

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

2018 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
USEPA	United States Environmental Protection Agency
VID	Vehicle Inspection Database
VIN	Vehicle Identification Number
VOC	Volatile Organic Compounds

Executive Summary

This report fulfills the annual reporting requirements at 40 CFR 51.366, the data analysis and reporting section of the United States Environmental Protection Agency's (USEPA's) rule on inspection and maintenance program requirements. This report covers calendar year 2018 (2017 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 2015 through 2018 is presented in Table 1.

Table 1: Key Statistics: Years 2015 – 2018 Comparison

Key Statistics	2015	2016	2017	2018
Number of Total Emission Inspections	2,337,516	2,217,137	2,115,344	2,190,883
Total Emission Inspections – Centralized/Decentralized* Split	85.9%/14.1%	87.2%/12.8%	87.9%/12.1%	88.5%/11.5%
Total Emission Inspections – Initial/Re-inspection Split	87.2%/12.8%	89.7%/10.3%	89.5%/10.5%	90.0%/10.0%
Number of Initial Emission Inspections	2,039,434	1,989,156	1,893,393	1,971,999
Overall Initial Emission Failure Rate	10.6%	9.5%	9.2%	9.0%
Centralized Initial Emission Failure Rate	11.3%	10.0%	9.6%	9.4%
Decentralized Initial Emission Failure Rate	6.4%	6.0%	5.8%	5.5%
Overall Emission Inspection 1 st Retest Pass Rate	74.7%	74.4%	73.5%	73.7%
OBD 1 st Retest Pass Rate	73.8%	74.1%	73.4%	73.7%
Two Speed Idle 1 st Retest Pass Rate	68.7%	67.6%	N/A	N/A
Number of Vehicles with No Known Final Outcome**	14,635	20,929	20,626	TBD
As Percentage of Initial Inspections	0.7%	1.1%	1.1%	TBD
As Percentage of Initial Failures	6.8%	11.1%	11.9%	TBD
Sticker Compliance Rate	95.7%	96.1%	95.4%	95.6%
Emissions-Only CIF Covert Performance Audit Fail Rate	8.8%	4.7%	3.2%	4.4%
Emissions-Only PIF Covert Performance Audit Fail Rate	4.0%	2.3%	2.0%	4.5%
CIF Equipment Audit Fail Rate***	6.0%	3.0%	0.3%	0.5%
PIF Equipment Audit Fail Rate***	37.9%	32.8%	2.2%	2.8%
# CIF Full Inspection Lanes	111	111	108	108
# PIFs	1,099	1,139	1,082	1,045
# Emission Repair Facilities (ERFs)	1,329	1,353	1,118	900

* 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 succeeding reporting years. 2016 increase due to mid-year change to OBD-only. Vehicles with no known final outcome for 2018 are To Be Determined (TBD) and will be reported in the 2019 report to allow a full registration cycle.

*** There was a significant decrease in the fail rate from 2016 to 2017 due to the change to OBD-only equipment.

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 nineteenth 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. The Program tracks the status of emissions inspections by each unique vehicle. An emissions inspection consists of a primary emissions test, which is the On-Board Diagnostics (OBD) test, along with one or more of the secondary emissions tests, i.e. the visible smoke check, a visual anti-tampering inspection (also called the catalytic converter check), a liquid leak check, and a miscellaneous emissions check (which includes a visual gas cap check). There is also a grouping called "No Primary Test" for those vehicles that did not receive an OBD test. 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.

New Jersey's I/M program is currently OBD-only, with visual checks conducted by and populated within the inspection record by the Inspector. All tailpipe testing ceased in the year 2016. Evaporative gas cap testing was also switched to a visual gas cap check to coincide with the cessation of tailpipe testing. The year 2018 is the second full year of an OBD-only program in New Jersey.

A. Total Emissions Inspections

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

Table 2: Total Emissions Inspections

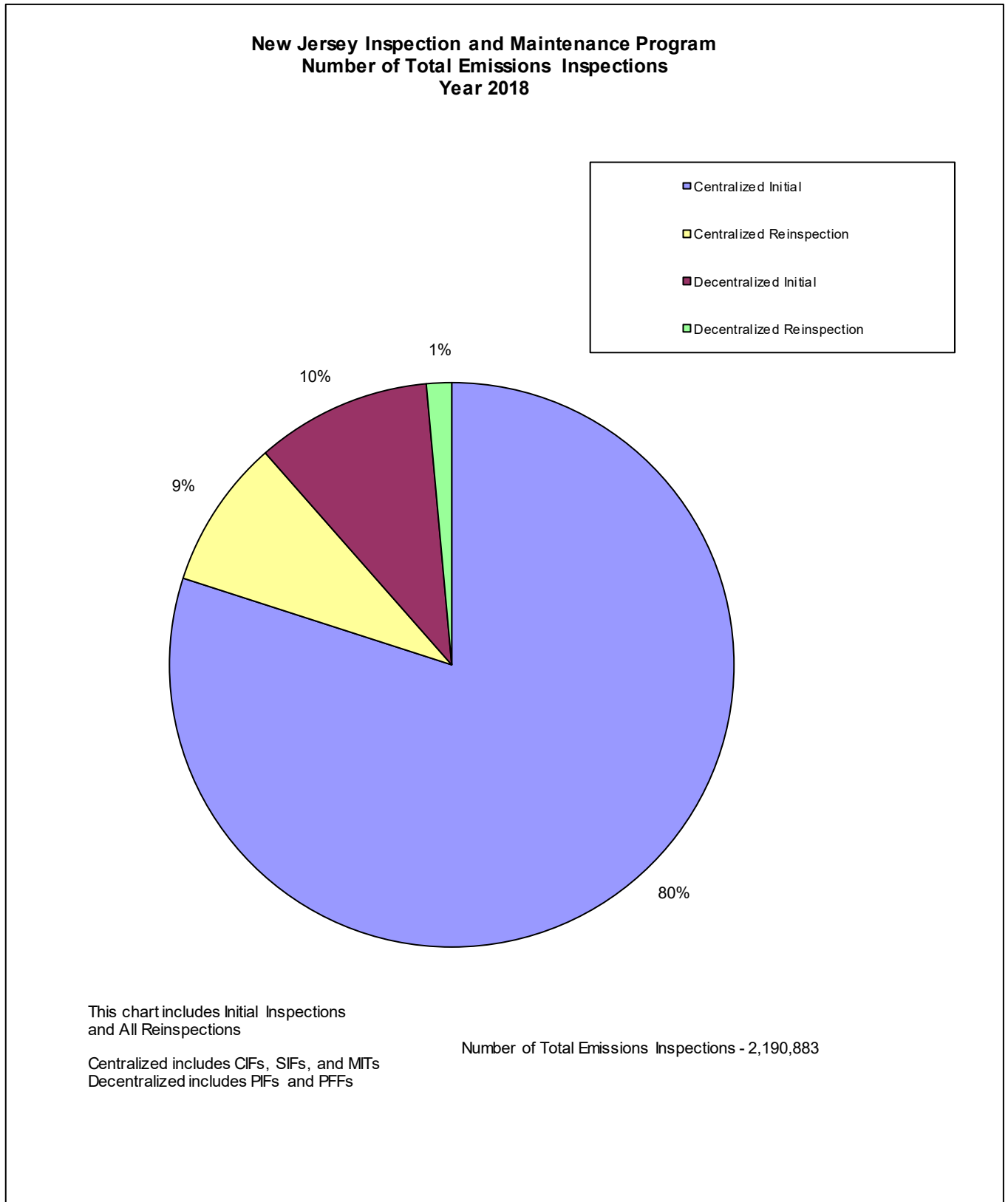
Test Station	Data	Initial Insp	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility (CIF)*	Total	1,727,118		174,991		1,902,109	
	Fail	160,000	9.3%	52,068	29.8%	212,068	11.1%
	Pass	1,567,118	90.7%	122,923	70.2%	1,690,041	88.9%
Private Inspection Facility (PIF)	Total	216,221		31,239		247,460	
	Fail	12,015	5.6%	1,848	5.9%	13,863	5.6%
	Pass	204,206	94.4%	29,391	94.1%	233,597	94.4%
Private Fleet Facility (PFF)	Total	3,799		279		4,078	
	Fail	161	4.2%	27	9.7%	188	4.6%
	Pass	3,638	95.8%	252	90.3%	3,890	95.4%
Specialty Inspection Facility (SIF)	Total	153		58		211	
	Fail	15	9.8%	8	13.8%	23	10.9%
	Pass	138	90.2%	50	86.2%	188	89.1%
Mobile Inspection Team (MIT)	Total	24,708		12,317		37,025	
	Fail	4,401	17.8%	1,959	15.9%	6,360	17.2%
	Pass	20,307	82.2%	10,358	84.1%	30,665	82.8%
Total		1,971,999		218,884		2,190,883	
Total Fail		176,592	9.0%	55,910	25.5%	232,502	10.6%
Total Pass		1,795,407	91.0%	162,974	74.5%	1,958,381	89.4%
% of Grand Total # of Inspections			90.0%		10.0%		

*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, 1,939,345 (88.5 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 251,538 (11.5 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 2018 are shown in Appendix I Part B. There were 1,971,999 initial overall emission inspections conducted in New Jersey in the year 2018. The initial overall emission failure rate for the entire network was 9.0%. The centralized initial overall emission failure rate was 9.4% and the decentralized initial overall emission failure rate was 5.5%. 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:

979,663	(49.7%) LDGVs,
893,201	(45.3%) LDGTs,
1,691	(0.09%) LDDTs,
2,299	(0.12%) LDDVs, and
95,145	(4.8%) HDGVs
<hr/>	
1,971,999	Total

Of the 1,971,999 initial overall emission inspections, 1,795,407 (91.0%) passed, while 176,592 (9.0%) 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	1,757,152	90.94%	175,074	9.06%
MIL Check	3,416	99.04%	33	0.96%
Catalytic Converter	1,966,955	99.95%	1,001	0.05%
Visible Smoke	1,970,954	99.95%	1,045	0.05%
Liquid Leak	1,971,902	99.995%	97	0.005%
Miscellaneous Emissions	1,971,614	99.98%	385	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.

OBD Test Failures Bypassed to Handheld OBD Scanner and Secondary Visual Tests

New Jersey maintains a stringent review process for OBD bypasses that was implemented with the dropping of tailpipe testing in 2016. Bypass review requests are generally received via telephone call from motorists, PIF Inspectors, or ERF technicians directly to NJDEP or NJMVC staff. An attempt using the standard inspection OBD test at a CIF or PIF with a failed result is required before a bypass can occur, and all bypass requests must be reviewed and authorized by NJDEP. During the review process, motorists may use ERFs, PIFs, or CIFs of their choice for repairs and reinspections, and these facilities may contact NJDEP for assistance as needed. For approved bypasses, NJMVC conducts the subsequent reinspection at a state-run specialty site (SIF). The authorized vehicle must go to a SIF and be checked offline (i.e. not connected to the official NJ OBD inspection test equipment) by a handheld OBD scanner as well as receive all secondary visual tests in order to receive a passing sticker. There was 1 authorized bypass in the year 2018.

The inspection software has an OBD Bypass function built in, whereby an OBD test can be bypassed directly by an Inspector. Use without prior review and approval by the State is strictly prohibited. However, there are rare occasions when it is used without authorization. In 2018, there were 14 of these unauthorized bypasses. NJDEP staff are working with NJMVC to take appropriate corrective measures in such cases, including training and/or enforcement action against the inspector and/or station.

The NJDEP continues to monitor all OBD bypasses closely to ensure that the process 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 1,932,226 initial OBD inspections in the year 2018. Of these, 1,880,791 (97.3%) passed either initially or a first or subsequent retest, 1 (0.0001%) was given an OBD bypass (authorized at a SIF), and 51,435 (2.7%) failed without a subsequent

passing inspection (the number of vehicles without a subsequent passing inspection will be updated and reported in the 2019 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 1,932,226 initial overall OBD inspections, 1,757,152 (90.9%) passed initially, while 175,074 (9.1%) failed at least one OBD test component. The 9.1% fail rate is slightly lower than the 9.3% fail rate in 2017.

Table 4 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 4 reflects multiple counting of any such inspection.

Table 4: Initial Pass/Fail Summary by OBD Test Component

Component	# Initial Tests	# Pass	Pass Rate	# Fail	Fail Rate
Overall	1,932,226	1,757,152	90.9%	175,074	9.1%
Bulb Check	1,932,226	1,927,022	99.7%	5,204	0.3%
KOER MIL Check	1,927,022	1,868,226	96.9%	58,796	3.1%
DLC Check	1,932,226	1,930,194	99.9%	2,032	0.1%
Communication	1,930,194	1,927,212	99.8%	2,982	0.2%
Readiness Status	1,922,258	1,819,844	94.7%	102,414	5.3%
MIL Command Status	1,927,212	1,845,009	95.7%	82,203	4.3%

In Table 4, 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 2018 there were 5,014 vehicles that had damaged, missing, or obstructed DLCs, or which failed to communicate with the inspection workstation. There were 4,954 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.

MIL Command Status Versus Presence of DTCs

There were 1,927,212 initial OBD MIL command status checks which are summarized in Table 5.

Table 5: OBD Malfunction Indicator Light (MIL) Test Results

Scenario	# of Tests	% of Tests
MIL Off with No DTCs (pass inspection)	1,845,009	95.73%
MIL Off with DTCs (pass inspection)	0	0.00%
MIL On with No DTCs (fail inspection)	94	0.005%
MIL On with DTCs (fail inspection)	82,109	4.26%
Totals	1,927,212	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-3.

Readiness Status and Unset Monitors

There were 1,922,258 initial readiness checks. Of these, 1,626,907 (84.6%) had all monitors set, while 295,351 (15.4%) 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 5.3 % (102,414). More detailed information on readiness status by model year and vehicle type is presented in Appendix I Part F, Table F-4.

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 2018 are summarized in Table 6. Vehicles failing a roadside inspection require repair and re-inspection at an authorized inspection facility (either CIF or PIF).

Table 6: Roadside Inspections

Station Type	# of Inspections	#Pass	# Fail	Fail Rate
MIT Roadside Initial	24,708	20,307	4,401	17.8%
MIT Roadside Re-inspection	12,317	10,358	1,959	15.9%
MIT Roadside Total	37,025	30,665	6,360	17.2%

Vehicles for roadside inspections are selected either sequentially (e.g., every third car) or by obvious defect, such as cracked windshields or bald tires, or they have an expired windshield inspection sticker. As such, the failure rate for roadside inspections tends to be higher. The MIT roadside re-inspections in many cases are vehicles pulled over prior to the repair portion of the re-inspection cycle, hence the higher failure rate.

E. Emission Re-Inspections

There were 176,592 (9.0%) overall initial emission inspection failures out of the 1,971,999 total initial overall emission inspections conducted in the year 2018. 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 177,635 initially failed emission tests in the year 2018. 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 (176,592) because a vehicle can fail more than one emission test type in any given inspection.

In Table 7, 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 7: 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	175,074	35,829	100,222	20.5%	57.2%
MIL Check	33	3	29	9.1%	87.9%
Catalytic Converter	1,001	39	548	3.9%	54.7%
Visible Smoke	1,045	62	684	5.9%	65.5%
Liquid Leak	97	3	78	3.1%	80.4%
Miscellaneous Emissions	385	13	310	3.4%	80.5%
Overall Tests	177,635	35,949	101,871	20.2%	57.3%
Overall Vehicles	176,592	36,090	101,153	20.4%	57.3%

Table 8 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 2018.

Table 8: Initially Failed Vehicles Passing Second or Subsequent Retest by Emission Test Type

Test Type	# Initial Fails	# Pass 2 nd or Subsequent Retest	% Pass 2 nd or Subsequent Retest
OBD	175,074	23,417	13.4%
MIL Check	33	3	9.1%
Catalytic Converter	1,001	11	1.1%
Visible Smoke	1,045	40	3.8%
Liquid Leak	97	2	2.1%
Miscellaneous Emissions	385	13	3.4%
Overall Tests	177,635	23,486	13.2%
Overall Vehicles	176,592	23,590	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. Vehicles With No Known Final Outcome - 2017

The following data is for 2017. Final outcomes for 2018 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 173,608 overall initial emission inspection failures in the year 2017, 99,064 (57.1%) passed a first retest by the end of the first quarter of 2018, 23,509 (13.5%) passed a second or subsequent retest by the end of the first quarter of 2018, 4,146 (2.4%) passed a retest during the remaining three quarters of 2018, and 26,263 (15.1%) dropped out of the registration database (i.e. no longer in fleet), leaving 20,626 (11.9%) 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.

The number of vehicles with no known final outcome in 2017 is slightly lower than in 2016. There is still some residual effect resulting from the cessation of tailpipe testing in May of 2016. Pre-1996 model year light-duty vehicles are no longer required to be inspected nor display window stickers. This change makes it more difficult for law enforcement to identify in the field which vehicles should or should not have stickers. As such, some motorists may have delayed or otherwise postponed their return for reinspection.

A breakdown of the no known final outcome vehicles is presented in Table 9.

Table 9: 2017 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	1,848,693	172,076	27,527	16.0%	1.49%
Catalytic Converter	1,889,377	1,058	275	26.0%	0.01%
Visible Smoke	1,893,393	1,074	178	16.6%	0.01%
Liquid Leak	1,893,393	122	6	4.9%	0.00%
Miscellaneous Emissions	1,893,393	371	29	7.8%	0.00%
Overall Tests	1,893,393	174,701	28,015	16.0%	1.48%
Overall Vehicles	1,893,393	173,608	20,626	11.9%	1.09%

This analysis takes into consideration vehicles inspected late in the year 2017 that returned for inspection at any time throughout 2018, and also includes registration data through all of

2018. As such, the overall no known final outcome rate as a percentage of total initial emissions inspections is 1.09%.

Table 10 presents a detailed breakdown of this data by model year and vehicle type. It can be seen that vehicles in the 2001 – 2005 model year range (age 12 to 16 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 10: 2017 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
Pre96/Unknown	3	0.0%	1	0	0	2	0	0
1996	418	2.0%	0	0	0	164	254	0
1997	804	3.9%	0	0	0	385	419	0
1998	870	4.2%	0	0	1	378	491	0
1999	1,162	5.6%	1	0	3	505	653	0
2000	1,360	6.6%	0	0	0	515	845	0
2001	2,350	11.4%	0	0	0	1,088	1,262	0
2002	2,068	10.0%	0	0	1	938	1,129	0
2003	2,339	11.3%	1	1	3	1,136	1,198	0
2004	1,887	9.1%	0	0	2	1,030	855	0
2005	2,025	9.8%	1	1	1	1,069	953	0
2006	1,478	7.2%	2	1	2	693	780	0
2007	986	4.8%	0	2	0	502	482	0
2008	1,144	5.5%	91	0	1	477	575	0
2009	364	1.8%	33	3	2	140	186	0
2010	512	2.5%	28	5	8	204	267	0
2011	275	1.3%	37	3	2	103	130	0
2012	441	2.1%	22	7	1	179	232	0
2013	87	0.4%	9	0	1	34	43	0
2014	24	0.1%	9	0	0	13	2	0
2015	9	0.0%	4	0	0	4	1	0
2016	12	0.1%	5	0	0	5	2	0
2017	8	0.0%	1	0	0	3	4	0
2018	0	0.0%	0	0	0	0	0	0
Totals	20,626	100.0%	245	23	28	9,567	10,763	0
% of Total Vehicles With No Known Final Outcome			1.19%	0.11%	0.14%	46.38%	52.18%	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.

G. 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 11 presents first retest fail and pass rates by emission test type.

Table 11: First Retest Inspection Fail/Pass Rates by Emission Test Type

Test Type	# First Retest Insps	# Fail	# Pass	Fail Rate	Pass Rate
OBD	136,051	35,829	100,222	26.3%	73.7%
MIL Check	32	3	29	9.4%	90.6%
Catalytic Converter	587	39	548	6.6%	93.4%
Visible Smoke	746	62	684	8.3%	91.7%
Liquid Leak	81	3	78	3.7%	96.3%
Miscellaneous Emissions	323	13	310	4.0%	96.0%
Overall	137,243	36,090	101,153	26.3%	73.7%

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

III. Quality Assurance Report

Every enhanced I/M program is required to have an on-going quality assurance program designed to discover, correct, and prevent improper testing, fraud, waste, and abuse of the system. In addition, the quality assurance program should help the State assess whether or not inspection procedures are being properly implemented and are adequate to address the emissions problems for that area. New Jersey's quality assurance program primarily focuses on audits of the inspectors and the inspection process.

A. Overt Performance Audits

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

For the year 2018, NJDEP was only able to identify 156 (53 CIF and 103 PIF) inspector performance audits at 58 facilities from the electronic audit database supplied by NJMVC. Inspector performance audits in the electronic database apply only to new hires and reinstated Inspectors.

An overall summary of the overt performance audit data according to the NJMVC's audit database is shown in Table 12.

Table 12: Overt Performance Audits

	CIFs	PIFs
# receiving overt performance audits	1	57
# not receiving overt performance audits	28	988
# shut down as a result of overt performance audits *	NA	NA

* Neither CIFs nor PIFs are 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 2018 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 2018 the NJMVC had 19 covert auditors and 20 covert vehicles available to conduct covert performance audits.

Table 13 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 13 reflects multiple counting of any such vehicle and audit.

Table 13: 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 OBD test	133	1330
# of audits resulting in a false pass for the OBD test	6	12
# conducted with the vehicle set to fail the component check (catalyst)	39	465
# of audits resulting in a false pass for the component check (catalyst)	7	13
# conducted with the vehicle set to fail visual gas cap test	17	399
# of audits resulting in a false pass for the visual gas cap test	0	65
# conducted with the vehicle set to fail any combination of two or more of the above tests	1	393
# of audits resulting in a false pass for any combination of two or more of the above tests	0	0
# conducted with the vehicle not set to fail any emission inspection component	133	331
# of audits resulting in a false pass for any emissions related component	13	90
# of audits resulting in a false fail for any emissions related component	1	7
# of audits resulting in a proper Emission inspection (no false pass or false fails)	307	2033
Total # of Covert Emissions-Related Performance Audits	321	2129
Total # of Stations receiving a Covert Emissions-Related Performance Audit	26	959
Total # of Stations not receiving a Covert Emissions-Related Performance Audit	0	86

In 2018, the overall emission covert performance audit failure rate for the entire network was 4.5%. The overall emissions covert audit failure rate for the centralized network was 4.4%, while that for the decentralized network was 4.5%. This information is presented in Table 14.

Table 14: Overall Emission Covert Performance Audit Results

Network	Total Audits	Number Fail	Failure Rate	Number Pass	Pass Rate
Centralized	321	14	4.4%	307	95.6%
Decentralized	2,129	96	4.5%	2,033	95.5%
Total	2,450	110	4.5%	2,340	95.5%

C. Fines and Hearings

New Jersey had 3,920 licensed inspectors in 2018, of which 3,867 had an active status, 344 at some point were revoked, and 185 had been suspended. There were 2,298 inspectors who conducted an emission inspection during the year 2018. The NJMVC conducted 137 hearings to consider adverse actions against inspectors and inspection facilities, and 109 of these hearings resulted in adverse actions against inspectors and inspection facilities. The fines and hearings collected and conducted in 2018 are somewhat greater in regard to individual Inspectors and significantly less in regard to facilities than those from 2017. Table 15 summarizes the results of all adjudicated actions only during the year 2018.

Table 15: Fines and Hearings – Centralized and Decentralized Networks

	Inspectors	Facilities
# suspended, fined, or otherwise prohibited from testing as a result of covert audits	90	17
# suspended, fined, or otherwise prohibited from testing for other causes	2	0
# that received fines	55	65
# of hearings held to consider adverse actions	118	19
# of hearings held resulting in adverse actions	92	17
Total amount collected in fines	\$36,260	\$26,800

IV. Quality Control Report

New Jersey's quality control program is designed to ensure that emission equipment is maintained properly, and that inspection records 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.

An equipment audit at both PIFs and CIFs/SIFs consists of an inspection of the OBD reader using a simulator programmed to individually test each of the six protocols. In addition, the physical equipment such as the cable and attached OBD module are checked for any problems or issues.

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. 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. Table 16 summarizes the PIF OBD Workstation audits for 2018.

Table 16: PIF OBD Workstation Audit Summary

PIF OBD Workstations Audited	2018		
	#	%	
# of PIFs	1,045	N/A	
# of PIFs receiving audits	1,031	98.7%	
# of Full year active PIFs	913	87.4%	
# of Full year active PIFs receiving audits	911	99.8%	
# of Full year active PIFs receiving two or more audits	901	98.7%	
PIF OBD Workstation Audits Performed	#	%	
Total	5,098	N/A	
Initial Audits	5,063	99.3%	
Initial Failures / Rate	35	0.7%	
Second or Subsequent Audits	35	0.7%	
Retest Failures / Rate	5	14%	
PIF OBD Workstations Shut Down due to Audit Failure	#	% of PIFs Audited	% of all PIFs
Workstations Shut Down for at least one day	29	2.8%	2.8%

B. CIF/SIF Equipment Audit Summary

In 2018, the NJDEP performed 1,221 initial audits of the equipment in the CIFs/SIFs. 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 6 of the 29 centralized stations, including the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2018. This is a slight increase in the number of failures as compared to 2017.

When the emission testing equipment fails 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 17, three (3) centralized stations (10%) had at least one lane shut down as a result of initial equipment audits during the year 2018.

Table 17: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	29
# of initial equipment audits	1,221
# of stations that failed equipment audits	6
% of stations that failed equipment audits	21%
# 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	111
# 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	0.5%

A detailed breakdown of initial equipment audits by station is shown in Table 18. An additional breakdown by lane is presented in Appendix II, Table II-2.

Table 18: 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	1	2%	59	98%
Cape May	11	0	0%	11	100%
Cherry Hill	54	0	0%	54	100%
Deptford	36	0	0%	36	100%
Eatontown	54	0	0%	54	100%
Flemington	36	0	0%	36	100%
Freehold	73	0	0%	73	100%
Kilmer	72	0	0%	72	100%
Lakewood	72	0	0%	72	100%
Lodi	60	0	0%	60	100%
Manahawkin	36	1	3%	35	97%
Mays Landing	44	0	0%	44	100%
Millville	22	0	0%	22	100%
Newark	60	0	0%	60	100%
Newton	24	0	0%	24	100%
Paramus	60	0	0%	60	100%
Plainfield	18	1	6%	17	94%
Rahway	71	0	0%	71	100%
Randolph	72	1	1%	71	99%
Salem	11	0	0%	11	100%
Secaucus	48	0	0%	48	100%
South Brunswick	72	0	0%	72	100%
Southampton	44	1	2%	43	98%
Washington	12	0	0%	12	100%
Wayne	60	1	2%	59	98%
Westfield Specialty	2	0	0%	2	100%
Winslow	33	0	0%	33	100%
Winslow Specialty	2	0	0%	2	100%
Totals	1,221	6	0.5%	1,215	99.5%

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

In most years, 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 surveys are conducted randomly in various areas throughout the northern, central, and southern portions of the State. The NJDEP sticker surveys are conducted on a regular monthly basis (an average of 3,742 vehicles per month in the year 2018) throughout the year. The NJMVC did not conduct any surveys in the year 2018.

A total of 44,908 vehicles were surveyed by the NJDEP in the year 2018. Of these, 42,944 (95.6%) 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 19 presents inspection sticker enforcement activity for the year 2018.

Table 19: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations	2,165,144
# of missing compliance documents (stickers)	1,120
# of time extensions & other exemptions granted to motorists	712

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 secondary emission tests. Any case of detected potential fraud begins a review process by NJDEP and NJMVC personnel. If appropriate, investigations are opened which may conclude with civil enforcement and/or criminal prosecution.

Any current fraud cases are ongoing, and there are no specific fraud cases from 2018 that have concluded and can be presented here.

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

Information about the structure of New Jersey's inspection program, including network type and details, vehicle types tested, types of tests given, etc., is noted in Appendix VII – Program Structure. There were no changes in the program in 2018 from the prior year 2017.

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

Three minor and one moderate issues were identified during the compilation of the data for this annual report and are outlined in the table below.

Issue	Category	Action(s)
Software-related issue that causes vehicles with 14,000 GVWR and Model Year > 2013 to not receive an OBD Test at PIF/PFFs, MITs and BITs. (impacts approximately 700 vehicles)	Minor	Issue could be resolved with new software in new program in 2019; details are unknown at this time.
Software-related issue that causes vehicles to not receive a MIL Check (secondary emissions test) at CIFs and SIFs. (impacts less than 1,900 vehicles)	Minor	Issue could be resolved with new software in new program in 2019; details are unknown at this time.
Inspector-related data entry issues that cause the vehicle to receive an incorrect primary or secondary emissions test (impacts approximately 600 vehicles)	Minor	NJDEP staff will continue to work with NJMVC to determine the cause of the inspector-related data entry issues. NJMVC will then take the appropriate corrective measures such as: training and/or corrective action against the inspector and/or station.
Workstation software contains a built-in OBD Bypass Function. Use without prior review and approval by the State is strictly prohibited. However, there are rare occasions when it is used without authorization. This occurred 14 times in the year 2018.	Moderate	With the advent of a new I/M contract, this issue could be resolved with new workstation software that eliminates the unauthorized use of the bypass function; details are unknown at this time.

APPENDIX I

TEST DATA REPORT TABLES AND FIGURES

**APPENDIX I
PART A**

**TOTAL
EMISSION
INSPECTIONS**

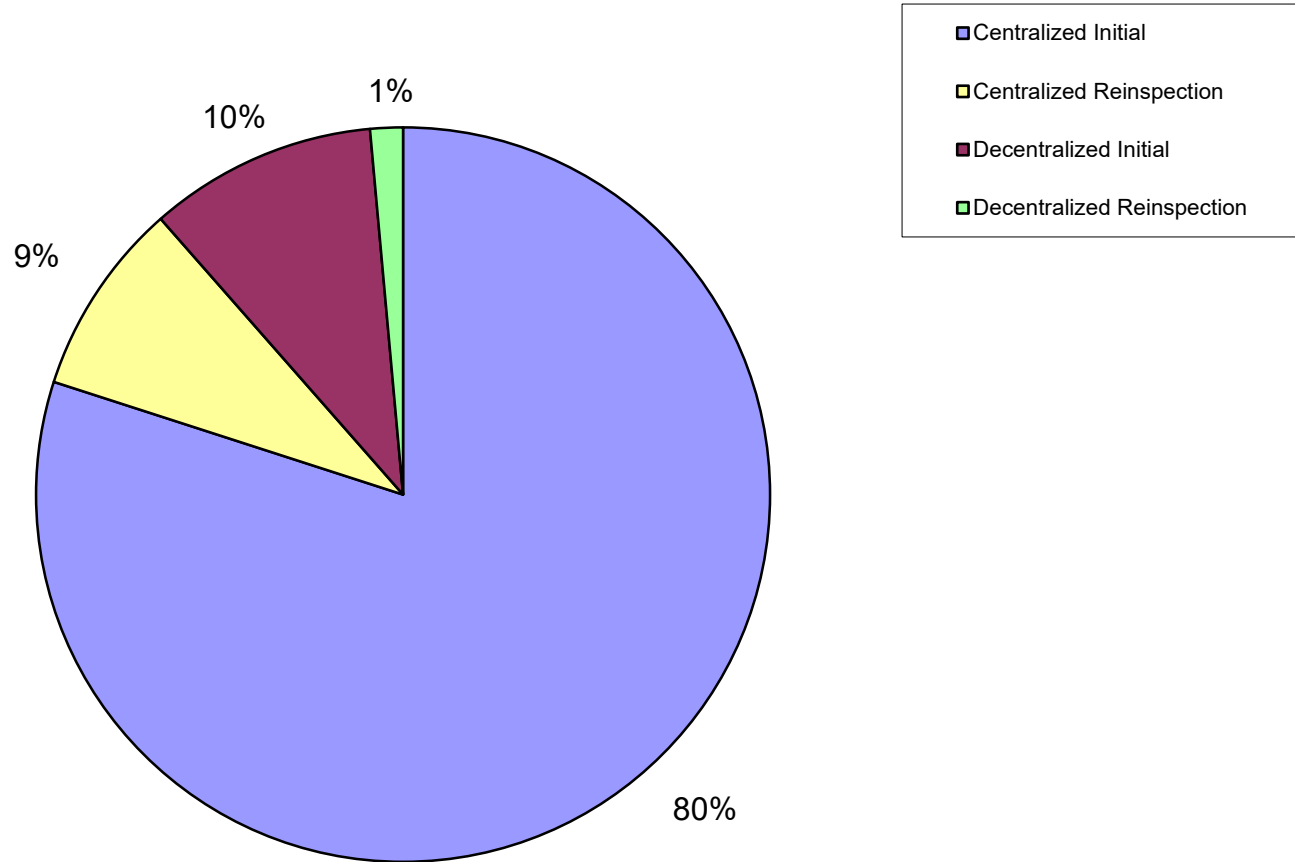
**New Jersey Enhanced Inspection and Maintenance Program
Summary of Total Emissions Inspections
Year 2018**

Test Station	Data	Initial Insp	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility	Total	1,727,118		174,991		1,902,109	
	Fail	160,000	9.3%	52,068	29.8%	212,068	11.1%
	Pass	1,567,118	90.7%	122,923	70.2%	1,690,041	88.9%
Private Inspection Facility	Total	216,221		31,239		247,460	
	Fail	12,015	5.6%	1,848	5.9%	13,863	5.6%
	Pass	204,206	94.4%	29,391	94.1%	233,597	94.4%
Private Fleet Facility	Total	3,799		279		4,078	
	Fail	161	4.2%	27	9.7%	188	4.6%
	Pass	3,638	95.8%	252	90.3%	3,890	95.4%
Specialty Inspection Facility	Total	153		58		211	
	Fail	15	9.8%	8	13.8%	23	10.9%
	Pass	138	90.2%	50	86.2%	188	89.1%
Mobile Inspection Team *Initial - 1st Inspection of cycle Retest - 2nd or subsequent of cycle	Total	24,708		12,317		37,025	
	Fail	4,401	17.8%	1,959	15.9%	6,360	17.2%
	Pass	20,307	82.2%	10,358	84.1%	30,665	82.8%
Total # of Inspections		1,971,999		218,884		2,190,883	
Total # Fail		176,592	9.0%	55,910	25.5%	232,502	10.6%
Total # Pass		1,795,407	91.0%	162,974	74.5%	1,958,381	89.4%
% of Grand Total # of Inspections			90.0%		10.0%		

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	1,939,345	88.5%
Decentralized	251,538	11.5%
Total	2,190,883	

Table A-1

**New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2018**



This chart includes Initial Inspections
and All Reinspections

Number of Total Emissions Inspections - 2,190,883

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 2018

Model Yr	Station Type	# Insp	# Fail	Fail Rate	# Pass	Pass Rate
Pre96/Unknown	Centralized	705	6	0.9%	699	99.1%
Pre96/Unknown	Decentralized	1,305	0	0.0%	1,305	100.0%
1996	Centralized	12,481	1,912	15.3%	10,569	84.7%
1996	Decentralized	2,623	174	6.6%	2,449	93.4%
1997	Centralized	13,134	2,698	20.5%	10,436	79.5%
1997	Decentralized	3,018	228	7.6%	2,790	92.4%
1998	Centralized	26,302	4,425	16.8%	21,877	83.2%
1998	Decentralized	5,109	360	7.0%	4,749	93.0%
1999	Centralized	25,067	4,883	19.5%	20,184	80.5%
1999	Decentralized	5,318	386	7.3%	4,932	92.7%
2000	Centralized	50,527	8,762	17.3%	41,765	82.7%
2000	Decentralized	9,444	654	6.9%	8,790	93.1%
2001	Centralized	41,731	10,427	25.0%	31,304	75.0%
2001	Decentralized	8,001	848	10.6%	7,153	89.4%
2002	Centralized	81,095	15,266	18.8%	65,829	81.2%
2002	Decentralized	13,076	1,074	8.2%	12,002	91.8%
2003	Centralized	67,663	12,542	18.5%	55,121	81.5%
2003	Decentralized	11,070	830	7.5%	10,240	92.5%
2004	Centralized	119,906	16,942	14.1%	102,964	85.9%
2004	Decentralized	16,709	1,176	7.0%	15,533	93.0%
2005	Centralized	84,524	12,699	15.0%	71,825	85.0%
2005	Decentralized	12,061	799	6.6%	11,262	93.4%
2006	Centralized	126,541	14,595	11.5%	111,946	88.5%
2006	Decentralized	16,424	963	5.9%	15,461	94.1%
2007	Centralized	172,414	14,321	8.3%	158,093	91.7%
2007	Decentralized	18,214	851	4.7%	17,363	95.3%
2008	Centralized	74,634	7,450	10.0%	67,184	90.0%
2008	Decentralized	11,665	667	5.7%	10,998	94.3%
2009	Centralized	160,221	9,196	5.7%	151,025	94.3%
2009	Decentralized	14,162	636	4.5%	13,526	95.5%
2010	Centralized	90,705	5,195	5.7%	85,510	94.3%
2010	Decentralized	10,353	438	4.2%	9,915	95.8%
2011	Centralized	198,296	8,629	4.4%	189,667	95.6%
2011	Decentralized	18,591	695	3.7%	17,896	96.3%
2012	Centralized	81,024	4,004	4.9%	77,020	95.1%
2012	Decentralized	9,816	396	4.0%	9,420	96.0%
2013	Centralized	253,336	7,542	3.0%	245,794	97.0%
2013	Decentralized	20,957	620	3.0%	20,337	97.0%
2014	Centralized	46,216	2,015	4.4%	44,201	95.6%
2014	Decentralized	5,695	222	3.9%	5,473	96.1%
2015	Centralized	8,486	406	4.8%	8,080	95.2%
2015	Decentralized	2,238	84	3.8%	2,154	96.2%
2016	Centralized	8,618	292	3.4%	8,326	96.6%
2016	Decentralized	2,001	39	1.9%	1,962	98.1%

Table B (Page 1 of 2)

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2018**

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
2017	Centralized	7,255	189	2.6%	7,066	97.4%
2017	Decentralized	1,861	25	1.3%	1,836	98.7%
2018	Centralized	809	15	1.9%	794	98.1%
2018	Decentralized	295	10	3.4%	285	96.6%
2019	Centralized	289	5	1.7%	284	98.3%
2019	Decentralized	14	1	7.1%	13	92.9%
Total	Centralized	1,751,979	164,416	9.4%	1,587,563	90.6%
Total	Decentralized	220,020	12,176	5.5%	207,844	94.5%
Grand Total		1,971,999	176,592	9.0%	1,795,407	91.0%

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2018**

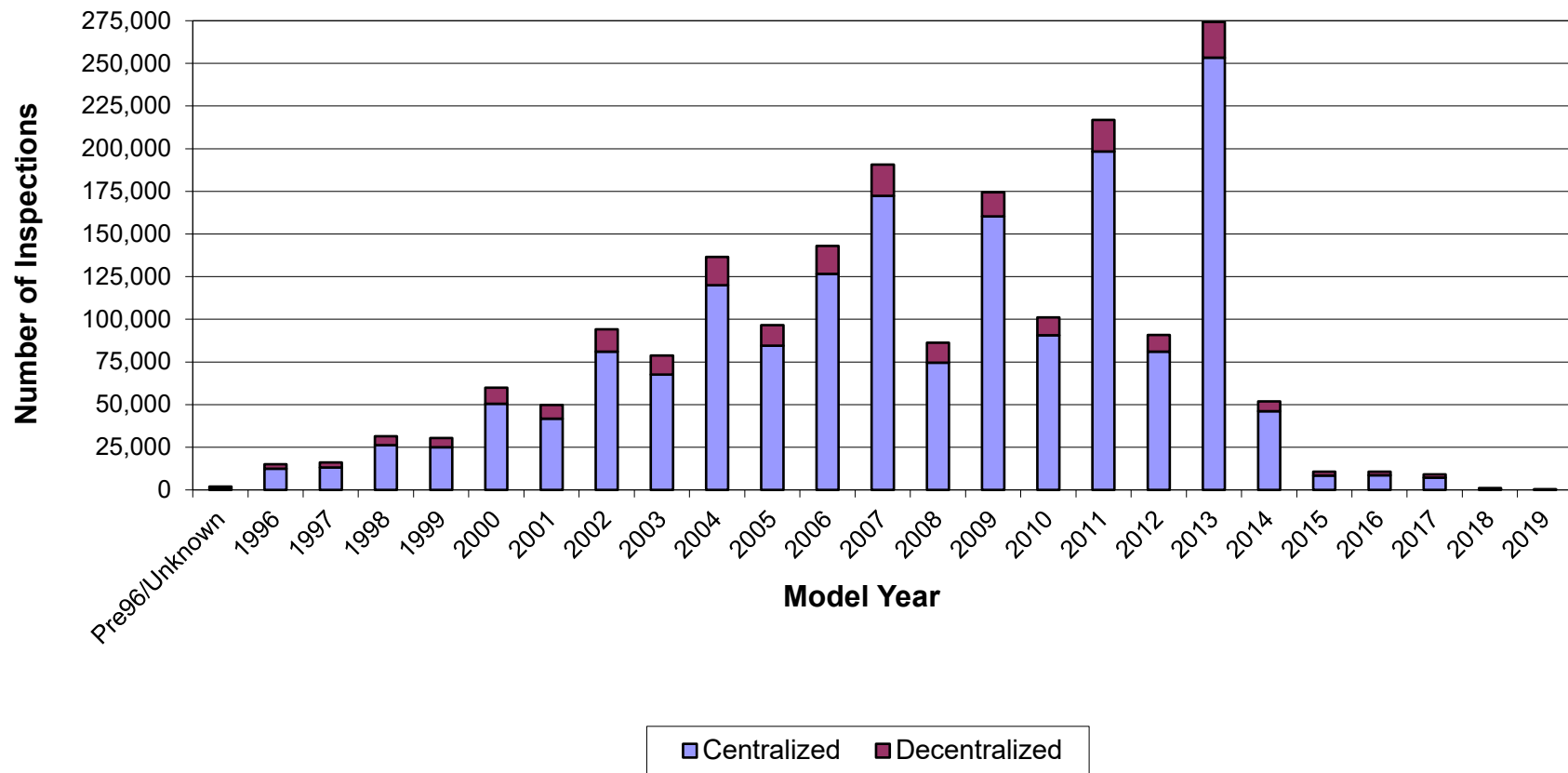


Figure B-1

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2018**

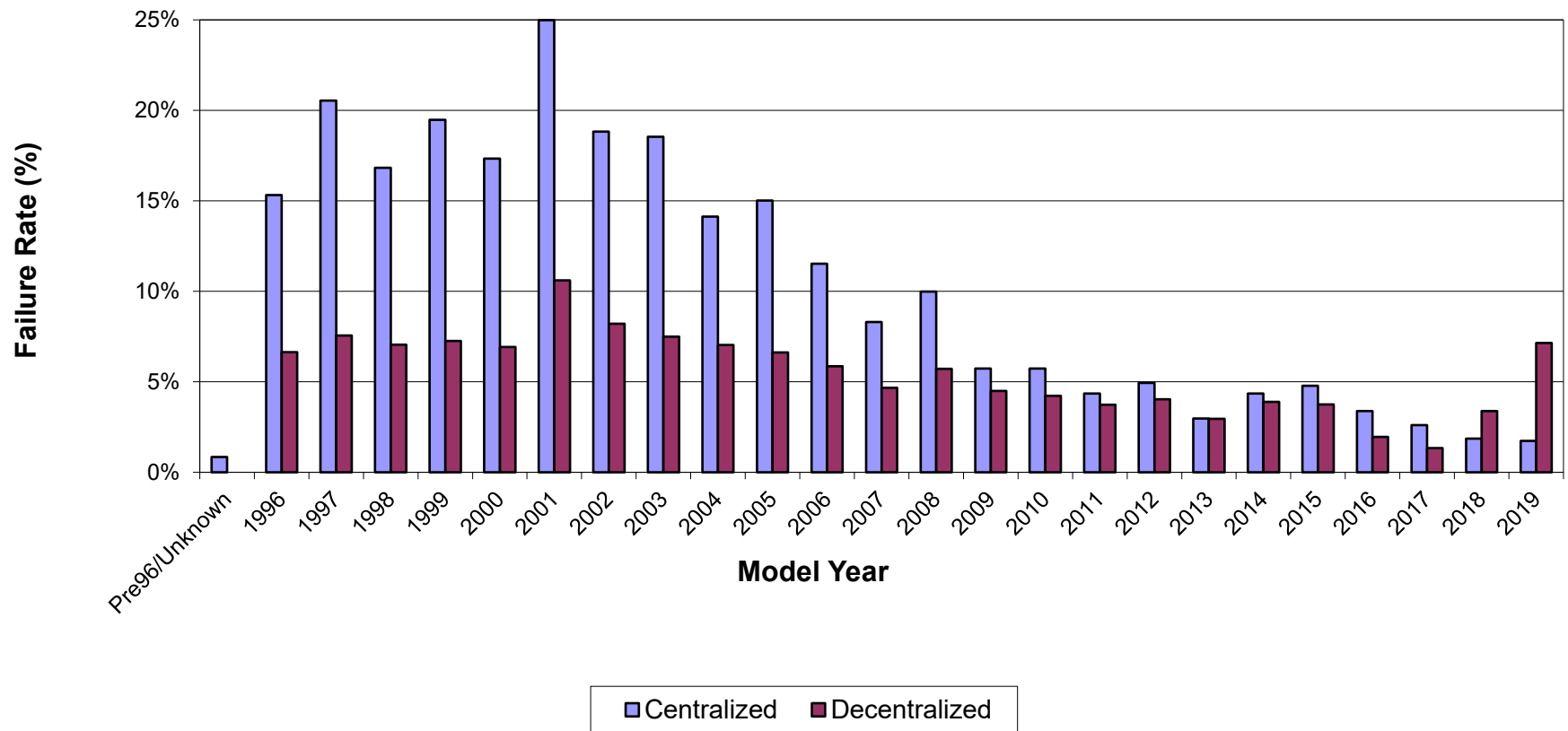


Figure B-2

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 2018

STATION NAME	# of Lanes/ Consoles	# Inspections	# Pass	# Fail	% Fail
BAKERS BASIN CIF	5	89,934	81,970	7,964	8.9%
CAPE MAY CIF	1	16,663	15,396	1,267	7.6%
CHERRY HILL CIF	6	93,464	83,699	9,765	10.4%
DEPTFORD CIF	4	82,050	74,674	7,376	9.0%
EATONTOWN CIF	6	82,973	75,595	7,378	8.9%
FLEMINGTON CIF	3	56,819	53,415	3,404	6.0%
FREEHOLD CIF	6	62,925	58,503	4,422	7.0%
KILMER CIF	6	89,870	82,045	7,825	8.7%
LAKEWOOD CIF	6	92,060	84,613	7,447	8.1%
LODI CIF	5	81,326	72,699	8,627	10.6%
MANAHAWKIN CIF	3	33,238	30,578	2,660	8.0%
MAYS LANDING CIF	4	52,526	47,354	5,172	9.8%
MILLVILLE CIF	2	38,590	33,852	4,738	12.3%
NEWARK CIF	5	92,733	77,844	14,889	16.1%
NEWTON CIF	2	37,265	34,234	3,031	8.1%
PARAMUS CIF	5	100,340	93,368	6,972	6.9%
PLAINFIELD CIF	3	29,463	26,449	3,014	10.2%
RAHWAY CIF	6	99,440	88,777	10,663	10.7%
RANDOLPH CIF	6	92,862	86,172	6,690	7.2%
SALEM CIF	1	16,582	15,052	1,530	9.2%
SECAUCUS CIF	4	78,465	69,992	8,473	10.8%
SOUTH BRUNSWICK CIF	6	64,095	59,477	4,618	7.2%
SOUTHAMPTON CIF	4	71,829	65,555	6,274	8.7%
WASHINGTON CIF	1	20,590	19,057	1,533	7.4%
WAYNE CIF	5	115,225	104,472	10,753	9.3%
WINSLOW CIF	3	35,791	32,276	3,515	9.8%
TOTAL	108	1,727,118	1,567,118	160,000	9.3%

