The State of New Jersey
Department of Environmental Protection

2020 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 2020, 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 2017 through 2020 is presented in Table 1.

Table 1: Key Statistics: Years 2017 – 2020 Comparison

Key Statistics	2017	2018	2019	2020
Number of Total Emission Inspections	2,115,344	2,190,883	2,116,709	1,718,799
Total Emission Inspections – Centralized/Decentralized* Split	87.9%/12.1%	88.5%/11.5%	88.7%/11.3%	83.4%/16.6%
Total Emission Inspections – Initial/Re-inspection Split	89.5%/10.5%	90.0%/10.0%	90.0%/10.0%	92.6%/7.4%
Number of Initial Emission Inspections	1,893,393	1,971,999	1,904,110	1,590,889
Overall Initial Emission Failure Rate	9.2%	9.0%	9.0%	7.0%
Centralized Initial Emission Failure Rate	9.6%	9.4%	9.4%	7.5%
Decentralized Initial Emission Failure Rate	5.8%	5.5%	5.3%	4.2%
Overall Emission Inspection 1st Retest Pass Rate	73.5%	73.7%	73.2%	76.4%
OBD 1st Retest Pass Rate	73.4%	73.7%	73.2%	76.3%
Number of Vehicles with No Known Final Outcome**	20,626	21,353	39,629	14,698
As Percentage of Initial Inspections	1.1%	1.1%	2.1%	0.9%
As Percentage of Initial Failures	11.9%	12.1%	23.1%	13.3%
Sticker Compliance Rate	95.4%	95.6%	94.6%	94.6%
Emissions-Only CIF Covert Performance Audit Fail Rate	3.2%	4.4%	3.0%	5.4%
Emissions-Only PIF Covert Performance Audit Fail Rate	2.0%	4.5%	4.0%	1.5%
CIF Equipment Audit Fail Rate	0.3%	0.5%	0.3%	0.9%
PIF Equipment Audit Fail Rate	2.2%	2.8%	2.1%	0.9%
# CIF Full Inspection Lanes	108	108	105	105
# PIFs	1,082	1,045	1,014	954
# Emission Repair Facilities (ERFs)	1,118	900	895	770

* 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 2017 and 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, while the 2020 decrease is likely due to the COVID-19 health pandemic. See more details in Section F.

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 twenty-first 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 2020 is the fourth 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

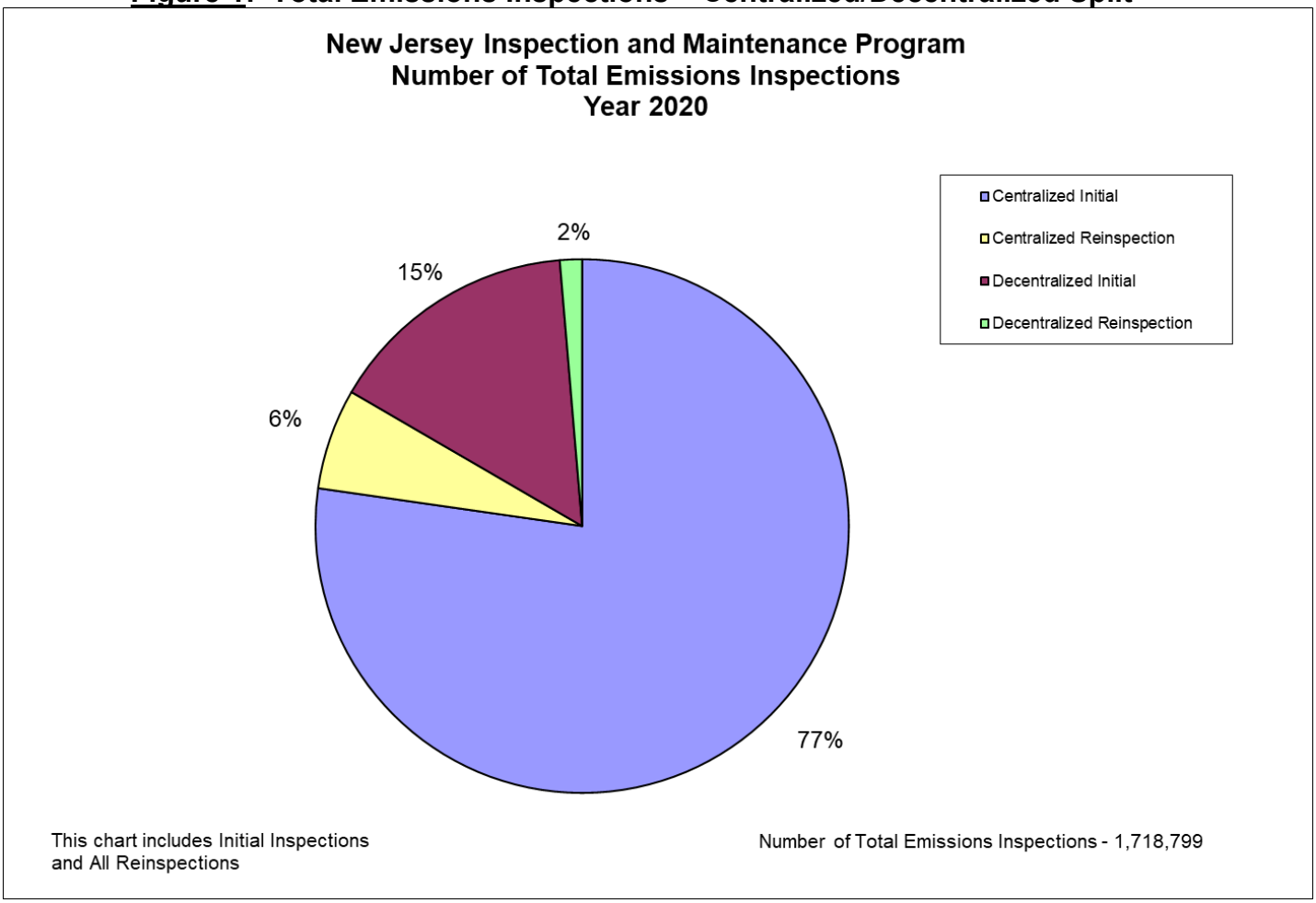
Test Station	Data	Initial Insps	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility (CIF)*	Total	1,312,747		99,361		1,412,108	
	Fail	97,343	7.4%	27,417	27.6%	124,760	8.8%
	Pass	1,215,404	92.6%	71,944	72.4%	1,287,348	91.2%
Private Inspection Facility (PIF)	Total	258,725		22,689		281,414	
	Fail	10,849	4.2%	1,273	5.6%	12,122	4.3%
	Pass	247,876	95.8%	21,416	94.4%	269,292	95.7%
Private Fleet Facility (PFF)	Total	4,072		330		4,402	
	Fail	118	2.9%	22	6.7%	140	3.2%
	Pass	3,954	97.1%	308	93.3%	4,262	96.8%
Specialty Inspection Facility (SIF)	Total	107		19		126	
	Fail	5	4.7%	2	10.5%	7	5.6%
	Pass	102	95.3%	17	89.5%	119	94.4%
Mobile Inspection Team (MIT)	Total	15,238		5,511		20,749	
	Fail	2,554	16.8%	1,159	21.0%	3,713	17.9%
	Pass	12,684	83.2%	4,352	79.0%	17,036	82.1%
Total		**1,590,889**		**127,910**		**1,718,799**	
Total Fail		**110,869**	**7.0%**	**29,873**	**23.4%**	**140,742**	**8.2%**
Total Pass		**1,480,020**	**93.0%**	**98,037**	**76.6%**	**1,578,057**	**91.8%**
% of Grand Total # of Inspections			**92.6%**		**7.4%**		

*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, 1,432,983 (83.4 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 285,816 (16.6 percent) were performed by the decentralized network (PIFs and PFFs). A graphical representation of this centralized/decentralized split is shown in Figure 1.

Figure 1: Total Emissions Inspections – Centralized/Decentralized Split



B. Initial Emission Inspections

Initial overall emission inspection results by model year and station type for the year 2020 are shown in Appendix I Part B. There were 1,590,889 initial overall emission inspections conducted in New Jersey in the year 2020. The initial overall emission failure rate for the entire network was 7.0%. The centralized initial overall emission failure rate was 7.5% and the decentralized initial overall emission failure rate was 4.2%. 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:

751,579	(47.2%) LDGVs,
754,091	(47.4%) LDGTs,
2,136	(0.13%) LDDTs,
2,498	(0.2%) LDDVs, and
80,585	(5.1%) HDGVs
1,590,889	Total

Of the 1,590,889 initial overall emission inspections, 1,480,020 (93.0%) passed, while 110,869 (7.0%) 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	1,454,151	92.98%	109,826	7.02%
MIL Check w/o OBD Test	6,888	99.27%	51	0.73%
Catalytic Converter	1,585,602	99.96%	629	0.04%
Visible Smoke	1,590,282	99.96%	607	0.04%
Liquid Leak	1,590,822	99.99%	67	0.004%
Miscellaneous Emissions	1,590,629	99.98%	260	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 performed in the year 2020.

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 2020, there were 112 of these unauthorized bypasses, 89 of which were at Bus Inspection Team (BIT) facilities and 23 were at PIFs. 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 1,563,977 initial OBD inspections in the year 2020. Of these, 1,531,467 (97.9%) passed either initially or a first or subsequent retest, and 32,510 (2.1%) failed without a subsequent passing inspection. There were no authorized OBD bypasses in 2020. 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 1,563,977 initial overall OBD inspections, 1,454,151 (93.0%) passed initially, while 109,826 (7.0%) failed at least one OBD test component. The 7.0% fail rate is less than the fail rate in 2019.

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	**1,563,977**	**1,454,151**	**93.0%**	**109,826**	**7.0%**
Bulb Check	1,563,977	1,561,207	99.8%	2,770	0.2%
KOER MIL Check	1,561,207	1,529,027	97.9%	32,180	2.1%
DLC Check	1,563,977	1,562,298	99.9%	1,679	0.1%
Communication	1,562,298	1,559,280	99.8%	3,018	0.2%
Readiness Status	1,557,263	1,488,426	95.6%	68,837	4.4%
MIL Command Status	1,559,280	1,516,086	97.2%	43,194	2.8%

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 2020 there were 4,697 vehicles that had damaged, missing, or obstructed DLCs, or which failed to communicate with the inspection workstation. There were 2,017 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 1,559,280 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)	1,516,086	97.23%
MIL Off with DTCs (pass inspection)	0	0.00%
MIL On with No DTCs (fail inspection)	73	0.005%
MIL On with DTCs (fail inspection)	43,121	2.77%
Totals	**1,559,280**	**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 1,557,263 initial readiness checks. Of these, 1,348,799 (86.6%) had all monitors set, while 208,464 (13.4%) had at least one unset monitor. This number with not ready monitors are not necessarily failures, as model year 1996 through 2000 vehicles are allowed up to two not ready monitors, while model year 2001 and newer vehicles are allowed up to one not ready monitor. Taking these allowances into consideration, there was a readiness failure rate of 4.4% (68,837). 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 2020 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	15,238	12,684	2,554	16.8%
MIT Roadside Re-inspection	5,511	4,352	1,159	21.0%
MIT Roadside Total	**20,749**	**17,036**	**3,713**	**17.9%**

Vehicles for roadside inspections are selected by the local police within the jurisdiction where the roadside team is set up. In some instances, this may result in vehicles being selected for 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 110,869 (7.0%) overall initial emission inspection failures out of the 1,590,889 total initial overall emission inspections conducted in the year 2020. 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 111,550 initially failed emission tests in the year 2020. 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 (110,869) 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	109,826	19,892	64,149	18.1%	58.4%
No Primary Test	110	3	89	2.7%	80.9%
MIL Check without OBD Test	51	2	45	3.9%	88.2%
Catalytic Converter	629	23	357	3.7%	56.8%
Visible Smoke	607	23	398	3.8%	65.6%
Liquid Leak	67	1	54	1.5%	80.6%
Miscellaneous Emissions	260	13	207	5.0%	79.6%
Overall Tests	**111,550**	**19,957**	**65,299**	**17.9%**	**58.5%**
Overall Vehicles	**110,869**	**20,057**	**64,805**	**18.1%**	**58.5%**

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 2020.

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

Test Type	# Initial Fails	# Pass 2nd or Subsequent Retest	% Pass 2nd or Subsequent Retest
OBD	109,826	13,167	12.0%
No Primary Test	110	3	2.7%
MIL Check without OBD Test	51	2	3.9%
Catalytic Converter	629	15	2.4%
Visible Smoke	607	14	2.3%
Liquid Leak	67	1	1.5%
Miscellaneous Emissions	260	12	4.6%
Overall Tests	**111,550**	**13,214**	**11.8%**
Overall Vehicles	**110,869**	**13,280**	**12.0%**

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

The number of vehicles with no known final outcome for 2020 may have been affected by the shutdown of the CIFs from March 16, 2020 through June 29, 2020 due to the Covid-19 health pandemic.

Of the 110,869 overall initial emission inspection failures in the year 2020, by the end of April

of 2021, 64,805 (58.5%) passed a first retest, 13,280 (12.0%) passed a second or subsequent retest, and 18,086 (16.3%) dropped out of the registration database (i.e. no longer in fleet), leaving 14,698 (13.3%) 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 first 4 months of the following calendar year, and is continuously part of the registered fleet in New Jersey up to the end of the first 4 months of the following calendar year.

The number of vehicles with no known final outcome in 2020 is significantly lower than in 2019. Although this analysis is based on only 4 months of registration and inspection data from the succeeding reporting year, just like the 2019 report was, rather than a full year's worth as in the last several reporting years, the decrease in 2020 may be related to the COVID-19 health pandemic.

A breakdown of the no known final outcome vehicles for 2020 is presented in Table 9.

