87,160	6	0	0.00%	0.00%
2007	LDGV	99,845	2	1	0.00%	50.00%	99,845	8	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 2014

Model Yr	Veh Type	2014 Liquid Leak Initial Insps	2014 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insps	Liquid Leak No Known Outcome % of Initial Fails	2014 Misc Emissions Initial Insps	2014 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insps	Misc Emissions No Known Outcome % of Initial Fails
2008	HDGV	8,206	1	0	0.00%	0.00%	8,206	1	0	0.00%	0.00%
2008	LDDT	169	0	0	0.00%	-	169	0	0	0.00%	-
2008	LDDV	54	0	0	0.00%	-	54	0	0	0.00%	-
2008	LDGT	118,134	1	0	0.00%	0.00%	118,134	3	1	0.00%	33.33%
2008	LDGV	142,685	5	0	0.00%	0.00%	142,685	8	0	0.00%	0.00%
2009	HDGV	7,538	0	0	0.00%	-	7,538	1	1	0.01%	100.00%
2009	LDDT	80	0	0	0.00%	-	80	0	0	0.00%	-
2009	LDDV	23	0	0	0.00%	-	23	0	0	0.00%	-
2009	LDGT	39,234	2	0	0.00%	0.00%	39,234	1	0	0.00%	0.00%
2009	LDGV	37,579	1	0	0.00%	0.00%	37,579	2	0	0.00%	0.00%
2010	HDGV	5,243	1	0	0.00%	0.00%	5,243	1	0	0.00%	0.00%
2010	LDDT	249	0	0	0.00%	-	249	0	0	0.00%	-
2010	LDDV	835	1	0	0.00%	0.00%	835	0	0	0.00%	-
2010	LDGT	93,451	1	0	0.00%	0.00%	93,451	2	0	0.00%	0.00%
2010	LDGV	140,341	0	0	0.00%	-	140,341	4	0	0.00%	0.00%
2011	HDGV	3,448	1	0	0.00%	0.00%	3,448	1	0	0.00%	0.00%
2011	LDDT	91	0	0	0.00%	-	91	0	0	0.00%	-
2011	LDDV	286	0	0	0.00%	-	286	0	0	0.00%	-
2011	LDGT	31,607	1	0	0.00%	0.00%	31,607	1	0	0.00%	0.00%
2011	LDGV	37,815	0	0	0.00%	-	37,815	0	0	0.00%	-
2012	HDGV	4,248	1	0	0.00%	0.00%	4,248	0	0	0.00%	-
2012	LDDT	25	0	0	0.00%	-	25	0	0	0.00%	-
2012	LDDV	11	0	0	0.00%	-	11	0	0	0.00%	-
2012	LDGT	4,721	0	0	0.00%	-	4,721	1	0	0.00%	0.00%
2012	LDGV	3,930	0	0	0.00%	-	3,930	0	0	0.00%	-
2013	HDGV	4,728	0	0	0.00%	-	4,728	0	0	0.00%	-
2013	LDDT	6	0	0	0.00%	-	6	0	0	0.00%	-
2013	LDDV	8	0	0	0.00%	-	8	0	0	0.00%	-
2013	LDGT	2,764	0	0	0.00%	-	2,764	1	0	0.00%	0.00%
2013	LDGV	775	0	0	0.00%	-	775	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 2014

Model Yr	Veh Type	2014 Liquid Leak Initial Insps	2014 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insps	Liquid Leak No Known Outcome % of Initial Fails	2014 Misc Emissions Initial Insps	2014 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insps	Misc Emissions No Known Outcome % of Initial Fails
2014	HDGV	3,783	0	0	0.00%	-	3,783	0	0	0.00%	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	6	0	0	0.00%	-	6	0	0	0.00%	-
2014	LDGT	3,351	0	0	0.00%	-	3,351	0	0	0.00%	-
2014	LDGV	609	0	0	0.00%	-	609	0	0	0.00%	-
2015	HDGV	595	0	0	0.00%	-	595	0	0	0.00%	-
2015	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
2015	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-
2015	LDGT	368	0	0	0.00%	-	368	0	0	0.00%	-
2015	LDGV	222	0	0	0.00%	-	222	0	0	0.00%	-
2016	HDGV	67	0	0	0.00%	-	67	0	0	0.00%	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-
2016	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-
2016	LDGT	20	0	0	0.00%	-	20	0	0	0.00%	-
2016	LDGV	10	0	0	0.00%	-	10	0	0	0.00%	-
Totals		**2,103,270**	**174**	**9**	**0.000%**	**5.2%**	**2,103,270**	**289**	**20**	**0.00%**	**6.9%**

APPENDIX I -
PART J

FIRST RETEST
EMISSION INSPECTION
PASSES & FAILURES
BY TEST TYPE

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2015

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 91/Unknown	HDGT	501	127	374	25.3%	74.7%	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDGT	1,930	567	1,363	29.4%	70.6%	0	0	0	-	-	1,468	492	976	33.5%	66.5%
Pre 91/Unknown	LDGV	2,589	689	1,900	26.6%	73.4%	0	0	0	-	-	1,843	533	1,310	28.9%	71.1%
1991	HDGT	51	6	45	11.8%	88.2%	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	545	134	411	24.6%	75.4%	0	0	0	-	-	417	130	287	31.2%	68.8%
1991	LDGV	871	222	649	25.5%	74.5%	0	0	0	-	-	747	214	533	28.6%	71.4%
1992	HDGT	45	8	37	17.8%	82.2%	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	423	119	304	28.1%	71.9%	0	0	0	-	-	319	115	204	36.1%	63.9%
1992	LDGV	755	213	542	28.2%	71.8%	0	0	0	-	-	648	207	441	31.9%	68.1%
1993	HDGT	105	16	89	15.2%	84.8%	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	996	258	738	25.9%	74.1%	0	0	0	-	-	773	255	518	33.0%	67.0%
1993	LDGV	1,537	406	1,131	26.4%	73.6%	0	0	0	-	-	1,349	401	948	29.7%	70.3%
1994	HDGT	141	36	105	25.5%	74.5%	0	0	0	-	-	0	0	0	-	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	1,011	280	731	27.7%	72.3%	0	0	0	-	-	740	270	470	36.5%	63.5%
1994	LDGV	995	284	711	28.5%	71.5%	0	0	0	-	-	835	278	557	33.3%	66.7%
1995	HDGT	234	43	191	18.4%	81.6%	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	1,899	498	1,401	26.2%	73.8%	0	0	0	-	-	1,570	489	1,081	31.1%	68.9%
1995	LDGV	2,467	623	1,844	25.3%	74.7%	0	0	0	-	-	2,090	616	1,474	29.5%	70.5%
1996	HDGT	164	34	130	20.7%	79.3%	0	0	0	-	-	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	1,424	348	1,076	24.4%	75.6%	1,142	337	805	29.5%	70.5%	0	0	0	-	-
1996	LDGV	1,945	564	1,381	29.0%	71.0%	1,706	544	1,162	31.9%	68.1%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2015

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
1997	HDGT	302	43	259	14.2%	85.8%	0	0	0	-	-	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	8	1	7	12.5%	87.5%	8	1	7	12.5%	87.5%	0	0	0	-	-
1997	LDGT	3,128	718	2,410	23.0%	77.0%	2,537	688	1,849	27.1%	72.9%	0	0	0	-	-
1997	LDGV	4,259	1,086	3,173	25.5%	74.5%	3,632	1,052	2,580	29.0%	71.0%	0	0	0	-	-
1998	HDGT	183	36	147	19.7%	80.3%	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	6	2	4	33.3%	66.7%	6	2	4	33.3%	66.7%	0	0	0	-	-
1998	LDGT	3,001	700	2,301	23.3%	76.7%	2,440	676	1,764	27.7%	72.3%	0	0	0	-	-
1998	LDGV	3,973	1,041	2,932	26.2%	73.8%	3,428	1,014	2,414	29.6%	70.4%	0	0	0	-	-
1999	HDGT	350	46	304	13.1%	86.9%	0	0	0	-	-	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	9	2	7	22.2%	77.8%	8	2	6	25.0%	75.0%	0	0	0	-	-
1999	LDGT	4,415	953	3,462	21.6%	78.4%	3,556	928	2,628	26.1%	73.9%	0	0	0	-	-
1999	LDGV	6,323	1,542	4,781	24.4%	75.6%	5,427	1,505	3,922	27.7%	72.3%	0	0	0	-	-
2000	HDGT	425	58	367	13.6%	86.4%	0	0	0	-	-	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	18	3	15	16.7%	83.3%	17	2	15	11.8%	88.2%	0	0	0	-	-
2000	LDGT	4,653	1,051	3,602	22.6%	77.4%	3,728	1,020	2,708	27.4%	72.6%	0	0	0	-	-
2000	LDGV	6,676	1,771	4,905	26.5%	73.5%	5,892	1,737	4,155	29.5%	70.5%	0	0	0	-	-
2001	HDGT	197	31	166	15.7%	84.3%	0	0	0	-	-	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	12	3	9	25.0%	75.0%	12	3	9	25.0%	75.0%	0	0	0	-	-
2001	LDGT	8,309	2,635	5,674	31.7%	68.3%	8,250	2,608	5,642	31.6%	68.4%	0	0	0	-	-
2001	LDGV	9,849	3,204	6,645	32.5%	67.5%	9,781	3,181	6,600	32.5%	67.5%	0	0	0	-	-
2002	HDGT	158	34	124	21.5%	78.5%	0	0	0	-	-	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	10	0	10	0.0%	100.0%	10	0	10	0.0%	100.0%	0	0	0	-	-
2002	LDGT	6,731	1,916	4,815	28.5%	71.5%	6,682	1,900	4,782	28.4%	71.6%	0	0	0	-	-
2002	LDGV	7,788	2,415	5,373	31.0%	69.0%	7,700	2,390	5,310	31.0%	69.0%	0	0	0	-	-
2003	HDGT	224	38	186	17.0%	83.0%	0	0	0	-	-	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	16	1	15	6.3%	93.8%	16	1	15	6.3%	93.8%	0	0	0	-	-
2003	LDGT	9,231	2,244	6,987	24.3%	75.7%	9,177	2,227	6,950	24.3%	75.7%	0	0	0	-	-
2003	LDGV	9,571	2,638	6,933	27.6%	72.4%	9,493	2,620	6,873	27.6%	72.4%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	TSI First Retest Insps	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
2004	HDGT	137	27	110	19.7%	80.3%	0	0	0	-	-	0	0	0	-	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	10	0	10	0.0%	100.0%	10	0	10	0.0%	100.0%	0	0	0	-	-
2004	LDGT	6,068	1,516	4,552	25.0%	75.0%	6,032	1,500	4,532	24.9%	75.1%	0	0	0	-	-
2004	LDGV	5,857	1,651	4,206	28.2%	71.8%	5,795	1,634	4,161	28.2%	71.8%	0	0	0	-	-
2005	HDGT	106	11	95	10.4%	89.6%	0	0	0	-	-	0	0	0	-	-
2005	LDDT	8	0	8	0.0%	100.0%	8	0	8	0.0%	100.0%	0	0	0	-	-
2005	LDDV	30	4	26	13.3%	86.7%	27	4	23	14.8%	85.2%	0	0	0	-	-
2005	LDGT	7,871	1,773	6,098	22.5%	77.5%	7,830	1,766	6,064	22.6%	77.4%	0	0	0	-	-
2005	LDGV	7,789	1,839	5,950	23.6%	76.4%	7,719	1,821	5,898	23.6%	76.4%	0	0	0	-	-
2006	HDGT	149	25	124	16.8%	83.2%	0	0	0	-	-	0	0	0	-	-
2006	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2006	LDDV	15	1	14	6.7%	93.3%	14	1	13	7.1%	92.9%	0	0	0	-	-
2006	LDGT	4,590	1,015	3,575	22.1%	77.9%	4,557	1,006	3,551	22.1%	77.9%	0	0	0	-	-
2006	LDGV	5,243	1,224	4,019	23.3%	76.7%	5,170	1,201	3,969	23.2%	76.8%	0	0	0	-	-
2007	HDGT	54	5	49	9.3%	90.7%	0	0	0	-	-	0	0	0	-	-
2007	LDDT	6	1	5	16.7%	83.3%	5	0	5	0.0%	100.0%	0	0	0	-	-
2007	LDDV	4	2	2	50.0%	50.0%	4	2	2	50.0%	50.0%	0	0	0	-	-
2007	LDGT	2,696	598	2,098	22.2%	77.8%	2,683	597	2,086	22.3%	77.7%	0	0	0	-	-
2007	LDGV	3,013	636	2,377	21.1%	78.9%	2,978	625	2,353	21.0%	79.0%	0	0	0	-	-
2008	HDGT	28	7	21	25.0%	75.0%	0	0	0	-	-	0	0	0	-	-
2008	LDDT	10	4	6	40.0%	60.0%	8	2	6	25.0%	75.0%	0	0	0	-	-
2008	LDDV	4	1	3	25.0%	75.0%	4	0	4	0.0%	100.0%	0	0	0	-	-
2008	LDGT	4,804	979	3,825	20.4%	79.6%	4,781	975	3,806	20.4%	79.6%	0	0	0	-	-
2008	LDGV	5,335	1,027	4,308	19.3%	80.7%	5,290	1,017	4,273	19.2%	80.8%	0	0	0	-	-
2009	HDGT	7	0	7	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	LDDT	6	2	4	33.3%	66.7%	6	2	4	33.3%	66.7%	0	0	0	-	-
2009	LDDV	15	6	9	40.0%	60.0%	14	5	9	35.7%	64.3%	0	0	0	-	-
2009	LDGT	805	145	660	18.0%	82.0%	802	145	657	18.1%	81.9%	0	0	0	-	-
2009	LDGV	1,180	232	948	19.7%	80.3%	1,172	230	942	19.6%	80.4%	0	0	0	-	-
2010	HDGT	5	0	5	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2010	LDDT	48	21	27	43.8%	56.3%	44	19	25	43.2%	56.8%	0	0	0	-	-
2010	LDDV	176	67	109	38.1%	61.9%	170	66	104	38.8%	61.2%	0	0	0	-	-
2010	LDGT	2,308	380	1,928	16.5%	83.5%	2,297	380	1,917	16.5%	83.5%	0	0	0	-	-
2010	LDGV	2,695	545	2,150	20.2%	79.8%	2,672	543	2,129	20.3%	79.7%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	TSI First Retest Insps	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
2011	HDGT	9	1	8	11.1%	88.9%	0	0	0	-	-	0	0	0	-	-
2011	LDDT	22	10	12	45.5%	54.5%	21	9	12	42.9%	57.1%	0	0	0	-	-
2011	LDDV	23	5	18	21.7%	78.3%	21	5	16	23.8%	76.2%	0	0	0	-	-
2011	LDGT	527	104	423	19.7%	80.3%	524	104	420	19.8%	80.2%	0	0	0	-	-
2011	LDGV	628	126	502	20.1%	79.9%	621	126	495	20.3%	79.7%	0	0	0	-	-
2012	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2012	LDDT	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2012	LDDV	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2012	LDGT	134	22	112	16.4%	83.6%	133	22	111	16.5%	83.5%	0	0	0	-	-
2012	LDGV	40	5	35	12.5%	87.5%	40	5	35	12.5%	87.5%	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	1	1	0	100.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2013	LDGT	204	32	172	15.7%	84.3%	203	32	171	15.8%	84.2%	0	0	0	-	-
2013	LDGV	43	13	30	30.2%	69.8%	43	13	30	30.2%	69.8%	0	0	0	-	-
2014	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	81	20	61	24.7%	75.3%	78	20	58	25.6%	74.4%	0	0	0	-	-
2014	LDGV	38	7	31	18.4%	81.6%	38	7	31	18.4%	81.6%	0	0	0	-	-
2015	HDGT	1	1	0	100.0%	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	8	1	7	12.5%	87.5%	8	1	7	12.5%	87.5%	0	0	0	-	-
2015	LDGV	4	1	3	25.0%	75.0%	4	1	3	25.0%	75.0%	0	0	0	-	-
2016	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**173,295**	**43,782**	**129,513**	**25.3%**	**74.7%**	**146,479**	**38,326**	**108,153**	**26.2%**	**73.8%**	**12,799**	**4,000**	**8,799**	**31.3%**	**68.7%**

