

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

2019 Annual Report

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

Acknowledgments

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Acronyms and Abbreviations

CIF	Centralized Inspection Facility
CO	Carbon monoxide
CFR	Code of Federal Regulations
DLC	Diagnostic Link Connector
DTC	Diagnostic Trouble Code
ERF	Emission Repair Facility
ERT	Emission Repair Technician
GVWR	Gross Vehicle Weight Rating
HC	Hydrocarbons
HDGV	Heavy-Duty Gasoline Vehicle
I/M	Inspection and Maintenance
KOEO	Key On Engine Off
KOER	Key On Engine Running
LDDT	Light-Duty Diesel Truck
LDDV	Light-Duty Diesel Vehicle
LDGT	Light-Duty Gasoline Truck
LDGV	Light-Duty Gasoline Vehicle
MIL	Malfunction Indicator Light
MIT	Mobile Inspection Team
NJDEP	New Jersey Department of Environmental Protection
NJMVC	New Jersey Motor Vehicle Commission
NJDOT	New Jersey Department of Transportation
NO	Nitric Oxide
NO _x	Oxides of Nitrogen
OBD	On-Board Diagnostics
PCM	Powertrain Control Module
PIF	Private Inspection Facility
PFF	Private Fleet Facility
RPM	Revolutions per Minute
SIP	State Implementation Plan
SIF	Specialty Inspection Facility
SOP	Standard Operating Procedure
TBD	To Be Determined
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 2019 (2018 and 2019 for the vehicles with no known final outcome analyses), 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 2016 through 2019 is presented in Table 1.

Table 1: Key Statistics: Years 2016 – 2019 Comparison

Key Statistics	2016	2017	2018	2019
Number of Total Emission Inspections	2,217,137	2,115,344	2,190,883	2,116,709
Total Emission Inspections – Centralized/Decentralized* Split	87.2%/12.8%	87.9%/12.1%	88.5%/11.5%	88.7%/11.3%
Total Emission Inspections – Initial/Re-inspection Split	89.7%/10.3%	89.5%/10.5%	90.0%/10.0%	90.0%/10.0%
Number of Initial Emission Inspections	1,989,156	1,893,393	1,971,999	1,904,110
Overall Initial Emission Failure Rate	9.5%	9.2%	9.0%	9.0%
Centralized Initial Emission Failure Rate	10.0%	9.6%	9.4%	9.4%
Decentralized Initial Emission Failure Rate	6.0%	5.8%	5.5%	5.3%
Overall Emission Inspection 1 st Retest Pass Rate	74.4%	73.5%	73.7%	73.2%
OBD 1 st Retest Pass Rate	74.1%	73.4%	73.7%	73.2%
Two Speed Idle 1 st Retest Pass Rate	67.6%	N/A	N/A	N/A
Number of Vehicles with No Known Final Outcome**	20,929	20,626	21,353	39,629
As Percentage of Initial Inspections	1.1%	1.1%	1.1%	2.1%
As Percentage of Initial Failures	11.1%	11.9%	12.1%	23.1%
Sticker Compliance Rate	96.1%	95.4%	95.6%	94.6%
Emissions-Only CIF Covert Performance Audit Fail Rate	4.7%	3.2%	4.4%	3.0%
Emissions-Only PIF Covert Performance Audit Fail Rate	2.3%	2.0%	4.5%	4.0%
CIF Equipment Audit Fail Rate***	3.0%	0.3%	0.5%	0.3%
PIF Equipment Audit Fail Rate***	32.8%	2.2%	2.8%	2.1%
# CIF Full Inspection Lanes	111	108	108	105
# PIFs	1,139	1,082	1,045	1,014
# Emission Repair Facilities (ERFs)	1,353	1,118	900	895

* Centralized includes CIFs, SIFs, and MITs. Decentralized includes PIFs and PFFs.

** Total vehicles with no known final outcome is based on 12 months of registration data from the succeeding reporting years for 2016 through 2018. The 2019 increase is due to the analysis being based on only 4 months of registration data from the succeeding reporting year, as per USEPA's request. See more details in Section F.

*** 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 twentieth 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 2019 is the third 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	1,667,632		172,797		1,840,429	
	Fail	155,384	9.3%	51,595	29.9%	206,979	11.2%
	Pass	1,512,248	90.7%	121,202	70.1%	1,633,450	88.8%
Private Inspection Facility (PIF)	Total	206,727		28,708		235,435	
	Fail	11,073	5.4%	1,665	5.8%	12,738	5.4%
	Pass	195,654	94.6%	27,043	94.2%	222,697	94.6%
Private Fleet Facility (PFF)	Total	4,315		442		4,757	
	Fail	154	3.6%	31	7.0%	185	3.9%
	Pass	4,161	96.4%	411	93.0%	4,572	96.1%
Specialty Inspection Facility (SIF)	Total	157		48		205	
	Fail	10	6.4%	6	12.5%	16	7.8%
	Pass	147	93.6%	42	87.5%	189	92.2%
Mobile Inspection Team (MIT)	Total	25,279		10,604		35,883	
	Fail	4,572	18.1%	1,805	17.0%	6,377	17.8%
	Pass	20,707	81.9%	8,799	83.0%	29,506	82.2%
Total		1,904,110		212,599		2,116,709	
Total Fail		171,193	9.0%	55,102	25.9%	226,295	10.7%
Total Pass		1,732,917	91.0%	157,497	74.1%	1,890,414	89.3%
% of Grand Total # of Inspections			90.0%		10.0%		

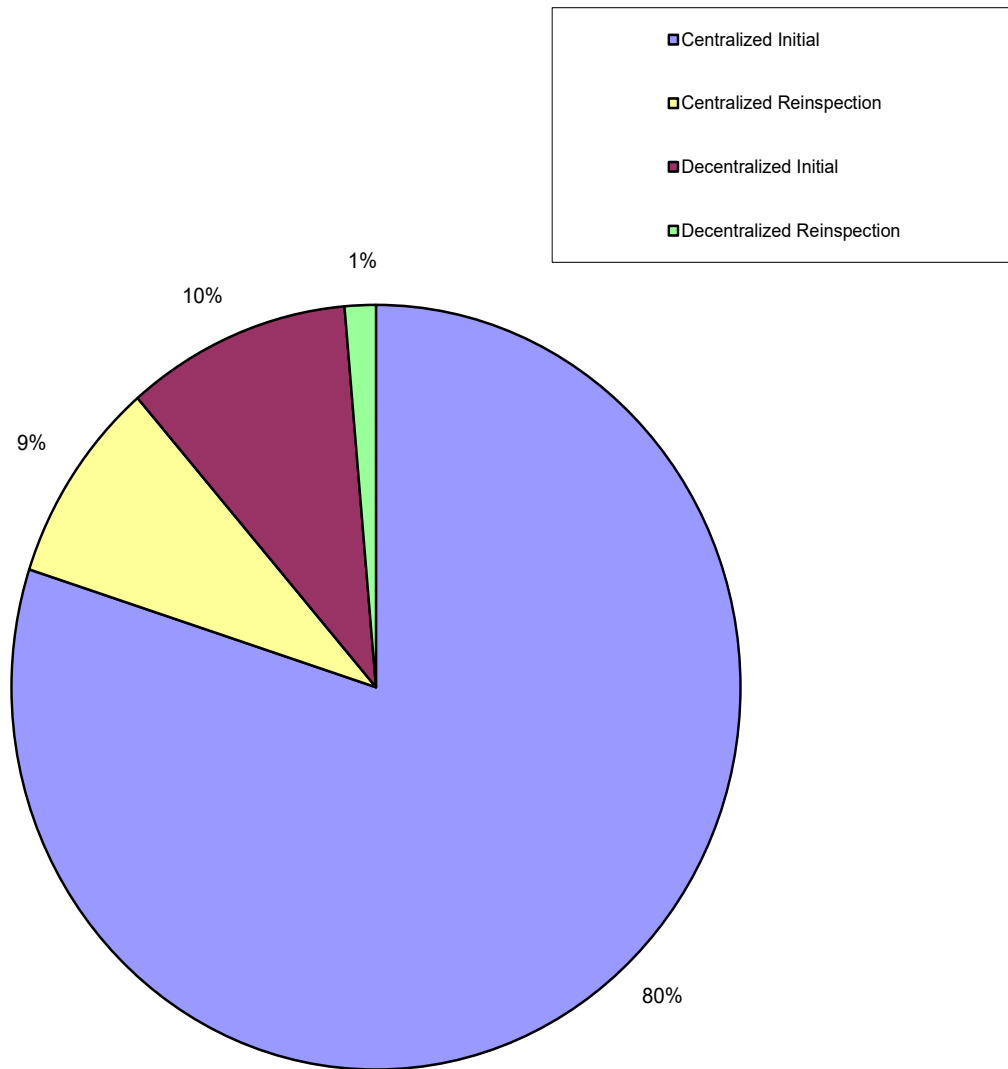
*SIF and MIT are listed separately here, whereas in the Executive Summary, they are all combined as "Centralized".

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, 1,876,517 (88.7 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 240,192 (11.3 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

**New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2019**



This chart includes Initial Inspections
and All Reinspections

Centralized includes CIFs, SIFs, and MITs
Decentralized includes PIFs and PFFs

Number of Total Emissions Inspections - 2,116,709

B. Initial Emission Inspections

Initial overall emission inspection results by model year and station type for the year 2019 are shown in Appendix I Part B. There were 1,904,110 initial overall emission inspections conducted in New Jersey in the year 2019. 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 5.3%. 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:

915,222	(48.1%) LDGVs,
883,016	(46.4%) LDGTs,
2,457	(0.13%) LDDTs,
3,032	(0.2%) LDDVs, and
100,383	(5.3%) HDGVs
<hr/>	
1,904,110	Total

Of the 1,904,110 initial overall emission inspections, 1,732,917 (91.0%) passed, while 171,193 (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	1,697,478	90.91%	169,783	9.09%
MIL Check w/o OBD Test	6,246	99.11%	56	0.89%
Catalytic Converter	1,897,547	99.95%	1,038	0.05%
Visible Smoke	1,903,244	99.95%	866	0.05%
Liquid Leak	1,904,005	99.99%	105	0.01%
Miscellaneous Emissions	1,903,725	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 were no authorized bypasses in the year 2019.

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 2019, there were 13 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 1,867,261 initial OBD inspections in the year 2019. Of these, 1,816,918 (97.3%) passed either initially or a first or subsequent retest, and 50,343 (2.7%) failed without a subsequent passing inspection. There were no authorized OBD bypasses in 2019. 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 1,867,261 initial overall OBD inspections, 1,697,478 (90.9%) passed initially, while 169,783 (9.1%) failed at least one OBD test component. The 9.1% fail rate is equal to the fail rate in 2018.

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	1,867,261	1,697,478	90.9%	169,783	9.1%
Bulb Check	1,867,261	1,862,594	99.8%	4,667	0.2%
KOER MIL Check	1,862,594	1,805,281	96.9%	57,313	3.1%
DLC Check	1,867,261	1,865,217	99.9%	2,044	0.1%
Communication	1,865,217	1,862,069	99.8%	3,148	0.2%
Readiness Status	1,858,753	1,756,344	94.5%	102,409	5.5%
MIL Command Status	1,862,069	1,786,007	95.9%	76,062	4.1%

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 2019 there were 5,192 vehicles that had damaged, missing, or obstructed DLCs, or which failed to communicate with the inspection workstation. There were 3,316 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 1,862,069 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)	1,786,007	95.92%
MIL Off with DTCs (pass inspection)	0	0.00%
MIL On with No DTCs (fail inspection)	88	0.005%
MIL On with DTCs (fail inspection)	75,974	4.08%
Totals	1,862,069	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 1,858,753 initial readiness checks. Of these, 1,574,218 (84.7%) had all monitors set, while 284,535 (15.3%) 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 5.5% (102,409). 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 2019 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	25,279	20,707	4,572	18.1%
MIT Roadside Re-inspection	10,604	8,799	1,805	17.0%
MIT Roadside Total	35,883	29,506	6,377	17.8%

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 171,193 (9.0%) overall initial emission inspection failures out of the 1,904,110 total initial overall emission inspections conducted in the year 2019. 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 172,233 initially failed emission tests in the year 2019. 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 (171,193) 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	169,783	35,261	96,100	20.8%	56.6%
MIL Check w/o OBD Test	56	5	48	8.9%	85.7%
Catalytic Converter	1,038	62	534	6.0%	51.4%
Visible Smoke	866	62	567	7.2%	65.5%
Liquid Leak	105	1	84	1.0%	80.0%
Miscellaneous Emissions	385	11	306	2.9%	79.5%
Overall Tests	172,233	35,402	97,639	20.6%	56.7%
Overall Vehicles	171,193	35,539	96,932	20.8%	56.6%

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 2019.

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	169,783	23,340	13.7%
MIL Check w/o OBD Test	56	5	8.9%
Catalytic Converter	1,038	33	3.2%
Visible Smoke	866	38	4.4%
Liquid Leak	105	1	1.0%
Miscellaneous Emissions	385	8	2.1%
Overall Tests	172,233	23,425	13.6%
Overall Vehicles	171,193	23,536	13.7%

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 – 2018 and 2019

Analyses for both the years 2018 and 2019 are presented in this section. For the past several Annual Reports, the NJDEP, with the concurrence of the USEPA, has presented in this section only the no known final outcome data from the prior year, so that a full year's worth of registration and inspection data could be analyzed to more accurately determine the outcome of these vehicles. At the request of the USEPA to return to reporting the current reporting year's data here, which is in alignment with the reporting mechanisms of other states, the NJDEP is including the previously unreported year 2018 data as well as the 2019 data here.

2018

Of the 176,592 overall initial emission inspection failures in the year 2018, 101,153 (57.3%) passed a first retest by the end of the first quarter of 2019, 23,590 (13.3%) passed a second or subsequent retest by the end of the first quarter of 2019, 3,888 (2.2%) passed a retest during the remaining three quarters of 2019, and 26,608 (15.1%) dropped out of the registration database (i.e. no longer in fleet), leaving 21,353 (12.1%) 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 2018 is slightly higher than in 2017.

A breakdown of the no known final outcome vehicles for 2018 is presented in Table 9.

Table 9: 2018 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	1,932,226	175,074	21,348	12.2%	1.10%
No Primary Test	39,773	116	5	4.3%	0.01%
Catalytic Converter	1,967,956	1,001	216	21.6%	0.01%
Visible Smoke	1,971,999	1,045	146	14.0%	0.01%
Liquid Leak	1,971,999	97	9	9.3%	0.00%
Miscellaneous Emissions	1,971,999	385	23	6.0%	0.00%
Overall Tests	1,971,999	177,602	21,742	12.2%	1.10%
Overall Vehicles	1,971,999	176,592	21,353	12.1%	1.08%

This analysis takes into consideration vehicles inspected late in the year 2018 that returned for inspection at any time throughout 2019, and also includes registration data through all of 2019. As such, the overall no known final outcome rate as a percentage of total initial emissions inspections is 1.08%.

Table 10 presents a detailed breakdown of this data by model year and vehicle type. It can be seen that vehicles in the 2001 – 2006 model year range (age 12 to 17 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: 2018 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	0	0.0%	0	0	0	0	0	0
1996	372	1.7%	0	0	0	165	207	0
1997	534	2.5%	0	1	1	262	270	0
1998	750	3.5%	0	0	3	324	423	0
1999	833	3.9%	1	0	1	385	446	0
2000	1,463	6.9%	0	0	2	564	897	0
2001	1,793	8.4%	0	0	0	823	970	0
2002	2,241	10.5%	0	0	0	1,082	1,159	0
2003	1,913	9.0%	2	1	2	944	964	0
2004	2,323	10.9%	0	0	0	1,273	1,050	0
2005	1,829	8.6%	0	0	2	945	882	0
2006	1,849	8.7%	2	1	2	904	940	0
2007	1,618	7.6%	0	0	0	837	781	0
2008	1,012	4.7%	70	1	0	454	487	0
2009	804	3.8%	41	6	2	344	411	0
2010	501	2.3%	42	4	0	206	249	0
2011	619	2.9%	57	7	5	274	276	0
2012	297	1.4%	34	2	1	114	146	0
2013	428	2.0%	17	4	0	144	263	0
2014	119	0.6%	12	0	0	74	33	0
2015	29	0.1%	13	0	0	8	8	0
2016	21	0.1%	8	0	0	8	5	0
2017	1	0.0%	1	0	0	0	0	0
2018	4	0.0%	1	0	0	2	1	0
2019	0	0.0%	0	0	0	0	0	
Totals	21,353	100.0%	301	27	21	10,136	10,868	0
% of Total Vehicles With No Known Final Outcome			1.41%	0.13%	0.10%	47.47%	50.90%	0.00%

2019

The number of vehicles with no known final outcome for 2019 may have been affected by the shutdown of the CIFs from mid-March through the end of April 2020 due to the Covid-19 health pandemic.

Of the 171,193 overall initial emission inspection failures in the year 2019, by the end of April

of 2020, 96,932 (56.6%) passed a first retest, 23,536 (13.7%) passed a second or subsequent retest, and 11,096 (6.5%) dropped out of the registration database (i.e. no longer in fleet), leaving 39,629 (23.1%) 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 2019 is higher than in 2018. This is due to the analysis being based on only 4 months of registration and inspection data from the succeeding reporting year, rather than a full year's worth as in the last several reporting years.

A breakdown of the no known final outcome vehicles for 2019 is presented in Table 9A.

Table 9A: 2019 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	1,867,261	169,783	39,332	23.2%	2.11%
No Primary Test	36,849	136	17	12.5%	0.05%
Catalytic Converter	1,898,585	1,038	359	34.6%	0.02%
Visible Smoke	1,904,110	866	173	20.0%	0.01%
Liquid Leak	1,904,110	105	10	9.5%	0.00%
Miscellaneous Emissions	1,904,110	385	54	14.0%	0.00%
Overall Tests	1,904,110	172,177	39,928	23.2%	2.10%
Overall Vehicles	1,904,110	171,193	39,629	23.1%	2.08%

This analysis takes into consideration vehicles inspected late in the year 2019 that returned for inspection through April of 2020, and also includes registration data through April of 2020. As such, the overall no known final outcome rate as a percentage of total initial emissions inspections is 2.08%.

Table 10A presents a detailed breakdown of this data by model year and vehicle type. It can be seen that vehicles in the 2001 – 2006 model year range (age 13 to 18 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 10A: 2019 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	1	0.0%	1	0	0	0	0	0
1996	419	1.1%	0	0	0	190	229	0
1997	836	2.1%	2	0	0	383	451	0
1998	969	2.4%	1	0	1	412	555	0
1999	1,450	3.7%	0	0	2	605	843	0
2000	1,876	4.7%	0	0	2	727	1,147	0
2001	3,387	8.5%	3	0	2	1,537	1,845	0
2002	3,282	8.3%	1	0	1	1,513	1,767	0
2003	4,090	10.3%	1	0	1	2,035	2,053	0
2004	3,514	8.9%	0	0	4	1,890	1,620	0
2005	4,008	10.1%	1	0	11	2,153	1,843	0
2006	3,258	8.2%	1	0	3	1,577	1,677	0
2007	2,408	6.1%	3	0	1	1,150	1,254	0
2008	2,912	7.3%	129	1	1	1,409	1,372	0
2009	1,160	2.9%	78	3	1	466	612	0
2010	1,641	4.1%	90	17	6	718	810	0
2011	968	2.4%	98	6	4	386	474	0
2012	1,333	3.4%	100	19	4	553	657	0
2013	698	1.8%	48	1	5	267	377	0
2014	1,168	2.9%	49	9	10	587	513	0
2015	175	0.4%	41	1	0	57	76	0
2016	44	0.1%	21	0	0	13	10	0
2017	22	0.1%	13	0	0	7	2	0
2018	8	0.0%	4	0	0	3	1	0
2019	2	0.0%	2	0	0	0	0	0
2020	0	0.0%	0	0	0	0	0	0
Totals	39,629	100%	687	57	59	18,638	20,188	0
% of Total Vehicles With No Known Final Outcome			1.7%	0.1%	0.1%	47.0%	50.9%	0.0%

More detailed information on vehicles with no known final outcome for both 2018 and 2019 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	131,361	35,261	96,100	26.8%	73.2%
MIL Check w/o OBD Test	53	5	48	9.4%	90.6%
Catalytic Converter	596	62	534	10.4%	89.6%
Visible Smoke	629	62	567	9.9%	90.1%
Liquid Leak	85	1	84	1.2%	98.8%
Miscellaneous Emissions	317	11	306	3.5%	96.5%
Overall	132,471	35,539	96,932	26.8%	73.2%

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 2019, NJDEP was able to identify 237 (129 CIF and 108 PIF) inspector performance audits at 60 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	13	47
# not receiving overt performance audits	15	967
# 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 2019 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 2019 the NJMVC had 20 covert auditors and 16 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	108	1404
# of audits resulting in a false pass for the OBD test	4	19
# conducted with the vehicle set to fail the component check (catalyst)	64	304
# of audits resulting in a false pass for the component check (catalyst)	4	4
# conducted with the vehicle set to fail visual gas cap test	35	425
# of audits resulting in a false pass for the visual gas cap test	1	55
# conducted with the vehicle set to fail any combination of two or more of the above tests	6	306
# 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	97	250
# of audits resulting in a false pass for any emissions related component	9	76
# of audits resulting in a false fail for any emissions related component	0	6
# of audits resulting in a proper Emission inspection (no false pass or false fails)	289	1,995
Total # of Covert Emissions-Related Performance Audits	298	2,077
Total # of Stations receiving a Covert Emissions-Related Performance Audit	25	916
Total # of Stations not receiving a Covert Emissions-Related Performance Audit	0	98

In 2019, the overall emission covert performance audit failure rate for the entire network was 3.8%. The overall emissions covert audit failure rate for the centralized network was 3.0%, while that for the decentralized network was 4.0%. 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	298	9	3.0%	289	97.0%
Decentralized	2,077	82	4.0%	1,995	96.0%
Total	2,375	91	3.8%	2,284	96.2%

C. Fines and Hearings

New Jersey had 3,791 licensed inspectors in 2019, of which 3,730 had an active status, 291 at some point were revoked, and 123 had been suspended. There were 2,200 inspectors who conducted an emission inspection during the year 2019. The NJMVC conducted 95 hearings to consider adverse actions against inspectors and inspection facilities, and 82 of these hearings resulted in adverse actions against inspectors and inspection facilities. The fines and hearings collected and conducted in 2019 are somewhat less than those from 2018. Table 15 summarizes the results of all adjudicated actions only during the year 2019.

Table 15: Fines and Hearings – Centralized and Decentralized Networks

	Inspectors	Facilities
# suspended, fined, or otherwise prohibited from testing as a result of covert audits	80	15
# suspended, fined, or otherwise prohibited from testing for other causes	0	0
# that received fines	59	15
# of hearings held to consider adverse actions	80	15
# of hearings held resulting in adverse actions	71	11
Total amount collected in fines	\$18,075	\$19,950

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. Both the NJMVC and NJDEP are responsible for performing audits of the emission testing equipment in the PIFs. 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 2019.

Table 16: PIF OBD Workstation Audit Summary

PIF OBD Workstations Audited	2019		
	#	%	
# of PIFs	1,014	N/A	
# of PIFs receiving audits	991	97.7%	
# of Full year active PIFs	885	87.3%	
# of Full year active PIFs receiving audits	880	99.4%	
# of Full year active PIFs receiving two or more audits	877	99.1%	
PIF OBD Workstation Audits Performed	#	%	
Total	5,020	N/A	
Initial Audits	4,990	99.4%	
Initial Failures / Rate	31	0.6%	
Second or Subsequent Audits	30	0.6%	
Retest Failures / Rate	3	10%	
PIF OBD Workstations Shut Down due to Audit Failure	#	% of PIFs Audited	% of all PIFs
Workstations Shut Down for at least one day	21	2.1%	2.1%

B. CIF/SIF Equipment Audit Summary

In 2019, the NJDEP performed 1,296 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 4 of the 28 centralized stations (there is one less station from last year, as the Plainfield CIF permanently closed in July 2018), including the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2019. This is a decrease in the number of failures as compared to 2018.

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, two (2) centralized stations (7%) had at least one lane shut down as a result of initial equipment audits during the year 2019.

Table 17: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	28
# of initial equipment audits	1,296
# of stations that failed equipment audits	4
% of stations that failed equipment audits	14%
# of stations with at least one lane shut down as a result of equipment audits	2
% of stations with at least one lane shut down as a result of equipment audits	7%
# of centralized and specialty lanes	108
# of lanes shut down at some point during the year as a result of equipment audits	4
% of lanes shut down at some point during the year as a result of equipment audits (% of the total number of centralized lanes)	4%
% of overall initial equipment audit failures	0.3%

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	0	0%	60	100%
Cape May	12	0	0%	12	100%
Cherry Hill	73	1	1%	72	99%
Deptford	50	1	2%	49	98%
Eatontown	78	0	0%	78	100%
Flemington	36	0	0%	36	100%
Freehold	72	1	1%	71	99%
Kilmer	72	0	0%	72	100%
Lakewood	72	1	1%	71	99%
Lodi	65	0	0%	65	100%
Manahawkin	36	0	0%	36	100%
Mays Landing	48	0	0%	48	100%
Millville	24	0	0%	24	100%
Newark	60	0	0%	60	100%
Newton	24	0	0%	24	100%
Paramus	69	0	0%	69	100%
Rahway	72	0	0%	72	100%
Randolph	79	0	0%	79	100%
Salem	12	0	0%	12	100%
Secaucus	48	0	0%	48	100%
South Brunswick	72	0	0%	72	100%
Southampton	48	0	0%	48	100%
Washington	12	0	0%	12	100%
Wayne	60	0	0%	60	100%
Westfield Specialty	2	0	0%	2	100%
Winslow	36	0	0%	36	100%
Winslow Specialty	2	0	0%	2	100%
Totals	1,296	4	0.3%	1,292	99.7%

V. Enforcement Report

New Jersey's inspection data is stored on a Vehicle Inspection Database (VID). As soon as an inspection is completed, the data collected on the VID is then summarized and transmitted to the NJMVC. This inspection summary record is designed for the State to use in determining vehicle compliance.

New Jersey currently uses a sticker-based enforcement program. Windshield stickers are placed on vehicles that meet the inspection requirements. An expired sticker or no sticker indicates non-compliance. Police in New Jersey are authorized to issue summonses to motorists for expired or missing windshield inspection stickers.

A. Inspection Sticker Compliance

Both the NJDEP and the NJMVC conduct sticker compliance surveys, which is when vehicles are audited while in a parking lot, or while parked on the street, and compliance is determined by visually examining the inspection sticker expiration dates. The 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 2,442 vehicles per month in the year 2019) throughout the year, for a total of 29,306 vehicles surveyed in the year 2019. The NJMVC conducted ten surveys for a total of 5,000 vehicles in the year 2019. The NJMVC's overall compliance rate for the year 2019 (88.8%) was lower than the NJDEP's (95.6%).

For the purposes of this report, both agencies' surveys were combined for an overall result. A total of 34,306 vehicles were surveyed in the year 2019. Of these, 32,443 (94.6%) 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 2019.

Table 19: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations	2,386,310
# of missing compliance documents (stickers)	982
# of time extensions & other exemptions granted to motorists	571

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 2019 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. The only change in the program in 2019 from the prior year 2018 is that the 3-lane Plainfield CIF was permanently closed in July of 2018.

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 1,500 vehicles)	Minor	Issue could be resolved with new software in new program in 2020; details are unknown at this time.
Software-related issue that causes vehicles to not receive a MIL Check	Minor	Issue was resolved with the August 2018 software release.
Inspector-related data entry issues that cause the vehicle to receive an incorrect primary or secondary emissions test (impacts approximately 550 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 13 times in the year 2019.	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**

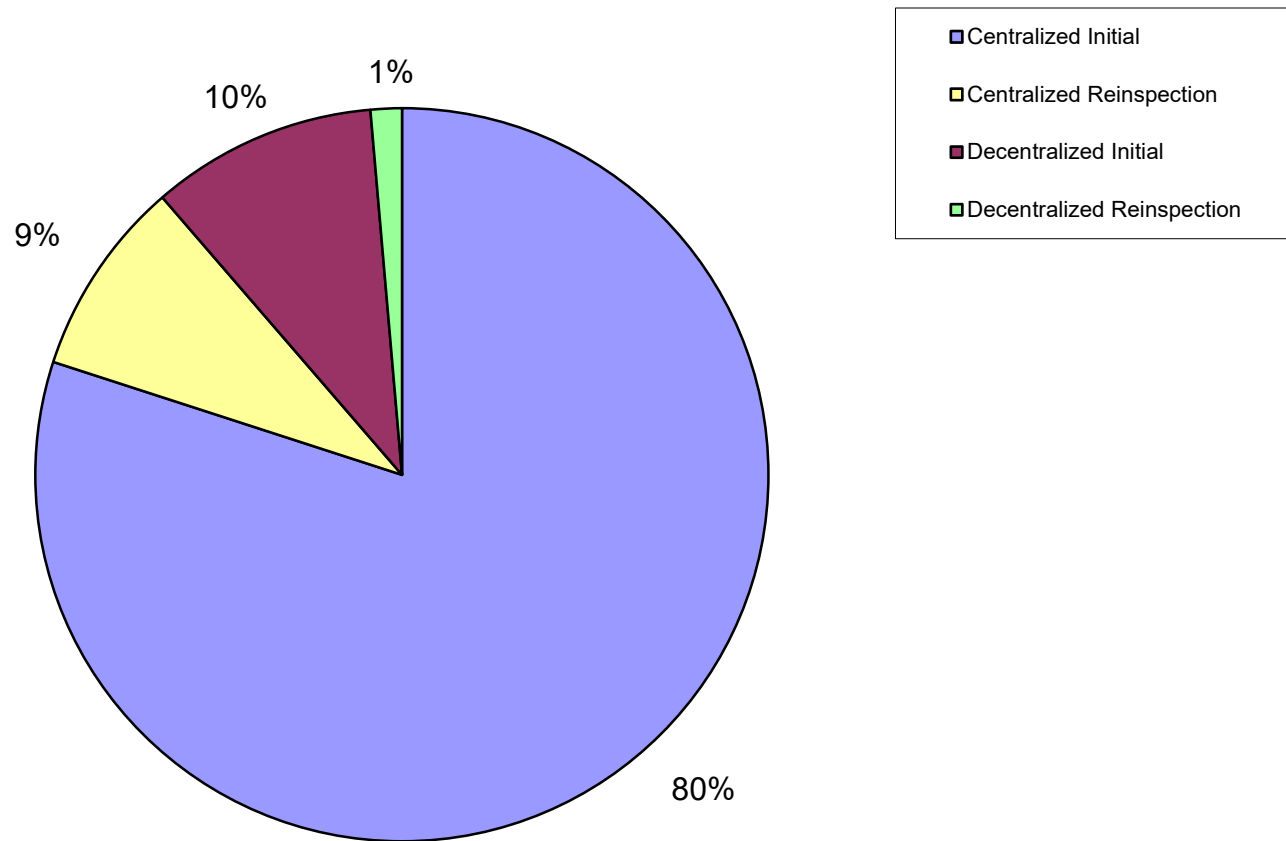
**New Jersey Enhanced Inspection and Maintenance Program
Summary of Total Emissions Inspections
Year 2019**

Test Station	Data	Initial Insp	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility	Total	1,667,632		172,797		1,840,429	
	Fail	155,384	9.3%	51,595	29.9%	206,979	11.2%
	Pass	1,512,248	90.7%	121,202	70.1%	1,633,450	88.8%
Private Inspection Facility	Total	206,727		28,708		235,435	
	Fail	11,073	5.4%	1,665	5.8%	12,738	5.4%
	Pass	195,654	94.6%	27,043	94.2%	222,697	94.6%
Private Fleet Facility	Total	4,315		442		4,757	
	Fail	154	3.6%	31	7.0%	185	3.9%
	Pass	4,161	96.4%	411	93.0%	4,572	96.1%
Specialty Inspection Facility	Total	157		48		205	
	Fail	10	6.4%	6	12.5%	16	7.8%
	Pass	147	93.6%	42	87.5%	189	92.2%
Mobile Inspection Team *Initial - 1st Inspection of cycle Retest - 2nd or subsequent of cycle	Total	25,279		10,604		35,883	
	Fail	4,572	18.1%	1,805	17.0%	6,377	17.8%
	Pass	20,707	81.9%	8,799	83.0%	29,506	82.2%
Total # of Inspections		1,904,110		212,599		2,116,709	
Total # Fail		171,193	9.0%	55,102	25.9%	226,295	10.7%
Total # Pass		1,732,917	91.0%	157,497	74.1%	1,890,414	89.3%
% of Grand Total # of Inspections			90.0%		10.0%		

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	1,876,517	88.7%
Decentralized	240,192	11.3%
Total	2,116,709	

Table A-1

**New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2019**



This chart includes Initial Inspections
and All Reinspections

Number of Total Emissions Inspections - 2,116,709

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 2019

Model Yr	Station Type	# Insp	# Fail	Fail Rate	# Pass	Pass Rate
Pre96/Unknown	Centralized	534	9	1.7%	525	98.3%
Pre96/Unknown	Decentralized	1,083	1	0.1%	1,082	99.9%
1996	Centralized	6,259	1,144	18.3%	5,115	81.7%
1996	Decentralized	1,421	99	7.0%	1,322	93.0%
1997	Centralized	15,584	2,592	16.6%	12,992	83.4%
1997	Decentralized	3,219	213	6.6%	3,006	93.4%
1998	Centralized	14,793	2,906	19.6%	11,887	80.4%
1998	Decentralized	3,047	193	6.3%	2,854	93.7%
1999	Centralized	27,503	4,634	16.8%	22,869	83.2%
1999	Decentralized	5,356	344	6.4%	5,012	93.6%
2000	Centralized	28,213	5,585	19.8%	22,628	80.2%
2000	Decentralized	5,726	372	6.5%	5,354	93.5%
2001	Centralized	46,254	10,862	23.5%	35,392	76.5%
2001	Decentralized	8,384	816	9.7%	7,568	90.3%
2002	Centralized	45,783	10,251	22.4%	35,532	77.6%
2002	Decentralized	7,983	663	8.3%	7,320	91.7%
2003	Centralized	84,936	14,391	16.9%	70,545	83.1%
2003	Decentralized	13,123	968	7.4%	12,155	92.6%
2004	Centralized	66,665	11,905	17.9%	54,760	82.1%
2004	Decentralized	10,548	711	6.7%	9,837	93.3%
2005	Centralized	113,371	15,764	13.9%	97,607	86.1%
2005	Decentralized	15,281	1,016	6.6%	14,265	93.4%
2006	Centralized	88,815	11,964	13.5%	76,851	86.5%
2006	Decentralized	12,645	713	5.6%	11,932	94.4%
2007	Centralized	72,966	8,755	12.0%	64,211	88.0%
2007	Decentralized	10,780	601	5.6%	10,179	94.4%
2008	Centralized	171,229	13,864	8.1%	157,365	91.9%
2008	Decentralized	17,537	890	5.1%	16,647	94.9%
2009	Centralized	50,360	5,231	10.4%	45,129	89.6%
2009	Decentralized	7,374	421	5.7%	6,953	94.3%
2010	Centralized	154,082	9,271	6.0%	144,811	94.0%
2010	Decentralized	14,556	666	4.6%	13,890	95.4%
2011	Centralized	80,399	5,506	6.8%	74,893	93.2%
2011	Decentralized	9,777	468	4.8%	9,309	95.2%
2012	Centralized	207,700	9,494	4.6%	198,206	95.4%
2012	Decentralized	18,788	648	3.4%	18,140	96.6%
2013	Centralized	90,506	4,561	5.0%	85,945	95.0%
2013	Decentralized	10,380	413	4.0%	9,967	96.0%
2014	Centralized	250,247	8,829	3.5%	241,418	96.5%
2014	Decentralized	20,974	675	3.2%	20,299	96.8%
2015	Centralized	49,503	1,488	3.0%	48,015	97.0%
2015	Decentralized	6,340	195	3.1%	6,145	96.9%
2016	Centralized	9,563	440	4.6%	9,123	95.4%
2016	Decentralized	2,468	68	2.8%	2,400	97.2%

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 2019

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
2017	Centralized	8,807	274	3.1%	8,533	96.9%
2017	Decentralized	2,570	44	1.7%	2,526	98.3%
2018	Centralized	7,545	227	3.0%	7,318	97.0%
2018	Decentralized	1,325	23	1.7%	1,302	98.3%
2019	Centralized	1,091	17	1.6%	1,074	98.4%
2019	Decentralized	344	6	1.7%	338	98.3%
2020	Centralized	360	2	0.6%	358	99.4%
2020	Decentralized	13	0	0.0%	13	100.0%
Total	Centralized	1,693,068	159,966	9.4%	1,533,102	90.6%
Total	Decentralized	211,042	11,227	5.3%	199,815	94.7%
Grand Total		1,904,110	171,193	9.0%	1,732,917	91.0%

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2019**

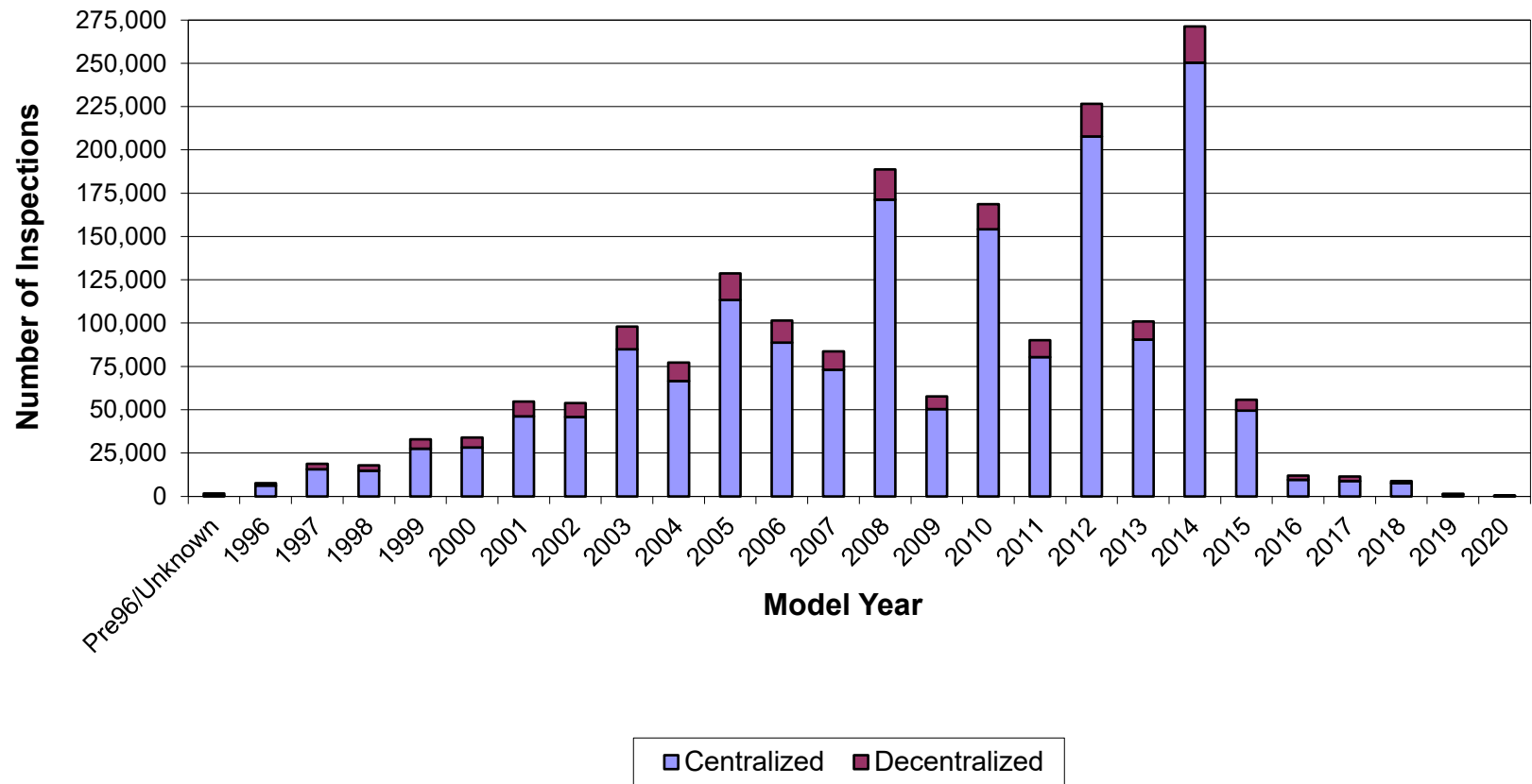


Figure B-1

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2019**

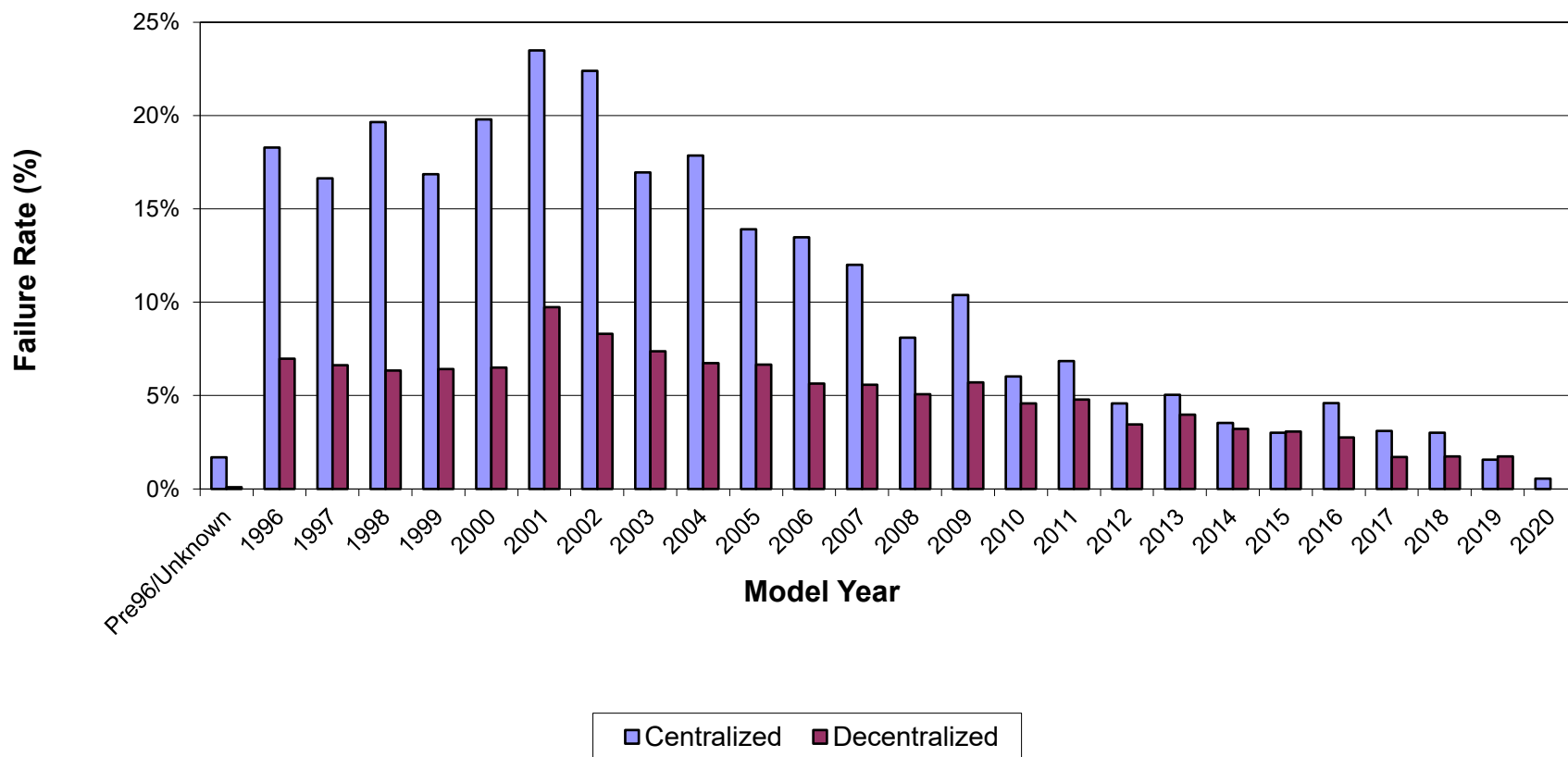


Figure B-2

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 2019**

STATION NAME	# of Lanes/ Consoles	# Inspections	# Pass	# Fail	% Fail
BAKERS BASIN CIF	5	86,514	78,763	7,751	9.0%
CAPE MAY CIF	1	16,330	15,123	1,207	7.4%
CHERRY HILL CIF	6	91,326	81,751	9,575	10.5%
DEPTFORD CIF	4	80,590	73,418	7,172	8.9%
EATONTOWN CIF	6	77,972	71,119	6,853	8.8%
FLEMINGTON CIF	3	56,384	52,911	3,473	6.2%
FREEHOLD CIF	6	59,897	55,658	4,239	7.1%
KILMER CIF	6	105,743	95,955	9,788	9.3%
LAKEWOOD CIF	6	89,246	81,987	7,259	8.1%
LODI CIF	5	78,777	70,149	8,628	11.0%
MANAHAWKIN CIF	3	32,083	29,597	2,486	7.7%
MAYS LANDING CIF	4	52,060	46,809	5,251	10.1%
MILLVILLE CIF	2	38,212	33,431	4,781	12.5%
NEWARK CIF	5	90,599	76,328	14,271	15.8%
NEWTON CIF	2	35,609	32,669	2,940	8.3%
PARAMUS CIF	5	97,307	90,497	6,810	7.0%
RAHWAY CIF	6	99,997	89,004	10,993	11.0%
RANDOLPH CIF	6	90,967	84,521	6,446	7.1%
SALEM CIF	1	16,486	14,915	1,571	9.5%
SECAUCUS CIF	4	75,181	67,218	7,963	10.6%
SOUTH BRUNSWICK CIF	6	61,754	57,148	4,606	7.5%
SOUTHAMPTON CIF	4	68,731	62,905	5,826	8.5%
WASHINGTON CIF	1	20,421	18,860	1,561	7.6%
WAYNE CIF	5	110,837	100,361	10,476	9.5%
WINSLOW CIF	3	34,609	31,151	3,458	10.0%
TOTAL	105	1,667,632	1,512,248	155,384	9.3%