Table 9: 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	1,563,977	109,826	14,568	13.3%	0.93%
No Primary Test	26,912	110	8	7.3%	0.03%
Catalytic Converter	1,586,231	629	90	14.3%	0.01%
Visible Smoke	1,590,889	607	85	14.0%	0.01%
Liquid Leak	1,590,889	67	4	6.0%	0.00%
Miscellaneous Emissions	1,590,889	260	19	7.3%	0.00%
Overall Tests	**1,590,889**	**111,499**	**14,774**	**13.3%**	**0.93%**
Overall Vehicles	**1,590,889**	**110,869**	**14,698**	**13.3%**	**0.92%**

This analysis takes into consideration vehicles inspected late in the year 2020 that returned for inspection through April of 2021, and also includes registration data through April of 2021. As such, the overall no known final outcome rate as a percentage of total initial emissions inspections is 0.92%.

Table 10 presents a detailed breakdown of this data by model year and vehicle type. It can be seen that vehicles in the 2002 – 2007 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 10: 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	2	0.0%	1	0	0	1	0	0
1996	158	1.1%	0	0	0	75	83	0
1997	226	1.5%	0	0	0	118	108	0
1998	311	2.1%	0	0	1	130	180	0
1999	335	2.3%	0	0	2	168	165	0
2000	592	4.0%	0	0	0	245	347	0
2001	801	5.4%	0	0	0	412	389	0
2002	1,128	7.7%	0	0	0	582	546	0
2003	1,070	7.3%	0	0	0	543	527	0
2004	1,434	9.8%	0	0	2	815	617	0
2005	1,113	7.6%	1	0	2	631	479	0
2006	1,259	8.6%	1	0	2	642	614	0
2007	1,256	8.5%	0	1	0	639	616	0
2008	726	4.9%	62	0	0	359	305	0
2009	842	5.7%	47	3	0	358	434	0
2010	558	3.8%	40	3	4	277	234	0
2011	757	5.2%	57	3	2	369	326	0
2012	453	3.1%	84	3	3	175	188	0
2013	650	4.4%	47	8	5	250	340	0
2014	348	2.4%	46	4	6	171	121	0
2015	548	3.7%	50	6	2	190	300	0
2016	66	0.4%	17	0	0	22	27	0
2017	31	0.2%	16	1	0	9	5	0
2018	12	0.1%	8	0	0	4	0	0
2019	22	0.1%	15	0	0	5	2	0
2020	0	0.0%	0	0	0	0	0	0
2021	0	0.0%	0	0	0	0	0	0
Totals	**14,698**	**100%**	**492**	**32**	**31**	**7,190**	**6,953**	**0**
% of Total Vehicles With No Known Final Outcome			**3.3%**	**0.2%**	**0.2%**	**48.9%**	**47.3%**	**0.0%**

More detailed information on vehicles with no known final outcome for 2020 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	84,041	19,892	64,149	23.7%	76.3%
No Primary Test	92	3	89	3.3%	96.7%
MIL Check without OBD Test	47	2	45	4.3%	95.7%
Catalytic Converter	380	23	357	6.1%	93.9%
Visible Smoke	421	23	398	5.5%	94.5%
Liquid Leak	55	1	54	1.8%	98.2%
Miscellaneous Emissions	220	13	207	5.9%	94.1%
Overall Tests	**85,256**	**19,957**	**65,299**	**23.4%**	**76.6%**
Overall Vehicles	**84,862**	**20,057**	**64,805**	**23.6%**	**76.4%**

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 2020, NJDEP was able to identify 334 (124 CIF and 210 PIF) inspector performance audits at 163 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	10	153
# not receiving overt performance audits	18	801
# 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 2020 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 2020 the NJMVC had16 covert auditors and 17 covert vehicles available to conduct covert performance audits.

Table 13 shows the number of covert performance audits set to fail the various emissions-related inspection components, and those vehicles falsely passed during a covert performance audit. Because a covert vehicle may be set to fail multiple components and a covert performance audit may result in a false pass for multiple components, the data in Table 13 reflects multiple counting of any such vehicle and audit.

Table 13: Covert Emissions-Related Performance Audits

Note: Data in this table reflects multiple counting of vehicles set to fail multiple components and audits falsely passing multiple components.		
	CIFs	**PIFs**
# conducted with the vehicle set to fail OBD test	133	678
# of audits resulting in a false pass for the OBD test	7	4
# conducted with the vehicle set to fail the component check (catalyst)	22	105
# of audits resulting in a false pass for the component check (catalyst)	2	5
# conducted with the vehicle set to fail visual gas cap test	1	5
# of audits resulting in a false pass for the visual gas cap test	0	1
# conducted with the vehicle set to fail any combination of two or more of the above tests	0	0
# 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	11	32
# of audits resulting in a false pass for any emissions related component	9	8
# of audits resulting in a false fail for any emissions related component	0	5
# of audits resulting in a proper Emission inspection (no false pass or false fails)	158	808
Total # of Covert Emissions-Related Performance Audits	167	820
Total # of Stations receiving a Covert Emissions-Related Performance Audit	25	759
Total # of Stations not receiving a Covert Emissions-Related Performance Audit	0	195

In 2020, the overall emission covert performance audit failure rate for the entire network was 2.13% The overall emissions covert audit failure rate for the centralized network was 5.39% while that for the decentralized network was 1.46% 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	167	9	5.4%	158	94.6%
Decentralized	820	12	1.5%	808	98.5%
Total	**987**	**21**	**2.1%**	**966**	**97.9%**

C. Fines and Hearings

New Jersey had 3,547 licensed inspectors in 2020, of which 3,499 had an active status, 296 at some point were revoked, and 56 had been suspended. There were 2,096 inspectors who conducted an emission inspection during the year 2020. The NJMVC conducted 19 hearings to consider adverse actions against inspectors and inspection facilities, and 10 of these hearings resulted in adverse actions against inspectors and inspection facilities. Although there were significantly less hearings conducted in 2020 as compared to 2019, the fines collected in 2020 are significantly greater than those collected in 2019. Table 15 summarizes the results of all adjudicated actions only during the year 2020.

Table 15: Fines and Hearings – Centralized and Decentralized Networks

	Inspectors	Facilities
# suspended, fined, or otherwise prohibited from testing as a result of covert audits	8	2
# suspended, fined, or otherwise prohibited from testing for other causes	0	0
# that received fines	10	3
# of hearings held to consider adverse actions	15	4
# of hearings held resulting in adverse actions	8	2
Total amount collected in fines	$46,300	$128,000

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 2020.

Table 16: PIF OBD Workstation Audit Summary

PIF OBD Workstations Audited	2020		
	#	%	
# of PIFs	954	N/A	
# of PIFs receiving audits	910	95.4%	
# of Full year active PIFs	841	88.2%	
# of Full year active PIFs receiving audits	817	97.1%	
# of Full year active PIFs receiving two or more audits	683	81.2%	
PIF OBD Workstation Audits Performed	**#**	**%**	
Total	2,202	N/A	
Initial Audits	2,192	99.5%	
Initial Failures / Rate	12	0.5%	
Second or Subsequent Audits	10	0.5%	
Retest Failures / Rate	0	0%	
PIF OBD Workstations Shut Down due to Audit Failure	**#**	**% of PIFs Audited**	**% of all PIFs**
Workstations Shut Down for at least one day	8	0.9%	0.8%

B. CIF/SIF Equipment Audit Summary

In 2020, the NJDEP performed 531 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, including the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2020. This is equal to the number of failures in 2019.

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, one (1) centralized station (4%) had at least one lane shut down as a result of initial equipment audits during the year 2020.

Table 17: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	28
# of initial equipment audits	531
# 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	1
% of stations with at least one lane shut down as a result of equipment audits	4%
# of centralized and specialty lanes	108
# of lanes shut down at some point during the year as a result of equipment audits	1
% of lanes shut down at some point during the year as a result of equipment audits (% of the total number of centralized lanes)	1%
% of overall initial equipment audit failures	0.9%

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	0	0	N/A	0	N/A
Bakers Basin	30	0	0%	30	100%
Cape May	3	0	0%	3	100%
Cherry Hill	36	1	3%	35	97%
Deptford	24	1	4%	23	96%
Eatontown	18	0	0%	18	100%
Flemington	18	0	0%	18	100%
Freehold	18	0	0%	18	100%
Kilmer	30	2	7%	28	93%
Lakewood	18	0	0%	18	100%
Lodi	25	0	0%	25	100%
Manahawkin	12	0	0%	12	100%
Mays Landing	16	0	0%	16	100%
Millville	8	0	0%	8	100%
Newark	35	0	0%	35	100%
Newton	14	0	0%	14	100%
Paramus	26	0	0%	26	100%
Rahway	36	0	0%	36	100%
Randolph	30	0	0%	30	100%
Salem	4	0	0%	4	100%
Secaucus	24	0	0%	24	100%
South Brunswick	36	1	3%	35	97%
Southampton	16	0	0%	16	100%
Washington	7	0	0%	7	100%
Wayne	35	0	0%	35	100%
Westfield Specialty	0	0	N/A	0	N/A
Winslow	12	0	0%	12	100%
Winslow Specialty	0	0	N/A	0	N/A
Totals	**531**	**5**	**0.9%**	**526**	**99.1%**

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 1,263 vehicles per month in the year 2020) throughout the year, for a total of 15,156 vehicles surveyed in the year 2020. The NJMVC conducted nine surveys for a total of 4,500 vehicles in the year 2020. The NJMVC's overall compliance rate for the year 2020 (88.6%) was lower than the NJDEP's (96.1%).

For the purposes of this report, both agencies' surveys were combined for an overall result. A total of 19,656 vehicles were surveyed in the year 2020. Of these, 18,559 (94.4%) 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 2020.

Table 19: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations	2,226,845
# of missing compliance documents (stickers)	268
# of time extensions & other exemptions granted to motorists	322

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 2020 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. Program changes for 2020 are as follows:

- As of April 1, 2020, Parsons took over for SGS for the maintenance and oversight of the PIF inspection equipment.

- The CIFs were shut down completely from March 16, 2020 through June 29, 2020 due to the COVID-19 health pandemic. This shutdown has caused a significant decrease in the volume of vehicles inspected, number of audits conducted, and number of sticker surveys conducted.

- Due to the COVID-19 health pandemic, motorists were granted vehicle inspection extensions. Those expiring between March 13 and May 31 were extended to July 31, those expiring June 30 were extended to August 31, and those expiring July 31 were extended to September 30. This may have impacted the vehicles with no known final outcome, as the number of these vehicles is significantly less than in the year 2019, as well as the number of unauthorized OBD bypasses, which increased from 2019.

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

Two 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 1,800 vehicles)	Minor	Issue could be resolved with new software in new program in 2021/2022; details are unknown at this time.
Inspector-related data entry issues that cause the vehicle to receive an incorrect primary or secondary emissions test (impacts approximately 600 vehicles)	Minor	NJDEP staff will continue to work with NJMVC to determine the cause of the inspector-related data entry issues. NJMVC will then take the appropriate corrective measures such as: training and/or corrective action against the inspector and/or station.
Workstation software contains a built-in OBD Bypass Function. Use without prior review and approval by the State is strictly prohibited. However, there are rare occasions when it is used without authorization. This occurred 112 times in the year 2020 – 89 at BITs and 23 at PIFs.	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 2020

Test Station	Data	Initial Insps	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility	Total	1,312,747		99,361		1,412,108	
	Fail	97,343	7.4%	27,417	27.6%	124,760	8.8%
	Pass	1,215,404	92.6%	71,944	72.4%	1,287,348	91.2%
Private Inspection Facility	Total	258,725		22,689		281,414	
	Fail	10,849	4.2%	1,273	5.6%	12,122	4.3%
	Pass	247,876	95.8%	21,416	94.4%	269,292	95.7%
Private Fleet Facility	Total	4,072		330		4,402	
	Fail	118	2.9%	22	6.7%	140	3.2%
	Pass	3,954	97.1%	308	93.3%	4,262	96.8%
Specialty Inspection Facility	Total	107		19		126	
	Fail	5	4.7%	2	10.5%	7	5.6%
	Pass	102	95.3%	17	89.5%	119	94.4%
Mobile Inspection Team	Total	15,238		5,511		20,749	
*Initial - 1st Inspection of cycle	Fail	2,554	16.8%	1,159	21.0%	3,713	17.9%
Retest - 2nd or subsequent of cycle	Pass	12,684	83.2%	4,352	79.0%	17,036	82.1%
Total # of Inspections		**1,590,889**		**127,910**		**1,718,799**	
Total # Fail		**110,869**	**7.0%**	**29,873**	**23.4%**	**140,742**	**8.2%**
Total # Pass		**1,480,020**	**93.0%**	**98,037**	**76.6%**	**1,578,057**	**91.8%**
% of Grand Total # of Inspections			**92.6%**		**7.4%**		

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	1,432,983	83.4%
Decentralized	285,816	16.6%
Total	**1,718,799**	