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2015

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 91/Unknown	HDGT	418	125	293	29.9%	70.1%	126	5	121	4.0%	96.0%	7	0	7	0.0%	100.0%
Pre 91/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDGT	140	50	90	35.7%	64.3%	517	26	491	5.0%	95.0%	52	3	49	5.8%	94.2%
Pre 91/Unknown	LDGV	456	145	311	31.8%	68.2%	353	11	342	3.1%	96.9%	44	3	41	6.8%	93.2%
1991	HDGT	33	5	28	15.2%	84.8%	19	0	19	0.0%	100.0%	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	-	-	165	5	160	3.0%	97.0%	6	1	5	16.7%	83.3%
1991	LDGV	0	0	0	-	-	157	7	150	4.5%	95.5%	15	0	15	0.0%	100.0%
1992	HDGT	29	7	22	24.1%	75.9%	19	1	18	5.3%	94.7%	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	-	-	124	3	121	2.4%	97.6%	7	1	6	14.3%	85.7%
1992	LDGV	0	0	0	-	-	118	3	115	2.5%	97.5%	18	2	16	11.1%	88.9%
1993	HDGT	72	14	58	19.4%	80.6%	39	1	38	2.6%	97.4%	3	0	3	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	-	-	268	3	265	1.1%	98.9%	8	1	7	12.5%	87.5%
1993	LDGV	0	0	0	-	-	216	2	214	0.9%	99.1%	34	5	29	14.7%	85.3%
1994	HDGT	89	32	57	36.0%	64.0%	56	3	53	5.4%	94.6%	3	1	2	33.3%	66.7%
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	-	-	325	10	315	3.1%	96.9%	16	2	14	12.5%	87.5%
1994	LDGV	0	0	0	-	-	167	7	160	4.2%	95.8%	30	4	26	13.3%	86.7%
1995	HDGT	161	39	122	24.2%	75.8%	88	4	84	4.5%	95.5%	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	-	-	425	12	413	2.8%	97.2%	17	1	16	5.9%	94.1%
1995	LDGV	0	0	0	-	-	416	2	414	0.5%	99.5%	27	6	21	22.2%	77.8%
1996	HDGT	110	31	79	28.2%	71.8%	68	3	65	4.4%	95.6%	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	-	-	359	12	347	3.3%	96.7%	10	1	9	10.0%	90.0%
1996	LDGV	0	0	0	-	-	253	9	244	3.6%	96.4%	34	2	32	5.9%	94.1%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate
1997	HDGT	179	38	141	21.2%	78.8%	126	5	121	4.0%	96.0%	1	0	1	0.0%	100.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	696	22	674	3.2%	96.8%	10	0	10	0.0%	100.0%
1997	LDGV	0	0	0	-	-	693	16	677	2.3%	97.7%	53	6	47	11.3%	88.7%
1998	HDGT	100	31	69	31.0%	69.0%	85	5	80	5.9%	94.1%	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	0	0	0	-	-	690	16	674	2.3%	97.7%	16	0	16	0.0%	100.0%
1998	LDGV	0	0	0	-	-	653	15	638	2.3%	97.7%	37	6	31	16.2%	83.8%
1999	HDGT	189	37	152	19.6%	80.4%	169	7	162	4.1%	95.9%	2	0	2	0.0%	100.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGT	0	0	0	-	-	1,028	23	1,005	2.2%	97.8%	15	3	12	20.0%	80.0%
1999	LDGV	0	0	0	-	-	1,007	25	982	2.5%	97.5%	47	3	44	6.4%	93.6%
2000	HDGT	231	45	186	19.5%	80.5%	212	11	201	5.2%	94.8%	4	1	3	25.0%	75.0%
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	-	-	1,115	27	1,088	2.4%	97.6%	14	2	12	14.3%	85.7%
2000	LDGV	0	0	0	-	-	948	28	920	3.0%	97.0%	35	3	32	8.6%	91.4%
2001	HDGT	194	31	163	16.0%	84.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	0	0	0	-	-	11	0	11	0.0%	100.0%
2001	LDGV	0	0	0	-	-	0	0	0	-	-	41	4	37	9.8%	90.2%
2002	HDGT	149	32	117	21.5%	78.5%	0	0	0	-	-	3	0	3	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	-	-	17	3	14	17.6%	82.4%
2002	LDGV	0	0	0	-	-	0	0	0	-	-	69	5	64	7.2%	92.8%
2003	HDGT	217	37	180	17.1%	82.9%	0	0	0	-	-	4	0	4	0.0%	100.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	0	0	0	-	-	13	2	11	15.4%	84.6%
2003	LDGV	0	0	0	-	-	0	0	0	-	-	61	6	55	9.8%	90.2%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate
2004	HDGT	129	25	104	19.4%	80.6%	0	0	0	-	-	3	1	2	33.3%	66.7%
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	-	-	16	0	16	0.0%	100.0%
2004	LDGV	0	0	0	-	-	0	0	0	-	-	54	4	50	7.4%	92.6%
2005	HDGT	96	11	85	11.5%	88.5%	0	0	0	-	-	3	0	3	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	-	-	7	0	7	0.0%	100.0%
2005	LDGV	0	0	0	-	-	0	0	0	-	-	59	8	51	13.6%	86.4%
2006	HDGT	138	25	113	18.1%	81.9%	0	0	0	-	-	3	0	3	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	-	-	6	0	6	0.0%	100.0%
2006	LDGV	0	0	0	-	-	0	0	0	-	-	40	3	37	7.5%	92.5%
2007	HDGT	48	3	45	6.3%	93.8%	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	-	-	1	0	1	0.0%	100.0%
2007	LDGV	0	0	0	-	-	0	0	0	-	-	25	3	22	12.0%	88.0%
2008	HDGT	21	6	15	28.6%	71.4%	0	0	0	-	-	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	2	1	1	50.0%	50.0%
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	0	0	0	-	-	4	0	4	0.0%	100.0%
2008	LDGV	0	0	0	-	-	0	0	0	-	-	21	3	18	14.3%	85.7%
2009	HDGT	5	0	5	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2009	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGV	0	0	0	-	-	0	0	0	-	-	7	1	6	14.3%	85.7%
2010	HDGT	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	4	2	2	50.0%	50.0%
2010	LDDV	0	0	0	-	-	0	0	0	-	-	6	1	5	16.7%	83.3%
2010	LDGT	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2010	LDGV	0	0	0	-	-	0	0	0	-	-	22	0	22	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2015

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
2011	HDGT	6	1	5	16.7%	83.3%	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2011	LDDV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2011	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2011	LDGV	0	0	0	-	-	0	0	0	-	-	5	0	5	0.0%	100.0%
2012	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	1	1	0	100.0%	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	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	-	-	3	0	3	0.0%	100.0%
2014	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	HDGT	1	1	0	100.0%	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	-	-
2016	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**3,213**	**771**	**2,442**	**24.0%**	**76.0%**	**11,700**	**329**	**11,371**	**2.8%**	**97.2%**	**1,090**	**106**	**984**	**9.7%**	**90.3%**

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2015

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 91/Unknown	HDGT	0	0	0	-	-	0	0	0	-	-	7	0	7	0.0%	100.0%
Pre 91/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDGT	0	0	0	-	-	0	0	0	-	-	8	0	8	0.0%	100.0%
Pre 91/Unknown	LDGV	0	0	0	-	-	7	0	7	0.0%	100.0%	9	0	9	0.0%	100.0%
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	0	2	0.0%	100.0%
1991	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
1992	HDGT	0	0	0	-	-	0	0	0	-	-	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	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1992	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%	4	1	3	25.0%	75.0%
1993	HDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	HDGT	0	0	0	-	-	0	0	0	-	-	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	-	-	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%
1993	LDGV	0	0	0	-	-	0	0	0	-	-	4	0	4	0.0%	100.0%
1994	HDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
1994	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	4	1	3	25.0%	75.0%
1995	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1995	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%
1995	LDGV	0	0	0	-	-	5	0	5	0.0%	100.0%	9	0	9	0.0%	100.0%
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	14	0	14	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1996	LDGV	36	6	30	16.7%	83.3%	0	0	0	-	-	3	1	2	33.3%	66.7%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2015