Table C-1

**New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2019**

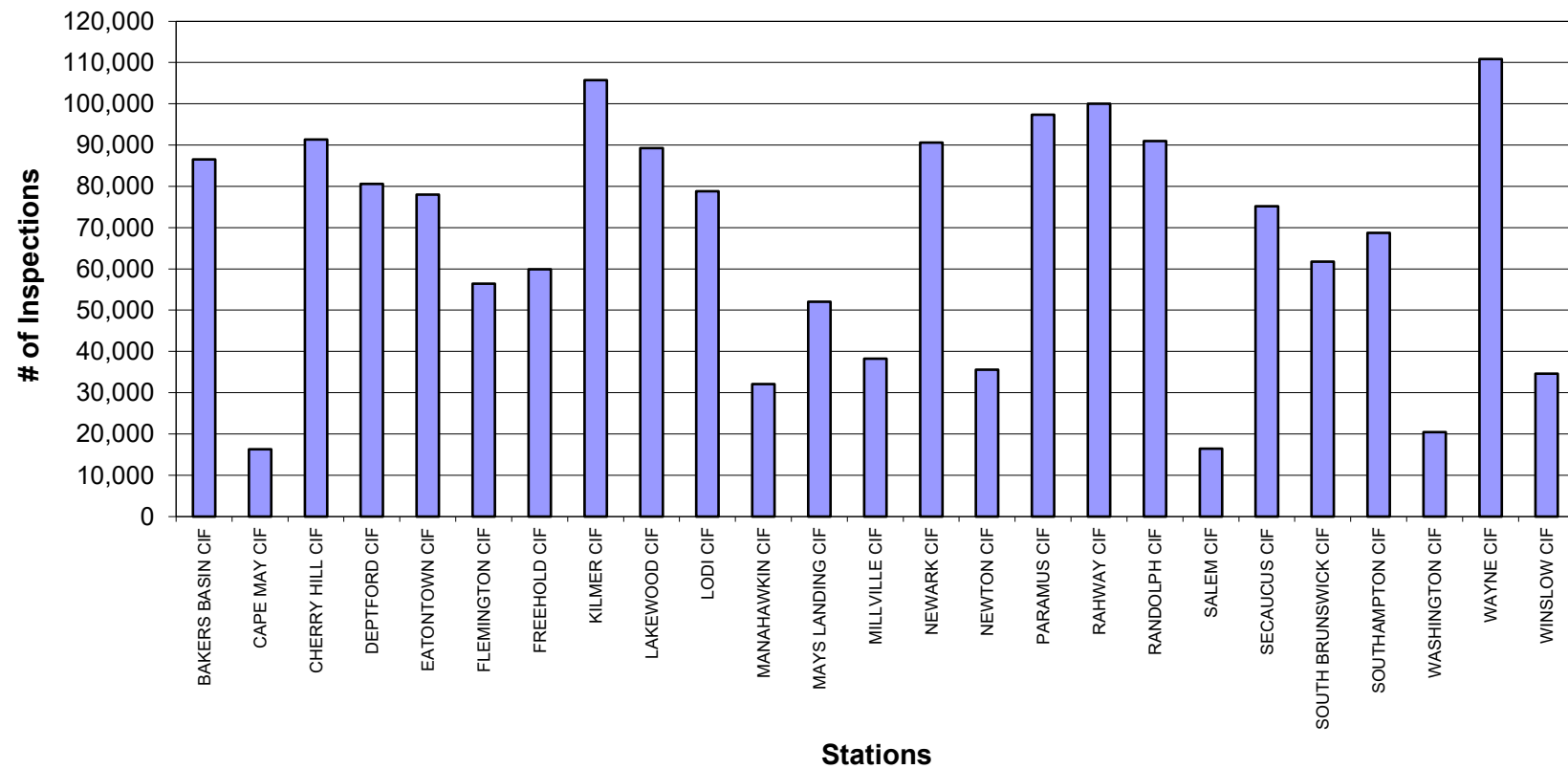


Figure C-1

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2019**

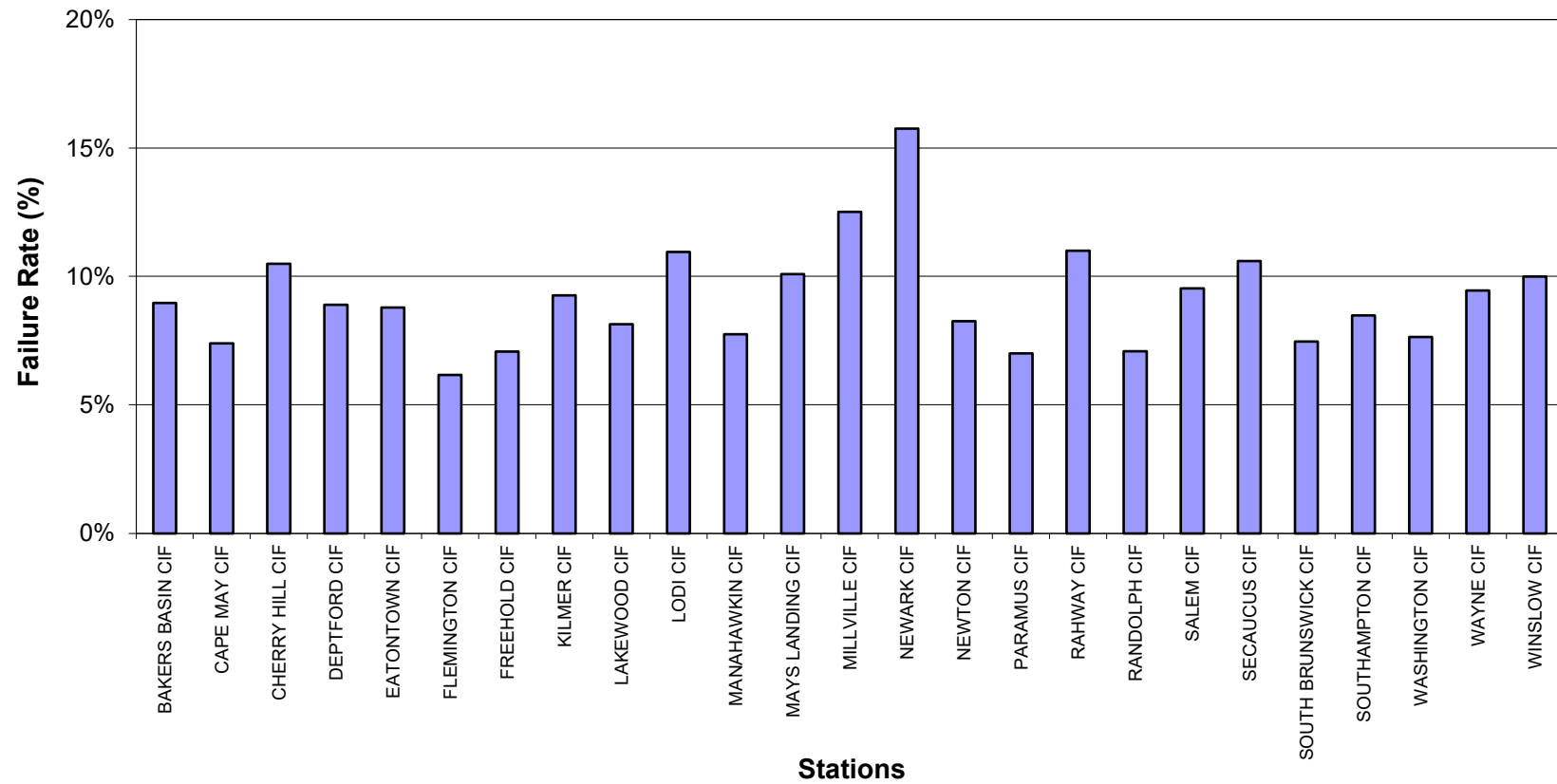


Figure C-2

**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 2019**

Model Year	# of Vehicles Tested					
	HDGV	LDDT	LDDV	LDGT	LDGV	Total
Pre96/Unknown	1,144	2	0	456	15	1,617
1996	238	0	0	3,179	4,263	7,680
1997	552	3	22	7,916	10,310	18,803
1998	390	0	42	7,616	9,792	17,840
1999	990	3	83	13,333	18,450	32,859
2000	1,375	0	58	13,965	18,541	33,939
2001	1,632	1	55	24,340	28,610	54,638
2002	1,880	0	63	24,848	26,975	53,766
2003	2,855	0	99	46,655	48,450	98,059
2004	3,330	4	67	39,134	34,678	77,213
2005	3,665	39	278	63,552	61,118	128,652
2006	5,012	27	235	46,971	49,215	101,460
2007	3,968	54	18	36,897	42,809	83,746
2008	6,913	141	57	88,102	93,553	188,766
2009	3,534	49	22	22,326	31,803	57,734
2010	4,239	188	99	75,825	88,287	168,638
2011	6,396	181	185	43,455	39,959	90,176
2012	8,609	436	312	103,076	114,055	226,488
2013	6,673	156	289	43,362	50,406	100,886
2014	7,979	900	980	137,659	123,703	271,221
2015	7,188	162	68	30,641	17,784	55,843
2016	7,340	15	0	3,652	1,024	12,031
2017	7,498	43	0	3,117	719	11,377
2018	5,599	53	0	2,569	649	8,870
2019	1,020	0	0	363	52	1,435
2020	364	0	0	7	2	373
Totals	100,383	2,457	3,032	883,016	915,222	1,904,110
% of Grand Total	5.3%	0.13%	0.2%	46.4%	48.1%	

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

Table D-1

**New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type - Year 2019**

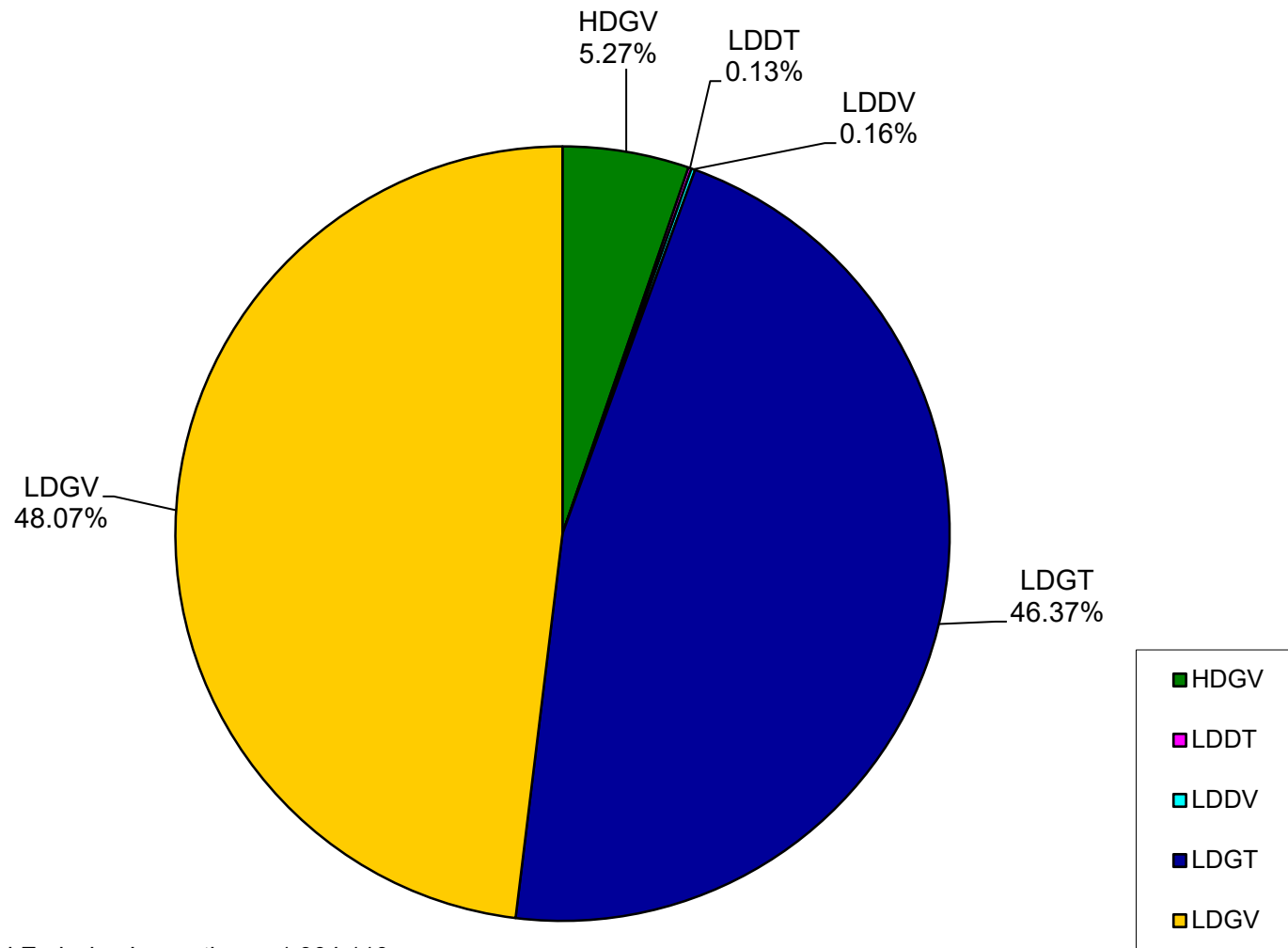


Figure D-1

**New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2019**

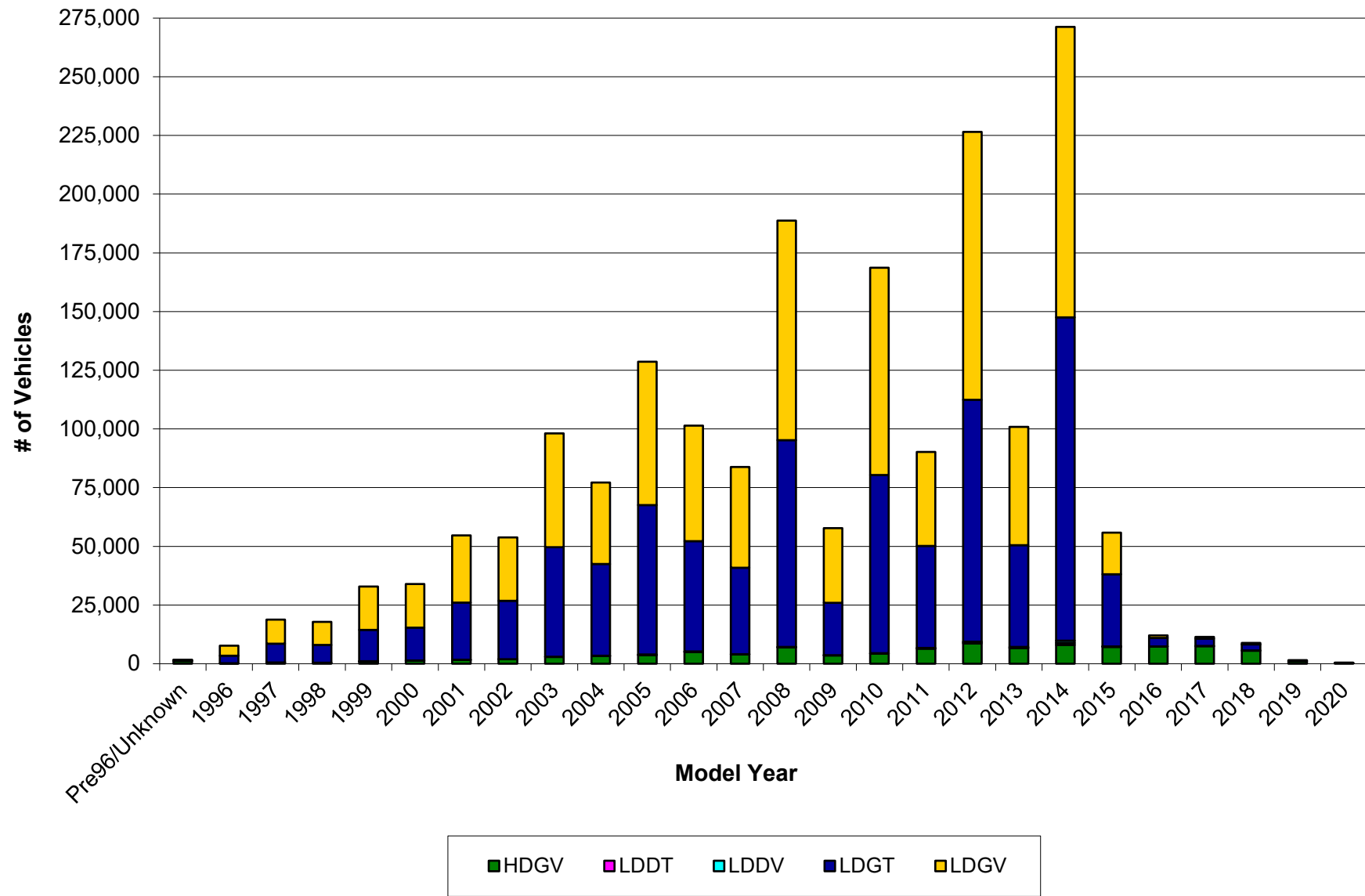


Figure D-2

**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 2019

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	1,144	8	1,136	0.7%	0	0	0	-	1,144	8	1,136	0.7%
Pre 96/Unknown	LDDT	2	0	2	0.0%	0	0	0	-	2	0	2	0.0%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	456	2	454	0.4%	0	0	0	-	456	2	454	0.4%
Pre 96/Unknown	LDGV	15	0	15	0.0%	0	0	0	-	15	0	15	0.0%
1996	HDGV	238	1	237	0.4%	0	0	0	-	238	1	237	0.4%
1996	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGT	3,179	542	2,637	17.0%	3,179	534	2,645	16.8%	0	0	0	-
1996	LDGV	4,263	700	3,563	16.4%	4,263	685	3,578	16.1%	0	0	0	-
1997	HDGV	552	3	549	0.5%	0	0	0	-	552	3	549	0.5%
1997	LDDT	3	0	3	0.0%	3	0	3	0.0%	0	0	0	-
1997	LDDV	22	1	21	4.5%	22	1	21	4.5%	0	0	0	-
1997	LDGT	7,916	1,225	6,691	15.5%	7,916	1,212	6,704	15.3%	0	0	0	-
1997	LDGV	10,310	1,576	8,734	15.3%	10,310	1,543	8,767	15.0%	0	0	0	-
1998	HDGV	390	2	388	0.5%	0	0	0	-	390	2	388	0.5%
1998	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1998	LDDV	42	4	38	9.5%	42	4	38	9.5%	0	0	0	-
1998	LDGT	7,616	1,320	6,296	17.3%	7,616	1,303	6,313	17.1%	0	0	0	-
1998	LDGV	9,792	1,773	8,019	18.1%	9,792	1,748	8,044	17.9%	0	0	0	-
1999	HDGV	990	1	989	0.1%	0	0	0	-	990	1	989	0.1%
1999	LDDT	3	0	3	0.0%	3	0	3	0.0%	0	0	0	-
1999	LDDV	83	8	75	9.6%	83	7	76	8.4%	0	0	0	-
1999	LDGT	13,333	2,070	11,263	15.5%	13,333	2,040	11,293	15.3%	0	0	0	-
1999	LDGV	18,450	2,899	15,551	15.7%	18,450	2,876	15,574	15.6%	0	0	0	-
2000	HDGV	1,375	4	1,371	0.3%	0	0	0	-	1,375	4	1,371	0.3%
2000	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2000	LDDV	58	6	52	10.3%	58	6	52	10.3%	0	0	0	-
2000	LDGT	13,965	2,437	11,528	17.5%	13,965	2,396	11,569	17.2%	0	0	0	-
2000	LDGV	18,541	3,510	15,031	18.9%	18,541	3,481	15,060	18.8%	0	0	0	-
2001	HDGV	1,632	4	1,628	0.2%	0	0	0	-	1,632	4	1,628	0.2%
2001	LDDT	1	0	1	0.0%	1	0	1	0.0%	0	0	0	-
2001	LDDV	55	4	51	7.3%	55	4	51	7.3%	0	0	0	-
2001	LDGT	24,340	5,472	18,868	22.5%	24,340	5,434	18,906	22.3%	0	0	0	-
2001	LDGV	28,610	6,198	22,412	21.7%	28,610	6,154	22,456	21.5%	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 2019

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	1,880	8	1,872	0.4%	0	0	0	-	1,880	8	1,872	0.4%
2002	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2002	LDDV	63	4	59	6.3%	63	3	60	4.8%	0	0	0	-
2002	LDGT	24,848	5,208	19,640	21.0%	24,848	5,167	19,681	20.8%	0	0	0	-
2002	LDGV	26,975	5,694	21,281	21.1%	26,975	5,650	21,325	20.9%	0	0	0	-
2003	HDGV	2,855	5	2,850	0.2%	0	0	0	-	2,855	5	2,850	0.2%
2003	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2003	LDDV	99	5	94	5.1%	99	5	94	5.1%	0	0	0	-
2003	LDGT	46,655	7,626	39,029	16.3%	46,655	7,584	39,071	16.3%	0	0	0	-
2003	LDGV	48,450	7,723	40,727	15.9%	48,450	7,671	40,779	15.8%	0	0	0	-
2004	HDGV	3,330	10	3,320	0.3%	0	0	0	-	3,330	10	3,320	0.3%
2004	LDDT	4	1	3	25.0%	4	1	3	25.0%	0	0	0	-
2004	LDDV	67	10	57	14.9%	67	10	57	14.9%	0	0	0	-
2004	LDGT	39,134	6,734	32,400	17.2%	39,134	6,689	32,445	17.1%	0	0	0	-
2004	LDGV	34,678	5,861	28,817	16.9%	34,678	5,820	28,858	16.8%	0	0	0	-
2005	HDGV	3,665	5	3,660	0.1%	0	0	0	-	3,665	5	3,660	0.1%
2005	LDDT	39	3	36	7.7%	39	3	36	7.7%	0	0	0	-
2005	LDDV	278	36	242	12.9%	278	36	242	12.9%	0	0	0	-
2005	LDGT	63,552	8,907	54,645	14.0%	63,552	8,849	54,703	13.9%	0	0	0	-
2005	LDGV	61,118	7,829	53,289	12.8%	61,118	7,772	53,346	12.7%	0	0	0	-
2006	HDGV	5,012	8	5,004	0.2%	0	0	0	-	5,012	8	5,004	0.2%
2006	LDDT	27	2	25	7.4%	27	2	25	7.4%	0	0	0	-
2006	LDDV	235	13	222	5.5%	235	12	223	5.1%	0	0	0	-
2006	LDGT	46,971	6,268	40,703	13.3%	46,971	6,235	40,736	13.3%	0	0	0	-
2006	LDGV	49,215	6,386	42,829	13.0%	49,215	6,320	42,895	12.8%	0	0	0	-
2007	HDGV	3,968	7	3,961	0.2%	0	0	0	-	3,968	7	3,961	0.2%
2007	LDDT	54	3	51	5.6%	54	3	51	5.6%	0	0	0	-
2007	LDDV	18	2	16	11.1%	18	2	16	11.1%	0	0	0	-
2007	LDGT	36,897	4,571	32,326	12.4%	36,897	4,546	32,351	12.3%	0	0	0	-
2007	LDGV	42,809	4,773	38,036	11.1%	42,809	4,737	38,072	11.1%	0	0	0	-
2008	HDGV	6,913	754	6,159	10.9%	6,593	750	5,843	11.4%	320	1	319	0.3%
2008	LDDT	141	7	134	5.0%	141	7	134	5.0%	0	0	0	-
2008	LDDV	57	7	50	12.3%	57	7	50	12.3%	0	0	0	-
2008	LDGT	88,102	6,959	81,143	7.9%	88,102	6,918	81,184	7.9%	0	0	0	-
2008	LDGV	93,553	7,027	86,526	7.5%	93,553	6,962	86,591	7.4%	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 2019

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	3,534	513	3,021	14.5%	3,386	509	2,877	15.0%	148	0	148	0.0%
2009	LDDT	49	15	34	30.6%	49	15	34	30.6%	0	0	0	-
2009	LDDV	22	4	18	18.2%	22	4	18	18.2%	0	0	0	-
2009	LDGT	22,326	2,298	20,028	10.3%	22,326	2,288	20,038	10.2%	0	0	0	-
2009	LDGV	31,803	2,822	28,981	8.9%	31,792	2,804	28,988	8.8%	11	0	11	0.0%
2010	HDGV	4,239	545	3,694	12.9%	4,043	541	3,502	13.4%	196	1	195	0.5%
2010	LDDT	188	56	132	29.8%	188	56	132	29.8%	0	0	0	-
2010	LDDV	99	16	83	16.2%	99	16	83	16.2%	0	0	0	-
2010	LDGT	75,825	4,541	71,284	6.0%	75,825	4,518	71,307	6.0%	0	0	0	-
2010	LDGV	88,287	4,779	83,508	5.4%	88,287	4,751	83,536	5.4%	0	0	0	-
2011	HDGV	6,396	674	5,722	10.5%	5,716	667	5,049	11.7%	680	4	676	0.6%
2011	LDDT	181	58	123	32.0%	181	58	123	32.0%	0	0	0	-
2011	LDDV	185	25	160	13.5%	185	25	160	13.5%	0	0	0	-
2011	LDGT	43,455	2,577	40,878	5.9%	43,455	2,563	40,892	5.9%	0	0	0	-
2011	LDGV	39,959	2,640	37,319	6.6%	39,959	2,608	37,351	6.5%	0	0	0	-
2012	HDGV	8,609	699	7,910	8.1%	7,806	692	7,114	8.9%	803	3	800	0.4%
2012	LDDT	436	89	347	20.4%	436	89	347	20.4%	0	0	0	-
2012	LDDV	312	35	277	11.2%	312	35	277	11.2%	0	0	0	-
2012	LDGT	103,076	4,437	98,639	4.3%	103,076	4,424	98,652	4.3%	0	0	0	-
2012	LDGV	114,055	4,882	109,173	4.3%	114,055	4,842	109,213	4.2%	0	0	0	-
2013	HDGV	6,673	459	6,214	6.9%	5,788	455	5,333	7.9%	885	1	884	0.1%
2013	LDDT	156	19	137	12.2%	156	19	137	12.2%	0	0	0	-
2013	LDDV	289	29	260	10.0%	289	29	260	10.0%	0	0	0	-
2013	LDGT	43,362	1,978	41,384	4.6%	43,362	1,974	41,388	4.6%	0	0	0	-
2013	LDGV	50,406	2,489	47,917	4.9%	50,406	2,464	47,942	4.9%	0	0	0	-
2014	HDGV	7,979	528	7,451	6.6%	6,877	513	6,364	7.5%	1,102	11	1,091	1.0%
2014	LDDT	900	96	804	10.7%	900	95	805	10.6%	0	0	0	-
2014	LDDV	980	95	885	9.7%	980	95	885	9.7%	0	0	0	-
2014	LDGT	137,659	4,912	132,747	3.6%	137,659	4,902	132,757	3.6%	0	0	0	-
2014	LDGV	123,703	3,873	119,830	3.1%	123,703	3,832	119,871	3.1%	0	0	0	-
2015	HDGV	7,188	399	6,789	5.6%	6,363	386	5,977	6.1%	825	11	814	1.3%
2015	LDDT	162	11	151	6.8%	162	11	151	6.8%	0	0	0	-
2015	LDDV	68	5	63	7.4%	68	5	63	7.4%	0	0	0	-
2015	LDGT	30,641	691	29,950	2.3%	30,641	682	29,959	2.2%	0	0	0	-
2015	LDGV	17,784	577	17,207	3.2%	17,784	569	17,215	3.2%	0	0	0	-

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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 2019

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	7,340	288	7,052	3.9%	5,854	263	5,591	4.5%	1,486	21	1,465	1.4%
2016	LDDT	15	1	14	6.7%	15	1	14	6.7%	0	0	0	-
2016	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2016	LDGT	3,652	162	3,490	4.4%	3,652	162	3,490	4.4%	0	0	0	-
2016	LDGV	1,024	57	967	5.6%	1,024	57	967	5.6%	0	0	0	-
2017	HDGV	7,498	193	7,305	2.6%	6,393	184	6,209	2.9%	1,105	7	1,098	0.6%
2017	LDDT	43	3	40	7.0%	43	3	40	7.0%	0	0	0	-
2017	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2017	LDGT	3,117	90	3,027	2.9%	3,117	90	3,027	2.9%	0	0	0	-
2017	LDGV	719	32	687	4.5%	719	32	687	4.5%	0	0	0	-
2018	HDGV	5,599	165	5,434	2.9%	4,729	161	4,568	3.4%	870	4	866	0.5%
2018	LDDT	53	3	50	5.7%	53	3	50	5.7%	0	0	0	-
2018	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2018	LDGT	2,569	59	2,510	2.3%	2,569	58	2,511	2.3%	0	0	0	-
2018	LDGV	649	23	626	3.5%	649	23	626	3.5%	0	0	0	-
2019	HDGV	1,020	11	1,009	1.1%	462	9	453	1.9%	558	2	556	0.4%
2019	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2019	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2019	LDGT	363	11	352	3.0%	363	11	352	3.0%	0	0	0	-
2019	LDGV	52	1	51	1.9%	52	1	51	1.9%	0	0	0	-
2020	HDGV	364	2	362	0.5%	8	0	8	0.0%	356	2	354	0.6%
2020	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2020	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2020	LDGT	7	0	7	0.0%	7	0	7	0.0%	0	0	0	-
2020	LDGV	2	0	2	0.0%	2	0	2	0.0%	0	0	0	-
Totals		1,904,110	171,193	1,732,917	9.0%	1,867,261	169,783	1,697,478	9.1%	36,849	136	36,713	0.4%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2019

Model Yr	Veh Type	MIL Check Without OBD Test 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	-	1,133	4	1,129	0.35%	1,144	3	1,141	0.26%
Pre 96/Unknown	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	0	0	0	-	440	2	438	0.45%	456	0	456	0.00%
Pre 96/Unknown	LDGV	0	0	0	-	6	0	6	0.00%	15	0	15	0.00%
1996	HDGV	0	0	0	-	238	0	238	0.00%	238	0	238	0.00%
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	-	3,179	7	3,172	0.22%	3,179	4	3,175	0.13%
1996	LDGV	0	0	0	-	4,263	21	4,242	0.49%	4,263	3	4,260	0.07%
1997	HDGV	0	0	0	-	552	2	550	0.36%	552	0	552	0.00%
1997	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
1997	LDDV	0	0	0	-	0	0	0	-	22	0	22	0.00%
1997	LDGT	0	0	0	-	7,916	13	7,903	0.16%	7,916	8	7,908	0.10%
1997	LDGV	0	0	0	-	10,310	32	10,278	0.31%	10,310	14	10,296	0.14%
1998	HDGV	0	0	0	-	390	1	389	0.26%	390	0	390	0.00%
1998	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1998	LDDV	0	0	0	-	0	0	0	-	42	0	42	0.00%
1998	LDGT	0	0	0	-	7,616	20	7,596	0.26%	7,616	11	7,605	0.14%
1998	LDGV	0	0	0	-	9,792	35	9,757	0.36%	9,792	5	9,787	0.05%
1999	HDGV	0	0	0	-	990	1	989	0.10%	990	0	990	0.00%
1999	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
1999	LDDV	0	0	0	-	0	0	0	-	83	0	83	0.00%
1999	LDGT	0	0	0	-	13,333	13	13,320	0.10%	13,333	25	13,308	0.19%
1999	LDGV	0	0	0	-	18,450	37	18,413	0.20%	18,450	14	18,436	0.08%
2000	HDGV	0	0	0	-	1,375	1	1,374	0.07%	1,375	1	1,374	0.07%
2000	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2000	LDDV	0	0	0	-	0	0	0	-	58	0	58	0.00%
2000	LDGT	0	0	0	-	13,965	18	13,947	0.13%	13,965	32	13,933	0.23%
2000	LDGV	0	0	0	-	18,541	37	18,504	0.20%	18,541	23	18,518	0.12%
2001	HDGV	0	0	0	-	1,632	1	1,631	0.06%	1,632	0	1,632	0.00%
2001	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
2001	LDDV	0	0	0	-	0	0	0	-	55	0	55	0.00%
2001	LDGT	0	0	0	-	24,340	19	24,321	0.08%	24,340	47	24,293	0.19%
2001	LDGV	0	0	0	-	28,610	49	28,561	0.17%	28,610	27	28,583	0.09%

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New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2019

Model Yr	Veh Type	MIL Check Without OBD Test 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	-	1,880	5	1,875	0.27%	1,880	1	1,879	0.05%
2002	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2002	LDDV	0	0	0	-	0	0	0	-	63	1	62	1.59%
2002	LDGT	0	0	0	-	24,848	16	24,832	0.06%	24,848	49	24,799	0.20%
2002	LDGV	0	0	0	-	26,975	67	26,908	0.25%	26,975	24	26,951	0.09%
2003	HDGV	0	0	0	-	2,855	2	2,853	0.07%	2,855	0	2,855	0.00%
2003	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2003	LDDV	0	0	0	-	0	0	0	-	99	0	99	0.00%
2003	LDGT	0	0	0	-	46,655	31	46,624	0.07%	46,655	61	46,594	0.13%
2003	LDGV	0	0	0	-	48,450	69	48,381	0.14%	48,450	32	48,418	0.07%
2004	HDGV	0	0	0	-	3,330	2	3,328	0.06%	3,330	2	3,328	0.06%
2004	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.00%
2004	LDDV	0	0	0	-	0	0	0	-	67	0	67	0.00%
2004	LDGT	0	0	0	-	39,134	23	39,111	0.06%	39,134	60	39,074	0.15%
2004	LDGV	0	0	0	-	34,678	56	34,622	0.16%	34,678	24	34,654	0.07%
2005	HDGV	0	0	0	-	3,665	1	3,664	0.03%	3,665	0	3,665	0.00%
2005	LDDT	0	0	0	-	0	0	0	-	39	0	39	0.00%
2005	LDDV	0	0	0	-	0	0	0	-	278	0	278	0.00%
2005	LDGT	0	0	0	-	63,552	13	63,539	0.02%	63,552	66	63,486	0.10%
2005	LDGV	0	0	0	-	61,118	51	61,067	0.08%	61,118	34	61,084	0.06%
2006	HDGV	0	0	0	-	5,012	0	5,012	0.00%	5,012	2	5,010	0.04%
2006	LDDT	0	0	0	-	0	0	0	-	27	0	27	0.00%
2006	LDDV	0	0	0	-	0	0	0	-	235	1	234	0.43%
2006	LDGT	0	0	0	-	46,971	10	46,961	0.02%	46,971	33	46,938	0.07%
2006	LDGV	0	0	0	-	49,215	58	49,157	0.12%	49,215	33	49,182	0.07%
2007	HDGV	0	0	0	-	3,968	1	3,967	0.03%	3,968	2	3,966	0.05%
2007	LDDT	0	0	0	-	0	0	0	-	54	0	54	0.00%
2007	LDDV	0	0	0	-	0	0	0	-	18	0	18	0.00%
2007	LDGT	0	0	0	-	36,897	7	36,890	0.02%	36,897	17	36,880	0.05%
2007	LDGV	0	0	0	-	42,809	39	42,770	0.09%	42,809	14	42,795	0.03%
2008	HDGV	0	0	0	-	6,913	1	6,912	0.01%	6,913	1	6,912	0.01%
2008	LDDT	0	0	0	-	0	0	0	-	141	0	141	0.00%
2008	LDDV	0	0	0	-	0	0	0	-	57	0	57	0.00%
2008	LDGT	0	0	0	-	88,102	8	88,094	0.01%	88,102	37	88,065	0.04%
2008	LDGV	0	0	0	-	93,553	47	93,506	0.05%	93,553	37	93,516	0.04%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2019

Model Yr	Veh Type	MIL Check Without OBD Test 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
2009	HDGV	0	0	0	-	3,534	1	3,533	0.03%	3,534	0	3,534	0.00%
2009	LDDT	0	0	0	-	0	0	0	-	49	0	49	0.00%
2009	LDDV	0	0	0	-	0	0	0	-	22	0	22	0.00%
2009	LDGT	0	0	0	-	22,326	1	22,325	0.00%	22,326	14	22,312	0.06%
2009	LDGV	0	0	0	-	31,803	20	31,783	0.06%	31,803	9	31,794	0.03%
2010	HDGV	0	0	0	-	4,239	1	4,238	0.02%	4,239	0	4,239	0.00%
2010	LDDT	0	0	0	-	0	0	0	-	188	0	188	0.00%
2010	LDDV	0	0	0	-	0	0	0	-	99	0	99	0.00%
2010	LDGT	0	0	0	-	75,825	6	75,819	0.01%	75,825	14	75,811	0.02%
2010	LDGV	0	0	0	-	88,287	21	88,266	0.02%	88,287	18	88,269	0.02%
2011	HDGV	0	0	0	-	6,396	2	6,394	0.03%	6,396	0	6,396	0.00%
2011	LDDT	0	0	0	-	0	0	0	-	181	0	181	0.00%
2011	LDDV	0	0	0	-	0	0	0	-	185	0	185	0.00%
2011	LDGT	0	0	0	-	43,455	5	43,450	0.01%	43,455	8	43,447	0.02%
2011	LDGV	0	0	0	-	39,959	22	39,937	0.06%	39,959	14	39,945	0.04%
2012	HDGV	0	0	0	-	8,609	1	8,608	0.01%	8,609	5	8,604	0.06%
2012	LDDT	0	0	0	-	0	0	0	-	436	0	436	0.00%
2012	LDDV	0	0	0	-	0	0	0	-	312	0	312	0.00%
2012	LDGT	0	0	0	-	103,076	5	103,071	0.00%	103,076	7	103,069	0.01%
2012	LDGV	0	0	0	-	114,055	30	114,025	0.03%	114,055	9	114,046	0.01%
2013	HDGV	0	0	0	-	6,673	1	6,672	0.01%	6,673	0	6,673	0.00%
2013	LDDT	0	0	0	-	0	0	0	-	156	0	156	0.00%
2013	LDDV	0	0	0	-	0	0	0	-	289	0	289	0.00%
2013	LDGT	0	0	0	-	43,362	3	43,359	0.01%	43,362	2	43,360	0.00%
2013	LDGV	0	0	0	-	50,406	36	50,370	0.07%	50,406	1	50,405	0.00%
2014	HDGV	1,102	10	1,092	0.91%	7,979	0	7,979	0.00%	7,979	2	7,977	0.03%
2014	LDDT	0	0	0	-	0	0	0	-	900	1	899	0.11%
2014	LDDV	0	0	0	-	0	0	0	-	980	0	980	0.00%
2014	LDGT	0	0	0	-	137,659	4	137,655	0.00%	137,659	3	137,656	0.00%
2014	LDGV	0	0	0	-	123,703	49	123,654	0.04%	123,703	5	123,698	0.00%
2015	HDGV	825	11	814	1.33%	7,188	0	7,188	0.00%	7,188	0	7,188	0.00%
2015	LDDT	0	0	0	-	0	0	0	-	162	0	162	0.00%
2015	LDDV	0	0	0	-	0	0	0	-	68	0	68	0.00%
2015	LDGT	0	0	0	-	30,641	1	30,640	0.00%	30,641	3	30,638	0.01%
2015	LDGV	0	0	0	-	17,784	7	17,777	0.04%	17,784	0	17,784	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2019

Model Yr	Veh Type	MIL Check Without OBD Test 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	1,486	20	1,466	1.35%	7,340	1	7,339	0.01%	7,340	2	7,338	0.03%
2016	LDDT	0	0	0	-	0	0	0	-	15	0	15	0.00%
2016	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2016	LDGT	0	0	0	-	3,652	0	3,652	0.00%	3,652	0	3,652	0.00%
2016	LDGV	0	0	0	-	1,024	0	1,024	0.00%	1,024	0	1,024	0.00%
2017	HDGV	1,105	7	1,098	0.63%	7,498	0	7,498	0.00%	7,498	1	7,497	0.01%
2017	LDDT	0	0	0	-	0	0	0	-	43	0	43	0.00%
2017	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2017	LDGT	0	0	0	-	3,117	0	3,117	0.00%	3,117	0	3,117	0.00%
2017	LDGV	0	0	0	-	719	0	719	0.00%	719	0	719	0.00%
2018	HDGV	870	4	866	0.46%	5,599	0	5,599	0.00%	5,599	0	5,599	0.00%
2018	LDDT	0	0	0	-	0	0	0	-	53	0	53	0.00%
2018	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2018	LDGT	0	0	0	-	2,569	1	2,568	0.04%	2,569	0	2,569	0.00%
2018	LDGV	0	0	0	-	649	0	649	0.00%	649	0	649	0.00%
2019	HDGV	558	2	556	0.36%	1,020	0	1,020	0.00%	1,020	0	1,020	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	-	363	0	363	0.00%	363	0	363	0.00%
2019	LDGV	0	0	0	-	52	0	52	0.00%	52	0	52	0.00%
2020	HDGV	356	2	354	0.56%	364	0	364	0.00%	364	0	364	0.00%
2020	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2020	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2020	LDGT	0	0	0	-	7	0	7	0.00%	7	0	7	0.00%
2020	LDGV	0	0	0	-	2	0	2	0.00%	2	0	2	0.00%
Totals		6,302	56	6,246	0.89%	1,898,585	1,038	1,897,547	0.05%	1,904,110	866	1,903,244	0.05%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2019

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	1,144	0	1,144	0.00%	1,144	1	1,143	0.09%
Pre 96/Unknown	LDDT	2	0	2	0.00%	2	0	2	0.00%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	456	0	456	0.00%	456	0	456	0.00%
Pre 96/Unknown	LDGV	15	0	15	0.00%	15	0	15	0.00%
1996	HDGV	238	0	238	0.00%	238	1	237	0.42%
1996	LDDT	0	0	0	-	0	0	0	-
1996	LDDV	0	0	0	-	0	0	0	-
1996	LDGT	3,179	1	3,178	0.03%	3,179	0	3,179	0.00%
1996	LDGV	4,263	0	4,263	0.00%	4,263	1	4,262	0.02%
1997	HDGV	552	1	551	0.18%	552	0	552	0.00%
1997	LDDT	3	0	3	0.00%	3	0	3	0.00%
1997	LDDV	22	0	22	0.00%	22	0	22	0.00%
1997	LDGT	7,916	0	7,916	0.00%	7,916	4	7,912	0.05%
1997	LDGV	10,310	2	10,308	0.02%	10,310	6	10,304	0.06%
1998	HDGV	390	1	389	0.26%	390	0	390	0.00%
1998	LDDT	0	0	0	-	0	0	0	-
1998	LDDV	42	0	42	0.00%	42	0	42	0.00%
1998	LDGT	7,616	1	7,615	0.01%	7,616	7	7,609	0.09%
1998	LDGV	9,792	1	9,791	0.01%	9,792	4	9,788	0.04%
1999	HDGV	990	0	990	0.00%	990	0	990	0.00%
1999	LDDT	3	0	3	0.00%	3	0	3	0.00%
1999	LDDV	83	0	83	0.00%	83	1	82	1.20%
1999	LDGT	13,333	3	13,330	0.02%	13,333	7	13,326	0.05%
1999	LDGV	18,450	0	18,450	0.00%	18,450	9	18,441	0.05%
2000	HDGV	1,375	0	1,375	0.00%	1,375	2	1,373	0.15%
2000	LDDT	0	0	0	-	0	0	0	-
2000	LDDV	58	0	58	0.00%	58	0	58	0.00%
2000	LDGT	13,965	2	13,963	0.01%	13,965	7	13,958	0.05%
2000	LDGV	18,541	2	18,539	0.01%	18,541	11	18,530	0.06%
2001	HDGV	1,632	0	1,632	0.00%	1,632	3	1,629	0.18%
2001	LDDT	1	0	1	0.00%	1	0	1	0.00%
2001	LDDV	55	0	55	0.00%	55	0	55	0.00%
2001	LDGT	24,340	2	24,338	0.01%	24,340	8	24,332	0.03%
2001	LDGV	28,610	2	28,608	0.01%	28,610	8	28,602	0.03%

Table E (Page 9 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 2019

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	1,880	1	1,879	0.05%	1,880	1	1,879	0.05%
2002	LDDT	0	0	0	-	0	0	0	-
2002	LDDV	63	0	63	0.00%	63	0	63	0.00%
2002	LDGT	24,848	1	24,847	0.00%	24,848	10	24,838	0.04%
2002	LDGV	26,975	0	26,975	0.00%	26,975	20	26,955	0.07%
2003	HDGV	2,855	3	2,852	0.11%	2,855	0	2,855	0.00%
2003	LDDT	0	0	0	-	0	0	0	-
2003	LDDV	99	0	99	0.00%	99	0	99	0.00%
2003	LDGT	46,655	3	46,652	0.01%	46,655	14	46,641	0.03%
2003	LDGV	48,450	3	48,447	0.01%	48,450	12	48,438	0.02%
2004	HDGV	3,330	3	3,327	0.09%	3,330	3	3,327	0.09%
2004	LDDT	4	0	4	0.00%	4	0	4	0.00%
2004	LDDV	67	0	67	0.00%	67	0	67	0.00%
2004	LDGT	39,134	1	39,133	0.00%	39,134	17	39,117	0.04%
2004	LDGV	34,678	1	34,677	0.00%	34,678	6	34,672	0.02%
2005	HDGV	3,665	3	3,662	0.08%	3,665	1	3,664	0.03%
2005	LDDT	39	0	39	0.00%	39	0	39	0.00%
2005	LDDV	278	0	278	0.00%	278	0	278	0.00%
2005	LDGT	63,552	4	63,548	0.01%	63,552	12	63,540	0.02%
2005	LDGV	61,118	1	61,117	0.00%	61,118	15	61,103	0.02%
2006	HDGV	5,012	2	5,010	0.04%	5,012	4	5,008	0.08%
2006	LDDT	27	0	27	0.00%	27	0	27	0.00%
2006	LDDV	235	0	235	0.00%	235	0	235	0.00%
2006	LDGT	46,971	3	46,968	0.01%	46,971	17	46,954	0.04%
2006	LDGV	49,215	2	49,213	0.00%	49,215	9	49,206	0.02%
2007	HDGV	3,968	2	3,966	0.05%	3,968	2	3,966	0.05%
2007	LDDT	54	0	54	0.00%	54	0	54	0.00%
2007	LDDV	18	0	18	0.00%	18	0	18	0.00%
2007	LDGT	36,897	4	36,893	0.01%	36,897	11	36,886	0.03%
2007	LDGV	42,809	1	42,808	0.00%	42,809	6	42,803	0.01%
2008	HDGV	6,913	3	6,910	0.04%	6,913	4	6,909	0.06%
2008	LDDT	141	0	141	0.00%	141	0	141	0.00%
2008	LDDV	57	0	57	0.00%	57	0	57	0.00%
2008	LDGT	88,102	4	88,098	0.00%	88,102	10	88,092	0.01%
2008	LDGV	93,553	3	93,550	0.00%	93,553	15	93,538	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 2019