Table C-1

**New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2018**

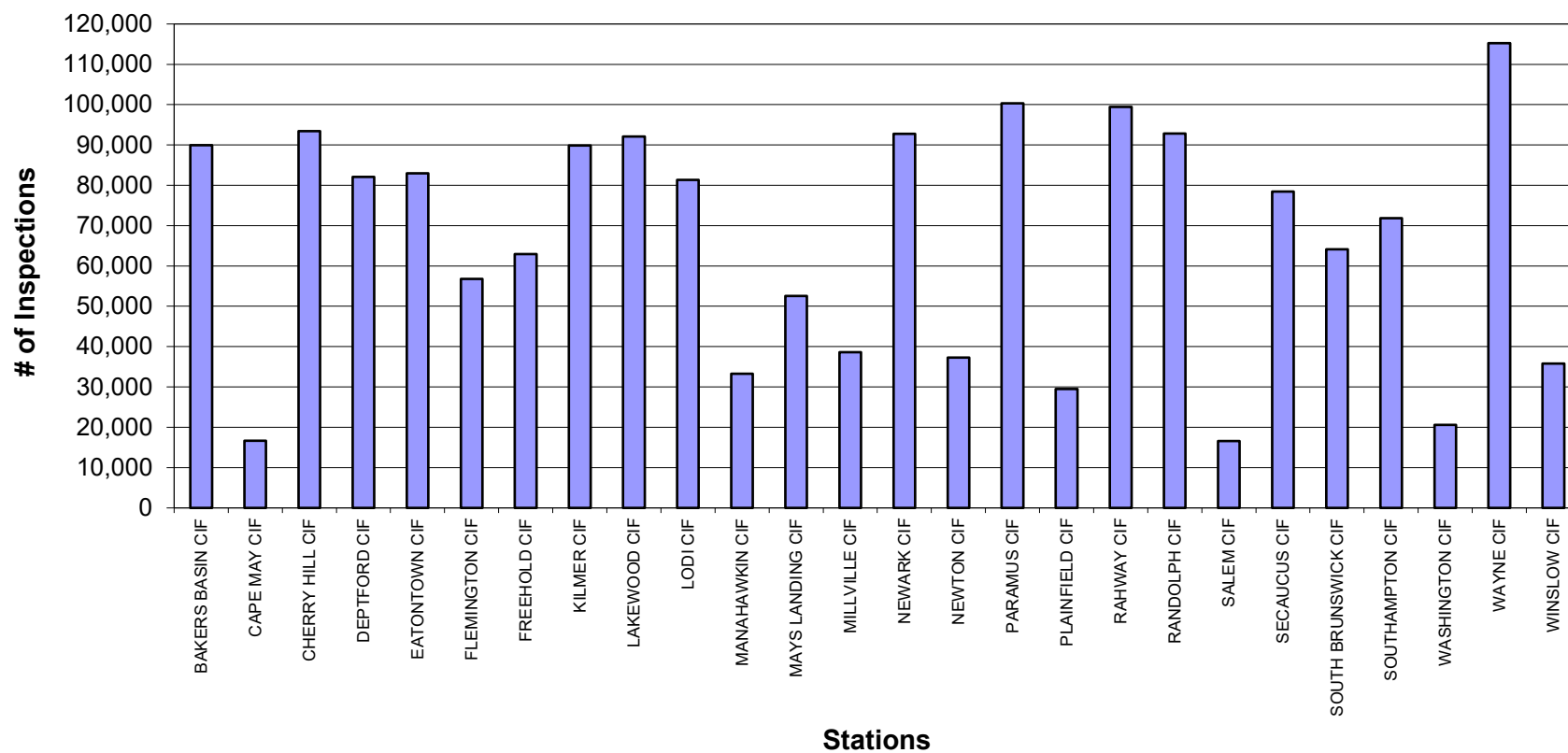


Figure C-1

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2018**

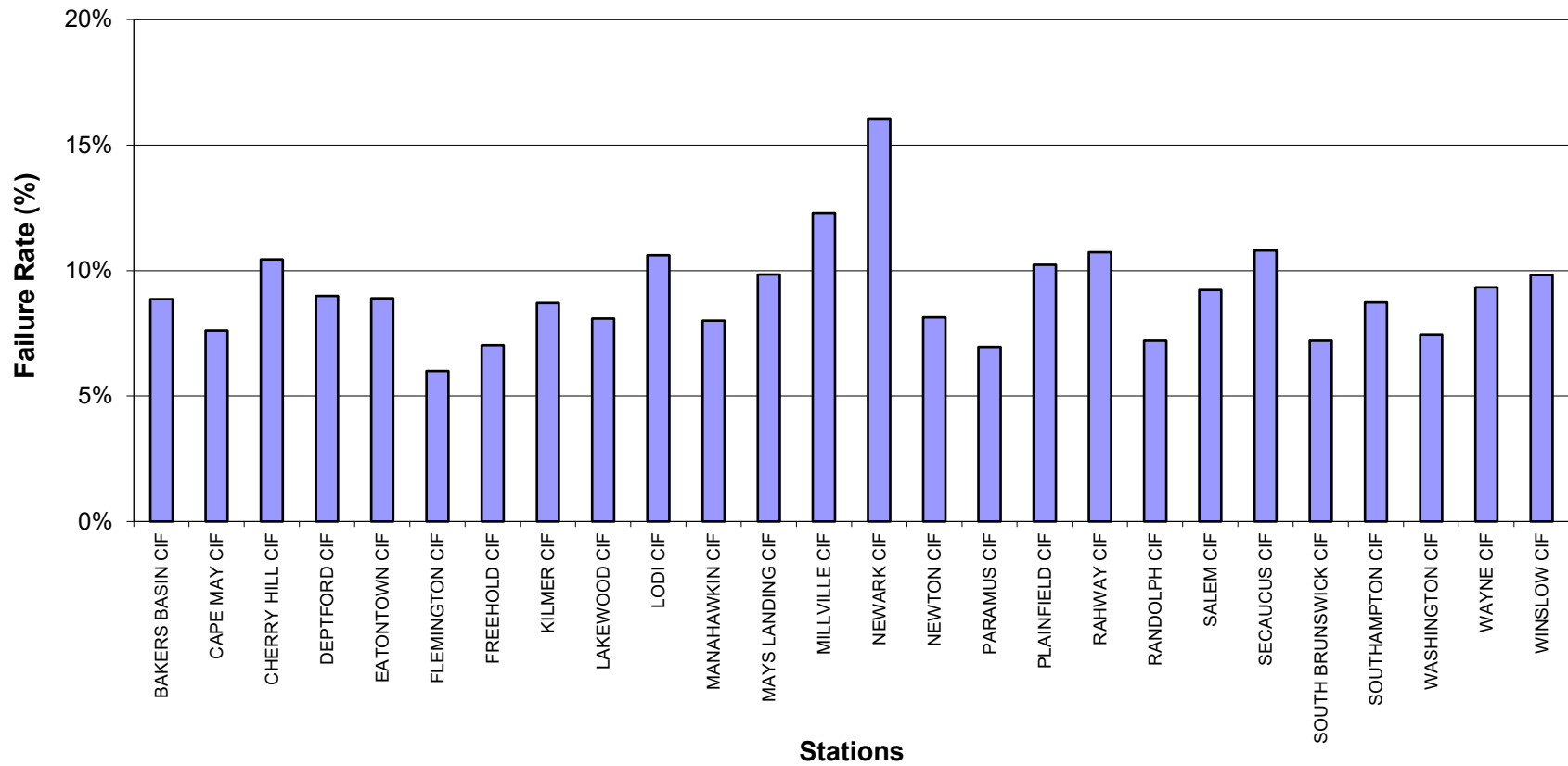


Figure C-2

**APPENDIX I
PART D**

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

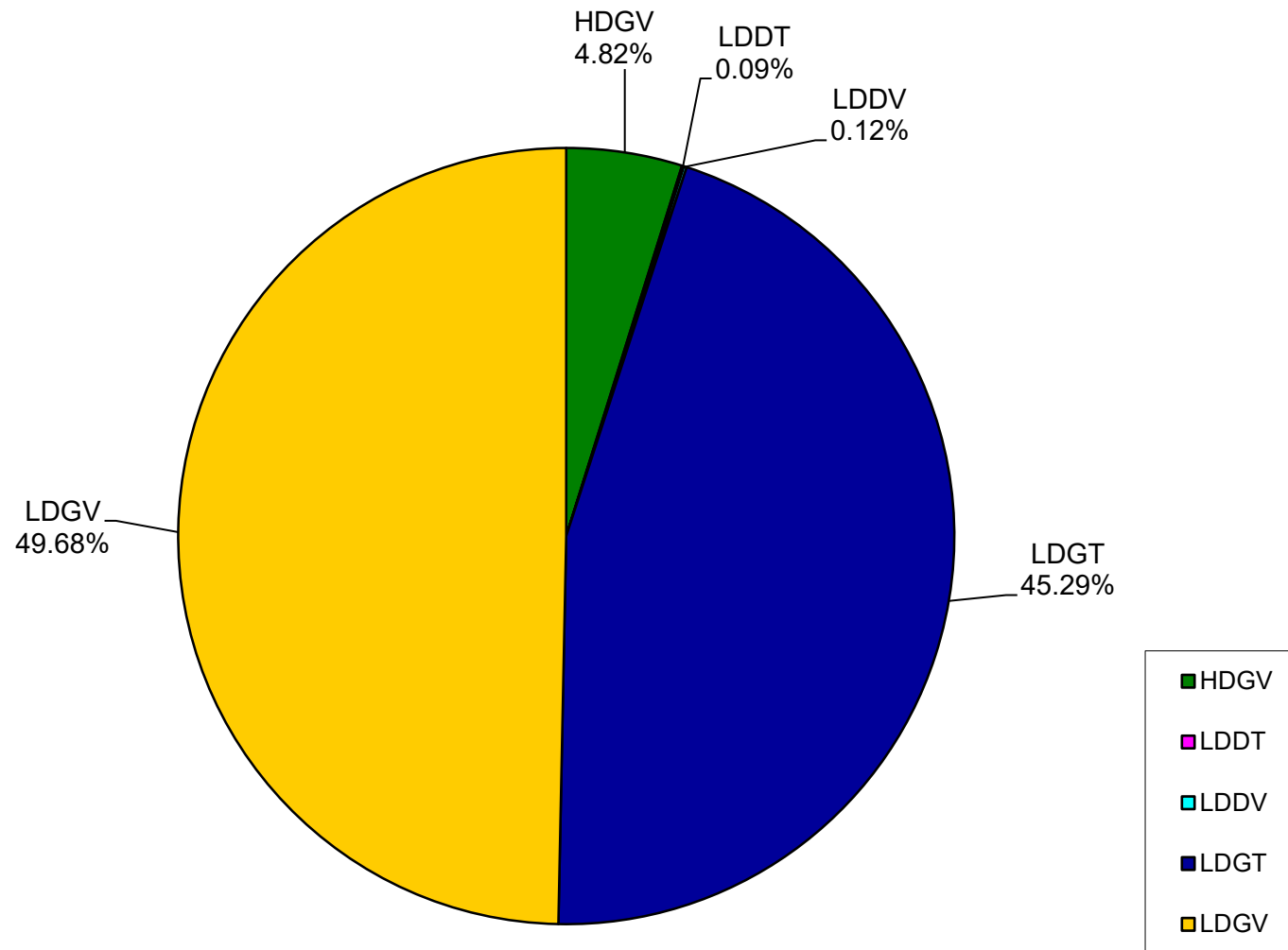
New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Inspection Volume - Year 2018

Model Year	# of Vehicles Tested					
	HDGV	LDDT	LDDV	LDGT	LDGV	Total
Pre96/Unknown	1,380	4	0	596	30	2,010
1996	338	2	0	5,874	8,890	15,104
1997	696	5	22	6,969	8,460	16,152
1998	543	2	65	12,647	18,154	31,411
1999	1,234	5	66	12,594	16,486	30,385
2000	1,799	2	74	23,626	34,470	59,971
2001	2,079	1	33	21,762	25,857	49,732
2002	2,373	1	120	44,252	47,425	94,171
2003	3,595	4	80	35,428	39,626	78,733
2004	3,944	5	165	69,444	63,057	136,615
2005	4,184	14	236	45,940	46,211	96,585
2006	5,883	39	378	65,833	70,832	142,965
2007	4,485	114	37	86,349	99,643	190,628
2008	6,607	63	26	39,797	39,806	86,299
2009	4,439	125	124	68,712	100,983	174,383
2010	3,983	100	73	43,309	53,593	101,058
2011	7,648	282	240	110,140	98,577	216,887
2012	7,543	187	102	37,217	45,791	90,840
2013	8,100	512	325	122,783	142,573	274,293
2014	4,870	161	131	30,131	16,618	51,911
2015	6,038	9	1	3,608	1,068	10,724
2016	6,690	11	0	3,155	763	10,619
2017	5,783	40	1	2,645	647	9,116
2018	634	3	0	368	99	1,104
2019	277	0	0	22	4	303
Totals	95,145	1,691	2,299	893,201	979,663	1,971,999
% of Grand Total	4.8%	0.09%	0.1%	45.3%	49.7%	

Table D-1

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

**New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type - Year 2018**



Total Number of Initial Emission Inspections - 1,971,999

Figure D-1

**New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2018**

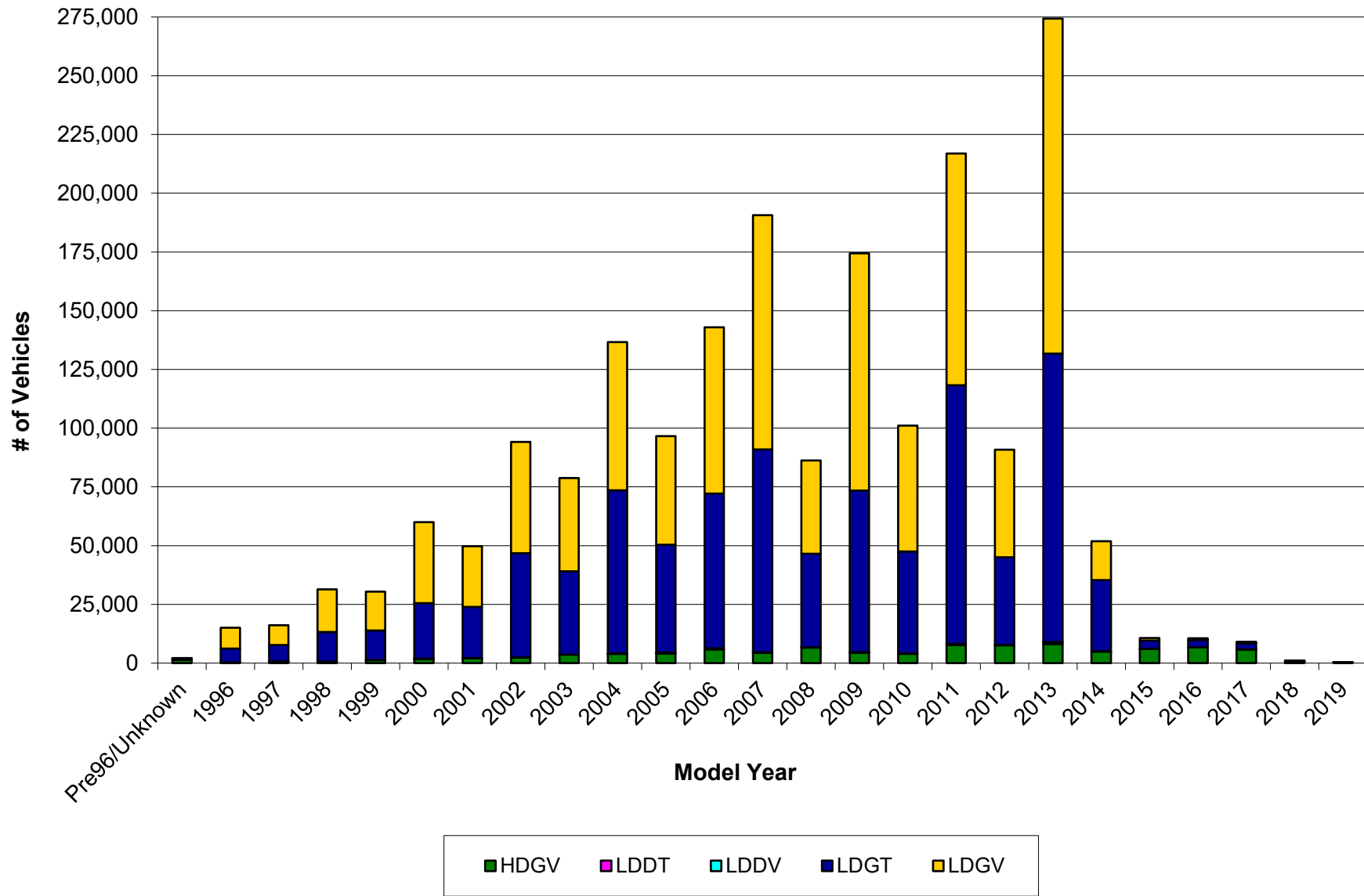


Figure D-2

**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 2018

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	No Primary Test Insps ¹	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
Pre 96/Unknown	HDGV	1,380	5	1,375	0.4%	0	0	0	-	1,380	5	1,375	0.4%
Pre 96/Unknown	LDDT	4	0	4	0.0%	0	0	0	-	4	0	4	0.0%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	596	1	595	0.2%	0	0	0	-	596	1	595	0.2%
Pre 96/Unknown	LDGV	30	0	30	0.0%	0	0	0	-	30	0	30	0.0%
1996	HDGV	338	0	338	0.0%	0	0	0	-	338	0	338	0.0%
1996	LDDT	2	0	2	0.0%	0	0	0	-	2	0	2	0.0%
1996	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGT	5,874	877	4,997	14.9%	5,874	862	5,012	14.7%	0	0	0	-
1996	LDGV	8,890	1,209	7,681	13.6%	8,890	1,186	7,704	13.3%	0	0	0	-
1997	HDGV	696	1	695	0.1%	0	0	0	-	696	1	695	0.1%
1997	LDDT	5	2	3	40.0%	5	2	3	40.0%	0	0	0	-
1997	LDDV	22	4	18	18.2%	22	4	18	18.2%	0	0	0	-
1997	LDGT	6,969	1,305	5,664	18.7%	6,969	1,288	5,681	18.5%	0	0	0	-
1997	LDGV	8,460	1,614	6,846	19.1%	8,460	1,592	6,868	18.8%	0	0	0	-
1998	HDGV	543	1	542	0.2%	0	0	0	-	543	1	542	0.2%
1998	LDDT	2	0	2	0.0%	2	0	2	0.0%	0	0	0	-
1998	LDDV	65	8	57	12.3%	65	8	57	12.3%	0	0	0	-
1998	LDGT	12,647	1,991	10,656	15.7%	12,647	1,970	10,677	15.6%	0	0	0	-
1998	LDGV	18,154	2,785	15,369	15.3%	18,154	2,743	15,411	15.1%	0	0	0	-
1999	HDGV	1,234	2	1,232	0.2%	0	0	0	-	1,234	2	1,232	0.2%
1999	LDDT	5	1	4	20.0%	5	1	4	20.0%	0	0	0	-
1999	LDDV	66	7	59	10.6%	66	5	61	7.6%	0	0	0	-
1999	LDGT	12,594	2,214	10,380	17.6%	12,594	2,187	10,407	17.4%	0	0	0	-
1999	LDGV	16,486	3,045	13,441	18.5%	16,486	3,013	13,473	18.3%	0	0	0	-
2000	HDGV	1,799	3	1,796	0.2%	0	0	0	-	1,799	3	1,796	0.2%
2000	LDDT	2	0	2	0.0%	2	0	2	0.0%	0	0	0	-
2000	LDDV	74	7	67	9.5%	74	7	67	9.5%	0	0	0	-
2000	LDGT	23,626	3,704	19,922	15.7%	23,626	3,659	19,967	15.5%	0	0	0	-
2000	LDGV	34,470	5,702	28,768	16.5%	34,470	5,652	28,818	16.4%	0	0	0	-
2001	HDGV	2,079	5	2,074	0.2%	0	0	0	-	2,079	5	2,074	0.2%
2001	LDDT	1	0	1	0.0%	1	0	1	0.0%	0	0	0	-
2001	LDDV	33	4	29	12.1%	33	4	29	12.1%	0	0	0	-
2001	LDGT	21,762	5,260	16,502	24.2%	21,762	5,223	16,539	24.0%	0	0	0	-
2001	LDGV	25,857	6,006	19,851	23.2%	25,857	5,977	19,880	23.1%	0	0	0	-

Table E (Page 1 of 12)

¹ Vehicles that did not receive an OBDII Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2018

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	No Primary Test Insps ¹	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2002	HDGV	2,373	3	2,370	0.1%	0	0	0	-	2,373	3	2,370	0.1%
2002	LDDT	1	0	1	0.0%	1	0	1	0.0%	0	0	0	-
2002	LDDV	120	7	113	5.8%	120	7	113	5.8%	0	0	0	-
2002	LDGT	44,252	7,826	36,426	17.7%	44,252	7,756	36,496	17.5%	0	0	0	-
2002	LDGV	47,425	8,504	38,921	17.9%	47,425	8,442	38,983	17.8%	0	0	0	-
2003	HDGV	3,595	12	3,583	0.3%	0	0	0	-	3,595	12	3,583	0.3%
2003	LDDT	4	1	3	25.0%	4	1	3	25.0%	0	0	0	-
2003	LDDV	80	7	73	8.8%	80	7	73	8.8%	0	0	0	-
2003	LDGT	35,428	6,399	29,029	18.1%	35,428	6,345	29,083	17.9%	0	0	0	-
2003	LDGV	39,626	6,953	32,673	17.5%	39,626	6,904	32,722	17.4%	0	0	0	-
2004	HDGV	3,944	8	3,936	0.2%	0	0	0	-	3,944	8	3,936	0.2%
2004	LDDT	5	1	4	20.0%	5	1	4	20.0%	0	0	0	-
2004	LDDV	165	22	143	13.3%	165	22	143	13.3%	0	0	0	-
2004	LDGT	69,444	9,665	59,779	13.9%	69,444	9,583	59,861	13.8%	0	0	0	-
2004	LDGV	63,057	8,422	54,635	13.4%	63,057	8,340	54,717	13.2%	0	0	0	-
2005	HDGV	4,184	10	4,174	0.2%	0	0	0	-	4,184	10	4,174	0.2%
2005	LDDT	14	2	12	14.3%	14	2	12	14.3%	0	0	0	-
2005	LDDV	236	25	211	10.6%	236	24	212	10.2%	0	0	0	-
2005	LDGT	45,940	6,903	39,037	15.0%	45,940	6,852	39,088	14.9%	0	0	0	-
2005	LDGV	46,211	6,558	39,653	14.2%	46,211	6,514	39,697	14.1%	0	0	0	-
2006	HDGV	5,883	19	5,864	0.3%	0	0	0	-	5,883	19	5,864	0.3%
2006	LDDT	39	3	36	7.7%	39	3	36	7.7%	0	0	0	-
2006	LDDV	378	14	364	3.7%	378	13	365	3.4%	0	0	0	-
2006	LDGT	65,833	7,557	58,276	11.5%	65,833	7,505	58,328	11.4%	0	0	0	-
2006	LDGV	70,832	7,965	62,867	11.2%	70,832	7,895	62,937	11.1%	0	0	0	-
2007	HDGV	4,485	6	4,479	0.1%	0	0	0	-	4,485	6	4,479	0.1%
2007	LDDT	114	7	107	6.1%	114	7	107	6.1%	0	0	0	-
2007	LDDV	37	3	34	8.1%	37	3	34	8.1%	0	0	0	-
2007	LDGT	86,349	7,438	78,911	8.6%	86,349	7,405	78,944	8.6%	0	0	0	-
2007	LDGV	99,643	7,718	91,925	7.7%	99,643	7,645	91,998	7.7%	0	0	0	-
2008	HDGV	6,607	710	5,897	10.7%	6,289	707	5,582	11.2%	318	1	317	0.3%
2008	LDDT	63	3	60	4.8%	63	3	60	4.8%	0	0	0	-
2008	LDDV	26	3	23	11.5%	26	3	23	11.5%	0	0	0	-
2008	LDGT	39,797	3,653	36,144	9.2%	39,797	3,623	36,174	9.1%	0	0	0	-
2008	LDGV	39,806	3,748	36,058	9.4%	39,806	3,698	36,108	9.3%	0	0	0	-

Table E (Page 2 of 12)

¹ Vehicles that did not receive an OBDII Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2018

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	No Primary Test Insps ¹	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2009	HDGV	4,439	527	3,912	11.9%	4,272	522	3,750	12.2%	167	0	167	0.0%
2009	LDDT	125	29	96	23.2%	125	29	96	23.2%	0	0	0	-
2009	LDDV	124	23	101	18.5%	124	23	101	18.5%	0	0	0	-
2009	LDGT	68,712	4,127	64,585	6.0%	68,712	4,108	64,604	6.0%	0	0	0	-
2009	LDGV	100,983	5,126	95,857	5.1%	100,969	5,097	95,872	5.0%	14	1	13	7.1%
2010	HDGV	3,983	469	3,514	11.8%	3,773	468	3,305	12.4%	210	1	209	0.5%
2010	LDDT	100	34	66	34.0%	100	34	66	34.0%	0	0	0	-
2010	LDDV	73	20	53	27.4%	73	20	53	27.4%	0	0	0	-
2010	LDGT	43,309	2,390	40,919	5.5%	43,309	2,376	40,933	5.5%	0	0	0	-
2010	LDGV	53,593	2,720	50,873	5.1%	53,593	2,696	50,897	5.0%	0	0	0	-
2011	HDGV	7,648	686	6,962	9.0%	6,902	682	6,220	9.9%	746	4	742	0.5%
2011	LDDT	282	75	207	26.6%	282	75	207	26.6%	0	0	0	-
2011	LDDV	240	55	185	22.9%	240	55	185	22.9%	0	0	0	-
2011	LDGT	110,140	4,314	105,826	3.9%	110,140	4,303	105,837	3.9%	0	0	0	-
2011	LDGV	98,577	4,194	94,383	4.3%	98,577	4,151	94,426	4.2%	0	0	0	-
2012	HDGV	7,543	562	6,981	7.5%	6,735	559	6,176	8.3%	808	0	808	0.0%
2012	LDDT	187	44	143	23.5%	187	44	143	23.5%	0	0	0	-
2012	LDDV	102	18	84	17.6%	102	18	84	17.6%	0	0	0	-
2012	LDGT	37,217	1,794	35,423	4.8%	37,217	1,788	35,429	4.8%	0	0	0	-
2012	LDGV	45,791	1,982	43,809	4.3%	45,791	1,969	43,822	4.3%	0	0	0	-
2013	HDGV	8,100	401	7,699	5.0%	7,190	399	6,791	5.5%	910	1	909	0.1%
2013	LDDT	512	77	435	15.0%	512	77	435	15.0%	0	0	0	-
2013	LDDV	325	28	297	8.6%	325	28	297	8.6%	0	0	0	-
2013	LDGT	122,783	3,159	119,624	2.6%	122,783	3,148	119,635	2.6%	0	0	0	-
2013	LDGV	142,573	4,497	138,076	3.2%	142,573	4,452	138,121	3.1%	0	0	0	-
2014	HDGV	4,870	257	4,613	5.3%	4,159	245	3,914	5.9%	711	12	699	1.7%
2014	LDDT	161	15	146	9.3%	161	15	146	9.3%	0	0	0	-
2014	LDDV	131	16	115	12.2%	131	16	115	12.2%	0	0	0	-
2014	LDGT	30,131	1,426	28,705	4.7%	30,131	1,423	28,708	4.7%	0	0	0	-
2014	LDGV	16,618	523	16,095	3.1%	16,618	518	16,100	3.1%	0	0	0	-
2015	HDGV	6,038	277	5,761	4.6%	5,477	274	5,203	5.0%	561	3	558	0.5%
2015	LDDT	9	1	8	11.1%	9	1	8	11.1%	0	0	0	-
2015	LDDV	1	0	1	0.0%	1	0	1	0.0%	0	0	0	-
2015	LDGT	3,608	157	3,451	4.4%	3,608	156	3,452	4.3%	0	0	0	-
2015	LDGV	1,068	55	1,013	5.1%	1,068	55	1,013	5.1%	0	0	0	-

Table E (Page 3 of 12)

¹ Vehicles that did not receive an OBDII Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2018

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	No Primary Test Insps ¹	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2016	HDGV	6,690	177	6,513	2.6%	5,743	172	5,571	3.0%	947	4	943	0.4%
2016	LDDT	11	0	11	0.0%	11	0	11	0.0%	0	0	0	-
2016	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2016	LDGT	3,155	110	3,045	3.5%	3,155	109	3,046	3.5%	0	0	0	-
2016	LDGV	763	44	719	5.8%	763	44	719	5.8%	0	0	0	-
2017	HDGV	5,783	139	5,644	2.4%	5,115	132	4,983	2.6%	668	7	661	1.0%
2017	LDDT	40	1	39	2.5%	40	1	39	2.5%	0	0	0	-
2017	LDDV	1	0	1	0.0%	1	0	1	0.0%	0	0	0	-
2017	LDGT	2,645	58	2,587	2.2%	2,645	58	2,587	2.2%	0	0	0	-
2017	LDGV	647	16	631	2.5%	647	16	631	2.5%	0	0	0	-
2018	HDGV	634	16	618	2.5%	357	13	344	3.6%	277	3	274	1.1%
2018	LDDT	3	0	3	0.0%	3	0	3	0.0%	0	0	0	-
2018	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2018	LDGT	368	6	362	1.6%	368	6	362	1.6%	0	0	0	-
2018	LDGV	99	3	96	3.0%	99	3	96	3.0%	0	0	0	-
2019	HDGV	277	3	274	1.1%	6	0	6	0.0%	271	3	268	1.1%
2019	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2019	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2019	LDGT	22	2	20	9.1%	22	2	20	9.1%	0	0	0	-
2019	LDGV	4	1	3	25.0%	4	1	3	25.0%	0	0	0	-
Totals		1,971,999	176,592	1,795,407	9.0%	1,932,226	175,074	1,757,152	9.1%	39,773	116	39,657	0.3%

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¹ Vehicles that did not receive an OBDII Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	MIL Check Insps	MIL Check Fail	MIL Check Pass	MIL Check 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 96/Unknown	HDGV	0	0	0	-	1,360	3	1,357	0.22%	1,380	1	1,379	0.07%
Pre 96/Unknown	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.00%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	0	0	0	-	576	0	576	0.00%	596	1	595	0.17%
Pre 96/Unknown	LDGV	0	0	0	-	17	0	17	0.00%	30	0	30	0.00%
1996	HDGV	0	0	0	-	338	0	338	0.00%	338	0	338	0.00%
1996	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
1996	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGT	0	0	0	-	5,874	12	5,862	0.20%	5,874	6	5,868	0.10%
1996	LDGV	0	0	0	-	8,890	27	8,863	0.30%	8,890	12	8,878	0.13%
1997	HDGV	0	0	0	-	696	1	695	0.14%	696	0	696	0.00%
1997	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.00%
1997	LDDV	0	0	0	-	0	0	0	-	22	0	22	0.00%
1997	LDGT	0	0	0	-	6,969	11	6,958	0.16%	6,969	17	6,952	0.24%
1997	LDGV	0	0	0	-	8,460	26	8,434	0.31%	8,460	11	8,449	0.13%
1998	HDGV	0	0	0	-	543	0	543	0.00%	543	1	542	0.18%
1998	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
1998	LDDV	0	0	0	-	0	0	0	-	65	0	65	0.00%
1998	LDGT	0	0	0	-	12,647	19	12,628	0.15%	12,647	17	12,630	0.13%
1998	LDGV	0	0	0	-	18,154	50	18,104	0.28%	18,154	18	18,136	0.10%
1999	HDGV	0	0	0	-	1,234	2	1,232	0.16%	1,234	0	1,234	0.00%
1999	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.00%
1999	LDDV	0	0	0	-	0	0	0	-	66	2	64	3.03%
1999	LDGT	0	0	0	-	12,594	15	12,579	0.12%	12,594	27	12,567	0.21%
1999	LDGV	0	0	0	-	16,486	35	16,451	0.21%	16,486	19	16,467	0.12%
2000	HDGV	0	0	0	-	1,799	1	1,798	0.06%	1,799	1	1,798	0.06%
2000	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
2000	LDDV	0	0	0	-	0	0	0	-	74	0	74	0.00%
2000	LDGT	0	0	0	-	23,626	24	23,602	0.10%	23,626	38	23,588	0.16%
2000	LDGV	0	0	0	-	34,470	56	34,414	0.16%	34,470	40	34,430	0.12%
2001	HDGV	0	0	0	-	2,079	3	2,076	0.14%	2,079	2	2,077	0.10%
2001	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
2001	LDDV	0	0	0	-	0	0	0	-	33	0	33	0.00%
2001	LDGT	0	0	0	-	21,762	21	21,741	0.10%	21,762	39	21,723	0.18%
2001	LDGV	0	0	0	-	25,857	36	25,821	0.14%	25,857	22	25,835	0.09%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	MIL Check Insps	MIL Check Fail	MIL Check Pass	MIL Check Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
2002	HDGV	0	0	0	-	2,373	1	2,372	0.04%	2,373	0	2,373	0.00%
2002	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
2002	LDDV	0	0	0	-	0	0	0	-	120	0	120	0.00%
2002	LDGT	0	0	0	-	44,252	21	44,231	0.05%	44,252	83	44,169	0.19%
2002	LDGV	0	0	0	-	47,425	65	47,360	0.14%	47,425	55	47,370	0.12%
2003	HDGV	0	0	0	-	3,595	2	3,593	0.06%	3,595	1	3,594	0.03%
2003	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.00%
2003	LDDV	0	0	0	-	0	0	0	-	80	0	80	0.00%
2003	LDGT	0	0	0	-	35,428	16	35,412	0.05%	35,428	60	35,368	0.17%
2003	LDGV	0	0	0	-	39,626	48	39,578	0.12%	39,626	40	39,586	0.10%
2004	HDGV	0	0	0	-	3,944	1	3,943	0.03%	3,944	1	3,943	0.03%
2004	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.00%
2004	LDDV	0	0	0	-	0	0	0	-	165	0	165	0.00%
2004	LDGT	0	0	0	-	69,444	30	69,414	0.04%	69,444	96	69,348	0.14%
2004	LDGV	0	0	0	-	63,057	83	62,974	0.13%	63,057	40	63,017	0.06%
2005	HDGV	0	0	0	-	4,184	0	4,184	0.00%	4,184	2	4,182	0.05%
2005	LDDT	0	0	0	-	0	0	0	-	14	0	14	0.00%
2005	LDDV	0	0	0	-	0	0	0	-	236	1	235	0.42%
2005	LDGT	0	0	0	-	45,940	17	45,923	0.04%	45,940	55	45,885	0.12%
2005	LDGV	0	0	0	-	46,211	53	46,158	0.11%	46,211	21	46,190	0.05%
2006	HDGV	0	0	0	-	5,883	2	5,881	0.03%	5,883	5	5,878	0.08%
2006	LDDT	0	0	0	-	0	0	0	-	39	0	39	0.00%
2006	LDDV	0	0	0	-	0	0	0	-	378	1	377	0.26%
2006	LDGT	0	0	0	-	65,833	11	65,822	0.02%	65,833	55	65,778	0.08%
2006	LDGV	0	0	0	-	70,832	47	70,785	0.07%	70,832	38	70,794	0.05%
2007	HDGV	0	0	0	-	4,485	0	4,485	0.00%	4,485	2	4,483	0.04%
2007	LDDT	0	0	0	-	0	0	0	-	114	0	114	0.00%
2007	LDDV	0	0	0	-	0	0	0	-	37	0	37	0.00%
2007	LDGT	0	0	0	-	86,349	12	86,337	0.01%	86,349	24	86,325	0.03%
2007	LDGV	0	0	0	-	99,643	45	99,598	0.05%	99,643	36	99,607	0.04%
2008	HDGV	0	0	0	-	6,607	0	6,607	0.00%	6,607	1	6,606	0.02%
2008	LDDT	0	0	0	-	0	0	0	-	63	0	63	0.00%
2008	LDDV	0	0	0	-	0	0	0	-	26	1	25	3.85%
2008	LDGT	0	0	0	-	39,797	2	39,795	0.01%	39,797	24	39,773	0.06%
2008	LDGV	0	0	0	-	39,806	38	39,768	0.10%	39,806	26	39,780	0.07%

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New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	MIL Check Insp	MIL Check Fail	MIL Check Pass	MIL Check Fail Rate	Cat Conv Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate
2009	HDGV	0	0	0	-	4,439	2	4,437	0.05%	4,439	0	4,439	0.00%
2009	LDDT	0	0	0	-	0	0	0	-	125	0	125	0.00%
2009	LDDV	0	0	0	-	0	0	0	-	124	0	124	0.00%
2009	LDGT	0	0	0	-	68,712	2	68,710	0.00%	68,712	16	68,696	0.02%
2009	LDGV	14	1	13	7.14%	100,983	19	100,964	0.02%	100,983	16	100,967	0.02%
2010	HDGV	0	0	0	-	3,983	0	3,983	0.00%	3,983	0	3,983	0.00%
2010	LDDT	0	0	0	-	0	0	0	-	100	0	100	0.00%
2010	LDDV	0	0	0	-	0	0	0	-	73	0	73	0.00%
2010	LDGT	0	0	0	-	43,309	1	43,308	0.00%	43,309	10	43,299	0.02%
2010	LDGV	0	0	0	-	53,593	15	53,578	0.03%	53,593	11	53,582	0.02%
2011	HDGV	0	0	0	-	7,648	0	7,648	0.00%	7,648	0	7,648	0.00%
2011	LDDT	0	0	0	-	0	0	0	-	282	0	282	0.00%
2011	LDDV	0	0	0	-	0	0	0	-	240	0	240	0.00%
2011	LDGT	0	0	0	-	110,140	5	110,135	0.00%	110,140	8	110,132	0.01%
2011	LDGV	0	0	0	-	98,577	39	98,538	0.04%	98,577	19	98,558	0.02%
2012	HDGV	0	0	0	-	7,543	0	7,543	0.00%	7,543	2	7,541	0.03%
2012	LDDT	0	0	0	-	0	0	0	-	187	0	187	0.00%
2012	LDDV	0	0	0	-	0	0	0	-	102	0	102	0.00%
2012	LDGT	0	0	0	-	37,217	4	37,213	0.01%	37,217	2	37,215	0.01%
2012	LDGV	0	0	0	-	45,791	12	45,779	0.03%	45,791	3	45,788	0.01%
2013	HDGV	0	0	0	-	8,100	1	8,099	0.01%	8,100	1	8,099	0.01%
2013	LDDT	0	0	0	-	0	0	0	-	512	0	512	0.00%
2013	LDDV	0	0	0	-	0	0	0	-	325	0	325	0.00%
2013	LDGT	0	0	0	-	122,783	3	122,780	0.00%	122,783	8	122,775	0.01%
2013	LDGV	0	0	0	-	142,573	55	142,518	0.04%	142,573	5	142,568	0.00%
2014	HDGV	711	12	699	1.69%	4,870	0	4,870	0.00%	4,870	0	4,870	0.00%
2014	LDDT	0	0	0	-	0	0	0	-	161	0	161	0.00%
2014	LDDV	0	0	0	-	0	0	0	-	131	0	131	0.00%
2014	LDGT	0	0	0	-	30,131	0	30,131	0.00%	30,131	2	30,129	0.01%
2014	LDGV	0	0	0	-	16,618	7	16,611	0.04%	16,618	0	16,618	0.00%
2015	HDGV	561	3	558	0.53%	6,038	0	6,038	0.00%	6,038	0	6,038	0.00%
2015	LDDT	0	0	0	-	0	0	0	-	9	0	9	0.00%
2015	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.00%
2015	LDGT	0	0	0	-	3,608	0	3,608	0.00%	3,608	0	3,608	0.00%
2015	LDGV	0	0	0	-	1,068	0	1,068	0.00%	1,068	0	1,068	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	MIL Check Insps	MIL Check Fail	MIL Check Pass	MIL Check Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
2016	HDGV	947	4	943	0.42%	6,690	0	6,690	0.00%	6,690	0	6,690	0.00%
2016	LDDT	0	0	0	-	0	0	0	-	11	0	11	0.00%
2016	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2016	LDGT	0	0	0	-	3,155	0	3,155	0.00%	3,155	0	3,155	0.00%
2016	LDGV	0	0	0	-	763	0	763	0.00%	763	0	763	0.00%
2017	HDGV	668	7	661	1.05%	5,783	0	5,783	0.00%	5,783	0	5,783	0.00%
2017	LDDT	0	0	0	-	0	0	0	-	40	0	40	0.00%
2017	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.00%
2017	LDGT	0	0	0	-	2,645	0	2,645	0.00%	2,645	0	2,645	0.00%
2017	LDGV	0	0	0	-	647	0	647	0.00%	647	0	647	0.00%
2018	HDGV	277	3	274	1.08%	634	0	634	0.00%	634	0	634	0.00%
2018	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
2018	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2018	LDGT	0	0	0	-	368	0	368	0.00%	368	0	368	0.00%
2018	LDGV	0	0	0	-	99	0	99	0.00%	99	0	99	0.00%
2019	HDGV	271	3	268	1.11%	277	0	277	0.00%	277	0	277	0.00%
2019	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2019	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2019	LDGT	0	0	0	-	22	0	22	0.00%	22	0	22	0.00%
2019	LDGV	0	0	0	-	4	0	4	0.00%	4	0	4	0.00%
Totals		3,449	33	3,416	0.96%	1,967,956	1,001	1,966,955	0.05%	1,971,999	1,045	1,970,954	0.05%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2018