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
1997	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	28	1	27	3.6%	96.4%	6	0	6	0.0%	100.0%	8	1	7	12.5%	87.5%
1997	LDGV	52	5	47	9.6%	90.4%	2	0	2	0.0%	100.0%	7	1	6	14.3%	85.7%
1998	HDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	21	1	20	4.8%	95.2%	2	0	2	0.0%	100.0%	6	0	6	0.0%	100.0%
1998	LDGV	39	8	31	20.5%	79.5%	4	1	3	25.0%	75.0%	8	0	8	0.0%	100.0%
1999	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1999	LDGT	42	1	41	2.4%	97.6%	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
1999	LDGV	56	4	52	7.1%	92.9%	3	0	3	0.0%	100.0%	11	0	11	0.0%	100.0%
2000	HDGT	0	0	0	-	-	1	1	0	100.0%	0.0%	2	0	2	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	1	1	0	100.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2000	LDGT	42	4	38	9.5%	90.5%	3	0	3	0.0%	100.0%	6	1	5	16.7%	83.3%
2000	LDGV	66	5	61	7.6%	92.4%	6	0	6	0.0%	100.0%	7	0	7	0.0%	100.0%
2001	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	72	17	55	23.6%	76.4%	6	1	5	16.7%	83.3%	14	1	13	7.1%	92.9%
2001	LDGV	68	15	53	22.1%	77.9%	5	1	4	20.0%	80.0%	7	1	6	14.3%	85.7%
2002	HDGT	0	0	0	-	-	2	1	1	50.0%	50.0%	4	1	3	25.0%	75.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	44	3	41	6.8%	93.2%	8	1	7	12.5%	87.5%	7	1	6	14.3%	85.7%
2002	LDGV	55	5	50	9.1%	90.9%	5	0	5	0.0%	100.0%	8	3	5	37.5%	62.5%
2003	HDGT	0	0	0	-	-	1	1	0	100.0%	0.0%	3	0	3	0.0%	100.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	60	5	55	8.3%	91.7%	2	0	2	0.0%	100.0%	13	2	11	15.4%	84.6%
2003	LDGV	58	7	51	12.1%	87.9%	3	0	3	0.0%	100.0%	14	1	13	7.1%	92.9%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
2004	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	5	1	4	20.0%	80.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	38	6	32	15.8%	84.2%	2	1	1	50.0%	50.0%	10	1	9	10.0%	90.0%
2004	LDGV	31	5	26	16.1%	83.9%	4	0	4	0.0%	100.0%	8	2	6	25.0%	75.0%
2005	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2005	LDGT	37	2	35	5.4%	94.6%	5	0	5	0.0%	100.0%	7	0	7	0.0%	100.0%
2005	LDGV	35	4	31	11.4%	88.6%	3	0	3	0.0%	100.0%	8	1	7	12.5%	87.5%
2006	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	6	0	6	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT	34	3	31	8.8%	91.2%	3	1	2	33.3%	66.7%	5	2	3	40.0%	60.0%
2006	LDGV	43	8	35	18.6%	81.4%	4	0	4	0.0%	100.0%	9	0	9	0.0%	100.0%
2007	HDGT	0	0	0	-	-	2	1	1	50.0%	50.0%	4	1	3	25.0%	75.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	12	1	11	8.3%	91.7%	0	0	0	-	-	2	0	2	0.0%	100.0%
2007	LDGV	21	3	18	14.3%	85.7%	1	0	1	0.0%	100.0%	3	1	2	33.3%	66.7%
2008	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	6	1	5	16.7%	83.3%
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	15	3	12	20.0%	80.0%	9	0	9	0.0%	100.0%	4	0	4	0.0%	100.0%
2008	LDGV	26	2	24	7.7%	92.3%	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%
2009	HDGT	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	5	0	5	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2009	LDGV	5	1	4	20.0%	80.0%	0	0	0	-	-	0	0	0	-	-
2010	HDGT	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	8	0	8	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2010	LDGV	8	0	8	0.0%	100.0%	0	0	0	-	-	2	1	1	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 2015

Model Yr	Veh Type	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
2011	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2011	LDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2012	HDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	3	0	3	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	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	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
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	-	-
2016	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**1,080**	**126**	**954**	**11.7%**	**88.3%**	**136**	**10**	**126**	**7.4%**	**92.6%**	**316**	**27**	**289**	**8.5%**	**91.5%**

APPENDIX II

INSPECTION FACILITY EQUIPMENT AUDIT REPORT

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Station
Year 2015

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	0	0%	2	100%
Bakers Basin	60	0	0%	60	100%
Cape May	11	1	9%	10	91%
Cherry Hill	68	1	1%	67	99%
Deptford	48	1	2%	47	98%
Eatontown	63	4	6%	59	94%
Flemington	36	1	3%	35	97%
Freehold	65	5	8%	60	92%
Kilmer	62	3	5%	59	95%
Lakewood	67	2	3%	65	97%
Lodi	60	6	10%	54	90%
Manahawkin	26	1	4%	25	96%
Mays Landing	43	6	14%	37	86%
Millville	24	1	4%	23	96%
Newark	60	4	7%	56	93%
Newton	24	3	13%	21	88%
Paramus	60	2	3%	58	97%
Plainfield	33	2	6%	31	94%
Rahway	72	8	11%	64	89%
Randolph	72	12	17%	60	83%
Salem	12	2	17%	10	83%
Secaucus	48	3	6%	45	94%
South Brunswick	66	2	3%	64	97%
Southampton	40	0	0%	40	100%
Washington	12	0	0%	12	100%
Wayne	96	3	3%	93	97%
Westfield Specialty	2	1	50%	1	50%
Winslow	36	2	6%	34	94%
Winslow Specialty	2	0	0%	2	100%
Totals	**1,270**	**76**	**6%**	**1,194**	**94%**

Table II-1

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2015

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	1	2	0	0%	2	100%
Bakers Basin	60	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
Cape May	11	1	11	1	9%	10	91%
Cherry Hill	68	1	11	0	0%	11	100%
		2	12	1	8%	11	92%
		3	12	0	0%	12	100%
		4	11	0	0%	11	100%
		5	11	0	0%	11	100%
		6	11	0	0%	11	100%
Deptford	48	1	12	1	8%	11	92%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
Eatontown	63	1	10	1	10%	9	90%
		2	11	0	0%	11	100%
		3	11	0	0%	11	100%
		4	11	1	9%	10	91%
		5	10	0	0%	10	100%
		6	10	2	20%	8	80%
Flemington	36	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	1	8%	11	92%
Freehold	65	1	11	0	0%	11	100%
		2	11	1	9%	10	91%
		3	11	1	9%	10	91%
		4	11	0	0%	11	100%
		5	11	0	0%	11	100%
		6	10	3	30%	7	70%
Kilmer	62	1	11	1	9%	10	91%
		2	11	0	0%	11	100%
		3	11	1	9%	10	91%
		4	10	0	0%	10	100%
		5	9	0	0%	9	100%
		6	10	1	10%	9	90%
Lakewood	67	1	11	1	9%	10	91%
		2	11	0	0%	11	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	11	0	0%	11	100%
		6	10	1	10%	9	90%

Table II-2
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New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2015

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Lodi	60	1	12	1	8%	11	92%
		2	12	2	17%	10	83%
		3	12	2	17%	10	83%
		4	12	0	0%	12	100%
		5	12	1	8%	11	92%
Manahawkin	26	1	9	0	0%	9	100%
		2	8	0	0%	8	100%
		3	9	1	11%	8	89%
Mays Landing	43	1	10	3	30%	7	70%
		2	11	1	9%	10	91%
		3	11	0	0%	11	100%
		4	11	2	18%	9	82%
Millville	24	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
Newark	60	1	12	1	8%	11	92%
		2	12	1	8%	11	92%
		3	12	0	0%	12	100%
		4	12	2	17%	10	83%
		5	12	0	0%	12	100%
Newton	24	1	12	3	25%	9	75%
		2	12	0	0%	12	100%
Paramus	60	1	12	2	17%	10	83%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
Plainfield	33	1	11	1	9%	10	91%
		2	11	1	9%	10	91%
		3	11	0	0%	11	100%
Rahway	72	1	12	1	8%	11	92%
		2	12	2	17%	10	83%
		3	12	0	0%	12	100%
		4	12	2	17%	10	83%
		5	12	2	17%	10	83%
		6	12	1	8%	11	92%
Randolph	72	1	12	1	8%	11	92%
		2	12	2	17%	10	83%
		3	12	0	0%	12	100%
		4	12	3	25%	9	75%
		5	12	3	25%	9	75%
		6	12	3	25%	9	75%

Table II-2

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2015

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	48	1	12	1	8%	11	92%
		2	12	1	8%	11	92%
		3	12	1	8%	11	92%
		4	12	0	0%	12	100%
South Brunswick	66	1	11	0	0%	11	100%
		2	11	0	0%	11	100%
		3	11	1	9%	10	91%
		4	11	0	0%	11	100%
		5	11	0	0%	11	100%
		6	11	1	9%	10	91%
Southampton	40	1	10	0	0%	10	100%
		2	10	0	0%	10	100%
		3	10	0	0%	10	100%
		4	10	0	0%	10	100%
Washington	12	1	12	0	0%	12	100%
Wayne	96	1	12	1	8%	11	92%
		2	12	0	0%	12	100%
		3	12	1	8%	11	92%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
		7	12	0	0%	12	100%
		8	12	1	8%	11	92%
Westfield Specialty	2	1	2	1	50%	1	50%
Winslow	36	1	12	0	0%	12	100%
		2	12	2	17%	10	83%
		3	12	0	0%	12	100%
Winslow Specialty	2	1	2	0	0%	2	100%
Totals	**1270**	**114**	**1270**	**76**	**6%**	**1194**	**94%**

Table II-2
(Page 3 of 3)

New Jersey Enhanced Inspection and Maintenance Program
PIF Equipment Audit Statistics
Year 2015

PIF Bench and OBD Combination Workstation Audit Summary	2014			2015		
	#	%		#	%	
# of PIFs	1,126	N/A		1,099	N/A	
# of Full year active PIFs requiring 2 annual bench audits*	756	67.1%		738	67.2%	
# of Full year active PIFs receiving Bench and OBD Combination Workstation audits	724	95.8%		730	98.9%	
# of Full year active PIFs receiving two or more Bench and OBD Combination Workstation audits	471	62.3%		515	69.8%	
# of Full year active PIFs receiving OBD-only portion of the Bench and OBD Combination Workstation audits	N/A	N/A		50	6.8%	
Bench and OBD Combination Workstation Audits						
Total	1,423	N/A		2,117	N/A	
Initial Bench/OBD Audits	1,212	85.2%		1,493	70.5%	
Initial Bench/OBD Audit Failures / Rate	433	35.7%		425	28.5%	
Initial OBD-only Audits	N/A	N/A		53	2.5%	
Initial OBD-only Audit Failures / Rate	N/A	N/A		0	0.0%	
Second or Subsequent	211	14.8%		571	27.0%	
Retest Failures / Rate	42	19.9%		180	31.5%	
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	372	51.4%	33.0%	277	37.9%	25.2%
Failed equipment	372	51.4%	33.0%	277	37.9%	25.2%
No current program equipment	0	0.0%	0.0%	0	0.0%	0.0%

PIF OBD-only Workstation Audit Summary	2014		2015	
	#	%	#	%
# of PIFs	1,126	N/A	1,099	N/A
# of Full year active PIFs with OBD-only workstation	294	26.1%	274	24.9%
# of Full year active PIFs receiving OBD-only workstation audits	132	44.9%	84	30.7%
# of Full year active PIFs receiving two or more OBD-only workstation audits	74	25.2%	63	23.0%
OBD-only Workstation Audits				
Total	145	N/A	168	N/A
Initial	137	94.5%	168	100.0%
Initial Failure Rate	3	2%	1	0.6%
Second or Subsequent	8	5.5%	0	0.0%
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	2.3%	1.0%	1	1.2%	0.4%
Failed equipment	2	1.5%	0.7%	1	1.2%	0.4%
No current program equipment	1	0.8%	0.3%	0	0.0%	0.0%

*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 2015

2015	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**	3,147	114	16	13	32	53	102	10	2	96.4%
Febuary	**NJDEP**	4,259	119	11	16	22	70	99	15	5	97.2%
March	**NJDEP**	4,333	148	23	16	29	80	129	18	1	96.6%
April	**NJDEP**	4,240	148	29	19	23	77	130	11	7	96.5%
May	**NJDEP**	3,627	143	19	21	21	82	128	13	2	96.1%
June	**NJDEP**	3,236	120	17	13	31	59	97	16	7	96.3%
June	**NJMVC**	5,000	301	0	54	82	165	Not Reported			94.0%
July	**NJDEP**	4,748	171	26	30	18	97	140	28	3	96.4%
August	**NJDEP**	4,295	134	22	19	39	54	111	19	4	96.9%
September	**NJDEP**	4,232	145	22	31	20	72	125	16	4	96.6%
October	**NJDEP**	3,689	137	18	34	32	53	120	13	4	96.3%
November	**NJDEP**	3,654	116	18	21	22	55	102	13	1	96.8%
December	**NJDEP**	3,733	139	21	21	37	60	117	18	4	96.3%
December	**NJMVC**	5,000	503	0	99	143	261	Not Reported			89.9%
Totals		57,193	2,438	242	407	551	1,238	1,400	190	44	95.7%