Table A-1

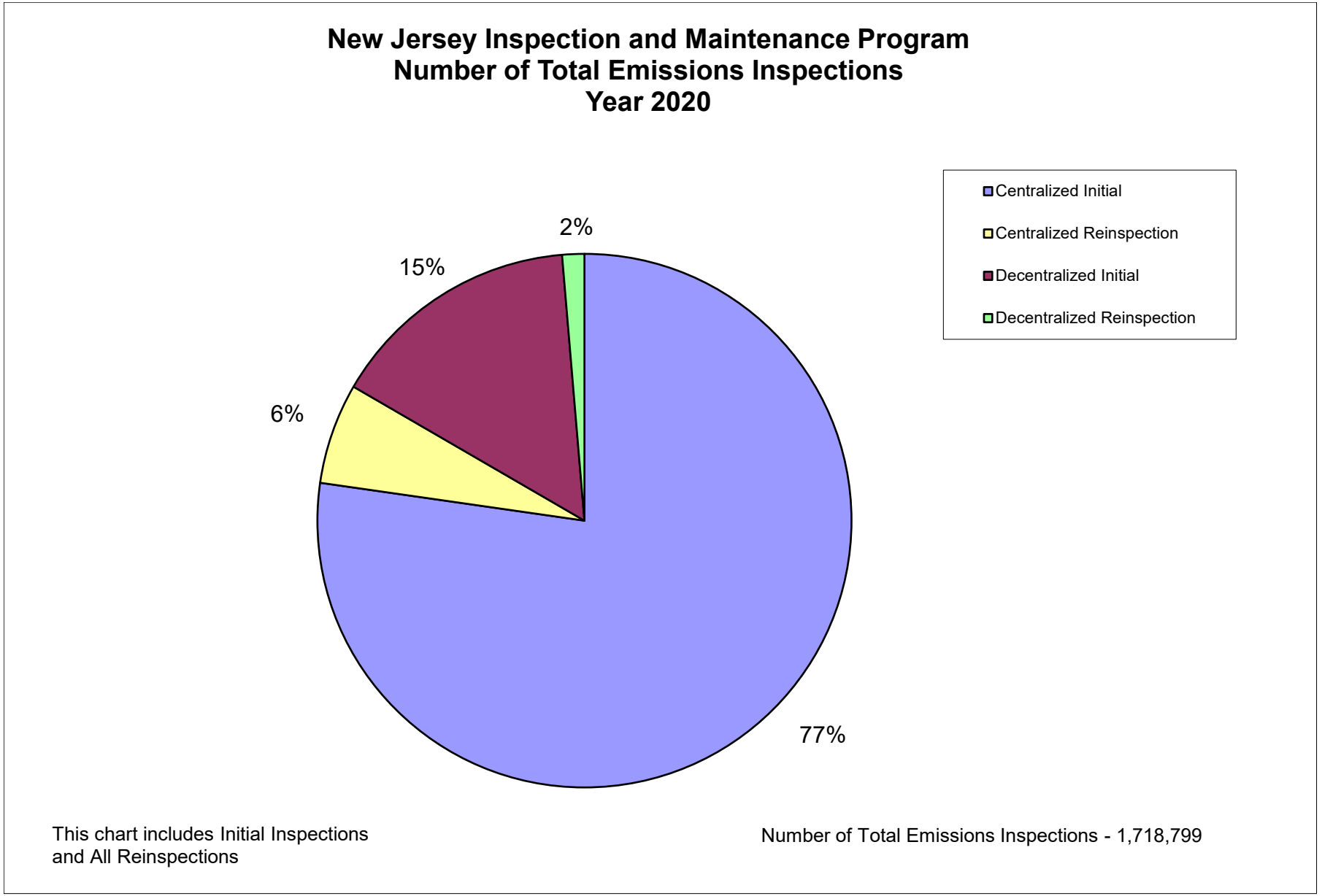

New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2020
Centralized Initial
Centralized Reinspection
Decentralized Initial
Decentralized Reinspection
2%
15%
6%
77%
This chart includes Initial Inspections and All Reinspections
Number of Total Emissions Inspections - 1,718,799

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 2020

Model Yr	Station Type	# Initial Insps	# Initial Fail	Fail Rate	# Initial Pass	Pass Rate
Pre96/Unknown	Centralized	279	3	1.1%	276	98.9%
Pre96/Unknown	Decentralized	706	0	0.0%	706	100.0%
1996	Centralized	5,177	712	13.8%	4,465	86.2%
1996	Decentralized	1,605	80	5.0%	1,525	95.0%
1997	Centralized	5,714	1,004	17.6%	4,710	82.4%
1997	Decentralized	1,865	115	6.2%	1,750	93.8%
1998	Centralized	11,328	1,607	14.2%	9,721	85.8%
1998	Decentralized	3,430	178	5.2%	3,252	94.8%
1999	Centralized	10,939	1,699	15.5%	9,240	84.5%
1999	Decentralized	3,394	206	6.1%	3,188	93.9%
2000	Centralized	22,461	3,338	14.9%	19,123	85.1%
2000	Decentralized	6,418	337	5.3%	6,081	94.7%
2001	Centralized	18,937	4,283	22.6%	14,654	77.4%
2001	Decentralized	5,400	449	8.3%	4,951	91.7%
2002	Centralized	38,065	6,633	17.4%	31,432	82.6%
2002	Decentralized	9,915	683	6.9%	9,232	93.1%
2003	Centralized	33,863	5,961	17.6%	27,902	82.4%
2003	Decentralized	8,568	566	6.6%	8,002	93.4%
2004	Centralized	62,945	8,386	13.3%	54,559	86.7%
2004	Decentralized	14,305	804	5.6%	13,501	94.4%
2005	Centralized	46,323	6,676	14.4%	39,647	85.6%
2005	Decentralized	10,812	642	5.9%	10,170	94.1%
2006	Centralized	70,725	8,216	11.6%	62,509	88.4%
2006	Decentralized	15,640	791	5.1%	14,849	94.9%
2007	Centralized	100,310	8,528	8.5%	91,782	91.5%
2007	Decentralized	19,223	795	4.1%	18,428	95.9%
2008	Centralized	49,366	5,357	10.9%	44,009	89.1%
2008	Decentralized	11,557	559	4.8%	10,998	95.2%
2009	Centralized	99,173	6,580	6.6%	92,593	93.4%
2009	Decentralized	16,436	633	3.9%	15,803	96.1%
2010	Centralized	62,364	4,218	6.8%	58,146	93.2%
2010	Decentralized	11,893	521	4.4%	11,372	95.6%
2011	Centralized	129,483	6,532	5.0%	122,951	95.0%
2011	Decentralized	22,354	739	3.3%	21,615	96.7%
2012	Centralized	64,372	3,887	6.0%	60,485	94.0%
2012	Decentralized	12,095	506	4.2%	11,589	95.8%
2013	Centralized	169,127	6,375	3.8%	162,752	96.2%
2013	Decentralized	27,006	830	3.1%	26,176	96.9%
2014	Centralized	62,859	2,857	4.5%	60,002	95.5%
2014	Decentralized	12,169	404	3.3%	11,765	96.7%
2015	Centralized	208,642	5,504	2.6%	203,138	97.4%
2015	Decentralized	32,739	820	2.5%	31,919	97.5%
2016	Centralized	36,827	901	2.4%	35,926	97.6%
2016	Decentralized	7,679	190	2.5%	7,489	97.5%

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2020

Model Yr	Station Type	# Initial Insps	# Initial Fail	Fail Rate	# Initial Pass	Pass Rate
2017	Centralized	6,404	241	3.8%	6,163	96.2%
2017	Decentralized	3,532	59	1.7%	3,473	98.3%
2018	Centralized	5,980	157	2.6%	5,823	97.4%
2018	Decentralized	1,943	15	0.8%	1,928	99.2%
2019	Centralized	5,664	233	4.1%	5,431	95.9%
2019	Decentralized	1,621	29	1.8%	1,592	98.2%
2020	Centralized	562	10	1.8%	552	98.2%
2020	Decentralized	345	15	4.3%	330	95.7%
2021	Centralized	203	4	2.0%	199	98.0%
2021	Decentralized	147	1	0.7%	146	99.3%
Total	**Centralized**	**1,328,092**	**99,902**	**7.5%**	**1,228,190**	**92.5%**
Total	**Decentralized**	**262,797**	**10,967**	**4.2%**	**251,830**	**95.8%**
Grand Total		**1,590,889**	**110,869**	**7.0%**	**1,480,020**	**93.0%**

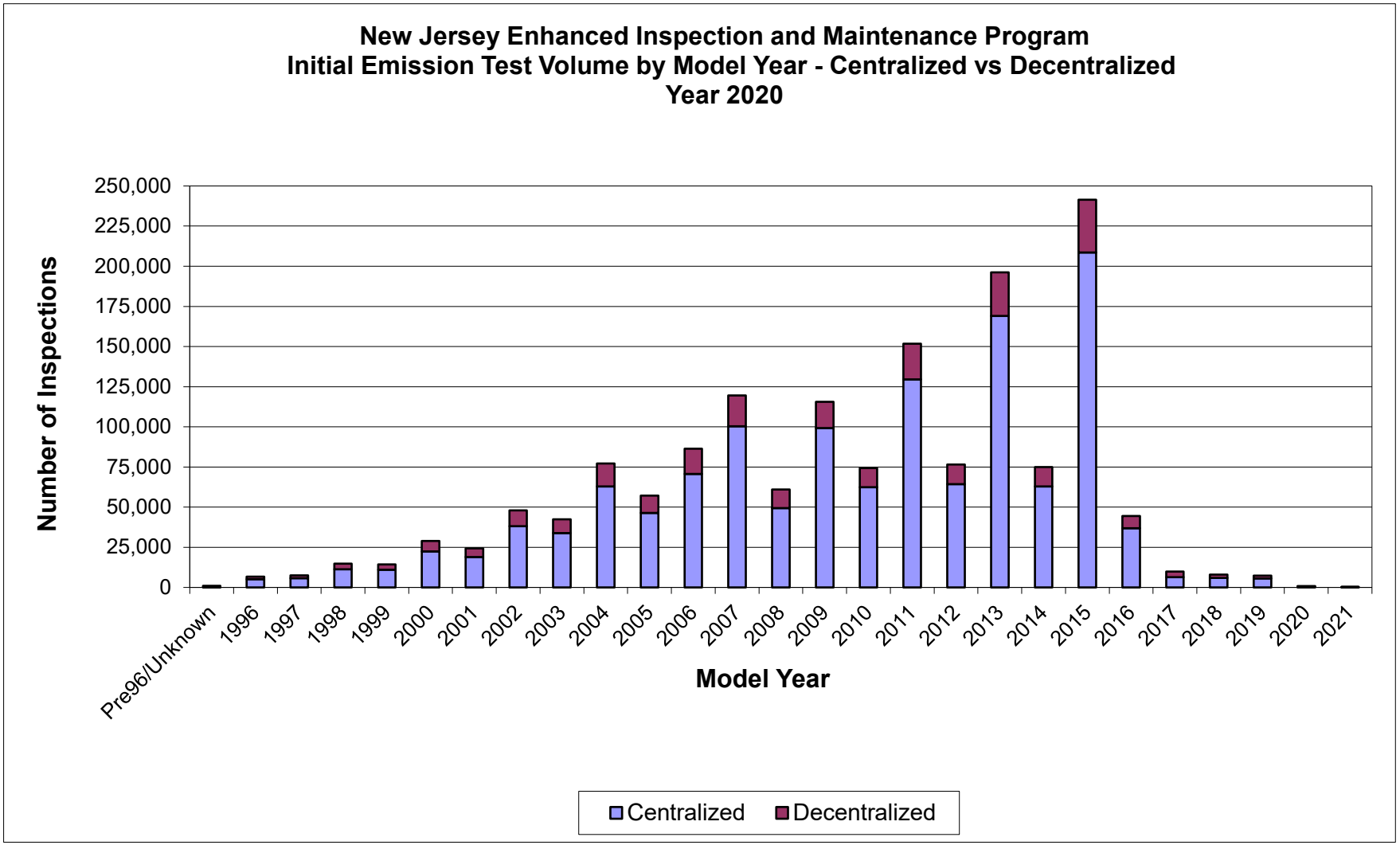

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2020
Number of Inspections
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
Model Year
Centralized
Decentralized

Figure B-1

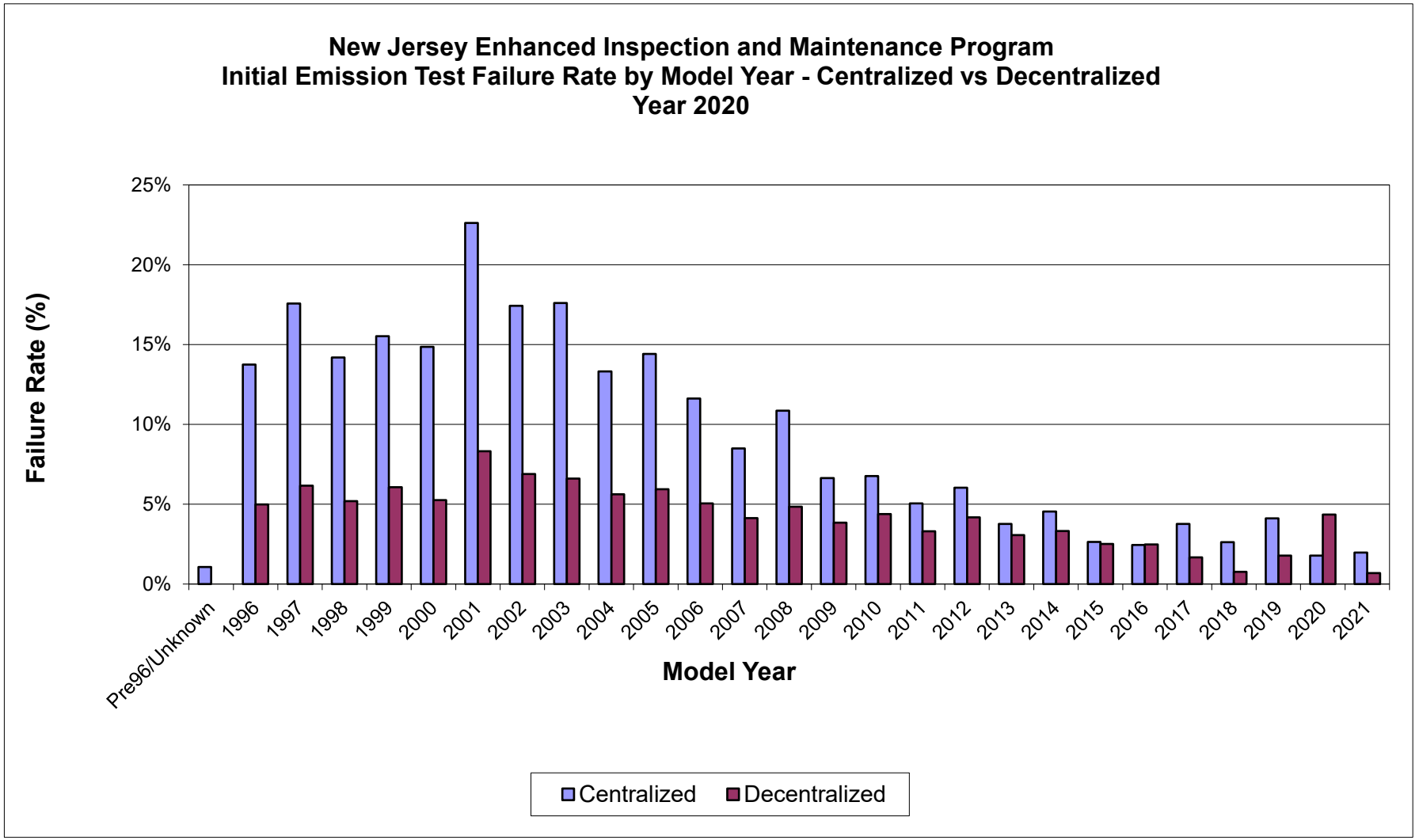

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2020
Failure Rate (%)
25%
20%
15%
10%
5%
0%
Pre96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
Model Year
Centralized
Decentralized