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 96/Unknown	HDGV	1,380	0	1,380	0.00%	1,380	1	1,379	0.07%
Pre 96/Unknown	LDDT	4	0	4	0.00%	4	0	4	0.00%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	596	0	596	0.00%	596	0	596	0.00%
Pre 96/Unknown	LDGV	30	0	30	0.00%	30	0	30	0.00%
1996	HDGV	338	0	338	0.00%	338	0	338	0.00%
1996	LDDT	2	0	2	0.00%	2	0	2	0.00%
1996	LDDV	0	0	0	-	0	0	0	-
1996	LDGT	5,874	1	5,873	0.02%	5,874	6	5,868	0.10%
1996	LDGV	8,890	0	8,890	0.00%	8,890	4	8,886	0.04%
1997	HDGV	696	0	696	0.00%	696	0	696	0.00%
1997	LDDT	5	0	5	0.00%	5	0	5	0.00%
1997	LDDV	22	0	22	0.00%	22	0	22	0.00%
1997	LDGT	6,969	0	6,969	0.00%	6,969	4	6,965	0.06%
1997	LDGV	8,460	2	8,458	0.02%	8,460	3	8,457	0.04%
1998	HDGV	543	0	543	0.00%	543	0	543	0.00%
1998	LDDT	2	0	2	0.00%	2	0	2	0.00%
1998	LDDV	65	0	65	0.00%	65	0	65	0.00%
1998	LDGT	12,647	4	12,643	0.03%	12,647	3	12,644	0.02%
1998	LDGV	18,154	0	18,154	0.00%	18,154	8	18,146	0.04%
1999	HDGV	1,234	0	1,234	0.00%	1,234	0	1,234	0.00%
1999	LDDT	5	0	5	0.00%	5	0	5	0.00%
1999	LDDV	66	0	66	0.00%	66	1	65	1.52%
1999	LDGT	12,594	3	12,591	0.02%	12,594	6	12,588	0.05%
1999	LDGV	16,486	0	16,486	0.00%	16,486	11	16,475	0.07%
2000	HDGV	1,799	0	1,799	0.00%	1,799	1	1,798	0.06%
2000	LDDT	2	0	2	0.00%	2	0	2	0.00%
2000	LDDV	74	0	74	0.00%	74	0	74	0.00%
2000	LDGT	23,626	3	23,623	0.01%	23,626	11	23,615	0.05%
2000	LDGV	34,470	1	34,469	0.00%	34,470	10	34,460	0.03%
2001	HDGV	2,079	0	2,079	0.00%	2,079	0	2,079	0.00%
2001	LDDT	1	0	1	0.00%	1	0	1	0.00%
2001	LDDV	33	0	33	0.00%	33	0	33	0.00%
2001	LDGT	21,762	2	21,760	0.01%	21,762	9	21,753	0.04%
2001	LDGV	25,857	2	25,855	0.01%	25,857	10	25,847	0.04%

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² Miscellaneous Emissions rejections, i.e. visible gas cap, 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 2018

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps ²	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2002	HDGV	2,373	1	2,372	0.04%	2,373	1	2,372	0.04%
2002	LDDT	1	0	1	0.00%	1	0	1	0.00%
2002	LDDV	120	0	120	0.00%	120	0	120	0.00%
2002	LDGT	44,252	2	44,250	0.00%	44,252	18	44,234	0.04%
2002	LDGV	47,425	2	47,423	0.00%	47,425	15	47,410	0.03%
2003	HDGV	3,595	7	3,588	0.19%	3,595	4	3,591	0.11%
2003	LDDT	4	0	4	0.00%	4	0	4	0.00%
2003	LDDV	80	0	80	0.00%	80	0	80	0.00%
2003	LDGT	35,428	2	35,426	0.01%	35,428	14	35,414	0.04%
2003	LDGV	39,626	3	39,623	0.01%	39,626	14	39,612	0.04%
2004	HDGV	3,944	0	3,944	0.00%	3,944	6	3,938	0.15%
2004	LDDT	5	0	5	0.00%	5	0	5	0.00%
2004	LDDV	165	0	165	0.00%	165	0	165	0.00%
2004	LDGT	69,444	6	69,438	0.01%	69,444	19	69,425	0.03%
2004	LDGV	63,057	3	63,054	0.00%	63,057	19	63,038	0.03%
2005	HDGV	4,184	4	4,180	0.10%	4,184	4	4,180	0.10%
2005	LDDT	14	0	14	0.00%	14	0	14	0.00%
2005	LDDV	236	0	236	0.00%	236	0	236	0.00%
2005	LDGT	45,940	3	45,937	0.01%	45,940	15	45,925	0.03%
2005	LDGV	46,211	1	46,210	0.00%	46,211	15	46,196	0.03%
2006	HDGV	5,883	2	5,881	0.03%	5,883	10	5,873	0.17%
2006	LDDT	39	0	39	0.00%	39	0	39	0.00%
2006	LDDV	378	0	378	0.00%	378	0	378	0.00%
2006	LDGT	65,833	5	65,828	0.01%	65,833	11	65,822	0.02%
2006	LDGV	70,832	2	70,830	0.00%	70,832	12	70,820	0.02%
2007	HDGV	4,485	2	4,483	0.04%	4,485	3	4,482	0.07%
2007	LDDT	114	0	114	0.00%	114	0	114	0.00%
2007	LDDV	37	0	37	0.00%	37	0	37	0.00%
2007	LDGT	86,349	6	86,343	0.01%	86,349	19	86,330	0.02%
2007	LDGV	99,643	2	99,641	0.00%	99,643	22	99,621	0.02%
2008	HDGV	6,607	4	6,603	0.06%	6,607	2	6,605	0.03%
2008	LDDT	63	0	63	0.00%	63	0	63	0.00%
2008	LDDV	26	0	26	0.00%	26	0	26	0.00%
2008	LDGT	39,797	3	39,794	0.01%	39,797	10	39,787	0.03%
2008	LDGV	39,806	1	39,805	0.00%	39,806	6	39,800	0.02%

Table E (Page 10 of 12)

² Miscellaneous Emissions rejections, i.e. visible gas cap, 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 2018

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps ²	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2009	HDGV	4,439	3	4,436	0.07%	4,439	5	4,434	0.11%
2009	LDDT	125	0	125	0.00%	125	0	125	0.00%
2009	LDDV	124	0	124	0.00%	124	0	124	0.00%
2009	LDGT	68,712	1	68,711	0.00%	68,712	4	68,708	0.01%
2009	LDGV	100,983	1	100,982	0.00%	100,983	4	100,979	0.00%
2010	HDGV	3,983	1	3,982	0.03%	3,983	0	3,983	0.00%
2010	LDDT	100	0	100	0.00%	100	0	100	0.00%
2010	LDDV	73	0	73	0.00%	73	0	73	0.00%
2010	LDGT	43,309	2	43,307	0.00%	43,309	4	43,305	0.01%
2010	LDGV	53,593	0	53,593	0.00%	53,593	4	53,589	0.01%
2011	HDGV	7,648	4	7,644	0.05%	7,648	0	7,648	0.00%
2011	LDDT	282	0	282	0.00%	282	0	282	0.00%
2011	LDDV	240	0	240	0.00%	240	0	240	0.00%
2011	LDGT	110,140	2	110,138	0.00%	110,140	3	110,137	0.00%
2011	LDGV	98,577	0	98,577	0.00%	98,577	6	98,571	0.01%
2012	HDGV	7,543	1	7,542	0.01%	7,543	3	7,540	0.04%
2012	LDDT	187	0	187	0.00%	187	0	187	0.00%
2012	LDDV	102	0	102	0.00%	102	0	102	0.00%
2012	LDGT	37,217	0	37,217	0.00%	37,217	1	37,216	0.00%
2012	LDGV	45,791	1	45,790	0.00%	45,791	3	45,788	0.01%
2013	HDGV	8,100	1	8,099	0.01%	8,100	2	8,098	0.02%
2013	LDDT	512	0	512	0.00%	512	0	512	0.00%
2013	LDDV	325	0	325	0.00%	325	0	325	0.00%
2013	LDGT	122,783	0	122,783	0.00%	122,783	4	122,779	0.00%
2013	LDGV	142,573	1	142,572	0.00%	142,573	6	142,567	0.00%
2014	HDGV	4,870	0	4,870	0.00%	4,870	0	4,870	0.00%
2014	LDDT	161	0	161	0.00%	161	0	161	0.00%
2014	LDDV	131	0	131	0.00%	131	0	131	0.00%
2014	LDGT	30,131	0	30,131	0.00%	30,131	1	30,130	0.00%
2014	LDGV	16,618	0	16,618	0.00%	16,618	1	16,617	0.01%
2015	HDGV	6,038	0	6,038	0.00%	6,038	1	6,037	0.02%
2015	LDDT	9	0	9	0.00%	9	0	9	0.00%
2015	LDDV	1	0	1	0.00%	1	0	1	0.00%
2015	LDGT	3,608	0	3,608	0.00%	3,608	2	3,606	0.06%
2015	LDGV	1,068	0	1,068	0.00%	1,068	0	1,068	0.00%

Table E (Page 11 of 12)

² Miscellaneous Emissions rejections, i.e. visible gas cap, 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 2018

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
2016	HDGV	6,690	0	6,690	0.00%	6,690	2	6,688	0.03%
2016	LDDT	11	0	11	0.00%	11	0	11	0.00%
2016	LDDV	0	0	0	-	0	0	0	-
2016	LDGT	3,155	0	3,155	0.00%	3,155	1	3,154	0.03%
2016	LDGV	763	0	763	0.00%	763	0	763	0.00%
2017	HDGV	5,783	0	5,783	0.00%	5,783	0	5,783	0.00%
2017	LDDT	40	0	40	0.00%	40	0	40	0.00%
2017	LDDV	1	0	1	0.00%	1	0	1	0.00%
2017	LDGT	2,645	0	2,645	0.00%	2,645	0	2,645	0.00%
2017	LDGV	647	0	647	0.00%	647	0	647	0.00%
2018	HDGV	634	0	634	0.00%	634	0	634	0.00%
2018	LDDT	3	0	3	0.00%	3	0	3	0.00%
2018	LDDV	0	0	0	-	0	0	0	-
2018	LDGT	368	0	368	0.00%	368	0	368	0.00%
2018	LDGV	99	0	99	0.00%	99	0	99	0.00%
2019	HDGV	277	0	277	0.00%	277	1	276	0.36%
2019	LDDT	0	0	0	-	0	0	0	-
2019	LDDV	0	0	0	-	0	0	0	-
2019	LDGT	22	0	22	0.00%	22	0	22	0.00%
2019	LDGV	4	0	4	0.00%	4	0	4	0.00%
Totals		1,971,999	97	1,971,902	0.005%	1,971,999	385	1,971,614	0.02%

**New Jersey Enhanced Inspection and Maintenance Program
Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2018**

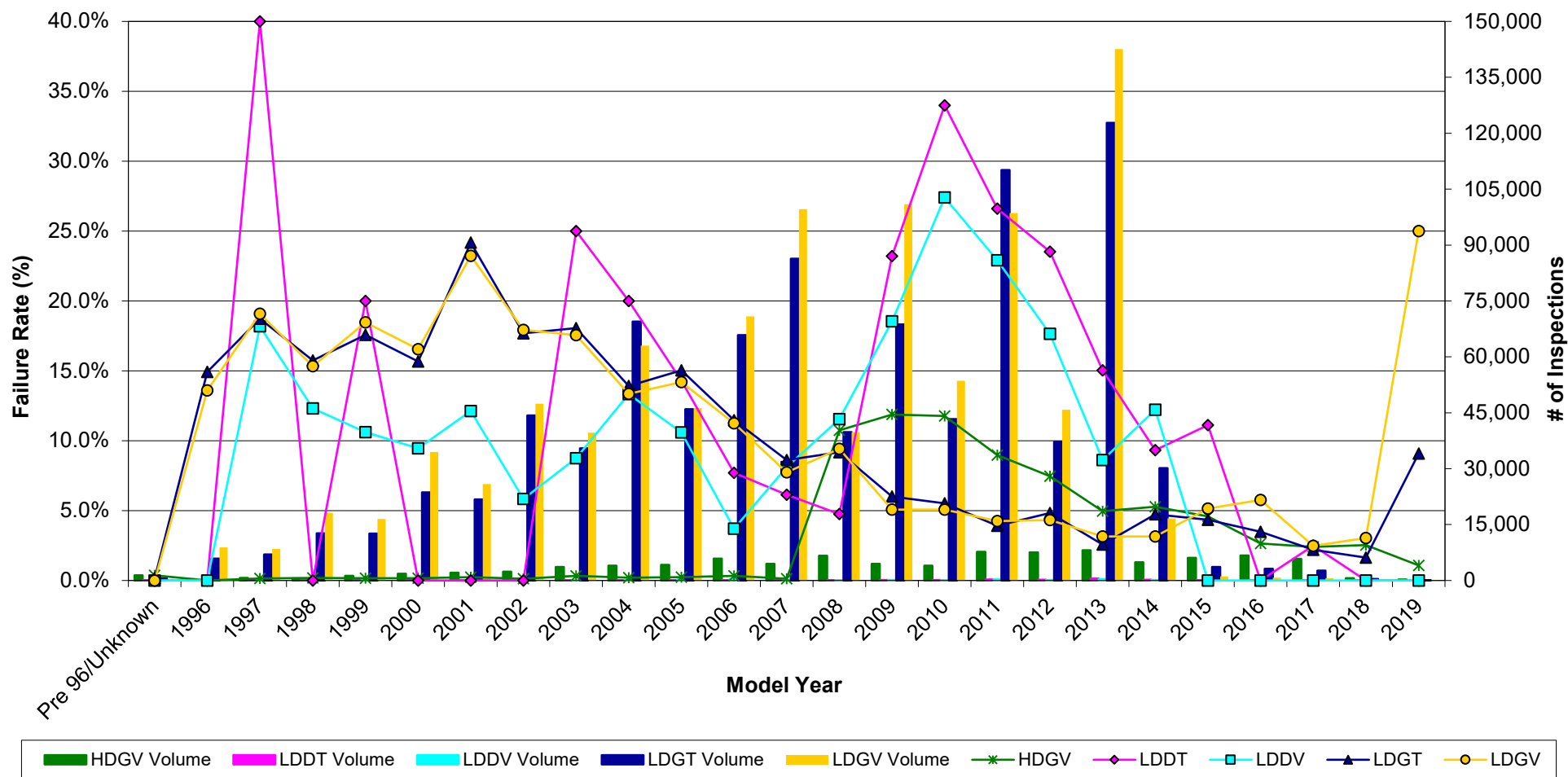


Figure E-1

**New Jersey Enhanced Inspection and Maintenance Program
Initial OBD Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2018**

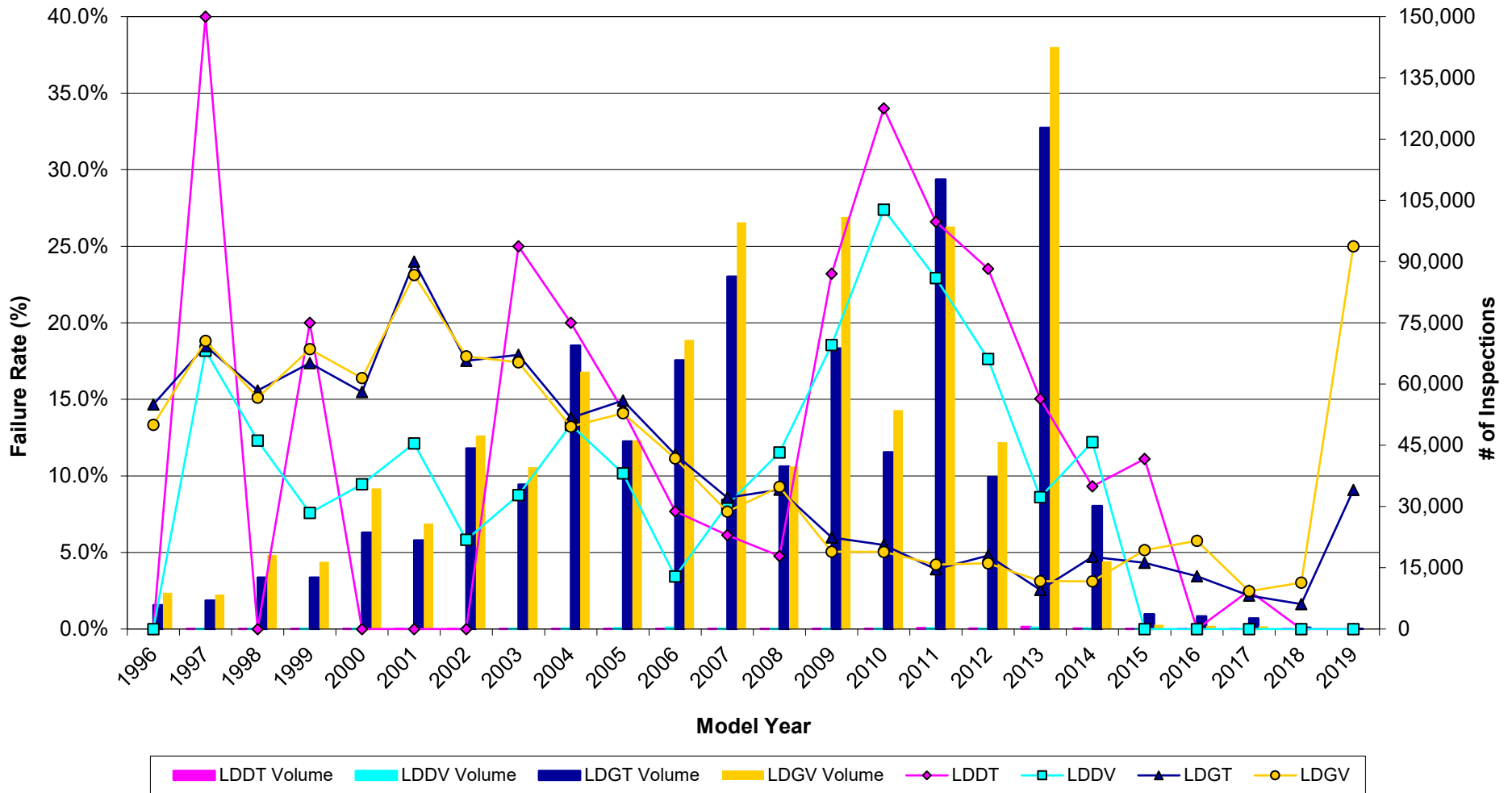
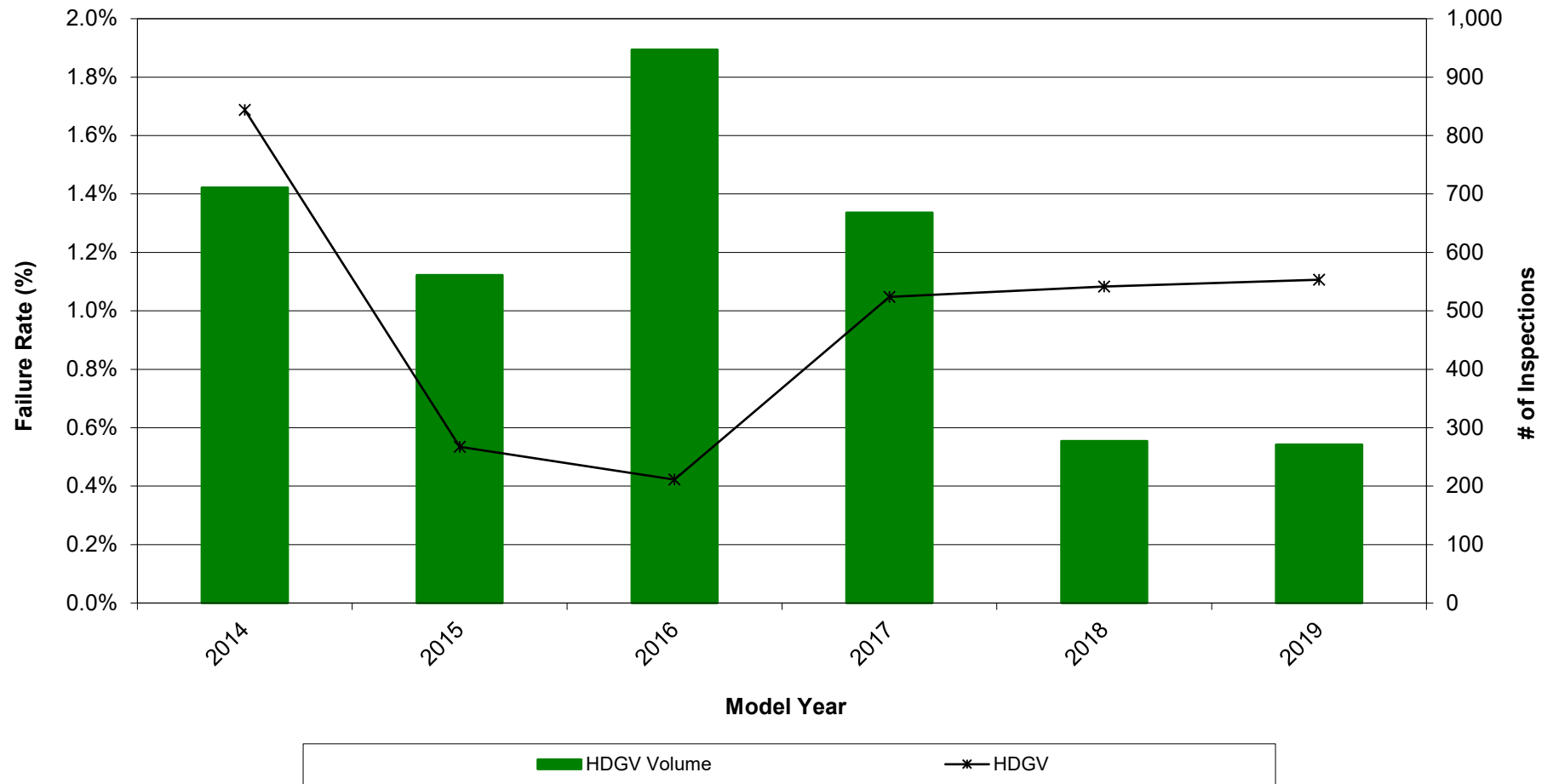


Figure E-2

**New Jersey Enhanced Inspection and Maintenance Program
Initial MIL Check Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2018**



Note: Not included in graph are 14 MY 2009 LDGVs that were exempt from OBD and received the MIL Check (of which 13 passed and 1 failed).

Figure E-3

**New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2018**

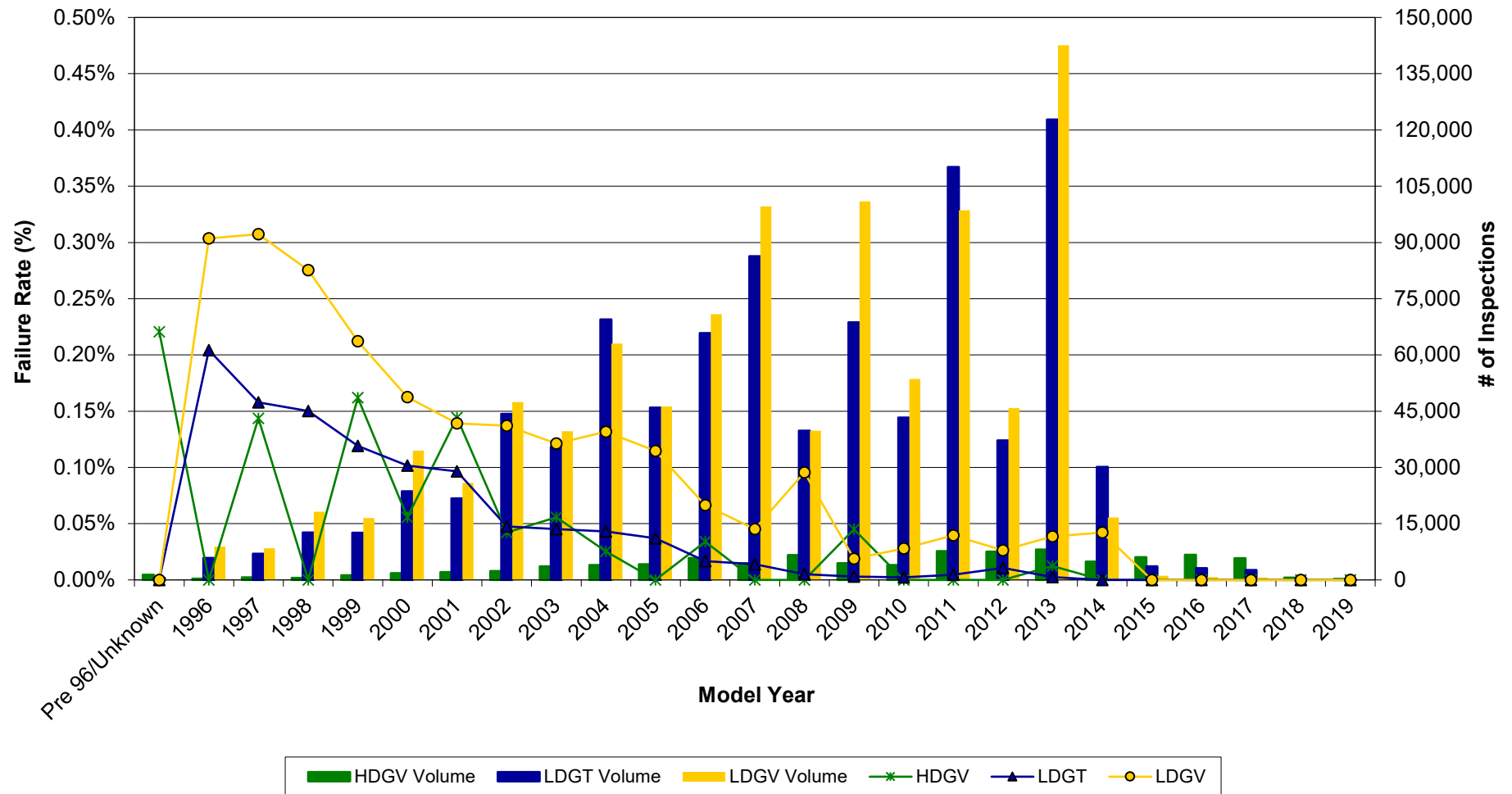


Figure E-4

**New Jersey Enhanced Inspection and Maintenance Program
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2018**

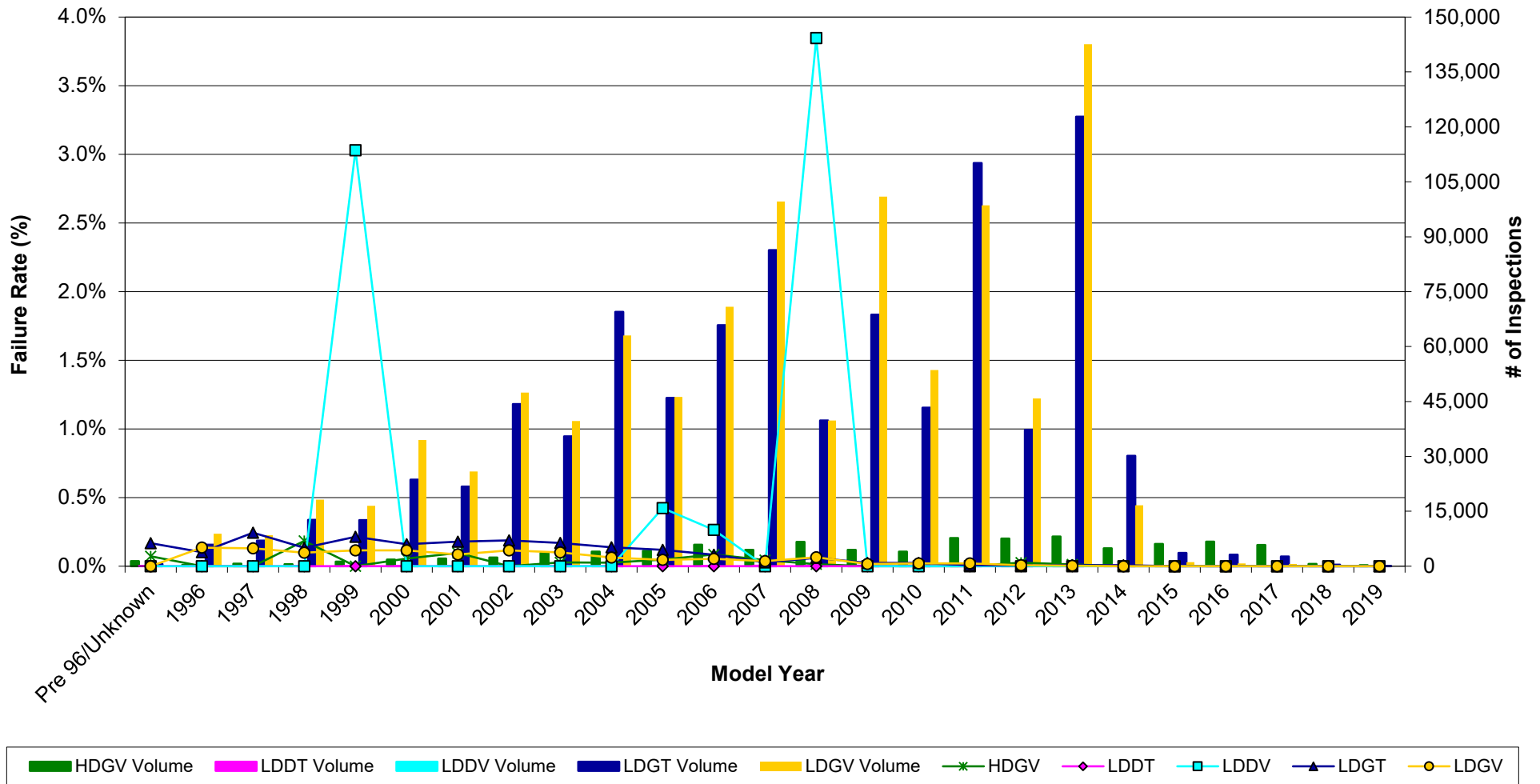


Figure E-5

**New Jersey Enhanced Inspection and Maintenance Program
Initial Liquid Leak Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2018**

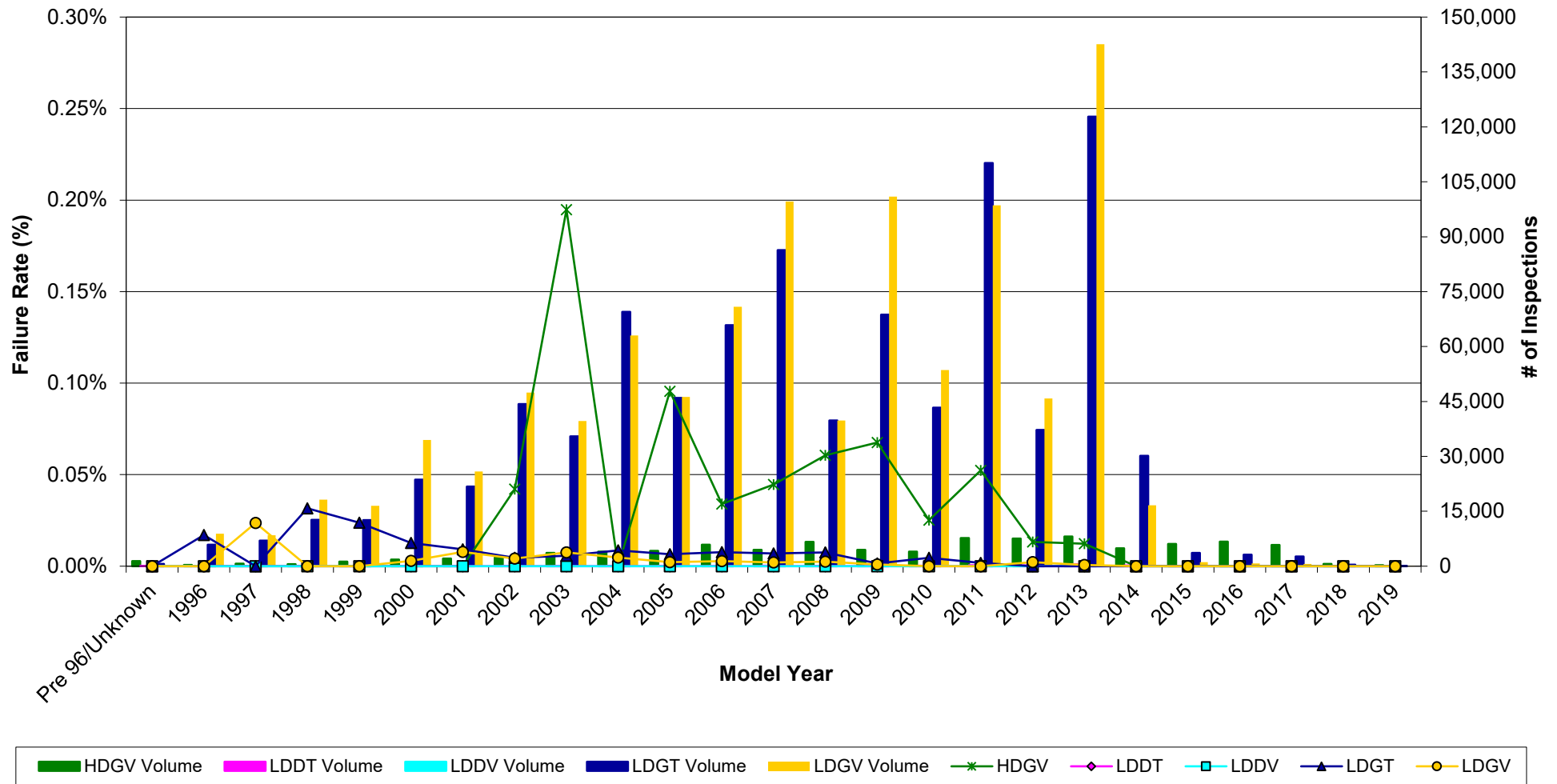


Figure E-6

APPENDIX I
PART F

ON-BOARD DIAGNOSTICS
(OBD)
INSPECTIONS

**New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2018**

Model Year	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	5,874	5,515	93.9%	359	6.1%
1996	LDGV	8,890	8,362	94.1%	528	5.9%
1997	LDDT	5	3	60.0%	2	40.0%
1997	LDDV	22	20	90.9%	2	9.1%
1997	LDGT	6,969	6,405	91.9%	564	8.1%
1997	LDGV	8,460	7,756	91.7%	704	8.3%
1998	LDDT	2	2	100.0%	0	0.0%
1998	LDDV	65	62	95.4%	3	4.6%
1998	LDGT	12,647	11,874	93.9%	773	6.1%
1998	LDGV	18,154	17,069	94.0%	1,085	6.0%
1999	LDDT	5	4	80.0%	1	20.0%
1999	LDDV	66	65	98.5%	1	1.5%
1999	LDGT	12,594	11,742	93.2%	852	6.8%
1999	LDGV	16,486	15,246	92.5%	1,240	7.5%
2000	LDDT	2	2	100.0%	0	0.0%
2000	LDDV	74	72	97.3%	2	2.7%
2000	LDGT	23,626	22,249	94.2%	1,377	5.8%
2000	LDGV	34,470	32,176	93.3%	2,294	6.7%
2001	LDDT	1	1	100.0%	0	0.0%
2001	LDDV	33	32	97.0%	1	3.0%
2001	LDGT	21,762	19,745	90.7%	2,017	9.3%
2001	LDGV	25,857	23,395	90.5%	2,462	9.5%
2002	LDDT	1	1	100.0%	0	0.0%
2002	LDDV	120	118	98.3%	2	1.7%
2002	LDGT	44,252	41,669	94.2%	2,583	5.8%
2002	LDGV	47,425	44,408	93.6%	3,017	6.4%
2003	LDDT	4	3	75.0%	1	25.0%
2003	LDDV	80	76	95.0%	4	5.0%
2003	LDGT	35,428	33,195	93.7%	2,233	6.3%
2003	LDGV	39,626	37,092	93.6%	2,534	6.4%
2004	LDDT	5	5	100.0%	0	0.0%
2004	LDDV	165	161	97.6%	4	2.4%
2004	LDGT	69,444	66,513	95.8%	2,931	4.2%
2004	LDGV	63,057	60,451	95.9%	2,606	4.1%
2005	LDDT	14	14	100.0%	0	0.0%
2005	LDDV	236	228	96.6%	8	3.4%
2005	LDGT	45,940	43,773	95.3%	2,167	4.7%
2005	LDGV	46,211	44,062	95.3%	2,149	4.7%
2006	LDDT	39	38	97.4%	1	2.6%
2006	LDDV	378	376	99.5%	2	0.5%
2006	LDGT	65,833	63,844	97.0%	1,989	3.0%
2006	LDGV	70,832	68,530	96.8%	2,302	3.2%

Table F-1 (page 1 of 3)

* Includes vehicles that are no longer registered.
NOTE: 0.0001% Bypassed OBD Test- 1 Authorized at SIF

**New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2018**

Model Year	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	114	113	99.1%	1	0.9%
2007	LDDV	37	37	100.0%	0	0.0%
2007	LDGT	86,349	84,530	97.9%	1,819	2.1%
2007	LDGV	99,643	97,639	98.0%	2,004	2.0%
2008	HDGV	6,289	6,152	97.8%	137	2.2%
2008	LDDT	63	61	96.8%	2	3.2%
2008	LDDV	26	25	96.2%	1	3.8%
2008	LDGT	39,797	38,885	97.7%	912	2.3%
2008	LDGV	39,806	38,740	97.3%	1,066	2.7%
2009	HDGV	4,272	4,194	98.2%	78	1.8%
2009	LDDT	125	116	92.8%	9	7.2%
2009	LDDV	124	118	95.2%	6	4.8%
2009	LDGT	68,712	67,896	98.8%	816	1.2%
2009	LDGV	100,969	99,917	99.0%	1,052	1.0%
2010	HDGV	3,773	3,686	97.7%	87	2.3%
2010	LDDT	100	88	88.0%	12	12.0%
2010	LDDV	73	66	90.4%	7	9.6%
2010	LDGT	43,309	42,857	99.0%	452	1.0%
2010	LDGV	53,593	53,035	99.0%	558	1.0%
2011	HDGV	6,902	6,806	98.6%	96	1.4%
2011	LDDT	282	267	94.7%	15	5.3%
2011	LDDV	240	222	92.5%	18	7.5%
2011	LDGT	110,140	109,456	99.4%	684	0.6%
2011	LDGV	98,577	97,908	99.3%	669	0.7%
2012	HDGV	6,735	6,662	98.9%	73	1.1%
2012	LDDT	187	171	91.4%	16	8.6%
2012	LDDV	102	96	94.1%	6	5.9%
2012	LDGT	37,217	36,935	99.2%	282	0.8%
2012	LDGV	45,791	45,465	99.3%	326	0.7%
2013	HDGV	7,190	7,142	99.3%	48	0.7%
2013	LDDT	512	500	97.7%	12	2.3%
2013	LDDV	325	321	98.8%	4	1.2%
2013	LDGT	122,783	122,420	99.7%	363	0.3%
2013	LDGV	142,573	141,965	99.6%	608	0.4%
2014	HDGV	4,159	4,134	99.4%	25	0.6%
2014	LDDT	161	160	99.4%	1	0.6%
2014	LDDV	131	130	99.2%	1	0.8%
2014	LDGT	30,131	29,938	99.4%	193	0.6%
2014	LDGV	16,618	16,541	99.5%	77	0.5%
2015	HDGV	5,477	5,455	99.6%	22	0.4%
2015	LDDT	9	9	100.0%	0	0.0%
2015	LDDV	1	1	100.0%	0	0.0%
2015	LDGT	3,608	3,594	99.6%	14	0.4%
2015	LDGV	1,068	1,056	98.9%	12	1.1%

Table F-1 (page 2 of 3)

* Includes vehicles that are no longer registered.
NOTE: 0.0001% Bypassed OBD Test- 1 Authorized at SIF

**New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2018**

Model Year	Veh Type	OBD Initial Insps	Initial and 1st or Subsequent Retest Passes	Overall OBD Pass Rate	Overall OBD Failed (Dropped)*	Overall OBD Fail Rate*
2016	HDGV	5,743	5,725	99.7%	18	0.3%
2016	LDDT	11	11	100.0%	0	0.0%
2016	LDDV	0	0	-	0	-
2016	LDGT	3,155	3,143	99.6%	12	0.4%
2016	LDGV	763	756	99.1%	7	0.9%
2017	HDGV	5,115	5,109	99.9%	6	0.1%
2017	LDDT	40	40	100.0%	0	0.0%
2017	LDDV	1	1	100.0%	0	0.0%
2017	LDGT	2,645	2,645	100.0%	0	0.0%
2017	LDGV	647	647	100.0%	0	0.0%
2018	HDGV	357	352	98.6%	5	1.4%
2018	LDDT	3	3	100.0%	0	0.0%
2018	LDDV	0	0	-	0	-
2018	LDGT	368	366	99.5%	2	0.5%
2018	LDGV	99	98	99.0%	1	1.0%
2019	HDGV	6	6	100.0%	0	0.0%
2019	LDDT	0	0	-	0	-
2019	LDDV	0	0	-	0	-
2019	LDGT	22	22	100.0%	0	0.0%
2019	LDGV	4	4	100.0%	0	0.0%
Totals		1,932,226	1,880,791	97.3%	51,435	2.7%

Table F-1 (page 3 of 3)

* Includes vehicles that are no longer registered.
NOTE: 0.0001% Bypassed OBD Test- 1 Authorized at SIF