Table III-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2015

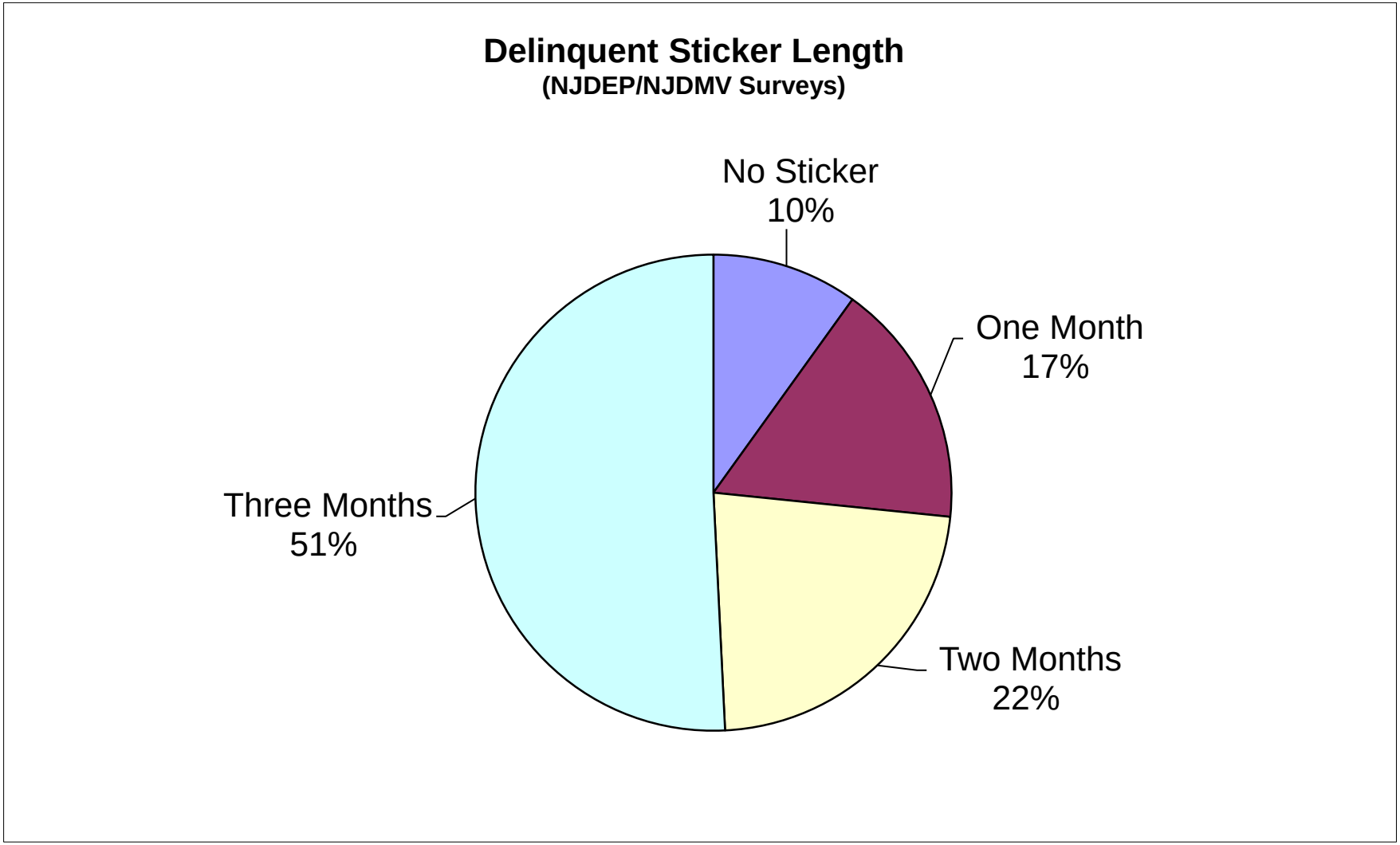


Figure III-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2015

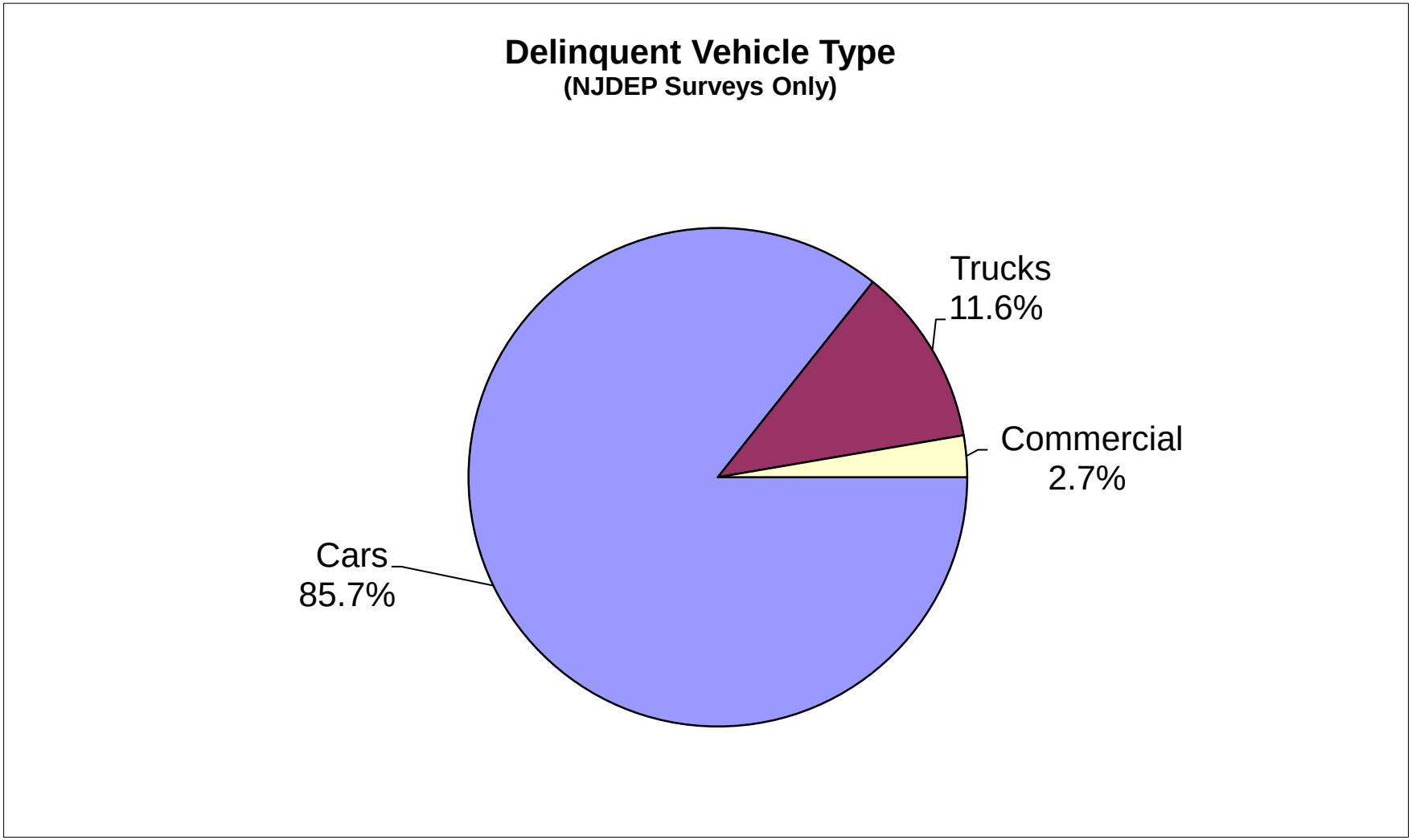


Figure III-2

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.

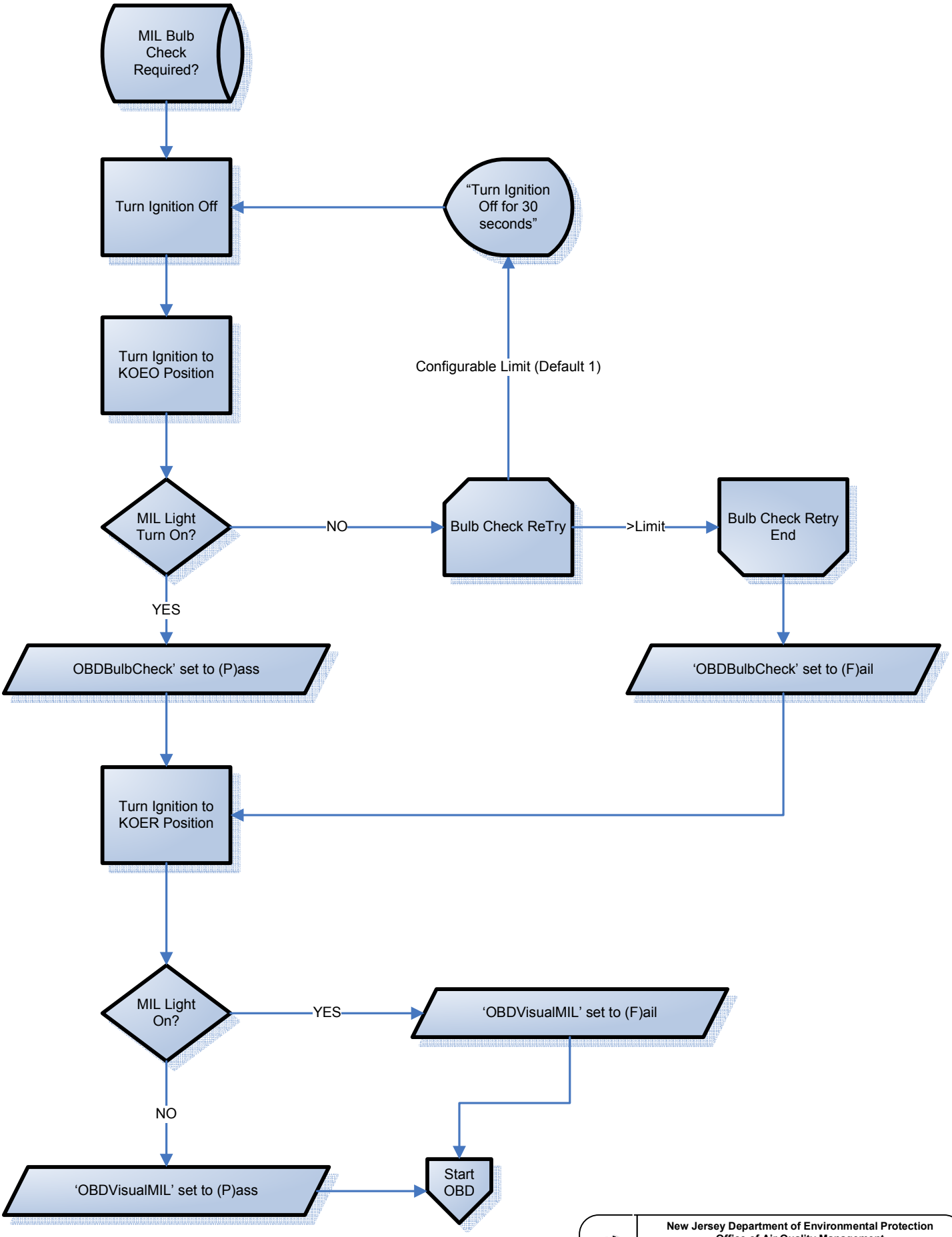
Vehicles were required to store the VIN number of the vehicle in the PCM starting in model year 2005, and some vehicle manufacturers started populating this data element early. As such, in the upgraded system electronic VIN information is recorded starting in model year 1998. Even if the electronic VIN 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 indentify vehicles where the manufacturer's PCM calibration has been altered. Some non-OEM calibrations alter the Calid for their own internal identification purposes, and these vehicles can be flagged as tampered. However, Calid alone is not entirely sufficient to determine whether a vehicle's OEM calibration has been tampered with because it is merely a static value held in a memory address of the calibration itself. Once the address is known any modified calibration can use the OEM Calid to appear as if the calibration is unaltered, commonly referred to as spoofing. This is why CVN data is also captured during the OBD test. The calibration verification number is the result of a manufacturer determined hash digest of the calibration itself. This means that a change in even one bit of information to the OEM calibration would result in a different CVN value. The nature of how each CVN is calculated makes it much more difficult to spoof, since numerous changes would have to be made to a calibration to ensure a valid CVN would be returned from the manufacturers hash digest algorithm.