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps ²	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2009	HDGV	3,534	4	3,530	0.11%	3,534	6	3,528	0.17%
2009	LDDT	49	0	49	0.00%	49	0	49	0.00%
2009	LDDV	22	0	22	0.00%	22	0	22	0.00%
2009	LDGT	22,326	1	22,325	0.00%	22,326	6	22,320	0.03%
2009	LDGV	31,803	0	31,803	0.00%	31,803	5	31,798	0.02%
2010	HDGV	4,239	6	4,233	0.14%	4,239	2	4,237	0.05%
2010	LDDT	188	0	188	0.00%	188	0	188	0.00%
2010	LDDV	99	0	99	0.00%	99	0	99	0.00%
2010	LDGT	75,825	4	75,821	0.01%	75,825	7	75,818	0.01%
2010	LDGV	88,287	2	88,285	0.00%	88,287	7	88,280	0.01%
2011	HDGV	6,396	2	6,394	0.03%	6,396	7	6,389	0.11%
2011	LDDT	181	0	181	0.00%	181	0	181	0.00%
2011	LDDV	185	0	185	0.00%	185	0	185	0.00%
2011	LDGT	43,455	1	43,454	0.00%	43,455	5	43,450	0.01%
2011	LDGV	39,959	1	39,958	0.00%	39,959	8	39,951	0.02%
2012	HDGV	8,609	4	8,605	0.05%	8,609	5	8,604	0.06%
2012	LDDT	436	0	436	0.00%	436	0	436	0.00%
2012	LDDV	312	0	312	0.00%	312	0	312	0.00%
2012	LDGT	103,076	3	103,073	0.00%	103,076	9	103,067	0.01%
2012	LDGV	114,055	0	114,055	0.00%	114,055	11	114,044	0.01%
2013	HDGV	6,673	1	6,672	0.01%	6,673	3	6,670	0.04%
2013	LDDT	156	0	156	0.00%	156	0	156	0.00%
2013	LDDV	289	0	289	0.00%	289	0	289	0.00%
2013	LDGT	43,362	1	43,361	0.00%	43,362	3	43,359	0.01%
2013	LDGV	50,406	0	50,406	0.00%	50,406	5	50,401	0.01%
2014	HDGV	7,979	3	7,976	0.04%	7,979	2	7,977	0.03%
2014	LDDT	900	0	900	0.00%	900	0	900	0.00%
2014	LDDV	980	0	980	0.00%	980	0	980	0.00%
2014	LDGT	137,659	3	137,656	0.00%	137,659	4	137,655	0.00%
2014	LDGV	123,703	0	123,703	0.00%	123,703	5	123,698	0.00%
2015	HDGV	7,188	1	7,187	0.01%	7,188	1	7,187	0.01%
2015	LDDT	162	0	162	0.00%	162	0	162	0.00%
2015	LDDV	68	0	68	0.00%	68	0	68	0.00%
2015	LDGT	30,641	1	30,640	0.00%	30,641	5	30,636	0.02%
2015	LDGV	17,784	0	17,784	0.00%	17,784	2	17,782	0.01%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2019

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	7,340	1	7,339	0.01%	7,340	2	7,338	0.03%
2016	LDDT	15	0	15	0.00%	15	0	15	0.00%
2016	LDDV	0	0	0	-	0	0	0	-
2016	LDGT	3,652	0	3,652	0.00%	3,652	0	3,652	0.00%
2016	LDGV	1,024	0	1,024	0.00%	1,024	0	1,024	0.00%
2017	HDGV	7,498	0	7,498	0.00%	7,498	3	7,495	0.04%
2017	LDDT	43	0	43	0.00%	43	0	43	0.00%
2017	LDDV	0	0	0	-	0	0	0	-
2017	LDGT	3,117	0	3,117	0.00%	3,117	0	3,117	0.00%
2017	LDGV	719	0	719	0.00%	719	0	719	0.00%
2018	HDGV	5,599	0	5,599	0.00%	5,599	2	5,597	0.04%
2018	LDDT	53	0	53	0.00%	53	0	53	0.00%
2018	LDDV	0	0	0	-	0	0	0	-
2018	LDGT	2,569	0	2,569	0.00%	2,569	0	2,569	0.00%
2018	LDGV	649	0	649	0.00%	649	0	649	0.00%
2019	HDGV	1,020	0	1,020	0.00%	1,020	1	1,019	0.10%
2019	LDDT	0	0	0	-	0	0	0	-
2019	LDDV	0	0	0	-	0	0	0	-
2019	LDGT	363	0	363	0.00%	363	0	363	0.00%
2019	LDGV	52	0	52	0.00%	52	0	52	0.00%
2020	HDGV	364	0	364	0.00%	364	0	364	0.00%
2020	LDDT	0	0	0	-	0	0	0	-
2020	LDDV	0	0	0	-	0	0	0	-
2020	LDGT	7	0	7	0.00%	7	0	7	0.00%
2020	LDGV	2	0	2	0.00%	2	0	2	0.00%
Totals		1,904,110	105	1,904,005	0.006%	1,904,110	385	1,903,725	0.02%

New Jersey Enhanced Inspection and Maintenance Program **Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type** **Year 2019**

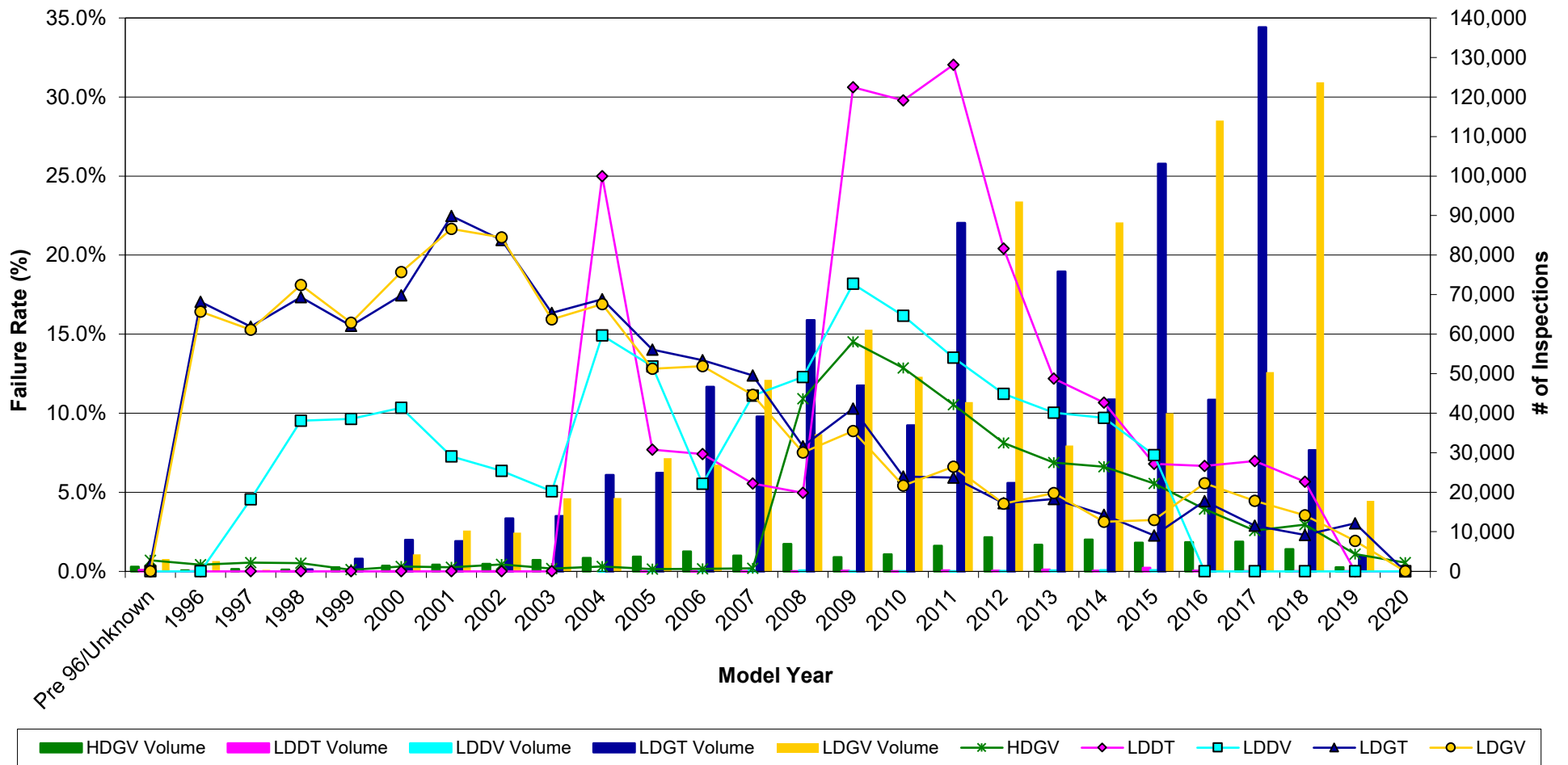


Figure E-1

**New Jersey Enhanced Inspection and Maintenance Program
Initial OBD Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2019**

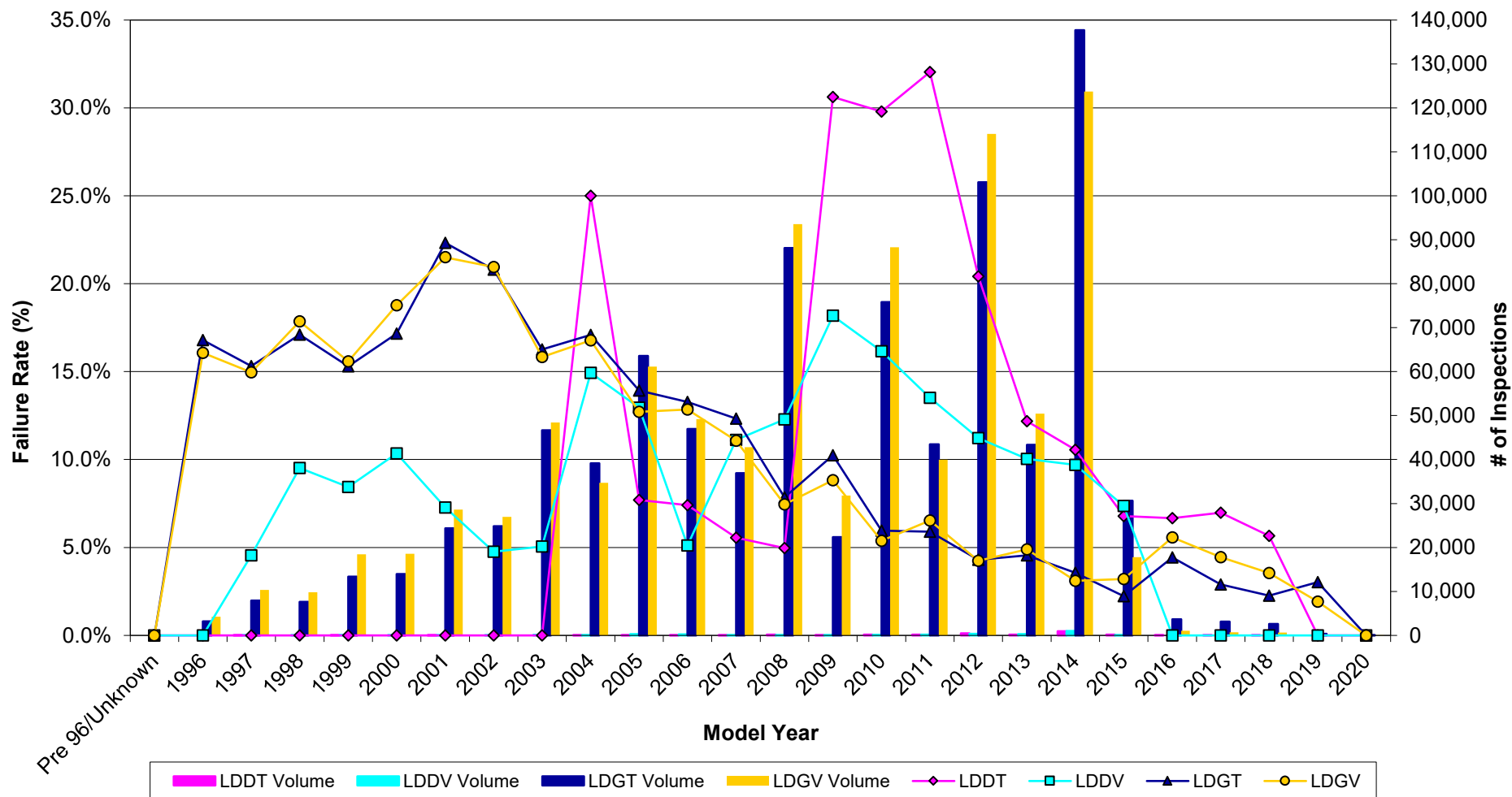


Figure E-2

New Jersey Enhanced Inspection and Maintenance Program
Initial MIL Check Without OBD Test Inspections Volume & Failure Rate by Model Year and Vehicle
Type
Year 2019

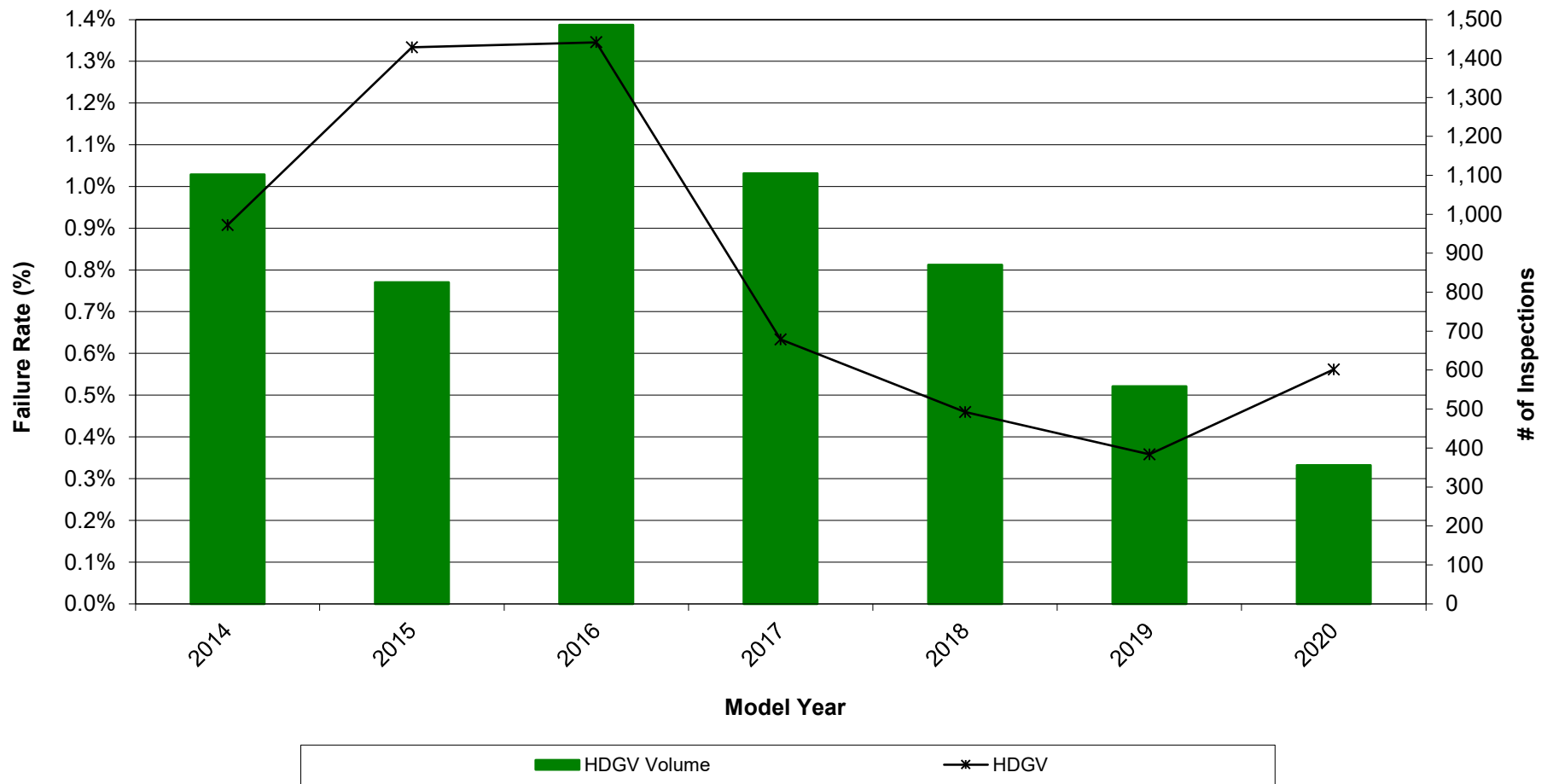


Figure E-3

**New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2019**

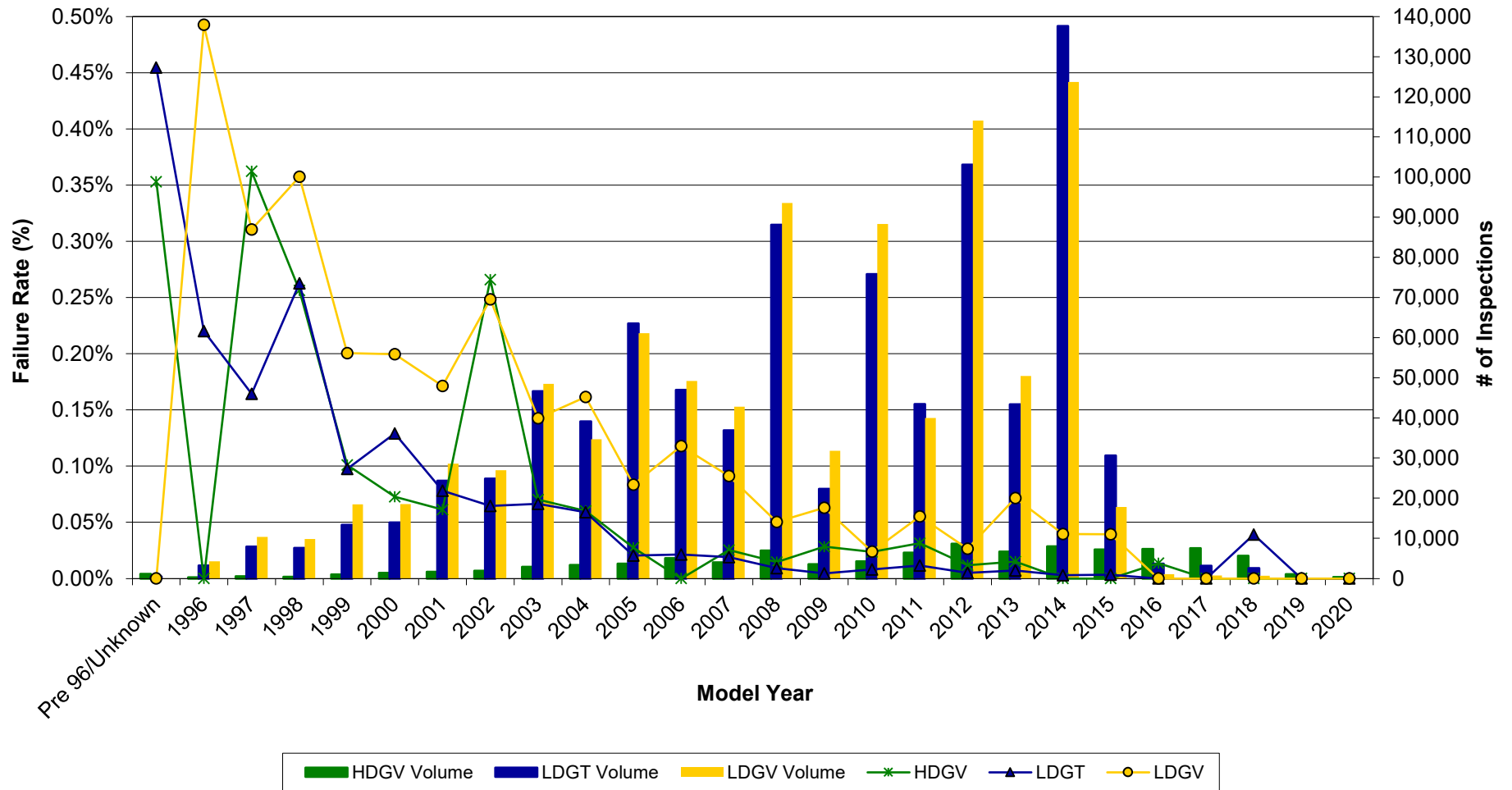


Figure E-4

**New Jersey Enhanced Inspection and Maintenance Program
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2019**

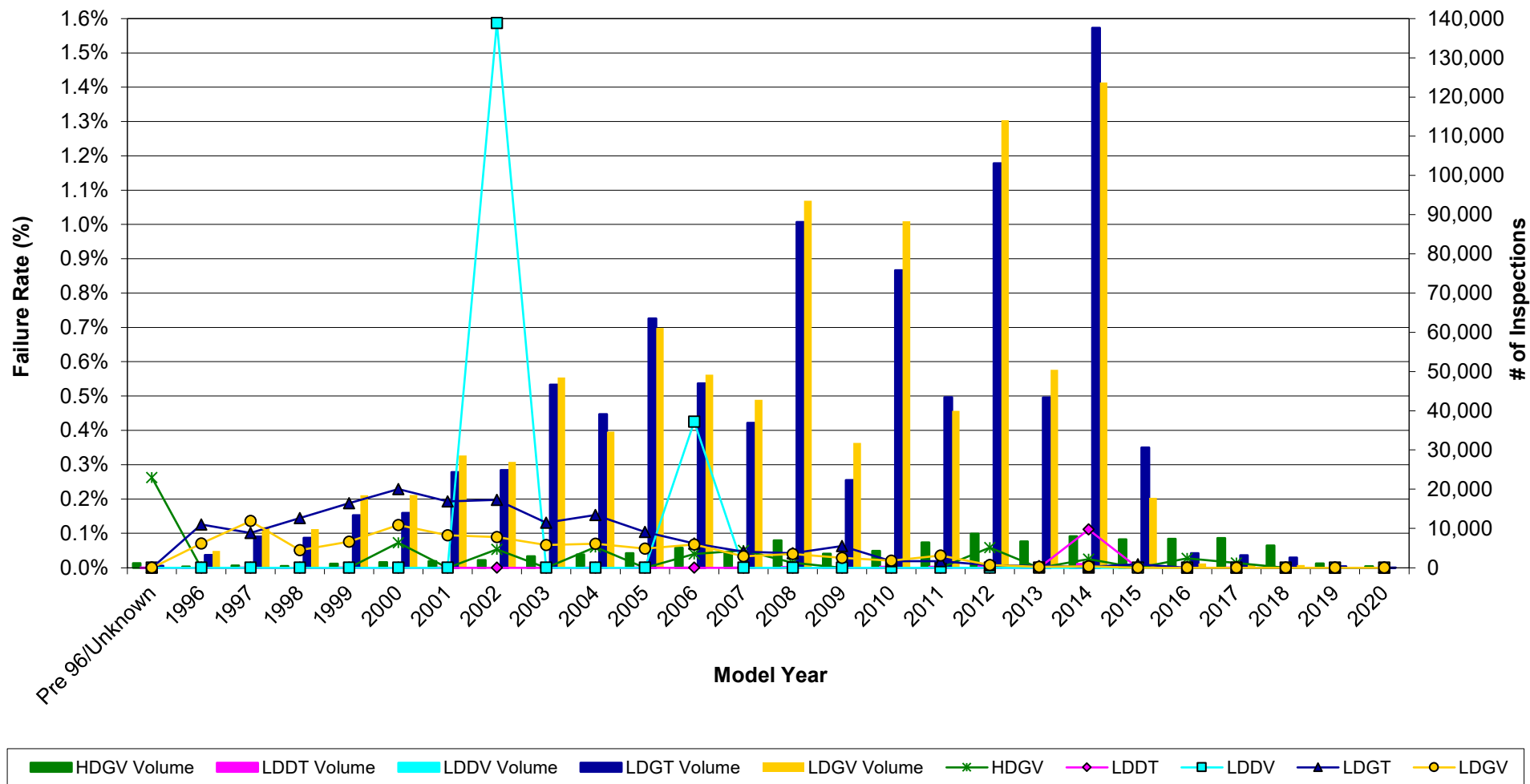


Figure E-5

**New Jersey Enhanced Inspection and Maintenance Program
Initial Liquid Leak Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2019**

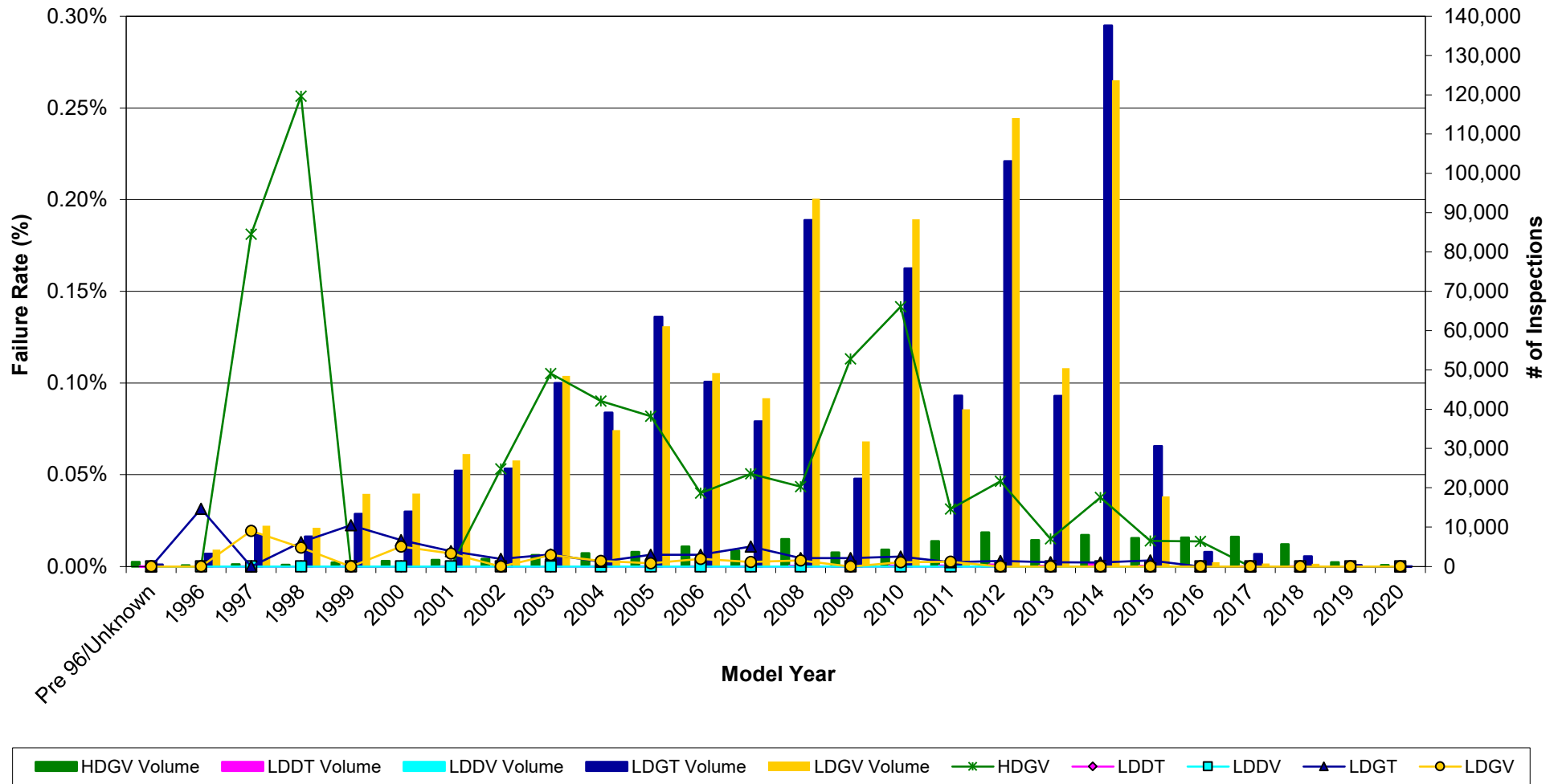


Figure E-6

**APPENDIX I -
PART F**

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

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2019

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	3,179	2,938	92.4%	241	7.6%
1996	LDGV	4,263	3,957	92.8%	306	7.2%
1997	LDDT	3	3	100.0%	0	0.0%
1997	LDDV	22	22	100.0%	0	0.0%
1997	LDGT	7,916	7,426	93.8%	490	6.2%
1997	LDGV	10,310	9,689	94.0%	621	6.0%
1998	LDDT	0	0	-	0	-
1998	LDDV	42	40	95.2%	2	4.8%
1998	LDGT	7,616	7,080	93.0%	536	7.0%
1998	LDGV	9,792	9,039	92.3%	753	7.7%
1999	LDDT	3	3	100.0%	0	0.0%
1999	LDDV	83	80	96.4%	3	3.6%
1999	LDGT	13,333	12,552	94.1%	781	5.9%
1999	LDGV	18,450	17,300	93.8%	1,150	6.2%
2000	LDDT	0	0	-	0	-
2000	LDDV	58	56	96.6%	2	3.4%
2000	LDGT	13,965	13,024	93.3%	941	6.7%
2000	LDGV	18,541	17,000	91.7%	1,541	8.3%
2001	LDDT	1	1	100.0%	0	0.0%
2001	LDDV	55	53	96.4%	2	3.6%
2001	LDGT	24,340	22,384	92.0%	1,956	8.0%
2001	LDGV	28,610	26,204	91.6%	2,406	8.4%
2002	LDDT	0	0	-	0	-
2002	LDDV	63	63	100.0%	0	0.0%
2002	LDGT	24,848	22,931	92.3%	1,917	7.7%
2002	LDGV	26,975	24,629	91.3%	2,346	8.7%
2003	LDDT	0	0	-	0	-
2003	LDDV	99	98	99.0%	1	1.0%
2003	LDGT	46,655	44,066	94.5%	2,589	5.5%
2003	LDGV	48,450	45,715	94.4%	2,735	5.6%
2004	LDDT	4	4	100.0%	0	0.0%
2004	LDDV	67	63	94.0%	4	6.0%
2004	LDGT	39,134	36,723	93.8%	2,411	6.2%
2004	LDGV	34,678	32,558	93.9%	2,120	6.1%
2005	LDDT	39	38	97.4%	1	2.6%
2005	LDDV	278	267	96.0%	11	4.0%
2005	LDGT	63,552	60,852	95.8%	2,700	4.2%
2005	LDGV	61,118	58,688	96.0%	2,430	4.0%
2006	LDDT	27	25	92.6%	2	7.4%
2006	LDDV	235	231	98.3%	4	1.7%
2006	LDGT	46,971	45,002	95.8%	1,969	4.2%
2006	LDGV	49,215	47,109	95.7%	2,106	4.3%

Table F-1 (page 1 of 3)

* Includes vehicles that are no longer registered.
NOTE: 0.0% Bypassed OBD Tests- No Authorized Bypasses in 2019

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2019

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	54	52	96.3%	2	3.7%
2007	LDDV	18	17	94.4%	1	5.6%
2007	LDGT	36,897	35,482	96.2%	1,415	3.8%
2007	LDGV	42,809	41,233	96.3%	1,576	3.7%
2008	HDGV	6,593	6,445	97.8%	148	2.2%
2008	LDDT	141	140	99.3%	1	0.7%
2008	LDDV	57	56	98.2%	1	1.8%
2008	LDGT	88,102	86,402	98.1%	1,700	1.9%
2008	LDGV	93,553	91,872	98.2%	1,681	1.8%
2009	HDGV	3,386	3,300	97.5%	86	2.5%
2009	LDDT	49	44	89.8%	5	10.2%
2009	LDDV	22	21	95.5%	1	4.5%
2009	LDGT	22,326	21,733	97.3%	593	2.7%
2009	LDGV	31,792	31,030	97.6%	762	2.4%
2010	HDGV	4,043	3,937	97.4%	106	2.6%
2010	LDDT	188	168	89.4%	20	10.6%
2010	LDDV	99	93	93.9%	6	6.1%
2010	LDGT	75,825	74,939	98.8%	886	1.2%
2010	LDGV	88,287	87,297	98.9%	990	1.1%
2011	HDGV	5,716	5,613	98.2%	103	1.8%
2011	LDDT	181	169	93.4%	12	6.6%
2011	LDDV	185	178	96.2%	7	3.8%
2011	LDGT	43,455	42,967	98.9%	488	1.1%
2011	LDGV	39,959	39,387	98.6%	572	1.4%
2012	HDGV	7,806	7,696	98.6%	110	1.4%
2012	LDDT	436	411	94.3%	25	5.7%
2012	LDDV	312	307	98.4%	5	1.6%
2012	LDGT	103,076	102,400	99.3%	676	0.7%
2012	LDGV	114,055	113,261	99.3%	794	0.7%
2013	HDGV	5,788	5,736	99.1%	52	0.9%
2013	LDDT	156	155	99.4%	1	0.6%
2013	LDDV	289	282	97.6%	7	2.4%
2013	LDGT	43,362	43,038	99.3%	324	0.7%
2013	LDGV	50,406	49,953	99.1%	453	0.9%
2014	HDGV	6,877	6,827	99.3%	50	0.7%
2014	LDDT	900	887	98.6%	13	1.4%
2014	LDDV	980	966	98.6%	14	1.4%
2014	LDGT	137,659	136,957	99.5%	702	0.5%
2014	LDGV	123,703	123,105	99.5%	598	0.5%
2015	HDGV	6,363	6,318	99.3%	45	0.7%
2015	LDDT	162	160	98.8%	2	1.2%
2015	LDDV	68	68	100.0%	0	0.0%
2015	LDGT	30,641	30,573	99.8%	68	0.2%
2015	LDGV	17,784	17,701	99.5%	83	0.5%

Table F-1 (page 2 of 3)

* Includes vehicles that are no longer registered.
NOTE: 0.0% Bypassed OBD Tests- No Authorized Bypasses in 2019

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2019

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	5,854	5,832	99.6%	22	0.4%
2016	LDDT	15	15	100.0%	0	0.0%
2016	LDDV	0	0	-	0	-
2016	LDGT	3,652	3,636	99.6%	16	0.4%
2016	LDGV	1,024	1,014	99.0%	10	1.0%
2017	HDGV	6,393	6,379	99.8%	14	0.2%
2017	LDDT	43	43	100.0%	0	0.0%
2017	LDDV	0	0	-	0	-
2017	LDGT	3,117	3,109	99.7%	8	0.3%
2017	LDGV	719	717	99.7%	2	0.3%
2018	HDGV	4,729	4,725	99.9%	4	0.1%
2018	LDDT	53	53	100.0%	0	0.0%
2018	LDDV	0	0	-	0	-
2018	LDGT	2,569	2,566	99.9%	3	0.1%
2018	LDGV	649	648	99.8%	1	0.2%
2019	HDGV	462	460	99.6%	2	0.4%
2019	LDDT	0	0	-	0	-
2019	LDDV	0	0	-	0	-
2019	LDGT	363	363	100.0%	0	0.0%
2019	LDGV	52	52	100.0%	0	0.0%
2020	HDGV	8	8	100.0%	0	0.0%
2020	LDDT	0	0	-	0	-
2020	LDDV	0	0	-	0	-
2020	LDGT	7	7	100.0%	0	0.0%
2020	LDGV	2	2	100.0%	0	0.0%
Totals		1,867,261	1,816,918	97.3%	50,343	2.7%

Table F-1 (page 3 of 3)

* Includes vehicles that are no longer registered.
NOTE: 0.0% Bypassed OBD Tests- No Authorized Bypasses in 2019

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2019

Model Yr	Veh Type	OBD Initial Insp	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	3,179	3,075	104	3.3%	2,906	169	5.5%
1996	LDGV	4,263	4,203	60	1.4%	3,931	272	6.5%
1997	LDDT	3	3	0	0.0%	3	0	0.0%
1997	LDDV	22	22	0	0.0%	22	0	0.0%
1997	LDGT	7,916	7,697	219	2.8%	7,340	357	4.6%
1997	LDGV	10,310	10,190	120	1.2%	9,655	535	5.3%
1998	LDDT	0	0	0	-	0	0	-
1998	LDDV	42	42	0	0.0%	42	0	0.0%
1998	LDGT	7,616	7,451	165	2.2%	7,039	412	5.5%
1998	LDGV	9,792	9,671	121	1.2%	8,971	700	7.2%
1999	LDDT	3	3	0	0.0%	3	0	0.0%
1999	LDDV	83	83	0	0.0%	81	2	2.4%
1999	LDGT	13,333	13,089	244	1.8%	12,329	760	5.8%
1999	LDGV	18,450	18,248	202	1.1%	17,114	1,134	6.2%
2000	LDDT	0	0	0	-	0	0	-
2000	LDDV	58	58	0	0.0%	58	0	0.0%
2000	LDGT	13,965	13,695	270	1.9%	12,754	941	6.9%
2000	LDGV	18,541	18,262	279	1.5%	16,789	1,473	8.1%
2001	LDDT	1	1	0	0.0%	1	0	0.0%
2001	LDDV	55	55	0	0.0%	54	1	1.8%
2001	LDGT	24,340	23,968	372	1.5%	22,355	1,613	6.7%
2001	LDGV	28,610	28,337	273	1.0%	26,207	2,130	7.5%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	63	63	0	0.0%	63	0	0.0%
2002	LDGT	24,848	24,557	291	1.2%	22,813	1,744	7.1%
2002	LDGV	26,975	26,803	172	0.6%	24,750	2,053	7.7%
2003	LDDT	0	0	0	-	0	0	-
2003	LDDV	99	99	0	0.0%	98	1	1.0%
2003	LDGT	46,655	46,338	317	0.7%	43,548	2,790	6.0%
2003	LDGV	48,450	48,259	191	0.4%	45,453	2,806	5.8%
2004	LDDT	4	4	0	0.0%	4	0	0.0%
2004	LDDV	67	67	0	0.0%	61	6	9.0%
2004	LDGT	39,134	38,947	187	0.5%	36,526	2,421	6.2%
2004	LDGV	34,678	34,563	115	0.3%	32,508	2,055	5.9%
2005	LDDT	39	39	0	0.0%	37	2	5.1%
2005	LDDV	278	277	1	0.4%	256	21	7.6%
2005	LDGT	63,552	63,431	121	0.2%	60,176	3,255	5.1%
2005	LDGV	61,118	61,001	117	0.2%	58,105	2,896	4.7%
2006	LDDT	27	27	0	0.0%	25	2	7.4%
2006	LDDV	235	235	0	0.0%	226	9	3.8%
2006	LDGT	46,971	46,894	77	0.2%	44,536	2,358	5.0%
2006	LDGV	49,215	49,112	103	0.2%	46,795	2,317	4.7%

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New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2019

Model Yr	Veh Type	OBD Initial Insp	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
2007	LDDT	54	54	0	0.0%	53	1	1.9%
2007	LDDV	18	18	0	0.0%	18	0	0.0%
2007	LDGT	36,897	36,832	65	0.2%	35,139	1,693	4.6%
2007	LDGV	42,809	42,741	68	0.2%	41,051	1,690	4.0%
2008	HDGV	6,593	6,581	12	0.2%	6,362	219	3.3%
2008	LDDT	141	141	0	0.0%	136	5	3.5%
2008	LDDV	57	57	0	0.0%	54	3	5.3%
2008	LDGT	88,102	88,043	59	0.1%	85,514	2,529	2.9%
2008	LDGV	93,553	93,480	73	0.1%	90,997	2,483	2.7%
2009	HDGV	3,386	3,385	1	0.0%	3,263	122	3.6%
2009	LDDT	49	49	0	0.0%	45	4	8.2%
2009	LDDV	22	22	0	0.0%	20	2	9.1%
2009	LDGT	22,326	22,305	21	0.1%	21,549	756	3.4%
2009	LDGV	31,792	31,753	39	0.1%	30,807	946	3.0%
2010	HDGV	4,043	4,042	1	0.0%	3,898	144	3.6%
2010	LDDT	188	188	0	0.0%	174	14	7.4%
2010	LDDV	99	99	0	0.0%	95	4	4.0%
2010	LDGT	75,825	75,799	26	0.0%	74,205	1,594	2.1%
2010	LDGV	88,287	88,231	56	0.1%	86,717	1,514	1.7%
2011	HDGV	5,716	5,710	6	0.1%	5,551	159	2.8%
2011	LDDT	181	181	0	0.0%	169	12	6.6%
2011	LDDV	185	185	0	0.0%	178	7	3.8%
2011	LDGT	43,455	43,436	19	0.0%	42,609	827	1.9%
2011	LDGV	39,959	39,931	28	0.1%	39,097	834	2.1%
2012	HDGV	7,806	7,804	2	0.0%	7,637	167	2.1%
2012	LDDT	436	436	0	0.0%	413	23	5.3%
2012	LDDV	312	312	0	0.0%	305	7	2.2%
2012	LDGT	103,076	103,062	14	0.0%	101,666	1,396	1.4%
2012	LDGV	114,055	114,037	18	0.0%	112,728	1,309	1.1%
2013	HDGV	5,788	5,786	2	0.0%	5,697	89	1.5%
2013	LDDT	156	156	0	0.0%	152	4	2.6%
2013	LDDV	289	289	0	0.0%	279	10	3.5%
2013	LDGT	43,362	43,354	8	0.0%	42,834	520	1.2%
2013	LDGV	50,406	50,397	9	0.0%	49,854	543	1.1%
2014	HDGV	6,877	6,877	0	0.0%	6,775	102	1.5%
2014	LDDT	900	900	0	0.0%	885	15	1.7%
2014	LDDV	980	980	0	0.0%	960	20	2.0%
2014	LDGT	137,659	137,653	6	0.0%	136,660	993	0.7%
2014	LDGV	123,703	123,698	5	0.0%	122,878	820	0.7%
2015	HDGV	6,363	6,363	0	0.0%	6,291	72	1.1%
2015	LDDT	162	162	0	0.0%	160	2	1.2%
2015	LDDV	68	68	0	0.0%	67	1	1.5%
2015	LDGT	30,641	30,638	3	0.0%	30,494	144	0.5%
2015	LDGV	17,784	17,781	3	0.0%	17,676	105	0.6%

New Jersey Enhanced Inspection and Maintenance Program
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Year 2019

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	5,854	5,854	0	0.0%	5,793	61	1.0%
2016	LDDT	15	15	0	0.0%	15	0	0.0%
2016	LDDV	0	0	0	-	0	0	-
2016	LDGT	3,652	3,652	0	0.0%	3,614	38	1.0%
2016	LDGV	1,024	1,024	0	0.0%	1,010	14	1.4%
2017	HDGV	6,393	6,391	2	0.0%	6,367	24	0.4%
2017	LDDT	43	43	0	0.0%	43	0	0.0%
2017	LDDV	0	0	0	-	0	0	-
2017	LDGT	3,117	3,117	0	0.0%	3,099	18	0.6%
2017	LDGV	719	719	0	0.0%	714	5	0.7%
2018	HDGV	4,729	4,729	0	0.0%	4,722	7	0.1%
2018	LDDT	53	53	0	0.0%	53	0	0.0%
2018	LDDV	0	0	0	-	0	0	-
2018	LDGT	2,569	2,569	0	0.0%	2,564	5	0.2%
2018	LDGV	649	649	0	0.0%	648	1	0.2%
2019	HDGV	462	462	0	0.0%	462	0	0.0%
2019	LDDT	0	0	0	-	0	0	-
2019	LDDV	0	0	0	-	0	0	-
2019	LDGT	363	363	0	0.0%	362	1	0.3%
2019	LDGV	52	52	0	0.0%	52	0	0.0%
2020	HDGV	8	8	0	0.0%	8	0	0.0%
2020	LDDT	0	0	0	-	0	0	-
2020	LDDV	0	0	0	-	0	0	-
2020	LDGT	7	7	0	0.0%	7	0	0.0%
2020	LDGV	2	2	0	0.0%	2	0	0.0%
Totals		1,867,261	1,862,594	4,667	0.2%	1,805,281	57,313	3.1%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2019