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2018

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	5,874	5,738	136	2.3%	5,469	269	4.7%
1996	LDGV	8,890	8,800	90	1.0%	8,336	464	5.3%
1997	LDDT	5	5	0	0.0%	4	1	20.0%
1997	LDDV	22	21	1	4.5%	21	0	0.0%
1997	LDGT	6,969	6,752	217	3.1%	6,344	408	6.0%
1997	LDGV	8,460	8,336	124	1.5%	7,801	535	6.4%
1998	LDDT	2	2	0	0.0%	2	0	0.0%
1998	LDDV	65	65	0	0.0%	62	3	4.6%
1998	LDGT	12,647	12,354	293	2.3%	11,745	609	4.9%
1998	LDGV	18,154	17,965	189	1.0%	16,913	1,052	5.9%
1999	LDDT	5	4	1	20.0%	4	0	0.0%
1999	LDDV	66	66	0	0.0%	66	0	0.0%
1999	LDGT	12,594	12,338	256	2.0%	11,576	762	6.2%
1999	LDGV	16,486	16,280	206	1.2%	15,107	1,173	7.2%
2000	LDDT	2	2	0	0.0%	2	0	0.0%
2000	LDDV	74	74	0	0.0%	73	1	1.4%
2000	LDGT	23,626	23,272	354	1.5%	21,981	1,291	5.5%
2000	LDGV	34,470	34,109	361	1.0%	31,772	2,337	6.9%
2001	LDDT	1	1	0	0.0%	1	0	0.0%
2001	LDDV	33	33	0	0.0%	33	0	0.0%
2001	LDGT	21,762	21,426	336	1.5%	19,929	1,497	7.0%
2001	LDGV	25,857	25,568	289	1.1%	23,655	1,913	7.5%
2002	LDDT	1	1	0	0.0%	1	0	0.0%
2002	LDDV	120	120	0	0.0%	117	3	2.5%
2002	LDGT	44,252	43,910	342	0.8%	41,366	2,544	5.8%
2002	LDGV	47,425	47,130	295	0.6%	44,189	2,941	6.2%
2003	LDDT	4	4	0	0.0%	4	0	0.0%
2003	LDDV	80	80	0	0.0%	80	0	0.0%
2003	LDGT	35,428	35,159	269	0.8%	32,961	2,198	6.3%
2003	LDGV	39,626	39,455	171	0.4%	37,172	2,283	5.8%
2004	LDDT	5	5	0	0.0%	4	1	20.0%
2004	LDDV	165	165	0	0.0%	154	11	6.7%
2004	LDGT	69,444	69,243	201	0.3%	65,740	3,503	5.1%
2004	LDGV	63,057	62,893	164	0.3%	59,981	2,912	4.6%
2005	LDDT	14	14	0	0.0%	13	1	7.1%
2005	LDDV	236	235	1	0.4%	223	12	5.1%
2005	LDGT	45,940	45,837	103	0.2%	43,401	2,436	5.3%
2005	LDGV	46,211	46,098	113	0.2%	43,818	2,280	4.9%
2006	LDDT	39	39	0	0.0%	37	2	5.1%
2006	LDDV	378	378	0	0.0%	374	4	1.1%
2006	LDGT	65,833	65,731	102	0.2%	62,999	2,732	4.2%
2006	LDGV	70,832	70,705	127	0.2%	67,879	2,826	4.0%

Table F-2 (Page 1 of 9)

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2018

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	114	114	0	0.0%	112	2	1.8%
2007	LDDV	37	37	0	0.0%	34	3	8.1%
2007	LDGT	86,349	86,275	74	0.1%	83,464	2,811	3.3%
2007	LDGV	99,643	99,562	81	0.1%	96,728	2,834	2.8%
2008	HDGV	6,289	6,285	4	0.1%	6,092	193	3.1%
2008	LDDT	63	63	0	0.0%	61	2	3.2%
2008	LDDV	26	26	0	0.0%	26	0	0.0%
2008	LDGT	39,797	39,763	34	0.1%	38,528	1,235	3.1%
2008	LDGV	39,806	39,767	39	0.1%	38,457	1,310	3.3%
2009	HDGV	4,272	4,270	2	0.0%	4,145	125	2.9%
2009	LDDT	125	124	1	0.8%	113	11	8.9%
2009	LDDV	124	124	0	0.0%	118	6	4.8%
2009	LDGT	68,712	68,686	26	0.0%	67,236	1,450	2.1%
2009	LDGV	100,969	100,899	70	0.1%	99,206	1,693	1.7%
2010	HDGV	3,773	3,773	0	0.0%	3,670	103	2.7%
2010	LDDT	100	100	0	0.0%	92	8	8.0%
2010	LDDV	73	73	0	0.0%	68	5	6.8%
2010	LDGT	43,309	43,295	14	0.0%	42,545	750	1.7%
2010	LDGV	53,593	53,565	28	0.1%	52,737	828	1.5%
2011	HDGV	6,902	6,901	1	0.0%	6,746	155	2.2%
2011	LDDT	282	282	0	0.0%	264	18	6.4%
2011	LDDV	240	239	1	0.4%	224	15	6.3%
2011	LDGT	110,140	110,123	17	0.0%	108,700	1,423	1.3%
2011	LDGV	98,577	98,547	30	0.0%	97,210	1,337	1.4%
2012	HDGV	6,735	6,735	0	0.0%	6,599	136	2.0%
2012	LDDT	187	187	0	0.0%	182	5	2.7%
2012	LDDV	102	102	0	0.0%	100	2	2.0%
2012	LDGT	37,217	37,213	4	0.0%	36,746	467	1.3%
2012	LDGV	45,791	45,780	11	0.0%	45,326	454	1.0%
2013	HDGV	7,190	7,189	1	0.0%	7,106	83	1.2%
2013	LDDT	512	512	0	0.0%	492	20	3.9%
2013	LDDV	325	325	0	0.0%	314	11	3.4%
2013	LDGT	122,783	122,774	9	0.0%	121,900	874	0.7%
2013	LDGV	142,573	142,560	13	0.0%	141,626	934	0.7%
2014	HDGV	4,159	4,159	0	0.0%	4,120	39	0.9%
2014	LDDT	161	161	0	0.0%	160	1	0.6%
2014	LDDV	131	131	0	0.0%	126	5	3.8%
2014	LDGT	30,131	30,130	1	0.0%	29,961	169	0.6%
2014	LDGV	16,618	16,617	1	0.0%	16,534	83	0.5%
2015	HDGV	5,477	5,477	0	0.0%	5,416	61	1.1%
2015	LDDT	9	9	0	0.0%	8	1	11.1%
2015	LDDV	1	1	0	0.0%	1	0	0.0%
2015	LDGT	3,608	3,608	0	0.0%	3,579	29	0.8%
2015	LDGV	1,068	1,068	0	0.0%	1,058	10	0.9%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2018

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
2016	HDGV	5,743	5,743	0	0.0%	5,715	28	0.5%
2016	LDDT	11	11	0	0.0%	11	0	0.0%
2016	LDDV	0	0	0	-	0	0	-
2016	LDGT	3,155	3,155	0	0.0%	3,127	28	0.9%
2016	LDGV	763	763	0	0.0%	758	5	0.7%
2017	HDGV	5,115	5,114	1	0.0%	5,103	11	0.2%
2017	LDDT	40	40	0	0.0%	40	0	0.0%
2017	LDDV	1	1	0	0.0%	1	0	0.0%
2017	LDGT	2,645	2,645	0	0.0%	2,630	15	0.6%
2017	LDGV	647	647	0	0.0%	645	2	0.3%
2018	HDGV	357	357	0	0.0%	357	0	0.0%
2018	LDDT	3	3	0	0.0%	3	0	0.0%
2018	LDDV	0	0	0	-	0	0	-
2018	LDGT	368	368	0	0.0%	367	1	0.3%
2018	LDGV	99	99	0	0.0%	99	0	0.0%
2019	HDGV	6	6	0	0.0%	6	0	0.0%
2019	LDDT	0	0	0	-	0	0	-
2019	LDDV	0	0	0	-	0	0	-
2019	LDGT	22	22	0	0.0%	21	1	4.5%
2019	LDGV	4	4	0	0.0%	4	0	0.0%
Totals		1,932,226	1,927,022	5,204	0.3%	1,868,226	58,796	3.1%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2018

Model Yr	Veh Type	OBD Initial Insp	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	5,874	5,868	6	0.10%	5,861	7	0.12%
1996	LDGV	8,890	8,879	11	0.12%	8,852	27	0.30%
1997	LDDT	5	5	0	0.00%	5	0	0.00%
1997	LDDV	22	22	0	0.00%	22	0	0.00%
1997	LDGT	6,969	6,964	5	0.07%	6,947	17	0.24%
1997	LDGV	8,460	8,445	15	0.18%	8,423	22	0.26%
1998	LDDT	2	2	0	0.00%	2	0	0.00%
1998	LDDV	65	64	1	1.54%	62	2	3.13%
1998	LDGT	12,647	12,637	10	0.08%	12,608	29	0.23%
1998	LDGV	18,154	18,120	34	0.19%	18,078	42	0.23%
1999	LDDT	5	5	0	0.00%	5	0	0.00%
1999	LDDV	66	65	1	1.52%	65	0	0.00%
1999	LDGT	12,594	12,583	11	0.09%	12,559	24	0.19%
1999	LDGV	16,486	16,458	28	0.17%	16,418	40	0.24%
2000	LDDT	2	2	0	0.00%	2	0	0.00%
2000	LDDV	74	73	1	1.35%	71	2	2.74%
2000	LDGT	23,626	23,602	24	0.10%	23,556	46	0.19%
2000	LDGV	34,470	34,412	58	0.17%	34,316	96	0.28%
2001	LDDT	1	1	0	0.00%	1	0	0.00%
2001	LDDV	33	32	1	3.03%	32	0	0.00%
2001	LDGT	21,762	21,749	13	0.06%	21,694	55	0.25%
2001	LDGV	25,857	25,831	26	0.10%	25,757	74	0.29%
2002	LDDT	1	1	0	0.00%	1	0	0.00%
2002	LDDV	120	120	0	0.00%	120	0	0.00%
2002	LDGT	44,252	44,234	18	0.04%	44,169	65	0.15%
2002	LDGV	47,425	47,387	38	0.08%	47,290	97	0.20%
2003	LDDT	4	4	0	0.00%	4	0	0.00%
2003	LDDV	80	80	0	0.00%	80	0	0.00%
2003	LDGT	35,428	35,403	25	0.07%	35,340	63	0.18%
2003	LDGV	39,626	39,551	75	0.19%	39,494	57	0.14%
2004	LDDT	5	5	0	0.00%	5	0	0.00%
2004	LDDV	165	164	1	0.61%	163	1	0.61%
2004	LDGT	69,444	69,378	66	0.10%	69,232	146	0.21%
2004	LDGV	63,057	62,915	142	0.23%	62,822	93	0.15%
2005	LDDT	14	14	0	0.00%	14	0	0.00%
2005	LDDV	236	236	0	0.00%	236	0	0.00%
2005	LDGT	45,940	45,887	53	0.12%	45,766	121	0.26%
2005	LDGV	46,211	46,120	91	0.20%	46,030	90	0.20%
2006	LDDT	39	39	0	0.00%	39	0	0.00%
2006	LDDV	378	377	1	0.26%	377	0	0.00%
2006	LDGT	65,833	65,779	54	0.08%	65,670	109	0.17%
2006	LDGV	70,832	70,687	145	0.20%	70,445	242	0.34%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2018

Model Yr	Veh Type	OBD Initial Insp	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2007	LDDT	114	114	0	0.00%	114	0	0.00%
2007	LDDV	37	37	0	0.00%	37	0	0.00%
2007	LDGT	86,349	86,300	49	0.06%	86,181	119	0.14%
2007	LDGV	99,643	99,428	215	0.22%	99,155	273	0.27%
2008	HDGV	6,289	6,273	16	0.25%	6,253	20	0.32%
2008	LDDT	63	63	0	0.00%	63	0	0.00%
2008	LDDV	26	26	0	0.00%	26	0	0.00%
2008	LDGT	39,797	39,764	33	0.08%	39,726	38	0.10%
2008	LDGV	39,806	39,738	68	0.17%	39,671	67	0.17%
2009	HDGV	4,272	4,259	13	0.30%	4,242	17	0.40%
2009	LDDT	125	125	0	0.00%	124	1	0.80%
2009	LDDV	124	124	0	0.00%	124	0	0.00%
2009	LDGT	68,712	68,677	35	0.05%	68,623	54	0.08%
2009	LDGV	100,969	100,889	80	0.08%	100,760	129	0.13%
2010	HDGV	3,773	3,763	10	0.27%	3,753	10	0.27%
2010	LDDT	100	100	0	0.00%	100	0	0.00%
2010	LDDV	73	73	0	0.00%	73	0	0.00%
2010	LDGT	43,309	43,288	21	0.05%	43,244	44	0.10%
2010	LDGV	53,593	53,565	28	0.05%	53,501	64	0.12%
2011	HDGV	6,902	6,886	16	0.23%	6,871	15	0.22%
2011	LDDT	282	282	0	0.00%	282	0	0.00%
2011	LDDV	240	240	0	0.00%	239	1	0.42%
2011	LDGT	110,140	110,111	29	0.03%	110,061	50	0.05%
2011	LDGV	98,577	98,526	51	0.05%	98,427	99	0.10%
2012	HDGV	6,735	6,713	22	0.33%	6,696	17	0.25%
2012	LDDT	187	187	0	0.00%	186	1	0.53%
2012	LDDV	102	102	0	0.00%	102	0	0.00%
2012	LDGT	37,217	37,202	15	0.04%	37,168	34	0.09%
2012	LDGV	45,791	45,763	28	0.06%	45,712	51	0.11%
2013	HDGV	7,190	7,167	23	0.32%	7,150	17	0.24%
2013	LDDT	512	511	1	0.20%	511	0	0.00%
2013	LDDV	325	325	0	0.00%	325	0	0.00%
2013	LDGT	122,783	122,711	72	0.06%	122,638	73	0.06%
2013	LDGV	142,573	142,506	67	0.05%	142,431	75	0.05%
2014	HDGV	4,159	4,142	17	0.41%	4,127	15	0.36%
2014	LDDT	161	161	0	0.00%	161	0	0.00%
2014	LDDV	131	131	0	0.00%	131	0	0.00%
2014	LDGT	30,131	30,099	32	0.11%	30,080	19	0.06%
2014	LDGV	16,618	16,598	20	0.12%	16,590	8	0.05%
2015	HDGV	5,477	5,459	18	0.33%	5,445	14	0.26%
2015	LDDT	9	9	0	0.00%	9	0	0.00%
2015	LDDV	1	1	0	0.00%	1	0	0.00%
2015	LDGT	3,608	3,594	14	0.39%	3,583	11	0.31%
2015	LDGV	1,068	1,065	3	0.28%	1,063	2	0.19%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2018

Model Yr	Veh Type	OBD Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2016	HDGV	5,743	5,722	21	0.37%	5,702	20	0.35%
2016	LDDT	11	11	0	0.00%	11	0	0.00%
2016	LDDV	0	0	0	-	0	0	-
2016	LDGT	3,155	3,145	10	0.32%	3,136	9	0.29%
2016	LDGV	763	755	8	1.05%	744	11	1.46%
2017	HDGV	5,115	5,089	26	0.51%	5,061	28	0.55%
2017	LDDT	40	40	0	0.00%	40	0	0.00%
2017	LDDV	1	1	0	0.00%	1	0	0.00%
2017	LDGT	2,645	2,635	10	0.38%	2,630	5	0.19%
2017	LDGV	647	645	2	0.31%	641	4	0.62%
2018	HDGV	357	353	4	1.12%	353	0	0.00%
2018	LDDT	3	3	0	0.00%	3	0	0.00%
2018	LDDV	0	0	0	-	0	0	-
2018	LDGT	368	367	1	0.27%	367	0	0.00%
2018	LDGV	99	99	0	0.00%	99	0	0.00%
2019	HDGV	6	6	0	0.00%	6	0	0.00%
2019	LDDT	0	0	0	-	0	0	-
2019	LDDV	0	0	0	-	0	0	-
2019	LDGT	22	22	0	0.00%	22	0	0.00%
2019	LDGV	4	4	0	0.00%	4	0	0.00%
Totals		1,932,226	1,930,194	2,032	0.11%	1,927,212	2,982	0.15%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2018

Model Yr	Veh Type	OBD Initial Insp	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	5,874	5,346	515	8.8%	3,653	345	8.6%
1996	LDGV	8,890	8,148	704	8.0%	7,195	505	6.6%
1997	LDDT	5	3	2	40.0%	5	0	0.0%
1997	LDDV	22	18	4	18.2%	22	0	0.0%
1997	LDGT	6,969	6,181	766	11.0%	6,350	565	8.2%
1997	LDGV	8,460	7,581	842	10.0%	7,294	834	10.3%
1998	LDDT	2	2	0	0.0%	2	0	0.0%
1998	LDDV	65	57	5	8.1%	62	0	0.0%
1998	LDGT	12,647	11,533	1,075	8.5%	11,633	911	7.3%
1998	LDGV	18,154	16,495	1,583	8.8%	16,231	1,293	7.4%
1999	LDDT	5	5	0	0.0%	5	0	0.0%
1999	LDDV	66	61	4	6.2%	65	0	0.0%
1999	LDGT	12,594	11,353	1,206	9.6%	11,416	1,143	9.1%
1999	LDGV	16,486	14,714	1,704	10.4%	14,946	1,472	9.0%
2000	LDDT	2	2	0	0.0%	2	0	0.0%
2000	LDDV	74	67	4	5.6%	71	0	0.0%
2000	LDGT	23,626	21,609	1,947	8.3%	21,816	1,740	7.4%
2000	LDGV	34,470	30,860	3,456	10.1%	31,803	2,513	7.3%
2001	LDDT	1	1	0	0.0%	1	0	0.0%
2001	LDDV	33	29	3	9.4%	32	0	0.0%
2001	LDGT	21,762	19,497	2,197	10.1%	18,199	3,495	16.1%
2001	LDGV	25,857	22,895	2,862	11.1%	22,081	3,676	14.3%
2002	LDDT	1	1	0	0.0%	1	0	0.0%
2002	LDDV	120	113	7	5.8%	120	0	0.0%
2002	LDGT	44,252	40,473	3,696	8.4%	39,383	4,786	10.8%
2002	LDGV	47,425	43,205	4,085	8.6%	42,240	5,050	10.7%
2003	LDDT	4	3	1	25.0%	4	0	0.0%
2003	LDDV	80	73	7	8.8%	80	0	0.0%
2003	LDGT	35,428	32,221	3,119	8.8%	31,454	3,886	11.0%
2003	LDGV	39,626	36,301	3,193	8.1%	35,193	4,301	10.9%
2004	LDDT	5	5	0	0.0%	5	0	0.0%
2004	LDDV	165	152	11	6.7%	152	11	6.7%
2004	LDGT	69,444	64,427	4,805	6.9%	63,617	5,615	8.1%
2004	LDGV	63,057	58,878	3,944	6.3%	57,791	5,031	8.0%
2005	LDDT	14	12	2	14.3%	14	0	0.0%
2005	LDDV	236	217	19	8.1%	230	6	2.5%
2005	LDGT	45,940	42,492	3,274	7.2%	41,500	4,265	9.3%
2005	LDGV	46,211	42,901	3,129	6.8%	42,131	3,899	8.5%
2006	LDDT	39	36	3	7.7%	39	0	0.0%
2006	LDDV	378	370	7	1.9%	372	5	1.3%
2006	LDGT	65,833	61,985	3,685	5.6%	61,156	4,508	6.9%
2006	LDGV	70,832	66,611	3,834	5.4%	66,081	4,364	6.2%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2018

Model Yr	Veh Type	OBD Initial Insp	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2007	LDDT	114	107	7	6.1%	114	0	0.0%
2007	LDDV	37	34	3	8.1%	37	0	0.0%
2007	LDGT	86,349	82,459	3,722	4.3%	81,995	4,164	4.8%
2007	LDGV	99,643	95,372	3,783	3.8%	95,239	3,916	3.9%
2008	HDGV	6,289	5,980	273	4.4%	5,797	439	7.0%
2008	LDDT	63	60	3	4.8%	63	0	0.0%
2008	LDDV	26	23	3	11.5%	26	0	0.0%
2008	LDGT	39,797	38,073	1,653	4.2%	37,480	2,208	5.6%
2008	LDGV	39,806	37,916	1,755	4.4%	37,576	2,093	5.3%
2009	HDGV	4,272	4,071	171	4.0%	3,863	368	8.7%
2009	LDDT	125	111	13	10.5%	104	20	16.1%
2009	LDDV	124	116	8	6.5%	109	15	12.1%
2009	LDGT	68,712	66,668	1,955	2.8%	66,255	2,336	3.4%
2009	LDGV	100,969	98,477	2,283	2.3%	97,901	2,856	2.8%
2010	HDGV	3,773	3,602	151	4.0%	3,413	334	8.9%
2010	LDDT	100	93	7	7.0%	73	27	27.0%
2010	LDDV	73	65	8	11.0%	60	13	17.8%
2010	LDGT	43,309	42,222	1,022	2.4%	41,723	1,438	3.3%
2010	LDGV	53,593	52,394	1,107	2.1%	51,861	1,640	3.1%
2011	HDGV	6,902	6,657	214	3.1%	6,377	488	7.1%
2011	LDDT	282	258	24	8.5%	228	54	19.1%
2011	LDDV	240	219	20	8.4%	195	44	18.4%
2011	LDGT	110,140	108,144	1,917	1.7%	107,521	2,508	2.3%
2011	LDGV	98,577	96,624	1,803	1.8%	96,020	2,406	2.4%
2012	HDGV	6,735	6,532	164	2.4%	6,296	394	5.9%
2012	LDDT	187	176	10	5.4%	152	34	18.3%
2012	LDDV	102	97	5	4.9%	89	13	12.7%
2012	LDGT	37,217	36,536	632	1.7%	35,914	1,185	3.2%
2012	LDGV	45,791	45,098	614	1.3%	44,360	1,350	3.0%
2013	HDGV	7,190	7,042	108	1.5%	6,879	265	3.7%
2013	LDDT	512	491	20	3.9%	452	59	11.5%
2013	LDDV	325	311	14	4.3%	312	13	4.0%
2013	LDGT	122,783	121,479	1,159	0.9%	120,647	1,967	1.6%
2013	LDGV	142,573	141,184	1,247	0.9%	139,233	3,198	2.2%
2014	HDGV	4,159	4,067	60	1.5%	3,964	159	3.9%
2014	LDDT	161	159	2	1.2%	148	13	8.1%
2014	LDDV	131	125	6	4.6%	120	11	8.4%
2014	LDGT	30,131	29,856	224	0.7%	28,866	1,166	3.9%
2014	LDGV	16,618	16,476	114	0.7%	16,200	390	2.4%
2015	HDGV	5,477	5,377	68	1.2%	5,264	175	3.2%
2015	LDDT	9	8	1	11.1%	9	0	0.0%
2015	LDDV	1	1	0	0.0%	1	0	0.0%
2015	LDGT	3,608	3,545	38	1.1%	3,465	99	2.8%
2015	LDGV	1,068	1,051	12	1.1%	1,024	39	3.7%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2018

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
2016	HDGV	5,743	5,665	37	0.6%	5,565	94	1.7%
2016	LDDT	11	11	0	0.0%	11	0	0.0%
2016	LDDV	0	0	0	-	0	0	-
2016	LDGT	3,155	3,103	33	1.1%	3,050	63	2.0%
2016	LDGV	763	740	4	0.5%	723	21	2.8%
2017	HDGV	5,115	5,050	11	0.2%	4,882	65	1.3%
2017	LDDT	40	40	0	0.0%	39	1	2.5%
2017	LDDV	1	1	0	0.0%	1	0	0.0%
2017	LDGT	2,645	2,618	12	0.5%	2,560	28	1.1%
2017	LDGV	647	638	3	0.5%	633	8	1.2%
2018	HDGV	357	353	0	0.0%	125	9	6.7%
2018	LDDT	3	3	0	0.0%	3	0	0.0%
2018	LDDV	0	0	0	-	0	0	-
2018	LDGT	368	367	0	0.0%	263	4	1.5%
2018	LDGV	99	99	0	0.0%	96	3	3.0%
2019	HDGV	6	6	0	0.0%	3	0	0.0%
2019	LDDT	0	0	0	-	0	0	-
2019	LDDV	0	0	0	-	0	0	-
2019	LDGT	22	22	0	0.0%	15	1	6.3%
2019	LDGV	4	4	0	0.0%	3	1	25.0%
Totals		1,932,226	1,845,009	82,203	4.3%	1,819,844	102,414	5.3%

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2018

Model Yr	Veh Type	# Initial MIL Insp	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
1996	LDDT	0	0	-	0	-	0	-	0	-
1996	LDDV	0	0	-	0	-	0	-	0	-
1996	LDGT	5,861	5,346	91.2%	0	0.00%	0	0.00%	515	8.8%
1996	LDGV	8,852	8,148	92.0%	0	0.00%	0	0.00%	704	8.0%
1997	LDDT	5	3	60.0%	0	0.00%	0	0.00%	2	40.0%
1997	LDDV	22	18	81.8%	0	0.00%	0	0.00%	4	18.2%
1997	LDGT	6,947	6,181	89.0%	0	0.00%	0	0.00%	766	11.0%
1997	LDGV	8,423	7,581	90.0%	0	0.00%	1	0.01%	841	10.0%
1998	LDDT	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
1998	LDDV	62	57	91.9%	0	0.00%	0	0.00%	5	8.1%
1998	LDGT	12,608	11,533	91.5%	0	0.00%	0	0.00%	1,075	8.5%
1998	LDGV	18,078	16,495	91.2%	0	0.00%	0	0.00%	1,583	8.8%
1999	LDDT	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
1999	LDDV	65	61	93.8%	0	0.00%	0	0.00%	4	6.2%
1999	LDGT	12,559	11,353	90.4%	0	0.00%	8	0.06%	1,198	9.5%
1999	LDGV	16,418	14,714	89.6%	0	0.00%	1	0.01%	1,703	10.4%
2000	LDDT	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2000	LDDV	71	67	94.4%	0	0.00%	0	0.00%	4	5.6%
2000	LDGT	23,556	21,609	91.7%	0	0.00%	2	0.01%	1,945	8.3%
2000	LDGV	34,316	30,860	89.9%	0	0.00%	1	0.00%	3,455	10.1%
2001	LDDT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2001	LDDV	32	29	90.6%	0	0.00%	0	0.00%	3	9.4%
2001	LDGT	21,694	19,497	89.9%	0	0.00%	2	0.01%	2,195	10.1%
2001	LDGV	25,757	22,895	88.9%	0	0.00%	2	0.01%	2,860	11.1%
2002	LDDT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2002	LDDV	120	113	94.2%	0	0.00%	0	0.00%	7	5.8%
2002	LDGT	44,169	40,473	91.6%	0	0.00%	0	0.00%	3,696	8.4%
2002	LDGV	47,290	43,205	91.4%	0	0.00%	5	0.01%	4,080	8.6%
2003	LDDT	4	3	75.0%	0	0.00%	0	0.00%	1	25.0%
2003	LDDV	80	73	91.3%	0	0.00%	0	0.00%	7	8.8%
2003	LDGT	35,340	32,221	91.2%	0	0.00%	1	0.00%	3,118	8.8%
2003	LDGV	39,494	36,301	91.9%	0	0.00%	4	0.01%	3,189	8.1%
2004	LDDT	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
2004	LDDV	163	152	93.3%	0	0.00%	0	0.00%	11	6.7%
2004	LDGT	69,232	64,427	93.1%	0	0.00%	3	0.00%	4,802	6.9%
2004	LDGV	62,822	58,878	93.7%	0	0.00%	7	0.01%	3,937	6.3%
2005	LDDT	14	12	85.7%	0	0.00%	0	0.00%	2	14.3%
2005	LDDV	236	217	91.9%	0	0.00%	0	0.00%	19	8.1%
2005	LDGT	45,766	42,492	92.8%	0	0.00%	6	0.01%	3,268	7.1%
2005	LDGV	46,030	42,901	93.2%	0	0.00%	6	0.01%	3,123	6.8%
2006	LDDT	39	36	92.3%	0	0.00%	0	0.00%	3	7.7%
2006	LDDV	377	370	98.1%	0	0.00%	0	0.00%	7	1.9%
2006	LDGT	65,670	61,985	94.4%	0	0.00%	9	0.01%	3,676	5.6%
2006	LDGV	70,445	66,611	94.6%	0	0.00%	0	0.00%	3,834	5.4%

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2007	LDDT	114	107	93.9%	0	0.00%	0	0.00%	7	6.1%
2007	LDDV	37	34	91.9%	0	0.00%	0	0.00%	3	8.1%
2007	LDGT	86,181	82,459	95.7%	0	0.00%	10	0.01%	3,712	4.3%
2007	LDGV	99,155	95,372	96.2%	0	0.00%	4	0.00%	3,779	3.8%
2008	HDGV	6,253	5,980	95.6%	0	0.00%	0	0.00%	273	4.4%
2008	LDDT	63	60	95.2%	0	0.00%	0	0.00%	3	4.8%
2008	LDDV	26	23	88.5%	0	0.00%	0	0.00%	3	11.5%
2008	LDGT	39,726	38,073	95.8%	0	0.00%	1	0.00%	1,652	4.2%
2008	LDGV	39,671	37,916	95.6%	0	0.00%	4	0.01%	1,751	4.4%
2009	HDGV	4,242	4,071	96.0%	0	0.00%	0	0.00%	171	4.0%
2009	LDDT	124	111	89.5%	0	0.00%	0	0.00%	13	10.5%
2009	LDDV	124	116	93.5%	0	0.00%	0	0.00%	8	6.5%
2009	LDGT	68,623	66,668	97.2%	0	0.00%	3	0.00%	1,952	2.8%
2009	LDGV	100,760	98,477	97.7%	0	0.00%	6	0.01%	2,277	2.3%
2010	HDGV	3,753	3,602	96.0%	0	0.00%	0	0.00%	151	4.0%
2010	LDDT	100	93	93.0%	0	0.00%	0	0.00%	7	7.0%
2010	LDDV	73	65	89.0%	0	0.00%	0	0.00%	8	11.0%
2010	LDGT	43,244	42,222	97.6%	0	0.00%	0	0.00%	1,022	2.4%
2010	LDGV	53,501	52,394	97.9%	0	0.00%	3	0.01%	1,104	2.1%
2011	HDGV	6,871	6,657	96.9%	0	0.00%	0	0.00%	214	3.1%
2011	LDDT	282	258	91.5%	0	0.00%	0	0.00%	24	8.5%
2011	LDDV	239	219	91.6%	0	0.00%	0	0.00%	20	8.4%
2011	LDGT	110,061	108,144	98.3%	0	0.00%	0	0.00%	1,917	1.7%
2011	LDGV	98,427	96,624	98.2%	0	0.00%	2	0.00%	1,801	1.8%
2012	HDGV	6,696	6,532	97.6%	0	0.00%	0	0.00%	164	2.4%
2012	LDDT	186	176	94.6%	0	0.00%	0	0.00%	10	5.4%
2012	LDDV	102	97	95.1%	0	0.00%	0	0.00%	5	4.9%
2012	LDGT	37,168	36,536	98.3%	0	0.00%	1	0.00%	631	1.7%
2012	LDGV	45,712	45,098	98.7%	0	0.00%	0	0.00%	614	1.3%
2013	HDGV	7,150	7,042	98.5%	0	0.00%	0	0.00%	108	1.5%
2013	LDDT	511	491	96.1%	0	0.00%	0	0.00%	20	3.9%
2013	LDDV	325	311	95.7%	0	0.00%	0	0.00%	14	4.3%
2013	LDGT	122,638	121,479	99.1%	0	0.00%	1	0.00%	1,158	0.9%
2013	LDGV	142,431	141,184	99.1%	0	0.00%	1	0.00%	1,246	0.9%
2014	HDGV	4,127	4,067	98.5%	0	0.00%	0	0.00%	60	1.5%
2014	LDDT	161	159	98.8%	0	0.00%	0	0.00%	2	1.2%
2014	LDDV	131	125	95.4%	0	0.00%	0	0.00%	6	4.6%
2014	LDGT	30,080	29,856	99.3%	0	0.00%	0	0.00%	224	0.7%
2014	LDGV	16,590	16,476	99.3%	0	0.00%	0	0.00%	114	0.7%
2015	HDGV	5,445	5,377	98.8%	0	0.00%	0	0.00%	68	1.2%
2015	LDDT	9	8	88.9%	0	0.00%	0	0.00%	1	11.1%
2015	LDDV	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2015	LDGT	3,583	3,545	98.9%	0	0.00%	0	0.00%	38	1.1%
2015	LDGV	1,063	1,051	98.9%	0	0.00%	0	0.00%	12	1.1%

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2016	HDGV	5,702	5,665	99.4%	0	0.00%	0	0.00%	37	0.6%
2016	LDDT	11	11	100.0%	0	0.00%	0	0.00%	0	0.0%
2016	LDDV	0	0	-	0	-	0	-	0	-
2016	LDGT	3,136	3,103	98.9%	0	0.00%	0	0.00%	33	1.1%
2016	LDGV	744	740	99.5%	0	0.00%	0	0.00%	4	0.5%
2017	HDGV	5,061	5,050	99.8%	0	0.00%	0	0.00%	11	0.2%
2017	LDDT	40	40	100.0%	0	0.00%	0	0.00%	0	0.0%
2017	LDDV	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2017	LDGT	2,630	2,618	99.5%	0	0.00%	0	0.00%	12	0.5%
2017	LDGV	641	638	99.5%	0	0.00%	0	0.00%	3	0.5%
2018	HDGV	353	353	100.0%	0	0.00%	0	0.00%	0	0.0%
2018	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2018	LDDV	0	0	-	0	-	0	-	0	-
2018	LDGT	367	367	100.0%	0	0.00%	0	0.00%	0	0.0%
2018	LDGV	99	99	100.0%	0	0.00%	0	0.00%	0	0.0%
2019	HDGV	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
2019	LDDT	0	0	-	0	-	0	-	0	-
2019	LDDV	0	0	-	0	-	0	-	0	-
2019	LDGT	22	22	100.0%	0	0.00%	0	0.00%	0	0.0%
2019	LDGV	4	4	100.0%	0	0.00%	0	0.00%	0	0.0%
Totals		1,927,212	1,845,009	95.7%	0	0.00%	94	0.005%	82,109	4.3%

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Year 2018**

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	3,998	1,758	2,240	44.0%
1996	LDGV	7,700	2,925	4,775	38.0%
1997	LDDT	5	1	4	20.0%
1997	LDDV	22	8	14	36.4%
1997	LDGT	6,915	3,379	3,536	48.9%
1997	LDGV	8,128	3,460	4,668	42.6%
1998	LDDT	2	1	1	50.0%
1998	LDDV	62	19	43	30.6%
1998	LDGT	12,544	5,332	7,212	42.5%
1998	LDGV	17,524	5,818	11,706	33.2%
1999	LDDT	5	0	5	0.0%
1999	LDDV	65	15	50	23.1%
1999	LDGT	12,559	5,928	6,631	47.2%
1999	LDGV	16,418	5,921	10,497	36.1%
2000	LDDT	2	0	2	0.0%
2000	LDDV	71	6	65	8.5%
2000	LDGT	23,556	9,130	14,426	38.8%
2000	LDGV	34,316	11,662	22,654	34.0%
2001	LDDT	1	0	1	0.0%
2001	LDDV	32	3	29	9.4%
2001	LDGT	21,694	8,715	12,979	40.2%
2001	LDGV	25,757	8,599	17,158	33.4%
2002	LDDT	1	0	1	0.0%
2002	LDDV	120	9	111	7.5%
2002	LDGT	44,169	13,038	31,131	29.5%
2002	LDGV	47,290	12,285	35,005	26.0%
2003	LDDT	4	0	4	0.0%
2003	LDDV	80	2	78	2.5%
2003	LDGT	35,340	11,832	23,508	33.5%
2003	LDGV	39,494	10,307	29,187	26.1%
2004	LDDT	5	2	3	40.0%
2004	LDDV	163	20	143	12.3%
2004	LDGT	69,232	16,580	52,652	23.9%
2004	LDGV	62,822	12,499	50,323	19.9%
2005	LDDT	14	1	13	7.1%
2005	LDDV	236	15	221	6.4%
2005	LDGT	45,765	11,478	34,287	25.1%
2005	LDGV	46,030	9,033	36,997	19.6%
2006	LDDT	39	1	38	2.6%
2006	LDDV	377	23	354	6.1%
2006	LDGT	65,664	13,146	52,518	20.0%
2006	LDGV	70,445	11,614	58,831	16.5%

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Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2007	LDDT	114	2	112	1.8%
2007	LDDV	37	5	32	13.5%
2007	LDGT	86,159	12,243	73,916	14.2%
2007	LDGV	99,155	11,128	88,027	11.2%
2008	HDGV	6,236	1,454	4,782	23.3%
2008	LDDT	63	1	62	1.6%
2008	LDDV	26	7	19	26.9%
2008	LDGT	39,688	6,123	33,565	15.4%
2008	LDGV	39,669	5,509	34,160	13.9%
2009	HDGV	4,231	921	3,310	21.8%
2009	LDDT	124	47	77	37.9%
2009	LDDV	124	25	99	20.2%
2009	LDGT	68,591	6,486	62,105	9.5%
2009	LDGV	100,757	7,960	92,797	7.9%
2010	HDGV	3,747	818	2,929	21.8%
2010	LDDT	100	45	55	45.0%
2010	LDDV	73	19	54	26.0%
2010	LDGT	43,161	4,197	38,964	9.7%
2010	LDGV	53,501	4,453	49,048	8.3%
2011	HDGV	6,865	1,149	5,716	16.7%
2011	LDDT	282	95	187	33.7%
2011	LDDV	239	64	175	26.8%
2011	LDGT	110,029	7,555	102,474	6.9%
2011	LDGV	98,426	6,730	91,696	6.8%
2012	HDGV	6,690	872	5,818	13.0%
2012	LDDT	186	58	128	31.2%
2012	LDDV	102	22	80	21.6%
2012	LDGT	37,099	2,907	34,192	7.8%
2012	LDGV	45,710	3,033	42,677	6.6%
2013	HDGV	7,144	627	6,517	8.8%
2013	LDDT	511	124	387	24.3%
2013	LDDV	325	24	301	7.4%
2013	LDGT	122,614	4,927	117,687	4.0%
2013	LDGV	142,431	6,401	136,030	4.5%
2014	HDGV	4,123	367	3,756	8.9%
2014	LDDT	161	26	135	16.1%
2014	LDDV	131	17	114	13.0%
2014	LDGT	30,032	1,821	28,211	6.1%
2014	LDGV	16,590	733	15,857	4.4%
2015	HDGV	5,439	462	4,977	8.5%
2015	LDDT	9	0	9	0.0%
2015	LDDV	1	0	1	0.0%
2015	LDGT	3,564	290	3,274	8.1%
2015	LDGV	1,063	80	983	7.5%

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**New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2018**

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2016	HDGV	5,659	345	5,314	6.1%
2016	LDDT	11	0	11	0.0%
2016	LDDV	0	0	0	-
2016	LDGT	3,113	147	2,966	4.7%
2016	LDGV	744	71	673	9.5%
2017	HDGV	4,947	218	4,729	4.4%
2017	LDDT	40	2	38	5.0%
2017	LDDV	1	0	1	0.0%
2017	LDGT	2,588	84	2,504	3.2%
2017	LDGV	641	43	598	6.7%
2018	HDGV	134	22	112	16.4%
2018	LDDT	3	2	1	66.7%
2018	LDDV	0	0	0	-
2018	LDGT	267	14	253	5.2%
2018	LDGV	99	5	94	5.1%
2019	HDGV	3	0	3	0.0%
2019	LDDT	0	0	0	-
2019	LDDV	0	0	0	-
2019	LDGT	16	5	11	31.3%
2019	LDGV	4	1	3	25.0%
Totals		1,922,258	295,351	1,626,907	15.4%

**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 2018

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail R1	# Overall Pass R1	% Overall Fail R1	% Overall Pass R1	OBD Initial Fails	# OBD Fail R1	# OBD Pass R1	% OBD Fail R1	% OBD Pass R1	No Primary Test Initial Fails	# No Primary Test Fail R1	# No Primary Test Pass R1	% No Primary Test Fail R1	% No Primary Test Pass R1
Pre 96/Unknown	HDGV	5	1	4	20.0%	80.0%	0	0	0	-	-	5	1	4	20.0%	80.0%
Pre 96/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
Pre 96/Unknown	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	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	877	161	423	18.4%	48.2%	862	158	415	18.3%	48.1%	0	0	0	-	-
1996	LDGV	1,209	226	575	18.7%	47.6%	1,186	221	564	18.6%	47.6%	0	0	0	-	-
1997	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1997	LDDT	2	0	0	0.0%	0.0%	2	0	0	0.0%	0.0%	0	0	0	-	-
1997	LDDV	4	1	1	25.0%	25.0%	4	1	1	25.0%	25.0%	0	0	0	-	-
1997	LDGT	1,305	248	603	19.0%	46.2%	1,288	242	597	18.8%	46.4%	0	0	0	-	-
1997	LDGV	1,614	336	746	20.8%	46.2%	1,592	334	728	21.0%	45.7%	0	0	0	-	-
1998	HDGV	1	1	0	100.0%	0.0%	0	0	0	-	-	1	1	0	100.0%	0.0%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	8	1	5	12.5%	62.5%	8	1	5	12.5%	62.5%	0	0	0	-	-
1998	LDGT	1,991	382	1,003	19.2%	50.4%	1,970	378	989	19.2%	50.2%	0	0	0	-	-
1998	LDGV	2,785	512	1,412	18.4%	50.7%	2,743	507	1,386	18.5%	50.5%	0	0	0	-	-
1999	HDGV	2	0	0	0.0%	0.0%	0	0	0	-	-	2	0	0	0.0%	0.0%
1999	LDDT	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
1999	LDDV	7	0	6	0.0%	85.7%	5	0	4	0.0%	80.0%	0	0	0	-	-
1999	LDGT	2,214	401	1,126	18.1%	50.9%	2,187	395	1,114	18.1%	50.9%	0	0	0	-	-
1999	LDGV	3,045	559	1,509	18.4%	49.6%	3,013	555	1,490	18.4%	49.5%	0	0	0	-	-
2000	HDGV	3	0	2	0.0%	66.7%	0	0	0	-	-	3	0	2	0.0%	66.7%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	7	2	3	28.6%	42.9%	7	2	3	28.6%	42.9%	0	0	0	-	-
2000	LDGT	3,704	677	1,925	18.3%	52.0%	3,659	667	1,897	18.2%	51.8%	0	0	0	-	-
2000	LDGV	5,702	1,066	2,823	18.7%	49.5%	5,652	1,060	2,795	18.8%	49.5%	0	0	0	-	-
2001	HDGV	5	1	3	20.0%	60.0%	0	0	0	-	-	5	1	3	20.0%	60.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	4	1	2	25.0%	50.0%	4	1	2	25.0%	50.0%	0	0	0	-	-
2001	LDGT	5,260	1,308	2,501	24.9%	47.5%	5,223	1,304	2,469	25.0%	47.3%	0	0	0	-	-
2001	LDGV	6,006	1,433	2,739	23.9%	45.6%	5,977	1,423	2,724	23.8%	45.6%	0	0	0	-	-