Figure B-2

APPENDIX I -
PART C

INITIAL EMISSION TEST VOLUME & FAILURE RATE BY CENTRALIZED INSPECTION FACILITY

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspections - Centralized Inspection Facilities (CIFs)
Year 2020

STATION NAME	# of Lanes/ Consoles	# Initial Inspections	# Initial Pass	# Initial Fail	% Fail
BAKERS BASIN	5	69,040	64,081	4,959	7.2%
CAPE MAY	1	13,997	13,178	819	5.9%
CHERRY HILL	6	71,826	65,763	6,063	8.4%
DEPTFORD	4	63,366	58,852	4,514	7.1%
EATONTOWN	6	59,300	55,156	4,144	7.0%
FLEMINGTON	3	43,920	41,815	2,105	4.8%
FREEHOLD	6	50,599	47,766	2,833	5.6%
KILMER	6	80,126	73,997	6,129	7.6%
LAKEWOOD	6	71,224	66,601	4,623	6.5%
LODI	5	62,543	57,037	5,506	8.8%
MANAHAWKIN	3	28,053	26,406	1,647	5.9%
MAYS LANDING	4	39,910	36,783	3,127	7.8%
MILLVILLE	2	29,170	26,458	2,712	9.3%
NEWARK	5	63,094	55,128	7,966	12.6%
NEWTON	2	30,677	28,746	1,931	6.3%
PARAMUS	5	75,467	71,097	4,370	5.8%
RAHWAY	6	78,611	71,567	7,044	9.0%
RANDOLPH	6	72,073	67,851	4,222	5.9%
SALEM	1	14,687	13,518	1,169	8.0%
SECAUCUS	4	55,153	50,225	4,928	8.9%
SOUTH BRUNSWICK	6	54,384	51,071	3,313	6.1%
SOUTHAMPTON	4	57,438	53,533	3,905	6.8%
WASHINGTON	1	20,408	19,323	1,085	5.3%
WAYNE	5	76,571	70,710	5,861	7.7%
WINSLOW CIF	3	31,110	28,742	2,368	7.6%
TOTAL 2020	**105**	**1,312,747**	**1,215,404**	**97,343**	**7.4%**

Table C-1

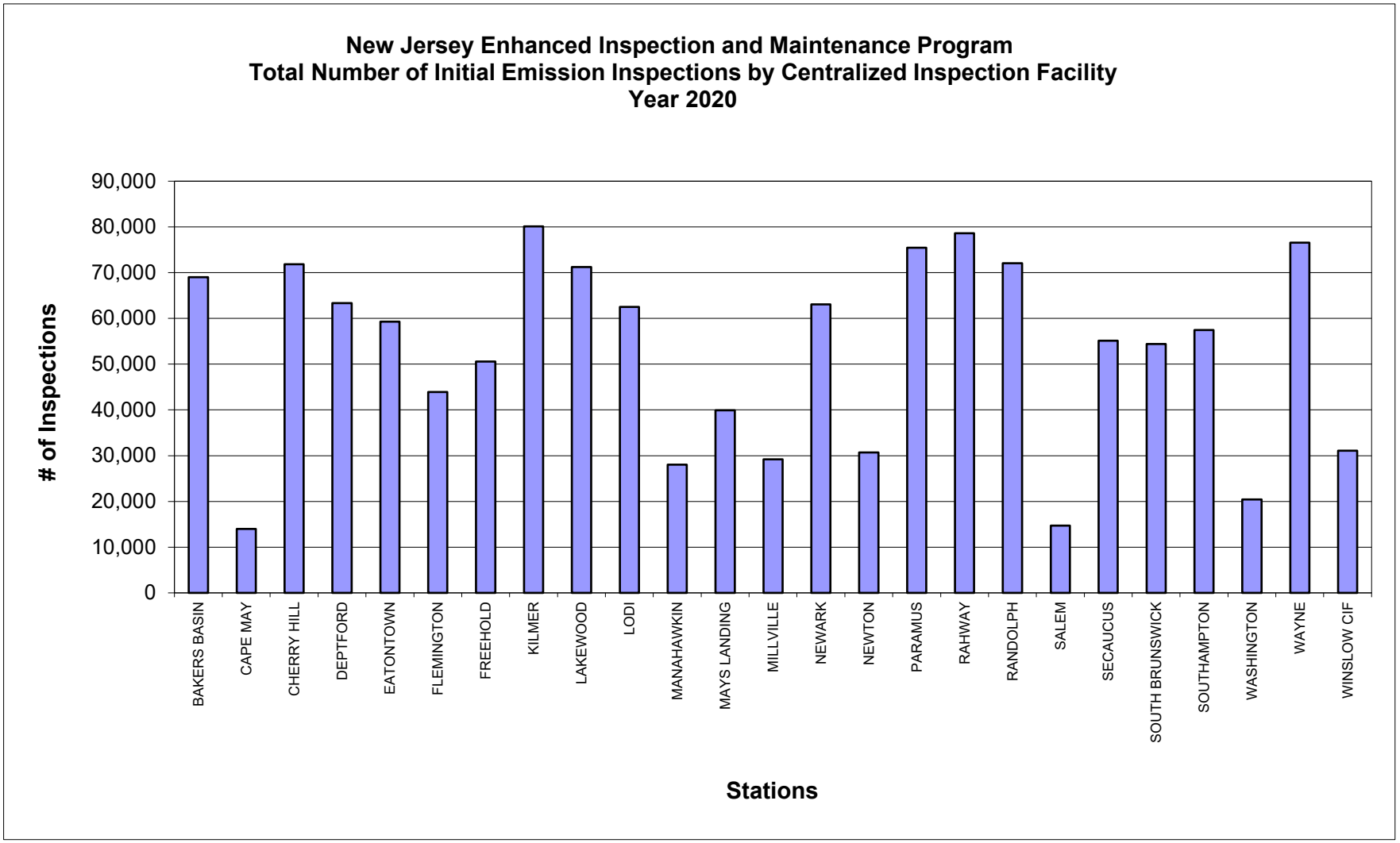

New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2020
# of Inspections
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
BAKERS BASIN
CAPE MAY
CHERRY HILL
DEPTFORD
EATONTOWN
FLEMINGTON
FREEHOLD
KILMER
LAKEWOOD
LODI
MANAHAWKIN
MAYS LANDING
MILLVILLE
NEWARK
NEWTON
PARAMUS
RAHWAY
RANDOLPH
SALEM
SECAUCUS
SOUTH BRUNSWICK
SOUTHAMPTON
WASHINGTON
WAYNE
WINSLOW CIF
Stations

Figure C-1

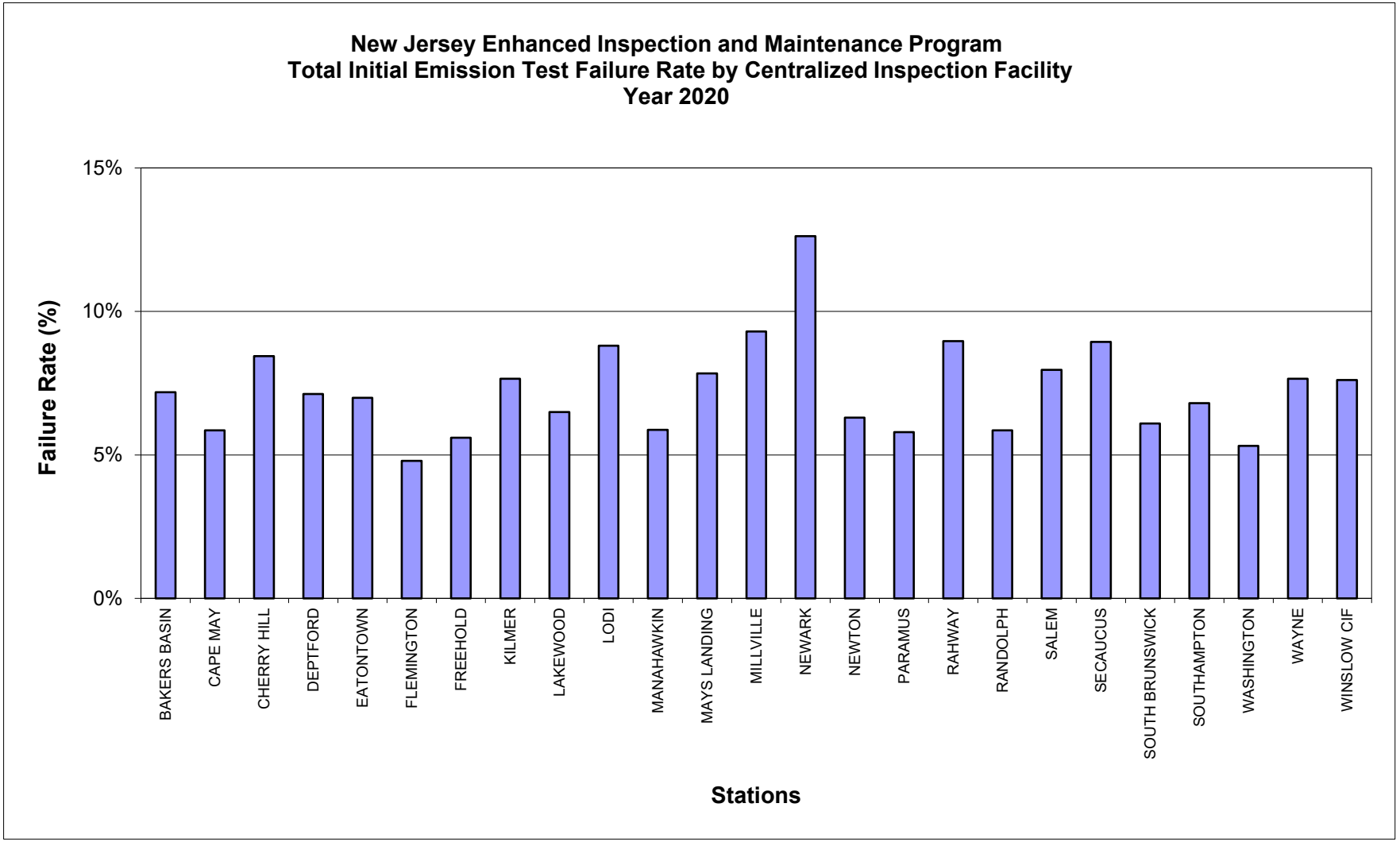

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2020
Failure Rate (%)
15%
10%
5%
0%
BAKERS BASIN
CAPE MAY
CHERRY HILL
DEPTFORD
EATONTOWN
FLEMINGTON
FREEHOLD
KILMER
LAKEWOOD
LODI
MANAHAWKIN
MAYS LANDING
MILLVILLE
NEWARK
NEWTON
PARAMUS
RAHWAY
RANDOLPH
SALEM
SECAUCUS
SOUTH BRUNSWICK
SOUTHAMPTON
WASHINGTON
WAYNE
WINSLOW CIF
Stations

Figure C-2

APPENDIX I -
PART D

INITIAL EMISSION INSPECTION VOLUME BY MODEL YEAR & VEHICLE TYPE

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Inspection Volume - Year 2020

Model Year	# of Vehicles Tested					
	HDGV	LDDT	LDDV	LDGT	LDGV	Total
Pre96/Unknown	699	1	0	271	14	985
1996	145	1	0	2,783	3,853	6,782
1997	330	3	12	3,443	3,791	7,579
1998	242	5	38	6,217	8,256	14,758
1999	614	3	40	6,125	7,551	14,333
2000	870	2	42	11,619	16,346	28,879
2001	1,050	3	23	10,889	12,372	24,337
2002	1,155	3	68	22,978	23,776	47,980
2003	1,775	4	49	19,499	21,104	42,431
2004	2,109	4	91	40,039	35,007	77,250
2005	2,336	7	140	27,812	26,840	57,135
2006	3,266	25	239	40,986	41,849	86,365
2007	2,800	78	31	55,066	61,558	119,533
2008	4,218	46	14	29,022	27,623	60,923
2009	2,850	70	70	46,087	66,532	115,609
2010	2,814	74	39	32,482	38,848	74,257
2011	5,321	187	149	78,737	67,443	151,837
2012	5,405	155	141	32,391	38,375	76,467
2013	5,789	331	309	89,951	99,753	196,133
2014	5,193	248	337	39,357	29,893	75,028
2015	8,434	716	650	128,759	102,822	241,381
2016	6,063	74	16	22,102	16,251	44,506
2017	6,083	41	0	2,899	913	9,936
2018	5,123	52	0	2,233	515	7,923
2019	4,889	3	0	2,132	261	7,285
2020	665	0	0	209	33	907
2021	347	0	0	3	0	350
Totals	80,585	2,136	2,498	754,091	751,579	**1,590,889**
% of Grand Total	5.1%	0.1%	0.2%	47.4%	47.2%	