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	3,179	3,178	1	0.03%	3,174	4	0.13%
1996	LDGV	4,263	4,257	6	0.14%	4,240	17	0.40%
1997	LDDT	3	3	0	0.00%	3	0	0.00%
1997	LDDV	22	22	0	0.00%	22	0	0.00%
1997	LDGT	7,916	7,909	7	0.09%	7,890	19	0.24%
1997	LDGV	10,310	10,293	17	0.16%	10,275	18	0.17%
1998	LDDT	0	0	0	-	0	0	-
1998	LDDV	42	41	1	2.38%	39	2	4.88%
1998	LDGT	7,616	7,605	11	0.14%	7,580	25	0.33%
1998	LDGV	9,792	9,778	14	0.14%	9,740	38	0.39%
1999	LDDT	3	3	0	0.00%	3	0	0.00%
1999	LDDV	83	83	0	0.00%	83	0	0.00%
1999	LDGT	13,333	13,318	15	0.11%	13,289	29	0.22%
1999	LDGV	18,450	18,425	25	0.14%	18,379	46	0.25%
2000	LDDT	0	0	0	-	0	0	-
2000	LDDV	58	58	0	0.00%	58	0	0.00%
2000	LDGT	13,965	13,947	18	0.13%	13,915	32	0.23%
2000	LDGV	18,541	18,509	32	0.17%	18,458	51	0.28%
2001	LDDT	1	1	0	0.00%	1	0	0.00%
2001	LDDV	55	55	0	0.00%	55	0	0.00%
2001	LDGT	24,340	24,316	24	0.10%	24,257	59	0.24%
2001	LDGV	28,610	28,575	35	0.12%	28,496	79	0.28%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	63	63	0	0.00%	63	0	0.00%
2002	LDGT	24,848	24,831	17	0.07%	24,773	58	0.23%
2002	LDGV	26,975	26,944	31	0.11%	26,875	69	0.26%
2003	LDDT	0	0	0	-	0	0	-
2003	LDDV	99	99	0	0.00%	99	0	0.00%
2003	LDGT	46,655	46,620	35	0.08%	46,506	114	0.24%
2003	LDGV	48,450	48,364	86	0.18%	48,278	86	0.18%
2004	LDDT	4	4	0	0.00%	4	0	0.00%
2004	LDDV	67	67	0	0.00%	67	0	0.00%
2004	LDGT	39,134	39,101	33	0.08%	39,006	95	0.24%
2004	LDGV	34,678	34,613	65	0.19%	34,526	87	0.25%
2005	LDDT	39	39	0	0.00%	39	0	0.00%
2005	LDDV	278	278	0	0.00%	278	0	0.00%
2005	LDGT	63,552	63,487	65	0.10%	63,296	191	0.30%
2005	LDGV	61,118	60,988	130	0.21%	60,849	139	0.23%
2006	LDDT	27	27	0	0.00%	27	0	0.00%
2006	LDDV	235	235	0	0.00%	234	1	0.43%
2006	LDGT	46,971	46,933	38	0.08%	46,820	113	0.24%
2006	LDGV	49,215	49,089	126	0.26%	48,902	187	0.38%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2019

Model Yr	Veh Type	OBD Initial Insp	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2007	LDDT	54	54	0	0.00%	54	0	0.00%
2007	LDDV	18	17	1	5.56%	17	0	0.00%
2007	LDGT	36,897	36,867	30	0.08%	36,795	72	0.20%
2007	LDGV	42,809	42,666	143	0.33%	42,518	148	0.35%
2008	HDGV	6,593	6,580	13	0.20%	6,561	19	0.29%
2008	LDDT	141	141	0	0.00%	141	0	0.00%
2008	LDDV	57	57	0	0.00%	57	0	0.00%
2008	LDGT	88,102	88,045	57	0.06%	87,964	81	0.09%
2008	LDGV	93,553	93,396	157	0.17%	93,229	167	0.18%
2009	HDGV	3,386	3,371	15	0.44%	3,358	13	0.39%
2009	LDDT	49	49	0	0.00%	49	0	0.00%
2009	LDDV	22	22	0	0.00%	22	0	0.00%
2009	LDGT	22,326	22,306	20	0.09%	22,281	25	0.11%
2009	LDGV	31,792	31,738	54	0.17%	31,680	58	0.18%
2010	HDGV	4,043	4,027	16	0.40%	4,014	13	0.32%
2010	LDDT	188	188	0	0.00%	188	0	0.00%
2010	LDDV	99	99	0	0.00%	99	0	0.00%
2010	LDGT	75,825	75,792	33	0.04%	75,745	47	0.06%
2010	LDGV	88,287	88,227	60	0.07%	88,108	119	0.13%
2011	HDGV	5,716	5,705	11	0.19%	5,678	27	0.47%
2011	LDDT	181	181	0	0.00%	181	0	0.00%
2011	LDDV	185	185	0	0.00%	184	1	0.54%
2011	LDGT	43,455	43,444	11	0.03%	43,411	33	0.08%
2011	LDGV	39,959	39,931	28	0.07%	39,874	57	0.14%
2012	HDGV	7,806	7,777	29	0.37%	7,752	25	0.32%
2012	LDDT	436	436	0	0.00%	436	0	0.00%
2012	LDDV	312	312	0	0.00%	310	2	0.64%
2012	LDGT	103,076	103,041	35	0.03%	102,983	58	0.06%
2012	LDGV	114,055	113,995	60	0.05%	113,868	127	0.11%
2013	HDGV	5,788	5,776	12	0.21%	5,760	16	0.28%
2013	LDDT	156	156	0	0.00%	156	0	0.00%
2013	LDDV	289	288	1	0.35%	288	0	0.00%
2013	LDGT	43,362	43,336	26	0.06%	43,309	27	0.06%
2013	LDGV	50,406	50,379	27	0.05%	50,344	35	0.07%
2014	HDGV	6,877	6,852	25	0.36%	6,824	28	0.41%
2014	LDDT	900	899	1	0.11%	899	0	0.00%
2014	LDDV	980	980	0	0.00%	978	2	0.20%
2014	LDGT	137,659	137,567	92	0.07%	137,477	90	0.07%
2014	LDGV	123,703	123,616	87	0.07%	123,556	60	0.05%
2015	HDGV	6,363	6,343	20	0.31%	6,316	27	0.43%
2015	LDDT	162	162	0	0.00%	162	0	0.00%
2015	LDDV	68	68	0	0.00%	68	0	0.00%
2015	LDGT	30,641	30,621	20	0.07%	30,571	50	0.16%
2015	LDGV	17,784	17,777	7	0.04%	17,765	12	0.07%

New Jersey Enhanced Inspection and Maintenance Program
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Year 2019

Model Yr	Veh Type	OBD Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2016	HDGV	5,854	5,830	24	0.41%	5,793	37	0.63%
2016	LDDT	15	15	0	0.00%	15	0	0.00%
2016	LDDV	0	0	0	-	0	0	-
2016	LDGT	3,652	3,648	4	0.11%	3,638	10	0.27%
2016	LDGV	1,024	1,017	7	0.68%	1,014	3	0.29%
2017	HDGV	6,393	6,368	25	0.39%	6,327	41	0.64%
2017	LDDT	43	43	0	0.00%	43	0	0.00%
2017	LDDV	0	0	0	-	0	0	-
2017	LDGT	3,117	3,105	12	0.38%	3,099	6	0.19%
2017	LDGV	719	717	2	0.28%	714	3	0.42%
2018	HDGV	4,729	4,690	39	0.82%	4,658	32	0.68%
2018	LDDT	53	52	1	1.89%	52	0	0.00%
2018	LDDV	0	0	0	-	0	0	-
2018	LDGT	2,569	2,566	3	0.12%	2,554	12	0.47%
2018	LDGV	649	646	3	0.46%	644	2	0.31%
2019	HDGV	462	462	0	0.00%	461	1	0.22%
2019	LDDT	0	0	0	-	0	0	-
2019	LDDV	0	0	0	-	0	0	-
2019	LDGT	363	362	1	0.28%	359	3	0.83%
2019	LDGV	52	52	0	0.00%	52	0	0.00%
2020	HDGV	8	8	0	0.00%	8	0	0.00%
2020	LDDT	0	0	0	-	0	0	-
2020	LDDV	0	0	0	-	0	0	-
2020	LDGT	7	7	0	0.00%	7	0	0.00%
2020	LDGV	2	2	0	0.00%	2	0	0.00%
Totals		1,867,261	1,865,217	2,044	0.11%	1,862,069	3,148	0.17%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2019

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	3,179	2,845	329	10.4%	1,902	218	10.3%
1996	LDGV	4,263	3,852	388	9.2%	3,373	312	8.5%
1997	LDDT	3	3	0	0.0%	3	0	0.0%
1997	LDDV	22	21	1	4.5%	22	0	0.0%
1997	LDGT	7,916	7,229	661	8.4%	7,313	543	6.9%
1997	LDGV	10,310	9,450	825	8.0%	9,133	805	8.1%
1998	LDDT	0	0	0	-	0	0	-
1998	LDDV	42	38	1	2.6%	39	0	0.0%
1998	LDGT	7,616	6,910	670	8.8%	6,910	639	8.5%
1998	LDGV	9,792	8,753	987	10.1%	8,555	858	9.1%
1999	LDDT	3	3	0	0.0%	3	0	0.0%
1999	LDDV	83	76	7	8.4%	83	0	0.0%
1999	LDGT	13,333	12,169	1,120	8.4%	12,276	1,013	7.6%
1999	LDGV	18,450	16,776	1,603	8.7%	16,952	1,427	7.8%
2000	LDDT	0	0	0	-	0	0	-
2000	LDDV	58	52	6	10.3%	58	0	0.0%
2000	LDGT	13,965	12,593	1,322	9.5%	12,796	1,119	8.0%
2000	LDGV	18,541	16,356	2,102	11.4%	16,853	1,605	8.7%
2001	LDDT	1	1	0	0.0%	1	0	0.0%
2001	LDDV	55	51	4	7.3%	55	0	0.0%
2001	LDGT	24,340	22,015	2,242	9.2%	20,716	3,541	14.6%
2001	LDGV	28,610	25,659	2,837	10.0%	24,629	3,867	13.6%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	63	60	3	4.8%	63	0	0.0%
2002	LDGT	24,848	22,339	2,434	9.8%	21,583	3,190	12.9%
2002	LDGV	26,975	24,200	2,675	10.0%	23,385	3,490	13.0%
2003	LDDT	0	0	0	-	0	0	-
2003	LDDV	99	94	5	5.1%	99	0	0.0%
2003	LDGT	46,655	42,763	3,743	8.0%	42,003	4,503	9.7%
2003	LDGV	48,450	44,634	3,644	7.5%	43,656	4,622	9.6%
2004	LDDT	4	3	1	25.0%	4	0	0.0%
2004	LDDV	67	62	5	7.5%	64	3	4.5%
2004	LDGT	39,134	35,800	3,206	8.2%	34,853	4,153	10.6%
2004	LDGV	34,678	31,838	2,688	7.8%	30,892	3,634	10.5%
2005	LDDT	39	36	3	7.7%	39	0	0.0%
2005	LDDV	278	253	25	9.0%	266	12	4.3%
2005	LDGT	63,552	59,163	4,133	6.5%	57,860	5,436	8.6%
2005	LDGV	61,118	57,085	3,764	6.2%	56,312	4,537	7.5%
2006	LDDT	27	26	1	3.7%	27	0	0.0%
2006	LDDV	235	224	10	4.3%	233	1	0.4%
2006	LDGT	46,971	43,810	3,010	6.4%	42,965	3,852	8.2%
2006	LDGV	49,215	45,882	3,020	6.2%	45,295	3,606	7.4%

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New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2019

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	54	51	3	5.6%	54	0	0.0%
2007	LDDV	18	17	0	0.0%	16	1	5.9%
2007	LDGT	36,897	34,619	2,176	5.9%	34,010	2,772	7.5%
2007	LDGV	42,809	40,311	2,207	5.2%	39,907	2,610	6.1%
2008	HDGV	6,593	6,265	296	4.5%	6,075	475	7.3%
2008	LDDT	141	134	7	5.0%	141	0	0.0%
2008	LDDV	57	52	5	8.8%	55	2	3.5%
2008	LDGT	88,102	84,757	3,207	3.6%	83,783	4,144	4.7%
2008	LDGV	93,553	90,000	3,229	3.5%	89,366	3,862	4.1%
2009	HDGV	3,386	3,214	144	4.3%	2,969	378	11.3%
2009	LDDT	49	43	6	12.2%	38	11	22.4%
2009	LDDV	22	20	2	9.1%	19	3	13.6%
2009	LDGT	22,326	21,287	994	4.5%	20,798	1,440	6.5%
2009	LDGV	31,792	30,453	1,227	3.9%	30,017	1,663	5.2%
2010	HDGV	4,043	3,830	184	4.6%	3,623	376	9.4%
2010	LDDT	188	168	20	10.6%	143	45	23.9%
2010	LDDV	99	93	6	6.1%	86	13	13.1%
2010	LDGT	75,825	73,682	2,063	2.7%	73,015	2,665	3.5%
2010	LDGV	88,287	86,140	1,968	2.2%	85,266	2,841	3.2%
2011	HDGV	5,716	5,471	207	3.6%	5,196	471	8.3%
2011	LDDT	181	165	16	8.8%	138	43	23.8%
2011	LDDV	185	174	10	5.4%	168	16	8.7%
2011	LDGT	43,455	42,346	1,065	2.5%	41,764	1,594	3.7%
2011	LDGV	39,959	38,775	1,099	2.8%	38,287	1,583	4.0%
2012	HDGV	7,806	7,543	209	2.7%	7,269	474	6.1%
2012	LDDT	436	409	27	6.2%	368	68	15.6%
2012	LDDV	312	301	9	2.9%	284	26	8.4%
2012	LDGT	103,076	101,160	1,823	1.8%	100,192	2,707	2.6%
2012	LDGV	114,055	112,174	1,694	1.5%	110,724	3,143	2.8%
2013	HDGV	5,788	5,643	117	2.0%	5,424	325	5.7%
2013	LDDT	156	152	4	2.6%	141	15	9.6%
2013	LDDV	289	277	11	3.8%	269	19	6.6%
2013	LDGT	43,362	42,636	673	1.6%	41,912	1,334	3.1%
2013	LDGV	50,406	49,634	710	1.4%	48,554	1,789	3.6%
2014	HDGV	6,877	6,699	125	1.8%	6,473	344	5.0%
2014	LDDT	900	873	26	2.9%	826	73	8.1%
2014	LDDV	980	949	29	3.0%	911	67	6.9%
2014	LDGT	137,659	136,143	1,334	1.0%	133,906	3,528	2.6%
2014	LDGV	123,703	122,492	1,064	0.9%	120,784	2,771	2.2%
2015	HDGV	6,363	6,231	85	1.3%	6,049	256	4.1%
2015	LDDT	162	160	2	1.2%	153	9	5.6%
2015	LDDV	68	67	1	1.5%	64	4	5.9%
2015	LDGT	30,641	30,392	179	0.6%	30,080	445	1.5%
2015	LDGV	17,784	17,639	126	0.7%	17,335	429	2.4%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2019

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	5,854	5,720	73	1.3%	5,647	133	2.3%
2016	LDDT	15	15	0	0.0%	14	1	6.7%
2016	LDDV	0	0	0	-	0	0	-
2016	LDGT	3,652	3,590	48	1.3%	3,499	104	2.9%
2016	LDGV	1,024	1,000	14	1.4%	982	32	3.2%
2017	HDGV	6,393	6,303	24	0.4%	6,232	88	1.4%
2017	LDDT	43	43	0	0.0%	40	3	7.0%
2017	LDDV	0	0	0	-	0	0	-
2017	LDGT	3,117	3,081	18	0.6%	3,020	53	1.7%
2017	LDGV	719	707	7	1.0%	694	20	2.8%
2018	HDGV	4,729	4,651	7	0.2%	4,497	83	1.8%
2018	LDDT	53	51	1	1.9%	50	2	3.8%
2018	LDDV	0	0	0	-	0	0	-
2018	LDGT	2,569	2,550	4	0.2%	2,498	37	1.5%
2018	LDGV	649	643	1	0.2%	625	18	2.8%
2019	HDGV	462	461	0	0.0%	305	8	2.6%
2019	LDDT	0	0	0	-	0	0	-
2019	LDDV	0	0	0	-	0	0	-
2019	LDGT	363	358	1	0.3%	262	6	2.2%
2019	LDGV	52	52	0	0.0%	51	1	1.9%
2020	HDGV	8	8	0	0.0%	0	0	#DIV/0!
2020	LDDT	0	0	0	-	0	0	-
2020	LDDV	0	0	0	-	0	0	-
2020	LDGT	7	7	0	0.0%	3	0	0.0%
2020	LDGV	2	2	0	0.0%	2	0	0.0%
Totals		1,867,261	1,786,007	76,062	4.1%	1,756,344	102,409	5.5%

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2019

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	3,174	2,845	89.6%	0	0.00%	0	0.00%	329	10.4%
1996	LDGV	4,240	3,852	90.8%	0	0.00%	0	0.00%	388	9.2%
1997	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
1997	LDDV	22	21	95.5%	0	0.00%	0	0.00%	1	4.5%
1997	LDGT	7,890	7,229	91.6%	0	0.00%	0	0.00%	661	8.4%
1997	LDGV	10,275	9,450	92.0%	0	0.00%	0	0.00%	825	8.0%
1998	LDDT	0	0	-	0	-	0	-	0	-
1998	LDDV	39	38	97.4%	0	0.00%	0	0.00%	1	2.6%
1998	LDGT	7,580	6,910	91.2%	0	0.00%	0	0.00%	670	8.8%
1998	LDGV	9,740	8,753	89.9%	0	0.00%	0	0.00%	987	10.1%
1999	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
1999	LDDV	83	76	91.6%	0	0.00%	0	0.00%	7	8.4%
1999	LDGT	13,289	12,169	91.6%	0	0.00%	8	0.06%	1,112	8.4%
1999	LDGV	18,379	16,776	91.3%	0	0.00%	1	0.01%	1,602	8.7%
2000	LDDT	0	0	-	0	-	0	-	0	-
2000	LDDV	58	52	89.7%	0	0.00%	0	0.00%	6	10.3%
2000	LDGT	13,915	12,593	90.5%	0	0.00%	0	0.00%	1,322	9.5%
2000	LDGV	18,458	16,356	88.6%	0	0.00%	0	0.00%	2,102	11.4%
2001	LDDT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2001	LDDV	55	51	92.7%	0	0.00%	0	0.00%	4	7.3%
2001	LDGT	24,257	22,015	90.8%	0	0.00%	2	0.01%	2,240	9.2%
2001	LDGV	28,496	25,659	90.0%	0	0.00%	0	0.00%	2,837	10.0%
2002	LDDT	0	0	-	0	-	0	-	0	-
2002	LDDV	63	60	95.2%	0	0.00%	0	0.00%	3	4.8%
2002	LDGT	24,773	22,339	90.2%	0	0.00%	1	0.00%	2,433	9.8%
2002	LDGV	26,875	24,200	90.0%	0	0.00%	1	0.00%	2,674	9.9%
2003	LDDT	0	0	-	0	-	0	-	0	-
2003	LDDV	99	94	94.9%	0	0.00%	0	0.00%	5	5.1%
2003	LDGT	46,506	42,763	92.0%	0	0.00%	2	0.00%	3,741	8.0%
2003	LDGV	48,278	44,634	92.5%	0	0.00%	4	0.01%	3,640	7.5%
2004	LDDT	4	3	75.0%	0	0.00%	0	0.00%	1	25.0%
2004	LDDV	67	62	92.5%	0	0.00%	0	0.00%	5	7.5%
2004	LDGT	39,006	35,800	91.8%	0	0.00%	1	0.00%	3,205	8.2%
2004	LDGV	34,526	31,838	92.2%	0	0.00%	5	0.01%	2,683	7.8%
2005	LDDT	39	36	92.3%	0	0.00%	0	0.00%	3	7.7%
2005	LDDV	278	253	91.0%	0	0.00%	0	0.00%	25	9.0%
2005	LDGT	63,296	59,163	93.5%	0	0.00%	10	0.02%	4,123	6.5%
2005	LDGV	60,849	57,085	93.8%	0	0.00%	3	0.00%	3,761	6.2%
2006	LDDT	27	26	96.3%	0	0.00%	0	0.00%	1	3.7%
2006	LDDV	234	224	95.7%	0	0.00%	0	0.00%	10	4.3%
2006	LDGT	46,820	43,810	93.6%	0	0.00%	13	0.03%	2,997	6.4%
2006	LDGV	48,902	45,882	93.8%	0	0.00%	1	0.00%	3,019	6.2%

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2019

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
2007	LDDT	54	51	94.4%	0	0.00%	0	0.00%	3	5.6%
2007	LDDV	17	17	100.0%	0	0.00%	0	0.00%	0	0.0%
2007	LDGT	36,795	34,619	94.1%	0	0.00%	10	0.03%	2,166	5.9%
2007	LDGV	42,518	40,311	94.8%	0	0.00%	3	0.01%	2,204	5.2%
2008	HDGV	6,561	6,265	95.5%	0	0.00%	0	0.00%	296	4.5%
2008	LDDT	141	134	95.0%	0	0.00%	0	0.00%	7	5.0%
2008	LDDV	57	52	91.2%	0	0.00%	0	0.00%	5	8.8%
2008	LDGT	87,964	84,757	96.4%	0	0.00%	0	0.00%	3,207	3.6%
2008	LDGV	93,229	90,000	96.5%	0	0.00%	8	0.01%	3,221	3.5%
2009	HDGV	3,358	3,214	95.7%	0	0.00%	0	0.00%	144	4.3%
2009	LDDT	49	43	87.8%	0	0.00%	0	0.00%	6	12.2%
2009	LDDV	22	20	90.9%	0	0.00%	0	0.00%	2	9.1%
2009	LDGT	22,281	21,287	95.5%	0	0.00%	1	0.00%	993	4.5%
2009	LDGV	31,680	30,453	96.1%	0	0.00%	3	0.01%	1,224	3.9%
2010	HDGV	4,014	3,830	95.4%	0	0.00%	0	0.00%	184	4.6%
2010	LDDT	188	168	89.4%	0	0.00%	0	0.00%	20	10.6%
2010	LDDV	99	93	93.9%	0	0.00%	0	0.00%	6	6.1%
2010	LDGT	75,745	73,682	97.3%	0	0.00%	2	0.00%	2,061	2.7%
2010	LDGV	88,108	86,140	97.8%	0	0.00%	5	0.01%	1,963	2.2%
2011	HDGV	5,678	5,471	96.4%	0	0.00%	0	0.00%	207	3.6%
2011	LDDT	181	165	91.2%	0	0.00%	0	0.00%	16	8.8%
2011	LDDV	184	174	94.6%	0	0.00%	0	0.00%	10	5.4%
2011	LDGT	43,411	42,346	97.5%	0	0.00%	1	0.00%	1,064	2.5%
2011	LDGV	39,874	38,775	97.2%	0	0.00%	1	0.00%	1,098	2.8%
2012	HDGV	7,752	7,543	97.3%	0	0.00%	0	0.00%	209	2.7%
2012	LDDT	436	409	93.8%	0	0.00%	0	0.00%	27	6.2%
2012	LDDV	310	301	97.1%	0	0.00%	0	0.00%	9	2.9%
2012	LDGT	102,983	101,160	98.2%	0	0.00%	0	0.00%	1,823	1.8%
2012	LDGV	113,868	112,174	98.5%	0	0.00%	1	0.00%	1,693	1.5%
2013	HDGV	5,760	5,643	98.0%	0	0.00%	0	0.00%	117	2.0%
2013	LDDT	156	152	97.4%	0	0.00%	0	0.00%	4	2.6%
2013	LDDV	288	277	96.2%	0	0.00%	0	0.00%	11	3.8%
2013	LDGT	43,309	42,636	98.4%	0	0.00%	0	0.00%	673	1.6%
2013	LDGV	50,344	49,634	98.6%	0	0.00%	0	0.00%	710	1.4%
2014	HDGV	6,824	6,699	98.2%	0	0.00%	0	0.00%	125	1.8%
2014	LDDT	899	873	97.1%	0	0.00%	0	0.00%	26	2.9%
2014	LDDV	978	949	97.0%	0	0.00%	0	0.00%	29	3.0%
2014	LDGT	137,477	136,143	99.0%	0	0.00%	0	0.00%	1,334	1.0%
2014	LDGV	123,556	122,492	99.1%	0	0.00%	0	0.00%	1,064	0.9%
2015	HDGV	6,316	6,231	98.7%	0	0.00%	1	0.02%	84	1.3%
2015	LDDT	162	160	98.8%	0	0.00%	0	0.00%	2	1.2%
2015	LDDV	68	67	98.5%	0	0.00%	0	0.00%	1	1.5%
2015	LDGT	30,571	30,392	99.4%	0	0.00%	0	0.00%	179	0.6%
2015	LDGV	17,765	17,639	99.3%	0	0.00%	0	0.00%	126	0.7%

**New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2019**

Model Yr	Veh Type	# Initial MIL Insps	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
2016	HDGV	5,793	5,720	98.7%	0	0.00%	0	0.00%	73	1.3%
2016	LDDT	15	15	100.0%	0	0.00%	0	0.00%	0	0.0%
2016	LDDV	0	0	-	0	-	0	-	0	-
2016	LDGT	3,638	3,590	98.7%	0	0.00%	0	0.00%	48	1.3%
2016	LDGV	1,014	1,000	98.6%	0	0.00%	0	0.00%	14	1.4%
2017	HDGV	6,327	6,303	99.6%	0	0.00%	0	0.00%	24	0.4%
2017	LDDT	43	43	100.0%	0	0.00%	0	0.00%	0	0.0%
2017	LDDV	0	0	-	0	-	0	-	0	-
2017	LDGT	3,099	3,081	99.4%	0	0.00%	0	0.00%	18	0.6%
2017	LDGV	714	707	99.0%	0	0.00%	0	0.00%	7	1.0%
2018	HDGV	4,658	4,651	99.8%	0	0.00%	0	0.00%	7	0.2%
2018	LDDT	52	51	98.1%	0	0.00%	0	0.00%	1	1.9%
2018	LDDV	0	0	-	0	-	0	-	0	-
2018	LDGT	2,554	2,550	99.8%	0	0.00%	0	0.00%	4	0.2%
2018	LDGV	644	643	99.8%	0	0.00%	0	0.00%	1	0.2%
2019	HDGV	461	461	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	359	358	99.7%	0	0.00%	0	0.00%	1	0.3%
2019	LDGV	52	52	100.0%	0	0.00%	0	0.00%	0	0.0%
2020	HDGV	8	8	100.0%	0	0.00%	0	0.00%	0	0.0%
2020	LDDT	0	0	-	0	-	0	-	0	-
2020	LDDV	0	0	-	0	-	0	-	0	-
2020	LDGT	7	7	100.0%	0	0.00%	0	0.00%	0	0.0%
2020	LDGV	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
Totals		1,862,069	1,786,007	95.9%	0	0.00%	88	0.005%	75,974	4.1%

**New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2019**

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	2,120	1,015	1,105	47.9%
1996	LDGV	3,685	1,542	2,143	41.8%
1997	LDDT	3	0	3	0.0%
1997	LDDV	22	11	11	50.0%
1997	LDGT	7,856	3,557	4,299	45.3%
1997	LDGV	9,938	3,845	6,093	38.7%
1998	LDDT	0	0	0	-
1998	LDDV	39	17	22	43.6%
1998	LDGT	7,549	3,540	4,009	46.9%
1998	LDGV	9,413	3,577	5,836	38.0%
1999	LDDT	3	0	3	0.0%
1999	LDDV	83	16	67	19.3%
1999	LDGT	13,289	5,953	7,336	44.8%
1999	LDGV	18,379	6,235	12,144	33.9%
2000	LDDT	0	0	0	-
2000	LDDV	58	7	51	12.1%
2000	LDGT	13,915	6,045	7,870	43.4%
2000	LDGV	18,458	7,179	11,279	38.9%
2001	LDDT	1	0	1	0.0%
2001	LDDV	55	5	50	9.1%
2001	LDGT	24,257	9,173	15,084	37.8%
2001	LDGV	28,496	9,233	19,263	32.4%
2002	LDDT	0	0	0	-
2002	LDDV	63	5	58	7.9%
2002	LDGT	24,773	8,684	16,089	35.1%
2002	LDGV	26,875	8,233	18,642	30.6%
2003	LDDT	0	0	0	-
2003	LDDV	99	7	92	7.1%
2003	LDGT	46,506	14,533	31,973	31.2%
2003	LDGV	48,278	11,557	36,721	23.9%
2004	LDDT	4	1	3	25.0%
2004	LDDV	67	8	59	11.9%
2004	LDGT	39,006	11,779	27,227	30.2%
2004	LDGV	34,526	8,561	25,965	24.8%
2005	LDDT	39	4	35	10.3%
2005	LDDV	278	30	248	10.8%
2005	LDGT	63,296	15,102	48,194	23.9%
2005	LDGV	60,849	11,354	49,495	18.7%
2006	LDDT	27	1	26	3.7%
2006	LDDV	234	13	221	5.6%
2006	LDGT	46,817	10,940	35,877	23.4%
2006	LDGV	48,901	9,237	39,664	18.9%

Table F-4 (Page 1 of 3)

**New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2019**

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2007	LDDT	54	0	54	0.0%
2007	LDDV	17	7	10	41.2%
2007	LDGT	36,782	7,929	28,853	21.6%
2007	LDGV	42,517	6,982	35,535	16.4%
2008	HDGV	6,550	1,556	4,994	23.8%
2008	LDDT	141	3	138	2.1%
2008	LDDV	57	10	47	17.5%
2008	LDGT	87,927	11,385	76,542	12.9%
2008	LDGV	93,228	10,464	82,764	11.2%
2009	HDGV	3,347	908	2,439	27.1%
2009	LDDT	49	26	23	53.1%
2009	LDDV	22	5	17	22.7%
2009	LDGT	22,238	3,682	18,556	16.6%
2009	LDGV	31,680	4,359	27,321	13.8%
2010	HDGV	3,999	899	3,100	22.5%
2010	LDDT	188	71	117	37.8%
2010	LDDV	99	20	79	20.2%
2010	LDGT	75,680	7,424	68,256	9.8%
2010	LDGV	88,107	7,391	80,716	8.4%
2011	HDGV	5,667	1,112	4,555	19.6%
2011	LDDT	181	75	106	41.4%
2011	LDDV	184	34	150	18.5%
2011	LDGT	43,358	4,677	38,681	10.8%
2011	LDGV	39,870	4,180	35,690	10.5%
2012	HDGV	7,743	1,140	6,603	14.7%
2012	LDDT	436	133	303	30.5%
2012	LDDV	310	45	265	14.5%
2012	LDGT	102,899	6,889	96,010	6.7%
2012	LDGV	113,867	7,251	106,616	6.4%
2013	HDGV	5,749	731	5,018	12.7%
2013	LDDT	156	34	122	21.8%
2013	LDDV	288	30	258	10.4%
2013	LDGT	43,246	3,229	40,017	7.5%
2013	LDGV	50,343	3,365	46,978	6.7%
2014	HDGV	6,817	730	6,087	10.7%
2014	LDDT	899	134	765	14.9%
2014	LDDV	978	115	863	11.8%
2014	LDGT	137,434	6,688	130,746	4.9%
2014	LDGV	123,555	5,320	118,235	4.3%
2015	HDGV	6,305	693	5,612	11.0%
2015	LDDT	162	19	143	11.7%
2015	LDDV	68	6	62	8.8%
2015	LDGT	30,525	1,311	29,214	4.3%
2015	LDGV	17,764	738	17,026	4.2%

Table F-4 (Page 2 of 3)

**New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2019**

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2016	HDGV	5,780	440	5,340	7.6%
2016	LDDT	15	1	14	6.7%
2016	LDDV	0	0	0	-
2016	LDGT	3,603	214	3,389	5.9%
2016	LDGV	1,014	97	917	9.6%
2017	HDGV	6,320	299	6,021	4.7%
2017	LDDT	43	7	36	16.3%
2017	LDDV	0	0	0	-
2017	LDGT	3,073	127	2,946	4.1%
2017	LDGV	714	50	664	7.0%
2018	HDGV	4,580	277	4,303	6.0%
2018	LDDT	52	2	50	3.8%
2018	LDDV	0	0	0	-
2018	LDGT	2,535	105	2,430	4.1%
2018	LDGV	643	39	604	6.1%
2019	HDGV	313	37	276	11.8%
2019	LDDT	0	0	0	-
2019	LDDV	0	0	0	-
2019	LDGT	268	39	229	14.6%
2019	LDGV	52	1	51	1.9%
2020	HDGV	0	0	0	-
2020	LDDT	0	0	0	-
2020	LDDV	0	0	0	-
2020	LDGT	3	0	3	0.0%
2020	LDGV	2	1	1	50.0%
Totals		1,858,753	284,535	1,574,218	15.3%

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 2019

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	8	0	7	0.0%	87.5%	0	0	0	-	-	8	0	7	0.0%	87.5%
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	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
Pre 96/Unknown	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	542	112	244	20.7%	45.0%	534	110	242	20.6%	45.3%	0	0	0	-	-
1996	LDGV	700	126	324	18.0%	46.3%	685	123	317	18.0%	46.3%	0	0	0	-	-
1997	HDGV	3	0	1	0.0%	33.3%	0	0	0	-	-	3	0	1	0.0%	33.3%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	LDGT	1,225	266	584	21.7%	47.7%	1,212	265	576	21.9%	47.5%	0	0	0	-	-
1997	LDGV	1,576	341	756	21.6%	48.0%	1,543	331	741	21.5%	48.0%	0	0	0	-	-
1998	HDGV	2	0	0	0.0%	0.0%	0	0	0	-	-	2	0	0	0.0%	0.0%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	4	1	2	25.0%	50.0%	4	1	2	25.0%	50.0%	0	0	0	-	-
1998	LDGT	1,320	246	634	18.6%	48.0%	1,303	241	625	18.5%	48.0%	0	0	0	-	-
1998	LDGV	1,773	330	826	18.6%	46.6%	1,748	327	813	18.7%	46.5%	0	0	0	-	-
1999	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	8	1	4	12.5%	50.0%	7	1	3	14.3%	42.9%	0	0	0	-	-
1999	LDGT	2,070	392	1,052	18.9%	50.8%	2,040	386	1,034	18.9%	50.7%	0	0	0	-	-
1999	LDGV	2,899	545	1,438	18.8%	49.6%	2,876	537	1,431	18.7%	49.8%	0	0	0	-	-
2000	HDGV	4	1	3	25.0%	75.0%	0	0	0	-	-	4	1	3	25.0%	75.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	6	0	4	0.0%	66.7%	6	0	4	0.0%	66.7%	0	0	0	-	-
2000	LDGT	2,437	453	1,214	18.6%	49.8%	2,396	447	1,192	18.7%	49.7%	0	0	0	-	-
2000	LDGV	3,510	667	1,608	19.0%	45.8%	3,481	661	1,591	19.0%	45.7%	0	0	0	-	-
2001	HDGV	4	0	1	0.0%	25.0%	0	0	0	-	-	4	0	1	0.0%	25.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	4	1	1	25.0%	25.0%	4	1	1	25.0%	25.0%	0	0	0	-	-
2001	LDGT	5,472	1,304	2,683	23.8%	49.0%	5,434	1,295	2,664	23.8%	49.0%	0	0	0	-	-
2001	LDGV	6,198	1,552	2,894	25.0%	46.7%	6,154	1,541	2,874	25.0%	46.7%	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 2019

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	8	0	7	0.0%	87.5%	0	0	0	-	-	8	0	7	0.0%	87.5%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	4	0	3	0.0%	75.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2002	LDGT	5,208	1,142	2,592	21.9%	49.8%	5,167	1,134	2,566	21.9%	49.7%	0	0	0	-	-
2002	LDGV	5,694	1,325	2,599	23.3%	45.6%	5,650	1,311	2,578	23.2%	45.6%	0	0	0	-	-
2003	HDGV	5	1	3	20.0%	60.0%	0	0	0	-	-	5	1	3	20.0%	60.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	5	0	4	0.0%	80.0%	5	0	4	0.0%	80.0%	0	0	0	-	-
2003	LDGT	7,626	1,617	4,020	21.2%	52.7%	7,584	1,608	3,996	21.2%	52.7%	0	0	0	-	-
2003	LDGV	7,723	1,669	3,959	21.6%	51.3%	7,671	1,653	3,940	21.5%	51.4%	0	0	0	-	-
2004	HDGV	10	1	9	10.0%	90.0%	0	0	0	-	-	10	1	9	10.0%	90.0%
2004	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDDV	10	1	6	10.0%	60.0%	10	1	6	10.0%	60.0%	0	0	0	-	-
2004	LDGT	6,734	1,416	3,459	21.0%	51.4%	6,689	1,408	3,432	21.0%	51.3%	0	0	0	-	-
2004	LDGV	5,861	1,273	2,995	21.7%	51.1%	5,820	1,267	2,968	21.8%	51.0%	0	0	0	-	-
2005	HDGV	5	0	3	0.0%	60.0%	0	0	0	-	-	5	0	3	0.0%	60.0%
2005	LDDT	3	0	2	0.0%	66.7%	3	0	2	0.0%	66.7%	0	0	0	-	-
2005	LDDV	36	4	23	11.1%	63.9%	36	4	23	11.1%	63.9%	0	0	0	-	-
2005	LDGT	8,907	1,805	5,032	20.3%	56.5%	8,849	1,791	4,994	20.2%	56.4%	0	0	0	-	-
2005	LDGV	7,829	1,499	4,432	19.1%	56.6%	7,772	1,482	4,406	19.1%	56.7%	0	0	0	-	-
2006	HDGV	8	0	7	0.0%	87.5%	0	0	0	-	-	8	0	7	0.0%	87.5%
2006	LDDT	2	0	0	0.0%	0.0%	2	0	0	0.0%	0.0%	0	0	0	-	-
2006	LDDV	13	3	7	23.1%	53.8%	12	3	6	25.0%	50.0%	0	0	0	-	-
2006	LDGT	6,268	1,232	3,521	19.7%	56.2%	6,235	1,223	3,500	19.6%	56.1%	0	0	0	-	-
2006	LDGV	6,386	1,268	3,454	19.9%	54.1%	6,320	1,253	3,423	19.8%	54.2%	0	0	0	-	-
2007	HDGV	7	0	4	0.0%	57.1%	0	0	0	-	-	7	0	4	0.0%	57.1%
2007	LDDT	3	0	1	0.0%	33.3%	3	0	1	0.0%	33.3%	0	0	0	-	-
2007	LDDV	2	0	1	0.0%	50.0%	2	0	1	0.0%	50.0%	0	0	0	-	-
2007	LDGT	4,571	914	2,556	20.0%	55.9%	4,546	910	2,536	20.0%	55.8%	0	0	0	-	-
2007	LDGV	4,773	891	2,628	18.7%	55.1%	4,737	877	2,621	18.5%	55.3%	0	0	0	-	-
2008	HDGV	754	169	469	22.4%	62.2%	750	169	466	22.5%	62.1%	1	0	1	0.0%	100.0%
2008	LDDT	7	0	6	0.0%	85.7%	7	0	6	0.0%	85.7%	0	0	0	-	-
2008	LDDV	7	0	6	0.0%	85.7%	7	0	6	0.0%	85.7%	0	0	0	-	-
2008	LDGT	6,959	1,349	4,321	19.4%	62.1%	6,918	1,338	4,296	19.3%	62.1%	0	0	0	-	-
2008	LDGV	7,027	1,357	4,359	19.3%	62.0%	6,962	1,342	4,328	19.3%	62.2%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2019

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	HDTV	513	136	308	26.5%	60.0%	509	135	305	26.5%	59.9%	0	0	0	-	-
2009	LDDT	15	5	7	33.3%	46.7%	15	5	7	33.3%	46.7%	0	0	0	-	-
2009	LDDV	4	0	3	0.0%	75.0%	4	0	3	0.0%	75.0%	0	0	0	-	-
2009	LDGT	2,298	467	1,368	20.3%	59.5%	2,288	464	1,361	20.3%	59.5%	0	0	0	-	-
2009	LDGV	2,822	525	1,688	18.6%	59.8%	2,804	524	1,677	18.7%	59.8%	0	0	0	-	-
2010	HDTV	545	133	331	24.4%	60.7%	541	133	327	24.6%	60.4%	1	0	1	0.0%	100.0%
2010	LDDT	56	24	20	42.9%	35.7%	56	24	20	42.9%	35.7%	0	0	0	-	-
2010	LDDV	16	6	6	37.5%	37.5%	16	6	6	37.5%	37.5%	0	0	0	-	-
2010	LDGT	4,541	825	3,035	18.2%	66.8%	4,518	821	3,018	18.2%	66.8%	0	0	0	-	-
2010	LDGV	4,779	869	3,149	18.2%	65.9%	4,751	863	3,133	18.2%	65.9%	0	0	0	-	-
2011	HDTV	674	158	440	23.4%	65.3%	667	158	434	23.7%	65.1%	4	0	4	0.0%	100.0%
2011	LDDT	58	25	26	43.1%	44.8%	58	25	26	43.1%	44.8%	0	0	0	-	-
2011	LDDV	25	9	11	36.0%	44.0%	25	9	11	36.0%	44.0%	0	0	0	-	-
2011	LDGT	2,577	489	1,712	19.0%	66.4%	2,563	487	1,703	19.0%	66.4%	0	0	0	-	-
2011	LDGV	2,640	523	1,671	19.8%	63.3%	2,608	518	1,650	19.9%	63.3%	0	0	0	-	-
2012	HDTV	699	140	474	20.0%	67.8%	692	140	467	20.2%	67.5%	3	0	3	0.0%	100.0%
2012	LDDT	89	43	32	48.3%	36.0%	89	43	32	48.3%	36.0%	0	0	0	-	-
2012	LDDV	35	10	20	28.6%	57.1%	35	10	20	28.6%	57.1%	0	0	0	-	-
2012	LDGT	4,437	910	3,021	20.5%	68.1%	4,424	909	3,010	20.5%	68.0%	0	0	0	-	-
2012	LDGV	4,882	1,014	3,265	20.8%	66.9%	4,842	1,007	3,240	20.8%	66.9%	0	0	0	-	-
2013	HDTV	459	84	335	18.3%	73.0%	455	84	331	18.5%	72.7%	1	0	1	0.0%	100.0%
2013	LDDT	19	7	12	36.8%	63.2%	19	7	12	36.8%	63.2%	0	0	0	-	-
2013	LDDV	29	5	18	17.2%	62.1%	29	5	18	17.2%	62.1%	0	0	0	-	-
2013	LDGT	1,978	385	1,332	19.5%	67.3%	1,974	384	1,329	19.5%	67.3%	0	0	0	-	-
2013	LDGV	2,489	571	1,600	22.9%	64.3%	2,464	570	1,581	23.1%	64.2%	0	0	0	-	-
2014	HDTV	528	109	386	20.6%	73.1%	513	108	373	21.1%	72.7%	11	1	9	9.1%	81.8%
2014	LDDT	96	28	59	29.2%	61.5%	95	28	59	29.5%	62.1%	0	0	0	-	-
2014	LDDV	95	28	59	29.5%	62.1%	95	28	59	29.5%	62.1%	0	0	0	-	-
2014	LDGT	4,912	1,246	3,214	25.4%	65.4%	4,902	1,246	3,205	25.4%	65.4%	0	0	0	-	-
2014	LDGV	3,873	946	2,530	24.4%	65.3%	3,832	938	2,501	24.5%	65.3%	0	0	0	-	-
2015	HDTV	399	92	271	23.1%	67.9%	386	92	259	23.8%	67.1%	11	0	10	0.0%	90.9%
2015	LDDT	11	2	7	18.2%	63.6%	11	2	7	18.2%	63.6%	0	0	0	-	-
2015	LDDV	5	2	3	40.0%	60.0%	5	2	3	40.0%	60.0%	0	0	0	-	-
2015	LDGT	691	118	526	17.1%	76.1%	682	118	517	17.3%	75.8%	0	0	0	-	-
2015	LDGV	577	143	375	24.8%	65.0%	569	143	369	25.1%	64.9%	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 2019

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	288	45	224	15.6%	77.8%	263	41	203	15.6%	77.2%	21	4	17	19.0%	81.0%
2016	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	162	29	121	17.9%	74.7%	162	29	121	17.9%	74.7%	0	0	0	-	-
2016	LDGV	57	12	37	21.1%	64.9%	57	12	37	21.1%	64.9%	0	0	0	-	-
2017	HDGV	193	36	144	18.7%	74.6%	184	36	137	19.6%	74.5%	7	0	6	0.0%	85.7%
2017	LDDT	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	90	13	70	14.4%	77.8%	90	13	70	14.4%	77.8%	0	0	0	-	-
2017	LDGV	32	6	25	18.8%	78.1%	32	6	25	18.8%	78.1%	0	0	0	-	-
2018	HDGV	165	28	133	17.0%	80.6%	161	28	129	17.4%	80.1%	4	0	4	0.0%	100.0%
2018	LDDT	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	59	12	45	20.3%	76.3%	58	12	44	20.7%	75.9%	0	0	0	-	-
2018	LDGV	23	4	18	17.4%	78.3%	23	4	18	17.4%	78.3%	0	0	0	-	-
2019	HDGV	11	0	9	0.0%	81.8%	9	0	7	0.0%	77.8%	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	11	1	10	9.1%	90.9%	11	1	10	9.1%	90.9%	0	0	0	-	-
2019	LDGV	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2020	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2020	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		171,193	35,539	96,932	20.8%	56.6%	169,783	35,261	96,100	20.8%	56.6%	136	8	109	5.9%	80.1%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2019

Model Yr	Veh Type	# MIL Check Without OBD Test Initial Fails	# MIL Check Without OBD Test Fail R1	# MIL Check Without OBD Test Pass R1	% MIL Check Without OBD Test Fail R1	% MIL Check Without OBD Test 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	-	-	4	0	3	0.0%	75.0%	3	0	3	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	-	-	2	0	2	0.0%	100.0%	0	0	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	-	-	7	0	2	0.0%	28.6%	4	0	4	0.0%	100.0%
1996	LDGV	0	0	0	-	-	21	1	9	4.8%	42.9%	3	0	2	0.0%	66.7%
1997	HDGV	0	0	0	-	-	2	0	1	0.0%	50.0%	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	13	1	4	7.7%	30.8%	8	0	4	0.0%	50.0%
1997	LDGV	0	0	0	-	-	32	4	12	12.5%	37.5%	14	0	13	0.0%	92.9%
1998	HDGV	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	0	0	0	-	-	20	2	8	10.0%	40.0%	11	0	8	0.0%	72.7%
1998	LDGV	0	0	0	-	-	35	0	16	0.0%	45.7%	5	1	2	20.0%	40.0%
1999	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGT	0	0	0	-	-	13	2	5	15.4%	38.5%	25	3	16	12.0%	64.0%
1999	LDGV	0	0	0	-	-	37	2	15	5.4%	40.5%	14	1	5	7.1%	35.7%
2000	HDGV	0	0	0	-	-	1	1	0	100.0%	0.0%	1	0	1	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	18	1	8	5.6%	44.4%	32	0	23	0.0%	71.9%
2000	LDGV	0	0	0	-	-	37	1	15	2.7%	40.5%	23	0	12	0.0%	52.2%
2001	HDGV	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	19	1	12	5.3%	63.2%	47	2	32	4.3%	68.1%
2001	LDGV	0	0	0	-	-	49	1	26	2.0%	53.1%	27	1	14	3.7%	51.9%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2019