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

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

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



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Office of Air Quality Management
Bureau of Motor Vehicle Inspection & Maintenence

Jeff Kennedy
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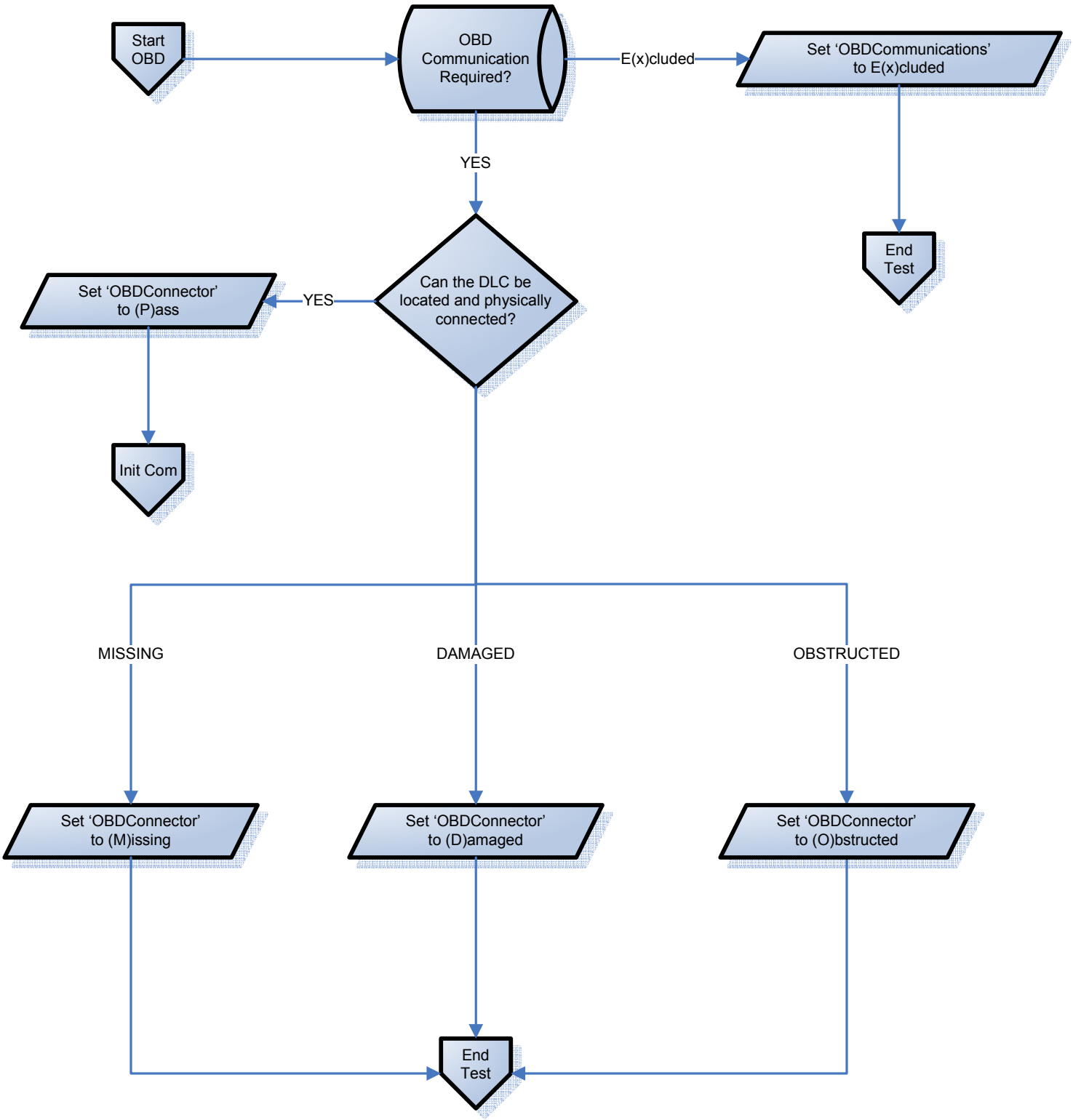
Air Pollution Control

2/3/2011



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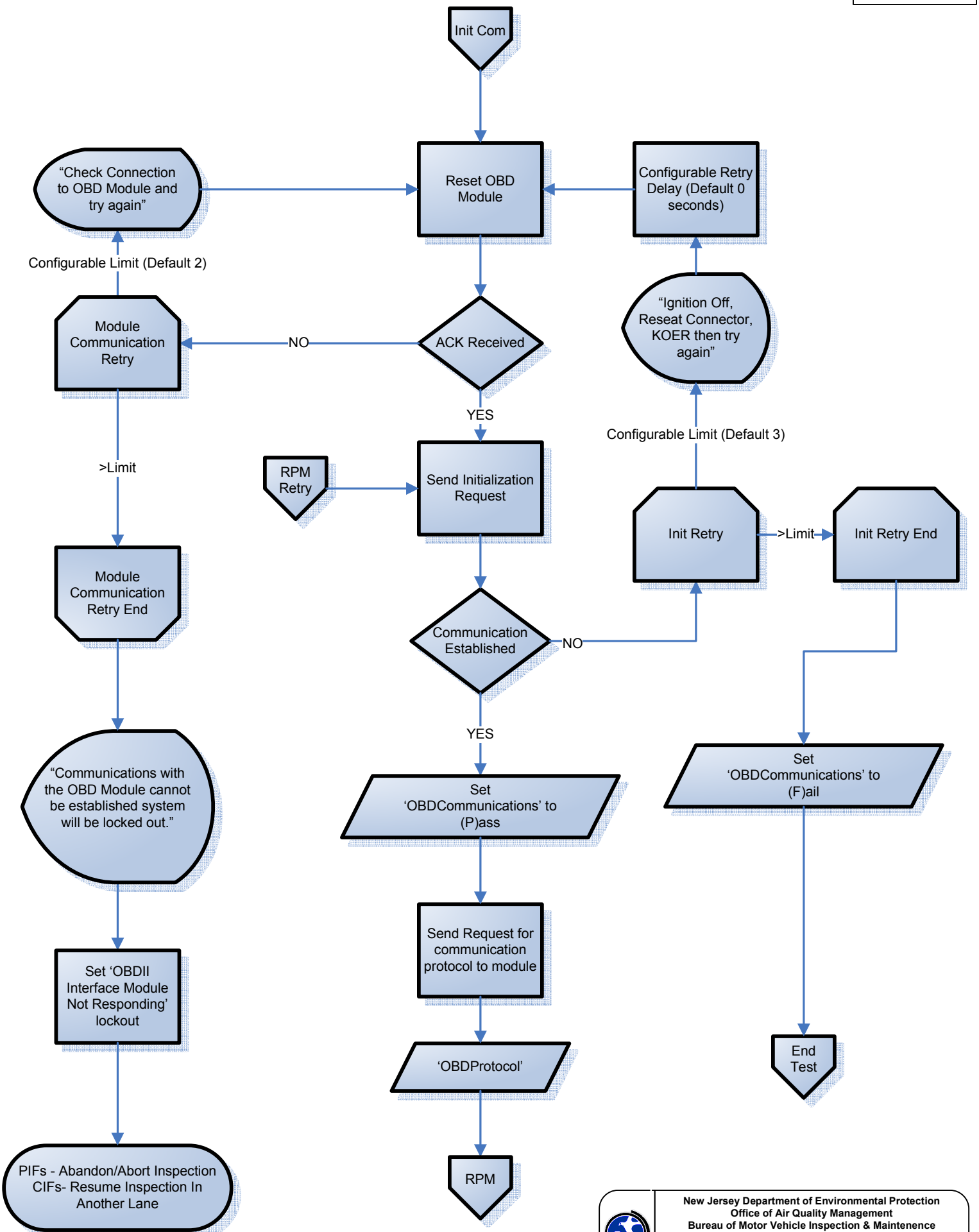

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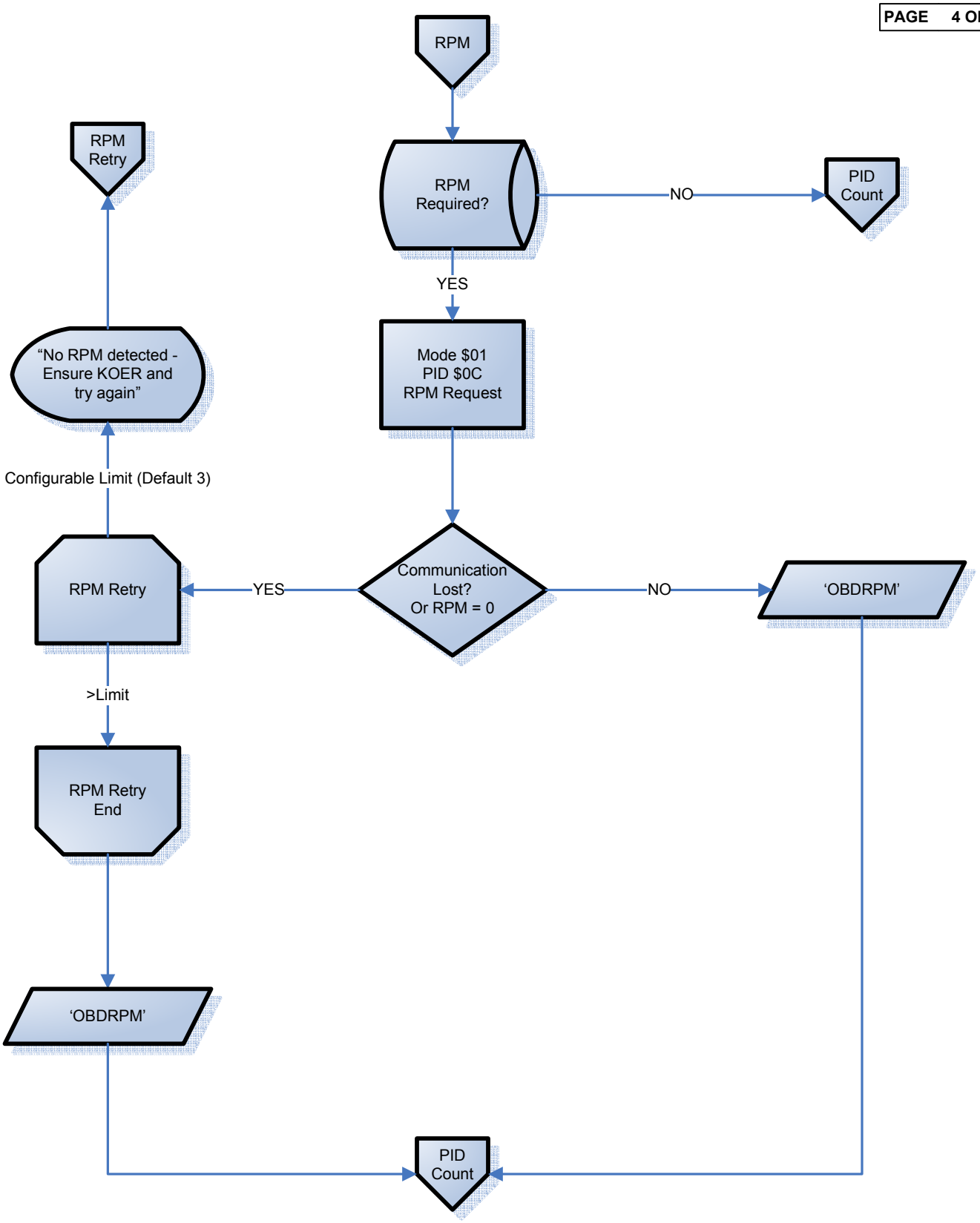
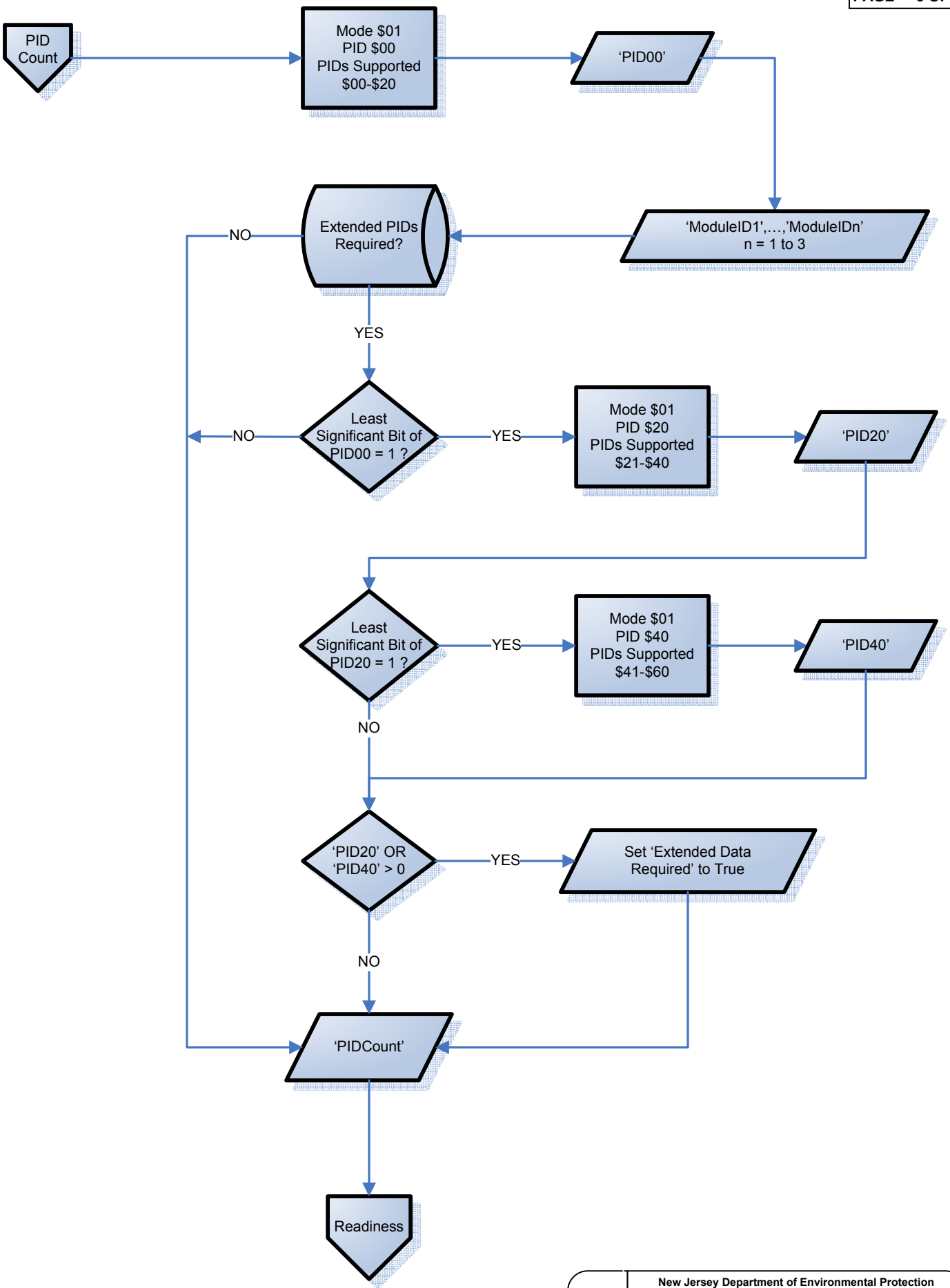