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

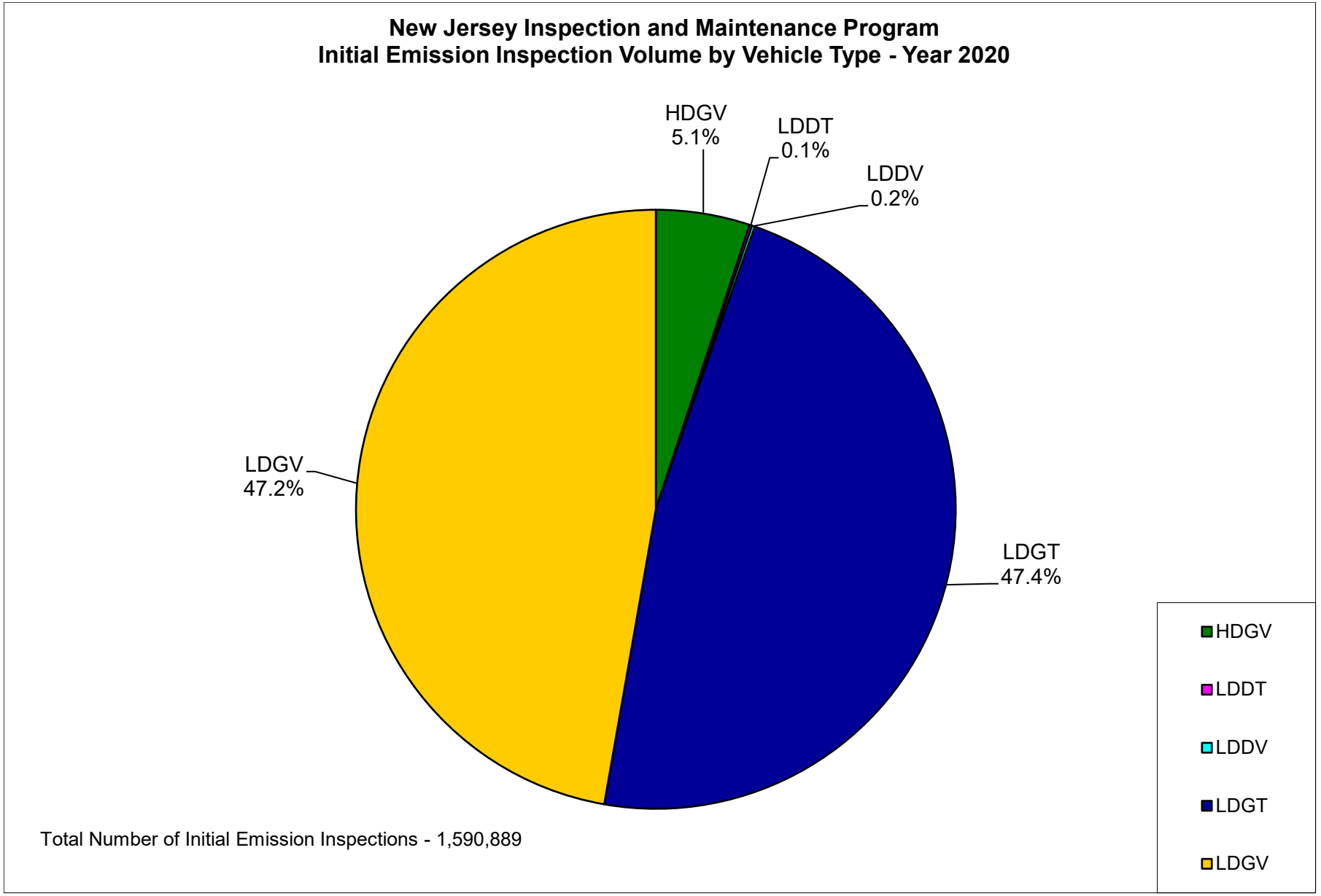

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type - Year 2020
HDGV
5.1%
LDDT
0.1%
LDDV
0.2%
LDGV
47.2%
LDGT
47.4%
HDGV
LDDT
LDDV
LDGT
LDGV
Total Number of Initial Emission Inspections - 1,590,889

Figure D-1

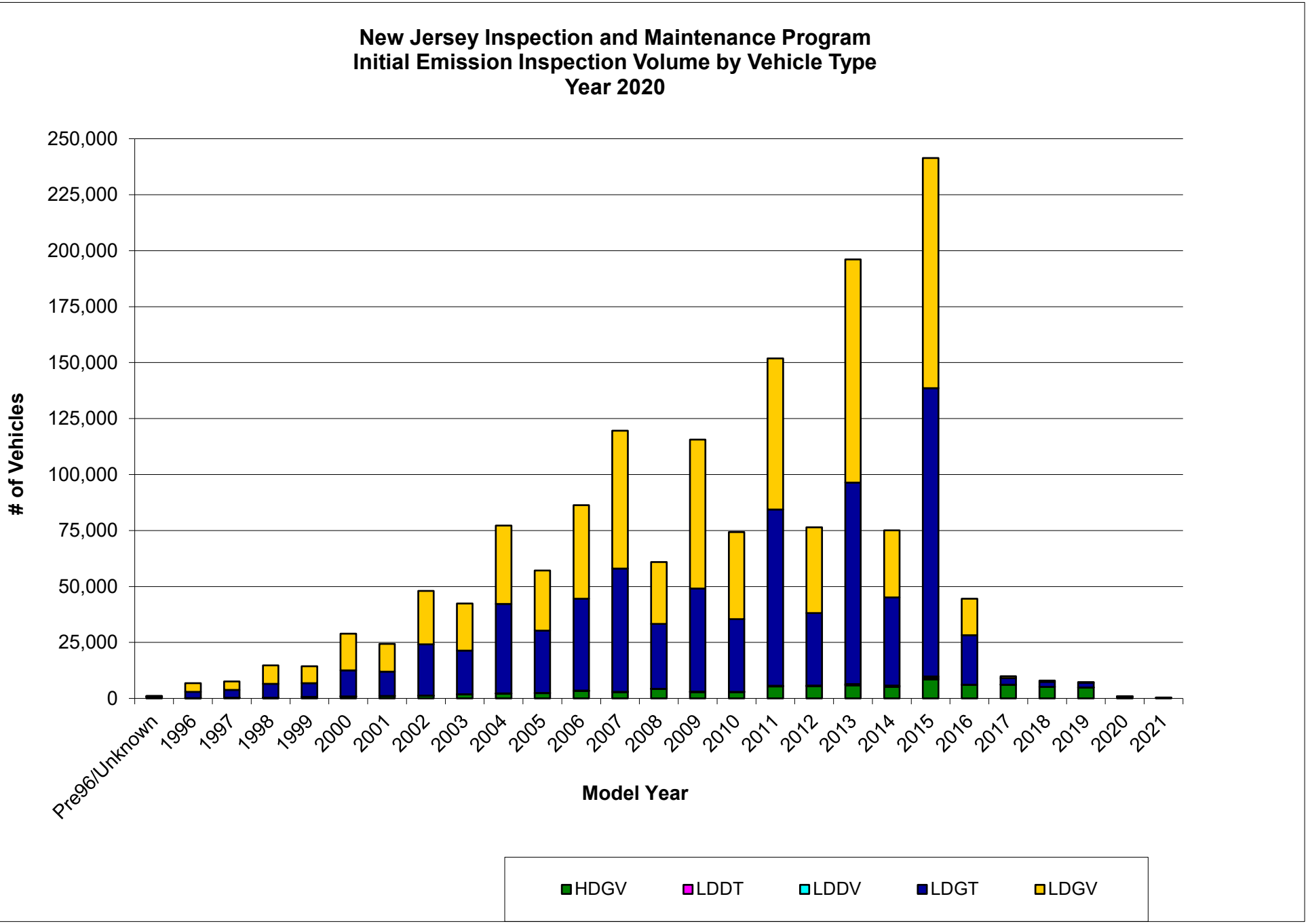

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2020
# of Vehicles
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
Model Year
HDGV
LDDT
LDDV
LDGT
LDGV

Figure D-2

APPENDIX I -
PART E

INITIAL
EMISSION INSPECTION
FAILURES
BY TEST TYPE

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2020

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	699	2	697	0.3%	0	0	0	-	699	2	697	0.3%
Pre 96/Unknown	LDDT	1	0	1	0.0%	0	0	0	-	1	0	1	0.0%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	271	1	270	0.4%	0	0	0	-	271	1	270	0.4%
Pre 96/Unknown	LDGV	14	0	14	0.0%	0	0	0	-	14	0	14	0.0%
1996	HDGV	145	2	143	1.4%	0	0	0	-	145	2	143	1.4%
1996	LDDT	1	0	1	0.0%	0	0	0	-	1	0	1	0.0%
1996	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGT	2,783	342	2,441	12.3%	2,783	335	2,448	12.0%	0	0	0	-
1996	LDGV	3,853	448	3,405	11.6%	3,853	440	3,413	11.4%	0	0	0	-
1997	HDGV	330	1	329	0.3%	0	0	0	-	330	1	329	0.3%
1997	LDDT	3	0	3	0.0%	3	0	3	0.0%	0	0	0	-
1997	LDDV	12	0	12	0.0%	12	0	12	0.0%	0	0	0	-
1997	LDGT	3,443	527	2,916	15.3%	3,443	517	2,926	15.0%	0	0	0	-
1997	LDGV	3,791	591	3,200	15.6%	3,791	580	3,211	15.3%	0	0	0	-
1998	HDGV	242	0	242	0.0%	0	0	0	-	242	0	242	0.0%
1998	LDDT	5	1	4	20.0%	5	1	4	20.0%	0	0	0	-
1998	LDDV	38	5	33	13.2%	38	5	33	13.2%	0	0	0	-
1998	LDGT	6,217	732	5,485	11.8%	6,217	722	5,495	11.6%	0	0	0	-
1998	LDGV	8,256	1,047	7,209	12.7%	8,256	1,032	7,224	12.5%	0	0	0	-
1999	HDGV	614	2	612	0.3%	0	0	0	-	614	2	612	0.3%
1999	LDDT	3	0	3	0.0%	3	0	3	0.0%	0	0	0	-
1999	LDDV	40	7	33	17.5%	40	7	33	17.5%	0	0	0	-
1999	LDGT	6,125	877	5,248	14.3%	6,125	863	5,262	14.1%	0	0	0	-
1999	LDGV	7,551	1,019	6,532	13.5%	7,551	1,007	6,544	13.3%	0	0	0	-
2000	HDGV	870	1	869	0.1%	0	0	0	-	870	1	869	0.1%
2000	LDDT	2	0	2	0.0%	2	0	2	0.0%	0	0	0	-
2000	LDDV	42	2	40	4.8%	42	2	40	4.8%	0	0	0	-
2000	LDGT	11,619	1,477	10,142	12.7%	11,619	1,445	10,174	12.4%	0	0	0	-
2000	LDGV	16,346	2,195	14,151	13.4%	16,346	2,173	14,173	13.3%	0	0	0	-
2001	HDGV	1,050	5	1,045	0.5%	0	0	0	-	1,050	5	1,045	0.5%
2001	LDDT	3	0	3	0.0%	3	0	3	0.0%	0	0	0	-
2001	LDDV	23	1	22	4.3%	23	0	23	0.0%	0	0	0	-
2001	LDGT	10,889	2,298	8,591	21.1%	10,889	2,267	8,622	20.8%	0	0	0	-
2001	LDGV	12,372	2,428	9,944	19.6%	12,372	2,406	9,966	19.4%	0	0	0	-

[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 2020

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	1,155	1	1,154	0.1%	0	0	0	-	1,155	1	1,154	0.1%
2002	LDDT	3	0	3	0.0%	3	0	3	0.0%	0	0	0	-
2002	LDDV	68	1	67	1.5%	68	1	67	1.5%	0	0	0	-
2002	LDGT	22,978	3,692	19,286	16.1%	22,978	3,666	19,312	16.0%	0	0	0	-
2002	LDGV	23,776	3,622	20,154	15.2%	23,776	3,591	20,185	15.1%	0	0	0	-
2003	HDGV	1,775	1	1,774	0.1%	0	0	0	-	1,775	1	1,774	0.1%
2003	LDDT	4	0	4	0.0%	4	0	4	0.0%	0	0	0	-
2003	LDDV	49	3	46	6.1%	49	3	46	6.1%	0	0	0	-
2003	LDGT	19,499	3,248	16,251	16.7%	19,499	3,220	16,279	16.5%	0	0	0	-
2003	LDGV	21,104	3,275	17,829	15.5%	21,104	3,245	17,859	15.4%	0	0	0	-
2004	HDGV	2,109	6	2,103	0.3%	0	0	0	-	2,109	6	2,103	0.3%
2004	LDDT	4	0	4	0.0%	4	0	4	0.0%	0	0	0	-
2004	LDDV	91	11	80	12.1%	91	11	80	12.1%	0	0	0	-
2004	LDGT	40,039	5,034	35,005	12.6%	40,039	4,969	35,070	12.4%	0	0	0	-
2004	LDGV	35,007	4,139	30,868	11.8%	35,007	4,107	30,900	11.7%	0	0	0	-
2005	HDGV	2,336	6	2,330	0.3%	0	0	0	-	2,336	6	2,330	0.3%
2005	LDDT	7	1	6	14.3%	7	0	7	0.0%	0	0	0	-
2005	LDDV	140	9	131	6.4%	140	9	131	6.4%	0	0	0	-
2005	LDGT	27,812	3,934	23,878	14.1%	27,812	3,901	23,911	14.0%	0	0	0	-
2005	LDGV	26,840	3,368	23,472	12.5%	26,840	3,346	23,494	12.5%	0	0	0	-
2006	HDGV	3,266	10	3,256	0.3%	0	0	0	-	3,266	10	3,256	0.3%
2006	LDDT	25	0	25	0.0%	25	0	25	0.0%	0	0	0	-
2006	LDDV	239	15	224	6.3%	239	15	224	6.3%	0	0	0	-
2006	LDGT	40,986	4,464	36,522	10.9%	40,986	4,425	36,561	10.8%	0	0	0	-
2006	LDGV	41,849	4,518	37,331	10.8%	41,849	4,473	37,376	10.7%	0	0	0	-
2007	HDGV	2,800	1	2,799	0.0%	0	0	0	-	2,800	1	2,799	0.0%
2007	LDDT	78	4	74	5.1%	78	4	74	5.1%	0	0	0	-
2007	LDDV	31	1	30	3.2%	31	1	30	3.2%	0	0	0	-
2007	LDGT	55,066	4,572	50,494	8.3%	55,066	4,551	50,515	8.3%	0	0	0	-
2007	LDGV	61,558	4,745	56,813	7.7%	61,558	4,713	56,845	7.7%	0	0	0	-
2008	HDGV	4,218	473	3,745	11.2%	3,997	472	3,525	11.8%	221	0	221	0.0%
2008	LDDT	46	2	44	4.3%	46	2	44	4.3%	0	0	0	-
2008	LDDV	14	0	14	0.0%	14	0	14	0.0%	0	0	0	-
2008	LDGT	29,022	2,780	26,242	9.6%	29,022	2,763	26,259	9.5%	0	0	0	-
2008	LDGV	27,623	2,661	24,962	9.6%	27,623	2,631	24,992	9.5%	0	0	0	-