Model Yr	Veh Type	# MIL Check Without OBD Test Initial Fails	# MIL Check Without OBD Test Fail R1	# MIL Check Without OBD Test Pass R1	% MIL Check Without OBD Test Fail R1	% MIL Check Without OBD Test 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	-	-	5	0	4	0.0%	80.0%	1	0	1	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
2002	LDGT	0	0	0	-	-	16	0	9	0.0%	56.3%	49	4	32	8.2%	65.3%
2002	LDGV	0	0	0	-	-	67	5	31	7.5%	46.3%	24	1	19	4.2%	79.2%
2003	HDGV	0	0	0	-	-	2	1	1	50.0%	50.0%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	31	1	14	3.2%	45.2%	61	4	39	6.6%	63.9%
2003	LDGV	0	0	0	-	-	69	1	30	1.4%	43.5%	32	3	21	9.4%	65.6%
2004	HDGV	0	0	0	-	-	2	1	1	50.0%	50.0%	2	0	2	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	23	2	11	8.7%	47.8%	60	2	35	3.3%	58.3%
2004	LDGV	0	0	0	-	-	56	4	30	7.1%	53.6%	24	1	18	4.2%	75.0%
2005	HDGV	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	13	1	12	7.7%	92.3%	66	7	44	10.6%	66.7%
2005	LDGV	0	0	0	-	-	51	4	27	7.8%	52.9%	34	5	17	14.7%	50.0%
2006	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT	0	0	0	-	-	10	0	7	0.0%	70.0%	33	6	21	18.2%	63.6%
2006	LDGV	0	0	0	-	-	58	3	28	5.2%	48.3%	33	3	20	9.1%	60.6%
2007	HDGV	0	0	0	-	-	1	0	0	0.0%	0.0%	2	0	1	0.0%	50.0%
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	-	-	7	1	5	14.3%	71.4%	17	1	9	5.9%	52.9%
2007	LDGV	0	0	0	-	-	39	2	18	5.1%	46.2%	14	3	9	21.4%	64.3%
2008	HDGV	0	0	0	-	-	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	8	0	8	0.0%	100.0%	37	2	27	5.4%	73.0%
2008	LDGV	0	0	0	-	-	47	5	19	10.6%	40.4%	37	5	23	13.5%	62.2%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2019

Model Yr	Veh Type	# MIL Check Without OBD Test Initial Fails	# MIL Check Without OBD Test Fail R1	# MIL Check Without OBD Test Pass R1	% MIL Check Without OBD Test Fail R1	% MIL Check Without OBD Test 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	-	-	1	0	1	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	-	-	1	0	1	0.0%	100.0%	14	2	9	14.3%	64.3%
2009	LDGV	0	0	0	-	-	20	2	9	10.0%	45.0%	9	0	4	0.0%	44.4%
2010	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	6	0	5	0.0%	83.3%	14	1	10	7.1%	71.4%
2010	LDGV	0	0	0	-	-	21	2	11	9.5%	52.4%	18	1	14	5.6%	77.8%
2011	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	5	0	3	0.0%	60.0%	8	0	6	0.0%	75.0%
2011	LDGV	0	0	0	-	-	22	0	13	0.0%	59.1%	14	1	11	7.1%	78.6%
2012	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	5	0	2	0.0%	40.0%
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	-	-	5	1	4	20.0%	80.0%	7	0	6	0.0%	85.7%
2012	LDGV	0	0	0	-	-	30	1	19	3.3%	63.3%	9	2	6	22.2%	66.7%
2013	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
2013	LDGV	0	0	0	-	-	36	2	22	5.6%	61.1%	1	0	1	0.0%	100.0%
2014	HDGV	10	1	8	10.0%	80.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2014	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%	3	0	3	0.0%	100.0%
2014	LDGV	0	0	0	-	-	49	6	32	12.2%	65.3%	5	0	5	0.0%	100.0%
2015	HDGV	11	0	10	0.0%	90.9%	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	-	-	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2015	LDGV	0	0	0	-	-	7	0	5	0.0%	71.4%	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 2019

Model Yr	Veh Type	# MIL Check Without OBD Test Initial Fails	# MIL Check Without OBD Test Fail R1	# MIL Check Without OBD Test Pass R1	% MIL Check Without OBD Test Fail R1	% MIL Check Without OBD Test 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	20	4	16	20.0%	80.0%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
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	0	6	0.0%	85.7%	0	0	0	-	-	1	0	1	0.0%	100.0%
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	4	0	4	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	-	-	1	0	1	0.0%	100.0%	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	-	-
2020	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2020	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		56	5	48	8.9%	85.7%	1,038	62	534	6.0%	51.4%	866	62	567	7.2%	65.5%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2019

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	-	-	1	0	1	0.0%	100.0%
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	1	0	0	0.0%	0.0%	0	0	0	-	-
1996	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
1997	HDGV	1	0	0	0.0%	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	1	0.0%	50.0%	6	0	5	0.0%	83.3%
1998	HDGV	1	0	0	0.0%	0.0%	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-
1998	LDGT	1	0	1	0.0%	100.0%	7	0	5	0.0%	71.4%
1998	LDGV	1	0	0	0.0%	0.0%	4	0	2	0.0%	50.0%
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	3	0.0%	100.0%	7	0	5	0.0%	71.4%
1999	LDGV	0	0	0	-	-	9	0	4	0.0%	44.4%
2000	HDGV	0	0	0	-	-	2	0	2	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%	7	2	4	28.6%	57.1%
2000	LDGV	2	0	2	0.0%	100.0%	11	0	9	0.0%	81.8%
2001	HDGV	0	0	0	-	-	3	0	1	0.0%	33.3%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	2	0	1	0.0%	50.0%	8	0	6	0.0%	75.0%
2001	LDGV	2	0	2	0.0%	100.0%	8	0	6	0.0%	75.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2019

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	1	0	1	0.0%	100.0%	10	0	9	0.0%	90.0%
2002	LDGV	0	0	0	-	-	20	0	16	0.0%	80.0%
2003	HDGV	3	0	2	0.0%	66.7%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	3	0	1	0.0%	33.3%	14	1	9	7.1%	64.3%
2003	LDGV	3	0	2	0.0%	66.7%	12	0	10	0.0%	83.3%
2004	HDGV	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	1	0	1	0.0%	100.0%	17	0	16	0.0%	94.1%
2004	LDGV	1	0	0	0.0%	0.0%	6	0	4	0.0%	66.7%
2005	HDGV	3	0	2	0.0%	66.7%	1	0	1	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	4	0	2	0.0%	50.0%	12	0	10	0.0%	83.3%
2005	LDGV	1	0	0	0.0%	0.0%	15	1	12	6.7%	80.0%
2006	HDGV	2	0	2	0.0%	100.0%	4	0	3	0.0%	75.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	3	0	2	0.0%	66.7%	17	1	13	5.9%	76.5%
2006	LDGV	2	0	2	0.0%	100.0%	9	0	8	0.0%	88.9%
2007	HDGV	2	0	2	0.0%	100.0%	2	0	1	0.0%	50.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	4	0	4	0.0%	100.0%	11	1	9	9.1%	81.8%
2007	LDGV	1	0	0	0.0%	0.0%	6	0	4	0.0%	66.7%
2008	HDGV	3	0	3	0.0%	100.0%	4	0	3	0.0%	75.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	4	0	3	0.0%	75.0%	10	1	7	10.0%	70.0%
2008	LDGV	3	0	2	0.0%	66.7%	15	0	12	0.0%	80.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2019

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	4	0	4	0.0%	100.0%	6	0	5	0.0%	83.3%
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%	6	1	5	16.7%	83.3%
2009	LDGV	0	0	0	-	-	5	0	5	0.0%	100.0%
2010	HDGV	6	0	6	0.0%	100.0%	2	0	2	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	4	1	3	25.0%	75.0%	7	1	6	14.3%	85.7%
2010	LDGV	2	0	2	0.0%	100.0%	7	1	6	14.3%	85.7%
2011	HDGV	2	0	1	0.0%	50.0%	7	0	7	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	1	0	1	0.0%	100.0%	5	0	4	0.0%	80.0%
2011	LDGV	1	0	1	0.0%	100.0%	8	0	7	0.0%	87.5%
2012	HDGV	4	0	4	0.0%	100.0%	5	0	3	0.0%	60.0%
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	3	0	3	0.0%	100.0%	9	1	6	11.1%	66.7%
2012	LDGV	0	0	0	-	-	11	0	11	0.0%	100.0%
2013	HDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-
2013	LDGT	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2013	LDGV	0	0	0	-	-	5	0	4	0.0%	80.0%
2014	HDGV	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-
2014	LDGT	3	0	3	0.0%	100.0%	4	0	2	0.0%	50.0%
2014	LDGV	0	0	0	-	-	5	0	5	0.0%	100.0%
2015	HDGV	1	0	1	0.0%	100.0%	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	1	0	1	0.0%	100.0%	5	0	4	0.0%	80.0%
2015	LDGV	0	0	0	-	-	2	0	2	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 2019

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	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2016	LDDT	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-
2017	HDGV	0	0	0	-	-	3	0	2	0.0%	66.7%
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	-	-	2	0	2	0.0%	100.0%
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	-	-
2020	HDGV	0	0	0	-	-	0	0	0	-	-
2020	LDDT	0	0	0	-	-	0	0	0	-	-
2020	LDDV	0	0	0	-	-	0	0	0	-	-
2020	LDGT	0	0	0	-	-	0	0	0	-	-
2020	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		105	1	84	1.0%	80.0%	385	11	306	2.9%	79.5%

**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 2019

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	No Primary Test Initial Fails	# No Primary Test Pass R2	% No Primary Test Pass R2	MIL Check Without OBD Test Initial Fails	# MIL Check Without OBD Test Pass R2	% MIL Check Without OBD Test Pass R2
Pre 96/Unknown	HDGV	8	0	0.0%	0	0	-	8	0	0.0%	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	2	0	0.0%	0	0	-	2	0	0.0%	0	0	-
Pre 96/Unknown	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
1996	HDGV	1	0	0.0%	0	0	-	1	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	542	53	9.8%	534	51	9.6%	0	0	-	0	0	-
1996	LDGV	700	63	9.0%	685	62	9.1%	0	0	-	0	0	-
1997	HDGV	3	0	0.0%	0	0	-	3	0	0.0%	0	0	-
1997	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
1997	LDGT	1,225	147	12.0%	1,212	146	12.0%	0	0	-	0	0	-
1997	LDGV	1,576	188	11.9%	1,543	181	11.7%	0	0	-	0	0	-
1998	HDGV	2	0	0.0%	0	0	-	2	0	0.0%	0	0	-
1998	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDDV	4	0	0.0%	4	0	0.0%	0	0	-	0	0	-
1998	LDGT	1,320	145	11.0%	1,303	142	10.9%	0	0	-	0	0	-
1998	LDGV	1,773	183	10.3%	1,748	182	10.4%	0	0	-	0	0	-
1999	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	0	0	-
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	8	1	12.5%	7	1	14.3%	0	0	-	0	0	-
1999	LDGT	2,070	230	11.1%	2,040	225	11.0%	0	0	-	0	0	-
1999	LDGV	2,899	300	10.3%	2,876	295	10.3%	0	0	-	0	0	-
2000	HDGV	4	1	25.0%	0	0	-	4	1	25.0%	0	0	-
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	6	0	0.0%	6	0	0.0%	0	0	-	0	0	-
2000	LDGT	2,437	268	11.0%	2,396	263	11.0%	0	0	-	0	0	-
2000	LDGV	3,510	354	10.1%	3,481	349	10.0%	0	0	-	0	0	-
2001	HDGV	4	0	0.0%	0	0	-	4	0	0.0%	0	0	-
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	4	1	25.0%	4	1	25.0%	0	0	-	0	0	-
2001	LDGT	5,472	820	15.0%	5,434	814	15.0%	0	0	-	0	0	-
2001	LDGV	6,198	882	14.2%	6,154	874	14.2%	0	0	-	0	0	-

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2019

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	No Primary Test Initial Fails	# No Primary Test Pass R2	% No Primary Test Pass R2	MIL Check Without OBD Test Initial Fails	# MIL Check Without OBD Test Pass R2	% MIL Check Without OBD Test Pass R2
2002	HDGV	8	0	0.0%	0	0	-	8	0	0.0%	0	0	-
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	4	0	0.0%	3	0	0.0%	0	0	-	0	0	-
2002	LDGT	5,208	689	13.2%	5,167	684	13.2%	0	0	-	0	0	-
2002	LDGV	5,694	737	12.9%	5,650	726	12.8%	0	0	-	0	0	-
2003	HDGV	5	1	20.0%	0	0	-	5	1	20.0%	0	0	-
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	5	0	0.0%	5	0	0.0%	0	0	-	0	0	-
2003	LDGT	7,626	1,007	13.2%	7,584	999	13.2%	0	0	-	0	0	-
2003	LDGV	7,723	1,008	13.1%	7,671	996	13.0%	0	0	-	0	0	-
2004	HDGV	10	1	10.0%	0	0	-	10	1	10.0%	0	0	-
2004	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2004	LDDV	10	0	0.0%	10	0	0.0%	0	0	-	0	0	-
2004	LDGT	6,734	849	12.6%	6,689	846	12.6%	0	0	-	0	0	-
2004	LDGV	5,861	735	12.5%	5,820	732	12.6%	0	0	-	0	0	-
2005	HDGV	5	0	0.0%	0	0	-	5	0	0.0%	0	0	-
2005	LDDT	3	0	0.0%	3	0	0.0%	0	0	-	0	0	-
2005	LDDV	36	2	5.6%	36	2	5.6%	0	0	-	0	0	-
2005	LDGT	8,907	1,167	13.1%	8,849	1,155	13.1%	0	0	-	0	0	-
2005	LDGV	7,829	949	12.1%	7,772	936	12.0%	0	0	-	0	0	-
2006	HDGV	8	0	0.0%	0	0	-	8	0	0.0%	0	0	-
2006	LDDT	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2006	LDDV	13	2	15.4%	12	2	16.7%	0	0	-	0	0	-
2006	LDGT	6,268	772	12.3%	6,235	766	12.3%	0	0	-	0	0	-
2006	LDGV	6,386	801	12.5%	6,320	791	12.5%	0	0	-	0	0	-
2007	HDGV	7	0	0.0%	0	0	-	7	0	0.0%	0	0	-
2007	LDDT	3	0	0.0%	3	0	0.0%	0	0	-	0	0	-
2007	LDDV	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2007	LDGT	4,571	597	13.1%	4,546	595	13.1%	0	0	-	0	0	-
2007	LDGV	4,773	551	11.5%	4,737	540	11.4%	0	0	-	0	0	-
2008	HDGV	754	136	18.0%	750	136	18.1%	1	0	0.0%	0	0	-
2008	LDDT	7	0	0.0%	7	0	0.0%	0	0	-	0	0	-
2008	LDDV	7	0	0.0%	7	0	0.0%	0	0	-	0	0	-
2008	LDGT	6,959	930	13.4%	6,918	922	13.3%	0	0	-	0	0	-
2008	LDGV	7,027	961	13.7%	6,962	953	13.7%	0	0	-	0	0	-

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2009	HDGV	513	119	23.2%	509	118	23.2%	0	0	-	0	0	-
2009	LDDT	15	3	20.0%	15	3	20.0%	0	0	-	0	0	-
2009	LDDV	4	0	0.0%	4	0	0.0%	0	0	-	0	0	-
2009	LDGT	2,298	336	14.6%	2,288	334	14.6%	0	0	-	0	0	-
2009	LDGV	2,822	365	12.9%	2,804	365	13.0%	0	0	-	0	0	-
2010	HDGV	545	108	19.8%	541	108	20.0%	1	0	0.0%	0	0	-
2010	LDDT	56	16	28.6%	56	16	28.6%	0	0	-	0	0	-
2010	LDDV	16	4	25.0%	16	4	25.0%	0	0	-	0	0	-
2010	LDGT	4,541	618	13.6%	4,518	614	13.6%	0	0	-	0	0	-
2010	LDGV	4,779	632	13.2%	4,751	628	13.2%	0	0	-	0	0	-
2011	HDGV	674	130	19.3%	667	130	19.5%	4	0	0.0%	0	0	-
2011	LDDT	58	20	34.5%	58	20	34.5%	0	0	-	0	0	-
2011	LDDV	25	7	28.0%	25	7	28.0%	0	0	-	0	0	-
2011	LDGT	2,577	373	14.5%	2,563	372	14.5%	0	0	-	0	0	-
2011	LDGV	2,640	388	14.7%	2,608	386	14.8%	0	0	-	0	0	-
2012	HDGV	699	115	16.5%	692	115	16.6%	3	0	0.0%	0	0	-
2012	LDDT	89	32	36.0%	89	32	36.0%	0	0	-	0	0	-
2012	LDDV	35	10	28.6%	35	10	28.6%	0	0	-	0	0	-
2012	LDGT	4,437	739	16.7%	4,424	738	16.7%	0	0	-	0	0	-
2012	LDGV	4,882	814	16.7%	4,842	808	16.7%	0	0	-	0	0	-
2013	HDGV	459	72	15.7%	455	72	15.8%	1	0	0.0%	0	0	-
2013	LDDT	19	6	31.6%	19	6	31.6%	0	0	-	0	0	-
2013	LDDV	29	4	13.8%	29	4	13.8%	0	0	-	0	0	-
2013	LDGT	1,978	321	16.2%	1,974	321	16.3%	0	0	-	0	0	-
2013	LDGV	2,489	431	17.3%	2,464	430	17.5%	0	0	-	0	0	-
2014	HDGV	528	91	17.2%	513	90	17.5%	11	1	9.1%	10	1	10.0%
2014	LDDT	96	23	24.0%	95	23	24.2%	0	0	-	0	0	-
2014	LDDV	95	22	23.2%	95	22	23.2%	0	0	-	0	0	-
2014	LDGT	4,912	995	20.3%	4,902	995	20.3%	0	0	-	0	0	-
2014	LDGV	3,873	738	19.1%	3,832	733	19.1%	0	0	-	0	0	-
2015	HDGV	399	82	20.6%	386	82	21.2%	11	0	0.0%	11	0	0.0%
2015	LDDT	11	2	18.2%	11	2	18.2%	0	0	-	0	0	-
2015	LDDV	5	2	40.0%	5	2	40.0%	0	0	-	0	0	-
2015	LDGT	691	97	14.0%	682	97	14.2%	0	0	-	0	0	-
2015	LDGV	577	117	20.3%	569	117	20.6%	0	0	-	0	0	-

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2016	HDGV	288	42	14.6%	263	38	14.4%	21	4	19.0%	20	4	20.0%
2016	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2016	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDGT	162	25	15.4%	162	25	15.4%	0	0	-	0	0	-
2016	LDGV	57	10	17.5%	57	10	17.5%	0	0	-	0	0	-
2017	HDGV	193	33	17.1%	184	33	17.9%	7	0	0.0%	7	0	0.0%
2017	LDDT	3	1	33.3%	3	1	33.3%	0	0	-	0	0	-
2017	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDGT	90	12	13.3%	90	12	13.3%	0	0	-	0	0	-
2017	LDGV	32	5	15.6%	32	5	15.6%	0	0	-	0	0	-
2018	HDGV	165	28	17.0%	161	28	17.4%	4	0	0.0%	4	0	0.0%
2018	LDDT	3	0	0.0%	3	0	0.0%	0	0	-	0	0	-
2018	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDGT	59	11	18.6%	58	11	19.0%	0	0	-	0	0	-
2018	LDGV	23	4	17.4%	23	4	17.4%	0	0	-	0	0	-
2019	HDGV	11	0	0.0%	9	0	0.0%	2	0	0.0%	2	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	11	1	9.1%	11	1	9.1%	0	0	-	0	0	-
2019	LDGV	1	1	100.0%	1	1	100.0%	0	0	-	0	0	-
2020	HDGV	2	0	0.0%	0	0	-	2	0	0.0%	2	0	0.0%
2020	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2020	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2020	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2020	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
Totals		171,193	23,536	13.7%	169,783	23,340	13.7%	136	8	5.9%	56	5	8.9%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2019

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	4	0	0.0%	3	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	2	0	0.0%	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	-	1	0	0.0%
1996	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDGT	7	0	0.0%	4	0	0.0%	1	0	0.0%	0	0	-
1996	LDGV	21	0	0.0%	3	0	0.0%	0	0	-	1	0	0.0%
1997	HDGV	2	0	0.0%	0	0	-	1	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	13	1	7.7%	8	0	0.0%	0	0	-	4	0	0.0%
1997	LDGV	32	3	9.4%	14	0	0.0%	2	0	0.0%	6	0	0.0%
1998	HDGV	1	0	0.0%	0	0	-	1	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	20	0	0.0%	11	0	0.0%	1	0	0.0%	7	0	0.0%
1998	LDGV	35	0	0.0%	5	1	20.0%	1	0	0.0%	4	0	0.0%
1999	HDGV	1	0	0.0%	0	0	-	0	0	-	0	0	-
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	0	0	-	0	0	-	0	0	-	1	0	0.0%
1999	LDGT	13	2	15.4%	25	3	12.0%	3	0	0.0%	7	0	0.0%
1999	LDGV	37	1	2.7%	14	0	0.0%	0	0	-	9	0	0.0%
2000	HDGV	1	1	100.0%	1	0	0.0%	0	0	-	2	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	18	0	0.0%	32	0	0.0%	2	0	0.0%	7	1	14.3%
2000	LDGV	37	1	2.7%	23	0	0.0%	2	0	0.0%	11	0	0.0%
2001	HDGV	1	0	0.0%	0	0	-	0	0	-	3	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	19	1	5.3%	47	1	2.1%	2	0	0.0%	8	0	0.0%
2001	LDGV	49	0	0.0%	27	1	3.7%	2	0	0.0%	8	0	0.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2019

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	5	0	0.0%	1	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	-	1	0	0.0%	0	0	-	0	0	-
2002	LDGT	16	0	0.0%	49	3	6.1%	1	0	0.0%	10	0	0.0%
2002	LDGV	67	2	3.0%	24	1	4.2%	0	0	-	20	0	0.0%
2003	HDGV	2	1	50.0%	0	0	-	3	0	0.0%	0	0	-
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDGT	31	1	3.2%	61	2	3.3%	3	0	0.0%	14	1	7.1%
2003	LDGV	69	1	1.4%	32	2	6.3%	3	0	0.0%	12	0	0.0%
2004	HDGV	2	1	50.0%	2	0	0.0%	3	0	0.0%	3	0	0.0%
2004	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDGT	23	1	4.3%	60	1	1.7%	1	0	0.0%	17	0	0.0%
2004	LDGV	56	3	5.4%	24	0	0.0%	1	0	0.0%	6	0	0.0%
2005	HDGV	1	0	0.0%	0	0	-	3	0	0.0%	1	0	0.0%
2005	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDGT	13	0	0.0%	66	4	6.1%	4	0	0.0%	12	0	0.0%
2005	LDGV	51	0	0.0%	34	3	8.8%	1	0	0.0%	15	0	0.0%
2006	HDGV	0	0	-	2	0	0.0%	2	0	0.0%	4	0	0.0%
2006	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2006	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
2006	LDGT	10	0	0.0%	33	3	9.1%	3	0	0.0%	17	1	5.9%
2006	LDGV	58	3	5.2%	33	1	3.0%	2	0	0.0%	9	0	0.0%
2007	HDGV	1	0	0.0%	2	0	0.0%	2	0	0.0%	2	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	7	0	0.0%	17	1	5.9%	4	0	0.0%	11	1	9.1%
2007	LDGV	39	2	5.1%	14	2	14.3%	1	0	0.0%	6	0	0.0%
2008	HDGV	1	0	0.0%	1	0	0.0%	3	0	0.0%	4	0	0.0%
2008	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGT	8	0	0.0%	37	1	2.7%	4	0	0.0%	10	1	10.0%
2008	LDGV	47	2	4.3%	37	4	10.8%	3	0	0.0%	15	0	0.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2019

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	1	0	0.0%	0	0	-	4	0	0.0%	6	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	1	0	0.0%	14	1	7.1%	1	0	0.0%	6	1	16.7%
2009	LDGV	20	0	0.0%	9	0	0.0%	0	0	-	5	0	0.0%
2010	HDGV	1	0	0.0%	0	0	-	6	0	0.0%	2	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	6	0	0.0%	14	1	7.1%	4	1	25.0%	7	1	14.3%
2010	LDGV	21	1	4.8%	18	0	0.0%	2	0	0.0%	7	0	0.0%
2011	HDGV	2	0	0.0%	0	0	-	2	0	0.0%	7	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%	1	0	0.0%	5	0	0.0%
2011	LDGV	22	0	0.0%	14	1	7.1%	1	0	0.0%	8	0	0.0%
2012	HDGV	1	0	0.0%	5	0	0.0%	4	0	0.0%	5	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	5	1	20.0%	7	0	0.0%	3	0	0.0%	9	1	11.1%
2012	LDGV	30	0	0.0%	9	1	11.1%	0	0	-	11	0	0.0%
2013	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	3	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%	2	0	0.0%	1	0	0.0%	3	0	0.0%
2013	LDGV	36	2	5.6%	1	0	0.0%	0	0	-	5	0	0.0%
2014	HDGV	0	0	-	2	0	0.0%	3	0	0.0%	2	0	0.0%
2014	LDDT	0	0	-	1	0	0.0%	0	0	-	0	0	-
2014	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDGT	4	0	0.0%	3	0	0.0%	3	0	0.0%	4	0	0.0%
2014	LDGV	49	2	4.1%	5	0	0.0%	0	0	-	5	0	0.0%
2015	HDGV	0	0	-	0	0	-	1	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	1	0	0.0%	3	0	0.0%	1	0	0.0%	5	0	0.0%
2015	LDGV	7	0	0.0%	0	0	-	0	0	-	2	0	0.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2019

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	1	0	0.0%	2	0	0.0%	1	0	0.0%	2	0	0.0%
2016	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2017	HDGV	0	0	-	1	0	0.0%	0	0	-	3	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	-	2	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	1	0	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	-
2020	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2020	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2020	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2020	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2020	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
Totals		1,038	33	3.2%	866	38	4.4%	105	1	1.0%	385	8	2.1%

APPENDIX I -PART I

VEHICLES WITH NO KNOWN FINAL OUTCOME BY TEST TYPE

YEARS 2018 & 2019

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	2018 Overall Initial Insps	2018 Overall Initial Fails	Dropped From Inspection ¹	Late Pass 2019 ²	Dropped From Fleet ³	Overall No Known Outcome ⁴	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2018 OBD Initial Insps	2018 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	1,380	5	0	0	0	0	0.00%	0.00%	0	0	0	-	-
Pre 96/Unknown	LDDT	4	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	596	1	0	0	0	0	0.00%	0.00%	0	0	0	-	-
Pre 96/Unknown	LDGV	30	0	0	0	0	0	0.00%	-	0	0	0	-	-
1996	HDGV	338	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	5,874	877	365	16	184	165	2.81%	18.81%	5,874	862	165	2.81%	19.14%
1996	LDGV	8,890	1,209	536	24	305	207	2.33%	17.12%	8,890	1,186	207	2.33%	17.45%
1997	HDGV	696	1	0	0	0	0	0.00%	0.00%	0	0	0	-	-
1997	LDDT	5	2	2	0	1	1	20.00%	50.00%	5	2	1	20.00%	50.00%
1997	LDDV	22	4	2	0	1	1	4.55%	25.00%	22	4	1	4.55%	25.00%
1997	LDGT	6,969	1,305	571	31	278	262	3.76%	20.08%	6,969	1,288	262	3.76%	20.34%
1997	LDGV	8,460	1,614	707	27	410	270	3.19%	16.73%	8,460	1,592	270	3.19%	16.96%
1998	HDGV	543	1	0	0	0	0	0.00%	0.00%	0	0	0	-	-
1998	LDDT	2	0	0	0	0	0	0.00%	-	2	0	0	0.00%	-
1998	LDDV	65	8	3	0	0	3	4.62%	37.50%	65	8	3	4.62%	37.50%
1998	LDGT	12,647	1,991	776	34	418	324	2.56%	16.27%	12,647	1,970	324	2.56%	16.45%
1998	LDGV	18,154	2,785	1,100	41	636	423	2.33%	15.19%	18,154	2,743	423	2.33%	15.42%
1999	HDGV	1,234	2	2	0	1	1	0.08%	50.00%	0	0	0	-	-
1999	LDDT	5	1	1	0	1	0	0.00%	0.00%	5	1	0	0.00%	0.00%
1999	LDDV	66	7	1	0	0	1	1.52%	14.29%	66	5	1	1.52%	20.00%
1999	LDGT	12,594	2,214	865	45	435	385	3.06%	17.39%	12,594	2,187	385	3.06%	17.60%
1999	LDGV	16,486	3,045	1,253	64	743	446	2.71%	14.65%	16,486	3,013	446	2.71%	14.80%
2000	HDGV	1,799	3	1	1	0	0	0.00%	0.00%	0	0	0	-	-
2000	LDDT	2	0	0	0	0	0	0.00%	-	2	0	0	0.00%	-
2000	LDDV	74	7	2	0	0	2	2.70%	28.57%	74	7	2	2.70%	28.57%
2000	LDGT	23,626	3,704	1,388	82	742	564	2.39%	15.23%	23,626	3,659	564	2.39%	15.41%
2000	LDGV	34,470	5,702	2,310	108	1,305	897	2.60%	15.73%	34,470	5,652	897	2.60%	15.87%

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

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

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

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

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	2018 Overall Initial Insps	2018 Overall Initial Fails	Dropped From Inspection ¹	Late Pass 2019 ²	Dropped From Fleet ³	Overall No Known Outcome ⁴	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2018 OBD Initial Insps	2018 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2001	HDGV	2,079	5	1	0	1	0	0.00%	0.00%	0	0	0	-	-
2001	LDDT	1	0	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2001	LDDV	33	4	1	0	1	0	0.00%	0.00%	33	4	0	0.00%	0.00%
2001	LDGT	21,762	5,260	2,020	100	1,097	823	3.78%	15.65%	21,762	5,223	823	3.78%	15.76%
2001	LDGV	25,857	6,006	2,472	116	1,386	970	3.75%	16.15%	25,857	5,977	970	3.75%	16.23%
2002	HDGV	2,373	3	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2002	LDDT	1	0	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2002	LDDV	120	7	2	0	2	0	0.00%	0.00%	120	7	0	0.00%	0.00%
2002	LDGT	44,252	7,826	2,605	171	1,352	1,082	2.45%	13.83%	44,252	7,756	1,082	2.45%	13.95%
2002	LDGV	47,425	8,504	3,038	151	1,728	1,159	2.44%	13.63%	47,425	8,442	1,159	2.44%	13.73%
2003	HDGV	3,595	12	4	1	1	2	0.06%	16.67%	0	0	0	-	-
2003	LDDT	4	1	1	0	0	1	25.00%	100.00%	4	1	1	25.00%	100.00%
2003	LDDV	80	7	4	1	1	2	2.50%	28.57%	80	7	2	2.50%	28.57%
2003	LDGT	35,428	6,399	2,242	167	1,131	944	2.66%	14.75%	35,428	6,345	944	2.66%	14.88%
2003	LDGV	39,626	6,953	2,553	152	1,437	964	2.43%	13.86%	39,626	6,904	964	2.43%	13.96%
2004	HDGV	3,944	8	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2004	LDDT	5	1	0	0	0	0	0.00%	0.00%	5	1	0	0.00%	0.00%
2004	LDDV	165	22	4	2	2	0	0.00%	0.00%	165	22	0	0.00%	0.00%
2004	LDGT	69,444	9,665	2,953	246	1,434	1,273	1.83%	13.17%	69,444	9,583	1,273	1.83%	13.28%
2004	LDGV	63,057	8,422	2,631	158	1,423	1,050	1.67%	12.47%	63,057	8,340	1,050	1.67%	12.59%
2005	HDGV	4,184	10	1	0	1	0	0.00%	0.00%	0	0	0	-	-
2005	LDDT	14	2	0	0	0	0	0.00%	0.00%	14	2	0	0.00%	0.00%
2005	LDDV	236	25	8	2	4	2	0.85%	8.00%	236	24	2	0.85%	8.33%
2005	LDGT	45,940	6,903	2,180	162	1,073	945	2.06%	13.69%	45,940	6,852	945	2.06%	13.79%
2005	LDGV	46,211	6,558	2,166	134	1,150	882	1.91%	13.45%	46,211	6,514	882	1.91%	13.54%
2006	HDGV	5,883	19	2	0	0	2	0.03%	10.53%	0	0	0	-	-
2006	LDDT	39	3	1	0	0	1	2.56%	33.33%	39	3	1	2.56%	33.33%
2006	LDDV	378	14	3	0	1	2	0.53%	14.29%	378	13	2	0.53%	15.38%
2006	LDGT	65,833	7,557	2,005	158	943	904	1.37%	11.96%	65,833	7,505	904	1.37%	12.05%
2006	LDGV	70,832	7,965	2,329	190	1,199	940	1.33%	11.80%	70,832	7,895	940	1.33%	11.91%

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New Jersey Enhanced Inspection and Maintenance Program
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Year 2018

Model Yr	Veh Type	2018 Overall Initial Insps	2018 Overall Initial Fails	Dropped From Inspection ¹	Late Pass 2019 ²	Dropped From Fleet ³	Overall No Known Outcome ⁴	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2018 OBD Initial Insps	2018 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2007	HDGV	4,485	6	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2007	LDDT	114	7	1	1	0	0	0.00%	0.00%	114	7	0	0.00%	0.00%
2007	LDDV	37	3	0	0	0	0	0.00%	0.00%	37	3	0	0.00%	0.00%
2007	LDGT	86,349	7,438	1,824	164	823	837	0.97%	11.25%	86,349	7,405	837	0.97%	11.30%
2007	LDGV	99,643	7,718	2,024	159	1,084	781	0.78%	10.12%	99,643	7,645	781	0.78%	10.22%
2008	HDGV	6,607	710	137	19	48	70	1.06%	9.86%	6,289	707	70	1.11%	9.90%
2008	LDDT	63	3	2	1	0	1	1.59%	33.33%	63	3	1	1.59%	33.33%
2008	LDDV	26	3	1	0	1	0	0.00%	0.00%	26	3	0	0.00%	0.00%
2008	LDGT	39,797	3,653	917	89	374	454	1.14%	12.43%	39,797	3,623	454	1.14%	12.53%
2008	LDGV	39,806	3,748	1,089	83	519	487	1.22%	12.99%	39,806	3,698	487	1.22%	13.17%
2009	HDGV	4,439	527	78	15	22	41	0.92%	7.78%	4,272	522	41	0.96%	7.85%
2009	LDDT	125	29	9	0	3	6	4.80%	20.69%	125	29	6	4.80%	20.69%
2009	LDDV	124	23	6	0	4	2	1.61%	8.70%	124	23	2	1.61%	8.70%
2009	LDGT	68,712	4,127	818	93	381	344	0.50%	8.34%	68,712	4,108	344	0.50%	8.37%
2009	LDGV	100,983	5,126	1,062	136	515	411	0.41%	8.02%	100,969	5,097	411	0.41%	8.06%
2010	HDGV	3,983	469	87	21	24	42	1.05%	8.96%	3,773	468	42	1.11%	8.97%
2010	LDDT	100	34	12	3	5	4	4.00%	11.76%	100	34	4	4.00%	11.76%
2010	LDDV	73	20	7	1	6	0	0.00%	0.00%	73	20	0	0.00%	0.00%
2010	LDGT	43,309	2,390	455	61	188	206	0.48%	8.62%	43,309	2,376	206	0.48%	8.67%
2010	LDGV	53,593	2,720	566	66	251	249	0.46%	9.15%	53,593	2,696	249	0.46%	9.24%
2011	HDGV	7,648	686	96	18	21	57	0.75%	8.31%	6,902	682	57	0.83%	8.36%
2011	LDDT	282	75	15	3	5	7	2.48%	9.33%	282	75	7	2.48%	9.33%
2011	LDDV	240	55	18	3	10	5	2.08%	9.09%	240	55	5	2.08%	9.09%
2011	LDGT	110,140	4,314	687	103	310	274	0.25%	6.35%	110,140	4,303	274	0.25%	6.37%
2011	LDGV	98,577	4,194	675	93	306	276	0.28%	6.58%	98,577	4,151	276	0.28%	6.65%
2012	HDGV	7,543	562	73	18	21	34	0.45%	6.05%	6,735	559	34	0.50%	6.08%
2012	LDDT	187	44	16	3	11	2	1.07%	4.55%	187	44	2	1.07%	4.55%
2012	LDDV	102	18	6	1	4	1	0.98%	5.56%	102	18	1	0.98%	5.56%
2012	LDGT	37,217	1,794	283	52	117	114	0.31%	6.35%	37,217	1,788	114	0.31%	6.38%
2012	LDGV	45,791	1,982	330	42	142	146	0.32%	7.37%	45,791	1,969	146	0.32%	7.41%

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2013	HDGV	8,100	401	48	19	12	17	0.21%	4.24%	7,190	399	17	0.24%	4.26%
2013	LDDT	512	77	12	2	6	4	0.78%	5.19%	512	77	4	0.78%	5.19%
2013	LDDV	325	28	4	0	4	0	0.00%	0.00%	325	28	0	0.00%	0.00%
2013	LDGT	122,783	3,159	363	62	157	144	0.12%	4.56%	122,783	3,148	144	0.12%	4.57%
2013	LDGV	142,573	4,497	618	93	262	263	0.18%	5.85%	142,573	4,452	263	0.18%	5.91%
2014	HDGV	4,870	257	25	2	11	12	0.25%	4.67%	4,159	245	12	0.29%	4.90%
2014	LDDT	161	15	1	0	1	0	0.00%	0.00%	161	15	0	0.00%	0.00%
2014	LDDV	131	16	1	1	0	0	0.00%	0.00%	131	16	0	0.00%	0.00%
2014	LDGT	30,131	1,426	193	42	77	74	0.25%	5.19%	30,131	1,423	74	0.25%	5.20%
2014	LDGV	16,618	523	79	14	32	33	0.20%	6.31%	16,618	518	33	0.20%	6.37%
2015	HDGV	6,038	277	22	2	7	13	0.22%	4.69%	5,477	274	13	0.24%	4.74%
2015	LDDT	9	1	0	0	0	0	0.00%	0.00%	9	1	0	0.00%	0.00%
2015	LDDV	1	0	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2015	LDGT	3,608	157	14	3	3	8	0.22%	5.10%	3,608	156	8	0.22%	5.13%
2015	LDGV	1,068	55	12	3	1	8	0.75%	14.55%	1,068	55	8	0.75%	14.55%
2016	HDGV	6,690	177	18	5	5	8	0.12%	4.52%	5,743	172	8	0.14%	4.65%
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	3,155	110	12	1	3	8	0.25%	7.27%	3,155	109	8	0.25%	7.34%
2016	LDGV	763	44	7	1	1	5	0.66%	11.36%	763	44	5	0.66%	11.36%
2017	HDGV	5,783	139	6	2	3	1	0.02%	0.72%	5,115	132	1	0.02%	0.76%
2017	LDDT	40	1	0	0	0	0	0.00%	0.00%	40	1	0	0.00%	0.00%
2017	LDDV	1	0	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2017	LDGT	2,645	58	0	0	0	0	0.00%	0.00%	2,645	58	0	0.00%	0.00%
2017	LDGV	647	16	0	0	0	0	0.00%	0.00%	647	16	0	0.00%	0.00%
2018	HDGV	634	16	5	4	0	1	0.16%	6.25%	357	13	1	0.28%	7.69%
2018	LDDT	3	0	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2018	LDDV	0	0	0	0	0	0	-	-	0	0	0	-	-
2018	LDGT	368	6	2	0	0	2	0.54%	33.33%	368	6	2	0.54%	33.33%
2018	LDGV	99	3	1	0	0	1	1.01%	33.33%	99	3	1	1.01%	33.33%

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2019	HDGV	277	3	1	0	1	0	0.00%	0.00%	6	0	0	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	22	2	0	0	0	0	0.00%	0.00%	22	2	0	0.00%	0.00%
2019	LDGV	4	1	0	0	0	0	0.00%	0.00%	4	1	0	0.00%	0.00%
Totals		1,971,999	176,592	51,849	3,888	26,608	21,353	1.1%	12.1%	1,932,226	175,074	21,348	1.1%	12.2%

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Pre 96/Unknown	HDGV	1380	5	0	0.00%	0.00%	1,360	3	0	0.00%	0.00%	1,380	1	0	0.00%	0.00%
Pre 96/Unknown	LDDT	4	0	0	0.00%	-	0	0	0	-	-	4	0	0	0.00%	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	596	1	0	0.00%	0.00%	576	0	0	0.00%	-	596	1	0	0.00%	0.00%
Pre 96/Unknown	LDGV	30	0	0	0.00%	-	17	0	0	0.00%	-	30	0	0	0.00%	-
1996	HDGV	338	0	0	0.00%	-	338	0	0	0.00%	-	338	0	0	0.00%	-
1996	LDDT	2	0	0	0.00%	-	0	0	0	-	-	2	0	0	0.00%	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	5,874	12	3	0.05%	25.00%	5,874	6	2	0.03%	33.33%
1996	LDGV	0	0	0	-	-	8,890	27	7	0.08%	25.93%	8,890	12	1	0.01%	8.33%
1997	HDGV	696	1	0	0.00%	0.00%	696	1	0	0.00%	0.00%	696	0	0	0.00%	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	22	0	0	0.00%	-
1997	LDGT	0	0	0	-	-	6,969	11	2	0.03%	18.18%	6,969	17	5	0.07%	29.41%
1997	LDGV	0	0	0	-	-	8,460	26	6	0.07%	23.08%	8,460	11	3	0.04%	27.27%
1998	HDGV	543	1	0	0.00%	0.00%	543	0	0	0.00%	-	543	1	0	0.00%	0.00%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	65	0	0	0.00%	-
1998	LDGT	0	0	0	-	-	12,647	19	3	0.02%	15.79%	12,647	17	2	0.02%	11.76%
1998	LDGV	0	0	0	-	-	18,154	50	9	0.05%	18.00%	18,154	18	4	0.02%	22.22%
1999	HDGV	1234	2	1	0.08%	50.00%	1,234	2	1	0.08%	50.00%	1,234	0	0	0.00%	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	66	2	0	0.00%	0.00%
1999	LDGT	0	0	0	-	-	12,594	15	5	0.04%	33.33%	12,594	27	6	0.05%	22.22%
1999	LDGV	0	0	0	-	-	16,486	35	10	0.06%	28.57%	16,486	19	3	0.02%	15.79%
2000	HDGV	1799	3	0	0.00%	0.00%	1,799	1	0	0.00%	0.00%	1,799	1	0	0.00%	0.00%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	74	0	0	0.00%	-
2000	LDGT	0	0	0	-	-	23,626	24	2	0.01%	8.33%	23,626	38	4	0.02%	10.53%
2000	LDGV	0	0	0	-	-	34,470	56	13	0.04%	23.21%	34,470	40	8	0.02%	20.00%

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2001	HDGV	2079	5	0	0.00%	0.00%	2,079	3	0	0.00%	0.00%	2,079	2	0	0.00%	0.00%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	33	0	0	0.00%	-
2001	LDGT	0	0	0	-	-	21,762	21	4	0.02%	19.05%	21,762	39	4	0.02%	10.26%
2001	LDGV	0	0	0	-	-	25,857	36	9	0.03%	25.00%	25,857	22	2	0.01%	9.09%
2002	HDGV	2373	3	0	0.00%	0.00%	2,373	1	0	0.00%	0.00%	2,373	0	0	0.00%	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	120	0	0	0.00%	-
2002	LDGT	0	0	0	-	-	44,252	21	3	0.01%	14.29%	44,252	83	10	0.02%	12.05%
2002	LDGV	0	0	0	-	-	47,425	65	17	0.04%	26.15%	47,425	55	10	0.02%	18.18%
2003	HDGV	3595	12	2	0.06%	16.67%	3,595	2	1	0.03%	50.00%	3,595	1	0	0.00%	0.00%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	4	0	0	0.00%	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	80	0	0	0.00%	-
2003	LDGT	0	0	0	-	-	35,428	16	1	0.00%	6.25%	35,428	60	8	0.02%	13.33%
2003	LDGV	0	0	0	-	-	39,626	48	12	0.03%	25.00%	39,626	40	7	0.02%	17.50%
2004	HDGV	3944	8	0	0.00%	0.00%	3,944	1	0	0.00%	0.00%	3,944	1	0	0.00%	0.00%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	165	0	0	0.00%	-
2004	LDGT	0	0	0	-	-	69,444	30	2	0.00%	6.67%	69,444	96	12	0.02%	12.50%
2004	LDGV	0	0	0	-	-	63,057	83	16	0.03%	19.28%	63,057	40	3	0.00%	7.50%
2005	HDGV	4184	10	0	0.00%	0.00%	4,184	0	0	0.00%	-	4,184	2	0	0.00%	0.00%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	14	0	0	0.00%	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	236	1	0	0.00%	0.00%
2005	LDGT	0	0	0	-	-	45,940	17	3	0.01%	17.65%	45,940	55	9	0.02%	16.36%
2005	LDGV	0	0	0	-	-	46,211	53	15	0.03%	28.30%	46,211	21	2	0.00%	9.52%
2006	HDGV	5883	19	2	0.03%	10.53%	5,883	2	0	0.00%	0.00%	5,883	5	2	0.03%	40.00%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	39	0	0	0.00%	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	378	1	0	0.00%	0.00%
2006	LDGT	0	0	0	-	-	65,833	11	0	0.00%	0.00%	65,833	55	9	0.01%	16.36%
2006	LDGV	0	0	0	-	-	70,832	47	15	0.02%	31.91%	70,832	38	6	0.01%	15.79%