RPM
RPM Required?
NO
PID Count
YES
Mode $01
PID $0C
RPM Request
Communication Lost?
Or RPM = 0
YES
RPM Retry
NO
'OBDRPM'
>Limit
RPM Retry End
'OBDRPM'
PID Count
Configurable Limit (Default 3)
"No RPM detected - Ensure KOER and try again"
RPM Retry



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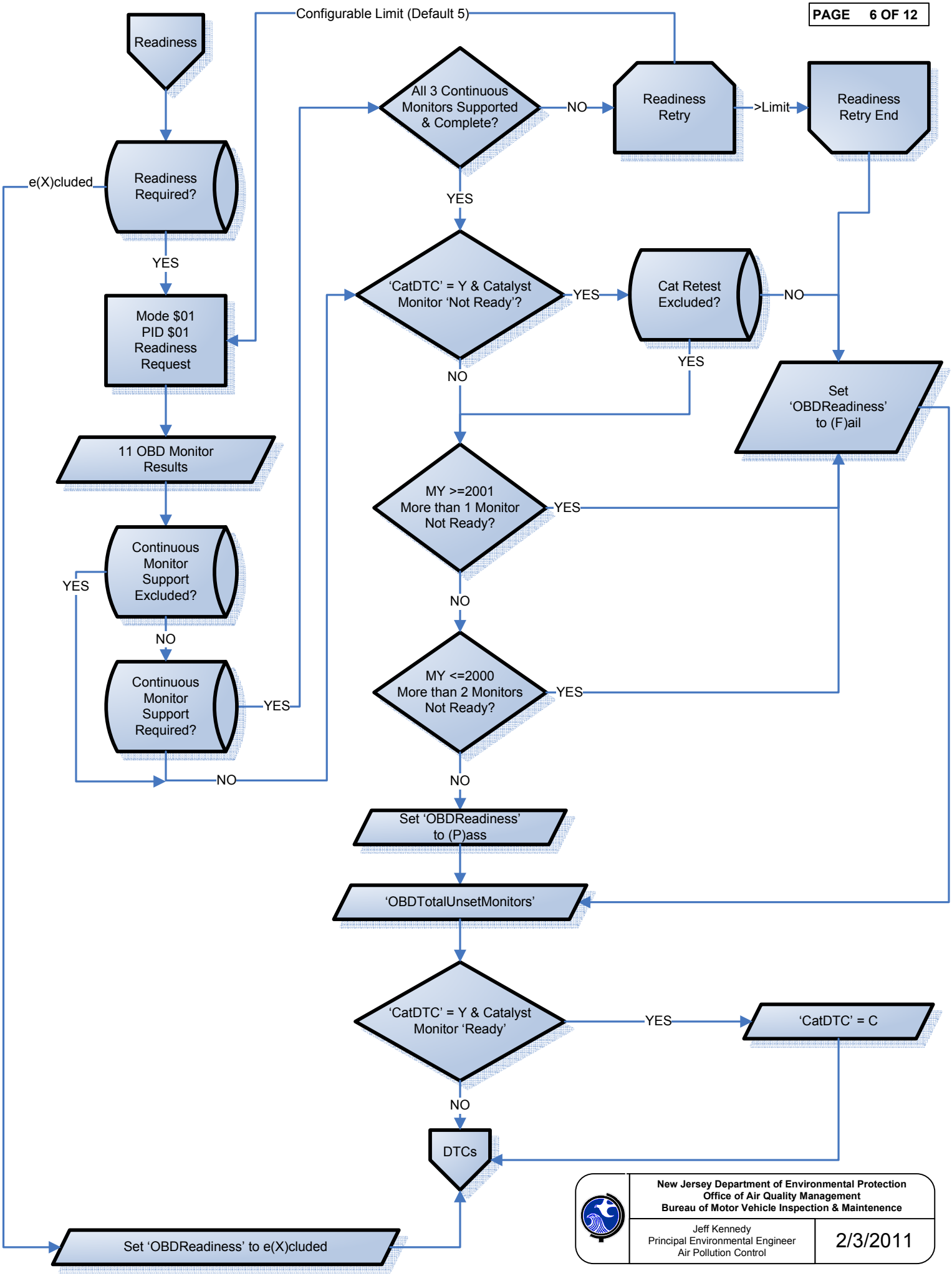

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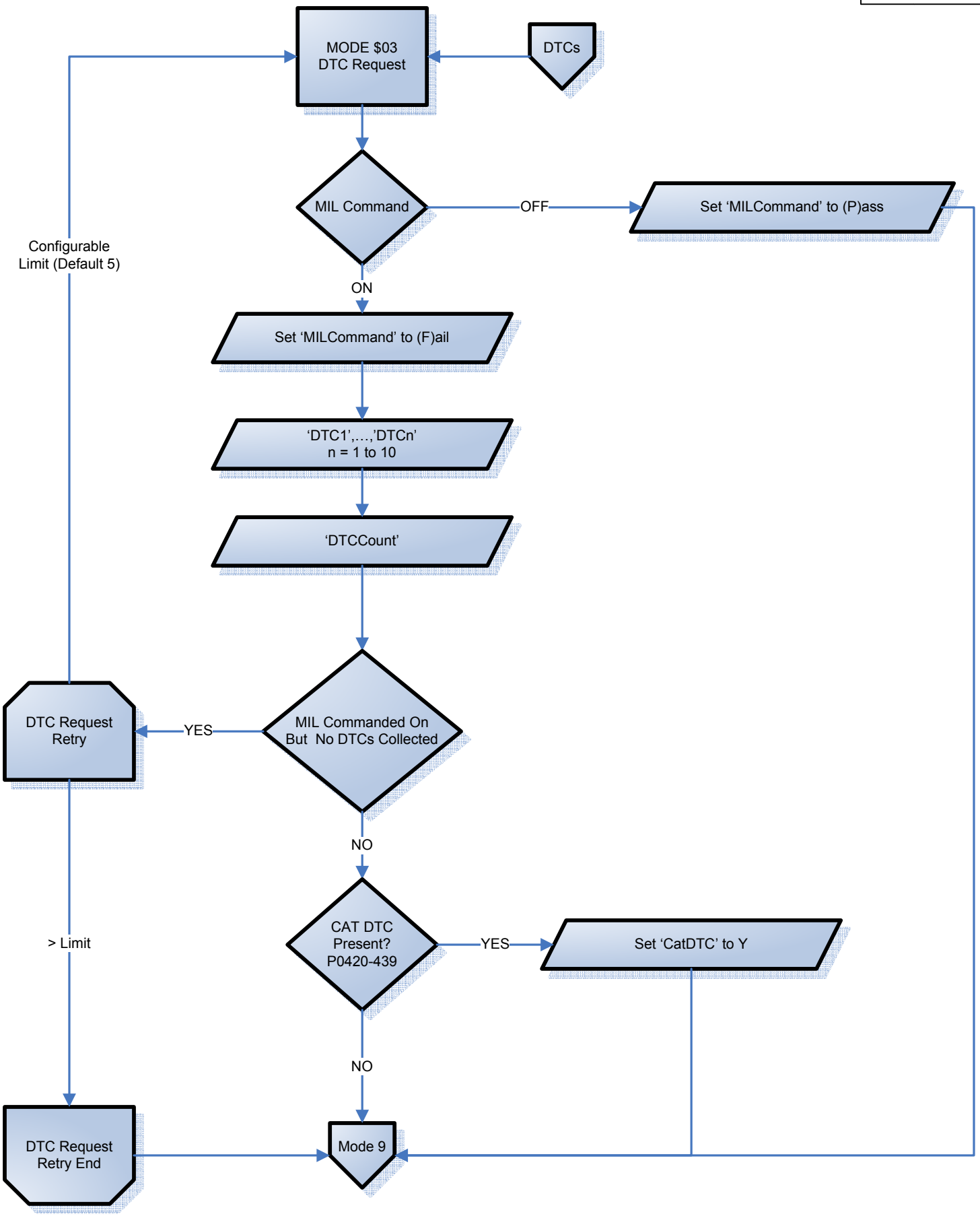
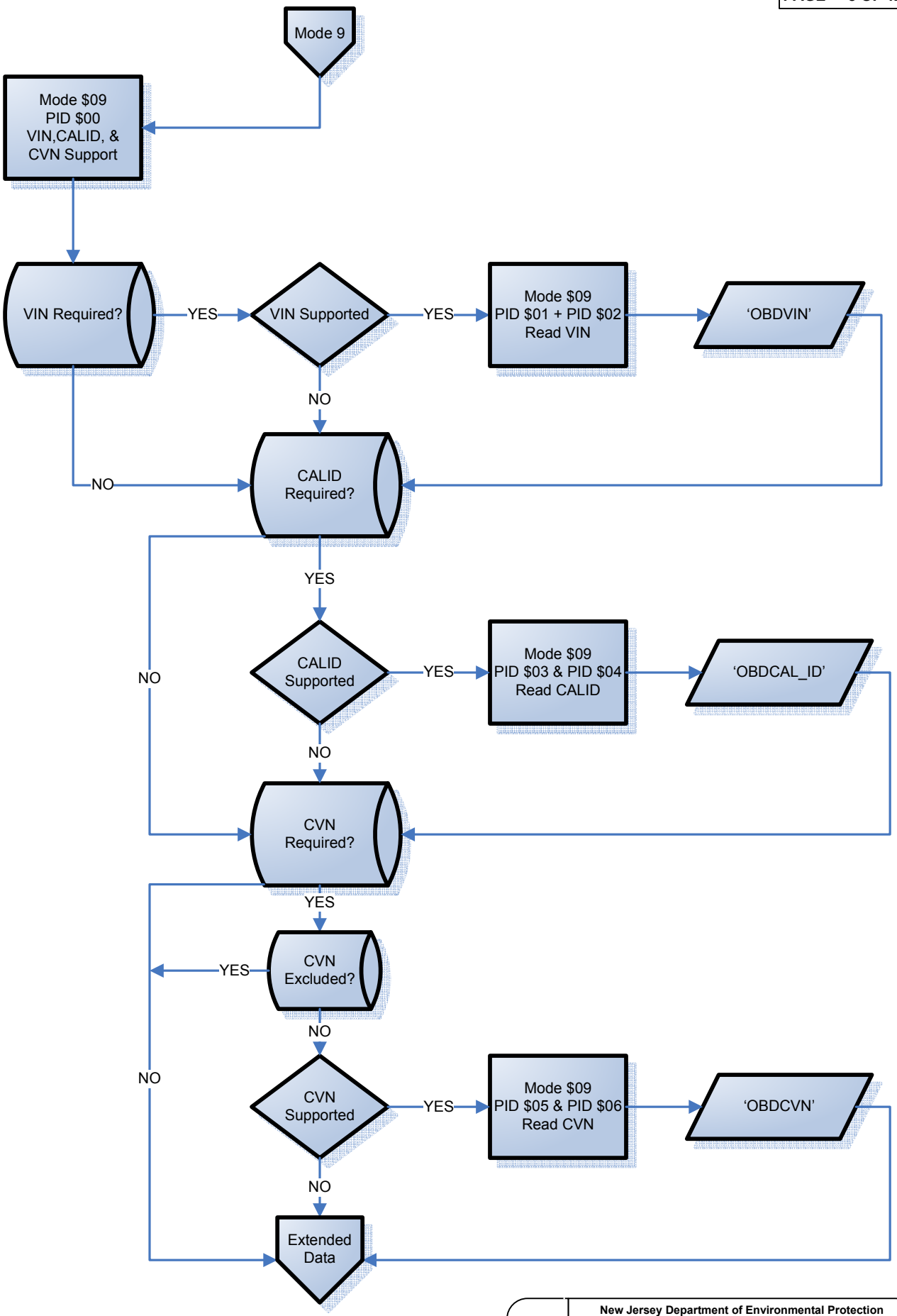