[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 2020

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	2,850	364	2,486	12.8%	2,746	361	2,385	13.1%	104	0	104	0.0%
2009	LDDT	70	21	49	30.0%	70	20	50	28.6%	0	0	0	-
2009	LDDV	70	7	63	10.0%	70	7	63	10.0%	0	0	0	-
2009	LDGT	46,087	2,977	43,110	6.5%	46,087	2,956	43,131	6.4%	0	0	0	-
2009	LDGV	66,532	3,844	62,688	5.8%	66,520	3,814	62,706	5.7%	12	0	12	0.0%
2010	HDGV	2,814	340	2,474	12.1%	2,672	337	2,335	12.6%	142	0	142	0.0%
2010	LDDT	74	25	49	33.8%	74	25	49	33.8%	0	0	0	-
2010	LDDV	39	11	28	28.2%	39	11	28	28.2%	0	0	0	-
2010	LDGT	32,482	2,117	30,365	6.5%	32,482	2,109	30,373	6.5%	0	0	0	-
2010	LDGV	38,848	2,246	36,602	5.8%	38,848	2,230	36,618	5.7%	0	0	0	-
2011	HDGV	5,321	537	4,784	10.1%	4,776	530	4,246	11.1%	545	4	541	0.7%
2011	LDDT	187	54	133	28.9%	187	54	133	28.9%	0	0	0	-
2011	LDDV	149	30	119	20.1%	149	30	119	20.1%	0	0	0	-
2011	LDGT	78,737	3,526	75,211	4.5%	78,737	3,511	75,226	4.5%	0	0	0	-
2011	LDGV	67,443	3,124	64,319	4.6%	67,443	3,105	64,338	4.6%	0	0	0	-
2012	HDGV	5,405	483	4,922	8.9%	4,826	482	4,344	10.0%	579	0	579	0.0%
2012	LDDT	155	42	113	27.1%	155	42	113	27.1%	0	0	0	-
2012	LDDV	141	9	132	6.4%	141	9	132	6.4%	0	0	0	-
2012	LDGT	32,391	1,863	30,528	5.8%	32,391	1,857	30,534	5.7%	0	0	0	-
2012	LDGV	38,375	1,996	36,379	5.2%	38,375	1,982	36,393	5.2%	0	0	0	-
2013	HDGV	5,789	410	5,379	7.1%	5,097	408	4,689	8.0%	692	1	691	0.1%
2013	LDDT	331	59	272	17.8%	331	59	272	17.8%	0	0	0	-
2013	LDDV	309	40	269	12.9%	309	40	269	12.9%	0	0	0	-
2013	LDGT	89,951	2,975	86,976	3.3%	89,951	2,961	86,990	3.3%	0	0	0	-
2013	LDGV	99,753	3,721	96,032	3.7%	99,753	3,682	96,071	3.7%	0	0	0	-
2014	HDGV	5,193	367	4,826	7.1%	4,324	358	3,966	8.3%	869	8	861	0.9%
2014	LDDT	248	28	220	11.3%	248	28	220	11.3%	0	0	0	-
2014	LDDV	337	30	307	8.9%	337	30	307	8.9%	0	0	0	-
2014	LDGT	39,357	1,598	37,759	4.1%	39,357	1,589	37,768	4.0%	0	0	0	-
2014	LDGV	29,893	1,238	28,655	4.1%	29,893	1,227	28,666	4.1%	0	0	0	-
2015	HDGV	8,434	504	7,930	6.0%	7,527	493	7,034	6.5%	907	7	900	0.8%
2015	LDDT	716	76	640	10.6%	716	76	640	10.6%	0	0	0	-
2015	LDDV	650	22	628	3.4%	650	22	628	3.4%	0	0	0	-
2015	LDGT	128,759	2,600	126,159	2.0%	128,759	2,586	126,173	2.0%	0	0	0	-
2015	LDGV	102,822	3,122	99,700	3.0%	102,822	3,085	99,737	3.0%	0	0	0	-

[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 2020

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate	No Primary Test Insps [1]	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2016	HDGV	6,063	269	5,794	4.4%	4,778	249	4,529	5.2%	1,285	17	1,268	1.3%
2016	LDDT	74	2	72	2.7%	74	2	72	2.7%	0	0	0	-
2016	LDDV	16	1	15	6.3%	16	1	15	6.3%	0	0	0	-
2016	LDGT	22,102	453	21,649	2.0%	22,102	452	21,650	2.0%	0	0	0	-
2016	LDGV	16,251	366	15,885	2.3%	16,251	361	15,890	2.2%	0	0	0	-
2017	HDGV	6,083	176	5,907	2.9%	5,079	160	4,919	3.2%	1,004	15	989	1.5%
2017	LDDT	41	2	39	4.9%	41	2	39	4.9%	0	0	0	-
2017	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2017	LDGT	2,899	95	2,804	3.3%	2,899	93	2,806	3.2%	0	0	0	-
2017	LDGV	913	27	886	3.0%	913	27	886	3.0%	0	0	0	-
2018	HDGV	5,123	108	5,015	2.1%	4,199	104	4,095	2.5%	924	4	920	0.4%
2018	LDDT	52	2	50	3.8%	52	2	50	3.8%	0	0	0	-
2018	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2018	LDGT	2,233	49	2,184	2.2%	2,233	48	2,185	2.1%	0	0	0	-
2018	LDGV	515	13	502	2.5%	515	13	502	2.5%	0	0	0	-
2019	HDGV	4,889	157	4,732	3.2%	3,818	150	3,668	3.9%	1,071	6	1,065	0.6%
2019	LDDT	3	0	3	0.0%	3	0	3	0.0%	0	0	0	-
2019	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2019	LDGT	2,132	96	2,036	4.5%	2,132	95	2,037	4.5%	0	0	0	-
2019	LDGV	261	9	252	3.4%	261	9	252	3.4%	0	0	0	-
2020	HDGV	665	15	650	2.3%	126	10	116	7.9%	539	5	534	0.9%
2020	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2020	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2020	LDGT	209	9	200	4.3%	209	9	200	4.3%	0	0	0	-
2020	LDGV	33	1	32	3.0%	33	1	32	3.0%	0	0	0	-
2021	HDGV	347	5	342	1.4%	7	1	6	14.3%	340	4	336	1.2%
2021	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2021	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2021	LDGT	3	0	3	0.0%	3	0	3	0.0%	0	0	0	-
2021	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
Totals		**1,590,889**	**110,869**	**1,480,020**	**7.0%**	**1,563,977**	**109,826**	**1,454,151**	**7.0%**	**26,912**	**110**	**26,802**	**0.4%**

[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 2020

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	-	694	1	693	0.14%	699	0	699	0.00%
Pre 96/Unknown	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	0	0	0	-	261	0	261	0.00%	271	0	271	0.00%
Pre 96/Unknown	LDGV	0	0	0	-	5	0	5	0.00%	14	0	14	0.00%
1996	HDGV	0	0	0	-	145	1	144	0.69%	145	0	145	0.00%
1996	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
1996	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGT	0	0	0	-	2,783	2	2,781	0.07%	2,783	4	2,779	0.14%
1996	LDGV	0	0	0	-	3,853	7	3,846	0.18%	3,853	5	3,848	0.13%
1997	HDGV	0	0	0	-	330	0	330	0.00%	330	0	330	0.00%
1997	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
1997	LDDV	0	0	0	-	0	0	0	-	12	0	12	0.00%
1997	LDGT	0	0	0	-	3,443	7	3,436	0.20%	3,443	12	3,431	0.35%
1997	LDGV	0	0	0	-	3,791	11	3,780	0.29%	3,791	4	3,787	0.11%
1998	HDGV	0	0	0	-	242	0	242	0.00%	242	0	242	0.00%
1998	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.00%
1998	LDDV	0	0	0	-	0	0	0	-	38	0	38	0.00%
1998	LDGT	0	0	0	-	6,217	7	6,210	0.11%	6,217	11	6,206	0.18%
1998	LDGV	0	0	0	-	8,256	21	8,235	0.25%	8,256	2	8,254	0.02%
1999	HDGV	0	0	0	-	614	1	613	0.16%	614	0	614	0.00%
1999	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
1999	LDDV	0	0	0	-	0	0	0	-	40	1	39	2.50%
1999	LDGT	0	0	0	-	6,125	5	6,120	0.08%	6,125	15	6,110	0.24%
1999	LDGV	0	0	0	-	7,551	12	7,539	0.16%	7,551	6	7,545	0.08%
2000	HDGV	0	0	0	-	870	0	870	0.00%	870	0	870	0.00%
2000	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
2000	LDDV	0	0	0	-	0	0	0	-	42	0	42	0.00%
2000	LDGT	0	0	0	-	11,619	13	11,606	0.11%	11,619	26	11,593	0.22%
2000	LDGV	0	0	0	-	16,346	22	16,324	0.13%	16,346	16	16,330	0.10%
2001	HDGV	0	0	0	-	1,050	3	1,047	0.29%	1,050	1	1,049	0.10%
2001	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
2001	LDDV	0	0	0	-	0	0	0	-	23	0	23	0.00%
2001	LDGT	0	0	0	-	10,889	3	10,886	0.03%	10,889	29	10,860	0.27%
2001	LDGV	0	0	0	-	12,372	16	12,356	0.13%	12,372	12	12,360	0.10%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2020

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	-	1,155	1	1,154	0.09%	1,155	0	1,155	0.00%
2002	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
2002	LDDV	0	0	0	-	0	0	0	-	68	0	68	0.00%
2002	LDGT	0	0	0	-	22,978	13	22,965	0.06%	22,978	31	22,947	0.13%
2002	LDGV	0	0	0	-	23,776	37	23,739	0.16%	23,776	22	23,754	0.09%
2003	HDGV	0	0	0	-	1,775	1	1,774	0.06%	1,775	0	1,775	0.00%
2003	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.00%
2003	LDDV	0	0	0	-	0	0	0	-	49	0	49	0.00%
2003	LDGT	0	0	0	-	19,499	9	19,490	0.05%	19,499	33	19,466	0.17%
2003	LDGV	0	0	0	-	21,104	33	21,071	0.16%	21,104	12	21,092	0.06%
2004	HDGV	0	0	0	-	2,109	1	2,108	0.05%	2,109	0	2,109	0.00%
2004	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.00%
2004	LDDV	0	0	0	-	0	0	0	-	91	0	91	0.00%
2004	LDGT	0	0	0	-	40,039	16	40,023	0.04%	40,039	57	39,982	0.14%
2004	LDGV	0	0	0	-	35,007	32	34,975	0.09%	35,007	20	34,987	0.06%
2005	HDGV	0	0	0	-	2,336	0	2,336	0.00%	2,336	3	2,333	0.13%
2005	LDDT	0	0	0	-	0	0	0	-	7	1	6	14.29%
2005	LDDV	0	0	0	-	0	0	0	-	140	0	140	0.00%
2005	LDGT	0	0	0	-	27,812	10	27,802	0.04%	27,812	36	27,776	0.13%
2005	LDGV	0	0	0	-	26,840	28	26,812	0.10%	26,840	12	26,828	0.04%
2006	HDGV	0	0	0	-	3,266	0	3,266	0.00%	3,266	3	3,263	0.09%
2006	LDDT	0	0	0	-	0	0	0	-	25	0	25	0.00%
2006	LDDV	0	0	0	-	0	0	0	-	239	0	239	0.00%
2006	LDGT	0	0	0	-	40,986	13	40,973	0.03%	40,986	46	40,940	0.11%
2006	LDGV	0	0	0	-	41,849	33	41,816	0.08%	41,849	22	41,827	0.05%
2007	HDGV	0	0	0	-	2,800	0	2,800	0.00%	2,800	1	2,799	0.04%
2007	LDDT	0	0	0	-	0	0	0	-	78	0	78	0.00%
2007	LDDV	0	0	0	-	0	0	0	-	31	0	31	0.00%
2007	LDGT	0	0	0	-	55,066	7	55,059	0.01%	55,066	22	55,044	0.04%
2007	LDGV	0	0	0	-	61,558	25	61,533	0.04%	61,558	22	61,536	0.04%
2008	HDGV	0	0	0	-	4,218	0	4,218	0.00%	4,218	1	4,217	0.02%
2008	LDDT	0	0	0	-	0	0	0	-	46	0	46	0.00%
2008	LDDV	0	0	0	-	0	0	0	-	14	0	14	0.00%
2008	LDGT	0	0	0	-	29,022	4	29,018	0.01%	29,022	11	29,011	0.04%
2008	LDGV	0	0	0	-	27,623	19	27,604	0.07%	27,623	10	27,613	0.04%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2020