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R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail R1	# Overall Pass R1	% Overall Fail R1	% Overall Pass R1	OBD Initial Fails	# OBD Fail R1	# OBD Pass R1	% OBD Fail R1	% OBD Pass R1	No Primary Test Initial Fails	# No Primary Test Fail R1	# No Primary Test Pass R1	% No Primary Test Fail R1	% No Primary Test Pass R1
2002	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	7	0	5	0.0%	71.4%	7	0	5	0.0%	71.4%	0	0	0	-	-
2002	LDGT	7,826	1,759	4,147	22.5%	53.0%	7,756	1,745	4,108	22.5%	53.0%	0	0	0	-	-
2002	LDGV	8,504	1,944	4,334	22.9%	51.0%	8,442	1,927	4,302	22.8%	51.0%	0	0	0	-	-
2003	HDGV	12	3	6	25.0%	50.0%	0	0	0	-	-	12	3	6	25.0%	50.0%
2003	LDDT	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
2003	LDDV	7	1	3	14.3%	42.9%	7	1	3	14.3%	42.9%	0	0	0	-	-
2003	LDGT	6,399	1,333	3,375	20.8%	52.7%	6,345	1,313	3,347	20.7%	52.8%	0	0	0	-	-
2003	LDGV	6,953	1,592	3,440	22.9%	49.5%	6,904	1,582	3,418	22.9%	49.5%	0	0	0	-	-
2004	HDGV	8	0	8	0.0%	100.0%	0	0	0	-	-	8	0	8	0.0%	100.0%
2004	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDDV	22	1	17	4.5%	77.3%	22	1	17	4.5%	77.3%	0	0	0	-	-
2004	LDGT	9,665	1,949	5,458	20.2%	56.5%	9,583	1,930	5,413	20.1%	56.5%	0	0	0	-	-
2004	LDGV	8,422	1,809	4,642	21.5%	55.1%	8,340	1,793	4,596	21.5%	55.1%	0	0	0	-	-
2005	HDGV	10	0	9	0.0%	90.0%	0	0	0	-	-	10	0	9	0.0%	90.0%
2005	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	LDDV	25	2	16	8.0%	64.0%	24	2	15	8.3%	62.5%	0	0	0	-	-
2005	LDGT	6,903	1,491	3,776	21.6%	54.7%	6,852	1,481	3,745	21.6%	54.7%	0	0	0	-	-
2005	LDGV	6,558	1,311	3,583	20.0%	54.6%	6,514	1,304	3,560	20.0%	54.7%	0	0	0	-	-
2006	HDGV	19	2	15	10.5%	78.9%	0	0	0	-	-	19	2	15	10.5%	78.9%
2006	LDDT	3	0	2	0.0%	66.7%	3	0	2	0.0%	66.7%	0	0	0	-	-
2006	LDDV	14	1	11	7.1%	78.6%	13	1	11	7.7%	84.6%	0	0	0	-	-
2006	LDGT	7,557	1,510	4,537	20.0%	60.0%	7,505	1,504	4,504	20.0%	60.0%	0	0	0	-	-
2006	LDGV	7,965	1,513	4,655	19.0%	58.4%	7,895	1,506	4,617	19.1%	58.5%	0	0	0	-	-
2007	HDGV	6	0	6	0.0%	100.0%	0	0	0	-	-	6	0	6	0.0%	100.0%
2007	LDDT	7	0	6	0.0%	85.7%	7	0	6	0.0%	85.7%	0	0	0	-	-
2007	LDDV	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%	0	0	0	-	-
2007	LDGT	7,438	1,385	4,636	18.6%	62.3%	7,405	1,379	4,613	18.6%	62.3%	0	0	0	-	-
2007	LDGV	7,718	1,381	4,795	17.9%	62.1%	7,645	1,365	4,752	17.9%	62.2%	0	0	0	-	-
2008	HDGV	710	146	452	20.6%	63.7%	707	146	449	20.7%	63.5%	1	0	1	0.0%	100.0%
2008	LDDT	3	0	1	0.0%	33.3%	3	0	1	0.0%	33.3%	0	0	0	-	-
2008	LDDV	3	1	1	33.3%	33.3%	3	1	1	33.3%	33.3%	0	0	0	-	-
2008	LDGT	3,653	726	2,226	19.9%	60.9%	3,623	725	2,201	20.0%	60.8%	0	0	0	-	-
2008	LDGV	3,748	721	2,186	19.2%	58.3%	3,698	713	2,162	19.3%	58.5%	0	0	0	-	-

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R1 = 1st Retest

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Year 2018

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail R1	# Overall Pass R1	% Overall Fail R1	% Overall Pass R1	OBD Initial Fails	# OBD Fail R1	# OBD Pass R1	% OBD Fail R1	% OBD Pass R1	No Primary Test Initial Fails	# No Primary Test Fail R1	# No Primary Test Pass R1	% No Primary Test Fail R1	% No Primary Test Pass R1
2009	HDGV	527	131	337	24.9%	63.9%	522	131	332	25.1%	63.6%	0	0	0	-	-
2009	LDDT	29	4	17	13.8%	58.6%	29	4	17	13.8%	58.6%	0	0	0	-	-
2009	LDDV	23	5	13	21.7%	56.5%	23	5	13	21.7%	56.5%	0	0	0	-	-
2009	LDGT	4,127	752	2,747	18.2%	66.6%	4,108	750	2,731	18.3%	66.5%	0	0	0	-	-
2009	LDGV	5,126	951	3,345	18.6%	65.3%	5,097	947	3,327	18.6%	65.3%	1	0	1	0.0%	100.0%
2010	HDGV	469	102	298	21.7%	63.5%	468	102	297	21.8%	63.5%	1	0	1	0.0%	100.0%
2010	LDDT	34	12	13	35.3%	38.2%	34	12	13	35.3%	38.2%	0	0	0	-	-
2010	LDDV	20	6	7	30.0%	35.0%	20	6	7	30.0%	35.0%	0	0	0	-	-
2010	LDGT	2,390	439	1,587	18.4%	66.4%	2,376	439	1,576	18.5%	66.3%	0	0	0	-	-
2010	LDGV	2,720	500	1,780	18.4%	65.4%	2,696	495	1,769	18.4%	65.6%	0	0	0	-	-
2011	HDGV	686	147	460	21.4%	67.1%	682	147	456	21.6%	66.9%	4	0	4	0.0%	100.0%
2011	LDDT	75	36	30	48.0%	40.0%	75	36	30	48.0%	40.0%	0	0	0	-	-
2011	LDDV	55	21	23	38.2%	41.8%	55	21	23	38.2%	41.8%	0	0	0	-	-
2011	LDGT	4,314	757	3,036	17.5%	70.4%	4,303	754	3,029	17.5%	70.4%	0	0	0	-	-
2011	LDGV	4,194	795	2,892	19.0%	69.0%	4,151	792	2,858	19.1%	68.9%	0	0	0	-	-
2012	HDGV	562	118	383	21.0%	68.1%	559	118	380	21.1%	68.0%	0	0	0	-	-
2012	LDDT	44	17	14	38.6%	31.8%	44	17	14	38.6%	31.8%	0	0	0	-	-
2012	LDDV	18	6	8	33.3%	44.4%	18	6	8	33.3%	44.4%	0	0	0	-	-
2012	LDGT	1,794	366	1,219	20.4%	67.9%	1,788	366	1,214	20.5%	67.9%	0	0	0	-	-
2012	LDGV	1,982	414	1,324	20.9%	66.8%	1,969	412	1,317	20.9%	66.9%	0	0	0	-	-
2013	HDGV	401	77	286	19.2%	71.3%	399	77	284	19.3%	71.2%	1	0	1	0.0%	100.0%
2013	LDDT	77	22	46	28.6%	59.7%	77	22	46	28.6%	59.7%	0	0	0	-	-
2013	LDDV	28	10	15	35.7%	53.6%	28	10	15	35.7%	53.6%	0	0	0	-	-
2013	LDGT	3,159	613	2,295	19.4%	72.6%	3,148	612	2,285	19.4%	72.6%	0	0	0	-	-
2013	LDGV	4,497	1,014	3,034	22.5%	67.5%	4,452	1,006	3,007	22.6%	67.5%	0	0	0	-	-
2014	HDGV	257	58	178	22.6%	69.3%	245	57	167	23.3%	68.2%	12	1	11	8.3%	91.7%
2014	LDDT	15	3	11	20.0%	73.3%	15	3	11	20.0%	73.3%	0	0	0	-	-
2014	LDDV	16	3	12	18.8%	75.0%	16	3	12	18.8%	75.0%	0	0	0	-	-
2014	LDGT	1,426	500	823	35.1%	57.7%	1,423	500	820	35.1%	57.6%	0	0	0	-	-
2014	LDGV	523	131	344	25.0%	65.8%	518	131	341	25.3%	65.8%	0	0	0	-	-
2015	HDGV	277	60	202	21.7%	72.9%	274	60	199	21.9%	72.6%	3	0	3	0.0%	100.0%
2015	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	157	22	122	14.0%	77.7%	156	22	121	14.1%	77.6%	0	0	0	-	-
2015	LDGV	55	13	34	23.6%	61.8%	55	13	34	23.6%	61.8%	0	0	0	-	-

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R1 = 1st Retest

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Year 2018

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail R1	# Overall Pass R1	% Overall Fail R1	% Overall Pass R1	OBD Initial Fails	# OBD Fail R1	# OBD Pass R1	% OBD Fail R1	% OBD Pass R1	No Primary Test Initial Fails	# No Primary Test Fail R1	# No Primary Test Pass R1	% No Primary Test Fail R1	% No Primary Test Pass R1
2016	HDGV	177	29	133	16.4%	75.1%	172	28	129	16.3%	75.0%	4	1	3	25.0%	75.0%
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	110	24	79	21.8%	71.8%	109	24	78	22.0%	71.6%	0	0	0	-	-
2016	LDGV	44	6	32	13.6%	72.7%	44	6	32	13.6%	72.7%	0	0	0	-	-
2017	HDGV	139	16	118	11.5%	84.9%	132	15	112	11.4%	84.8%	7	1	6	14.3%	85.7%
2017	LDDT	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	58	7	51	12.1%	87.9%	58	7	51	12.1%	87.9%	0	0	0	-	-
2017	LDGV	16	2	14	12.5%	87.5%	16	2	14	12.5%	87.5%	0	0	0	-	-
2018	HDGV	16	0	11	0.0%	68.8%	13	0	8	0.0%	61.5%	3	0	3	0.0%	100.0%
2018	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	6	0	4	0.0%	66.7%	6	0	4	0.0%	66.7%	0	0	0	-	-
2018	LDGV	3	0	2	0.0%	66.7%	3	0	2	0.0%	66.7%	0	0	0	-	-
2019	HDGV	3	0	2	0.0%	66.7%	0	0	0	-	-	3	0	2	0.0%	66.7%
2019	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2019	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
Totals		176,592	36,090	101,153	20.4%	57.3%	175,074	35,829	100,222	20.5%	57.2%	116	11	94	9.5%	81.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	# MIL Check Initial Fails	# MIL Check Fail R1	# MIL Check Pass R1	% MIL Check Fail R1	% MIL Check Pass R1	Cat Conv Initial Fails	# Cat Conv Fail R1	# Cat Conv Pass R1	% Cat Conv Fail R1	% Cat Conv Pass R1	Smoke Initial Fails	# Smoke Fail R1	# Smoke Pass R1	% Smoke Fail R1	% Smoke Pass R1
Pre 96/Unknown	HDGV	0	0	0	-	-	3	1	2	33.3%	66.7%	1	0	1	0.0%	100.0%
Pre 96/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
Pre 96/Unknown	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	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	0	0	0	-	-	12	0	8	0.0%	66.7%	6	3	1	50.0%	16.7%
1996	LDGV	0	0	0	-	-	27	0	11	0.0%	40.7%	12	1	6	8.3%	50.0%
1997	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	11	2	5	18.2%	45.5%	17	2	8	11.8%	47.1%
1997	LDGV	0	0	0	-	-	26	2	12	7.7%	46.2%	11	0	6	0.0%	54.5%
1998	HDGV	0	0	0	-	-	0	0	0	-	-	1	1	0	100.0%	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	-	-	19	0	11	0.0%	57.9%	17	0	13	0.0%	76.5%
1998	LDGV	0	0	0	-	-	50	4	23	8.0%	46.0%	18	0	11	0.0%	61.1%
1999	HDGV	0	0	0	-	-	2	0	0	0.0%	0.0%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
1999	LDGT	0	0	0	-	-	15	1	6	6.7%	40.0%	27	1	14	3.7%	51.9%
1999	LDGV	0	0	0	-	-	35	3	13	8.6%	37.1%	19	0	15	0.0%	78.9%
2000	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	0	0.0%	0.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	24	1	15	4.2%	62.5%	38	2	29	5.3%	76.3%
2000	LDGV	0	0	0	-	-	56	1	27	1.8%	48.2%	40	0	23	0.0%	57.5%
2001	HDGV	0	0	0	-	-	3	1	2	33.3%	66.7%	2	0	1	0.0%	50.0%
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	-	-	21	0	15	0.0%	71.4%	39	2	27	5.1%	69.2%
2001	LDGV	0	0	0	-	-	36	2	16	5.6%	44.4%	22	1	14	4.5%	63.6%

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Year 2018

Model Yr	Veh Type	# MIL Check Initial Fails	# MIL Check Fail R1	# MIL Check Pass R1	% MIL Check Fail R1	% MIL Check Pass R1	Cat Conv Initial Fails	# Cat Conv Fail R1	# Cat Conv Pass R1	% Cat Conv Fail R1	% Cat Conv Pass R1	Smoke Initial Fails	# Smoke Fail R1	# Smoke Pass R1	% Smoke Fail R1	% Smoke Pass R1
2002	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	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	-	-	21	1	12	4.8%	57.1%	83	5	50	6.0%	60.2%
2002	LDGV	0	0	0	-	-	65	3	30	4.6%	46.2%	55	5	38	9.1%	69.1%
2003	HDGV	0	0	0	-	-	2	0	0	0.0%	0.0%	1	0	1	0.0%	100.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	16	1	11	6.3%	68.8%	60	5	41	8.3%	68.3%
2003	LDGV	0	0	0	-	-	48	1	22	2.1%	45.8%	40	3	22	7.5%	55.0%
2004	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	30	2	19	6.7%	63.3%	96	4	61	4.2%	63.5%
2004	LDGV	0	0	0	-	-	83	3	48	3.6%	57.8%	40	3	24	7.5%	60.0%
2005	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2005	LDGT	0	0	0	-	-	17	1	11	5.9%	64.7%	55	3	34	5.5%	61.8%
2005	LDGV	0	0	0	-	-	53	2	25	3.8%	47.2%	21	0	15	0.0%	71.4%
2006	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	5	0	3	0.0%	60.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
2006	LDGT	0	0	0	-	-	11	0	9	0.0%	81.8%	55	2	35	3.6%	63.6%
2006	LDGV	0	0	0	-	-	47	0	23	0.0%	48.9%	38	2	24	5.3%	63.2%
2007	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	12	0	10	0.0%	83.3%	24	5	15	20.8%	62.5%
2007	LDGV	0	0	0	-	-	45	3	27	6.7%	60.0%	36	6	24	16.7%	66.7%
2008	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	LDGT	0	0	0	-	-	2	0	1	0.0%	50.0%	24	1	21	4.2%	87.5%
2008	LDGV	0	0	0	-	-	38	1	21	2.6%	55.3%	26	2	12	7.7%	46.2%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	# MIL Check Initial Fails	# MIL Check Fail R1	# MIL Check Pass R1	% MIL Check Fail R1	% MIL Check Pass R1	Cat Conv Initial Fails	# Cat Conv Fail R1	# Cat Conv Pass R1	% Cat Conv Fail R1	% Cat Conv Pass R1	Smoke Initial Fails	# Smoke Fail R1	# Smoke Pass R1	% Smoke Fail R1	% Smoke Pass R1
2009	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	16	1	14	6.3%	87.5%
2009	LDGV	1	0	1	0.0%	100.0%	19	3	9	15.8%	47.4%	16	0	15	0.0%	93.8%
2010	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	10	0	7	0.0%	70.0%
2010	LDGV	0	0	0	-	-	15	0	7	0.0%	46.7%	11	0	8	0.0%	72.7%
2011	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	5	0	5	0.0%	100.0%	8	0	6	0.0%	75.0%
2011	LDGV	0	0	0	-	-	39	0	28	0.0%	71.8%	19	2	14	10.5%	73.7%
2012	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	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	0	0	0	-	-	4	0	3	0.0%	75.0%	2	0	2	0.0%	100.0%
2012	LDGV	0	0	0	-	-	12	0	6	0.0%	50.0%	3	0	2	0.0%	66.7%
2013	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
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	-	-	3	0	3	0.0%	100.0%	8	0	8	0.0%	100.0%
2013	LDGV	0	0	0	-	-	55	0	36	0.0%	65.5%	5	0	3	0.0%	60.0%
2014	HDGV	12	1	11	8.3%	91.7%	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	-	-	2	0	2	0.0%	100.0%
2014	LDGV	0	0	0	-	-	7	0	4	0.0%	57.1%	0	0	0	-	-
2015	HDGV	3	0	3	0.0%	100.0%	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	-	-

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	# MIL Check Initial Fails	# MIL Check Fail R1	# MIL Check Pass R1	% MIL Check Fail R1	% MIL Check Pass R1	Cat Conv Initial Fails	# Cat Conv Fail R1	# Cat Conv Pass R1	% Cat Conv Fail R1	% Cat Conv Pass R1	Smoke Initial Fails	# Smoke Fail R1	# Smoke Pass R1	% Smoke Fail R1	% Smoke Pass R1
2016	HDGV	4	1	3	25.0%	75.0%	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	-	-
2017	HDGV	7	1	6	14.3%	85.7%	0	0	0	-	-	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	HDGV	3	0	2	0.0%	66.7%	0	0	0	-	-	0	0	0	-	-
2019	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		33	3	29	9.1%	87.9%	1,001	39	548	3.9%	54.7%	1,045	62	684	5.9%	65.5%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail R1	# Liquid Leak Pass R1	% Liquid Leak Fail R1	% Liquid Leak Pass R1	Misc Emiss Initial Fails	# Misc Emiss Fail R1	# Misc Emiss Pass R1	% Misc Emiss Fail R1	% Misc Emiss Pass R1
Pre 96/Unknown	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
Pre 96/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGV	0	0	0	-	-	0	0	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%	6	0	6	0.0%	100.0%
1996	LDGV	0	0	0	-	-	4	0	3	0.0%	75.0%
1997	HDGV	0	0	0	-	-	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	4	0	2	0.0%	50.0%
1997	LDGV	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
1998	HDGV	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-
1998	LDGT	4	0	3	0.0%	75.0%	3	0	3	0.0%	100.0%
1998	LDGV	0	0	0	-	-	8	0	8	0.0%	100.0%
1999	HDGV	0	0	0	-	-	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%
1999	LDGT	3	0	2	0.0%	66.7%	6	0	3	0.0%	50.0%
1999	LDGV	0	0	0	-	-	11	0	7	0.0%	63.6%
2000	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	3	0	2	0.0%	66.7%	11	0	9	0.0%	81.8%
2000	LDGV	1	0	1	0.0%	100.0%	10	1	9	10.0%	90.0%
2001	HDGV	0	0	0	-	-	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	2	0	2	0.0%	100.0%	9	0	9	0.0%	100.0%
2001	LDGV	2	0	1	0.0%	50.0%	10	0	10	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail R1	# Liquid Leak Pass R1	% Liquid Leak Fail R1	% Liquid Leak Pass R1	Misc Emiss Initial Fails	# Misc Emiss Fail R1	# Misc Emiss Pass R1	% Misc Emiss Fail R1	% Misc Emiss Pass R1
2002	HDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	2	0	1	0.0%	50.0%	18	0	17	0.0%	94.4%
2002	LDGV	2	0	2	0.0%	100.0%	15	1	5	6.7%	33.3%
2003	HDGV	7	2	4	28.6%	57.1%	4	1	3	25.0%	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%	14	1	8	7.1%	57.1%
2003	LDGV	3	0	2	0.0%	66.7%	14	1	8	7.1%	57.1%
2004	HDGV	0	0	0	-	-	6	0	6	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	6	0	4	0.0%	66.7%	19	1	14	5.3%	73.7%
2004	LDGV	3	0	3	0.0%	100.0%	19	2	15	10.5%	78.9%
2005	HDGV	4	0	3	0.0%	75.0%	4	0	4	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	3	0	3	0.0%	100.0%	15	0	13	0.0%	86.7%
2005	LDGV	1	0	0	0.0%	0.0%	15	0	13	0.0%	86.7%
2006	HDGV	2	0	2	0.0%	100.0%	10	2	8	20.0%	80.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	5	0	4	0.0%	80.0%	11	0	10	0.0%	90.9%
2006	LDGV	2	0	2	0.0%	100.0%	12	0	9	0.0%	75.0%
2007	HDGV	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	6	0	6	0.0%	100.0%	19	1	15	5.3%	78.9%
2007	LDGV	2	0	1	0.0%	50.0%	22	0	18	0.0%	81.8%
2008	HDGV	4	1	3	25.0%	75.0%	2	0	2	0.0%	100.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	3	0	2	0.0%	66.7%	10	0	6	0.0%	60.0%
2008	LDGV	1	0	1	0.0%	100.0%	6	1	5	16.7%	83.3%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail R1	# Liquid Leak Pass R1	% Liquid Leak Fail R1	% Liquid Leak Pass R1	Misc Emiss Initial Fails	# Misc Emiss Fail R1	# Misc Emiss Pass R1	% Misc Emiss Fail R1	% Misc Emiss Pass R1
2009	HDGV	3	0	2	0.0%	66.7%	5	0	5	0.0%	100.0%
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	1	0	1	0.0%	100.0%	4	0	3	0.0%	75.0%
2009	LDGV	1	0	0	0.0%	0.0%	4	0	3	0.0%	75.0%
2010	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
2010	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%
2011	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	2	0	2	0.0%	100.0%	3	0	2	0.0%	66.7%
2011	LDGV	0	0	0	-	-	6	0	6	0.0%	100.0%
2012	HDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
2012	LDGV	1	0	1	0.0%	100.0%	3	0	2	0.0%	66.7%
2013	HDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%
2013	LDGV	1	0	1	0.0%	100.0%	6	0	6	0.0%	100.0%
2014	HDGV	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
2014	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2015	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2015	LDDT	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	2	0	1	0.0%	50.0%
2015	LDGV	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 2018

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail R1	# Liquid Leak Pass R1	% Liquid Leak Fail R1	% Liquid Leak Pass R1	Misc Emiss Initial Fails	# Misc Emiss Fail R1	# Misc Emiss Pass R1	% Misc Emiss Fail R1	% Misc Emiss Pass R1
2016	HDGV	0	0	0	-	-	2	1	1	50.0%	50.0%
2016	LDDT	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
2016	LDGV	0	0	0	-	-	0	0	0	-	-
2017	HDGV	0	0	0	-	-	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-
2017	LDGV	0	0	0	-	-	0	0	0	-	-
2018	HDGV	0	0	0	-	-	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	0	0	0	-	-
2018	LDGV	0	0	0	-	-	0	0	0	-	-
2019	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2019	LDDT	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-
2019	LDGT	0	0	0	-	-	0	0	0	-	-
2019	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		97	3	78	3.1%	80.4%	385	13	310	3.4%	80.5%

**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 2018

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	MIL Check Initial Fails	# MIL Check Pass R2	% MIL Check Pass R2
Pre 96/Unknown	HDGV	5	1	20.0%	0	0	-	0	0	-
Pre 96/Unknown	LDDT	0	0	-	0	0	-	0	0	-
Pre 96/Unknown	LDDV	0	0	-	0	0	-	0	0	-
Pre 96/Unknown	LDGT	1	0	0.0%	0	0	-	0	0	-
Pre 96/Unknown	LDGV	0	0	-	0	0	-	0	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	877	89	10.1%	862	88	10.2%	0	0	-
1996	LDGV	1,209	98	8.1%	1,186	94	7.9%	0	0	-
1997	HDGV	1	0	0.0%	0	0	-	0	0	-
1997	LDDT	2	0	0.0%	2	0	0.0%	0	0	-
1997	LDDV	4	1	25.0%	4	1	25.0%	0	0	-
1997	LDGT	1,305	131	10.0%	1,288	127	9.9%	0	0	-
1997	LDGV	1,614	161	10.0%	1,592	160	10.1%	0	0	-
1998	HDGV	1	1	100.0%	0	0	-	0	0	-
1998	LDDT	0	0	-	0	0	-	0	0	-
1998	LDDV	8	0	0.0%	8	0	0.0%	0	0	-
1998	LDGT	1,991	212	10.6%	1,970	208	10.6%	0	0	-
1998	LDGV	2,785	273	9.8%	2,743	272	9.9%	0	0	-
1999	HDGV	2	0	0.0%	0	0	-	0	0	-
1999	LDDT	1	0	0.0%	1	0	0.0%	0	0	-
1999	LDDV	7	0	0.0%	5	0	0.0%	0	0	-
1999	LDGT	2,214	223	10.1%	2,187	221	10.1%	0	0	-
1999	LDGV	3,045	283	9.3%	3,013	283	9.4%	0	0	-
2000	HDGV	3	0	0.0%	0	0	-	0	0	-
2000	LDDT	0	0	-	0	0	-	0	0	-
2000	LDDV	7	2	28.6%	7	2	28.6%	0	0	-
2000	LDGT	3,704	391	10.6%	3,659	385	10.5%	0	0	-
2000	LDGV	5,702	569	10.0%	5,652	563	10.0%	0	0	-
2001	HDGV	5	1	20.0%	0	0	-	0	0	-
2001	LDDT	0	0	-	0	0	-	0	0	-
2001	LDDV	4	1	25.0%	4	1	25.0%	0	0	-
2001	LDGT	5,260	739	14.0%	5,223	737	14.1%	0	0	-
2001	LDGV	6,006	795	13.2%	5,977	791	13.2%	0	0	-

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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 2018

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	MIL Check Initial Fails	# MIL Check Pass R2	% MIL Check Pass R2
2002	HDGV	3	0	0.0%	0	0	-	0	0	-
2002	LDDT	0	0	-	0	0	-	0	0	-
2002	LDDV	7	0	0.0%	7	0	0.0%	0	0	-
2002	LDGT	7,826	1,074	13.7%	7,756	1,065	13.7%	0	0	-
2002	LDGV	8,504	1,132	13.3%	8,442	1,123	13.3%	0	0	-
2003	HDGV	12	2	16.7%	0	0	-	0	0	-
2003	LDDT	1	0	0.0%	1	0	0.0%	0	0	-
2003	LDDV	7	0	0.0%	7	0	0.0%	0	0	-
2003	LDGT	6,399	782	12.2%	6,345	765	12.1%	0	0	-
2003	LDGV	6,953	960	13.8%	6,904	952	13.8%	0	0	-
2004	HDGV	8	0	0.0%	0	0	-	0	0	-
2004	LDDT	1	0	0.0%	1	0	0.0%	0	0	-
2004	LDDV	22	1	4.5%	22	1	4.5%	0	0	-
2004	LDGT	9,665	1,254	13.0%	9,583	1,239	12.9%	0	0	-
2004	LDGV	8,422	1,149	13.6%	8,340	1,138	13.6%	0	0	-
2005	HDGV	10	0	0.0%	0	0	-	0	0	-
2005	LDDT	2	0	0.0%	2	0	0.0%	0	0	-
2005	LDDV	25	1	4.0%	24	1	4.2%	0	0	-
2005	LDGT	6,903	947	13.7%	6,852	940	13.7%	0	0	-
2005	LDGV	6,558	809	12.3%	6,514	805	12.4%	0	0	-
2006	HDGV	19	2	10.5%	0	0	-	0	0	-
2006	LDDT	3	0	0.0%	3	0	0.0%	0	0	-
2006	LDDV	14	0	0.0%	13	0	0.0%	0	0	-
2006	LDGT	7,557	1,015	13.4%	7,505	1,012	13.5%	0	0	-
2006	LDGV	7,965	981	12.3%	7,895	976	12.4%	0	0	-
2007	HDGV	6	0	0.0%	0	0	-	0	0	-
2007	LDDT	7	0	0.0%	7	0	0.0%	0	0	-
2007	LDDV	3	1	33.3%	3	1	33.3%	0	0	-
2007	LDGT	7,438	978	13.1%	7,405	973	13.1%	0	0	-
2007	LDGV	7,718	899	11.6%	7,645	889	11.6%	0	0	-
2008	HDGV	710	121	17.0%	707	121	17.1%	0	0	-
2008	LDDT	3	0	0.0%	3	0	0.0%	0	0	-
2008	LDDV	3	1	33.3%	3	1	33.3%	0	0	-
2008	LDGT	3,653	510	14.0%	3,623	510	14.1%	0	0	-
2008	LDGV	3,748	473	12.6%	3,698	470	12.7%	0	0	-

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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 2018

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	MIL Check Initial Fails	# MIL Check Pass R2	% MIL Check Pass R2
2009	HDGV	527	112	21.3%	522	112	21.5%	0	0	-
2009	LDDT	29	3	10.3%	29	3	10.3%	0	0	-
2009	LDDV	23	4	17.4%	23	4	17.4%	0	0	-
2009	LDGT	4,127	562	13.6%	4,108	561	13.7%	0	0	-
2009	LDGV	5,126	719	14.0%	5,097	718	14.1%	1	0	0.0%
2010	HDGV	469	84	17.9%	468	84	17.9%	0	0	-
2010	LDDT	34	9	26.5%	34	9	26.5%	0	0	-
2010	LDDV	20	6	30.0%	20	6	30.0%	0	0	-
2010	LDGT	2,390	348	14.6%	2,376	348	14.6%	0	0	-
2010	LDGV	2,720	374	13.8%	2,696	369	13.7%	0	0	-
2011	HDGV	686	130	19.0%	682	130	19.1%	0	0	-
2011	LDDT	75	30	40.0%	75	30	40.0%	0	0	-
2011	LDDV	55	14	25.5%	55	14	25.5%	0	0	-
2011	LDGT	4,314	591	13.7%	4,303	590	13.7%	0	0	-
2011	LDGV	4,194	627	14.9%	4,151	624	15.0%	0	0	-
2012	HDGV	562	106	18.9%	559	106	19.0%	0	0	-
2012	LDDT	44	14	31.8%	44	14	31.8%	0	0	-
2012	LDDV	18	4	22.2%	18	4	22.2%	0	0	-
2012	LDGT	1,794	292	16.3%	1,788	292	16.3%	0	0	-
2012	LDGV	1,982	328	16.5%	1,969	326	16.6%	0	0	-
2013	HDGV	401	67	16.7%	399	67	16.8%	0	0	-
2013	LDDT	77	19	24.7%	77	19	24.7%	0	0	-
2013	LDDV	28	9	32.1%	28	9	32.1%	0	0	-
2013	LDGT	3,159	501	15.9%	3,148	500	15.9%	0	0	-
2013	LDGV	4,497	845	18.8%	4,452	837	18.8%	0	0	-
2014	HDGV	257	54	21.0%	245	53	21.6%	12	1	8.3%
2014	LDDT	15	3	20.0%	15	3	20.0%	0	0	-
2014	LDDV	16	3	18.8%	16	3	18.8%	0	0	-
2014	LDGT	1,426	410	28.8%	1,423	410	28.8%	0	0	-
2014	LDGV	523	100	19.1%	518	100	19.3%	0	0	-
2015	HDGV	277	53	19.1%	274	53	19.3%	3	0	0.0%
2015	LDDT	1	0	0.0%	1	0	0.0%	0	0	-
2015	LDDV	0	0	-	0	0	-	0	0	-
2015	LDGT	157	21	13.4%	156	21	13.5%	0	0	-
2015	LDGV	55	9	16.4%	55	9	16.4%	0	0	-

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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 2018

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	MIL Check Initial Fails	# MIL Check Pass R2	% MIL Check Pass R2
2016	HDGV	177	26	14.7%	172	25	14.5%	4	1	25.0%
2016	LDDT	0	0	-	0	0	-	0	0	-
2016	LDDV	0	0	-	0	0	-	0	0	-
2016	LDGT	110	19	17.3%	109	19	17.4%	0	0	-
2016	LDGV	44	5	11.4%	44	5	11.4%	0	0	-
2017	HDGV	139	15	10.8%	132	14	10.6%	7	1	14.3%
2017	LDDT	1	1	100.0%	1	1	100.0%	0	0	-
2017	LDDV	0	0	-	0	0	-	0	0	-
2017	LDGT	58	7	12.1%	58	7	12.1%	0	0	-
2017	LDGV	16	2	12.5%	16	2	12.5%	0	0	-
2018	HDGV	16	0	0.0%	13	0	0.0%	3	0	0.0%
2018	LDDT	0	0	-	0	0	-	0	0	-
2018	LDDV	0	0	-	0	0	-	0	0	-
2018	LDGT	6	0	0.0%	6	0	0.0%	0	0	-
2018	LDGV	3	0	0.0%	3	0	0.0%	0	0	-
2019	HDGV	3	0	0.0%	0	0	-	3	0	0.0%
2019	LDDT	0	0	-	0	0	-	0	0	-
2019	LDDV	0	0	-	0	0	-	0	0	-
2019	LDGT	2	1	50.0%	2	1	50.0%	0	0	-
2019	LDGV	1	0	0.0%	1	0	0.0%	0	0	-
Totals		176,592	23,590	13.4%	175,074	23,417	13.4%	33	3	9.1%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2018

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 96/Unknown	HDGV	3	1	33.3%	1	0	0.0%	0	0	-	1	0	0.0%
Pre 96/Unknown	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
Pre 96/Unknown	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
Pre 96/Unknown	LDGT	0	0	-	1	0	0.0%	0	0	-	0	0	-
Pre 96/Unknown	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
1996	HDGV	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	12	0	0.0%	6	1	16.7%	1	0	0.0%	6	0	0.0%
1996	LDGV	27	0	0.0%	12	1	8.3%	0	0	-	4	0	0.0%
1997	HDGV	1	0	0.0%	0	0	-	0	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	11	1	9.1%	17	2	11.8%	0	0	-	4	0	0.0%
1997	LDGV	26	1	3.8%	11	0	0.0%	2	0	0.0%	3	0	0.0%
1998	HDGV	0	0	-	1	1	100.0%	0	0	-	0	0	-
1998	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDGT	19	0	0.0%	17	0	0.0%	4	0	0.0%	3	0	0.0%
1998	LDGV	50	0	0.0%	18	0	0.0%	0	0	-	8	0	0.0%
1999	HDGV	2	0	0.0%	0	0	-	0	0	-	0	0	-
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	0	0	-	2	0	0.0%	0	0	-	1	0	0.0%
1999	LDGT	15	1	6.7%	27	1	3.7%	3	0	0.0%	6	0	0.0%
1999	LDGV	35	0	0.0%	19	0	0.0%	0	0	-	11	0	0.0%
2000	HDGV	1	0	0.0%	1	0	0.0%	0	0	-	1	0	0.0%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDGT	24	0	0.0%	38	1	2.6%	3	0	0.0%	11	0	0.0%
2000	LDGV	56	0	0.0%	40	0	0.0%	1	0	0.0%	10	1	10.0%
2001	HDGV	3	1	33.3%	2	0	0.0%	0	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	21	0	0.0%	39	2	5.1%	2	0	0.0%	9	0	0.0%
2001	LDGV	36	0	0.0%	22	0	0.0%	2	0	0.0%	10	0	0.0%

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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 2018

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
2002	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	1	0	0.0%
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDGT	21	0	0.0%	83	5	6.0%	2	0	0.0%	18	0	0.0%
2002	LDGV	65	0	0.0%	55	3	5.5%	2	0	0.0%	15	1	6.7%
2003	HDGV	2	0	0.0%	1	0	0.0%	7	1	14.3%	4	1	25.0%
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDGT	16	1	6.3%	60	4	6.7%	2	0	0.0%	14	1	7.1%
2003	LDGV	48	1	2.1%	40	1	2.5%	3	0	0.0%	14	1	7.1%
2004	HDGV	1	0	0.0%	1	0	0.0%	0	0	-	6	0	0.0%
2004	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDGT	30	1	3.3%	96	3	3.1%	6	0	0.0%	19	1	5.3%
2004	LDGV	83	2	2.4%	40	1	2.5%	3	0	0.0%	19	2	10.5%
2005	HDGV	0	0	-	2	0	0.0%	4	0	0.0%	4	0	0.0%
2005	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
2005	LDGT	17	0	0.0%	55	1	1.8%	3	0	0.0%	15	0	0.0%
2005	LDGV	53	0	0.0%	21	0	0.0%	1	0	0.0%	15	0	0.0%
2006	HDGV	2	0	0.0%	5	0	0.0%	2	0	0.0%	10	2	20.0%
2006	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2006	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
2006	LDGT	11	0	0.0%	55	2	3.6%	5	0	0.0%	11	0	0.0%
2006	LDGV	47	0	0.0%	38	2	5.3%	2	0	0.0%	12	0	0.0%
2007	HDGV	0	0	-	2	0	0.0%	2	0	0.0%	3	0	0.0%
2007	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDGT	12	0	0.0%	24	3	12.5%	6	0	0.0%	19	1	5.3%
2007	LDGV	45	1	2.2%	36	3	8.3%	2	0	0.0%	22	0	0.0%
2008	HDGV	0	0	-	1	0	0.0%	4	1	25.0%	2	0	0.0%
2008	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
2008	LDGT	2	0	0.0%	24	0	0.0%	3	0	0.0%	10	0	0.0%
2008	LDGV	38	0	0.0%	26	1	3.8%	1	0	0.0%	6	1	16.7%

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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 2018

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
2009	HDGV	2	0	0.0%	0	0	-	3	0	0.0%	5	0	0.0%
2009	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDGT	2	0	0.0%	16	0	0.0%	1	0	0.0%	4	0	0.0%
2009	LDGV	19	0	0.0%	16	0	0.0%	1	0	0.0%	4	0	0.0%
2010	HDGV	0	0	-	0	0	-	1	0	0.0%	0	0	-
2010	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDGT	1	0	0.0%	10	0	0.0%	2	0	0.0%	4	0	0.0%
2010	LDGV	15	0	0.0%	11	0	0.0%	0	0	-	4	0	0.0%
2011	HDGV	0	0	-	0	0	-	4	0	0.0%	0	0	-
2011	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDGT	5	0	0.0%	8	0	0.0%	2	0	0.0%	3	0	0.0%
2011	LDGV	39	0	0.0%	19	2	10.5%	0	0	-	6	0	0.0%
2012	HDGV	0	0	-	2	0	0.0%	1	0	0.0%	3	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	4	0	0.0%	2	0	0.0%	0	0	-	1	0	0.0%
2012	LDGV	12	0	0.0%	3	0	0.0%	1	0	0.0%	3	0	0.0%
2013	HDGV	1	0	0.0%	1	0	0.0%	1	0	0.0%	2	0	0.0%
2013	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDGT	3	0	0.0%	8	0	0.0%	0	0	-	4	0	0.0%
2013	LDGV	55	0	0.0%	5	0	0.0%	1	0	0.0%	6	0	0.0%
2014	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDGT	0	0	-	2	0	0.0%	0	0	-	1	0	0.0%
2014	LDGV	7	0	0.0%	0	0	-	0	0	-	1	0	0.0%
2015	HDGV	0	0	-	0	0	-	0	0	-	1	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	-	2	0	0.0%
2015	LDGV	0	0	-	0	0	-	0	0	-	0	0	-

Table H (Page 7 of 8)

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2018

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
2016	HDGV	0	0	-	0	0	-	0	0	-	2	1	50.0%
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	-	1	0	0.0%
2016	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2017	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2018	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2019	HDGV	0	0	-	0	0	-	0	0	-	1	0	0.0%
2019	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2019	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2019	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2019	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
Totals		1,001	11	1.1%	1,045	40	3.8%	97	2	2.1%	385	13	3.4%

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 2017

Model Yr	Veh Type	2017 Overall Initial Insps	2017 Overall Initial Fails	Dropped From Inspection ¹	Late Pass 2018 ²	Dropped From Fleet ³	Overall No Known Outcome ⁴	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2017 OBD Initial Insps	2017 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
Pre 96/Unknown	HDGV	1,934	3	1	0	0	1	0.05%	33.33%	0	0	0	-	-
Pre 96/Unknown	LDDT	8	0	0	0	0	0	0.00%	-	0	0	0	-	-
Pre 96/Unknown	LDDV	0	0	0	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	860	5	3	0	1	2	0.23%	40.00%	0	0	0	-	-
Pre 96/Unknown	LDGV	34	0	0	0	0	0	0.00%	-	0	0	0	-	-
1996	HDGV	423	0	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDDT	2	0	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDDV	0	0	0	0	0	0	-	-	0	0	0	-	-
1996	LDGT	5,130	900	385	18	203	164	3.20%	18.22%	5,130	888	205	4.00%	23.09%
1996	LDGV	7,503	1,321	590	22	314	254	3.39%	19.23%	7,503	1,298	327	4.36%	25.19%
1997	HDGV	939	4	0	0	0	0	0.00%	0.00%	0	0	0	-	-
1997	LDDT	6	0	0	0	0	0	0.00%	-	6	0	0	0.00%	-
1997	LDDV	32	4	0	0	0	0	0.00%	0.00%	32	4	0	0.00%	0.00%
1997	LDGT	12,681	2,113	848	47	416	385	3.04%	18.22%	12,681	2,101	502	3.96%	23.89%
1997	LDGV	18,072	2,891	1,155	50	686	419	2.32%	14.49%	18,072	2,844	554	3.07%	19.48%
1998	HDGV	701	1	0	0	0	0	0.00%	0.00%	0	0	0	-	-
1998	LDDT	1	1	1	0	1	0	0.00%	0.00%	1	1	0	0.00%	0.00%
1998	LDDV	53	5	3	0	2	1	1.89%	20.00%	53	5	1	1.89%	20.00%
1998	LDGT	11,828	2,188	835	44	413	378	3.20%	17.28%	11,828	2,166	479	4.05%	22.11%
1998	LDGV	16,315	3,034	1,293	51	751	491	3.01%	16.18%	16,315	3,000	615	3.77%	20.50%
1999	HDGV	1,542	3	2	0	1	1	0.06%	33.33%	0	0	0	-	-
1999	LDDT	5	0	0	0	0	0	0.00%	-	5	0	0	0.00%	-
1999	LDDV	115	10	4	0	1	3	2.61%	30.00%	115	10	3	2.61%	30.00%
1999	LDGT	21,052	3,347	1,223	62	656	505	2.40%	15.09%	21,052	3,311	625	2.97%	18.88%
1999	LDGV	30,595	4,793	1,798	71	1,074	653	2.13%	13.62%	30,595	4,725	852	2.78%	18.03%
2000	HDGV	2,176	7	2	0	2	0	0.00%	0.00%	0	0	0	-	-
2000	LDDT	1	0	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2000	LDDV	77	9	2	0	2	0	0.00%	0.00%	77	9	0	0.00%	0.00%
2000	LDGT	21,316	3,602	1,340	105	720	515	2.42%	14.30%	21,316	3,562	670	3.14%	18.81%
2000	LDGV	29,786	5,507	2,364	106	1,413	845	2.84%	15.34%	29,786	5,456	1,096	3.68%	20.09%

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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 2017