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Year 2018

Model Yr	Veh Type	2018 No Primary Test Insp ¹	2018 No Primary Test Fail	No Primary No Known Outcome	No Primary No Known Outcome % of Initial Insp	No Primary No Known Outcome % of Initial Fails	2018 Cat Conv Initial Insp	2018 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	2018 Smoke Initial Insp	2018 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
2007	HDGV	4485	6	0	0.00%	0.00%	4,485	0	0	0.00%	-	4,485	2	0	0.00%	0.00%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	114	0	0	0.00%	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	37	0	0	0.00%	-
2007	LDGT	0	0	0	-	-	86,349	12	2	0.00%	16.67%	86,349	24	5	0.01%	20.83%
2007	LDGV	0	0	0	-	-	99,643	45	9	0.01%	20.00%	99,643	36	5	0.01%	13.89%
2008	HDGV	318	1	0	0.00%	0.00%	6,607	0	0	0.00%	-	6,607	1	0	0.00%	0.00%
2008	LDDT	0	0	0	-	-	0	0	0	-	-	63	0	0	0.00%	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	26	1	0	0.00%	0.00%
2008	LDGT	0	0	0	-	-	39,797	2	1	0.00%	50.00%	39,797	24	1	0.00%	4.17%
2008	LDGV	0	0	0	-	-	39,806	38	11	0.03%	28.95%	39,806	26	5	0.01%	19.23%
2009	HDGV	167	0	0	0.00%	-	4,439	2	0	0.00%	0.00%	4,439	0	0	0.00%	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	125	0	0	0.00%	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	124	0	0	0.00%	-
2009	LDGT	0	0	0	-	-	68,712	2	0	0.00%	0.00%	68,712	16	1	0.00%	6.25%
2009	LDGV	14	1	0	0.00%	0.00%	100,983	19	5	0.00%	26.32%	100,983	16	0	0.00%	0.00%
2010	HDGV	210	1	0	0.00%	0.00%	3,983	0	0	0.00%	-	3,983	0	0	0.00%	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	100	0	0	0.00%	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	73	0	0	0.00%	-
2010	LDGT	0	0	0	-	-	43,309	1	0	0.00%	0.00%	43,309	10	1	0.00%	10.00%
2010	LDGV	0	0	0	-	-	53,593	15	3	0.01%	20.00%	53,593	11	2	0.00%	18.18%
2011	HDGV	746	4	0	0.00%	0.00%	7,648	0	0	0.00%	-	7,648	0	0	0.00%	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	282	0	0	0.00%	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	240	0	0	0.00%	-
2011	LDGT	0	0	0	-	-	110,140	5	0	0.00%	0.00%	110,140	8	1	0.00%	12.50%
2011	LDGV	0	0	0	-	-	98,577	39	4	0.00%	10.26%	98,577	19	2	0.00%	10.53%
2012	HDGV	808	0	0	0.00%	-	7,543	0	0	0.00%	-	7,543	2	0	0.00%	0.00%
2012	LDDT	0	0	0	-	-	0	0	0	-	-	187	0	0	0.00%	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	102	0	0	0.00%	-
2012	LDGT	0	0	0	-	-	37,217	4	0	0.00%	0.00%	37,217	2	0	0.00%	0.00%
2012	LDGV	0	0	0	-	-	45,791	12	4	0.01%	33.33%	45,791	3	0	0.00%	0.00%

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Year 2018

Model Yr	Veh Type	2018 No Primary Test Insp ¹	2018 No Primary Test Fail	No Primary No Known Outcome	No Primary No Known Outcome % of Initial Insp	No Primary No Known Outcome % of Initial Fails	2018 Cat Conv Initial Insp	2018 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	2018 Smoke Initial Insp	2018 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
2013	HDGV	910	1	0	0.00%	0.00%	8,100	1	0	0.00%	0.00%	8,100	1	0	0.00%	0.00%
2013	LDDT	0	0	0	-	-	0	0	0	-	-	512	0	0	0.00%	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	325	0	0	0.00%	-
2013	LDGT	0	0	0	-	-	122,783	3	0	0.00%	0.00%	122,783	8	0	0.00%	0.00%
2013	LDGV	0	0	0	-	-	142,573	55	14	0.01%	25.45%	142,573	5	1	0.00%	20.00%
2014	HDGV	711	12	0	0.00%	0.00%	4,870	0	0	0.00%	-	4,870	0	0	0.00%	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	161	0	0	0.00%	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	131	0	0	0.00%	-
2014	LDGT	0	0	0	-	-	30,131	0	0	0.00%	-	30,131	2	0	0.00%	0.00%
2014	LDGV	0	0	0	-	-	16,618	7	4	0.02%	57.14%	16,618	0	0	0.00%	-
2015	HDGV	561	3	0	0.00%	0.00%	6,038	0	0	0.00%	-	6,038	0	0	0.00%	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-	9	0	0	0.00%	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
2015	LDGT	0	0	0	-	-	3,608	0	0	0.00%	-	3,608	0	0	0.00%	-
2015	LDGV	0	0	0	-	-	1,068	0	0	0.00%	-	1,068	0	0	0.00%	-
2016	HDGV	947	4	0	0.00%	0.00%	6,690	0	0	0.00%	-	6,690	0	0	0.00%	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	11	0	0	0.00%	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	3,155	0	0	0.00%	-	3,155	0	0	0.00%	-
2016	LDGV	0	0	0	-	-	763	0	0	0.00%	-	763	0	0	0.00%	-
2017	HDGV	668	7	0	0.00%	0.00%	5,783	0	0	0.00%	-	5,783	0	0	0.00%	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-	40	0	0	0.00%	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
2017	LDGT	0	0	0	-	-	2,645	0	0	0.00%	-	2,645	0	0	0.00%	-
2017	LDGV	0	0	0	-	-	647	0	0	0.00%	-	647	0	0	0.00%	-
2018	HDGV	277	3	0	0.00%	0.00%	634	0	0	0.00%	-	634	0	0	0.00%	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	368	0	0	0.00%	-	368	0	0	0.00%	-
2018	LDGV	0	0	0	-	-	99	0	0	0.00%	-	99	0	0	0.00%	-

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2019	HDGV	271	3	0	0.00%	0.00%	277	0	0	0.00%	-	277	0	0	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	0	0.00%	-	22	0	0	0.00%	-
2019	LDGV	0	0	0	-	-	4	0	0	0.00%	-	4	0	0	0.00%	-
Totals		39,773	116	5	0.01%	4.31%	1,967,956	1,001	216	0.01%	21.6%	1,971,999	1,045	146	0.01%	14.0%

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Model Yr	Veh Type	2018 Liquid Leak Initial Insp	2018 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	2018 Misc Emissions Initial Insp	2018 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	1,380	0	0	0.00%	-	1,380	1	0	0.00%	0.00%
Pre 96/Unknown	LDDT	4	0	0	0.00%	-	4	0	0	0.00%	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	596	0	0	0.00%	-	596	0	0	0.00%	-
Pre 96/Unknown	LDGV	30	0	0	0.00%	-	30	0	0	0.00%	-
1996	HDGV	338	0	0	0.00%	-	338	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	5,874	1	0	0.00%	0.00%	5,874	6	0	0.00%	0.00%
1996	LDGV	8,890	0	0	0.00%	-	8,890	4	0	0.00%	0.00%
1997	HDGV	696	0	0	0.00%	-	696	0	0	0.00%	-
1997	LDDT	5	0	0	0.00%	-	5	0	0	0.00%	-
1997	LDDV	22	0	0	0.00%	-	22	0	0	0.00%	-
1997	LDGT	6,969	0	0	0.00%	-	6,969	4	0	0.00%	0.00%
1997	LDGV	8,460	2	0	0.00%	0.00%	8,460	3	0	0.00%	0.00%
1998	HDGV	543	0	0	0.00%	-	543	0	0	0.00%	-
1998	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
1998	LDDV	65	0	0	0.00%	-	65	0	0	0.00%	-
1998	LDGT	12,647	4	1	0.01%	25.00%	12,647	3	1	0.01%	33.33%
1998	LDGV	18,154	0	0	0.00%	-	18,154	8	0	0.00%	0.00%
1999	HDGV	1,234	0	0	0.00%	-	1,234	0	0	0.00%	-
1999	LDDT	5	0	0	0.00%	-	5	0	0	0.00%	-
1999	LDDV	66	0	0	0.00%	-	66	1	0	0.00%	0.00%
1999	LDGT	12,594	3	0	0.00%	0.00%	12,594	6	0	0.00%	0.00%
1999	LDGV	16,486	0	0	0.00%	-	16,486	11	0	0.00%	0.00%
2000	HDGV	1,799	0	0	0.00%	-	1,799	1	0	0.00%	0.00%
2000	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
2000	LDDV	74	0	0	0.00%	-	74	0	0	0.00%	-
2000	LDGT	23,626	3	0	0.00%	0.00%	23,626	11	0	0.00%	0.00%
2000	LDGV	34,470	1	0	0.00%	0.00%	34,470	10	0	0.00%	0.00%

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Year 2018

Model Yr	Veh Type	2018 Liquid Leak Initial Insp	2018 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	2018 Misc Emissions Initial Insp	2018 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
2001	HDGV	2,079	0	0	0.00%	-	2,079	0	0	0.00%	-
2001	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
2001	LDDV	33	0	0	0.00%	-	33	0	0	0.00%	-
2001	LDGT	21,762	2	0	0.00%	0.00%	21,762	9	0	0.00%	0.00%
2001	LDGV	25,857	2	1	0.00%	50.00%	25,857	10	0	0.00%	0.00%
2002	HDGV	2,373	1	0	0.00%	0.00%	2,373	1	0	0.00%	0.00%
2002	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
2002	LDDV	120	0	0	0.00%	-	120	0	0	0.00%	-
2002	LDGT	44,252	2	0	0.00%	0.00%	44,252	18	0	0.00%	0.00%
2002	LDGV	47,425	2	0	0.00%	0.00%	47,425	15	4	0.01%	26.67%
2003	HDGV	3,595	7	1	0.03%	14.29%	3,595	4	0	0.00%	0.00%
2003	LDDT	4	0	0	0.00%	-	4	0	0	0.00%	-
2003	LDDV	80	0	0	0.00%	-	80	0	0	0.00%	-
2003	LDGT	35,428	2	0	0.00%	0.00%	35,428	14	1	0.00%	7.14%
2003	LDGV	39,626	3	0	0.00%	0.00%	39,626	14	2	0.01%	14.29%
2004	HDGV	3,944	0	0	0.00%	-	3,944	6	0	0.00%	0.00%
2004	LDDT	5	0	0	0.00%	-	5	0	0	0.00%	-
2004	LDDV	165	0	0	0.00%	-	165	0	0	0.00%	-
2004	LDGT	69,444	6	2	0.00%	33.33%	69,444	19	1	0.00%	5.26%
2004	LDGV	63,057	3	0	0.00%	0.00%	63,057	19	0	0.00%	0.00%
2005	HDGV	4,184	4	0	0.00%	0.00%	4,184	4	0	0.00%	0.00%
2005	LDDT	14	0	0	0.00%	-	14	0	0	0.00%	-
2005	LDDV	236	0	0	0.00%	-	236	0	0	0.00%	-
2005	LDGT	45,940	3	0	0.00%	0.00%	45,940	15	1	0.00%	6.67%
2005	LDGV	46,211	1	0	0.00%	0.00%	46,211	15	0	0.00%	0.00%
2006	HDGV	5,883	2	0	0.00%	0.00%	5,883	10	0	0.00%	0.00%
2006	LDDT	39	0	0	0.00%	-	39	0	0	0.00%	-
2006	LDDV	378	0	0	0.00%	-	378	0	0	0.00%	-
2006	LDGT	65,833	5	0	0.00%	0.00%	65,833	11	1	0.00%	9.09%
2006	LDGV	70,832	2	0	0.00%	0.00%	70,832	12	2	0.00%	16.67%

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2007	HDGV	4,485	2	0	0.00%	0.00%	4,485	3	0	0.00%	0.00%
2007	LDDT	114	0	0	0.00%	-	114	0	0	0.00%	-
2007	LDDV	37	0	0	0.00%	-	37	0	0	0.00%	-
2007	LDGT	86,349	6	0	0.00%	0.00%	86,349	19	2	0.00%	10.53%
2007	LDGV	99,643	2	1	0.00%	50.00%	99,643	22	1	0.00%	4.55%
2008	HDGV	6,607	4	1	0.02%	25.00%	6,607	2	0	0.00%	0.00%
2008	LDDT	63	0	0	0.00%	-	63	0	0	0.00%	-
2008	LDDV	26	0	0	0.00%	-	26	0	0	0.00%	-
2008	LDGT	39,797	3	1	0.00%	33.33%	39,797	10	2	0.01%	20.00%
2008	LDGV	39,806	1	0	0.00%	0.00%	39,806	6	0	0.00%	0.00%
2009	HDGV	4,439	3	1	0.02%	33.33%	4,439	5	0	0.00%	0.00%
2009	LDDT	125	0	0	0.00%	-	125	0	0	0.00%	-
2009	LDDV	124	0	0	0.00%	-	124	0	0	0.00%	-
2009	LDGT	68,712	1	0	0.00%	0.00%	68,712	4	1	0.00%	25.00%
2009	LDGV	100,983	1	0	0.00%	0.00%	100,983	4	1	0.00%	25.00%
2010	HDGV	3,983	1	0	0.00%	0.00%	3,983	0	0	0.00%	-
2010	LDDT	100	0	0	0.00%	-	100	0	0	0.00%	-
2010	LDDV	73	0	0	0.00%	-	73	0	0	0.00%	-
2010	LDGT	43,309	2	0	0.00%	0.00%	43,309	4	0	0.00%	0.00%
2010	LDGV	53,593	0	0	0.00%	-	53,593	4	0	0.00%	0.00%
2011	HDGV	7,648	4	0	0.00%	0.00%	7,648	0	0	0.00%	-
2011	LDDT	282	0	0	0.00%	-	282	0	0	0.00%	-
2011	LDDV	240	0	0	0.00%	-	240	0	0	0.00%	-
2011	LDGT	110,140	2	0	0.00%	0.00%	110,140	3	1	0.00%	33.33%
2011	LDGV	98,577	0	0	0.00%	-	98,577	6	0	0.00%	0.00%
2012	HDGV	7,543	1	0	0.00%	0.00%	7,543	3	0	0.00%	0.00%
2012	LDDT	187	0	0	0.00%	-	187	0	0	0.00%	-
2012	LDDV	102	0	0	0.00%	-	102	0	0	0.00%	-
2012	LDGT	37,217	0	0	0.00%	-	37,217	1	0	0.00%	0.00%
2012	LDGV	45,791	1	0	0.00%	0.00%	45,791	3	1	0.00%	33.33%

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2013	HDGV	8,100	1	0	0.00%	0.00%	8,100	2	0	0.00%	0.00%
2013	LDDT	512	0	0	0.00%	-	512	0	0	0.00%	-
2013	LDDV	325	0	0	0.00%	-	325	0	0	0.00%	-
2013	LDGT	122,783	0	0	0.00%	-	122,783	4	0	0.00%	0.00%
2013	LDGV	142,573	1	0	0.00%	0.00%	142,573	6	0	0.00%	0.00%
2014	HDGV	4,870	0	0	0.00%	-	4,870	0	0	0.00%	-
2014	LDDT	161	0	0	0.00%	-	161	0	0	0.00%	-
2014	LDDV	131	0	0	0.00%	-	131	0	0	0.00%	-
2014	LDGT	30,131	0	0	0.00%	-	30,131	1	0	0.00%	0.00%
2014	LDGV	16,618	0	0	0.00%	-	16,618	1	0	0.00%	0.00%
2015	HDGV	6,038	0	0	0.00%	-	6,038	1	0	0.00%	0.00%
2015	LDDT	9	0	0	0.00%	-	9	0	0	0.00%	-
2015	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-
2015	LDGT	3,608	0	0	0.00%	-	3,608	2	1	0.03%	50.00%
2015	LDGV	1,068	0	0	0.00%	-	1,068	0	0	0.00%	-
2016	HDGV	6,690	0	0	0.00%	-	6,690	2	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	3,155	0	0	0.00%	-	3,155	1	0	0.00%	0.00%
2016	LDGV	763	0	0	0.00%	-	763	0	0	0.00%	-
2017	HDGV	5,783	0	0	0.00%	-	5,783	0	0	0.00%	-
2017	LDDT	40	0	0	0.00%	-	40	0	0	0.00%	-
2017	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-
2017	LDGT	2,645	0	0	0.00%	-	2,645	0	0	0.00%	-
2017	LDGV	647	0	0	0.00%	-	647	0	0	0.00%	-
2018	HDGV	634	0	0	0.00%	-	634	0	0	0.00%	-
2018	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-
2018	LDGT	368	0	0	0.00%	-	368	0	0	0.00%	-
2018	LDGV	99	0	0	0.00%	-	99	0	0	0.00%	-

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2018

Model Yr	Veh Type	2018 Liquid Leak Initial Insp	2018 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	2018 Misc Emissions Initial Insp	2018 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
2019	HDGV	277	0	0	0.00%	-	277	1	0	0.00%	0.00%
2019	LDDT	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-
2019	LDGT	22	0	0	0.00%	-	22	0	0	0.00%	-
2019	LDGV	4	0	0	0.00%	-	4	0	0	0.00%	-
Totals		1,971,999	97	9	0.000%	9.3%	1,971,999	385	23	0.00%	6.0%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2019

	Veh Type	2019 Overall Initial Insps	2019 Overall Initial Fails	Passed Reinspection ¹	Left Fleet ²	Overall No Known Outcome ³	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2019 OBD Initial Insps	2019 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	1,144	8	7	0	1	0.09%	12.50%	0	0	0	-	-
Pre 96/Unknown	LDDT	2	0	0	0	0	0.00%	-	0	0	0	-	-
Pre 96/Unknown	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	456	2	2	0	0	0.00%	0.00%	0	0	0	-	-
Pre 96/Unknown	LDGV	15	0	0	0	0	0.00%	-	0	0	0	-	-
1996	HDGV	238	1	1	0	0	0.00%	0.00%	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	3,179	542	297	55	190	5.98%	35.06%	3,179	534	187	5.88%	35.02%
1996	LDGV	4,263	700	387	84	229	5.37%	32.71%	4,263	685	224	5.25%	32.70%
1997	HDGV	552	3	1	0	2	0.36%	66.67%	0	0	0	-	-
1997	LDDT	3	0	0	0	0	0.00%	-	3	0	0	0.00%	-
1997	LDDV	22	1	1	0	0	0.00%	0.00%	22	1	0	0.00%	0.00%
1997	LDGT	7,916	1,225	731	111	383	4.84%	31.27%	7,916	1,212	379	4.79%	31.27%
1997	LDGV	10,310	1,576	944	181	451	4.37%	28.62%	10,310	1,543	441	4.28%	28.58%
1998	HDGV	390	2	0	1	1	0.26%	50.00%	0	0	0	-	-
1998	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
1998	LDDV	42	4	2	1	1	2.38%	25.00%	42	4	1	2.38%	25.00%
1998	LDGT	7,616	1,320	779	129	412	5.41%	31.21%	7,616	1,303	408	5.36%	31.31%
1998	LDGV	9,792	1,773	1,009	209	555	5.67%	31.30%	9,792	1,748	550	5.62%	31.46%
1999	HDGV	990	1	1	0	0	0.00%	0.00%	0	0	0	-	-
1999	LDDT	3	0	0	0	0	0.00%	-	3	0	0	0.00%	-
1999	LDDV	83	8	5	1	2	2.41%	25.00%	83	7	2	2.41%	28.57%
1999	LDGT	13,333	2,070	1,282	183	605	4.54%	29.23%	13,333	2,040	600	4.50%	29.41%
1999	LDGV	18,450	2,899	1,738	318	843	4.57%	29.08%	18,450	2,876	836	4.53%	29.07%
2000	HDGV	1,375	4	4	0	0	0.00%	0.00%	0	0	0	-	-
2000	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
2000	LDDV	58	6	4	0	2	3.45%	33.33%	58	6	2	3.45%	33.33%
2000	LDGT	13,965	2,437	1,482	228	727	5.21%	29.83%	13,965	2,396	713	5.11%	29.76%
2000	LDGV	18,541	3,510	1,962	401	1,147	6.19%	32.68%	18,541	3,481	1,143	6.16%	32.84%

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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 2019

	Veh Type	2019 Overall Initial Insps	2019 Overall Initial Fails	Passed Reinspection ¹	Left Fleet ²	Overall No Known Outcome ³	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2019 OBD Initial Insps	2019 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2001	HDGV	1,632	4	1	0	3	0.18%	75.00%	0	0	0	-	-
2001	LDDT	1	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2001	LDDV	55	4	2	0	2	3.64%	50.00%	55	4	2	3.64%	50.00%
2001	LDGT	24,340	5,472	3,503	432	1,537	6.31%	28.09%	24,340	5,434	1,526	6.27%	28.08%
2001	LDGV	28,610	6,198	3,776	577	1,845	6.45%	29.77%	28,610	6,154	1,836	6.42%	29.83%
2002	HDGV	1,880	8	7	0	1	0.05%	12.50%	0	0	0	-	-
2002	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
2002	LDDV	63	4	3	0	1	1.59%	25.00%	63	3	0	0.00%	0.00%
2002	LDGT	24,848	5,208	3,281	414	1,513	6.09%	29.05%	24,848	5,167	1,504	6.05%	29.11%
2002	LDGV	26,975	5,694	3,336	591	1,767	6.55%	31.03%	26,975	5,650	1,757	6.51%	31.10%
2003	HDGV	2,855	5	4	0	1	0.04%	20.00%	0	0	0	-	-
2003	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
2003	LDDV	99	5	4	0	1	1.01%	20.00%	99	5	1	1.01%	20.00%
2003	LDGT	46,655	7,626	5,027	564	2,035	4.36%	26.69%	46,655	7,584	2,029	4.35%	26.75%
2003	LDGV	48,450	7,723	4,967	703	2,053	4.24%	26.58%	48,450	7,671	2,037	4.20%	26.55%
2004	HDGV	3,330	10	10	0	0	0.00%	0.00%	0	0	0	-	-
2004	LDDT	4	1	1	0	0	0.00%	0.00%	4	1	0	0.00%	0.00%
2004	LDDV	67	10	6	0	4	5.97%	40.00%	67	10	4	5.97%	40.00%
2004	LDGT	39,134	6,734	4,308	536	1,890	4.83%	28.07%	39,134	6,689	1,877	4.80%	28.06%
2004	LDGV	34,678	5,861	3,730	511	1,620	4.67%	27.64%	34,678	5,820	1,609	4.64%	27.65%
2005	HDGV	3,665	5	3	1	1	0.03%	20.00%	0	0	0	-	-
2005	LDDT	39	3	2	1	0	0.00%	0.00%	39	3	0	0.00%	0.00%
2005	LDDV	278	36	25	0	11	3.96%	30.56%	278	36	11	3.96%	30.56%
2005	LDGT	63,552	8,907	6,199	555	2,153	3.39%	24.17%	63,552	8,849	2,147	3.38%	24.26%
2005	LDGV	61,118	7,829	5,381	605	1,843	3.02%	23.54%	61,118	7,772	1,829	2.99%	23.53%
2006	HDGV	5,012	8	7	0	1	0.02%	12.50%	0	0	0	-	-
2006	LDDT	27	2	0	2	0	0.00%	0.00%	27	2	0	0.00%	0.00%
2006	LDDV	235	13	9	1	3	1.28%	23.08%	235	12	3	1.28%	25.00%
2006	LDGT	46,971	6,268	4,293	398	1,577	3.36%	25.16%	46,971	6,235	1,572	3.35%	25.21%
2006	LDGV	49,215	6,386	4,255	454	1,677	3.41%	26.26%	49,215	6,320	1,654	3.36%	26.17%

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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 2019

	Veh Type	2019 Overall Initial Insps	2019 Overall Initial Fails	Passed Reinspection ¹	Left Fleet ²	Overall No Known Outcome ³	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2019 OBD Initial Insps	2019 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2007	HDGV	3,968	7	4	0	3	0.08%	42.86%	0	0	0	-	-
2007	LDDT	54	3	1	2	0	0.00%	0.00%	54	3	0	0.00%	0.00%
2007	LDDV	18	2	1	0	1	5.56%	50.00%	18	2	1	5.56%	50.00%
2007	LDGT	36,897	4,571	3,153	268	1,150	3.12%	25.16%	36,897	4,546	1,147	3.11%	25.23%
2007	LDGV	42,809	4,773	3,179	340	1,254	2.93%	26.27%	42,809	4,737	1,245	2.91%	26.28%
2008	HDGV	6,913	754	605	20	129	1.87%	17.11%	6,593	750	128	1.94%	17.07%
2008	LDDT	141	7	6	0	1	0.71%	14.29%	141	7	1	0.71%	14.29%
2008	LDDV	57	7	6	0	1	1.75%	14.29%	57	7	1	1.75%	14.29%
2008	LDGT	88,102	6,959	5,251	299	1,409	1.60%	20.25%	88,102	6,918	1,404	1.59%	20.29%
2008	LDGV	93,553	7,027	5,320	335	1,372	1.47%	19.52%	93,553	6,962	1,353	1.45%	19.43%
2009	HDGV	3,534	513	427	8	78	2.21%	15.20%	3,386	509	78	2.30%	15.32%
2009	LDDT	49	15	10	2	3	6.12%	20.00%	49	15	3	6.12%	20.00%
2009	LDDV	22	4	3	0	1	4.55%	25.00%	22	4	1	4.55%	25.00%
2009	LDGT	22,326	2,298	1,704	128	466	2.09%	20.28%	22,326	2,288	465	2.08%	20.32%
2009	LDGV	31,803	2,822	2,053	157	612	1.92%	21.69%	31,792	2,804	606	1.91%	21.61%
2010	HDGV	4,239	545	439	16	90	2.12%	16.51%	4,043	541	90	2.23%	16.64%
2010	LDDT	188	56	36	3	17	9.04%	30.36%	188	56	17	9.04%	30.36%
2010	LDDV	99	16	10	0	6	6.06%	37.50%	99	16	6	6.06%	37.50%
2010	LDGT	75,825	4,541	3,653	170	718	0.95%	15.81%	75,825	4,518	718	0.95%	15.89%
2010	LDGV	88,287	4,779	3,781	188	810	0.92%	16.95%	88,287	4,751	802	0.91%	16.88%
2011	HDGV	6,396	674	570	6	98	1.53%	14.54%	5,716	667	97	1.70%	14.54%
2011	LDDT	181	58	46	6	6	3.31%	10.34%	181	58	6	3.31%	10.34%
2011	LDDV	185	25	18	3	4	2.16%	16.00%	185	25	4	2.16%	16.00%
2011	LDGT	43,455	2,577	2,085	106	386	0.89%	14.98%	43,455	2,563	384	0.88%	14.98%
2011	LDGV	39,959	2,640	2,059	107	474	1.19%	17.95%	39,959	2,608	466	1.17%	17.87%
2012	HDGV	8,609	699	589	10	100	1.16%	14.31%	7,806	692	100	1.28%	14.45%
2012	LDDT	436	89	64	6	19	4.36%	21.35%	436	89	19	4.36%	21.35%
2012	LDDV	312	35	30	1	4	1.28%	11.43%	312	35	4	1.28%	11.43%
2012	LDGT	103,076	4,437	3,760	124	553	0.54%	12.46%	103,076	4,424	553	0.54%	12.50%
2012	LDGV	114,055	4,882	4,079	146	657	0.58%	13.46%	114,055	4,842	650	0.57%	13.42%

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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 2019

	Veh Type	2019 Overall Initial Insps	2019 Overall Initial Fails	Passed Reinspection ¹	Left Fleet ²	Overall No Known Outcome ³	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2019 OBD Initial Insps	2019 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2013	HDGV	6,673	459	407	4	48	0.72%	10.46%	5,788	455	48	0.83%	10.55%
2013	LDDT	156	19	18	0	1	0.64%	5.26%	156	19	1	0.64%	5.26%
2013	LDDV	289	29	22	2	5	1.73%	17.24%	289	29	5	1.73%	17.24%
2013	LDGT	43,362	1,978	1,653	58	267	0.62%	13.50%	43,362	1,974	266	0.61%	13.48%
2013	LDGV	50,406	2,489	2,031	81	377	0.75%	15.15%	50,406	2,464	373	0.74%	15.14%
2014	HDGV	7,979	528	477	2	49	0.61%	9.28%	6,877	513	48	0.70%	9.36%
2014	LDDT	900	96	82	5	9	1.00%	9.38%	900	95	8	0.89%	8.42%
2014	LDDV	980	95	81	4	10	1.02%	10.53%	980	95	10	1.02%	10.53%
2014	LDGT	137,659	4,912	4,209	116	587	0.43%	11.95%	137,659	4,902	587	0.43%	11.97%
2014	LDGV	123,703	3,873	3,268	92	513	0.41%	13.25%	123,703	3,832	507	0.41%	13.23%
2015	HDGV	7,188	399	353	5	41	0.57%	10.28%	6,363	386	40	0.63%	10.36%
2015	LDDT	162	11	9	1	1	0.62%	9.09%	162	11	1	0.62%	9.09%
2015	LDDV	68	5	5	0	0	0.00%	0.00%	68	5	0	0.00%	0.00%
2015	LDGT	30,641	691	623	11	57	0.19%	8.25%	30,641	682	57	0.19%	8.36%
2015	LDGV	17,784	577	492	9	76	0.43%	13.17%	17,784	569	74	0.42%	13.01%
2016	HDGV	7,340	288	266	1	21	0.29%	7.29%	5,854	263	21	0.36%	7.98%
2016	LDDT	15	1	1	0	0	0.00%	0.00%	15	1	0	0.00%	0.00%
2016	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2016	LDGT	3,652	162	146	3	13	0.36%	8.02%	3,652	162	13	0.36%	8.02%
2016	LDGV	1,024	57	47	0	10	0.98%	17.54%	1,024	57	10	0.98%	17.54%
2017	HDGV	7,498	193	177	3	13	0.17%	6.74%	6,393	184	11	0.17%	5.98%
2017	LDDT	43	3	3	0	0	0.00%	0.00%	43	3	0	0.00%	0.00%
2017	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2017	LDGT	3,117	90	82	1	7	0.22%	7.78%	3,117	90	7	0.22%	7.78%
2017	LDGV	719	32	30	0	2	0.28%	6.25%	719	32	2	0.28%	6.25%
2018	HDGV	5,599	165	161	0	4	0.07%	2.42%	4,729	161	4	0.08%	2.48%
2018	LDDT	53	3	3	0	0	0.00%	0.00%	53	3	0	0.00%	0.00%
2018	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2018	LDGT	2,569	59	56	0	3	0.12%	5.08%	2,569	58	3	0.12%	5.17%
2018	LDGV	649	23	22	0	1	0.15%	4.35%	649	23	1	0.15%	4.35%

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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 2019

	Veh Type	2019 Overall Initial Insp	2019 Overall Initial Fails	Passed Reinspection ¹	Left Fleet ²	Overall No Known Outcome ³	Overall No Known Outcome % of Initial Insp	Overall No Known Outcome % of Initial Fails	2019 OBD Initial Insp	2019 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insp	OBD No Known Outcome % of Initial Fails
2019	HDGV	1,020	11	9	0	2	0.20%	18.18%	462	9	2	0.43%	22.22%
2019	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2019	LDGT	363	11	11	0	0	0.00%	0.00%	363	11	0	0.00%	0.00%
2019	LDGV	52	1	1	0	0	0.00%	0.00%	52	1	0	0.00%	0.00%
2020	HDGV	364	2	2	0	0	0.00%	0.00%	8	0	0	0.00%	-
2020	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
2020	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2020	LDGT	7	0	0	0	0	0.00%	-	7	0	0	0.00%	-
2020	LDGV	2	0	0	0	0	0.00%	-	2	0	0	0.00%	-
Totals		1,904,110	171,193	120,468	11,096	39,629	2.1%	23.1%	1,867,261	169,783	39,332	2.1%	23.2%

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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 2019

Model Yr	Veh Type	2019 No Primary Test Insp ¹	2019 No Primary Test Fail	No Primary No Known Outcome	No Primary No Known Outcome % of Initial Insp	No Primary No Known Outcome % of Initial Fails	2019 Cat Conv Initial Insp	2019 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	2019 Smoke Initial Insp	2019 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	1,144	8	1	0.09%	12.50%	1,133	4	1	0.09%	25.00%	1,144	3	0	0.00%	0.00%
Pre 96/Unknown	LDDT	2	0	0	0.00%	-	0	0	0	-	-	2	0	0	0.00%	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	456	2	0	0.00%	0.00%	440	2	0	0.00%	0.00%	456	0	0	0.00%	-
Pre 96/Unknown	LDGV	15	0	0	0.00%	-	6	0	0	0.00%	-	15	0	0	0.00%	-
1996	HDGV	238	1	0	0.00%	0.00%	238	0	0	0.00%	-	238	0	0	0.00%	-
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	-	-	3,179	7	4	0.13%	57.14%	3,179	4	0	0.00%	0.00%
1996	LDGV	0	0	0	-	-	4,263	21	8	0.19%	38.10%	4,263	3	1	0.02%	33.33%
1997	HDGV	552	3	2	0.36%	66.67%	552	2	1	0.18%	50.00%	552	0	0	0.00%	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	22	0	0	0.00%	-
1997	LDGT	0	0	0	-	-	7,916	13	7	0.09%	53.85%	7,916	8	3	0.04%	37.50%
1997	LDGV	0	0	0	-	-	10,310	32	13	0.13%	40.63%	10,310	14	1	0.01%	7.14%
1998	HDGV	390	2	1	0.26%	50.00%	390	1	1	0.26%	100.00%	390	0	0	0.00%	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	42	0	0	0.00%	-
1998	LDGT	0	0	0	-	-	7,616	20	10	0.13%	50.00%	7,616	11	2	0.03%	18.18%
1998	LDGV	0	0	0	-	-	9,792	35	12	0.12%	34.29%	9,792	5	0	0.00%	0.00%
1999	HDGV	990	1	0	0.00%	0.00%	990	1	0	0.00%	0.00%	990	0	0	0.00%	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	83	0	0	0.00%	-
1999	LDGT	0	0	0	-	-	13,333	13	4	0.03%	30.77%	13,333	25	3	0.02%	12.00%
1999	LDGV	0	0	0	-	-	18,450	37	15	0.08%	40.54%	18,450	14	7	0.04%	50.00%
2000	HDGV	1,375	4	0	0.00%	0.00%	1,375	1	0	0.00%	0.00%	1,375	1	0	0.00%	0.00%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	58	0	0	0.00%	-
2000	LDGT	0	0	0	-	-	13,965	18	10	0.07%	55.56%	13,965	32	9	0.06%	28.13%
2000	LDGV	0	0	0	-	-	18,541	37	16	0.09%	43.24%	18,541	23	6	0.03%	26.09%

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Model Yr	Veh Type	2019 No Primary Test Insp ¹	2019 No Primary Test Fail	No Primary No Known Outcome	No Primary No Known Outcome % of Initial Insp	No Primary No Known Outcome % of Initial Fails	2019 Cat Conv Initial Insp	2019 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	2019 Smoke Initial Insp	2019 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
2001	HDGV	1,632	4	3	0.18%	75.00%	1,632	1	1	0.06%	100.00%	1,632	0	0	0.00%	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	55	0	0	0.00%	-
2001	LDGT	0	0	0	-	-	24,340	19	5	0.02%	26.32%	24,340	47	7	0.03%	14.89%
2001	LDGV	0	0	0	-	-	28,610	49	15	0.05%	30.61%	28,610	27	3	0.01%	11.11%
2002	HDGV	1,880	8	1	0.05%	12.50%	1,880	5	1	0.05%	20.00%	1,880	1	0	0.00%	0.00%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	63	1	1	1.59%	100.00%
2002	LDGT	0	0	0	-	-	24,848	16	7	0.03%	43.75%	24,848	49	14	0.06%	28.57%
2002	LDGV	0	0	0	-	-	26,975	67	22	0.08%	32.84%	26,975	24	2	0.01%	8.33%
2003	HDGV	2,855	5	1	0.04%	20.00%	2,855	2	0	0.00%	0.00%	2,855	0	0	0.00%	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	99	0	0	0.00%	-
2003	LDGT	0	0	0	-	-	46,655	31	11	0.02%	35.48%	46,655	61	10	0.02%	16.39%
2003	LDGV	0	0	0	-	-	48,450	69	25	0.05%	36.23%	48,450	32	4	0.01%	12.50%
2004	HDGV	3,330	10	0	0.00%	0.00%	3,330	2	0	0.00%	0.00%	3,330	2	0	0.00%	0.00%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	4	0	0	0.00%	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	67	0	0	0.00%	-
2004	LDGT	0	0	0	-	-	39,134	23	9	0.02%	39.13%	39,134	60	16	0.04%	26.67%
2004	LDGV	0	0	0	-	-	34,678	56	17	0.05%	30.36%	34,678	24	3	0.01%	12.50%
2005	HDGV	3,665	5	1	0.03%	20.00%	3,665	1	1	0.03%	100.00%	3,665	0	0	0.00%	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-	39	0	0	0.00%	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	278	0	0	0.00%	-
2005	LDGT	0	0	0	-	-	63,552	13	1	0.00%	7.69%	63,552	66	13	0.02%	19.70%
2005	LDGV	0	0	0	-	-	61,118	51	18	0.03%	35.29%	61,118	34	11	0.02%	32.35%
2006	HDGV	5,012	8	1	0.02%	12.50%	5,012	0	0	0.00%	-	5,012	2	0	0.00%	0.00%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	27	0	0	0.00%	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	235	1	0	0.00%	0.00%
2006	LDGT	0	0	0	-	-	46,971	10	2	0.00%	20.00%	46,971	33	8	0.02%	24.24%
2006	LDGV	0	0	0	-	-	49,215	58	25	0.05%	43.10%	49,215	33	9	0.02%	27.27%

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Model Yr	Veh Type	2019 No Primary Test Insp ¹	2019 No Primary Test Fail	No Primary No Known Outcome	No Primary No Known Outcome % of Initial Insp	No Primary No Known Outcome % of Initial Fails	2019 Cat Conv Initial Insp	2019 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	2019 Smoke Initial Insp	2019 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
2007	HDGV	3,968	7	3	0.08%	42.86%	3,968	1	1	0.03%	100.00%	3,968	2	1	0.03%	50.00%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	54	0	0	0.00%	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	18	0	0	0.00%	-
2007	LDGT	0	0	0	-	-	36,897	7	2	0.01%	28.57%	36,897	17	5	0.01%	29.41%
2007	LDGV	0	0	0	-	-	42,809	39	14	0.03%	35.90%	42,809	14	1	0.00%	7.14%
2008	HDGV	320	1	0	0.00%	0.00%	6,913	1	1	0.01%	100.00%	6,913	1	1	0.01%	100.00%
2008	LDDT	0	0	0	-	-	0	0	0	-	-	141	0	0	0.00%	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	57	0	0	0.00%	-
2008	LDGT	0	0	0	-	-	88,102	8	0	0.00%	0.00%	88,102	37	5	0.01%	13.51%
2008	LDGV	0	0	0	-	-	93,553	47	22	0.02%	46.81%	93,553	37	9	0.01%	24.32%
2009	HDGV	148	0	0	0.00%	-	3,534	1	0	0.00%	0.00%	3,534	0	0	0.00%	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	49	0	0	0.00%	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	22	0	0	0.00%	-
2009	LDGT	0	0	0	-	-	22,326	1	0	0.00%	0.00%	22,326	14	2	0.01%	14.29%
2009	LDGV	11	0	0	0.00%	-	31,803	20	8	0.03%	40.00%	31,803	9	2	0.01%	22.22%
2010	HDGV	196	1	0	0.00%	0.00%	4,239	1	0	0.00%	0.00%	4,239	0	0	0.00%	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	188	0	0	0.00%	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	99	0	0	0.00%	-
2010	LDGT	0	0	0	-	-	75,825	6	0	0.00%	0.00%	75,825	14	1	0.00%	7.14%
2010	LDGV	0	0	0	-	-	88,287	21	7	0.01%	33.33%	88,287	18	3	0.00%	16.67%
2011	HDGV	680	4	0	0.00%	0.00%	6,396	2	0	0.00%	0.00%	6,396	0	0	0.00%	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	181	0	0	0.00%	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	185	0	0	0.00%	-
2011	LDGT	0	0	0	-	-	43,455	5	1	0.00%	20.00%	43,455	8	1	0.00%	12.50%
2011	LDGV	0	0	0	-	-	39,959	22	8	0.02%	36.36%	39,959	14	2	0.01%	14.29%
2012	HDGV	803	3	0	0.00%	0.00%	8,609	1	0	0.00%	0.00%	8,609	5	3	0.03%	60.00%
2012	LDDT	0	0	0	-	-	0	0	0	-	-	436	0	0	0.00%	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	312	0	0	0.00%	-
2012	LDGT	0	0	0	-	-	103,076	5	0	0.00%	0.00%	103,076	7	1	0.00%	14.29%
2012	LDGV	0	0	0	-	-	114,055	30	8	0.01%	26.67%	114,055	9	2	0.00%	22.22%

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2013	HDGV	885	1	0	0.00%	0.00%	6,673	1	0	0.00%	0.00%	6,673	0	0	0.00%	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	156	0	0	0.00%	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	289	0	0	0.00%	-
2013	LDGT	0	0	0	-	-	43,362	3	0	0.00%	0.00%	43,362	2	0	0.00%	0.00%
2013	LDGV	0	0	0	-	-	50,406	36	10	0.02%	27.78%	50,406	1	0	0.00%	0.00%
2014	HDGV	1,102	11	1	0.09%	9.09%	7,979	0	0	0.00%	-	7,979	2	0	0.00%	0.00%
2014	LDDT	0	0	0	-	-	0	0	0	-	-	900	1	1	0.11%	100.00%
2014	LDDV	0	0	0	-	-	0	0	0	-	-	980	0	0	0.00%	-
2014	LDGT	0	0	0	-	-	137,659	4	0	0.00%	0.00%	137,659	3	0	0.00%	0.00%
2014	LDGV	0	0	0	-	-	123,703	49	13	0.01%	26.53%	123,703	5	0	0.00%	0.00%
2015	HDGV	825	11	1	0.12%	9.09%	7,188	0	0	0.00%	-	7,188	0	0	0.00%	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-	162	0	0	0.00%	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	68	0	0	0.00%	-
2015	LDGT	0	0	0	-	-	30,641	1	0	0.00%	0.00%	30,641	3	0	0.00%	0.00%
2015	LDGV	0	0	0	-	-	17,784	7	2	0.01%	28.57%	17,784	0	0	0.00%	-
2016	HDGV	1,486	21	0	0.00%	0.00%	7,340	1	0	0.00%	0.00%	7,340	2	0	0.00%	0.00%
2016	LDDT	0	0	0	-	-	0	0	0	-	-	15	0	0	0.00%	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	3,652	0	0	0.00%	-	3,652	0	0	0.00%	-
2016	LDGV	0	0	0	-	-	1,024	0	0	0.00%	-	1,024	0	0	0.00%	-
2017	HDGV	1,105	7	1	0.09%	14.29%	7,498	0	0	0.00%	-	7,498	1	0	0.00%	0.00%
2017	LDDT	0	0	0	-	-	0	0	0	-	-	43	0	0	0.00%	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	3,117	0	0	0.00%	-	3,117	0	0	0.00%	-
2017	LDGV	0	0	0	-	-	719	0	0	0.00%	-	719	0	0	0.00%	-
2018	HDGV	870	4	0	0.00%	0.00%	5,599	0	0	0.00%	-	5,599	0	0	0.00%	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-	53	0	0	0.00%	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	2,569	1	0	0.00%	0.00%	2,569	0	0	0.00%	-
2018	LDGV	0	0	0	-	-	649	0	0	0.00%	-	649	0	0	0.00%	-

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2019	HDGV	558	2	0	0.00%	0.00%	1,020	0	0	0.00%	-	1,020	0	0	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	-	-	363	0	0	0.00%	-	363	0	0	0.00%	-
2019	LDGV	0	0	0	-	-	52	0	0	0.00%	-	52	0	0	0.00%	-
2020	HDGV	356	2	0	0.00%	0.00%	364	0	0	0.00%	-	364	0	0	0.00%	-
2020	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDGT	0	0	0	-	-	7	0	0	0.00%	-	7	0	0	0.00%	-
2020	LDGV	0	0	0	-	-	2	0	0	0.00%	-	2	0	0	0.00%	-
Totals		36,849	136	17	0.05%	12.50%	1,898,585	1,038	359	0.02%	34.6%	1,904,110	866	173	0.01%	20.0%

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Year 2019

Model Yr	Veh Type	2019 Liquid Leak Initial Insp	2019 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	2019 Misc Emissions Initial Insp	2019 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	1,144	0	0	0.00%	-	1,144	1	0	0.00%	0.00%
Pre 96/Unknown	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	456	0	0	0.00%	-	456	0	0	0.00%	-
Pre 96/Unknown	LDGV	15	0	0	0.00%	-	15	0	0	0.00%	-
1996	HDGV	238	0	0	0.00%	-	238	1	0	0.00%	0.00%
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	3,179	1	1	0.03%	100.00%	3,179	0	0	0.00%	-
1996	LDGV	4,263	0	0	0.00%	-	4,263	1	0	0.00%	0.00%
1997	HDGV	552	1	1	0.18%	100.00%	552	0	0	0.00%	-
1997	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
1997	LDDV	22	0	0	0.00%	-	22	0	0	0.00%	-
1997	LDGT	7,916	0	0	0.00%	-	7,916	4	2	0.03%	50.00%
1997	LDGV	10,310	2	1	0.01%	50.00%	10,310	6	1	0.01%	16.67%
1998	HDGV	390	1	0	0.00%	0.00%	390	0	0	0.00%	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	42	0	0	0.00%	-	42	0	0	0.00%	-
1998	LDGT	7,616	1	0	0.00%	0.00%	7,616	7	1	0.01%	14.29%
1998	LDGV	9,792	1	0	0.00%	0.00%	9,792	4	2	0.02%	50.00%
1999	HDGV	990	0	0	0.00%	-	990	0	0	0.00%	-
1999	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
1999	LDDV	83	0	0	0.00%	-	83	1	0	0.00%	0.00%
1999	LDGT	13,333	3	0	0.00%	0.00%	13,333	7	2	0.02%	28.57%
1999	LDGV	18,450	0	0	0.00%	-	18,450	9	3	0.02%	33.33%
2000	HDGV	1,375	0	0	0.00%	-	1,375	2	0	0.00%	0.00%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	58	0	0	0.00%	-	58	0	0	0.00%	-
2000	LDGT	13,965	2	0	0.00%	0.00%	13,965	7	1	0.01%	14.29%
2000	LDGV	18,541	2	0	0.00%	0.00%	18,541	11	1	0.01%	9.09%