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	-	2,850	1	2,849	0.04%	2,850	0	2,850	0.00%
2009	LDDT	0	0	0	-	0	0	0	-	70	0	70	0.00%
2009	LDDV	0	0	0	-	0	0	0	-	70	0	70	0.00%
2009	LDGT	0	0	0	-	46,087	5	46,082	0.01%	46,087	14	46,073	0.03%
2009	LDGV	0	0	0	-	66,532	25	66,507	0.04%	66,532	9	66,523	0.01%
2010	HDGV	0	0	0	-	2,814	0	2,814	0.00%	2,814	4	2,810	0.14%
2010	LDDT	0	0	0	-	0	0	0	-	74	0	74	0.00%
2010	LDDV	0	0	0	-	0	0	0	-	39	0	39	0.00%
2010	LDGT	0	0	0	-	32,482	4	32,478	0.01%	32,482	7	32,475	0.02%
2010	LDGV	0	0	0	-	38,848	13	38,835	0.03%	38,848	8	38,840	0.02%
2011	HDGV	0	0	0	-	5,321	0	5,321	0.00%	5,321	1	5,320	0.02%
2011	LDDT	0	0	0	-	0	0	0	-	187	0	187	0.00%
2011	LDDV	0	0	0	-	0	0	0	-	149	0	149	0.00%
2011	LDGT	0	0	0	-	78,737	5	78,732	0.01%	78,737	8	78,729	0.01%
2011	LDGV	0	0	0	-	67,443	19	67,424	0.03%	67,443	8	67,435	0.01%
2012	HDGV	0	0	0	-	5,405	0	5,405	0.00%	5,405	0	5,405	0.00%
2012	LDDT	0	0	0	-	0	0	0	-	155	0	155	0.00%
2012	LDDV	0	0	0	-	0	0	0	-	141	0	141	0.00%
2012	LDGT	0	0	0	-	32,391	1	32,390	0.00%	32,391	1	32,390	0.00%
2012	LDGV	0	0	0	-	38,375	11	38,364	0.03%	38,375	6	38,369	0.02%
2013	HDGV	0	0	0	-	5,789	0	5,789	0.00%	5,789	1	5,788	0.02%
2013	LDDT	0	0	0	-	0	0	0	-	331	0	331	0.00%
2013	LDDV	0	0	0	-	0	0	0	-	309	0	309	0.00%
2013	LDGT	0	0	0	-	89,951	6	89,945	0.01%	89,951	6	89,945	0.01%
2013	LDGV	0	0	0	-	99,753	44	99,709	0.04%	99,753	9	99,744	0.01%
2014	HDGV	869	8	861	0.92%	5,193	0	5,193	0.00%	5,193	0	5,193	0.00%
2014	LDDT	0	0	0	-	0	0	0	-	248	0	248	0.00%
2014	LDDV	0	0	0	-	0	0	0	-	337	0	337	0.00%
2014	LDGT	0	0	0	-	39,357	5	39,352	0.01%	39,357	0	39,357	0.00%
2014	LDGV	0	0	0	-	29,893	14	29,879	0.05%	29,893	4	29,889	0.01%
2015	HDGV	907	5	902	0.55%	8,434	1	8,433	0.01%	8,434	0	8,434	0.00%
2015	LDDT	0	0	0	-	0	0	0	-	716	0	716	0.00%
2015	LDDV	0	0	0	-	0	0	0	-	650	0	650	0.00%
2015	LDGT	0	0	0	-	128,759	7	128,752	0.01%	128,759	4	128,755	0.00%
2015	LDGV	0	0	0	-	102,822	45	102,777	0.04%	102,822	5	102,817	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2020

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	1,285	11	1,274	0.86%	6,063	0	6,063	0.00%	6,063	0	6,063	0.00%
2016	LDDT	0	0	0	-	0	0	0	-	74	0	74	0.00%
2016	LDDV	0	0	0	-	0	0	0	-	16	0	16	0.00%
2016	LDGT	0	0	0	-	22,102	1	22,101	0.00%	22,102	0	22,102	0.00%
2016	LDGV	0	0	0	-	16,251	6	16,245	0.04%	16,251	1	16,250	0.01%
2017	HDGV	1,004	11	993	1.10%	6,083	1	6,082	0.02%	6,083	1	6,082	0.02%
2017	LDDT	0	0	0	-	0	0	0	-	41	0	41	0.00%
2017	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2017	LDGT	0	0	0	-	2,899	0	2,899	0.00%	2,899	0	2,899	0.00%
2017	LDGV	0	0	0	-	913	0	913	0.00%	913	0	913	0.00%
2018	HDGV	924	4	920	0.43%	5,123	0	5,123	0.00%	5,123	0	5,123	0.00%
2018	LDDT	0	0	0	-	0	0	0	-	52	0	52	0.00%
2018	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2018	LDGT	0	0	0	-	2,233	0	2,233	0.00%	2,233	0	2,233	0.00%
2018	LDGV	0	0	0	-	515	0	515	0.00%	515	0	515	0.00%
2019	HDGV	1,071	3	1,068	0.28%	4,889	0	4,889	0.00%	4,889	1	4,888	0.02%
2019	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
2019	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2019	LDGT	0	0	0	-	2,132	1	2,131	0.05%	2,132	0	2,132	0.00%
2019	LDGV	0	0	0	-	261	0	261	0.00%	261	0	261	0.00%
2020	HDGV	539	5	534	0.93%	665	0	665	0.00%	665	0	665	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	-	209	0	209	0.00%	209	0	209	0.00%
2020	LDGV	0	0	0	-	33	0	33	0.00%	33	0	33	0.00%
2021	HDGV	340	4	336	1.18%	347	0	347	0.00%	347	0	347	0.00%
2021	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2021	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2021	LDGT	0	0	0	-	3	0	3	0.00%	3	0	3	0.00%
2021	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
Totals		**6,939**	**51**	**6,888**	**0.73%**	**1,586,231**	**629**	**1,585,602**	**0.04%**	**1,590,889**	**607**	**1,590,282**	**0.04%**

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2020

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	699	1	698	0.14%	699	0	699	0.00%
Pre 96/Unknown	LDDT	1	0	1	0.00%	1	0	1	0.00%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	271	0	271	0.00%	271	1	270	0.37%
Pre 96/Unknown	LDGV	14	0	14	0.00%	14	0	14	0.00%
1996	HDGV	145	0	145	0.00%	145	1	144	0.69%
1996	LDDT	1	0	1	0.00%	1	0	1	0.00%
1996	LDDV	0	0	0	-	0	0	0	-
1996	LDGT	2,783	0	2,783	0.00%	2,783	1	2,782	0.04%
1996	LDGV	3,853	1	3,852	0.03%	3,853	4	3,849	0.10%
1997	HDGV	330	0	330	0.00%	330	1	329	0.30%
1997	LDDT	3	0	3	0.00%	3	0	3	0.00%
1997	LDDV	12	0	12	0.00%	12	0	12	0.00%
1997	LDGT	3,443	0	3,443	0.00%	3,443	1	3,442	0.03%
1997	LDGV	3,791	0	3,791	0.00%	3,791	4	3,787	0.11%
1998	HDGV	242	0	242	0.00%	242	0	242	0.00%
1998	LDDT	5	0	5	0.00%	5	0	5	0.00%
1998	LDDV	38	0	38	0.00%	38	0	38	0.00%
1998	LDGT	6,217	0	6,217	0.00%	6,217	2	6,215	0.03%
1998	LDGV	8,256	2	8,254	0.02%	8,256	4	8,252	0.05%
1999	HDGV	614	1	613	0.16%	614	0	614	0.00%
1999	LDDT	3	0	3	0.00%	3	0	3	0.00%
1999	LDDV	40	0	40	0.00%	40	0	40	0.00%
1999	LDGT	6,125	1	6,124	0.02%	6,125	4	6,121	0.07%
1999	LDGV	7,551	1	7,550	0.01%	7,551	1	7,550	0.01%
2000	HDGV	870	0	870	0.00%	870	1	869	0.11%
2000	LDDT	2	0	2	0.00%	2	0	2	0.00%
2000	LDDV	42	0	42	0.00%	42	0	42	0.00%
2000	LDGT	11,619	2	11,617	0.02%	11,619	3	11,616	0.03%
2000	LDGV	16,346	1	16,345	0.01%	16,346	4	16,342	0.02%
2001	HDGV	1,050	1	1,049	0.10%	1,050	0	1,050	0.00%
2001	LDDT	3	0	3	0.00%	3	0	3	0.00%
2001	LDDV	23	0	23	0.00%	23	1	22	4.35%
2001	LDGT	10,889	0	10,889	0.00%	10,889	8	10,881	0.07%
2001	LDGV	12,372	6	12,366	0.05%	12,372	7	12,365	0.06%

[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 2020

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	1,155	0	1,155	0.00%	1,155	0	1,155	0.00%
2002	LDDT	3	0	3	0.00%	3	0	3	0.00%
2002	LDDV	68	0	68	0.00%	68	0	68	0.00%
2002	LDGT	22,978	2	22,976	0.01%	22,978	7	22,971	0.03%
2002	LDGV	23,776	0	23,776	0.00%	23,776	8	23,768	0.03%
2003	HDGV	1,775	0	1,775	0.00%	1,775	0	1,775	0.00%
2003	LDDT	4	0	4	0.00%	4	0	4	0.00%
2003	LDDV	49	0	49	0.00%	49	0	49	0.00%
2003	LDGT	19,499	0	19,499	0.00%	19,499	4	19,495	0.02%
2003	LDGV	21,104	0	21,104	0.00%	21,104	6	21,098	0.03%
2004	HDGV	2,109	3	2,106	0.14%	2,109	3	2,106	0.14%
2004	LDDT	4	0	4	0.00%	4	0	4	0.00%
2004	LDDV	91	0	91	0.00%	91	0	91	0.00%
2004	LDGT	40,039	0	40,039	0.00%	40,039	12	40,027	0.03%
2004	LDGV	35,007	1	35,006	0.00%	35,007	7	35,000	0.02%
2005	HDGV	2,336	2	2,334	0.09%	2,336	0	2,336	0.00%
2005	LDDT	7	0	7	0.00%	7	0	7	0.00%
2005	LDDV	140	0	140	0.00%	140	0	140	0.00%
2005	LDGT	27,812	1	27,811	0.00%	27,812	7	27,805	0.03%
2005	LDGV	26,840	1	26,839	0.00%	26,840	6	26,834	0.02%
2006	HDGV	3,266	3	3,263	0.09%	3,266	4	3,262	0.12%
2006	LDDT	25	0	25	0.00%	25	0	25	0.00%
2006	LDDV	239	0	239	0.00%	239	0	239	0.00%
2006	LDGT	40,986	5	40,981	0.01%	40,986	6	40,980	0.01%
2006	LDGV	41,849	0	41,849	0.00%	41,849	10	41,839	0.02%
2007	HDGV	2,800	0	2,800	0.00%	2,800	0	2,800	0.00%
2007	LDDT	78	0	78	0.00%	78	0	78	0.00%
2007	LDDV	31	0	31	0.00%	31	0	31	0.00%
2007	LDGT	55,066	1	55,065	0.00%	55,066	6	55,060	0.01%
2007	LDGV	61,558	1	61,557	0.00%	61,558	4	61,554	0.01%
2008	HDGV	4,218	1	4,217	0.02%	4,218	0	4,218	0.00%
2008	LDDT	46	0	46	0.00%	46	0	46	0.00%
2008	LDDV	14	0	14	0.00%	14	0	14	0.00%
2008	LDGT	29,022	4	29,018	0.01%	29,022	5	29,017	0.02%
2008	LDGV	27,623	2	27,621	0.01%	27,623	7	27,616	0.03%

[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 2020

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	2,850	1	2,849	0.04%	2,850	2	2,848	0.07%
2009	LDDT	70	0	70	0.00%	70	1	69	1.43%
2009	LDDV	70	0	70	0.00%	70	0	70	0.00%
2009	LDGT	46,087	0	46,087	0.00%	46,087	11	46,076	0.02%
2009	LDGV	66,532	0	66,532	0.00%	66,532	4	66,528	0.01%
2010	HDGV	2,814	3	2,811	0.11%	2,814	1	2,813	0.04%
2010	LDDT	74	0	74	0.00%	74	0	74	0.00%
2010	LDDV	39	0	39	0.00%	39	0	39	0.00%
2010	LDGT	32,482	1	32,481	0.00%	32,482	5	32,477	0.02%
2010	LDGV	38,848	3	38,845	0.01%	38,848	4	38,844	0.01%
2011	HDGV	5,321	2	5,319	0.04%	5,321	5	5,316	0.09%
2011	LDDT	187	0	187	0.00%	187	0	187	0.00%
2011	LDDV	149	0	149	0.00%	149	0	149	0.00%
2011	LDGT	78,737	4	78,733	0.01%	78,737	6	78,731	0.01%
2011	LDGV	67,443	0	67,443	0.00%	67,443	2	67,441	0.00%
2012	HDGV	5,405	0	5,405	0.00%	5,405	1	5,404	0.02%
2012	LDDT	155	0	155	0.00%	155	0	155	0.00%
2012	LDDV	141	0	141	0.00%	141	0	141	0.00%
2012	LDGT	32,391	0	32,391	0.00%	32,391	5	32,386	0.02%
2012	LDGV	38,375	1	38,374	0.00%	38,375	3	38,372	0.01%
2013	HDGV	5,789	1	5,788	0.02%	5,789	0	5,789	0.00%
2013	LDDT	331	0	331	0.00%	331	0	331	0.00%
2013	LDDV	309	0	309	0.00%	309	0	309	0.00%
2013	LDGT	89,951	0	89,951	0.00%	89,951	7	89,944	0.01%
2013	LDGV	99,753	0	99,753	0.00%	99,753	7	99,746	0.01%
2014	HDGV	5,193	0	5,193	0.00%	5,193	1	5,192	0.02%
2014	LDDT	248	0	248	0.00%	248	0	248	0.00%
2014	LDDV	337	0	337	0.00%	337	0	337	0.00%
2014	LDGT	39,357	0	39,357	0.00%	39,357	5	39,352	0.01%
2014	LDGV	29,893	1	29,892	0.00%	29,893	0	29,893	0.00%
2015	HDGV	8,434	1	8,433	0.01%	8,434	6	8,428	0.07%
2015	LDDT	716	0	716	0.00%	716	0	716	0.00%
2015	LDDV	650	0	650	0.00%	650	0	650	0.00%
2015	LDGT	128,759	0	128,759	0.00%	128,759	4	128,755	0.00%
2015	LDGV	102,822	1	102,821	0.00%	102,822	12	102,810	0.01%