Model Yr	Veh Type	2017 Overall Initial Insps	2017 Overall Initial Fails	Dropped From Inspection ¹	Late Pass 2018 ²	Dropped From Fleet ³	Overall No Known Outcome ⁴	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2017 OBD Initial Insps	2017 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2001	HDGV	2,509	4	1	0	1	0	0.00%	0.00%	0	0	0	-	-
2001	LDDT	4	0	0	0	0	0	0.00%	-	4	0	0	0.00%	-
2001	LDDV	102	10	3	1	2	0	0.00%	0.00%	102	10	0	0.00%	0.00%
2001	LDGT	36,780	7,610	2,560	180	1,292	1,088	2.96%	14.30%	36,780	7,575	1,549	4.21%	20.45%
2001	LDGV	45,369	9,171	3,309	188	1,859	1,262	2.78%	13.76%	45,369	9,106	1,798	3.96%	19.75%
2002	HDGV	2,945	12	1	0	1	0	0.00%	0.00%	0	0	0	-	-
2002	LDDT	0	0	0	0	0	0	-	-	0	0	0	-	-
2002	LDDV	102	9	1	0	0	1	0.98%	11.11%	102	9	1	0.98%	11.11%
2002	LDGT	34,972	6,671	2,192	149	1,105	938	2.68%	14.06%	34,972	6,622	1,293	3.70%	19.53%
2002	LDGV	40,167	7,849	2,974	176	1,669	1,129	2.81%	14.38%	40,167	7,780	1,527	3.80%	19.63%
2003	HDGV	4,318	11	3	0	2	1	0.02%	9.09%	0	0	0	-	-
2003	LDDT	2	1	1	0	0	1	50.00%	100.00%	2	1	3	150.00%	300.00%
2003	LDDV	139	16	6	1	2	3	2.16%	18.75%	139	16	3	2.16%	18.75%
2003	LDGT	65,131	9,579	2,780	211	1,433	1,136	1.74%	11.86%	65,131	9,512	1,528	2.35%	16.06%
2003	LDGV	69,761	9,874	3,198	224	1,776	1,198	1.72%	12.13%	69,761	9,797	1,660	2.38%	16.94%
2004	HDGV	4,568	7	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2004	LDDT	9	2	0	0	0	0	0.00%	0.00%	9	2	0	0.00%	0.00%
2004	LDDV	86	7	2	0	0	2	2.33%	28.57%	86	7	3	3.49%	42.86%
2004	LDGT	49,746	7,311	2,311	198	1,083	1,030	2.07%	14.09%	49,746	7,258	1,309	2.63%	18.04%
2004	LDGV	46,068	6,561	2,223	159	1,209	855	1.86%	13.03%	46,068	6,502	1,192	2.59%	18.33%
2005	HDGV	4,934	16	4	0	3	1	0.02%	6.25%	0	0	0	-	-
2005	LDDT	56	7	3	0	2	1	1.79%	14.29%	56	6	1	1.79%	16.67%
2005	LDDV	355	33	10	2	7	1	0.28%	3.03%	355	33	1	0.28%	3.03%
2005	LDGT	82,553	9,382	2,498	221	1,208	1,069	1.29%	11.39%	82,553	9,314	1,401	1.70%	15.04%
2005	LDGV	80,789	8,733	2,475	215	1,307	953	1.18%	10.91%	80,789	8,668	1,272	1.57%	14.67%
2006	HDGV	6,705	21	4	0	2	2	0.03%	9.52%	0	0	0	-	-
2006	LDDT	44	5	1	0	0	1	2.27%	20.00%	44	5	1	2.27%	20.00%
2006	LDDV	296	17	4	0	2	2	0.68%	11.76%	296	16	2	0.68%	12.50%
2006	LDGT	57,101	5,975	1,629	194	742	693	1.21%	11.60%	57,101	5,935	943	1.65%	15.89%
2006	LDGV	61,774	6,532	1,885	171	934	780	1.26%	11.94%	61,774	6,460	1,041	1.69%	16.11%

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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 2017

Model Yr	Veh Type	2017 Overall Initial Insps	2017 Overall Initial Fails	Dropped From Inspection ¹	Late Pass 2018 ²	Dropped From Fleet ³	Overall No Known Outcome ⁴	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2017 OBD Initial Insps	2017 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2007	HDGV	5,030	4	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2007	LDDT	61	6	3	1	0	2	3.28%	33.33%	61	6	2	3.28%	33.33%
2007	LDDV	19	5	0	0	0	0	0.00%	0.00%	19	5	0	0.00%	0.00%
2007	LDGT	40,115	3,908	1,066	106	458	502	1.25%	12.85%	40,115	3,895	642	1.60%	16.48%
2007	LDGV	48,393	4,137	1,172	117	573	482	1.00%	11.65%	48,393	4,090	593	1.23%	14.50%
2008	HDGV	8,495	887	172	32	49	91	1.07%	10.26%	8,157	881	118	1.45%	13.39%
2008	LDDT	205	7	1	1	0	0	0.00%	0.00%	205	6	0	0.00%	0.00%
2008	LDDV	71	7	1	0	0	1	1.41%	14.29%	71	7	1	1.41%	14.29%
2008	LDGT	107,322	6,205	1,196	161	558	477	0.44%	7.69%	107,322	6,180	622	0.58%	10.06%
2008	LDGV	116,822	6,588	1,417	189	653	575	0.49%	8.73%	116,822	6,521	735	0.63%	11.27%
2009	HDGV	4,082	505	73	15	25	33	0.81%	6.53%	3,907	502	47	1.20%	9.36%
2009	LDDT	63	20	5	0	2	3	4.76%	15.00%	63	20	6	9.52%	30.00%
2009	LDDV	59	21	10	0	8	2	3.39%	9.52%	59	21	5	8.47%	23.81%
2009	LDGT	21,511	1,506	313	38	135	140	0.65%	9.30%	21,511	1,500	176	0.82%	11.73%
2009	LDGV	31,428	2,028	461	63	212	186	0.59%	9.17%	31,424	2,012	242	0.77%	12.03%
2010	HDGV	4,885	543	68	17	23	28	0.57%	5.16%	4,661	538	40	0.86%	7.43%
2010	LDDT	243	62	14	4	5	5	2.06%	8.06%	243	62	6	2.47%	9.68%
2010	LDDV	263	58	27	0	19	8	3.04%	13.79%	263	58	14	5.32%	24.14%
2010	LDGT	87,627	3,266	477	91	182	204	0.23%	6.25%	87,627	3,253	270	0.31%	8.30%
2010	LDGV	103,403	3,751	636	95	274	267	0.26%	7.12%	103,403	3,712	360	0.35%	9.70%
2011	HDGV	7,003	608	83	16	30	37	0.53%	6.09%	6,223	605	52	0.84%	8.60%
2011	LDDT	196	42	7	0	4	3	1.53%	7.14%	196	42	3	1.53%	7.14%
2011	LDDV	115	25	8	2	4	2	1.74%	8.00%	115	25	2	1.74%	8.00%
2011	LDGT	40,991	1,507	226	41	82	103	0.25%	6.83%	40,991	1,499	140	0.34%	9.34%
2011	LDGV	38,883	1,733	298	54	114	130	0.33%	7.50%	38,883	1,710	175	0.45%	10.23%
2012	HDGV	9,087	560	67	18	27	22	0.24%	3.93%	8,261	555	25	0.30%	4.50%
2012	LDDT	544	80	14	0	7	7	1.29%	8.75%	544	79	10	1.84%	12.66%
2012	LDDV	432	54	19	1	17	1	0.23%	1.85%	432	54	1	0.23%	1.85%
2012	LDGT	117,660	3,639	406	70	157	179	0.15%	4.92%	117,660	3,630	270	0.23%	7.44%
2012	LDGV	132,586	3,820	551	77	242	232	0.17%	6.07%	132,586	3,788	325	0.25%	8.58%

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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 2017

Model Yr	Veh Type	2017 Overall Initial Insps	2017 Overall Initial Fails	Dropped From Inspection ¹	Late Pass 2018 ²	Dropped From Fleet ³	Overall No Known Outcome ⁴	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2017 OBD Initial Insps	2017 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2013	HDGV	4,830	238	15	3	3	9	0.19%	3.78%	4,127	237	13	0.31%	5.49%
2013	LDDT	70	11	0	0	0	0	0.00%	0.00%	70	11	0	0.00%	0.00%
2013	LDDV	70	6	1	0	0	1	1.43%	16.67%	70	6	1	1.43%	16.67%
2013	LDGT	26,104	698	84	17	33	34	0.13%	4.87%	26,104	694	41	0.16%	5.91%
2013	LDGV	24,785	828	111	27	41	43	0.17%	5.19%	24,785	819	64	0.26%	7.81%
2014	HDGV	4,400	214	16	4	3	9	0.20%	4.21%	3,826	206	10	0.26%	4.85%
2014	LDDT	13	0	0	0	0	0	0.00%	-	13	0	0	0.00%	-
2014	LDDV	5	0	0	0	0	0	0.00%	-	5	0	0	0.00%	-
2014	LDGT	3,565	169	27	6	8	13	0.36%	7.69%	3,565	165	15	0.42%	9.09%
2014	LDGV	1,135	40	5	1	2	2	0.18%	5.00%	1,135	39	2	0.18%	5.13%
2015	HDGV	6,000	221	12	3	5	4	0.07%	1.81%	5,577	214	4	0.07%	1.87%
2015	LDDT	13	0	0	0	0	0	0.00%	-	13	0	0	0.00%	-
2015	LDDV	1	0	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2015	LDGT	3,137	98	11	3	4	4	0.13%	4.08%	3,137	96	4	0.13%	4.17%
2015	LDGV	618	23	4	0	3	1	0.16%	4.35%	618	23	1	0.16%	4.35%
2016	HDGV	5,597	153	9	3	1	5	0.09%	3.27%	4,872	146	11	0.23%	7.53%
2016	LDDT	11	0	0	0	0	0	0.00%	-	11	0	0	0.00%	-
2016	LDDV	0	0	0	0	0	0	-	-	0	0	0	-	-
2016	LDGT	2,907	84	10	2	3	5	0.17%	5.95%	2,907	83	9	0.31%	10.84%
2016	LDGV	670	44	3	1	0	2	0.30%	4.55%	670	44	3	0.45%	6.82%
2017	HDGV	712	11	1	0	0	1	0.14%	9.09%	506	9	1	0.20%	11.11%
2017	LDDT	0	0	0	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	0	0	0	-	-	0	0	0	-	-
2017	LDGT	364	9	4	1	0	3	0.82%	33.33%	364	9	5	1.37%	55.56%
2017	LDGV	104	5	4	0	0	4	3.85%	80.00%	104	5	4	3.85%	80.00%
2018	HDGV	103	0	0	0	0	0	0.00%	-	9	0	0	0.00%	-
2018	LDDT	0	0	0	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	0	0	0	-	-	0	0	0	-	-
2018	LDGT	9	0	0	0	0	0	0.00%	-	9	0	0	0.00%	-
2018	LDGV	4	0	0	0	0	0	0.00%	-	4	0	0	0.00%	-
Totals		1,893,393	173,608	51,035	4,146	26,263	20,626	1.1%	11.9%	1,848,693	172,076	27,527	1.5%	16.0%

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Year 2017

Model Yr	Veh Type	2017 Cat Conv Initial Insp	2017 Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insp	Cat Conv No Known Outcome % of Initial Fails	2017 Smoke Initial Insp	2017 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
Pre 96/Unknown	HDGV	1,902	2	0	0.00%	0.00%	1,934	0	0	0.00%	-
Pre 96/Unknown	LDDT	0	0	0	-	-	8	0	0	0.00%	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	837	2	0	0.00%	0.00%	860	1	0	0.00%	0.00%
Pre 96/Unknown	LDGV	22	0	0	0.00%	-	34	0	0	0.00%	-
1996	HDGV	423	0	0	0.00%	-	423	0	0	0.00%	-
1996	LDDT	0	0	0	-	-	2	0	0	0.00%	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	5,130	13	6	0.12%	46.15%	5,130	7	2	0.04%	28.57%
1996	LDGV	7,503	32	10	0.13%	31.25%	7,503	13	3	0.04%	23.08%
1997	HDGV	939	1	0	0.00%	0.00%	939	1	0	0.00%	0.00%
1997	LDDT	0	0	0	-	-	6	0	0	0.00%	-
1997	LDDV	0	0	0	-	-	32	0	0	0.00%	-
1997	LDGT	12,681	14	4	0.03%	28.57%	12,681	15	1	0.01%	6.67%
1997	LDGV	18,072	43	10	0.06%	23.26%	18,072	26	5	0.03%	19.23%
1998	HDGV	701	1	0	0.00%	0.00%	701	0	0	0.00%	-
1998	LDDT	0	0	0	-	-	1	0	0	0.00%	-
1998	LDDV	0	0	0	-	-	53	0	0	0.00%	-
1998	LDGT	11,828	19	4	0.03%	21.05%	11,828	14	3	0.03%	21.43%
1998	LDGV	16,315	50	15	0.09%	30.00%	16,315	21	2	0.01%	9.52%
1999	HDGV	1,542	3	1	0.06%	33.33%	1,542	0	0	0.00%	-
1999	LDDT	0	0	0	-	-	5	0	0	0.00%	-
1999	LDDV	0	0	0	-	-	115	0	0	0.00%	-
1999	LDGT	21,052	16	6	0.03%	37.50%	21,052	38	11	0.05%	28.95%
1999	LDGV	30,595	52	12	0.04%	23.08%	30,595	45	5	0.02%	11.11%
2000	HDGV	2,176	2	0	0.00%	0.00%	2,176	2	0	0.00%	0.00%
2000	LDDT	0	0	0	-	-	1	0	0	0.00%	-
2000	LDDV	0	0	0	-	-	77	0	0	0.00%	-
2000	LDGT	21,316	18	3	0.01%	16.67%	21,316	30	3	0.01%	10.00%
2000	LDGV	29,786	63	17	0.06%	26.98%	29,786	43	6	0.02%	13.95%

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Model Yr	Veh Type	2017 Cat Conv Initial Insp	2017 Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insp	Cat Conv No Known Outcome % of Initial Fails	2017 Smoke Initial Insp	2017 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
2001	HDGV	2,509	2	0	0.00%	0.00%	2,509	0	0	0.00%	-
2001	LDDT	0	0	0	-	-	4	0	0	0.00%	-
2001	LDDV	0	0	0	-	-	102	0	0	0.00%	-
2001	LDGT	36,780	20	4	0.01%	20.00%	36,780	42	14	0.04%	33.33%
2001	LDGV	45,369	56	13	0.03%	23.21%	45,369	52	8	0.02%	15.38%
2002	HDGV	2,945	1	0	0.00%	0.00%	2,945	0	0	0.00%	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	102	0	0	0.00%	-
2002	LDGT	34,972	16	4	0.01%	25.00%	34,972	64	11	0.03%	17.19%
2002	LDGV	40,167	75	20	0.05%	26.67%	40,167	44	10	0.02%	22.73%
2003	HDGV	4,318	2	0	0.00%	0.00%	4,318	3	0	0.00%	0.00%
2003	LDDT	0	0	0	-	-	2	0	0	0.00%	-
2003	LDDV	0	0	0	-	-	139	0	0	0.00%	-
2003	LDGT	65,131	25	7	0.01%	28.00%	65,131	85	18	0.03%	21.18%
2003	LDGV	69,761	89	24	0.03%	26.97%	69,761	59	7	0.01%	11.86%
2004	HDGV	4,568	1	0	0.00%	0.00%	4,568	2	0	0.00%	0.00%
2004	LDDT	0	0	0	-	-	9	0	0	0.00%	-
2004	LDDV	0	0	0	-	-	86	0	0	0.00%	-
2004	LDGT	49,746	15	1	0.00%	6.67%	49,746	50	15	0.03%	30.00%
2004	LDGV	46,068	62	16	0.03%	25.81%	46,068	38	7	0.02%	18.42%
2005	HDGV	4,934	0	0	0.00%	-	4,934	4	0	0.00%	0.00%
2005	LDDT	0	0	0	-	-	56	1	0	0.00%	0.00%
2005	LDDV	0	0	0	-	-	355	0	0	0.00%	-
2005	LDGT	82,553	17	4	0.00%	23.53%	82,553	67	7	0.01%	10.45%
2005	LDGV	80,789	62	23	0.03%	37.10%	80,789	31	7	0.01%	22.58%
2006	HDGV	6,705	3	1	0.01%	33.33%	6,705	5	1	0.01%	20.00%
2006	LDDT	0	0	0	-	-	44	0	0	0.00%	-
2006	LDDV	0	0	0	-	-	296	1	0	0.00%	0.00%
2006	LDGT	57,101	7	1	0.00%	14.29%	57,101	47	5	0.01%	10.64%
2006	LDGV	61,774	47	12	0.02%	25.53%	61,774	56	4	0.01%	7.14%

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Model Yr	Veh Type	2017 Cat Conv Initial Insp	2017 Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insp	Cat Conv No Known Outcome % of Initial Fails	2017 Smoke Initial Insp	2017 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
2007	HDGV	5,030	0	0	0.00%	-	5,030	2	0	0.00%	0.00%
2007	LDDT	0	0	0	-	-	61	0	0	0.00%	-
2007	LDDV	0	0	0	-	-	19	0	0	0.00%	-
2007	LDGT	40,115	2	0	0.00%	0.00%	40,115	12	3	0.01%	25.00%
2007	LDGV	48,393	36	12	0.02%	33.33%	48,393	23	1	0.00%	4.35%
2008	HDGV	8,495	1	0	0.00%	0.00%	8,495	0	0	0.00%	-
2008	LDDT	0	0	0	-	-	205	1	0	0.00%	0.00%
2008	LDDV	0	0	0	-	-	71	0	0	0.00%	-
2008	LDGT	107,322	6	1	0.00%	16.67%	107,322	26	3	0.00%	11.54%
2008	LDGV	116,822	42	9	0.01%	21.43%	116,822	34	7	0.01%	20.59%
2009	HDGV	4,082	0	0	0.00%	-	4,082	1	0	0.00%	0.00%
2009	LDDT	0	0	0	-	-	63	0	0	0.00%	-
2009	LDDV	0	0	0	-	-	59	0	0	0.00%	-
2009	LDGT	21,511	3	0	0.00%	0.00%	21,511	3	1	0.00%	33.33%
2009	LDGV	31,428	13	3	0.01%	23.08%	31,428	6	0	0.00%	0.00%
2010	HDGV	4,885	0	0	0.00%	-	4,885	1	0	0.00%	0.00%
2010	LDDT	0	0	0	-	-	243	0	0	0.00%	-
2010	LDDV	0	0	0	-	-	263	0	0	0.00%	-
2010	LDGT	87,627	2	0	0.00%	0.00%	87,627	7	0	0.00%	0.00%
2010	LDGV	103,403	30	5	0.00%	16.67%	103,403	16	4	0.00%	25.00%
2011	HDGV	7,003	0	0	0.00%	-	7,003	0	0	0.00%	-
2011	LDDT	0	0	0	-	-	196	0	0	0.00%	-
2011	LDDV	0	0	0	-	-	115	0	0	0.00%	-
2011	LDGT	40,991	2	0	0.00%	0.00%	40,991	4	2	0.00%	50.00%
2011	LDGV	38,883	23	8	0.02%	34.78%	38,883	11	2	0.01%	18.18%
2012	HDGV	9,087	1	0	0.00%	0.00%	9,087	1	0	0.00%	0.00%
2012	LDDT	0	0	0	-	-	544	0	0	0.00%	-
2012	LDDV	0	0	0	-	-	432	0	0	0.00%	-
2012	LDGT	117,660	2	1	0.00%	50.00%	117,660	8	0	0.00%	0.00%
2012	LDGV	132,586	46	17	0.01%	36.96%	132,586	7	0	0.00%	0.00%

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Model Yr	Veh Type	2017 Cat Conv Initial Insp	2017 Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insp	Cat Conv No Known Outcome % of Initial Fails	2017 Smoke Initial Insp	2017 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
2013	HDGV	4,830	0	0	0.00%	-	4,830	0	0	0.00%	-
2013	LDDT	0	0	0	-	-	70	0	0	0.00%	-
2013	LDDV	0	0	0	-	-	70	0	0	0.00%	-
2013	LDGT	26,104	2	1	0.00%	50.00%	26,104	1	0	0.00%	0.00%
2013	LDGV	24,785	9	0	0.00%	0.00%	24,785	2	0	0.00%	0.00%
2014	HDGV	4,400	0	0	0.00%	-	4,400	0	0	0.00%	-
2014	LDDT	0	0	0	-	-	13	0	0	0.00%	-
2014	LDDV	0	0	0	-	-	5	0	0	0.00%	-
2014	LDGT	3,565	5	0	0.00%	0.00%	3,565	0	0	0.00%	-
2014	LDGV	1,135	0	0	0.00%	-	1,135	1	0	0.00%	0.00%
2015	HDGV	6,000	0	0	0.00%	-	6,000	0	0	0.00%	-
2015	LDDT	0	0	0	-	-	13	0	0	0.00%	-
2015	LDDV	0	0	0	-	-	1	0	0	0.00%	-
2015	LDGT	3,137	2	0	0.00%	0.00%	3,137	0	0	0.00%	-
2015	LDGV	618	0	0	0.00%	-	618	0	0	0.00%	-
2016	HDGV	5,597	0	0	0.00%	-	5,597	0	0	0.00%	-
2016	LDDT	0	0	0	-	-	11	0	0	0.00%	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	2,907	0	0	0.00%	-	2,907	0	0	0.00%	-
2016	LDGV	670	0	0	0.00%	-	670	0	0	0.00%	-
2017	HDGV	712	0	0	0.00%	-	712	0	0	0.00%	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-
2017	LDGT	364	0	0	0.00%	-	364	0	0	0.00%	-
2017	LDGV	104	0	0	0.00%	-	104	0	0	0.00%	-
2018	HDGV	103	0	0	0.00%	-	103	0	0	0.00%	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-
2018	LDGT	9	0	0	0.00%	-	9	0	0	0.00%	-
2018	LDGV	4	0	0	0.00%	-	4	0	0	0.00%	-
Totals		1,889,377	1,058	275	0.01%	26.0%	1,893,393	1,074	178	0.01%	16.6%

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Model Yr	Veh Type	2017 Liquid Leak Initial Insp	2017 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	2017 Misc Emissions Initial Insp	2017 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
Pre 96/Unknown	HDGV	1,934	0	0	0.00%	-	1,934	1	1	0.05%	100.00%
Pre 96/Unknown	LDDT	8	0	0	0.00%	-	8	0	0	0.00%	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	860	1	1	0.12%	100.00%	860	1	1	0.12%	100.00%
Pre 96/Unknown	LDGV	34	0	0	0.00%	-	34	0	0	0.00%	-
1996	HDGV	423	0	0	0.00%	-	423	0	0	0.00%	-
1996	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	5,130	1	0	0.00%	0.00%	5,130	3	0	0.00%	0.00%
1996	LDGV	7,503	1	0	0.00%	0.00%	7,503	6	1	0.01%	16.67%
1997	HDGV	939	0	0	0.00%	-	939	2	0	0.00%	0.00%
1997	LDDT	6	0	0	0.00%	-	6	0	0	0.00%	-
1997	LDDV	32	0	0	0.00%	-	32	0	0	0.00%	-
1997	LDGT	12,681	2	0	0.00%	0.00%	12,681	6	1	0.01%	16.67%
1997	LDGV	18,072	2	1	0.01%	50.00%	18,072	11	1	0.01%	9.09%
1998	HDGV	701	0	0	0.00%	-	701	0	0	0.00%	-
1998	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
1998	LDDV	53	0	0	0.00%	-	53	0	0	0.00%	-
1998	LDGT	11,828	2	1	0.01%	50.00%	11,828	2	0	0.00%	0.00%
1998	LDGV	16,315	2	0	0.00%	0.00%	16,315	9	0	0.00%	0.00%
1999	HDGV	1,542	0	0	0.00%	-	1,542	0	0	0.00%	-
1999	LDDT	5	0	0	0.00%	-	5	0	0	0.00%	-
1999	LDDV	115	0	0	0.00%	-	115	0	0	0.00%	-
1999	LDGT	21,052	2	1	0.00%	50.00%	21,052	9	0	0.00%	0.00%
1999	LDGV	30,595	2	0	0.00%	0.00%	30,595	13	0	0.00%	0.00%
2000	HDGV	2,176	4	0	0.00%	0.00%	2,176	1	0	0.00%	0.00%
2000	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
2000	LDDV	77	0	0	0.00%	-	77	0	0	0.00%	-
2000	LDGT	21,316	1	0	0.00%	0.00%	21,316	10	0	0.00%	0.00%
2000	LDGV	29,786	5	1	0.00%	20.00%	29,786	11	2	0.01%	18.18%

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2001	HDGV	2,509	2	0	0.00%	0.00%	2,509	1	0	0.00%	0.00%
2001	LDDT	4	0	0	0.00%	-	4	0	0	0.00%	-
2001	LDDV	102	0	0	0.00%	-	102	0	0	0.00%	-
2001	LDGT	36,780	5	0	0.00%	0.00%	36,780	13	0	0.00%	0.00%
2001	LDGV	45,369	2	0	0.00%	0.00%	45,369	11	1	0.00%	9.09%
2002	HDGV	2,945	6	0	0.00%	0.00%	2,945	6	0	0.00%	0.00%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	102	0	0	0.00%	-	102	0	0	0.00%	-
2002	LDGT	34,972	4	0	0.00%	0.00%	34,972	12	2	0.01%	16.67%
2002	LDGV	40,167	4	0	0.00%	0.00%	40,167	11	2	0.00%	18.18%
2003	HDGV	4,318	5	0	0.00%	0.00%	4,318	3	1	0.02%	33.33%
2003	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
2003	LDDV	139	0	0	0.00%	-	139	0	0	0.00%	-
2003	LDGT	65,131	3	0	0.00%	0.00%	65,131	16	3	0.00%	18.75%
2003	LDGV	69,761	4	0	0.00%	0.00%	69,761	19	0	0.00%	0.00%
2004	HDGV	4,568	2	0	0.00%	0.00%	4,568	2	0	0.00%	0.00%
2004	LDDT	9	0	0	0.00%	-	9	0	0	0.00%	-
2004	LDDV	86	0	0	0.00%	-	86	0	0	0.00%	-
2004	LDGT	49,746	6	0	0.00%	0.00%	49,746	21	1	0.00%	4.76%
2004	LDGV	46,068	3	1	0.00%	33.33%	46,068	14	1	0.00%	7.14%
2005	HDGV	4,934	5	0	0.00%	0.00%	4,934	8	1	0.02%	12.50%
2005	LDDT	56	0	0	0.00%	-	56	0	0	0.00%	-
2005	LDDV	355	0	0	0.00%	-	355	0	0	0.00%	-
2005	LDGT	82,553	3	0	0.00%	0.00%	82,553	23	0	0.00%	0.00%
2005	LDGV	80,789	2	0	0.00%	0.00%	80,789	13	4	0.00%	30.77%
2006	HDGV	6,705	5	0	0.00%	0.00%	6,705	8	0	0.00%	0.00%
2006	LDDT	44	0	0	0.00%	-	44	0	0	0.00%	-
2006	LDDV	296	0	0	0.00%	-	296	0	0	0.00%	-
2006	LDGT	57,101	2	0	0.00%	0.00%	57,101	6	0	0.00%	0.00%
2006	LDGV	61,774	2	0	0.00%	0.00%	61,774	7	0	0.00%	0.00%

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2007	HDGV	5,030	1	0	0.00%	0.00%	5,030	1	0	0.00%	0.00%
2007	LDDT	61	0	0	0.00%	-	61	0	0	0.00%	-
2007	LDDV	19	0	0	0.00%	-	19	0	0	0.00%	-
2007	LDGT	40,115	0	0	0.00%	-	40,115	4	0	0.00%	0.00%
2007	LDGV	48,393	1	0	0.00%	0.00%	48,393	11	0	0.00%	0.00%
2008	HDGV	8,495	4	0	0.00%	0.00%	8,495	7	1	0.01%	14.29%
2008	LDDT	205	0	0	0.00%	-	205	0	0	0.00%	-
2008	LDDV	71	0	0	0.00%	-	71	0	0	0.00%	-
2008	LDGT	107,322	2	0	0.00%	0.00%	107,322	9	1	0.00%	11.11%
2008	LDGV	116,822	1	0	0.00%	0.00%	116,822	15	1	0.00%	6.67%
2009	HDGV	4,082	1	0	0.00%	0.00%	4,082	2	0	0.00%	0.00%
2009	LDDT	63	0	0	0.00%	-	63	0	0	0.00%	-
2009	LDDV	59	0	0	0.00%	-	59	0	0	0.00%	-
2009	LDGT	21,511	0	0	0.00%	-	21,511	4	0	0.00%	0.00%
2009	LDGV	31,428	1	0	0.00%	0.00%	31,428	5	1	0.00%	20.00%
2010	HDGV	4,885	4	0	0.00%	0.00%	4,885	2	0	0.00%	0.00%
2010	LDDT	243	0	0	0.00%	-	243	0	0	0.00%	-
2010	LDDV	263	0	0	0.00%	-	263	0	0	0.00%	-
2010	LDGT	87,627	1	0	0.00%	0.00%	87,627	7	1	0.00%	14.29%
2010	LDGV	103,403	0	0	0.00%	-	103,403	5	1	0.00%	20.00%
2011	HDGV	7,003	4	0	0.00%	0.00%	7,003	0	0	0.00%	-
2011	LDDT	196	0	0	0.00%	-	196	0	0	0.00%	-
2011	LDDV	115	0	0	0.00%	-	115	0	0	0.00%	-
2011	LDGT	40,991	1	0	0.00%	0.00%	40,991	4	0	0.00%	0.00%
2011	LDGV	38,883	0	0	0.00%	-	38,883	1	0	0.00%	0.00%
2012	HDGV	9,087	2	0	0.00%	0.00%	9,087	2	0	0.00%	0.00%
2012	LDDT	544	0	0	0.00%	-	544	1	0	0.00%	0.00%
2012	LDDV	432	0	0	0.00%	-	432	0	0	0.00%	-
2012	LDGT	117,660	1	0	0.00%	0.00%	117,660	3	0	0.00%	0.00%
2012	LDGV	132,586	1	0	0.00%	0.00%	132,586	2	0	0.00%	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	2017 Liquid Leak Initial Insp	2017 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	2017 Misc Emissions Initial Insp	2017 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
2013	HDGV	4,830	1	0	0.00%	0.00%	4,830	0	0	0.00%	-
2013	LDDT	70	0	0	0.00%	-	70	0	0	0.00%	-
2013	LDDV	70	0	0	0.00%	-	70	0	0	0.00%	-
2013	LDGT	26,104	0	0	0.00%	-	26,104	3	0	0.00%	0.00%
2013	LDGV	24,785	1	0	0.00%	0.00%	24,785	1	0	0.00%	0.00%
2014	HDGV	4,400	1	0	0.00%	0.00%	4,400	0	0	0.00%	-
2014	LDDT	13	0	0	0.00%	-	13	0	0	0.00%	-
2014	LDDV	5	0	0	0.00%	-	5	0	0	0.00%	-
2014	LDGT	3,565	0	0	0.00%	-	3,565	2	0	0.00%	0.00%
2014	LDGV	1,135	1	0	0.00%	0.00%	1,135	0	0	0.00%	-
2015	HDGV	6,000	2	0	0.00%	0.00%	6,000	0	0	0.00%	-
2015	LDDT	13	0	0	0.00%	-	13	0	0	0.00%	-
2015	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-
2015	LDGT	3,137	0	0	0.00%	-	3,137	0	0	0.00%	-
2015	LDGV	618	0	0	0.00%	-	618	0	0	0.00%	-
2016	HDGV	5,597	0	0	0.00%	-	5,597	1	0	0.00%	0.00%
2016	LDDT	11	0	0	0.00%	-	11	0	0	0.00%	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	2,907	1	0	0.00%	0.00%	2,907	0	0	0.00%	-
2016	LDGV	670	0	0	0.00%	-	670	0	0	0.00%	-
2017	HDGV	712	0	0	0.00%	-	712	0	0	0.00%	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-
2017	LDGT	364	0	0	0.00%	-	364	0	0	0.00%	-
2017	LDGV	104	0	0	0.00%	-	104	0	0	0.00%	-
2018	HDGV	103	0	0	0.00%	-	103	0	0	0.00%	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-
2018	LDGT	9	0	0	0.00%	-	9	0	0	0.00%	-
2018	LDGV	4	0	0	0.00%	-	4	0	0	0.00%	-
Totals		1,893,393	122	6	0.000%	4.9%	1,893,393	371	29	0.00%	7.8%

**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 2018

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	No Primary First Retest Insps	No Primary Fail	No Primary Pass	No Primary Fail Rate	No Primary Pass Rate
Pre96/Unk	HDGV	5	1	4	20.0%	80.0%	0	0	0	-	-	5	1	4	20.0%	80.0%
Pre96/Unk	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
Pre96/Unk	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	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	584	161	423	27.6%	72.4%	573	158	415	27.6%	72.4%	0	0	0	-	-
1996	LDGV	801	226	575	28.2%	71.8%	785	221	564	28.2%	71.8%	0	0	0	-	-
1997	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
1997	LDGT	851	248	603	29.1%	70.9%	839	242	597	28.8%	71.2%	0	0	0	-	-
1997	LDGV	1,082	336	746	31.1%	68.9%	1,062	334	728	31.5%	68.5%	0	0	0	-	-
1998	HDGV	1	1	0	100.0%	0.0%	0	0	0	-	-	1	1	0	100.0%	0.0%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	6	1	5	16.7%	83.3%	6	1	5	16.7%	83.3%	0	0	0	-	-
1998	LDGT	1,385	382	1,003	27.6%	72.4%	1,367	378	989	27.7%	72.3%	0	0	0	-	-
1998	LDGV	1,924	512	1,412	26.6%	73.4%	1,893	507	1,386	26.8%	73.2%	0	0	0	-	-
1999	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	6	0	6	0.0%	100.0%	4	0	4	0.0%	100.0%	0	0	0	-	-
1999	LDGT	1,527	401	1,126	26.3%	73.7%	1,509	395	1,114	26.2%	73.8%	0	0	0	-	-
1999	LDGV	2,068	559	1,509	27.0%	73.0%	2,045	555	1,490	27.1%	72.9%	0	0	0	-	-
2000	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	5	2	3	40.0%	60.0%	5	2	3	40.0%	60.0%	0	0	0	-	-
2000	LDGT	2,602	677	1,925	26.0%	74.0%	2,564	667	1,897	26.0%	74.0%	0	0	0	-	-
2000	LDGV	3,889	1,066	2,823	27.4%	72.6%	3,855	1,060	2,795	27.5%	72.5%	0	0	0	-	-
2001	HDGV	4	1	3	25.0%	75.0%	0	0	0	-	-	4	1	3	25.0%	75.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%	0	0	0	-	-
2001	LDGT	3,809	1,308	2,501	34.3%	65.7%	3,773	1,304	2,469	34.6%	65.4%	0	0	0	-	-
2001	LDGV	4,172	1,433	2,739	34.3%	65.7%	4,147	1,423	2,724	34.3%	65.7%	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 2018

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	No Primary First Retest Insps	No Primary Fail	No Primary Pass	No Primary Fail Rate	No Primary Pass Rate
2002	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	5	0	5	0.0%	100.0%	5	0	5	0.0%	100.0%	0	0	0	-	-
2002	LDGT	5,906	1,759	4,147	29.8%	70.2%	5,853	1,745	4,108	29.8%	70.2%	0	0	0	-	-
2002	LDGV	6,278	1,944	4,334	31.0%	69.0%	6,229	1,927	4,302	30.9%	69.1%	0	0	0	-	-
2003	HDGV	9	3	6	33.3%	66.7%	0	0	0	-	-	9	3	6	33.3%	66.7%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	4	1	3	25.0%	75.0%	4	1	3	25.0%	75.0%	0	0	0	-	-
2003	LDGT	4,708	1,333	3,375	28.3%	71.7%	4,660	1,313	3,347	28.2%	71.8%	0	0	0	-	-
2003	LDGV	5,032	1,592	3,440	31.6%	68.4%	5,000	1,582	3,418	31.6%	68.4%	0	0	0	-	-
2004	HDGV	8	0	8	0.0%	100.0%	0	0	0	-	-	8	0	8	0.0%	100.0%
2004	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDDV	18	1	17	5.6%	94.4%	18	1	17	5.6%	94.4%	0	0	0	-	-
2004	LDGT	7,407	1,949	5,458	26.3%	73.7%	7,343	1,930	5,413	26.3%	73.7%	0	0	0	-	-
2004	LDGV	6,451	1,809	4,642	28.0%	72.0%	6,389	1,793	4,596	28.1%	71.9%	0	0	0	-	-
2005	HDGV	9	0	9	0.0%	100.0%	0	0	0	-	-	9	0	9	0.0%	100.0%
2005	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	LDDV	18	2	16	11.1%	88.9%	17	2	15	11.8%	88.2%	0	0	0	-	-
2005	LDGT	5,267	1,491	3,776	28.3%	71.7%	5,226	1,481	3,745	28.3%	71.7%	0	0	0	-	-
2005	LDGV	4,894	1,311	3,583	26.8%	73.2%	4,864	1,304	3,560	26.8%	73.2%	0	0	0	-	-
2006	HDGV	17	2	15	11.8%	88.2%	0	0	0	-	-	17	2	15	11.8%	88.2%
2006	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2006	LDDV	12	1	11	8.3%	91.7%	12	1	11	8.3%	91.7%	0	0	0	-	-
2006	LDGT	6,047	1,510	4,537	25.0%	75.0%	6,008	1,504	4,504	25.0%	75.0%	0	0	0	-	-
2006	LDGV	6,168	1,513	4,655	24.5%	75.5%	6,123	1,506	4,617	24.6%	75.4%	0	0	0	-	-
2007	HDGV	6	0	6	0.0%	100.0%	0	0	0	-	-	6	0	6	0.0%	100.0%
2007	LDDT	6	0	6	0.0%	100.0%	6	0	6	0.0%	100.0%	0	0	0	-	-
2007	LDDV	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%	0	0	0	-	-
2007	LDGT	6,021	1,385	4,636	23.0%	77.0%	5,992	1,379	4,613	23.0%	77.0%	0	0	0	-	-
2007	LDGV	6,176	1,381	4,795	22.4%	77.6%	6,117	1,365	4,752	22.3%	77.7%	0	0	0	-	-
2008	HDGV	598	146	452	24.4%	75.6%	595	146	449	24.5%	75.5%	1	0	1	0.0%	100.0%
2008	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	LDDV	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2008	LDGT	2,952	726	2,226	24.6%	75.4%	2,926	725	2,201	24.8%	75.2%	0	0	0	-	-
2008	LDGV	2,907	721	2,186	24.8%	75.2%	2,875	713	2,162	24.8%	75.2%	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 2018

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	No Primary First Retest Insps	No Primary Fail	No Primary Pass	No Primary Fail Rate	No Primary Pass Rate
2009	HDGV	468	131	337	28.0%	72.0%	463	131	332	28.3%	71.7%	0	0	0	-	-
2009	LDDT	21	4	17	19.0%	81.0%	21	4	17	19.0%	81.0%	0	0	0	-	-
2009	LDDV	18	5	13	27.8%	72.2%	18	5	13	27.8%	72.2%	0	0	0	-	-
2009	LDGT	3,499	752	2,747	21.5%	78.5%	3,481	750	2,731	21.5%	78.5%	0	0	0	-	-
2009	LDGV	4,296	951	3,345	22.1%	77.9%	4,274	947	3,327	22.2%	77.8%	1	0	1	0.0%	100.0%
2010	HDGV	400	102	298	25.5%	74.5%	399	102	297	25.6%	74.4%	1	0	1	0.0%	100.0%
2010	LDDT	25	12	13	48.0%	52.0%	25	12	13	48.0%	52.0%	0	0	0	-	-
2010	LDDV	13	6	7	46.2%	53.8%	13	6	7	46.2%	53.8%	0	0	0	-	-
2010	LDGT	2,026	439	1,587	21.7%	78.3%	2,015	439	1,576	21.8%	78.2%	0	0	0	-	-
2010	LDGV	2,280	500	1,780	21.9%	78.1%	2,264	495	1,769	21.9%	78.1%	0	0	0	-	-
2011	HDGV	607	147	460	24.2%	75.8%	603	147	456	24.4%	75.6%	4	0	4	0.0%	100.0%
2011	LDDT	66	36	30	54.5%	45.5%	66	36	30	54.5%	45.5%	0	0	0	-	-
2011	LDDV	44	21	23	47.7%	52.3%	44	21	23	47.7%	52.3%	0	0	0	-	-
2011	LDGT	3,793	757	3,036	20.0%	80.0%	3,783	754	3,029	19.9%	80.1%	0	0	0	-	-
2011	LDGV	3,687	795	2,892	21.6%	78.4%	3,650	792	2,858	21.7%	78.3%	0	0	0	-	-
2012	HDGV	501	118	383	23.6%	76.4%	498	118	380	23.7%	76.3%	0	0	0	-	-
2012	LDDT	31	17	14	54.8%	45.2%	31	17	14	54.8%	45.2%	0	0	0	-	-
2012	LDDV	14	6	8	42.9%	57.1%	14	6	8	42.9%	57.1%	0	0	0	-	-
2012	LDGT	1,585	366	1,219	23.1%	76.9%	1,580	366	1,214	23.2%	76.8%	0	0	0	-	-
2012	LDGV	1,738	414	1,324	23.8%	76.2%	1,729	412	1,317	23.8%	76.2%	0	0	0	-	-
2013	HDGV	363	77	286	21.2%	78.8%	361	77	284	21.3%	78.7%	1	0	1	0.0%	100.0%
2013	LDDT	68	22	46	32.4%	67.6%	68	22	46	32.4%	67.6%	0	0	0	-	-
2013	LDDV	25	10	15	40.0%	60.0%	25	10	15	40.0%	60.0%	0	0	0	-	-
2013	LDGT	2,908	613	2,295	21.1%	78.9%	2,897	612	2,285	21.1%	78.9%	0	0	0	-	-
2013	LDGV	4,048	1,014	3,034	25.0%	75.0%	4,013	1,006	3,007	25.1%	74.9%	0	0	0	-	-
2014	HDGV	236	58	178	24.6%	75.4%	224	57	167	25.4%	74.6%	12	1	11	8.3%	91.7%
2014	LDDT	14	3	11	21.4%	78.6%	14	3	11	21.4%	78.6%	0	0	0	-	-
2014	LDDV	15	3	12	20.0%	80.0%	15	3	12	20.0%	80.0%	0	0	0	-	-
2014	LDGT	1,323	500	823	37.8%	62.2%	1,320	500	820	37.9%	62.1%	0	0	0	-	-
2014	LDGV	475	131	344	27.6%	72.4%	472	131	341	27.8%	72.2%	0	0	0	-	-
2015	HDGV	262	60	202	22.9%	77.1%	259	60	199	23.2%	76.8%	3	0	3	0.0%	100.0%
2015	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	144	22	122	15.3%	84.7%	143	22	121	15.4%	84.6%	0	0	0	-	-
2015	LDGV	47	13	34	27.7%	72.3%	47	13	34	27.7%	72.3%	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 2018