MODE $03
DTC Request
DTCs
MIL Command
OFF
Set 'MILCommand' to (P)ass
Configurable
Limit (Default 5)
ON
Set 'MILCommand' to (F)ail
'DTC1',…,'DTCn'
n = 1 to 10
'DTCCount'
DTC Request
Retry
YES
MIL Commanded On
But No DTCs Collected
NO
> Limit
CAT DTC
Present?
P0420-439
YES
Set 'CatDTC' to Y
NO
DTC Request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



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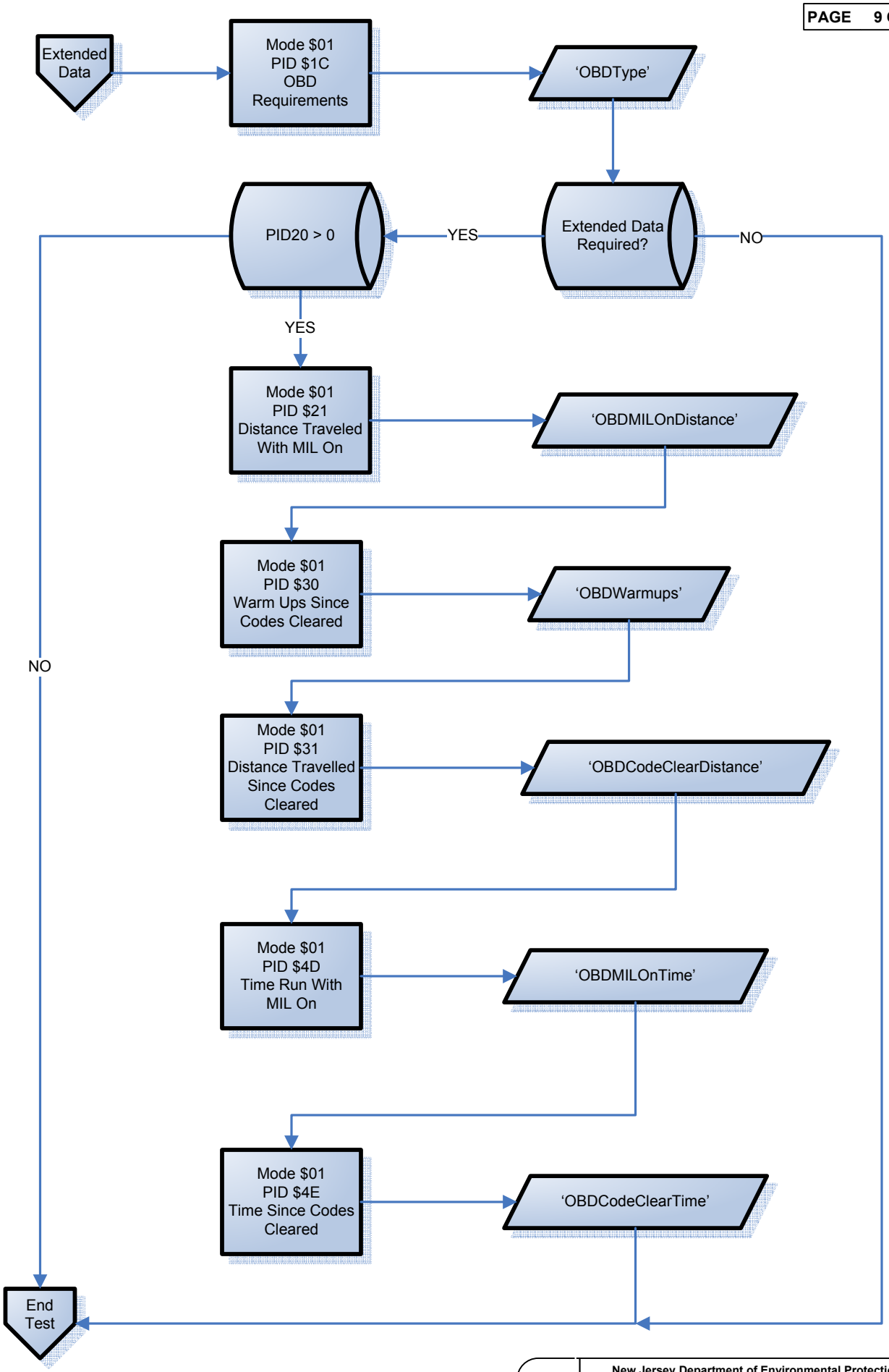
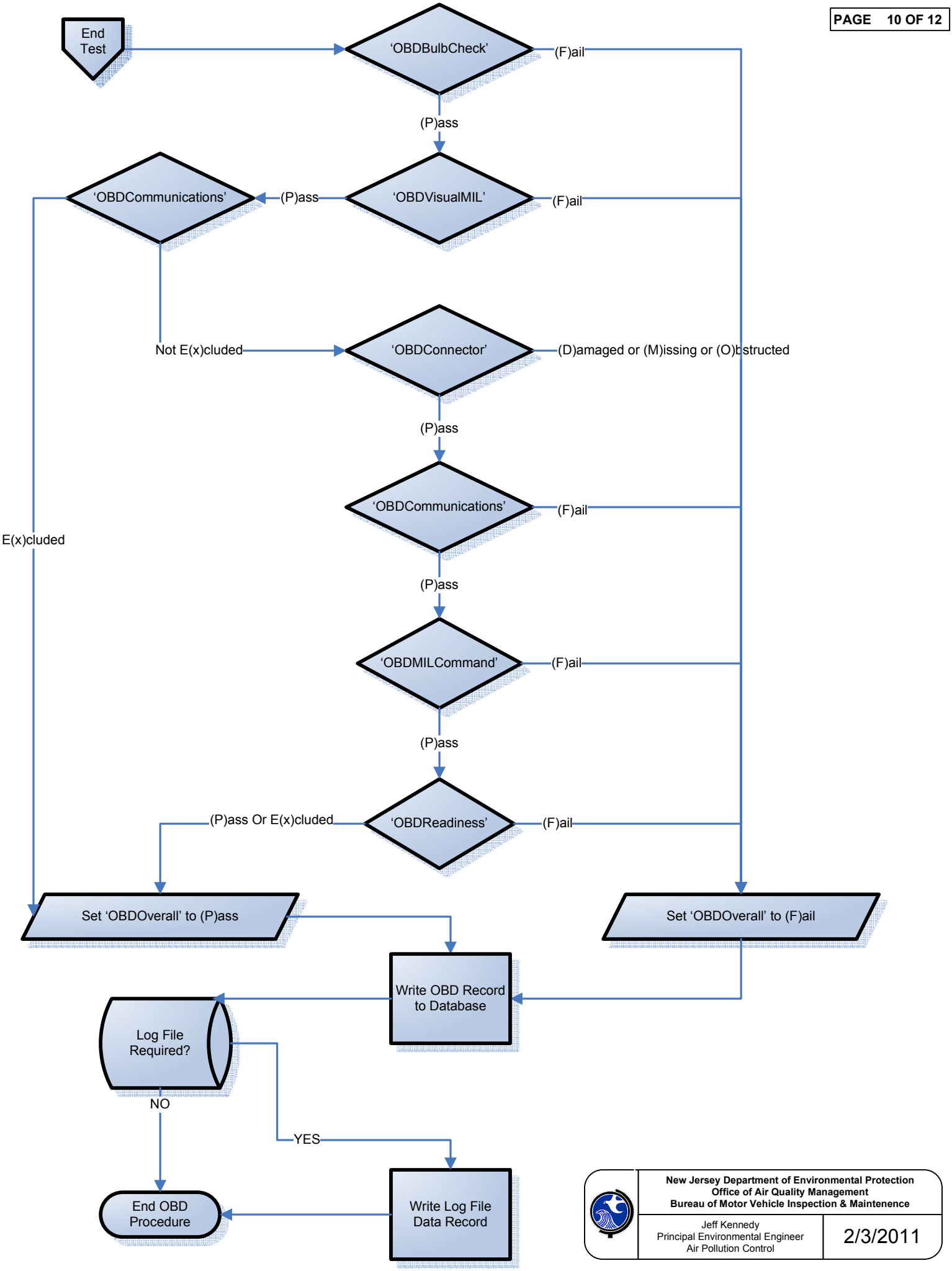

Extended Data
Mode $01 PID $1C OBD Requirements
'OBDType'
Extended Data Required?
YES
NO
PID20 > 0
YES
NO
Mode $01 PID $21 Distance Traveled With MIL On
'OBDMILOnDistance'
Mode $01 PID $30 Warm Ups Since Codes Cleared
'OBDWarmups'
Mode $01 PID $31 Distance Travelled Since Codes Cleared
'OBDCodeClearDistance'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