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Model Yr	Veh Type	2019 Liquid Leak Initial Insp	2019 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	2019 Misc Emissions Initial Insp	2019 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
2001	HDGV	1,632	0	0	0.00%	-	1,632	3	2	0.12%	66.67%
2001	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
2001	LDDV	55	0	0	0.00%	-	55	0	0	0.00%	-
2001	LDGT	24,340	2	1	0.00%	50.00%	24,340	8	1	0.00%	12.50%
2001	LDGV	28,610	2	0	0.00%	0.00%	28,610	8	2	0.01%	25.00%
2002	HDGV	1,880	1	0	0.00%	0.00%	1,880	1	0	0.00%	0.00%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	63	0	0	0.00%	-	63	0	0	0.00%	-
2002	LDGT	24,848	1	0	0.00%	0.00%	24,848	10	0	0.00%	0.00%
2002	LDGV	26,975	0	0	0.00%	-	26,975	20	2	0.01%	10.00%
2003	HDGV	2,855	3	1	0.04%	33.33%	2,855	0	0	0.00%	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	99	0	0	0.00%	-	99	0	0	0.00%	-
2003	LDGT	46,655	3	1	0.00%	33.33%	46,655	14	4	0.01%	28.57%
2003	LDGV	48,450	3	1	0.00%	33.33%	48,450	12	2	0.00%	16.67%
2004	HDGV	3,330	3	0	0.00%	0.00%	3,330	3	0	0.00%	0.00%
2004	LDDT	4	0	0	0.00%	-	4	0	0	0.00%	-
2004	LDDV	67	0	0	0.00%	-	67	0	0	0.00%	-
2004	LDGT	39,134	1	0	0.00%	0.00%	39,134	17	1	0.00%	5.88%
2004	LDGV	34,678	1	0	0.00%	0.00%	34,678	6	1	0.00%	16.67%
2005	HDGV	3,665	3	0	0.00%	0.00%	3,665	1	0	0.00%	0.00%
2005	LDDT	39	0	0	0.00%	-	39	0	0	0.00%	-
2005	LDDV	278	0	0	0.00%	-	278	0	0	0.00%	-
2005	LDGT	63,552	4	1	0.00%	25.00%	63,552	12	2	0.00%	16.67%
2005	LDGV	61,118	1	0	0.00%	0.00%	61,118	15	3	0.00%	20.00%
2006	HDGV	5,012	2	0	0.00%	0.00%	5,012	4	1	0.02%	25.00%
2006	LDDT	27	0	0	0.00%	-	27	0	0	0.00%	-
2006	LDDV	235	0	0	0.00%	-	235	0	0	0.00%	-
2006	LDGT	46,971	3	1	0.00%	33.33%	46,971	17	3	0.01%	17.65%
2006	LDGV	49,215	2	0	0.00%	0.00%	49,215	9	1	0.00%	11.11%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2019

Model Yr	Veh Type	2019 Liquid Leak Initial Insp	2019 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	2019 Misc Emissions Initial Insp	2019 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
2007	HDGV	3,968	2	0	0.00%	0.00%	3,968	2	1	0.03%	50.00%
2007	LDDT	54	0	0	0.00%	-	54	0	0	0.00%	-
2007	LDDV	18	0	0	0.00%	-	18	0	0	0.00%	-
2007	LDGT	36,897	4	0	0.00%	0.00%	36,897	11	1	0.00%	9.09%
2007	LDGV	42,809	1	0	0.00%	0.00%	42,809	6	1	0.00%	16.67%
2008	HDGV	6,913	3	0	0.00%	0.00%	6,913	4	1	0.01%	25.00%
2008	LDDT	141	0	0	0.00%	-	141	0	0	0.00%	-
2008	LDDV	57	0	0	0.00%	-	57	0	0	0.00%	-
2008	LDGT	88,102	4	0	0.00%	0.00%	88,102	10	2	0.00%	20.00%
2008	LDGV	93,553	3	0	0.00%	0.00%	93,553	15	2	0.00%	13.33%
2009	HDGV	3,534	4	0	0.00%	0.00%	3,534	6	1	0.03%	16.67%
2009	LDDT	49	0	0	0.00%	-	49	0	0	0.00%	-
2009	LDDV	22	0	0	0.00%	-	22	0	0	0.00%	-
2009	LDGT	22,326	1	0	0.00%	0.00%	22,326	6	0	0.00%	0.00%
2009	LDGV	31,803	0	0	0.00%	-	31,803	5	0	0.00%	0.00%
2010	HDGV	4,239	6	0	0.00%	0.00%	4,239	2	0	0.00%	0.00%
2010	LDDT	188	0	0	0.00%	-	188	0	0	0.00%	-
2010	LDDV	99	0	0	0.00%	-	99	0	0	0.00%	-
2010	LDGT	75,825	4	0	0.00%	0.00%	75,825	7	0	0.00%	0.00%
2010	LDGV	88,287	2	0	0.00%	0.00%	88,287	7	1	0.00%	14.29%
2011	HDGV	6,396	2	1	0.02%	50.00%	6,396	7	0	0.00%	0.00%
2011	LDDT	181	0	0	0.00%	-	181	0	0	0.00%	-
2011	LDDV	185	0	0	0.00%	-	185	0	0	0.00%	-
2011	LDGT	43,455	1	0	0.00%	0.00%	43,455	5	0	0.00%	0.00%
2011	LDGV	39,959	1	0	0.00%	0.00%	39,959	8	0	0.00%	0.00%
2012	HDGV	8,609	4	0	0.00%	0.00%	8,609	5	2	0.02%	40.00%
2012	LDDT	436	0	0	0.00%	-	436	0	0	0.00%	-
2012	LDDV	312	0	0	0.00%	-	312	0	0	0.00%	-
2012	LDGT	103,076	3	0	0.00%	0.00%	103,076	9	1	0.00%	11.11%
2012	LDGV	114,055	0	0	0.00%	-	114,055	11	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 2019

Model Yr	Veh Type	2019 Liquid Leak Initial Insp	2019 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	2019 Misc Emissions Initial Insp	2019 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	6,673	1	0	0.00%	0.00%	6,673	3	0	0.00%	0.00%
2013	LDDT	156	0	0	0.00%	-	156	0	0	0.00%	-
2013	LDDV	289	0	0	0.00%	-	289	0	0	0.00%	-
2013	LDGT	43,362	1	0	0.00%	0.00%	43,362	3	0	0.00%	0.00%
2013	LDGV	50,406	0	0	0.00%	-	50,406	5	1	0.00%	20.00%
2014	HDGV	7,979	3	0	0.00%	0.00%	7,979	2	0	0.00%	0.00%
2014	LDDT	900	0	0	0.00%	-	900	0	0	0.00%	-
2014	LDDV	980	0	0	0.00%	-	980	0	0	0.00%	-
2014	LDGT	137,659	3	0	0.00%	0.00%	137,659	4	0	0.00%	0.00%
2014	LDGV	123,703	0	0	0.00%	-	123,703	5	0	0.00%	0.00%
2015	HDGV	7,188	1	0	0.00%	0.00%	7,188	1	0	0.00%	0.00%
2015	LDDT	162	0	0	0.00%	-	162	0	0	0.00%	-
2015	LDDV	68	0	0	0.00%	-	68	0	0	0.00%	-
2015	LDGT	30,641	1	0	0.00%	0.00%	30,641	5	1	0.00%	20.00%
2015	LDGV	17,784	0	0	0.00%	-	17,784	2	0	0.00%	0.00%
2016	HDGV	7,340	1	0	0.00%	0.00%	7,340	2	0	0.00%	0.00%
2016	LDDT	15	0	0	0.00%	-	15	0	0	0.00%	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	3,652	0	0	0.00%	-	3,652	0	0	0.00%	-
2016	LDGV	1,024	0	0	0.00%	-	1,024	0	0	0.00%	-
2017	HDGV	7,498	0	0	0.00%	-	7,498	3	1	0.01%	33.33%
2017	LDDT	43	0	0	0.00%	-	43	0	0	0.00%	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-
2017	LDGT	3,117	0	0	0.00%	-	3,117	0	0	0.00%	-
2017	LDGV	719	0	0	0.00%	-	719	0	0	0.00%	-
2018	HDGV	5,599	0	0	0.00%	-	5,599	2	0	0.00%	0.00%
2018	LDDT	53	0	0	0.00%	-	53	0	0	0.00%	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-
2018	LDGT	2,569	0	0	0.00%	-	2,569	0	0	0.00%	-
2018	LDGV	649	0	0	0.00%	-	649	0	0	0.00%	-

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2019

Model Yr	Veh Type	2019 Liquid Leak Initial Insp	2019 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	2019 Misc Emissions Initial Insp	2019 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
2019	HDGV	1,020	0	0	0.00%	-	1,020	1	0	0.00%	0.00%
2019	LDDT	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-
2019	LDGT	363	0	0	0.00%	-	363	0	0	0.00%	-
2019	LDGV	52	0	0	0.00%	-	52	0	0	0.00%	-
2020	HDGV	364	0	0	0.00%	-	364	0	0	0.00%	-
2020	LDDT	0	0	0	-	-	0	0	0	-	-
2020	LDDV	0	0	0	-	-	0	0	0	-	-
2020	LDGT	7	0	0	0.00%	-	7	0	0	0.00%	-
2020	LDGV	2	0	0	0.00%	-	2	0	0	0.00%	-
Totals		1,904,110	105	10	0.001%	9.5%	1,904,110	385	54	0.00%	14.0%

APPENDIX I - PART J

FIRST RETEST EMISSION INSPECTION PASSES & FAILURES BY TEST TYPE

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2019

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 Test First Retest Insps	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate	No Primary Test Pass Rate
Pre96/Unk	HDGV	7	0	7	0.0%	100.0%	0	0	0	-	-	7	0	7	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	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
Pre96/Unk	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	356	112	244	31.5%	68.5%	352	110	242	31.3%	68.8%	0	0	0	-	-
1996	LDGV	450	126	324	28.0%	72.0%	440	123	317	28.0%	72.0%	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	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	LDGT	850	266	584	31.3%	68.7%	841	265	576	31.5%	68.5%	0	0	0	-	-
1997	LDGV	1,097	341	756	31.1%	68.9%	1,072	331	741	30.9%	69.1%	0	0	0	-	-
1998	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%	0	0	0	-	-
1998	LDGT	880	246	634	28.0%	72.0%	866	241	625	27.8%	72.2%	0	0	0	-	-
1998	LDGV	1,156	330	826	28.5%	71.5%	1,140	327	813	28.7%	71.3%	0	0	0	-	-
1999	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	5	1	4	20.0%	80.0%	4	1	3	25.0%	75.0%	0	0	0	-	-
1999	LDGT	1,444	392	1,052	27.1%	72.9%	1,420	386	1,034	27.2%	72.8%	0	0	0	-	-
1999	LDGV	1,983	545	1,438	27.5%	72.5%	1,968	537	1,431	27.3%	72.7%	0	0	0	-	-
2000	HDGV	4	1	3	25.0%	75.0%	0	0	0	-	-	4	1	3	25.0%	75.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	4	0	4	0.0%	100.0%	4	0	4	0.0%	100.0%	0	0	0	-	-
2000	LDGT	1,667	453	1,214	27.2%	72.8%	1,639	447	1,192	27.3%	72.7%	0	0	0	-	-
2000	LDGV	2,275	667	1,608	29.3%	70.7%	2,252	661	1,591	29.4%	70.6%	0	0	0	-	-
2001	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2001	LDGT	3,987	1,304	2,683	32.7%	67.3%	3,959	1,295	2,664	32.7%	67.3%	0	0	0	-	-
2001	LDGV	4,446	1,552	2,894	34.9%	65.1%	4,415	1,541	2,874	34.9%	65.1%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2019

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 Test First Retest Insps	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate	No Primary Test Pass Rate
2002	HDGV	7	0	7	0.0%	100.0%	0	0	0	-	-	7	0	7	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2002	LDGT	3,734	1,142	2,592	30.6%	69.4%	3,700	1,134	2,566	30.6%	69.4%	0	0	0	-	-
2002	LDGV	3,924	1,325	2,599	33.8%	66.2%	3,889	1,311	2,578	33.7%	66.3%	0	0	0	-	-
2003	HDGV	4	1	3	25.0%	75.0%	0	0	0	-	-	4	1	3	25.0%	75.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	4	0	4	0.0%	100.0%	4	0	4	0.0%	100.0%	0	0	0	-	-
2003	LDGT	5,637	1,617	4,020	28.7%	71.3%	5,604	1,608	3,996	28.7%	71.3%	0	0	0	-	-
2003	LDGV	5,628	1,669	3,959	29.7%	70.3%	5,593	1,653	3,940	29.6%	70.4%	0	0	0	-	-
2004	HDGV	10	1	9	10.0%	90.0%	0	0	0	-	-	10	1	9	10.0%	90.0%
2004	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDDV	7	1	6	14.3%	85.7%	7	1	6	14.3%	85.7%	0	0	0	-	-
2004	LDGT	4,875	1,416	3,459	29.0%	71.0%	4,840	1,408	3,432	29.1%	70.9%	0	0	0	-	-
2004	LDGV	4,268	1,273	2,995	29.8%	70.2%	4,235	1,267	2,968	29.9%	70.1%	0	0	0	-	-
2005	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	3	0	3	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	27	4	23	14.8%	85.2%	27	4	23	14.8%	85.2%	0	0	0	-	-
2005	LDGT	6,837	1,805	5,032	26.4%	73.6%	6,785	1,791	4,994	26.4%	73.6%	0	0	0	-	-
2005	LDGV	5,931	1,499	4,432	25.3%	74.7%	5,888	1,482	4,406	25.2%	74.8%	0	0	0	-	-
2006	HDGV	7	0	7	0.0%	100.0%	0	0	0	-	-	7	0	7	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	10	3	7	30.0%	70.0%	9	3	6	33.3%	66.7%	0	0	0	-	-
2006	LDGT	4,753	1,232	3,521	25.9%	74.1%	4,723	1,223	3,500	25.9%	74.1%	0	0	0	-	-
2006	LDGV	4,722	1,268	3,454	26.9%	73.1%	4,676	1,253	3,423	26.8%	73.2%	0	0	0	-	-
2007	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-	4	0	4	0.0%	100.0%
2007	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	LDGT	3,470	914	2,556	26.3%	73.7%	3,446	910	2,536	26.4%	73.6%	0	0	0	-	-
2007	LDGV	3,519	891	2,628	25.3%	74.7%	3,498	877	2,621	25.1%	74.9%	0	0	0	-	-
2008	HDGV	638	169	469	26.5%	73.5%	635	169	466	26.6%	73.4%	1	0	1	0.0%	100.0%
2008	LDDT	6	0	6	0.0%	100.0%	6	0	6	0.0%	100.0%	0	0	0	-	-
2008	LDDV	6	0	6	0.0%	100.0%	6	0	6	0.0%	100.0%	0	0	0	-	-
2008	LDGT	5,670	1,349	4,321	23.8%	76.2%	5,634	1,338	4,296	23.7%	76.3%	0	0	0	-	-
2008	LDGV	5,716	1,357	4,359	23.7%	76.3%	5,670	1,342	4,328	23.7%	76.3%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
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Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	No Primary Test First Retest Insps	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate	No Primary Test Pass Rate
2009	HDGV	444	136	308	30.6%	69.4%	440	135	305	30.7%	69.3%	0	0	0	-	-
2009	LDDT	12	5	7	41.7%	58.3%	12	5	7	41.7%	58.3%	0	0	0	-	-
2009	LDDV	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2009	LDGT	1,835	467	1,368	25.4%	74.6%	1,825	464	1,361	25.4%	74.6%	0	0	0	-	-
2009	LDGV	2,213	525	1,688	23.7%	76.3%	2,201	524	1,677	23.8%	76.2%	0	0	0	-	-
2010	HDGV	464	133	331	28.7%	71.3%	460	133	327	28.9%	71.1%	1	0	1	0.0%	100.0%
2010	LDDT	44	24	20	54.5%	45.5%	44	24	20	54.5%	45.5%	0	0	0	-	-
2010	LDDV	12	6	6	50.0%	50.0%	12	6	6	50.0%	50.0%	0	0	0	-	-
2010	LDGT	3,860	825	3,035	21.4%	78.6%	3,839	821	3,018	21.4%	78.6%	0	0	0	-	-
2010	LDGV	4,018	869	3,149	21.6%	78.4%	3,996	863	3,133	21.6%	78.4%	0	0	0	-	-
2011	HDGV	598	158	440	26.4%	73.6%	592	158	434	26.7%	73.3%	4	0	4	0.0%	100.0%
2011	LDDT	51	25	26	49.0%	51.0%	51	25	26	49.0%	51.0%	0	0	0	-	-
2011	LDDV	20	9	11	45.0%	55.0%	20	9	11	45.0%	55.0%	0	0	0	-	-
2011	LDGT	2,201	489	1,712	22.2%	77.8%	2,190	487	1,703	22.2%	77.8%	0	0	0	-	-
2011	LDGV	2,194	523	1,671	23.8%	76.2%	2,168	518	1,650	23.9%	76.1%	0	0	0	-	-
2012	HDGV	614	140	474	22.8%	77.2%	607	140	467	23.1%	76.9%	3	0	3	0.0%	100.0%
2012	LDDT	75	43	32	57.3%	42.7%	75	43	32	57.3%	42.7%	0	0	0	-	-
2012	LDDV	30	10	20	33.3%	66.7%	30	10	20	33.3%	66.7%	0	0	0	-	-
2012	LDGT	3,931	910	3,021	23.1%	76.9%	3,919	909	3,010	23.2%	76.8%	0	0	0	-	-
2012	LDGV	4,279	1,014	3,265	23.7%	76.3%	4,247	1,007	3,240	23.7%	76.3%	0	0	0	-	-
2013	HDGV	419	84	335	20.0%	80.0%	415	84	331	20.2%	79.8%	1	0	1	0.0%	100.0%
2013	LDDT	19	7	12	36.8%	63.2%	19	7	12	36.8%	63.2%	0	0	0	-	-
2013	LDDV	23	5	18	21.7%	78.3%	23	5	18	21.7%	78.3%	0	0	0	-	-
2013	LDGT	1,717	385	1,332	22.4%	77.6%	1,713	384	1,329	22.4%	77.6%	0	0	0	-	-
2013	LDGV	2,171	571	1,600	26.3%	73.7%	2,151	570	1,581	26.5%	73.5%	0	0	0	-	-
2014	HDGV	495	109	386	22.0%	78.0%	481	108	373	22.5%	77.5%	10	1	9	10.0%	90.0%
2014	LDDT	87	28	59	32.2%	67.8%	87	28	59	32.2%	67.8%	0	0	0	-	-
2014	LDDV	87	28	59	32.2%	67.8%	87	28	59	32.2%	67.8%	0	0	0	-	-
2014	LDGT	4,460	1,246	3,214	27.9%	72.1%	4,451	1,246	3,205	28.0%	72.0%	0	0	0	-	-
2014	LDGV	3,476	946	2,530	27.2%	72.8%	3,439	938	2,501	27.3%	72.7%	0	0	0	-	-
2015	HDGV	363	92	271	25.3%	74.7%	351	92	259	26.2%	73.8%	10	0	10	0.0%	100.0%
2015	LDDT	9	2	7	22.2%	77.8%	9	2	7	22.2%	77.8%	0	0	0	-	-
2015	LDDV	5	2	3	40.0%	60.0%	5	2	3	40.0%	60.0%	0	0	0	-	-
2015	LDGT	644	118	526	18.3%	81.7%	635	118	517	18.6%	81.4%	0	0	0	-	-
2015	LDGV	518	143	375	27.6%	72.4%	512	143	369	27.9%	72.1%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2019

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 Test First Retest Insps	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate	No Primary Test Pass Rate
2016	HDGV	269	45	224	16.7%	83.3%	244	41	203	16.8%	83.2%	21	4	17	19.0%	81.0%
2016	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	150	29	121	19.3%	80.7%	150	29	121	19.3%	80.7%	0	0	0	-	-
2016	LDGV	49	12	37	24.5%	75.5%	49	12	37	24.5%	75.5%	0	0	0	-	-
2017	HDGV	180	36	144	20.0%	80.0%	173	36	137	20.8%	79.2%	6	0	6	0.0%	100.0%
2017	LDDT	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	83	13	70	15.7%	84.3%	83	13	70	15.7%	84.3%	0	0	0	-	-
2017	LDGV	31	6	25	19.4%	80.6%	31	6	25	19.4%	80.6%	0	0	0	-	-
2018	HDGV	161	28	133	17.4%	82.6%	157	28	129	17.8%	82.2%	4	0	4	0.0%	100.0%
2018	LDDT	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	57	12	45	21.1%	78.9%	56	12	44	21.4%	78.6%	0	0	0	-	-
2018	LDGV	22	4	18	18.2%	81.8%	22	4	18	18.2%	81.8%	0	0	0	-	-
2019	HDGV	9	0	9	0.0%	100.0%	7	0	7	0.0%	100.0%	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	11	1	10	9.1%	90.9%	11	1	10	9.1%	90.9%	0	0	0	-	-
2019	LDGV	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2020	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2020	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		132,471	35,539	96,932	26.8%	73.2%	131,361	35,261	96,100	26.8%	73.2%	117	8	109	6.8%	93.2%

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Year 2019

Model Yr	Veh Type	MIL Check Without OBD Test First Retest Insps	MIL Check Without OBD Test Fail	MIL Check Without OBD Test Pass	MIL Check Without OBD Test Fail Rate	MIL Check Without OBD Test 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	0	3	0.0%	100.0%	3	0	3	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	-	-	2	0	2	0.0%	100.0%	0	0	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	-	-	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
1996	LDGV	0	0	0	-	-	10	1	9	10.0%	90.0%	2	0	2	0.0%	100.0%
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	-	-	5	1	4	20.0%	80.0%	4	0	4	0.0%	100.0%
1997	LDGV	0	0	0	-	-	16	4	12	25.0%	75.0%	13	0	13	0.0%	100.0%
1998	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	0	0	0	-	-	10	2	8	20.0%	80.0%	8	0	8	0.0%	100.0%
1998	LDGV	0	0	0	-	-	16	0	16	0.0%	100.0%	3	1	2	33.3%	66.7%
1999	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGT	0	0	0	-	-	7	2	5	28.6%	71.4%	19	3	16	15.8%	84.2%
1999	LDGV	0	0	0	-	-	17	2	15	11.8%	88.2%	6	1	5	16.7%	83.3%
2000	HDGV	0	0	0	-	-	1	1	0	100.0%	0.0%	1	0	1	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	9	1	8	11.1%	88.9%	23	0	23	0.0%	100.0%
2000	LDGV	0	0	0	-	-	16	1	15	6.3%	93.8%	12	0	12	0.0%	100.0%
2001	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	13	1	12	7.7%	92.3%	34	2	32	5.9%	94.1%
2001	LDGV	0	0	0	-	-	27	1	26	3.7%	96.3%	15	1	14	6.7%	93.3%

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Year 2019

Model Yr	Veh Type	MIL Check Without OBD Test First Retest Insps	MIL Check Without OBD Test Fail	MIL Check Without OBD Test Pass	MIL Check Without OBD Test Fail Rate	MIL Check Without OBD Test 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	-	-	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	9	0	9	0.0%	100.0%	36	4	32	11.1%	88.9%
2002	LDGV	0	0	0	-	-	36	5	31	13.9%	86.1%	20	1	19	5.0%	95.0%
2003	HDGV	0	0	0	-	-	2	1	1	50.0%	50.0%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	15	1	14	6.7%	93.3%	43	4	39	9.3%	90.7%
2003	LDGV	0	0	0	-	-	31	1	30	3.2%	96.8%	24	3	21	12.5%	87.5%
2004	HDGV	0	0	0	-	-	2	1	1	50.0%	50.0%	2	0	2	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	13	2	11	15.4%	84.6%	37	2	35	5.4%	94.6%
2004	LDGV	0	0	0	-	-	34	4	30	11.8%	88.2%	19	1	18	5.3%	94.7%
2005	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	13	1	12	7.7%	92.3%	51	7	44	13.7%	86.3%
2005	LDGV	0	0	0	-	-	31	4	27	12.9%	87.1%	22	5	17	22.7%	77.3%
2006	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT	0	0	0	-	-	7	0	7	0.0%	100.0%	27	6	21	22.2%	77.8%
2006	LDGV	0	0	0	-	-	31	3	28	9.7%	90.3%	23	3	20	13.0%	87.0%
2007	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	6	1	5	16.7%	83.3%	10	1	9	10.0%	90.0%
2007	LDGV	0	0	0	-	-	20	2	18	10.0%	90.0%	12	3	9	25.0%	75.0%
2008	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	8	0	8	0.0%	100.0%	29	2	27	6.9%	93.1%
2008	LDGV	0	0	0	-	-	24	5	19	20.8%	79.2%	28	5	23	17.9%	82.1%

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Year 2019

Model Yr	Veh Type	MIL Check Without OBD Test First Retest Insps	MIL Check Without OBD Test Fail	MIL Check Without OBD Test Pass	MIL Check Without OBD Test Fail Rate	MIL Check Without OBD Test 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	-	-	1	0	1	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	-	-	1	0	1	0.0%	100.0%	11	2	9	18.2%	81.8%
2009	LDGV	0	0	0	-	-	11	2	9	18.2%	81.8%	4	0	4	0.0%	100.0%
2010	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	5	0	5	0.0%	100.0%	11	1	10	9.1%	90.9%
2010	LDGV	0	0	0	-	-	13	2	11	15.4%	84.6%	15	1	14	6.7%	93.3%
2011	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	6	0	6	0.0%	100.0%
2011	LDGV	0	0	0	-	-	13	0	13	0.0%	100.0%	12	1	11	8.3%	91.7%
2012	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	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	-	-	5	1	4	20.0%	80.0%	6	0	6	0.0%	100.0%
2012	LDGV	0	0	0	-	-	20	1	19	5.0%	95.0%	8	2	6	25.0%	75.0%
2013	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
2013	LDGV	0	0	0	-	-	24	2	22	8.3%	91.7%	1	0	1	0.0%	100.0%
2014	HDGV	9	1	8	11.1%	88.9%	0	0	0	-	-	2	0	2	0.0%	100.0%
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	-	-	4	0	4	0.0%	100.0%	3	0	3	0.0%	100.0%
2014	LDGV	0	0	0	-	-	38	6	32	15.8%	84.2%	5	0	5	0.0%	100.0%
2015	HDGV	10	0	10	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	-	-	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2015	LDGV	0	0	0	-	-	5	0	5	0.0%	100.0%	0	0	0	-	-

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2016	HDGV	20	4	16	20.0%	80.0%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
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	6	0	6	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
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	4	0	4	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	-	-	1	0	1	0.0%	100.0%	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	-	-
2020	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2020	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		53	5	48	9.4%	90.6%	596	62	534	10.4%	89.6%	629	62	567	9.9%	90.1%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2019

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	-	-	1	0	1	0.0%	100.0%
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	0	0	0	-	-
1996	LDGV	0	0	0	-	-	1	0	1	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	1	0	1	0.0%	100.0%	5	0	5	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	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%
1998	LDGV	0	0	0	-	-	2	0	2	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	3	0.0%	100.0%	5	0	5	0.0%	100.0%
1999	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%
2000	HDGV	0	0	0	-	-	2	0	2	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%	6	2	4	33.3%	66.7%
2000	LDGV	2	0	2	0.0%	100.0%	9	0	9	0.0%	100.0%
2001	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	1	0	1	0.0%	100.0%	6	0	6	0.0%	100.0%
2001	LDGV	2	0	2	0.0%	100.0%	6	0	6	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2019

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%	9	0	9	0.0%	100.0%
2002	LDGV	0	0	0	-	-	16	0	16	0.0%	100.0%
2003	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	1	0	1	0.0%	100.0%	10	1	9	10.0%	90.0%
2003	LDGV	2	0	2	0.0%	100.0%	10	0	10	0.0%	100.0%
2004	HDGV	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	1	0	1	0.0%	100.0%	16	0	16	0.0%	100.0%
2004	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%
2005	HDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	2	0	2	0.0%	100.0%	10	0	10	0.0%	100.0%
2005	LDGV	0	0	0	-	-	13	1	12	7.7%	92.3%
2006	HDGV	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	2	0	2	0.0%	100.0%	14	1	13	7.1%	92.9%
2006	LDGV	2	0	2	0.0%	100.0%	8	0	8	0.0%	100.0%
2007	HDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	4	0	4	0.0%	100.0%	10	1	9	10.0%	90.0%
2007	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%
2008	HDGV	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	3	0	3	0.0%	100.0%	8	1	7	12.5%	87.5%
2008	LDGV	2	0	2	0.0%	100.0%	12	0	12	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2019

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	4	0	4	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%	6	1	5	16.7%	83.3%
2009	LDGV	0	0	0	-	-	5	0	5	0.0%	100.0%
2010	HDGV	6	0	6	0.0%	100.0%	2	0	2	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	4	1	3	25.0%	75.0%	7	1	6	14.3%	85.7%
2010	LDGV	2	0	2	0.0%	100.0%	7	1	6	14.3%	85.7%
2011	HDGV	1	0	1	0.0%	100.0%	7	0	7	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2011	LDGV	1	0	1	0.0%	100.0%	7	0	7	0.0%	100.0%
2012	HDGV	4	0	4	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	3	0	3	0.0%	100.0%	7	1	6	14.3%	85.7%
2012	LDGV	0	0	0	-	-	11	0	11	0.0%	100.0%
2013	HDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-
2013	LDGT	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2013	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%
2014	HDGV	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-
2014	LDGT	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
2014	LDGV	0	0	0	-	-	5	0	5	0.0%	100.0%
2015	HDGV	1	0	1	0.0%	100.0%	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	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2015	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2019

Model Yr	Veh Type	Liquid Leak First Retest Insp	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insp	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
2016	HDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2016	LDDT	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-
2017	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
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	-	-	2	0	2	0.0%	100.0%
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	-	-
2020	HDGV	0	0	0	-	-	0	0	0	-	-
2020	LDDT	0	0	0	-	-	0	0	0	-	-
2020	LDDV	0	0	0	-	-	0	0	0	-	-
2020	LDGT	0	0	0	-	-	0	0	0	-	-
2020	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		85	1	84	1.2%	98.8%	317	11	306	3.5%	96.5%

APPENDIX II

INSPECTION FACILITY EQUIPMENT AUDIT REPORT

**New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Station
Year 2019**

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	0	0%	2	100%
Bakers Basin	60	0	0%	60	100%
Cape May	12	0	0%	12	100%
Cherry Hill	73	1	1%	72	99%
Deptford	50	1	2%	49	98%
Eatontown	78	0	0%	78	100%
Flemington	36	0	0%	36	100%
Freehold	72	1	1%	71	99%
Kilmer	72	0	0%	72	100%
Lakewood	72	1	1%	71	99%
Lodi	65	0	0%	65	100%
Manahawkin	36	0	0%	36	100%
Mays Landing	48	0	0%	48	100%
Millville	24	0	0%	24	100%
Newark	60	0	0%	60	100%
Newton	24	0	0%	24	100%
Paramus	69	0	0%	69	100%
Rahway	72	0	0%	72	100%
Randolph	79	0	0%	79	100%
Salem	12	0	0%	12	100%
Secaucus	48	0	0%	48	100%
South Brunswick	72	0	0%	72	100%
Southampton	48	0	0%	48	100%
Washington	12	0	0%	12	100%
Wayne	60	0	0%	60	100%
Westfield Specialty	2	0	0%	2	100%
Winslow	36	0	0%	36	100%
Winslow Specialty	2	0	0%	2	100%
Totals	1,296	4	0.3%	1,292	99.7%

Table II-1

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2019

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	1	2	0	0%	2	100%
Bakers Basin	60	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
Cape May	12	1	12	0	0%	12	100%
Cherry Hill	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	13	1	8%	12	92%
		6	12	0	0%	12	100%
Deptford	50	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	14	1	7%	13	93%
Eatontown	78	1	13	0	0%	13	100%
		2	13	0	0%	13	100%
		3	13	0	0%	13	100%
		4	13	0	0%	13	100%
		5	13	0	0%	13	100%
		6	13	0	0%	13	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	1	8%	11	92%
		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	1	8%	11	92%

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New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2019

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Lodi	65	1	13	0	0%	13	100%
		2	13	0	0%	13	100%
		3	13	0	0%	13	100%
		4	13	0	0%	13	100%
		5	13	0	0%	13	100%
Manahawkin	36	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
Mays Landing	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%
Millville	24	1	12	0	0%	12	100%
		2	12	0	0%	12	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	69	1	14	0	0%	14	100%
		2	13	0	0%	13	100%
		3	14	0	0%	14	100%
		4	14	0	0%	14	100%
		5	14	0	0%	14	100%
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	79	1	13	0	0%	13	100%
		2	13	0	0%	13	100%
		3	14	0	0%	14	100%
		4	13	0	0%	13	100%
		5	12	0	0%	12	100%
		6	14	0	0%	14	100%

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New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2019

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Salem	12	1	12	0	0%	12	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	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%
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	0	0%	12	100%
		5	12	0	0%	12	100%
Westfield Specialty	2	1	2	0	0%	2	100%
Winslow	36	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
Winslow Specialty	2	1	2	0	0%	2	100%
Totals	1,296	108	1,296	4	0.3%	1,292	99.7%

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 2019**

2019	Agency	Number Surveyed	Number Delinquent	Delinquent Length				Delinquent Vehicle Type			Compliance Rate
				No Sticker	1-30 Days	31-89 Days	90+ Days	Cars	Trucks	Commercial	
January	NJDEP	3,551	150	41	27	28	54	138	12	0	95.8%
February	NJDEP	3,039	131	37	21	21	52	120	11	0	95.7%
February	NJMVC	500	58	0	8	15	35	Not Reported			88.4%
March	NJDEP	4,537	194	45	19	42	88	168	25	1	95.7%
April	NJDEP	3,594	145	38	17	22	68	139	3	3	96.0%
May	NJDEP	3,011	123	25	25	30	43	122	1	0	95.9%
June	NJDEP	2,000	87	17	24	24	22	86	1	0	95.7%
June	NJMVC	1,500	176	0	22	40	114	Not Reported			88.3%
July	NJDEP	2,500	113	18	23	17	55	102	10	1	95.5%
July	NJMVC	1,500	179	0	29	42	108	Not Reported			88.1%
August	NJDEP	2,038	98	36	10	16	36	95	1	2	95.2%
August	NJMVC	1,500	148	0	33	37	78	Not Reported			90.1%
September	NJDEP	1,000	50	5	7	13	25	50	0	0	95.0%
October	NJDEP	1,000	60	7	6	8	39	60	0	0	94.0%
November	NJDEP	1,513	69	11	7	8	43	69	0	0	95.4%
December	NJDEP	1,523	82	12	8	15	47	81	1	0	94.6%
Totals		34,306	1,863	292	286	378	907	1,230	65	7	94.6%

Table III-1

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2019**

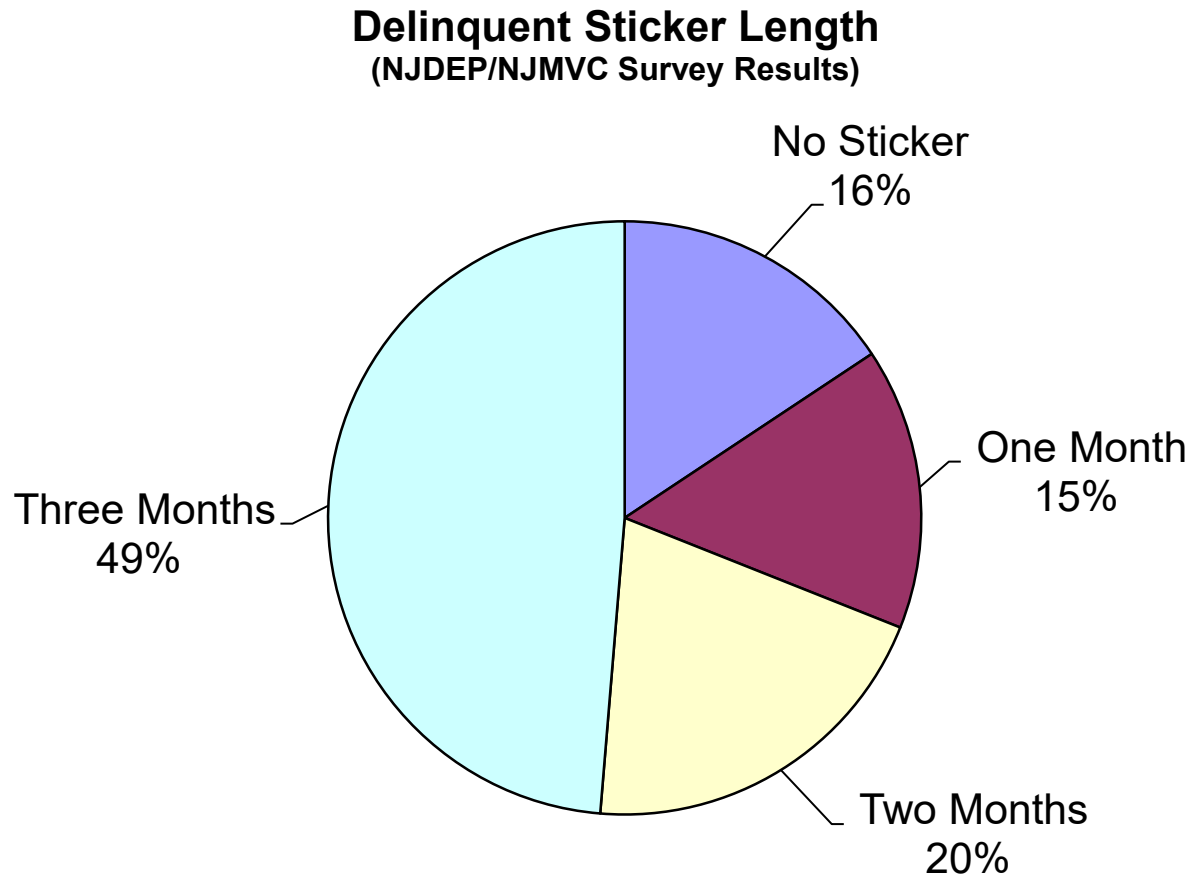


Figure III-1

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2019**

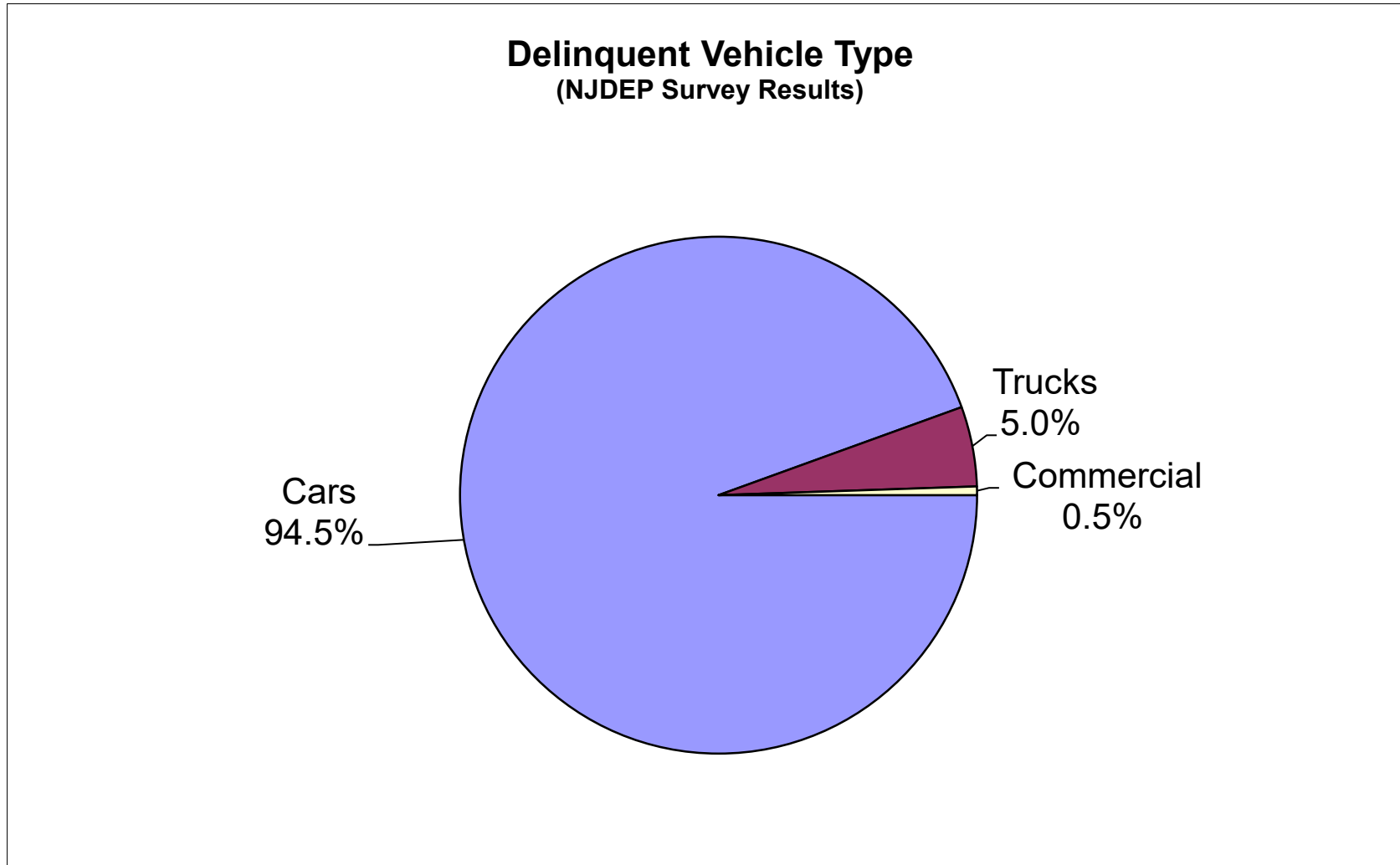


Figure III-2

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.

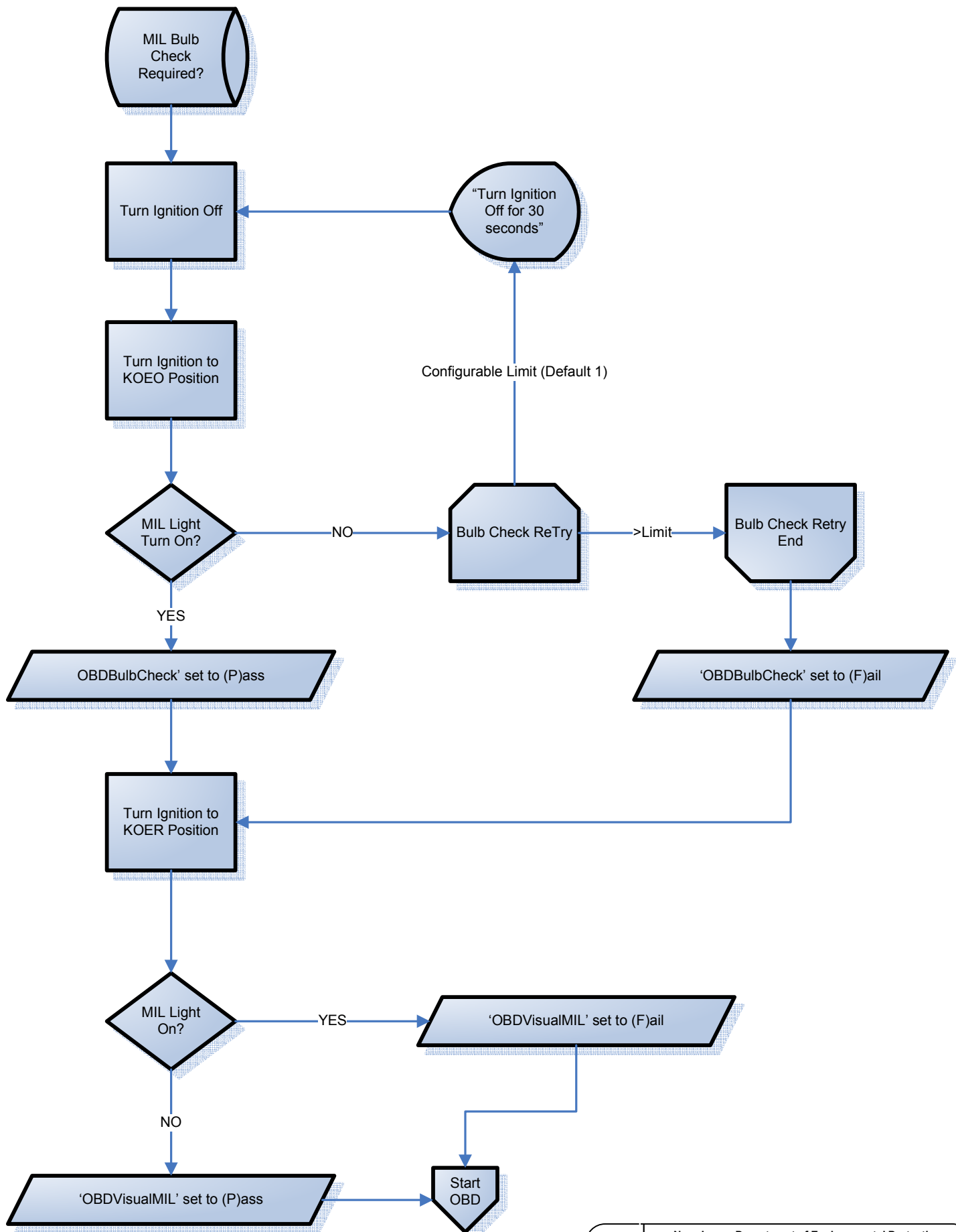
Vehicles were required to store the VIN number of the vehicle in the PCM starting in model year 2005, and some vehicle manufacturers started populating this data element early. As such, in the upgraded system electronic VIN information is recorded starting in model year 1998. Even if the electronic VIN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

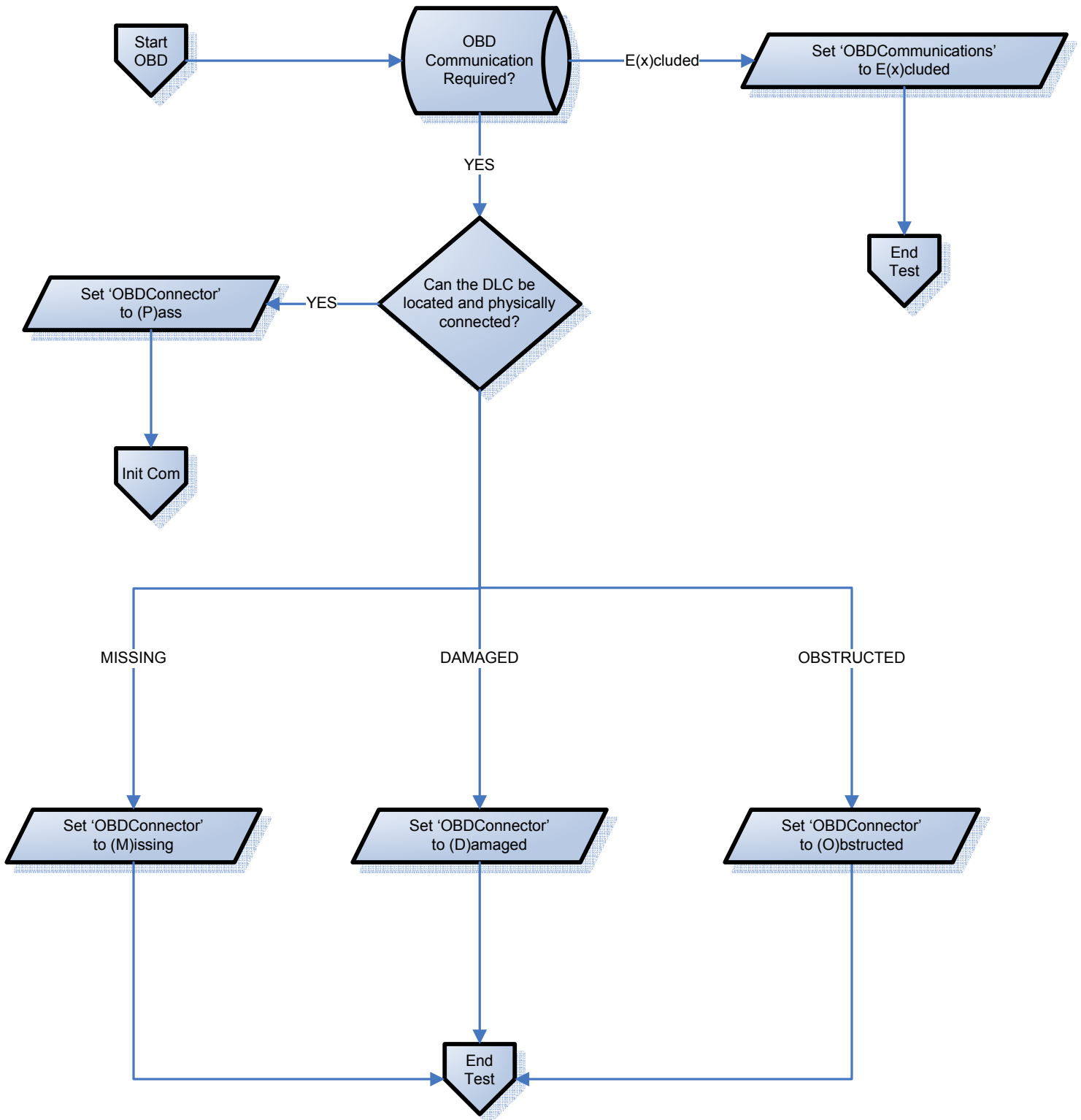
In the upgraded system, two additional vehicle identifiers have been added to the required data elements. These are the Calibration Identification Number (Calid) and Calibration Verification Number (CVN). These elements are not only useful for vehicle identification purposes but can also be used to identify 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.