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	No Primary First Retest Insps	No Primary Fail	No Primary Pass	No Primary Fail Rate	No Primary Pass Rate
2016	HDGV	162	29	133	17.9%	82.1%	157	28	129	17.8%	82.2%	4	1	3	25.0%	75.0%
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	103	24	79	23.3%	76.7%	102	24	78	23.5%	76.5%	0	0	0	-	-
2016	LDGV	38	6	32	15.8%	84.2%	38	6	32	15.8%	84.2%	0	0	0	-	-
2017	HDGV	134	16	118	11.9%	88.1%	127	15	112	11.8%	88.2%	7	1	6	14.3%	85.7%
2017	LDDT	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	58	7	51	12.1%	87.9%	58	7	51	12.1%	87.9%	0	0	0	-	-
2017	LDGV	16	2	14	12.5%	87.5%	16	2	14	12.5%	87.5%	0	0	0	-	-
2018	HDGV	11	0	11	0.0%	100.0%	8	0	8	0.0%	100.0%	3	0	3	0.0%	100.0%
2018	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	4	0	4	0.0%	100.0%	4	0	4	0.0%	100.0%	0	0	0	-	-
2018	LDGV	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2019	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2019	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2019	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
Totals		137,243	36,090	101,153	26.3%	73.7%	136,051	35,829	100,222	26.3%	73.7%	105	11	94	10.5%	89.5%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	MIL Check First Retest Insps	MIL Check Fail	MIL Check Pass	MIL Check Fail Rate	MIL Check Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
Pre96/Unk	HDGV	0	0	0	-	-	3	1	2	33.3%	66.7%	1	0	1	0.0%	100.0%
Pre96/Unk	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
Pre96/Unk	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	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	0	0	0	-	-	8	0	8	0.0%	100.0%	4	3	1	75.0%	25.0%
1996	LDGV	0	0	0	-	-	11	0	11	0.0%	100.0%	7	1	6	14.3%	85.7%
1997	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	7	2	5	28.6%	71.4%	10	2	8	20.0%	80.0%
1997	LDGV	0	0	0	-	-	14	2	12	14.3%	85.7%	6	0	6	0.0%	100.0%
1998	HDGV	0	0	0	-	-	0	0	0	-	-	1	1	0	100.0%	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	-	-	11	0	11	0.0%	100.0%	13	0	13	0.0%	100.0%
1998	LDGV	0	0	0	-	-	27	4	23	14.8%	85.2%	11	0	11	0.0%	100.0%
1999	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
1999	LDGT	0	0	0	-	-	7	1	6	14.3%	85.7%	15	1	14	6.7%	93.3%
1999	LDGV	0	0	0	-	-	16	3	13	18.8%	81.3%	15	0	15	0.0%	100.0%
2000	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	16	1	15	6.3%	93.8%	31	2	29	6.5%	93.5%
2000	LDGV	0	0	0	-	-	28	1	27	3.6%	96.4%	23	0	23	0.0%	100.0%
2001	HDGV	0	0	0	-	-	3	1	2	33.3%	66.7%	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	-	-	15	0	15	0.0%	100.0%	29	2	27	6.9%	93.1%
2001	LDGV	0	0	0	-	-	18	2	16	11.1%	88.9%	15	1	14	6.7%	93.3%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	MIL Check First Retest Insps	MIL Check Fail	MIL Check Pass	MIL Check Fail Rate	MIL Check Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
2002	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	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	-	-	13	1	12	7.7%	92.3%	55	5	50	9.1%	90.9%
2002	LDGV	0	0	0	-	-	33	3	30	9.1%	90.9%	43	5	38	11.6%	88.4%
2003	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	12	1	11	8.3%	91.7%	46	5	41	10.9%	89.1%
2003	LDGV	0	0	0	-	-	23	1	22	4.3%	95.7%	25	3	22	12.0%	88.0%
2004	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	21	2	19	9.5%	90.5%	65	4	61	6.2%	93.8%
2004	LDGV	0	0	0	-	-	51	3	48	5.9%	94.1%	27	3	24	11.1%	88.9%
2005	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2005	LDGT	0	0	0	-	-	12	1	11	8.3%	91.7%	37	3	34	8.1%	91.9%
2005	LDGV	0	0	0	-	-	27	2	25	7.4%	92.6%	15	0	15	0.0%	100.0%
2006	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	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	-	-	9	0	9	0.0%	100.0%	37	2	35	5.4%	94.6%
2006	LDGV	0	0	0	-	-	23	0	23	0.0%	100.0%	26	2	24	7.7%	92.3%
2007	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	10	0	10	0.0%	100.0%	20	5	15	25.0%	75.0%
2007	LDGV	0	0	0	-	-	30	3	27	10.0%	90.0%	30	6	24	20.0%	80.0%
2008	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	22	1	21	4.5%	95.5%
2008	LDGV	0	0	0	-	-	22	1	21	4.5%	95.5%	14	2	12	14.3%	85.7%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	MIL Check First Retest Insps	MIL Check Fail	MIL Check Pass	MIL Check Fail Rate	MIL Check Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
2009	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	15	1	14	6.7%	93.3%
2009	LDGV	1	0	1	0.0%	100.0%	12	3	9	25.0%	75.0%	15	0	15	0.0%	100.0%
2010	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	7	0	7	0.0%	100.0%
2010	LDGV	0	0	0	-	-	7	0	7	0.0%	100.0%	8	0	8	0.0%	100.0%
2011	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	5	0	5	0.0%	100.0%	6	0	6	0.0%	100.0%
2011	LDGV	0	0	0	-	-	28	0	28	0.0%	100.0%	16	2	14	12.5%	87.5%
2012	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	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	0	0	0	-	-	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
2012	LDGV	0	0	0	-	-	6	0	6	0.0%	100.0%	2	0	2	0.0%	100.0%
2013	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
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	-	-	3	0	3	0.0%	100.0%	8	0	8	0.0%	100.0%
2013	LDGV	0	0	0	-	-	36	0	36	0.0%	100.0%	3	0	3	0.0%	100.0%
2014	HDGV	12	1	11	8.3%	91.7%	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	-	-	2	0	2	0.0%	100.0%
2014	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%	0	0	0	-	-
2015	HDGV	3	0	3	0.0%	100.0%	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	-	-

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First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	MIL Check First Retest Insps	MIL Check Fail	MIL Check Pass	MIL Check Fail Rate	MIL Check Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
2016	HDGV	4	1	3	25.0%	75.0%	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	-	-
2017	HDGV	7	1	6	14.3%	85.7%	0	0	0	-	-	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2019	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		32	3	29	9.4%	90.6%	587	39	548	6.6%	93.4%	746	62	684	8.3%	91.7%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	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
Pre96/Unk	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
Pre96/Unk	LDDT	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDDV	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGT	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGV	0	0	0	-	-	0	0	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%	6	0	6	0.0%	100.0%
1996	LDGV	0	0	0	-	-	3	0	3	0.0%	100.0%
1997	HDGV	0	0	0	-	-	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%
1997	LDGV	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
1998	HDGV	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-
1998	LDGT	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%
1998	LDGV	0	0	0	-	-	8	0	8	0.0%	100.0%
1999	HDGV	0	0	0	-	-	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%
1999	LDGT	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
1999	LDGV	0	0	0	-	-	7	0	7	0.0%	100.0%
2000	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	2	0	2	0.0%	100.0%	9	0	9	0.0%	100.0%
2000	LDGV	1	0	1	0.0%	100.0%	10	1	9	10.0%	90.0%
2001	HDGV	0	0	0	-	-	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	2	0	2	0.0%	100.0%	9	0	9	0.0%	100.0%
2001	LDGV	1	0	1	0.0%	100.0%	10	0	10	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
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Year 2018

Model Yr	Veh Type	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
2002	HDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	1	0	1	0.0%	100.0%	17	0	17	0.0%	100.0%
2002	LDGV	2	0	2	0.0%	100.0%	6	1	5	16.7%	83.3%
2003	HDGV	6	2	4	33.3%	66.7%	4	1	3	25.0%	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%	9	1	8	11.1%	88.9%
2003	LDGV	2	0	2	0.0%	100.0%	9	1	8	11.1%	88.9%
2004	HDGV	0	0	0	-	-	6	0	6	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	4	0	4	0.0%	100.0%	15	1	14	6.7%	93.3%
2004	LDGV	3	0	3	0.0%	100.0%	17	2	15	11.8%	88.2%
2005	HDGV	3	0	3	0.0%	100.0%	4	0	4	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	3	0	3	0.0%	100.0%	13	0	13	0.0%	100.0%
2005	LDGV	0	0	0	-	-	13	0	13	0.0%	100.0%
2006	HDGV	2	0	2	0.0%	100.0%	10	2	8	20.0%	80.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	4	0	4	0.0%	100.0%	10	0	10	0.0%	100.0%
2006	LDGV	2	0	2	0.0%	100.0%	9	0	9	0.0%	100.0%
2007	HDGV	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	6	0	6	0.0%	100.0%	16	1	15	6.3%	93.8%
2007	LDGV	1	0	1	0.0%	100.0%	18	0	18	0.0%	100.0%
2008	HDGV	4	1	3	25.0%	75.0%	2	0	2	0.0%	100.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	2	0	2	0.0%	100.0%	6	0	6	0.0%	100.0%
2008	LDGV	1	0	1	0.0%	100.0%	6	1	5	16.7%	83.3%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
2009	HDGV	2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2009	LDGV	0	0	0	-	-	3	0	3	0.0%	100.0%
2010	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
2010	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%
2011	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2011	LDGV	0	0	0	-	-	6	0	6	0.0%	100.0%
2012	HDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
2012	LDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2013	HDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%
2013	LDGV	1	0	1	0.0%	100.0%	6	0	6	0.0%	100.0%
2014	HDGV	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
2014	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2015	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2015	LDDT	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
2015	LDGV	0	0	0	-	-	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	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
2016	HDGV	0	0	0	-	-	2	1	1	50.0%	50.0%
2016	LDDT	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
2016	LDGV	0	0	0	-	-	0	0	0	-	-
2017	HDGV	0	0	0	-	-	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-
2017	LDGV	0	0	0	-	-	0	0	0	-	-
2018	HDGV	0	0	0	-	-	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	0	0	0	-	-
2018	LDGV	0	0	0	-	-	0	0	0	-	-
2019	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2019	LDDT	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-
2019	LDGT	0	0	0	-	-	0	0	0	-	-
2019	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		81	3	78	3.7%	96.3%	323	13	310	4.0%	96.0%

APPENDIX II

INSPECTION FACILITY EQUIPMENT AUDIT REPORT

**New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Station
Year 2018**

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	0	0%	2	100%
Bakers Basin	60	1	2%	59	98%
Cape May	11	0	0%	11	100%
Cherry Hill	54	0	0%	54	100%
Deptford	36	0	0%	36	100%
Eatontown	54	0	0%	54	100%
Flemington	36	0	0%	36	100%
Freehold	73	0	0%	73	100%
Kilmer	72	0	0%	72	100%
Lakewood	72	0	0%	72	100%
Lodi	60	0	0%	60	100%
Manahawkin	36	1	3%	35	97%
Mays Landing	44	0	0%	44	100%
Millville	22	0	0%	22	100%
Newark	60	0	0%	60	100%
Newton	24	0	0%	24	100%
Paramus	60	0	0%	60	100%
Plainfield	18	1	6%	17	94%
Rahway	71	0	0%	71	100%
Randolph	72	1	1%	71	99%
Salem	11	0	0%	11	100%
Secaucus	48	0	0%	48	100%
South Brunswick	72	0	0%	72	100%
Southampton	44	1	2%	43	98%
Washington	12	0	0%	12	100%
Wayne	60	1	2%	59	98%
Westfield Specialty	2	0	0%	2	100%
Winslow	33	0	0%	33	100%
Winslow Specialty	2	0	0%	2	100%
Totals	1,221	6	0.5%	1,215	99.5%

Table II-1

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2018

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	1	8%	11	92%
		5	12	0	0%	12	100%
Cape May	11	1	11	0	0%	11	100%
Cherry Hill	54	1	9	0	0%	9	100%
		2	9	0	0%	9	100%
		3	9	0	0%	9	100%
		4	9	0	0%	9	100%
		5	9	0	0%	9	100%
		6	9	0	0%	9	100%
Deptford	36	1	9	0	0%	9	100%
		2	9	0	0%	9	100%
		3	9	0	0%	9	100%
		4	9	0	0%	9	100%
Eatontown	54	1	9	0	0%	9	100%
		2	9	0	0%	9	100%
		3	9	0	0%	9	100%
		4	9	0	0%	9	100%
		5	9	0	0%	9	100%
		6	9	0	0%	9	100%
Flemington	36	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
Freehold	73	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%
		6	13	0	0%	13	100%
Kilmer	72	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%
		6	12	0	0%	12	100%
Lakewood	72	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%
		6	12	0	0%	12	100%

Table II-2
(Page 1 of 3)

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2018

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Lodi	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%
Manahawkin	36	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	1	8%	11	92%
Mays Landing	44	1	11	0	0%	11	100%
		2	11	0	0%	11	100%
		3	11	0	0%	11	100%
		4	11	0	0%	11	100%
Millville	22	1	11	0	0%	11	100%
		2	11	0	0%	11	100%
Newark	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%
Newton	24	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
Paramus	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%
Plainfield	18	1	6	0	0%	6	100%
		2	6	0	0%	6	100%
		3	6	1	17%	5	83%
Rahway	71	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	11	0	0%	11	100%
		6	12	0	0%	12	100%
Randolph	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	1	8%	11	92%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%

Table II-2
(Page 2 of 3)

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2018

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Salem	11	1	11	0	0%	11	100%
Secaucus	48	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
South Brunswick	72	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%
		6	12	0	0%	12	100%
Southampton	44	1	11	0	0%	11	100%
		2	11	0	0%	11	100%
		3	11	0	0%	11	100%
		4	11	1	9%	10	91%
Washington	12	1	12	0	0%	12	100%
Wayne	60	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	1	8%	11	92%
		5	12	0	0%	12	100%
Westfield Specialty	2	1	2	0	0%	2	100%
Winslow	33	1	11	0	0%	11	100%
		2	11	0	0%	11	100%
		3	11	0	0%	11	100%
Winslow Specialty	2	1	2	0	0%	2	100%
Totals	1,221	111	1,221	6	0.5%	1,215	99.5%

Table II-2
(Page 3 of 3)

APPENDIX III

**COMPLIANCE
STICKER SURVEY
REPORT**

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Summary
Year 2018**

2018	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	2,007	86	12	14	13	47	84	0	2	95.7%
Febuary	NJDEP	2,000	98	22	11	17	48	87	4	7	95.1%
March	NJDEP	3,036	119	27	13	24	55	113	1	5	96.1%
April	NJDEP	5,099	216	45	24	19	128	189	24	3	95.8%
May	NJDEP	4,046	153	37	18	24	74	149	0	4	96.2%
June	NJDEP	4,623	196	67	17	22	90	181	9	6	95.8%
July	NJDEP	4,386	202	71	25	18	88	177	23	2	95.4%
August	NJDEP	4,003	229	73	29	39	88	218	11	0	94.3%
September	NJDEP	4,051	162	35	18	30	79	150	7	5	96.0%
October	NJDEP	3,511	120	32	6	19	63	113	5	2	96.6%
November	NJDEP	5,146	237	53	32	34	118	215	20	2	95.4%
December	NJDEP	3,000	146	41	27	27	51	138	5	3	95.1%
Totals		44,908	1,964	515	234	286	929	1,814	109	41	95.6%

Table III-1

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2018**

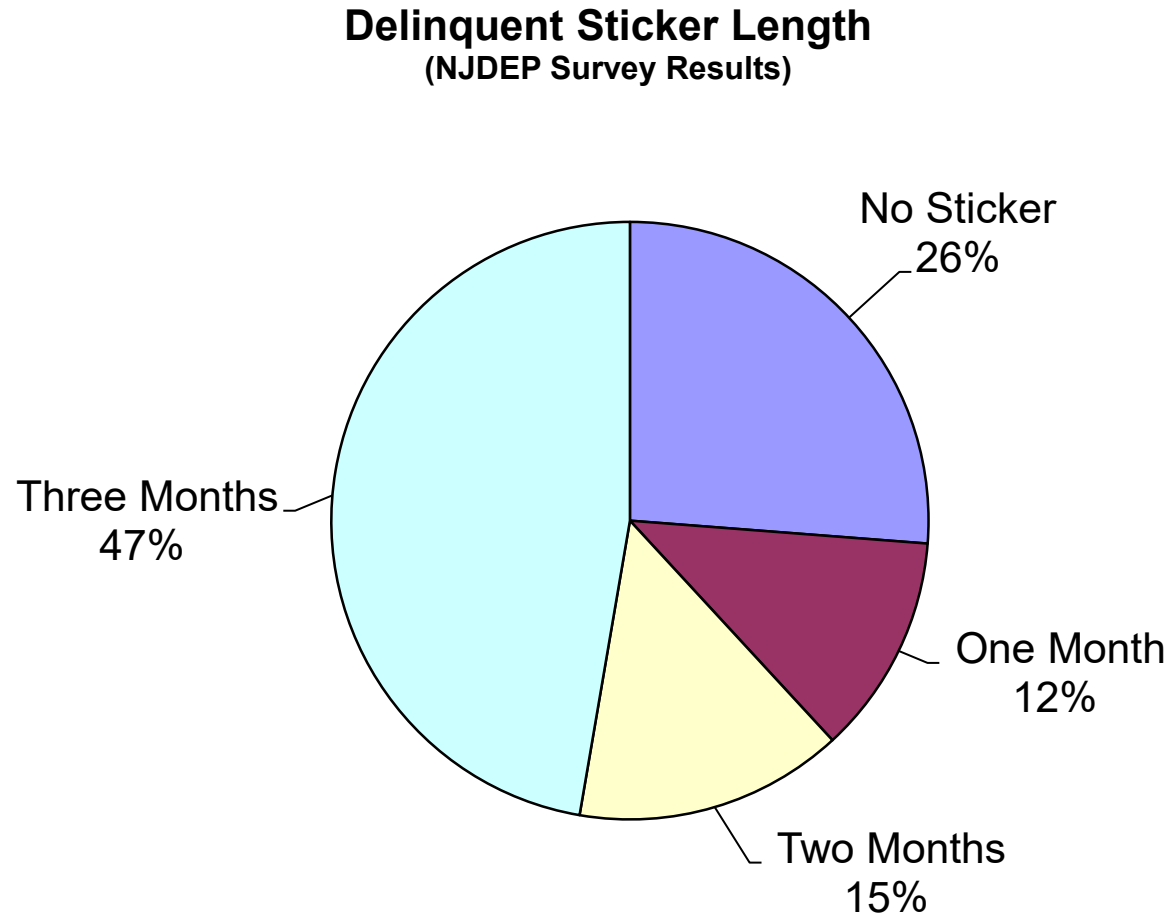


Figure III-1

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2018**

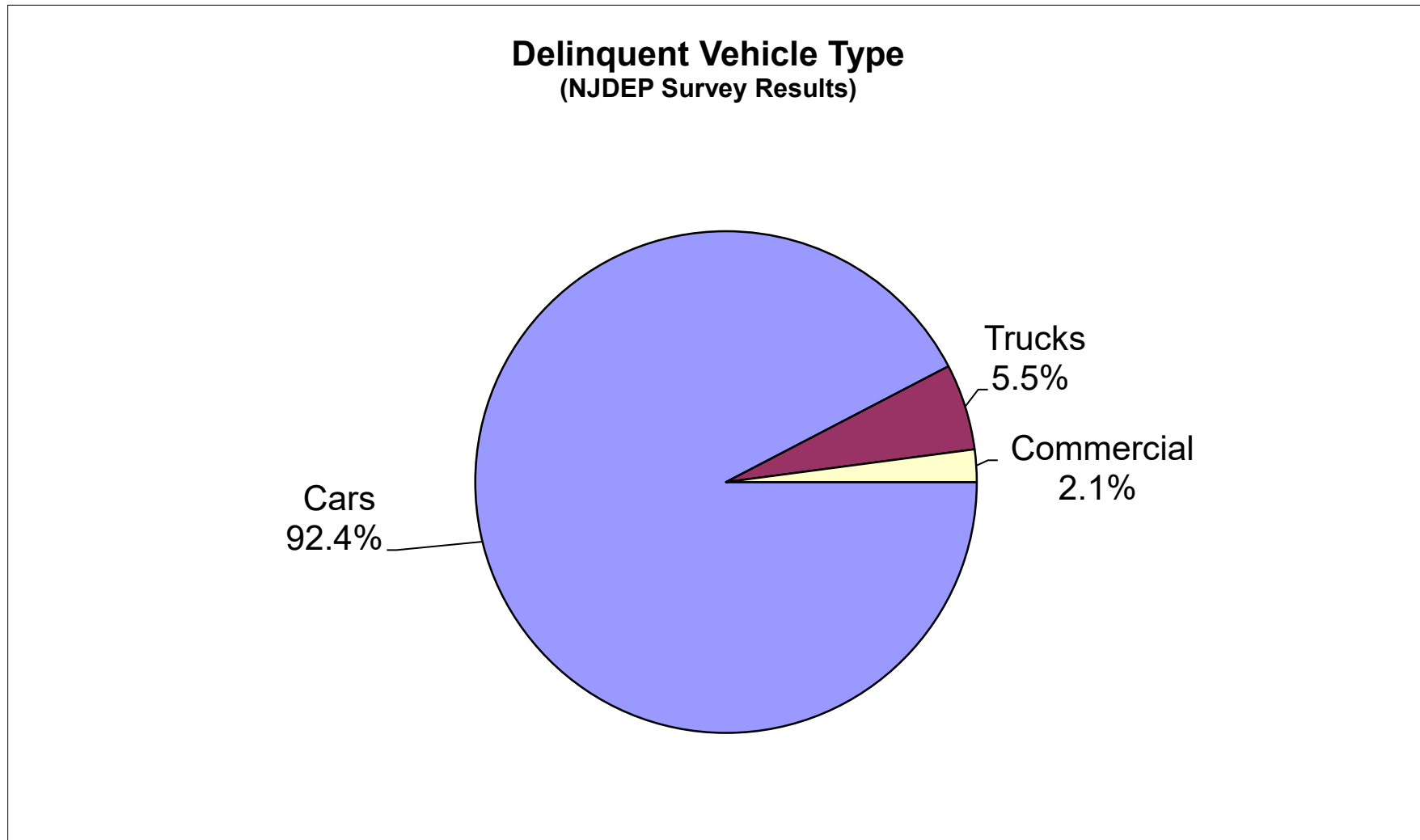


Figure III-2

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 85 individual year/make/model combinations that have been excluded from the continuous monitor readiness portion of the OBD test. There are a total of 170 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. Prior to May 1, 2016, the vehicle would also get a TSI tailpipe exhaust emissions test, and the primary emissions result would be an aggregate of the visual MIL checks and the TSI test results. With the cessation of all tailpipe testing on May 1, 2016, the TSI tailpipe exhaust emissions test is no longer performed, so the primary emissions test result is based solely on the visual MIL checks. In the current system one vehicle is excluded from OBD communications.

NJDEP OBD Exclusion Table

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	BRONCO	*	N	N	N	Y	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	F-150	*	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

NJDEP OBD Exclusion Table

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass Allowed
1996	JEEP	CHEROKEE	*	N	N	Y	N	N	N	N
1996	JEEP	GRAND CHEROKEE	*	N	N	Y	N	N	N	N
1996	MAZDA	MPV	*	N	N	Y	Y	N	N	N
1996	MITSUBISHI	3000GT	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	DIAMANTE	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	ECLIPSE	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	GALANT	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	MIGHTY MAX	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	MIRAGE	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	MONTERO	*	N	N	Y	N	N	N	N
1996	NISSAN	200SX	*	N	N	Y	N	N	N	N
1996	NISSAN	240SX	*	N	N	Y	N	N	N	N
1996	NISSAN	300ZX	*	N	N	Y	N	N	N	N
1996	NISSAN	ALTIMA	*	N	N	Y	N	N	N	N
1996	NISSAN	MAXIMA	*	N	N	Y	N	N	N	N
1996	NISSAN	PATHFINDER	*	N	N	Y	N	N	N	N
1996	NISSAN	PICKUP	*	N	N	Y	N	N	N	N
1996	NISSAN	QUEST	*	N	N	Y	N	N	N	N
1996	NISSAN	SENTRA	*	N	N	Y	N	N	N	N
1996	PLYMOUTH	BREEZE	*	N	N	Y	N	N	N	N
1996	PLYMOUTH	NEON	*	N	N	Y	N	N	N	N
1996	PLYMOUTH	VOYAGER	*	N	N	Y	N	N	N	N
1996	SAAB	900	*	N	N	Y	N	N	N	N
1996	SAAB	9000	*	N	N	Y	N	N	N	N
1996	SUBARU	IMPREZA	*	N	N	Y	N	N	N	N
1996	SUBARU	LEGACY	*	N	N	Y	N	N	N	N
1996	SUBARU	SVX	*	N	N	Y	N	N	N	N
1996	VOLVO	850 SERIES	*	N	N	Y	N	N	N	N
1996	VOLVO	960 SERIES	*	N	N	Y	N	N	N	N

NJDEP OBD Exclusion Table

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

NJDEP OBD Exclusion Table

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass Allowed
1998	MITSUBISHI	MONTERO	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	MONTERO SPORT	*	N	N	Y	N	N	N	N
1998	SAAB	900	*	N	N	Y	N	N	N	N
1998	SAAB	9000	*	N	N	Y	N	N	N	N
1998	VOLVO	C70	*	N	N	Y	N	N	N	N
1998	VOLVO	S70	*	N	N	Y	N	N	N	N
1998	VOLVO	S90	*	N	N	Y	N	N	N	N
1998	VOLVO	V70	*	N	N	Y	N	N	N	N
1998	VOLVO	V90	*	N	N	Y	N	N	N	N
1999	BUICK	CENTURY	*	N	N	N	Y	N	N	N
1999	BUICK	LESABRE	*	N	N	N	Y	N	N	N
1999	BUICK	PARK AVENUE	*	N	N	N	Y	N	N	N
1999	BUICK	REGAL	*	N	N	N	Y	N	N	N
1999	BUICK	RIVIERA	*	N	N	N	Y	N	N	N
1999	CHEVROLET	CAMARO	*	N	N	N	Y	N	N	N
1999	CHEVROLET	LUMINA	*	N	N	N	Y	N	N	N
1999	CHEVROLET	MALIBU	*	N	N	N	Y	N	N	N
1999	CHEVROLET	MONTE CARLO	*	N	N	N	Y	N	N	N
1999	CHEVROLET	VENTURE	*	N	N	N	Y	N	N	N
1999	FORD	TAURUS	??????2????????	N	N	N	Y	N	N	N
1999	OLDSMOBILE	ALERO	*	N	N	N	Y	N	N	N
1999	OLDSMOBILE	CUTLASS	*	N	N	N	Y	N	N	N
1999	OLDSMOBILE	EIGHTY EIGHT	*	N	N	N	Y	N	N	N
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

NJDEP OBD Exclusion Table

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass Allowed
1999	PONTIAC	MONTANA	*	N	N	N	Y	N	N	N
1999	SAAB	9-5	*	N	N	N	Y	N	N	N
2000	BUICK	CENTURY	*	N	N	N	Y	N	N	N
2000	BUICK	LESABRE	*	N	N	N	Y	N	N	N
2000	BUICK	PARK AVENUE	*	N	N	N	Y	N	N	N
2000	BUICK	REGAL	*	N	N	N	Y	N	N	N
2000	CHEVROLET	CAMARO	*	N	N	N	Y	N	N	N
2000	CHEVROLET	IMPALA	*	N	N	N	Y	N	N	N
2000	CHEVROLET	LUMINA	*	N	N	N	Y	N	N	N
2000	CHEVROLET	MALIBU	*	N	N	N	Y	N	N	N
2000	CHEVROLET	MONTE CARLO	*	N	N	N	Y	N	N	N
2000	CHEVROLET	VENTURE	*	N	N	N	Y	N	N	N
2000	JAGUAR	XJ8	*	N	N	N	Y	N	N	N
2000	JAGUAR	XK8	*	N	N	N	Y	N	N	N
2000	JAGUAR	XKR	*	N	N	N	Y	N	N	N
2000	OLDSMOBILE	ALERO	1G3N??2E?YC??????	N	N	N	Y	N	N	N
2000	OLDSMOBILE	INTRIGUE	*	N	N	N	Y	N	N	N
2000	OLDSMOBILE	SILHOUETTE	*	N	N	N	Y	N	N	N
2000	PONTIAC	BONNEVILLE	1G2HZ541?Y4??????	N	N	N	Y	N	N	N
2000	PONTIAC	FIREBIRD	2G2FS?2K?Y2??????	N	N	N	Y	N	N	N
2000	PONTIAC	GRAND AM	1G2N??2E?Y??????	N	N	N	Y	N	N	N
2000	PONTIAC	GRAND PRIX	*	N	N	N	Y	N	N	N
2000	PONTIAC	MONTANA	*	N	N	N	Y	N	N	N
2000	VOLVO	S40	*	N	N	N	Y	N	N	N
2000	VOLVO	V40	*	N	N	N	Y	N	N	N
2001	JAGUAR	XJ8	*	N	N	N	Y	N	N	N
2001	JAGUAR	XK8	*	N	N	N	Y	N	N	N
2001	OLDSMOBILE	AURORA	*	N	N	N	Y	N	N	N
2002	JAGUAR	X-TYPE	*	N	N	N	Y	N	N	N

NJDEP OBD Exclusion Table

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass Allowed
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
2005	MINI	COOPER	*	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
2009	SAAB	9-5	*	Y	N	N	N	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 85 individual year/make/model combinations that have been excluded from the continuous monitor readiness portion of the OBD test. There are a total of 170 entries on the table.

Next, the analyzer will retrieve information to determine the vehicle's MIL command status and if any malfunctions (DTCs) have been recorded by the vehicle's OBD system. If the vehicle's MIL is commanded on, the motor vehicle has failed the OBD test and up to 10 individual DTCs will be recorded in the inspection record and on the Vehicle Inspection Report (VIR). If multiple modules respond to the request for DTC data the results from each module are combined to provide one result. If a vehicle's MIL is commanded off, the motor vehicle does not fail the OBD test, and no DTCs are recorded in the inspection record.

In the legacy system, if a DTC was recorded that related to a catalyst fault, a flag was set in the inspection record. Once this flag was set and the vehicle returned for re-inspection certain special rules would apply. Since during the initial inspection it was determined there was a catalyst fault present in the vehicle it is important to verify that the necessary repairs were made. These rules would require the catalyst monitor to be set to ready during a re-inspection, or else a back up 2500 RPM tailpipe test would be required. The vehicle's emissions result would then be an aggregate of both the OBD and tailpipe test results.

In the upgraded system these rules were changed to provide greater assurance that the necessary repairs were made. Once the flag was set the vehicle's catalyst monitor must be set to ready on re-inspection, or else the vehicle will fail for readiness regardless of the number of not ready non-continuous monitors. Since catalyst related DTCs are important to this process and only a maximum of ten DTCs are recorded in the inspection record, the software provides order

precedence to these trouble codes. For example, if the PCM responds to the DTC request with eleven codes, and the last one is P0420, the catalyst trouble code is moved to the beginning of the ordered list to ensure it is included in the inspection record.

Next the analyzer will request information relating to the identification of the motor vehicle, and additional information relating to the vehicle condition at the time of the test. The values that relate to identifying a vehicle are numerous, and a brief description of each is as follows.

Module identifiers are recorded for up to three separate modules for each vehicle. These are put into ascending order in the inspection record to provide consistency among configuration types and alleviate any response order issues. The actual response in hexadecimal for parameter identification (PID) 00, PID 20, and PID 40 are also recorded for each OBD test. If multiple modules respond to the request for parameters supported (i.e. PID00) the results from each module are combined using 'inclusive or' to provide one result. The legacy system simply added these values together for what is commonly referred to as PID count, but since many vehicles supported the same number of parameters the PID count alone was not a sufficient identifier.

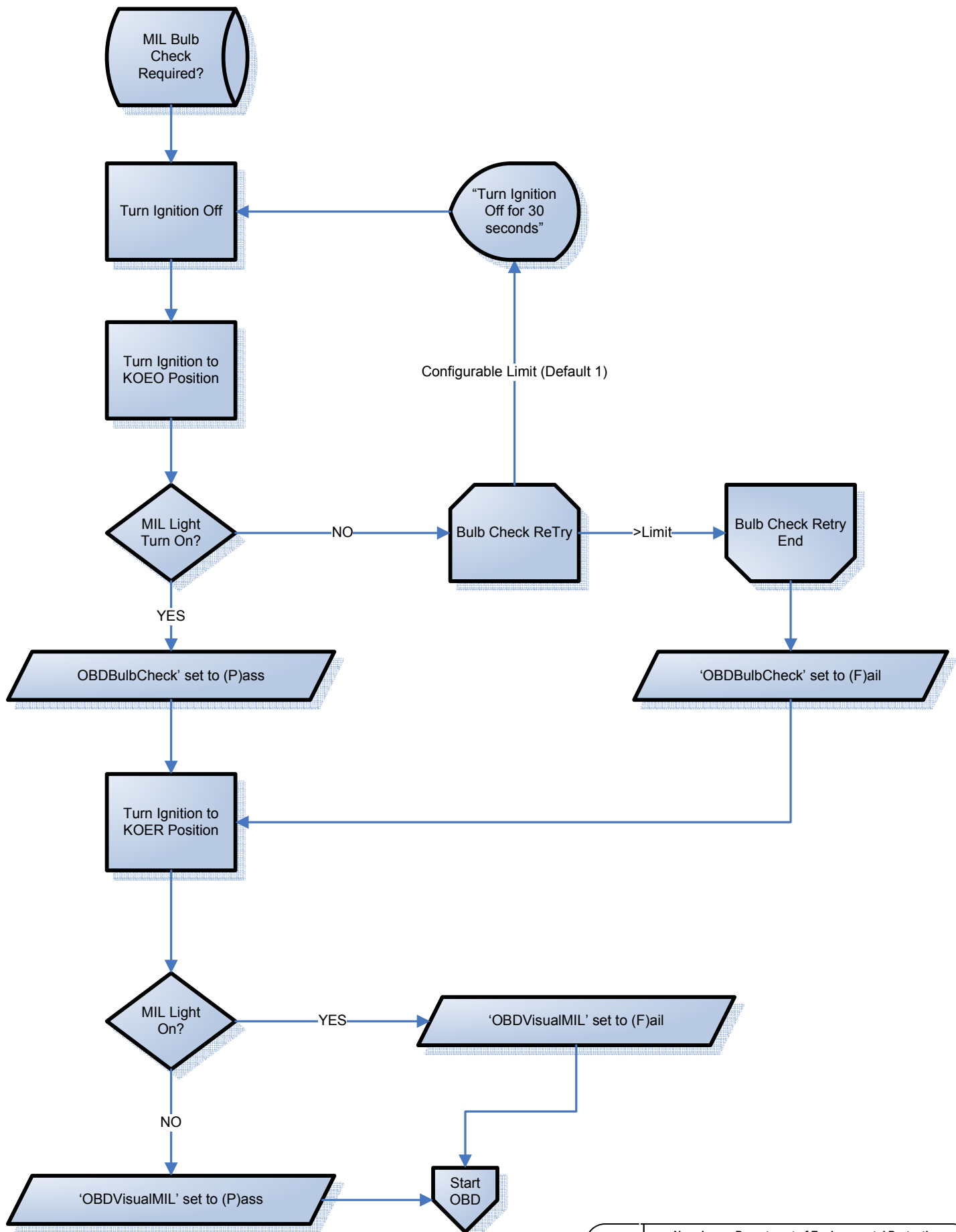
Vehicles were required to store the VIN number of the vehicle in the PCM starting in model year 2005, and some vehicle manufacturers started populating this data element early. As such, in the upgraded system electronic VIN information is recorded starting in model year 1998. Even if the electronic VIN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

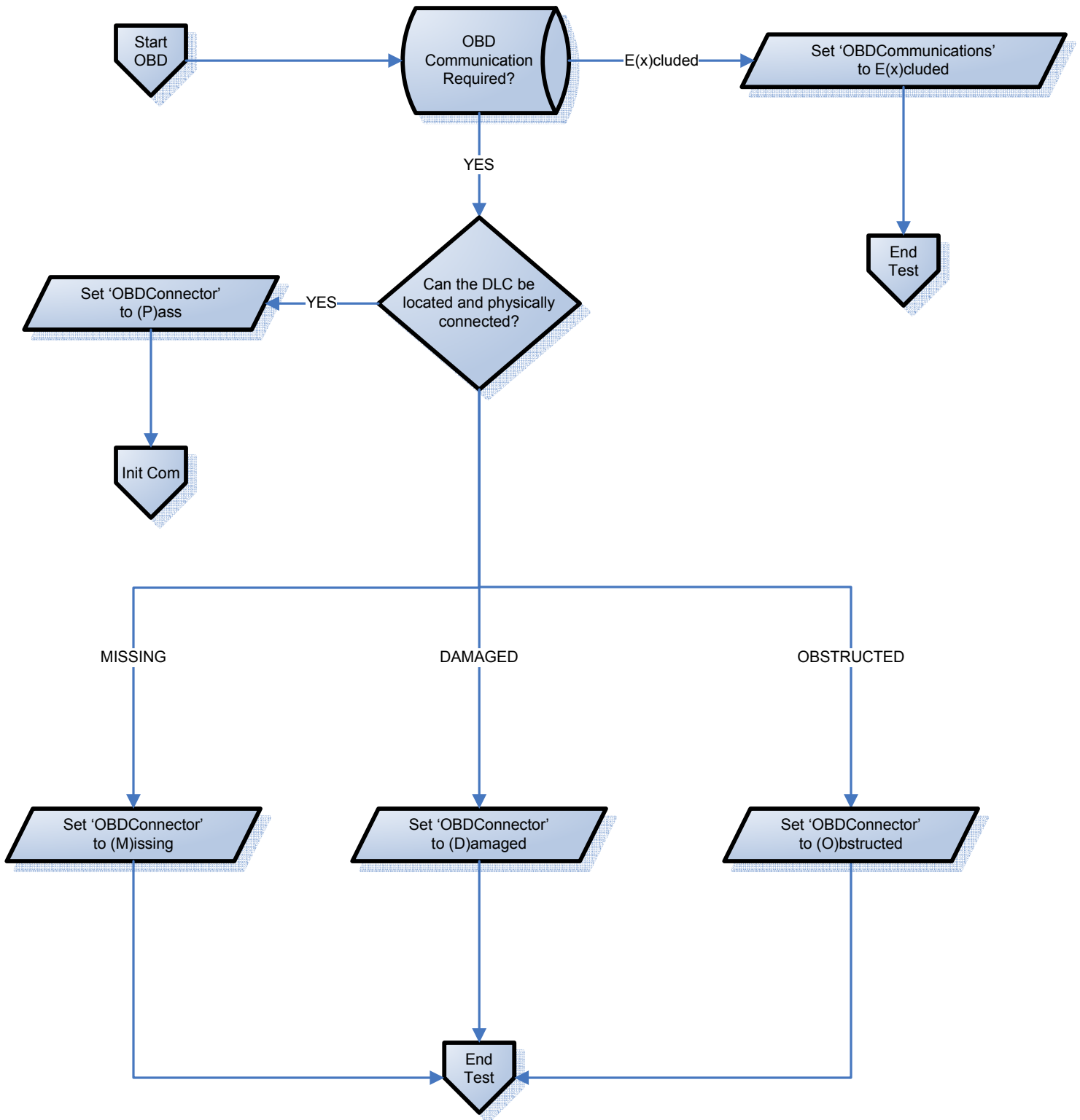
In the upgraded system, two additional vehicle identifiers have been added to the required data elements. These are the Calibration Identification Number (Calid) and Calibration Verification Number (CVN). These elements are not only useful for vehicle identification purposes but can also be used to identify vehicles where the manufacturer's PCM calibration has been altered. Some non-OEM calibrations alter the Calid for their own internal identification purposes, and these vehicles can be flagged as tampered. However, Calid alone is not entirely sufficient to determine whether a vehicle's OEM calibration has been tampered with because it is merely a static value held in a memory address of the calibration itself. Once the address is known any modified calibration can use the OEM Calid to appear as if the calibration is unaltered, commonly referred to as spoofing. This is why CVN data is also captured during the OBD test. The calibration verification number is the result of a manufacturer determined hash digest of the calibration itself. This means that a change in even one bit of information to the OEM calibration would result in a different CVN value. The nature of how each CVN is calculated makes it much more difficult to spoof, since numerous changes would have to be made to a calibration to ensure a valid CVN would be returned from the manufacturers hash digest algorithm.

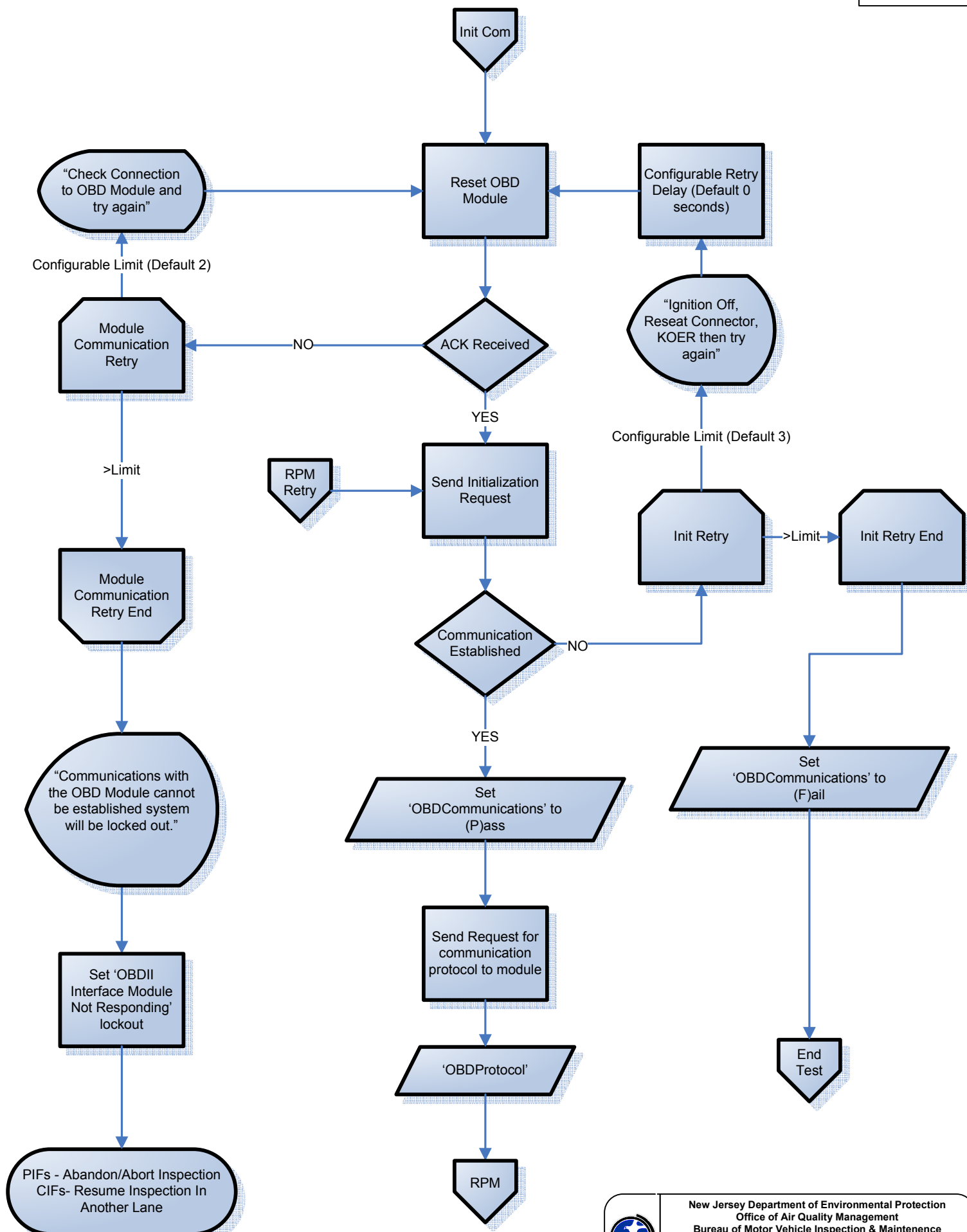
The additional data captured during the OBD test that is used for flagging stations that may be routinely exploiting known weaknesses in OBD testing methodology is: distance traveled with the MIL on, vehicle warm up cycles since the last time DTC information cleared from the PCM, distance travelled with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

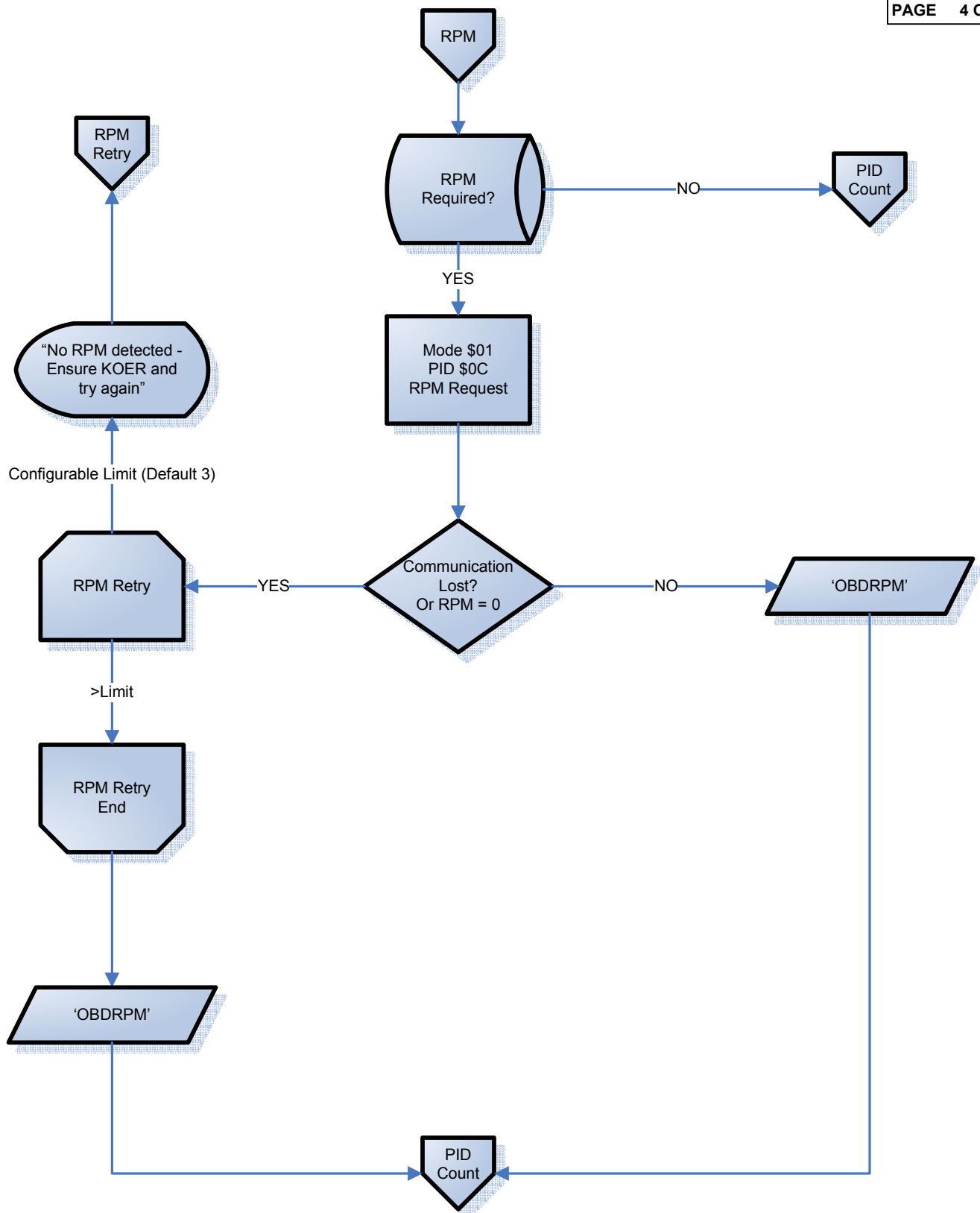
Each one of these parameters is configured in a reference table as to which model years they apply, and for what fuel types. For instance, PID 20 and PID 40 information is requested for gasoline vehicles starting with the 2000 model year.