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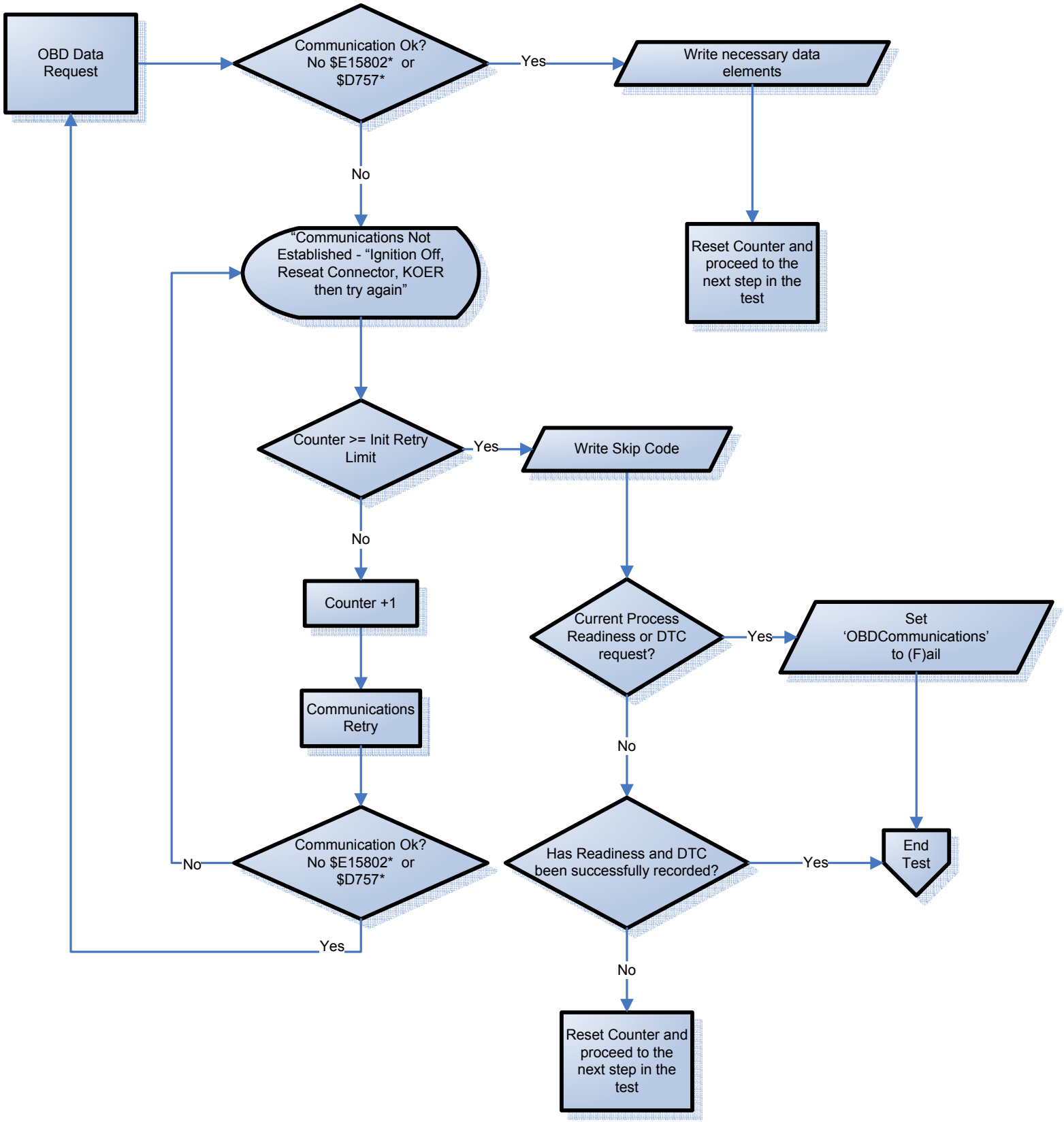

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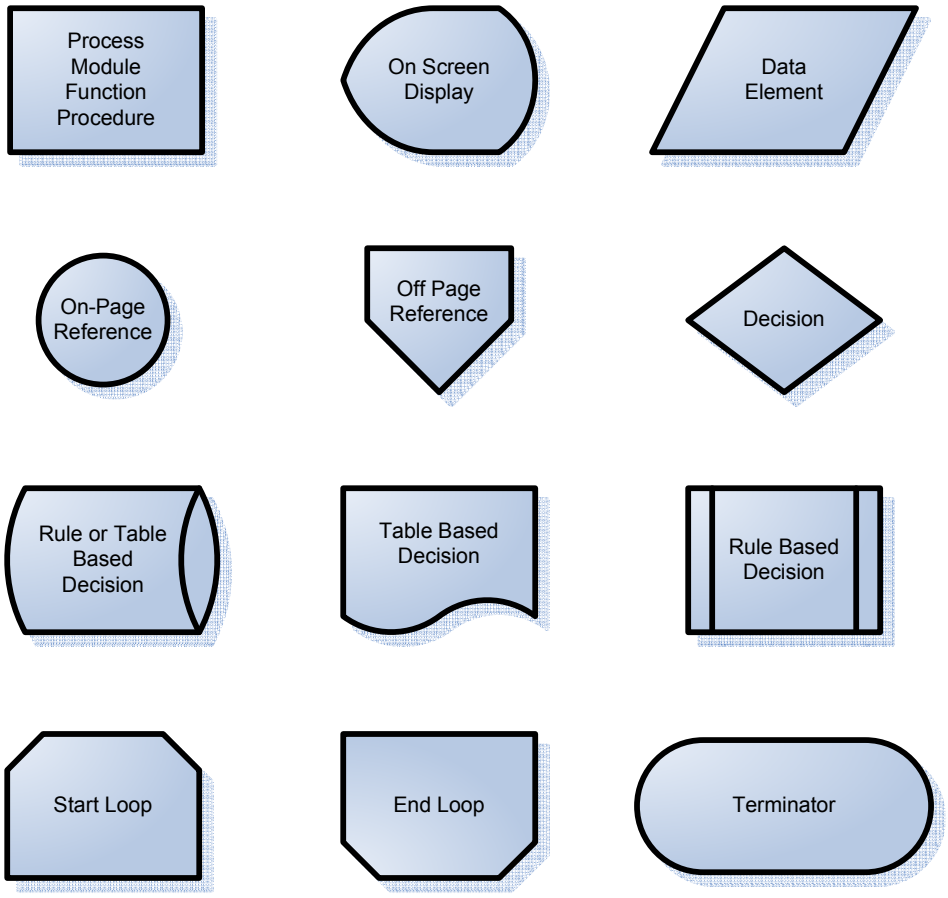

Process
Module
Function
Procedure
On Screen
Display
Data
Element
On-Page
Reference
Off Page
Reference
Decision
Rule or Table
Based
Decision
Table Based
Decision
Rule Based
Decision
Start Loop
End Loop
Terminator

APPENDIX VII

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 2015. 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 2015, there were 2,420 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 2015, there were 14,114 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 0.81% (16,534/2,039,434) of the total initial 2015 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 and 2014 Annual Reports, as well as this year 2015 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 total of 111 full inspection lanes (see Table VII-1) only. This is 16 less total lanes than reported in the 2014 Annual Report, as the re-inspection consoles at 15 stations were closed on various dates from March through July of 2014, and Lane 6 at the Baker's Basin CIF was used for testing new software and had no production inspections in the year 2015.

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.

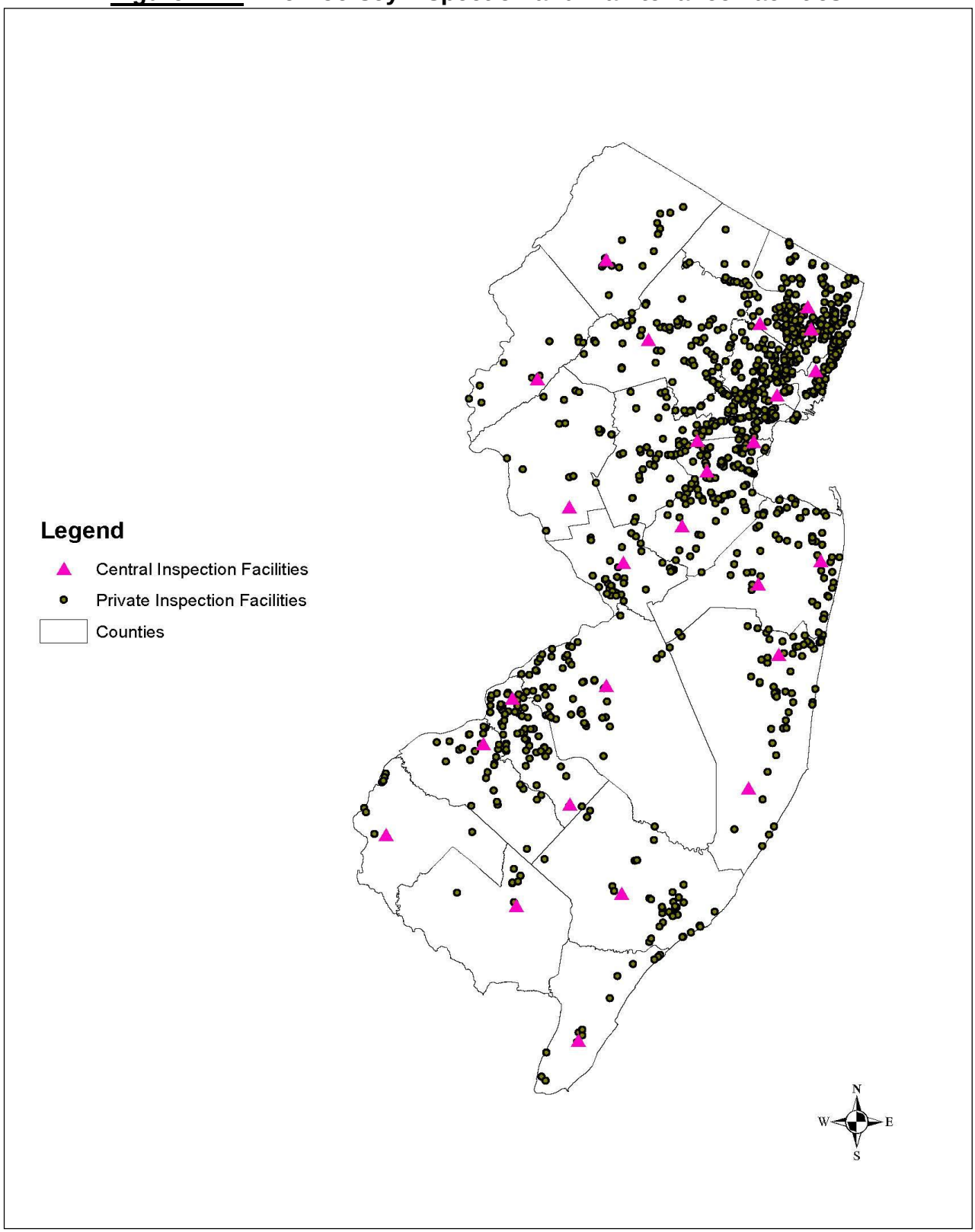
Table VII-1: New Jersey's Centralized Inspection Facilities

Centralized Inspection Facility	# of Lanes
Baker's Basin	5
Cape May	1
Cherry Hill	6
Deptford	4
Eatontown	6
Flemington	3
Freehold	6
Kilmer	6
Lakewood	6
Lodi	5
Manahawkin	3
Mays Landing	4
Millville	2
Newark	5
Newton	2
Paramus	5
Plainfield	3
Rahway	6
Randolph	6
Salem	1
Secaucus	4
South Brunswick	6
Southampton	4
Washington	1
Wayne	8
Winslow	3
Total	**111**

In 2015, there were 1,099 PIFs that performed at least one inspection during the entire year; of these, 87 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 2015.

Figure VII-1: New Jersey Inspection and Maintenance Facilities



New Jersey has 1,329 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 2015 Annual Report Section

Reporting Requirement	2015 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 in 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;	Section II.C.; Appendix I - Part F, Table F-5
(3) The initial test volume by model year and test station(*Type*);	Appendix I - Part B
(4) The initial test failure rate by model year and test station(*Type*);	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;	Section III.A.; Table 13

Cross Reference EPA Reporting Requirements and 2015 Annual Report Section

Reporting Requirement	2015 Annual Report Section
(ii) Not receiving overt performance audits in the year;	Section III.A.; Table 13
(iii) Receiving covert performance audits in the year;	Section III.B.; Table 14
(iv) Not receiving covert performance audits in the year; and	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:	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;	Section III.C.
(6) The number of hearings:	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;	Section III.C.; Table 16
(8) The total number of covert vehicles available for undercover audits over the year; and	Section III.B.
(9) The number of covert auditors available for undercover audits.	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	Section IV; Tables 17 and 18
(4) Number and percentage of stations and lanes shut down as a result of equipment audits.	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;	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	Section V.A.
(iii) The total number of compliance documents issued to inspection stations;	Table 20

Cross Reference EPA Reporting Requirements and 2015 Annual Report Section

Reporting Requirement	2015 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;	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	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	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.	Section VI.B.
Additional Informaton provided but not required	
OBD Components (Initial Pass/Fail)	Appendix I - Part F, Table F-2