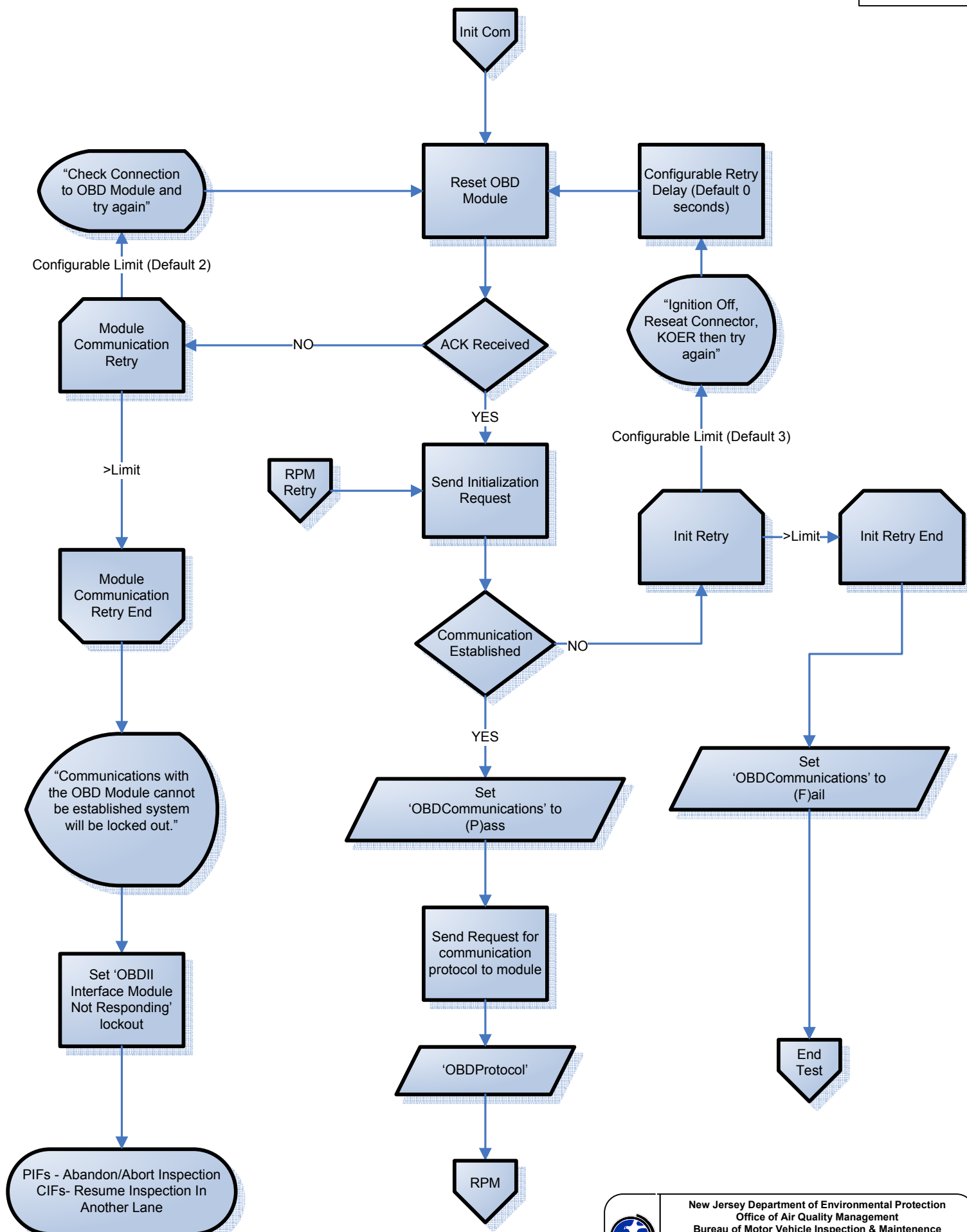
The additional data captured during the OBD test that is used for flagging stations that may be routinely exploiting known weaknesses in OBD testing methodology is: distance traveled with the MIL on, vehicle warm up cycles since the last time DTC information cleared from the PCM, distance travelled with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

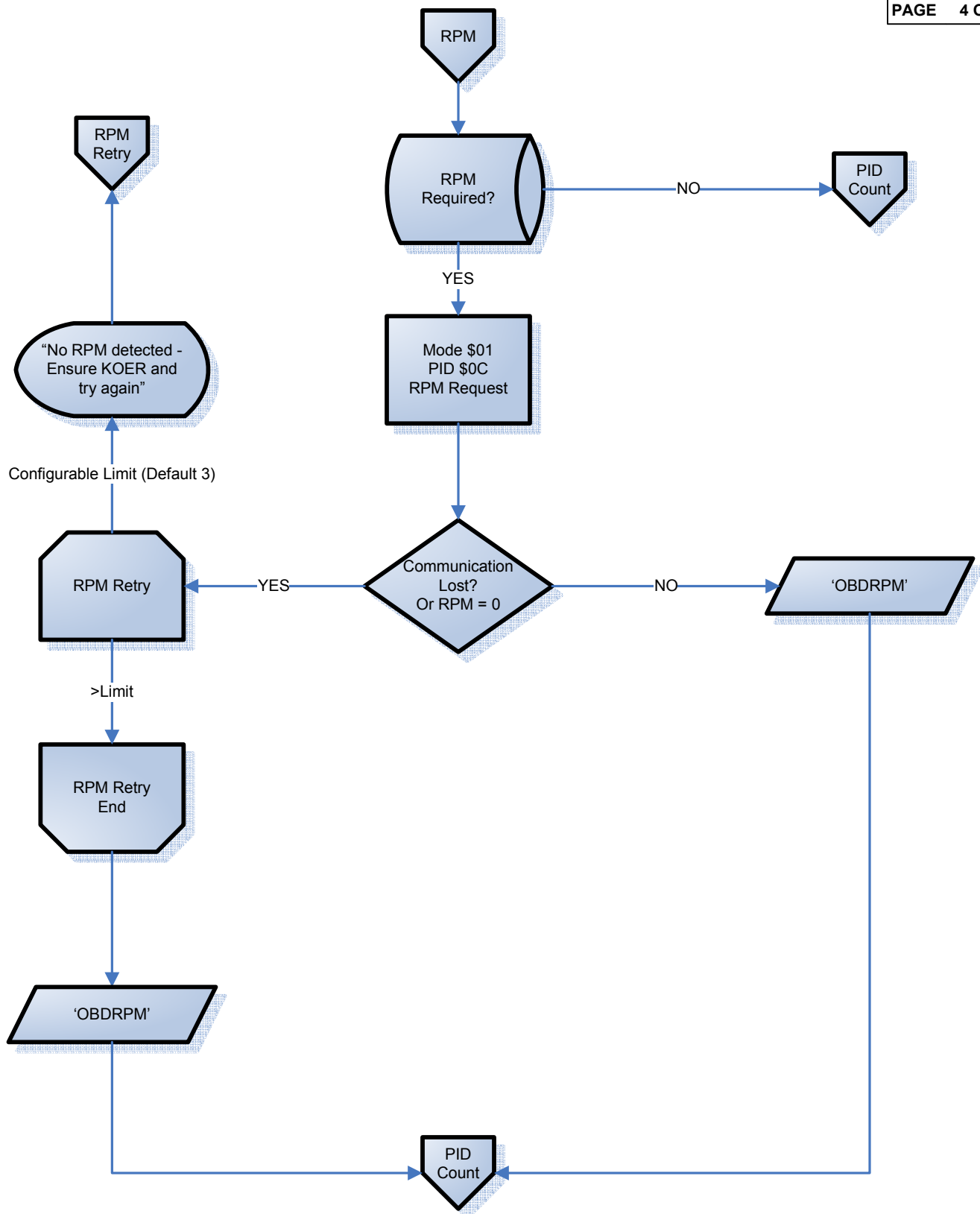
Each one of these parameters is configured in a reference table as to which model years they apply, and for what fuel types. For instance, PID 20 and PID 40 information is requested for gasoline vehicles starting with the 2000 model year.

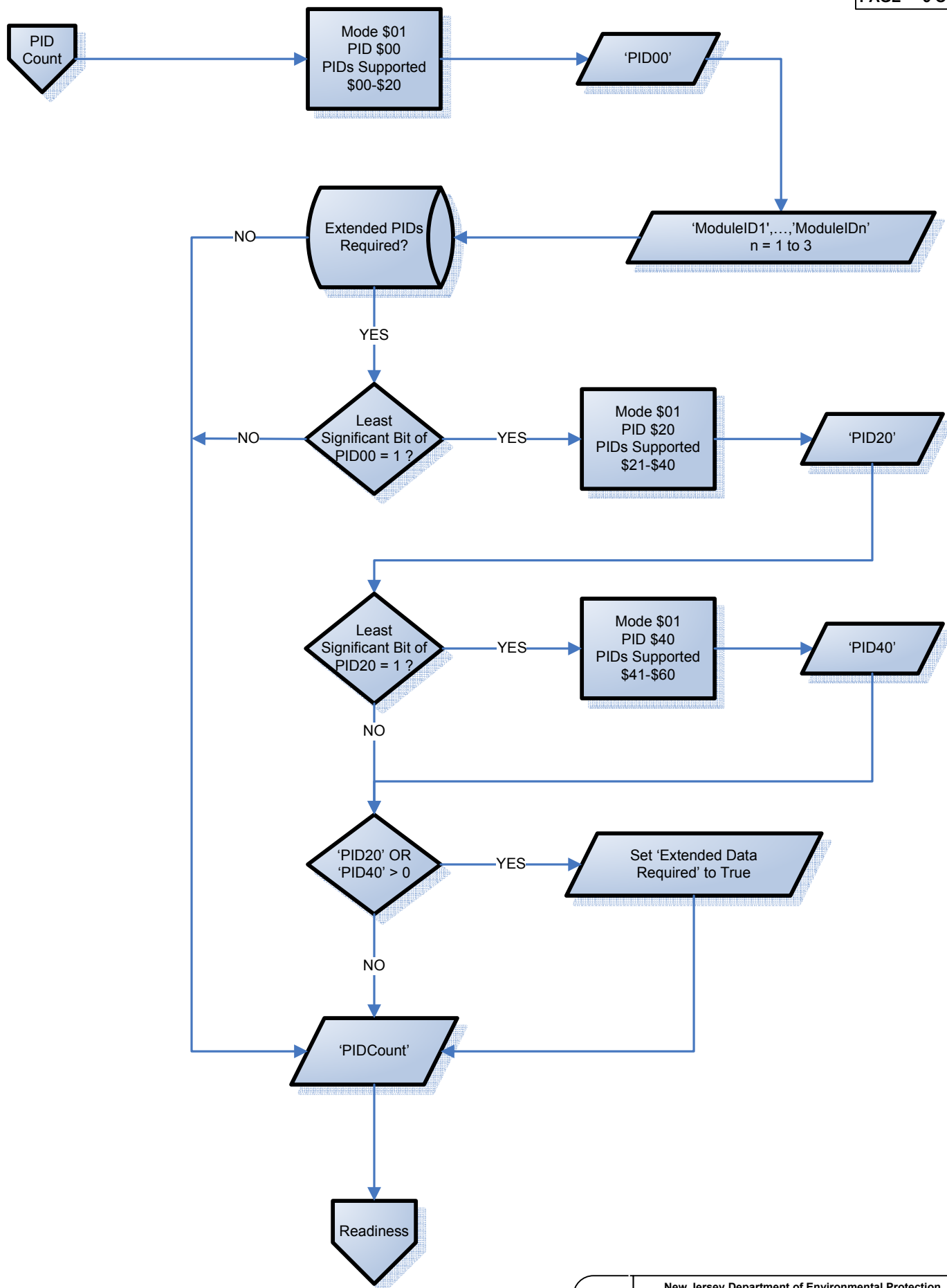
If the vehicle passes its visual MIL inspections, successfully communicates with the analyzer, the analyzer indicates that the motor vehicle is deemed “ready”, and the OBD system is not indicating any malfunctions of the motor vehicle (MIL is commanded off), then the motor vehicle has passed the OBD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

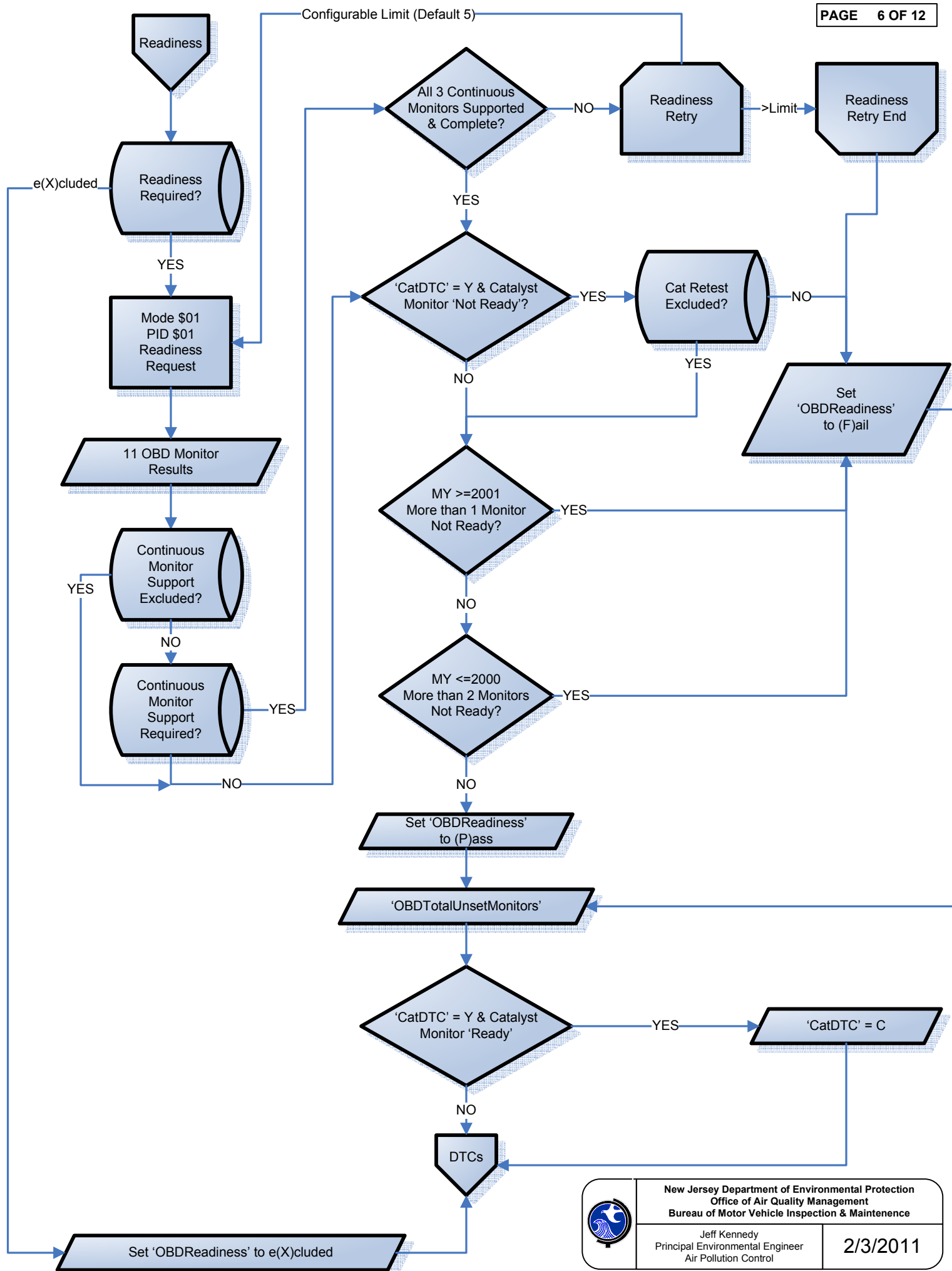


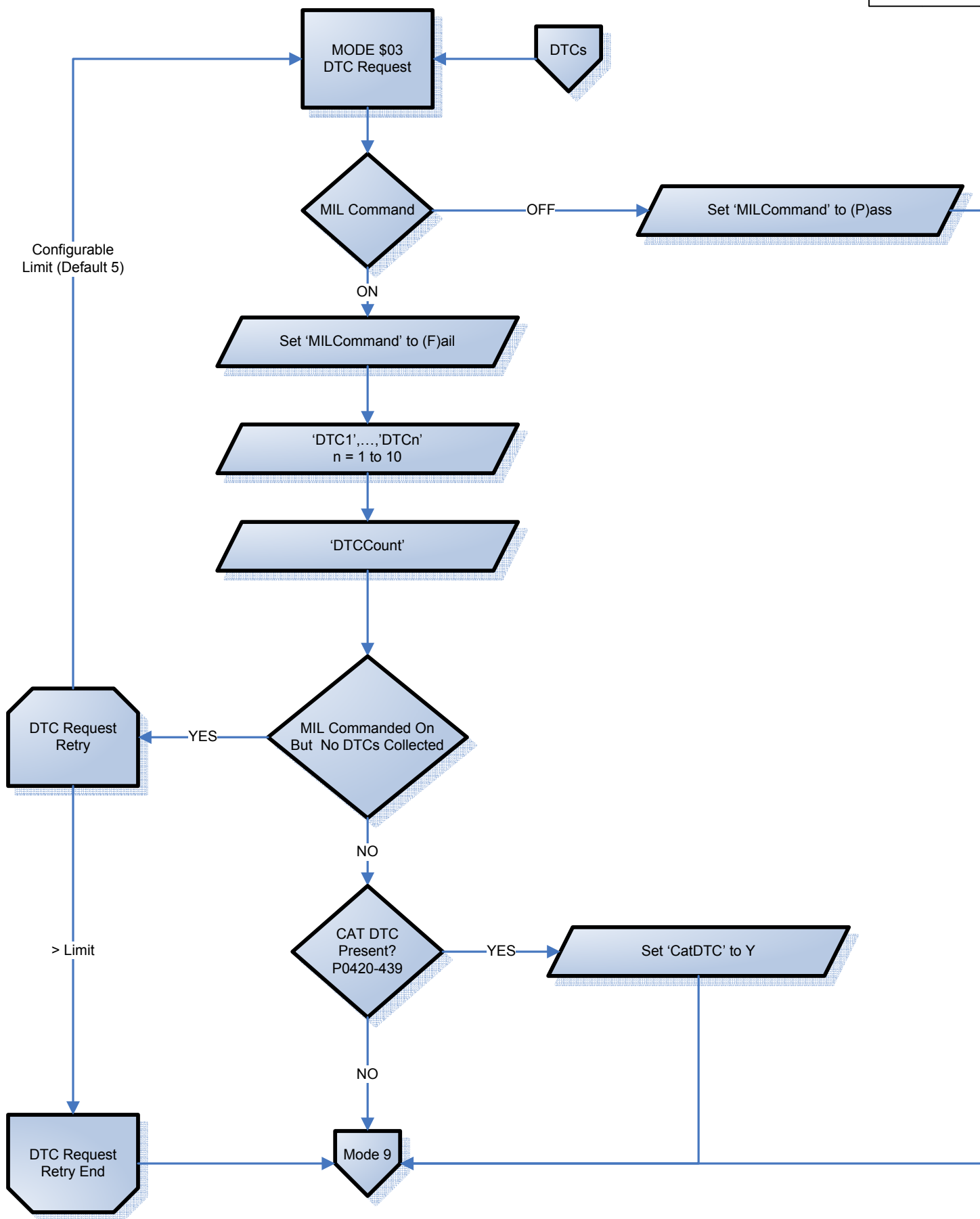


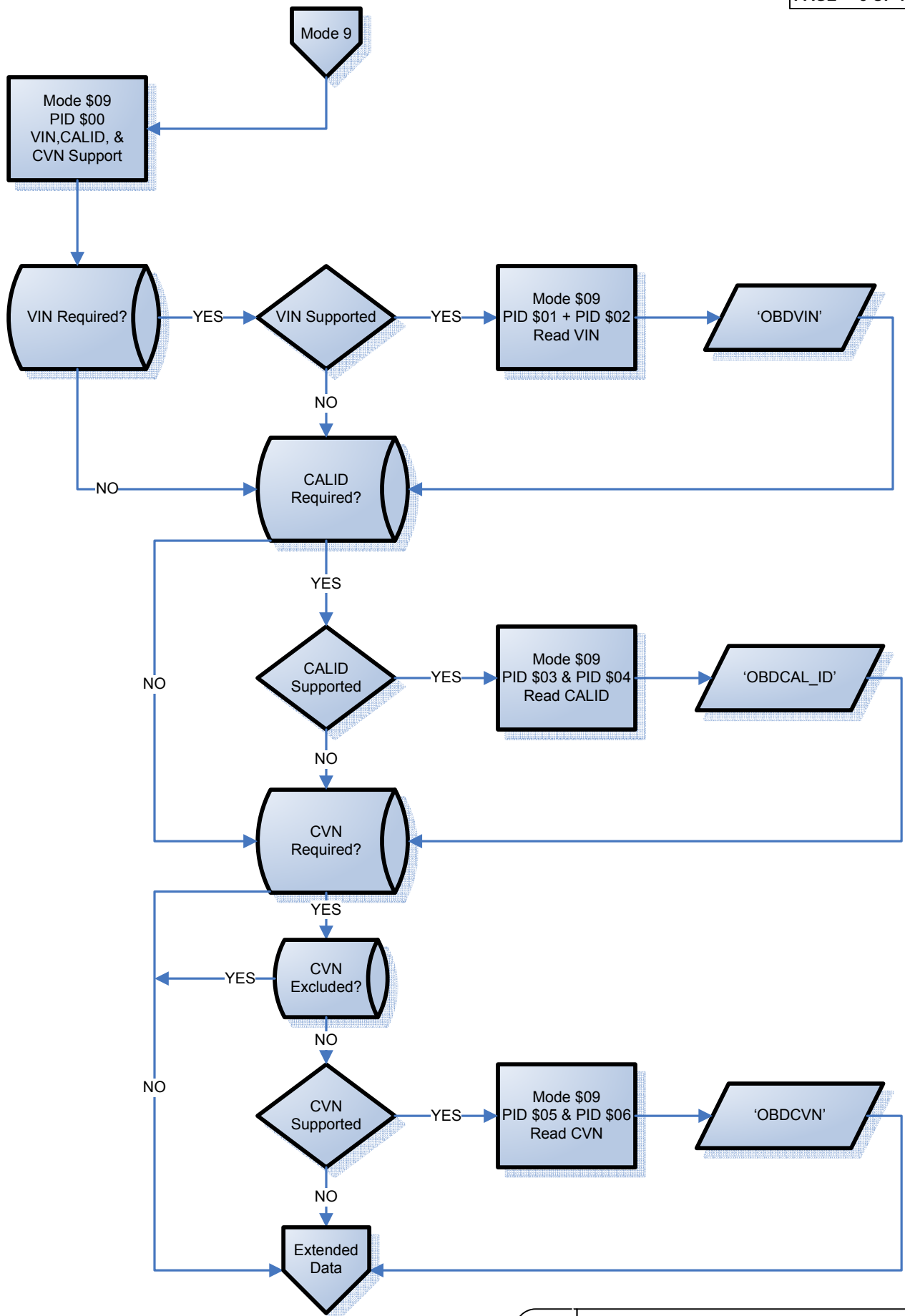


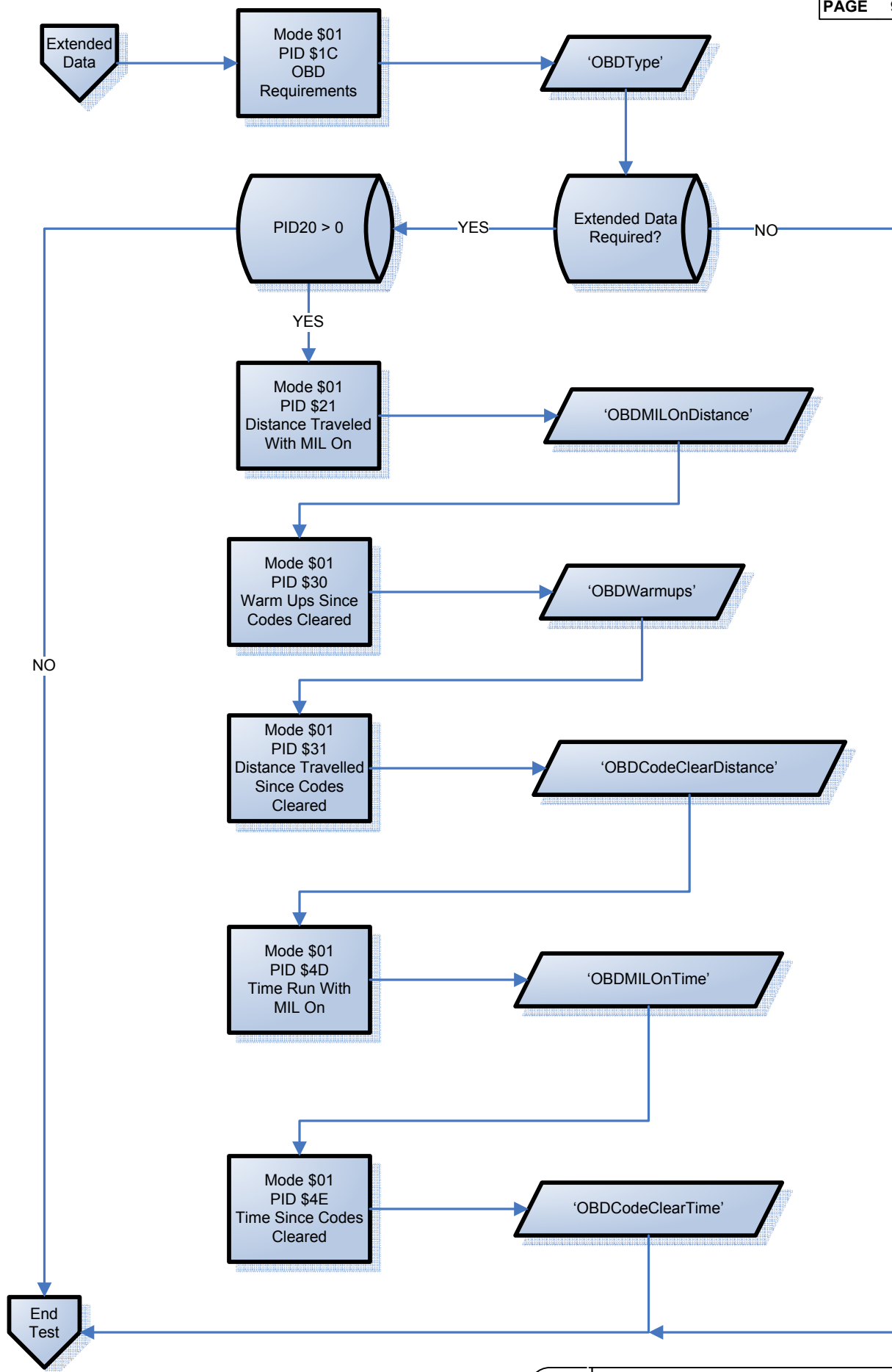


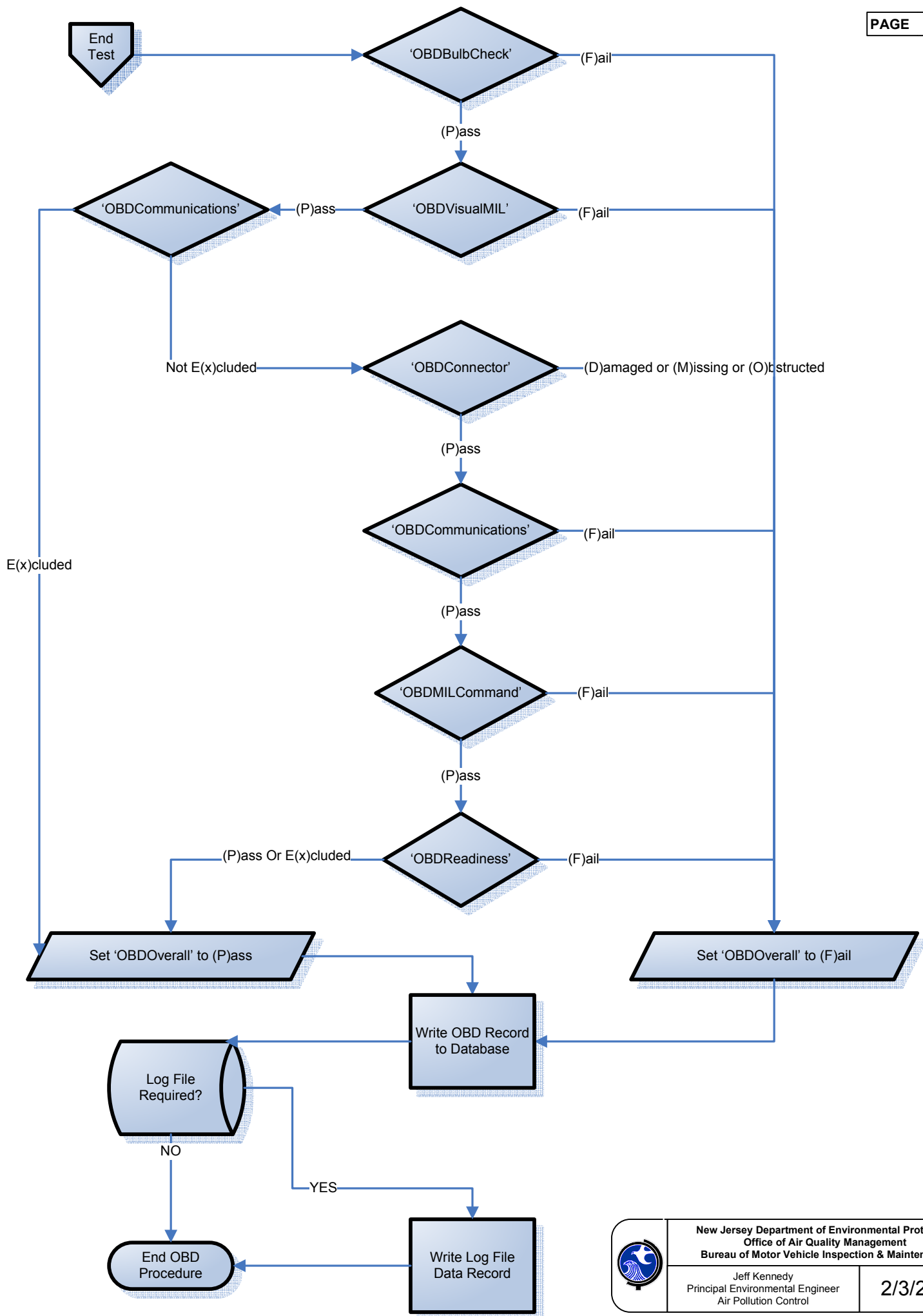


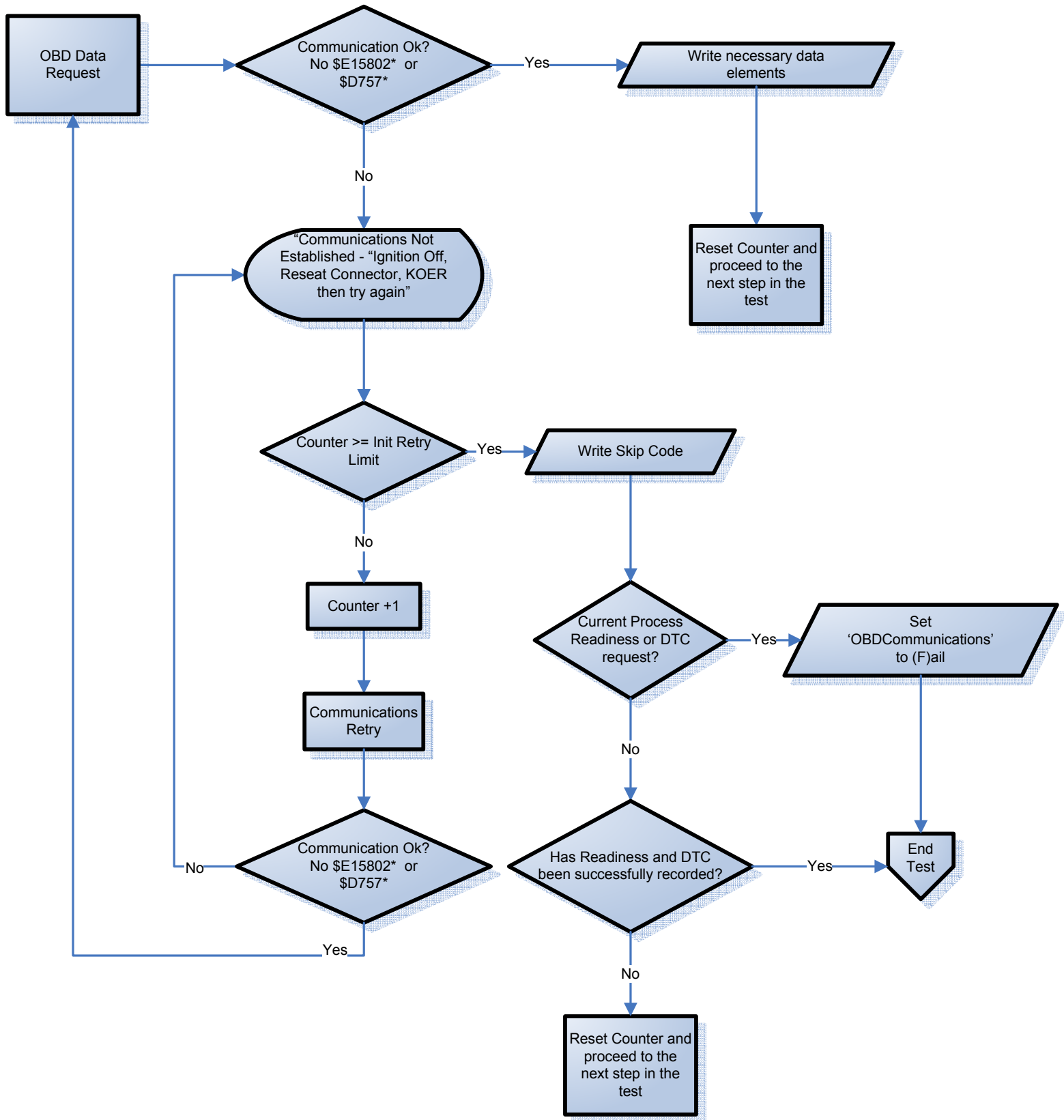


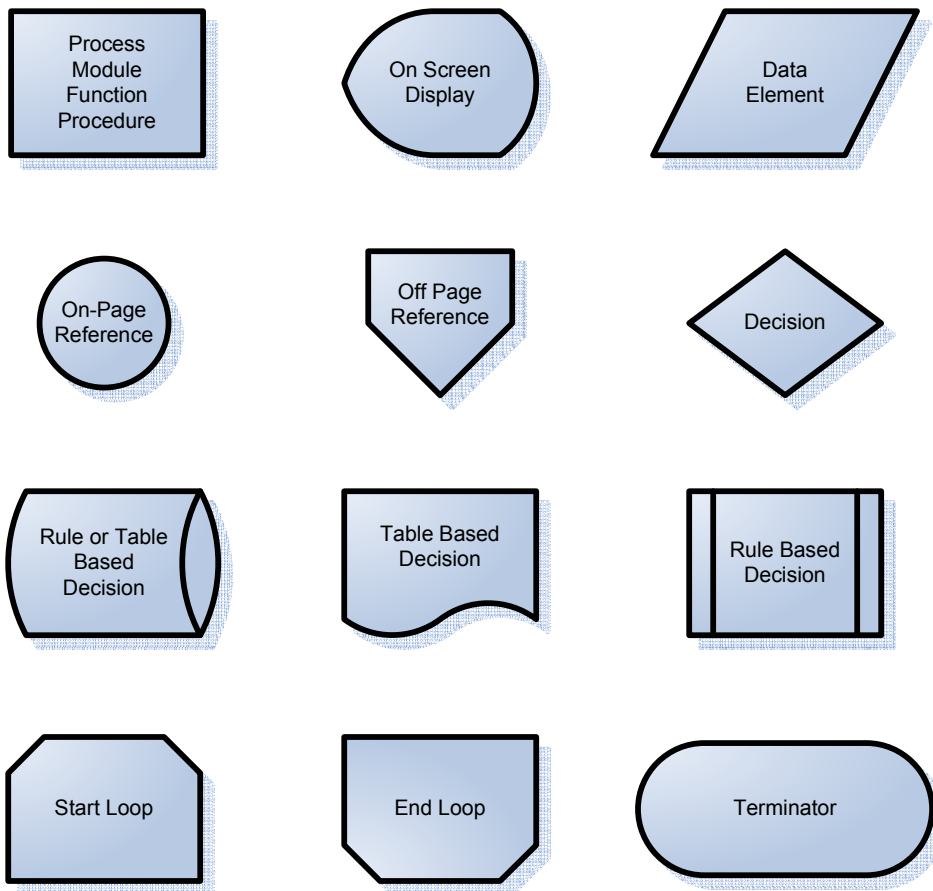












APPENDIX VII

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 2019 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 – 2019

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 2019, there were 2,033 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 2019, there were 2,504 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 0.24% (4,537/1,904,110) of the total initial 2019 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 2018 Annual Reports, as well as this year 2019 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 currently under contract with the State, operates the centralized portion of the inspection network (centralized inspection facilities or CIFs) for the State. The decentralized network is comprised of privately owned and operated Private Inspection Facilities (PIFs) and Private Fleet Facilities (PFFs) that are licensed by the 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 25 CIFs located throughout the State, consisting of a total of 105 full inspection lanes (see Table VII-1). This is 1 less CIF and 3 less lanes than in the year 2018, as the 3-lane Plainfield CIF closed permanently in July 2018.

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.

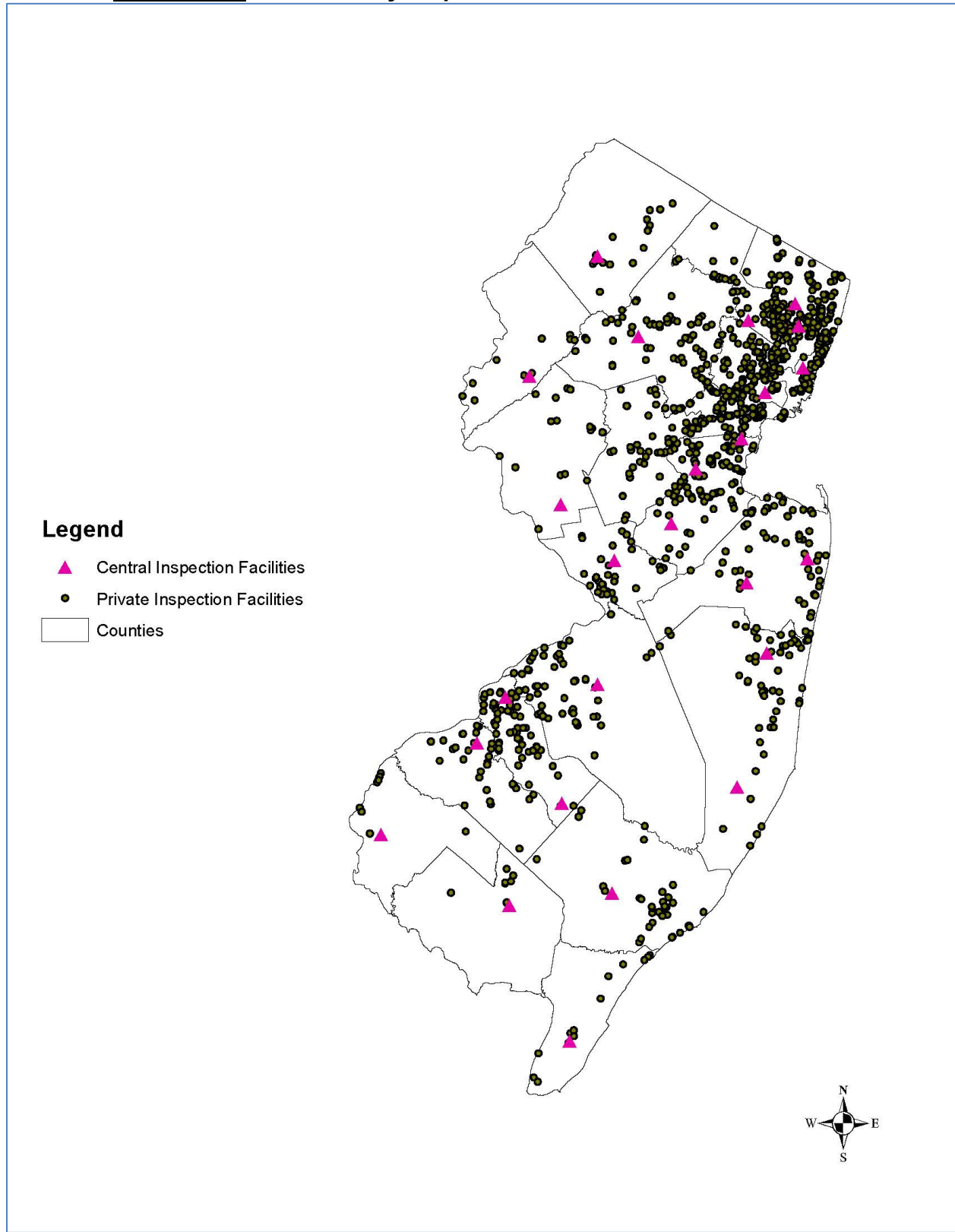
Table VII-1: New Jersey's Centralized Inspection Facilities

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
Rahway	6
Randolph	6
Salem	1
Secaucus	4
South Brunswick	6
Southampton	4
Washington	1
Wayne	5
Winslow	3
Total	105

In 2019, there were 981 PIFs that performed at least one inspection during the entire year; of these, 96 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 2019.

Figure VII-1: New Jersey Inspection and Maintenance Facilities



New Jersey has 895 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 2019 Annual Report Section

Reporting Requirement	2019 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);	Tables 9, 10, 9A, and 10A; 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 NO _x (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

Cross Reference EPA Reporting Requirements and 2019 Annual Report Section

Reporting Requirement	2019 Annual Report Section
(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
(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

Cross Reference EPA Reporting Requirements and 2019 Annual Report Section

Reporting Requirement	2019 Annual Report Section
(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
(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

Cross Reference EPA Reporting Requirements and 2019 Annual Report Section

Reporting Requirement	2019 Annual Report Section
(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.