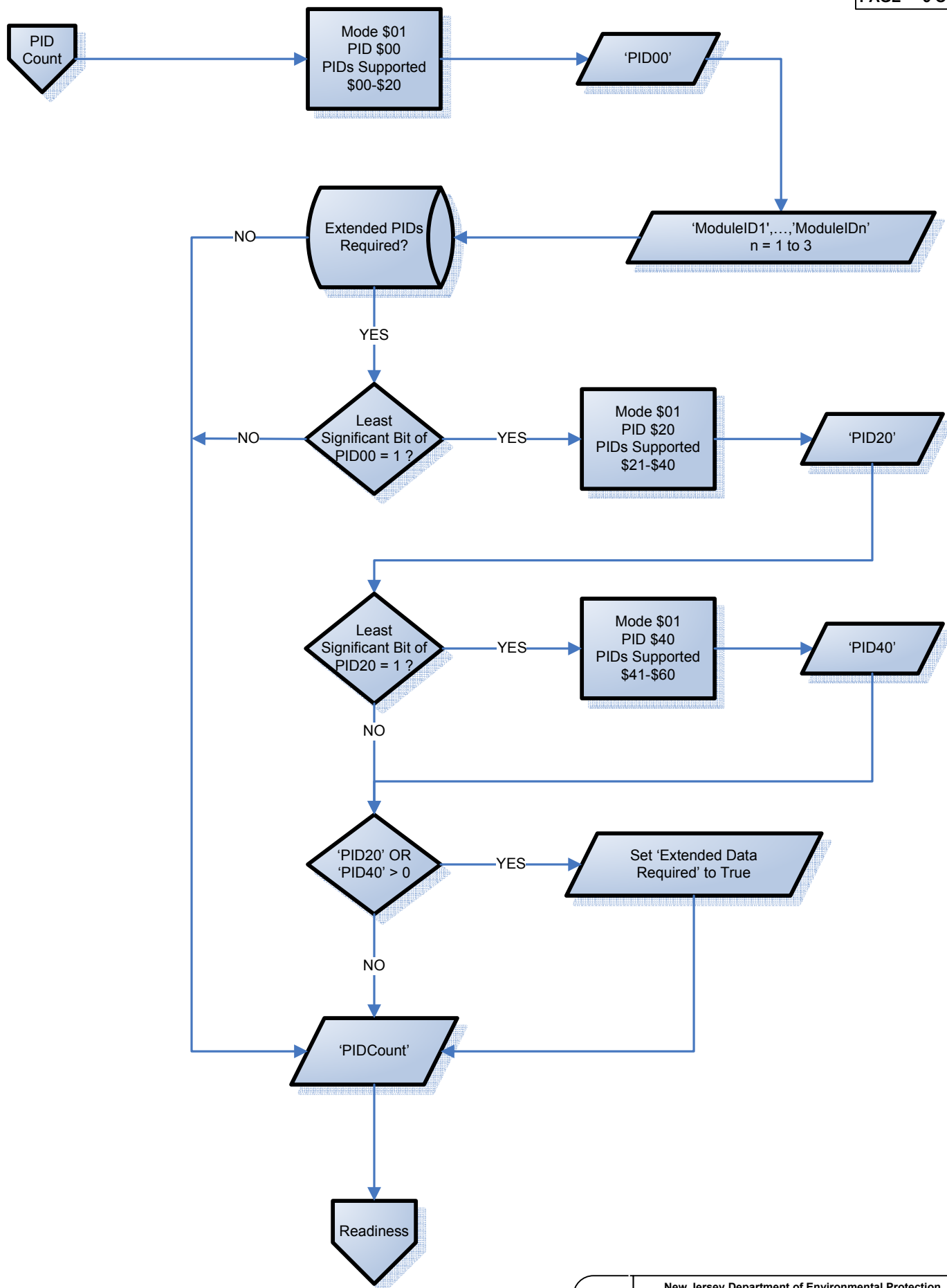
If the vehicle passes its visual MIL inspections, successfully communicates with the analyzer, the analyzer indicates that the motor vehicle is deemed “ready”, and the OBD system is not indicating any malfunctions of the motor vehicle (MIL is commanded off), then the motor vehicle has passed the OBD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

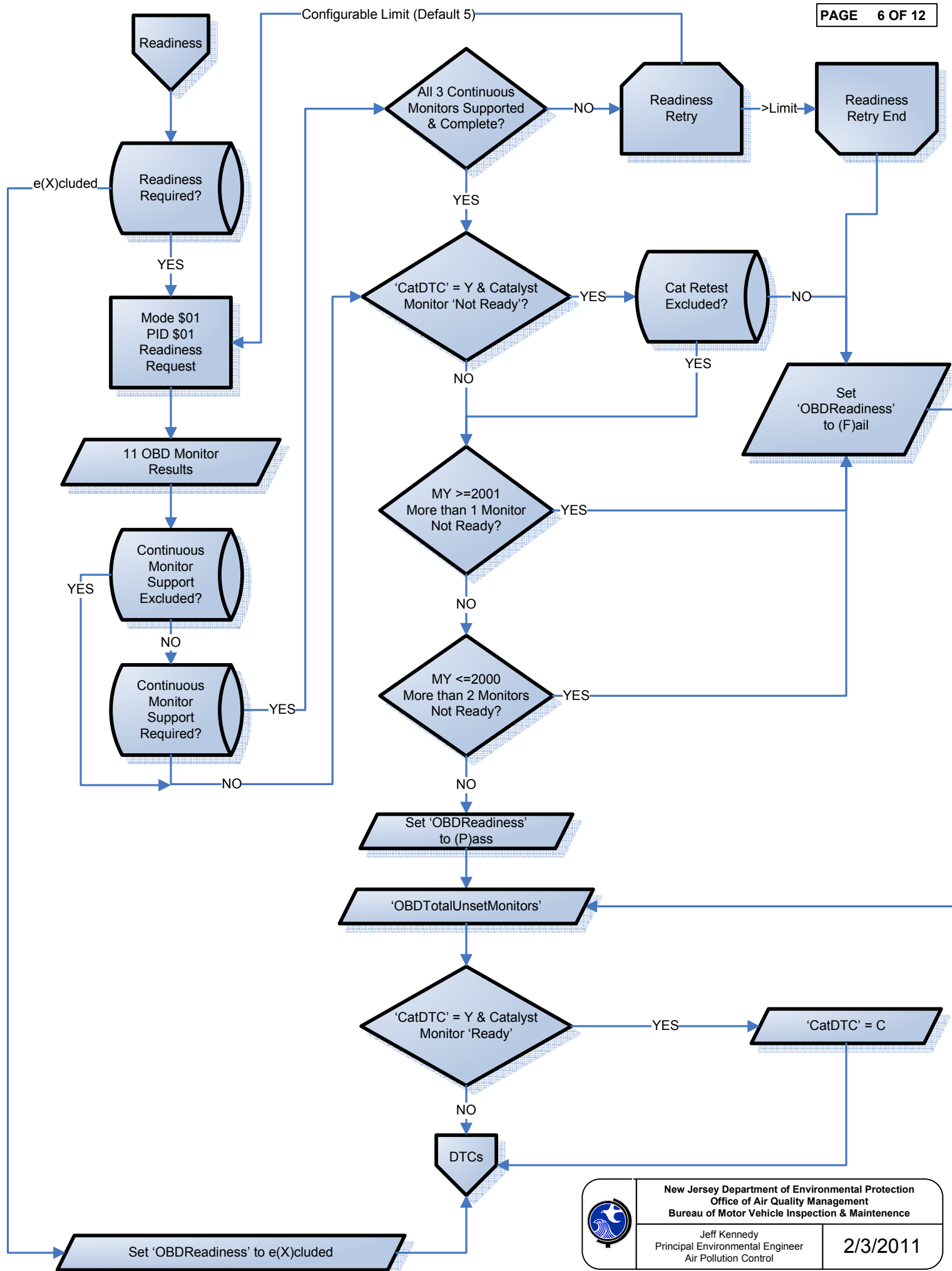


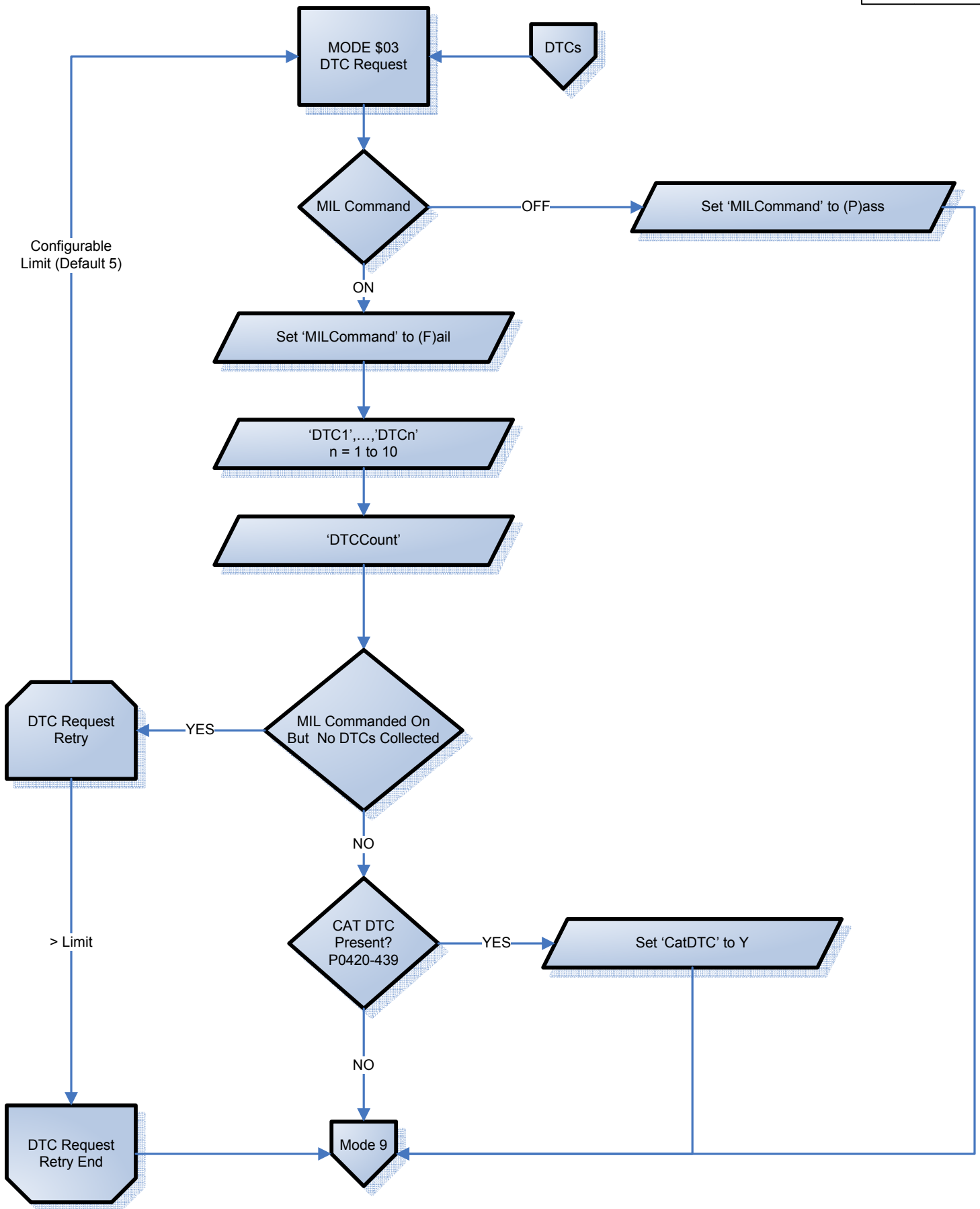


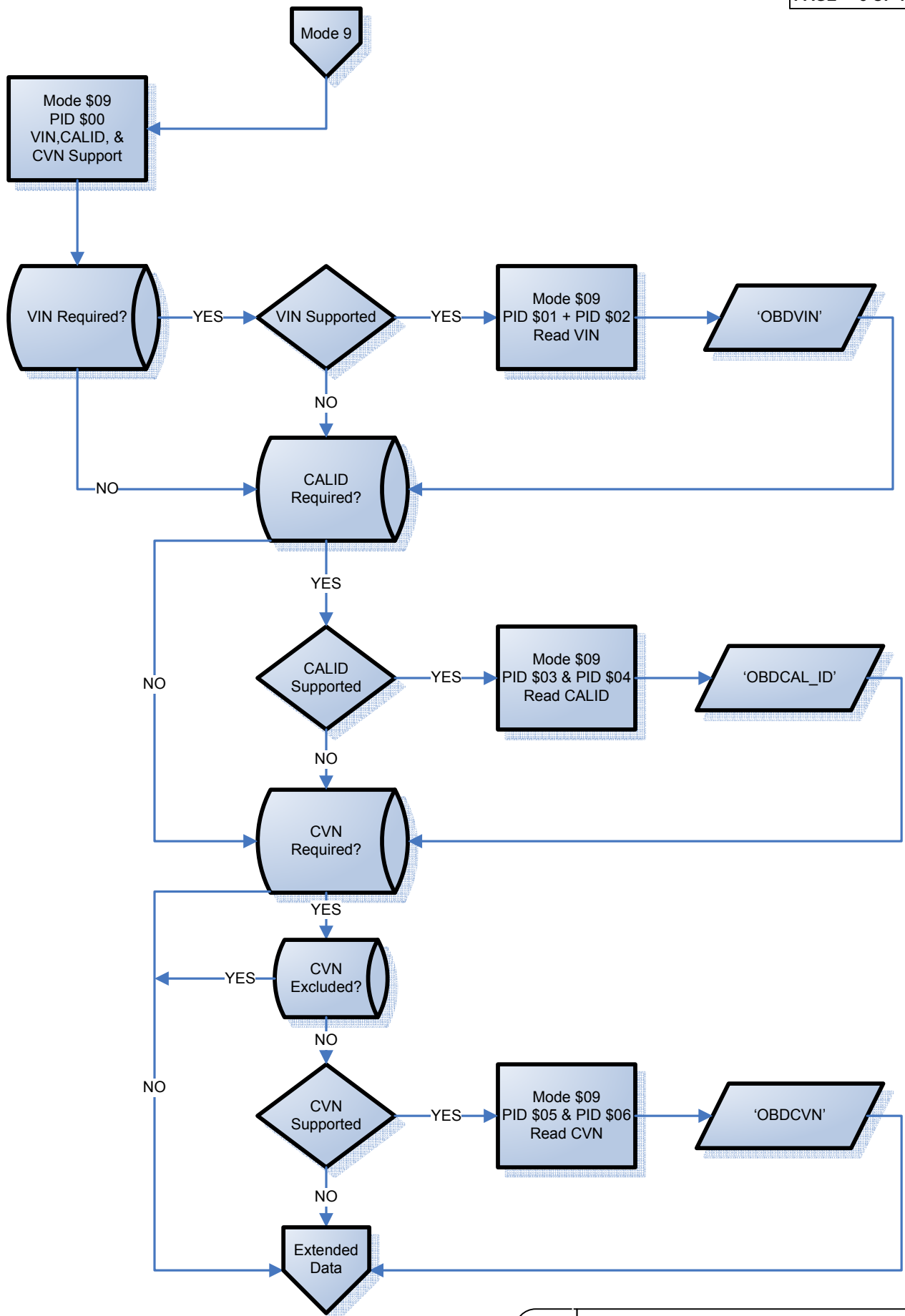


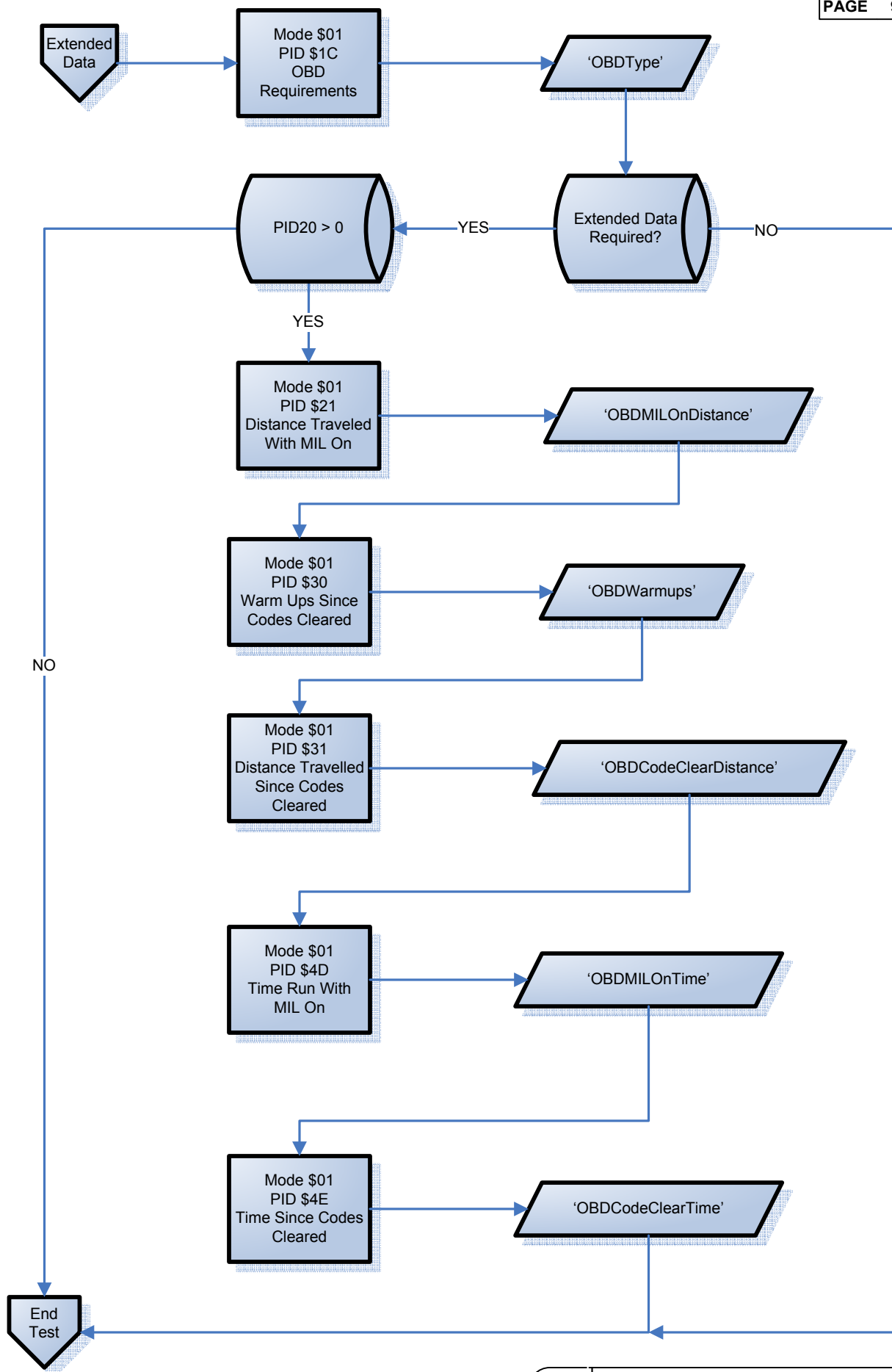


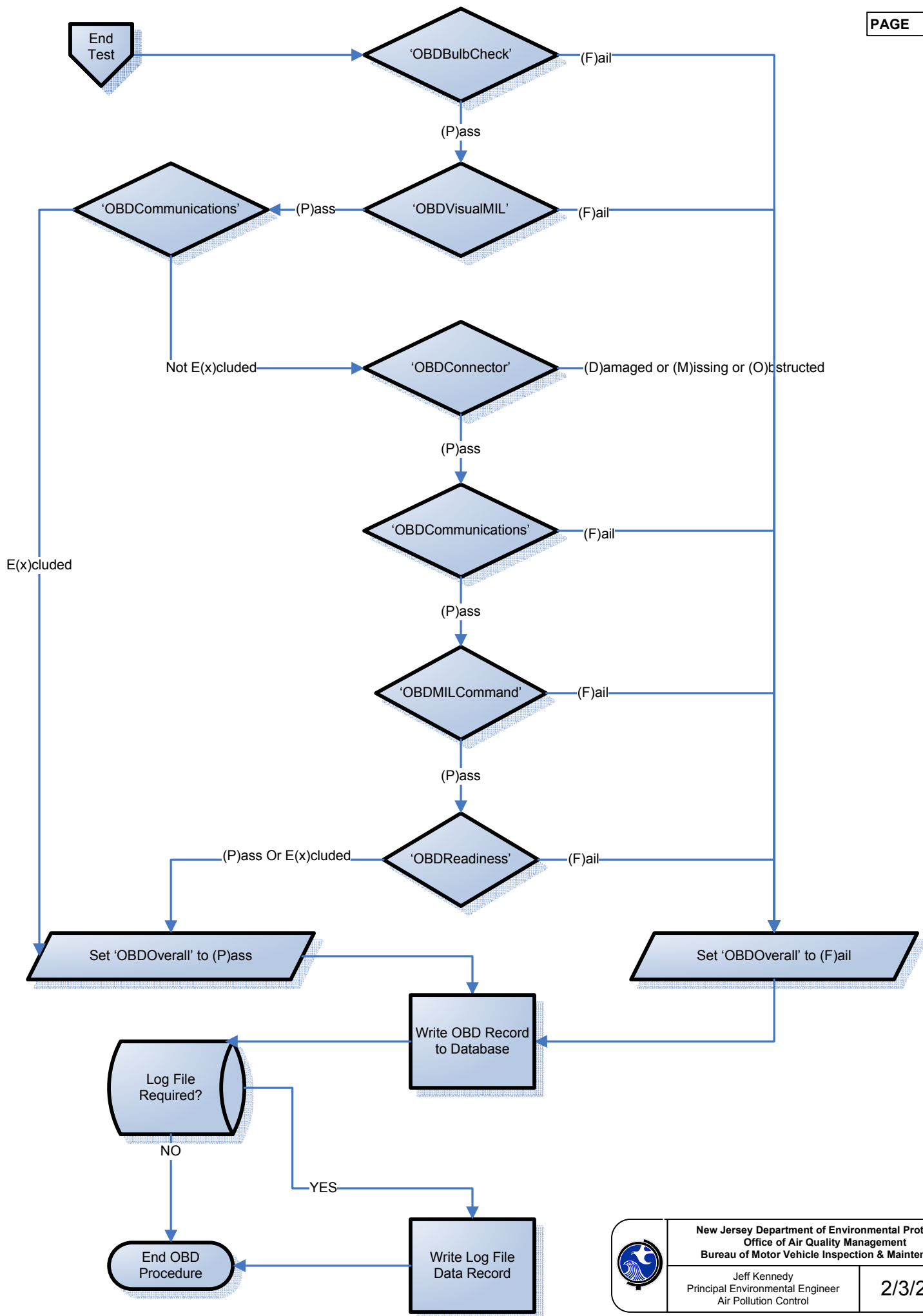


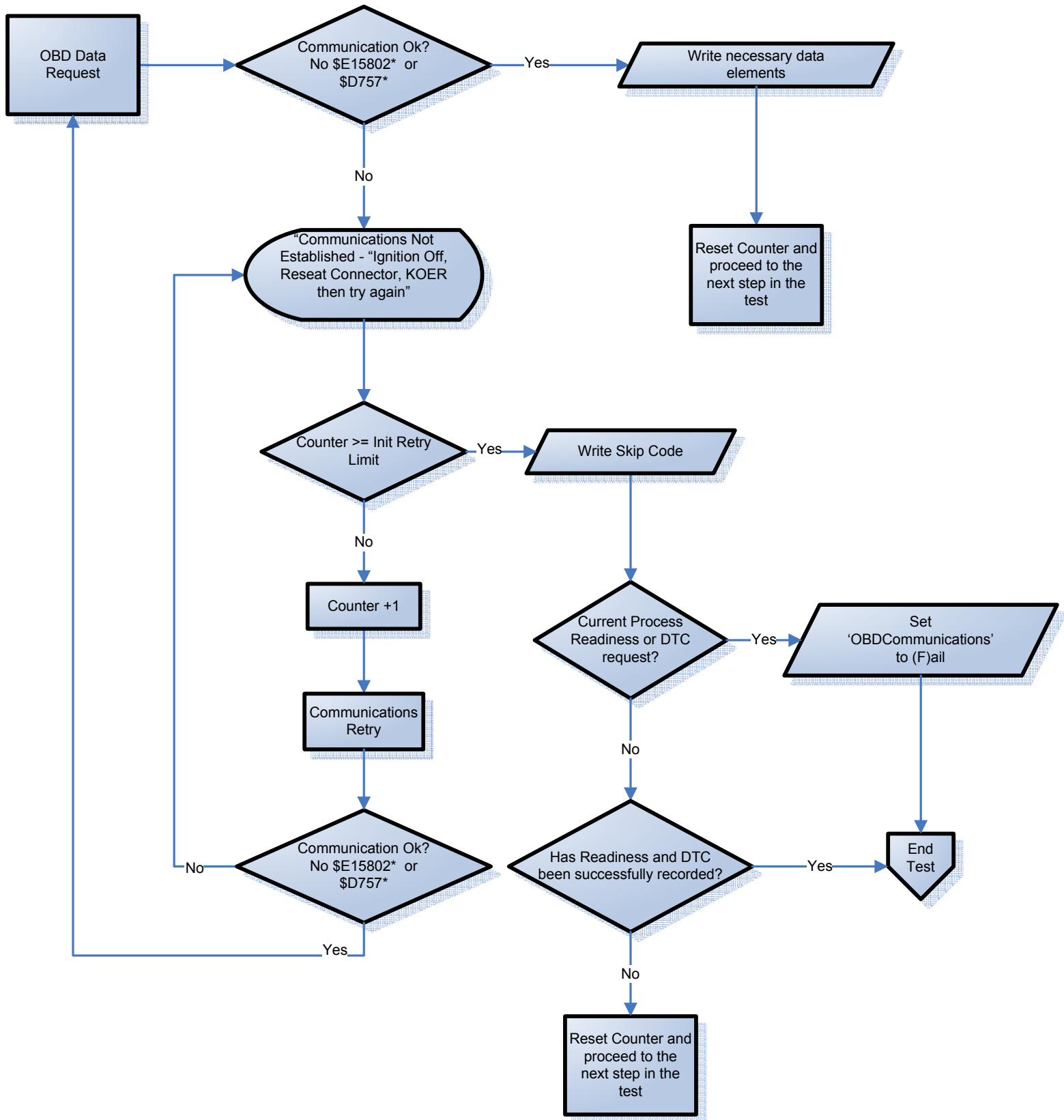


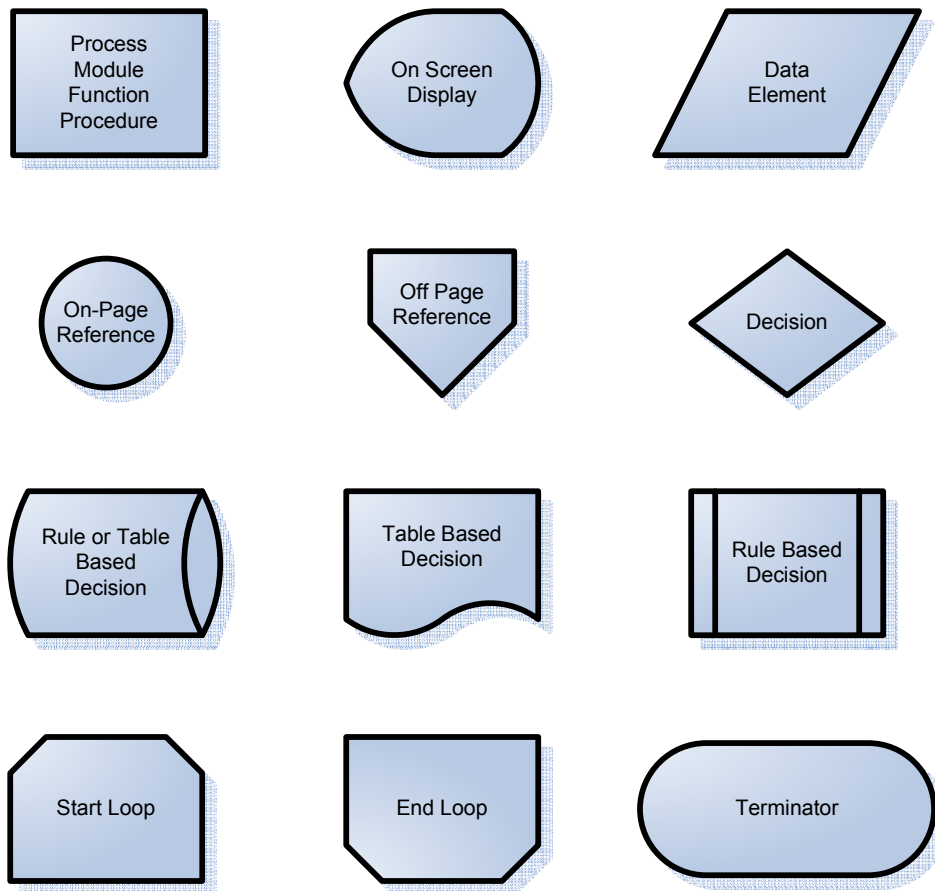












APPENDIX VII

Program Structure

Vehicle Types Subject to Inspection

Many of the inspection results in this report are presented by vehicle type. For the purpose of this analysis, the gasoline vehicle type categories are as follows:

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

Light-Duty Gasoline Trucks (LDGTs): trucks fueled on gasoline, which have a GVWR up to 8500 lb. (e.g., pick-ups, minivans, passenger vans, and sport-utility vehicles).

Heavy-Duty Gasoline Vehicles (HDGVs): vehicles fueled on gasoline which have a GVWR of 8501 lb. and higher and are equipped with heavy-duty gas engines.

In addition, the two diesel vehicle categories are:

Light-Duty Diesel Vehicles (LDDVs): vehicles fueled on diesel, which have a GVWR up to 8500 lb. (passenger cars).

Light-Duty Diesel Trucks (LDDTs): trucks fueled on diesel, which have a GVWR up to 8500 lb. (e.g., pick-ups, minivans, passenger vans, and sport-utility vehicles).

Emission-Related Test Types Performed in New Jersey

The primary emission test performed in New Jersey in the year 2018 is the OBD test. In addition, several secondary emission-related tests are performed: the visible smoke check, a visual anti-tampering inspection (also called the catalytic converter check), a liquid leak check, and a miscellaneous emissions check (which includes a visual gas cap check).

There is also a grouping called “No Primary Test” for those vehicles that did not receive an OBD test. The “No Primary Test” group consists mainly of commercial diesel vehicles and heavy-duty gasoline vehicles model year \geq 2014 and GVWR 14,001 lbs. and up that were not eligible for a primary emissions test. Where applicable, these vehicles still received our secondary visual emissions tests: MIL check, anti-tampering, visible smoke, liquid leak, and miscellaneous tests.

It is important to note in this Report that an overall emissions inspection consists of the several test types listed in the preceding paragraphs., i.e. the OBD test (in all cases except for OBD exempt/bypassed 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, all 1997 and newer LDDVs and LDDTs, and all HDGVs between 8,501 and 14,000 lbs. of model year 2008 and above.

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 liquid leak inspection is performed on all vehicles and detects visibly leaking fuel. 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. This category also includes a visual gas cap check.

Emission-Related Test Types – 2018

Vehicles with GVWR ≤ 8,500 lbs.

Gasoline Vehicles Model Year 1995 and older:

- Non-Commercial vehicles are not required to receive an emissions inspection.
- Commercial vehicles are required to receive an emissions inspection for visible smoke, fuel leak, visible fuel cap and catalytic converter check if originally equipped (1975 and newer).

Gasoline Vehicles Model Year 1996 and newer:

- All vehicles are required to receive an emissions inspection for OBD, visible smoke, fuel leak, visible fuel cap, and catalytic converter check.

Diesel Vehicles Model Year 1996 and older:

- Non-Commercial vehicles are not required to receive an emissions inspection.
- Commercial vehicles are required to receive an emissions inspection for visible smoke, and fuel leak.

Diesel Vehicles Model Year 1997 and newer:

- All vehicles are required to receive an emissions inspection for OBD, visible smoke, and fuel leak.

Vehicles with GVWR 8,501 to 14,000 lbs.

Gasoline vehicles Model Year 2007 and older:

- Non-Commercial vehicles are not required to receive an emissions inspection.
- Commercial vehicles are required to receive an emissions inspection for visible smoke, fuel leak, visible fuel cap and catalytic converter check if originally equipped (1975 and newer).

Gasoline vehicles Model Year 2008 and newer:

- All vehicles are required to receive an emissions inspection for OBD, visible smoke, fuel leak, visible fuel cap, and catalytic converter check.

Vehicles with GVWR >= 14,001 lbs.

Gasoline vehicles Model Year 2013 and older:

- Non-Commercial vehicles are not required to receive an emissions inspection.
- Commercial vehicles are required to receive an emissions inspection for visible smoke, fuel leak, visible fuel cap and catalytic converter check if originally equipped (1975 and newer).

Gasoline vehicles Model Year 2014 and newer:

- All vehicles are required to receive an emissions inspection for bulb check, key-on-engine-running Malfunction Indicator Light (MIL) check, visible smoke, fuel leak, visible fuel cap, and catalytic converter check. Once the program transitions to a new vendor, these vehicles will also be subject to an OBD test.

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 2018, there were 3,224 vehicle inspections 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 2018, there were 2,636 vehicle inspections that met the criterion for the "failed/test not performed" exclusion.

The combined exclusion for both the invalid vehicle inspections and failed/test not performed vehicle inspections is 0.30% (5,860/1,971,999) of the total initial 2018 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 the years 2013 through 2017 Annual Reports, as well as this year 2018 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 November 5, 2019, 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 108 full inspection lanes (see Table VII-1). There were no changes in the number of CIFs or lanes from the year 2017.

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.

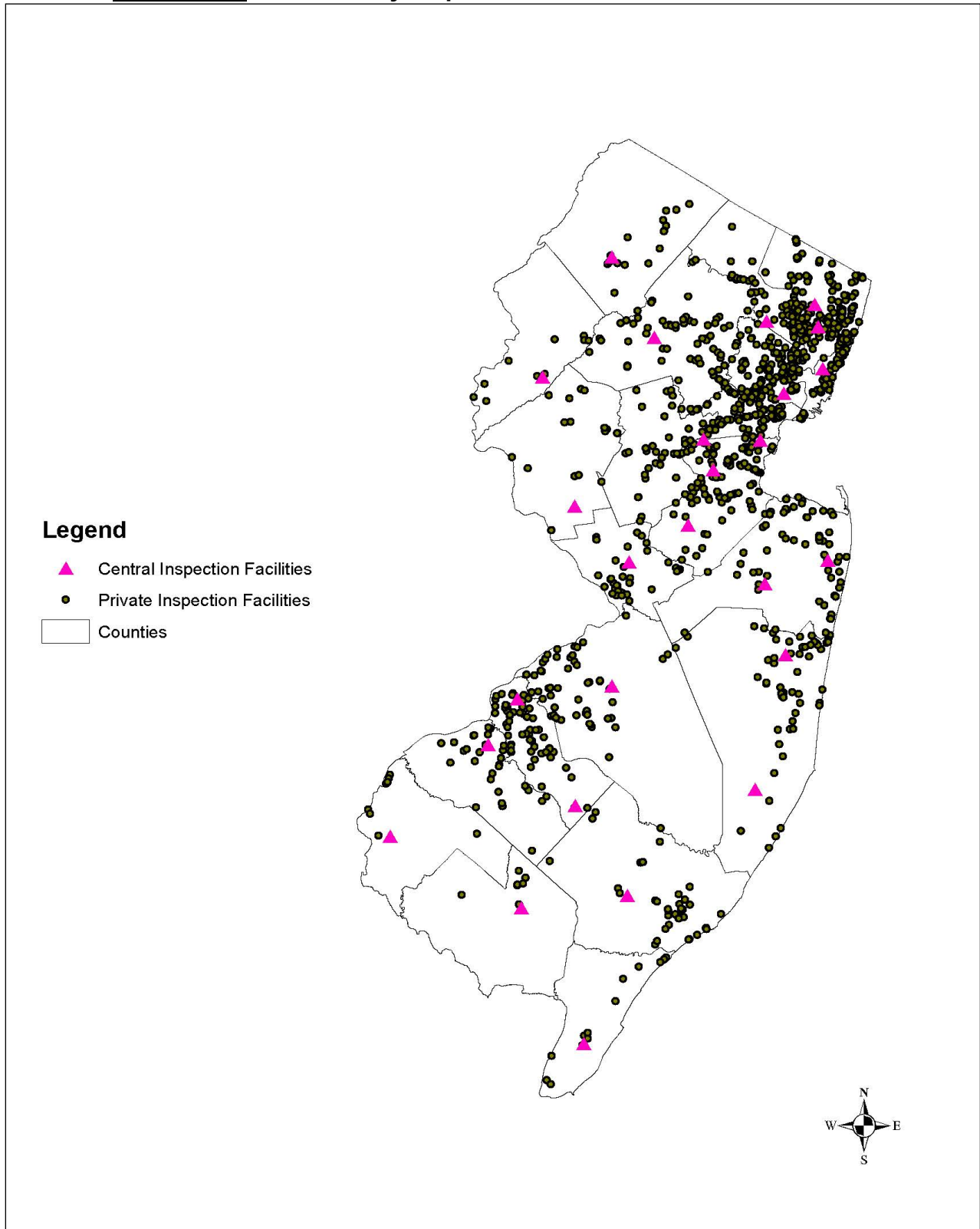
Table VII-1: New Jersey's Centralized Inspection Facilities

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	5
Winslow	3
Total	108

In 2018, there were 1,012 PIFs that performed at least one inspection during the entire year; of these, 99 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 2018.

Figure VII-1: New Jersey Inspection and Maintenance Facilities



New Jersey has 900 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 2018 Annual Report Section

Reporting Requirement	2018 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 7; Appendix I - Parts G and J
(iii) Passing the first retest per test type;	Table 7; Appendix I - Parts G and J
(iv) Initially failed vehicles passing the second or subsequent retest per test type;	Table 8; Appendix I - Part H
(v) Initially failed vehicles receiving a waiver;	n/a
(vi) vehicles with no known final outcome (regardless of reason);	Table 9; Table 10; Appendix I - Part I
(vii) - (x) [Reserved]	n/a
(xi) Passing the on-board diagnostic check;	Table 3; Table 4; Appendix I - Part F, Table F-1
(xii) Failing the on-board diagnostic check;	Table 3; Table 4; Appendix I - Part F, Table F-1
(xiii) Failing the on-board diagnostic check and passing the tailpipe test (if applicable);	n/a; dropping of tailpipe testing noted in Section II
(xiv) Failing the on-board diagnostic check and failing the tailpipe test (if applicable);	n/a; dropping of tailpipe testing noted in Section II
(xv) Passing the on-board diagnostic check and failing the I/M gas cap evaporative system test (if applicable);	n/a; dropping of evaporative gas cap testing noted in Section II
(xvi) Failing the on-board diagnostic check and passing the I/M gas cap evaporative system test (if applicable);	n/a; dropping of evaporative gas cap testing noted in Section II
(xvii) Passing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);	n/a; dropping of evaporative gas cap testing noted in Section II
(xviii) Failing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);	n/a; dropping of evaporative gas cap testing noted in Section II
(xix) MIL is commanded on and no codes are stored;	Table 5; Appendix I - Part F, Table F-3
(xx) MIL is not commanded on and codes are stored;	Table 5; Appendix I - Part F, Table F-3
(xxi) MIL is commanded on and codes are stored;	Table 5; Appendix I - Part F, Table F-3
(xxii) MIL is not commanded on and codes are not stored;	Table 5; Appendix I - Part F, Table F-3
(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-4
(3) The initial test volume by model year and test station(<i>Type</i>);	Appendix I - Part B
(4) The initial test failure rate by model year and test station(<i>Type</i>);	Appendix I - Part B
(5) The average increase or decrease in tailpipe emission levels for HC, CO, and NOx (if applicable) after repairs by model year and vehicle type for vehicles receiving a mass emissions	n/a
(b.) Quality Assurance Report	
(1) The number of inspection stations and lanes:	
(i) Operating throughout the year; and	Appendix VII, Test Frequency and Network Design
(ii) Operating for only part of the year;	Appendix VII, Test Frequency and Network Design
(2) The number of inspection stations and lanes operating throughout the year:	
(i) Receiving overt performance audits in the year;	Section III.A.; Table 12

Cross Reference EPA Reporting Requirements and 2018 Annual Report Section

Reporting Requirement	2018 Annual Report Section
(ii) Not receiving overt performance audits in the year;	Section III.A.; Table 12
(iii) Receiving covert performance audits in the year;	Section III.B.; Table 13
(iv) Not receiving covert performance audits in the year; and	Section III.B.; Table 13
(v) That have been shut down as a result of overt performance audits;	Table 12
(3) The number of covert audits:	
(i) Conducted with the vehicle set to fail per test type;	Table 13
Vehicle set to fail the emission test;	
Vehicle set to fail the component check;	
Vehicle set to fail the evaporative system checks;	visual gas cap check only
(ii) Conducted with the vehicle set to fail any combination of two or more of the above checks;	Table 13
(iii) Resulting in a false pass per test type; and	Table 13
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	visual gas cap check only
(viii) Resulting in a false pass for any combination of two or more of the above checks;	Table 13
(4) The number of licensed inspectors and stations:	Section III.C.; Table 15
(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 15
(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 15
(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 18; Appendix II
(3) The number and percentage of stations that have failed equipment audits; and	Section IV; Tables 16 and 17
(4) Number and percentage of stations and lanes shut down as a result of equipment audits.	Section IV; Tables 16 and 17
(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 19

Cross Reference EPA Reporting Requirements and 2018 Annual Report Section

Reporting Requirement	2018 Annual Report Section
(iv) The number of missing compliance documents;	Table 19
(v) The number of time extensions and other exemptions granted to motorists; and	Table 19
(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 Information provided but not required	
OBD Components (Initial Pass/Fail)	Appendix I - Part F, Table F-2
Inspection Fraud Monitoring	Section V.C.