[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 2020

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps [2]	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2016	HDGV	6,063	2	6,061	0.03%	6,063	9	6,054	0.15%
2016	LDDT	74	0	74	0.00%	74	0	74	0.00%
2016	LDDV	16	0	16	0.00%	16	0	16	0.00%
2016	LDGT	22,102	0	22,102	0.00%	22,102	0	22,102	0.00%
2016	LDGV	16,251	0	16,251	0.00%	16,251	0	16,251	0.00%
2017	HDGV	6,083	1	6,082	0.02%	6,083	4	6,079	0.07%
2017	LDDT	41	0	41	0.00%	41	0	41	0.00%
2017	LDDV	0	0	0	-	0	0	0	-
2017	LDGT	2,899	0	2,899	0.00%	2,899	2	2,897	0.07%
2017	LDGV	913	0	913	0.00%	913	0	913	0.00%
2018	HDGV	5,123	0	5,123	0.00%	5,123	0	5,123	0.00%
2018	LDDT	52	0	52	0.00%	52	0	52	0.00%
2018	LDDV	0	0	0	-	0	0	0	-
2018	LDGT	2,233	0	2,233	0.00%	2,233	1	2,232	0.04%
2018	LDGV	515	0	515	0.00%	515	0	515	0.00%
2019	HDGV	4,889	1	4,888	0.02%	4,889	2	4,887	0.04%
2019	LDDT	3	0	3	0.00%	3	0	3	0.00%
2019	LDDV	0	0	0	-	0	0	0	-
2019	LDGT	2,132	0	2,132	0.00%	2,132	0	2,132	0.00%
2019	LDGV	261	0	261	0.00%	261	0	261	0.00%
2020	HDGV	665	0	665	0.00%	665	0	665	0.00%
2020	LDDT	0	0	0	-	0	0	0	-
2020	LDDV	0	0	0	-	0	0	0	-
2020	LDGT	209	0	209	0.00%	209	0	209	0.00%
2020	LDGV	33	0	33	0.00%	33	0	33	0.00%
2021	HDGV	347	0	347	0.00%	347	0	347	0.00%
2021	LDDT	0	0	0	-	0	0	0	-
2021	LDDV	0	0	0	-	0	0	0	-
2021	LDGT	3	0	3	0.00%	3	0	3	0.00%
2021	LDGV	0	0	0	-	0	0	0	-
Totals		**1,590,889**	**67**	**1,590,822**	**0.004%**	**1,590,889**	**260**	**1,590,629**	**0.02%**

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

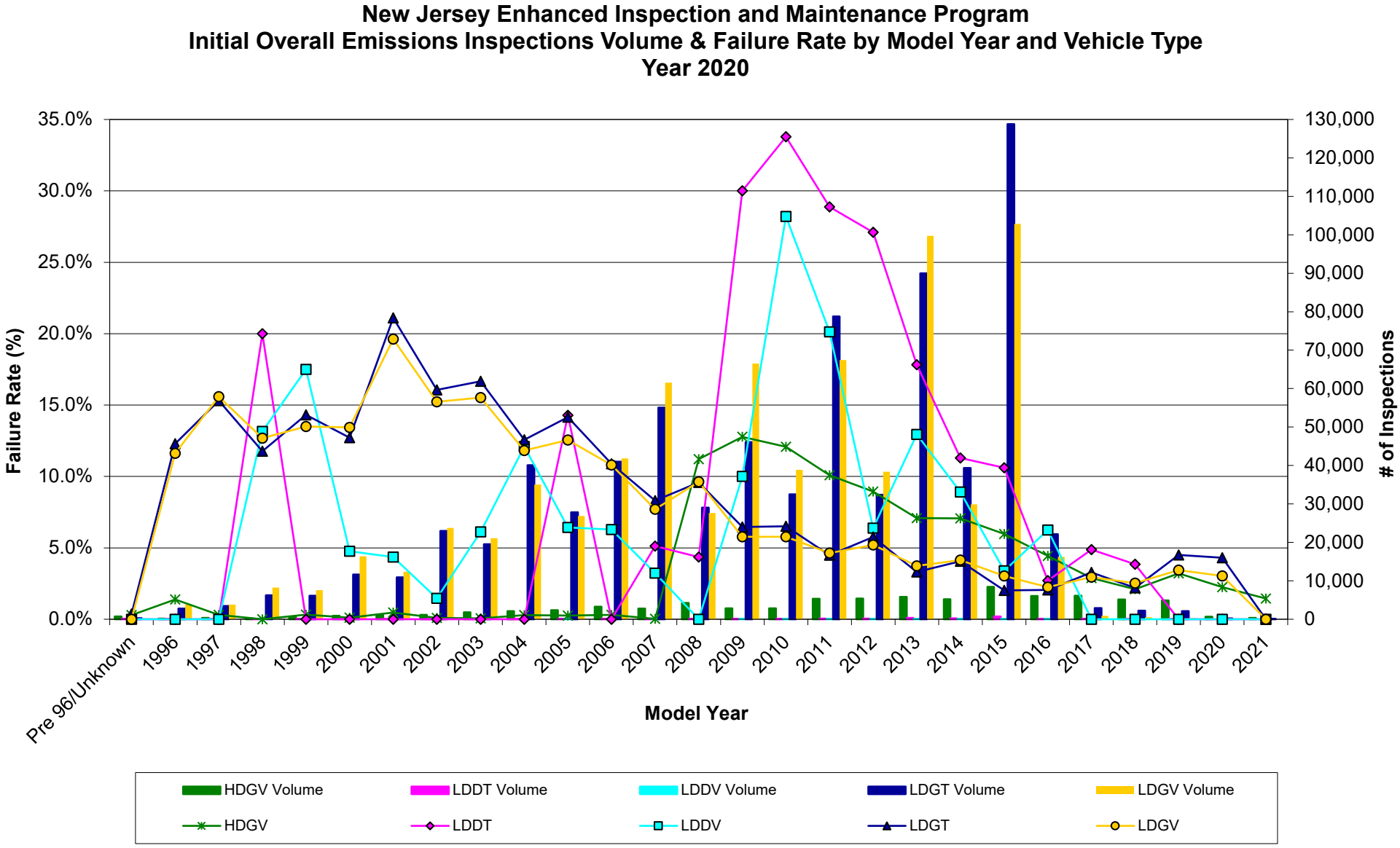

New Jersey Enhanced Inspection and Maintenance Program
Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2020
Failure Rate (%)
# of Inspections
Model Year
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Pre 96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGV
LDDT
LDDV
LDGT
LDGV

Figure E-1

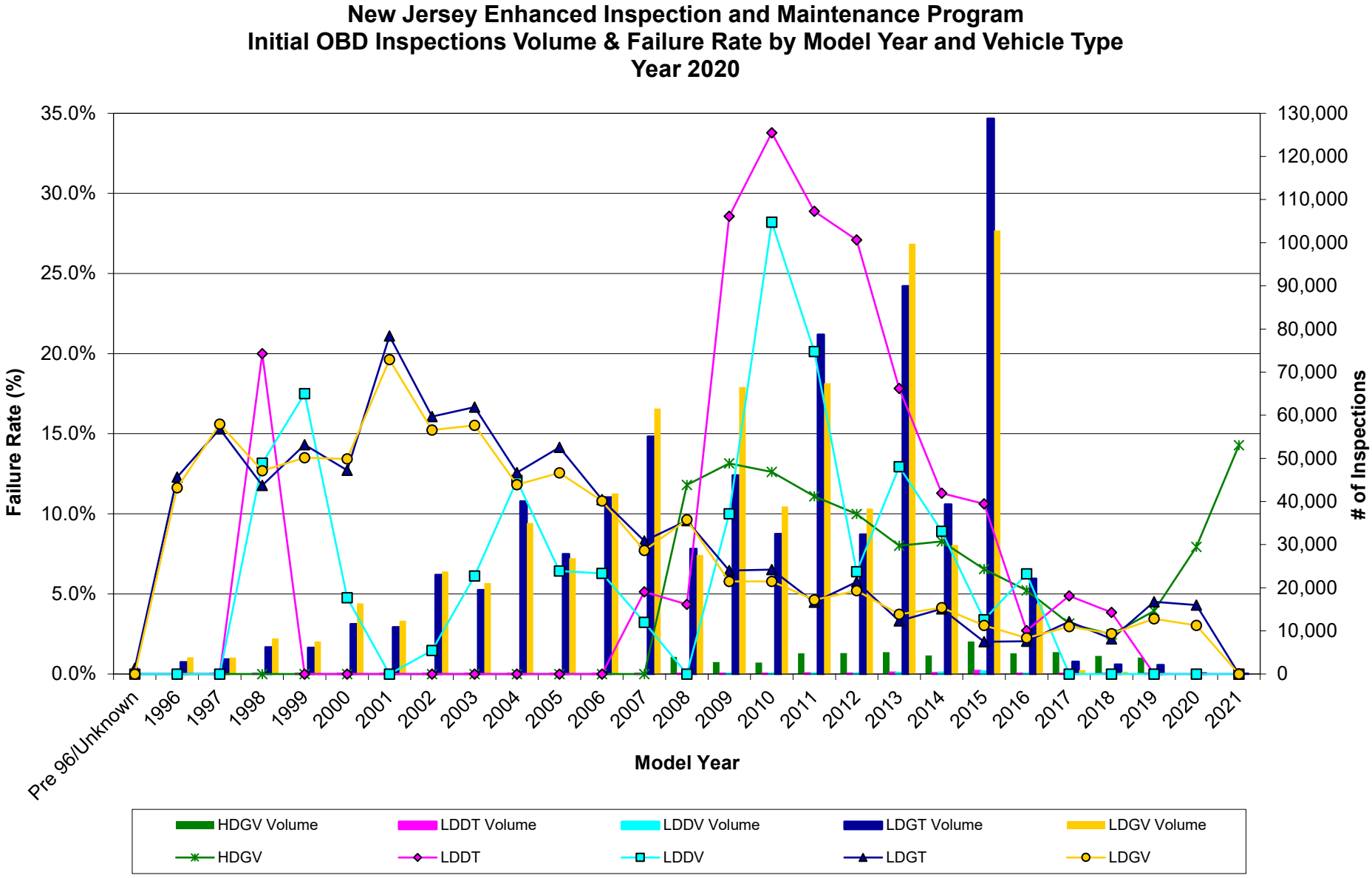

New Jersey Enhanced Inspection and Maintenance Program
Initial OBD Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2020
Failure Rate (%)
# of Inspections
Model Year
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Pre 96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGV
LDDT
LDDV
LDGT
LDGV

Figure E-2

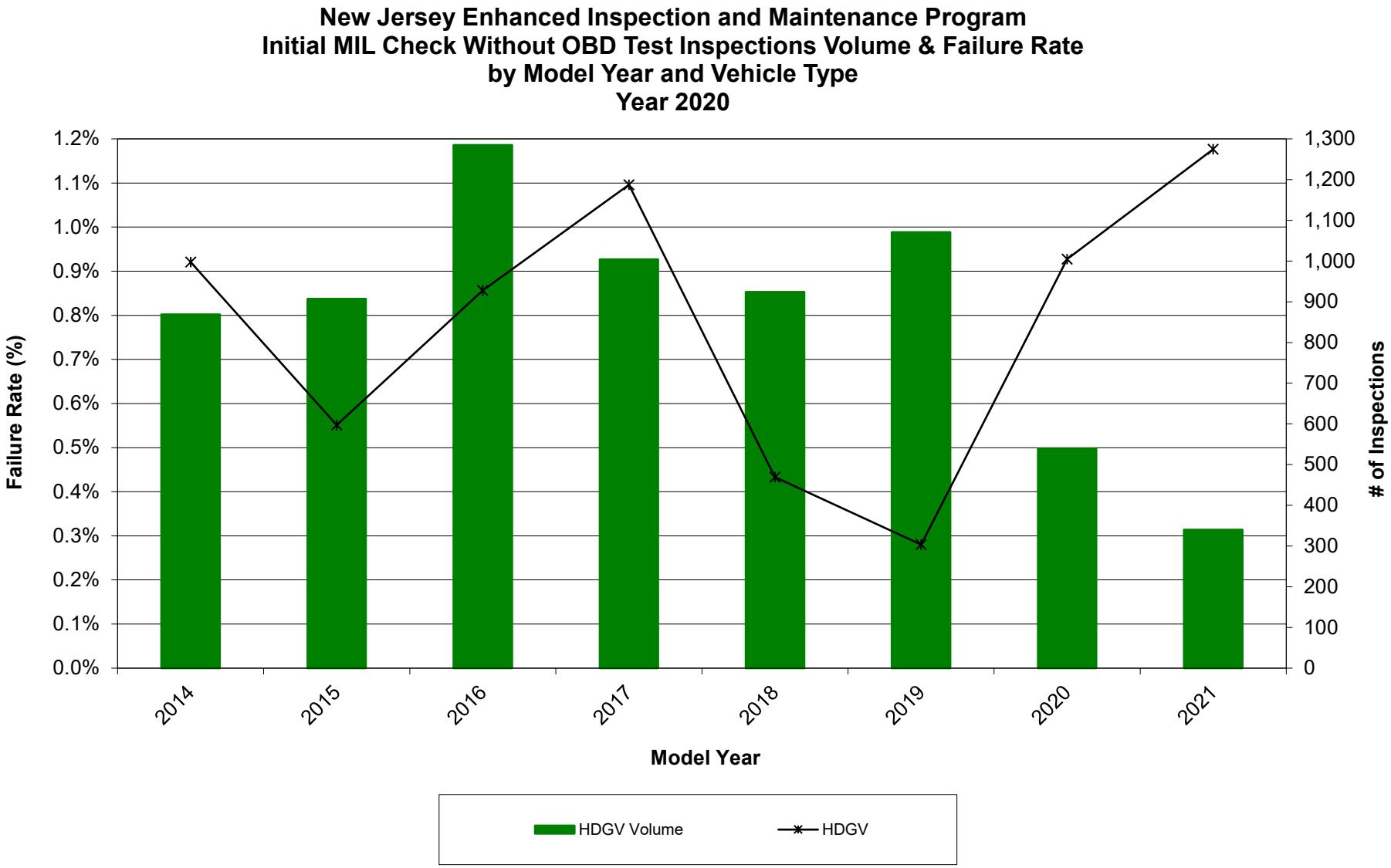

New Jersey Enhanced Inspection and Maintenance Program
Initial MIL Check Without OBD Test Inspections Volume & Failure Rate
by Model Year and Vehicle Type
Year 2020
Failure Rate (%)
1.2%
1.1%
1.0%
0.9%
0.8%
0.7%
0.6%
0.5%
0.4%
0.3%
0.2%
0.1%
0.0%
# of Inspections
1,300
1,200
1,100
1,000
900
800
700
600
500
400
300
200
100
0
2014
2015
2016
2017
2018
2019
2020
2021
Model Year
HDGV Volume
HDGV

Figure E-3

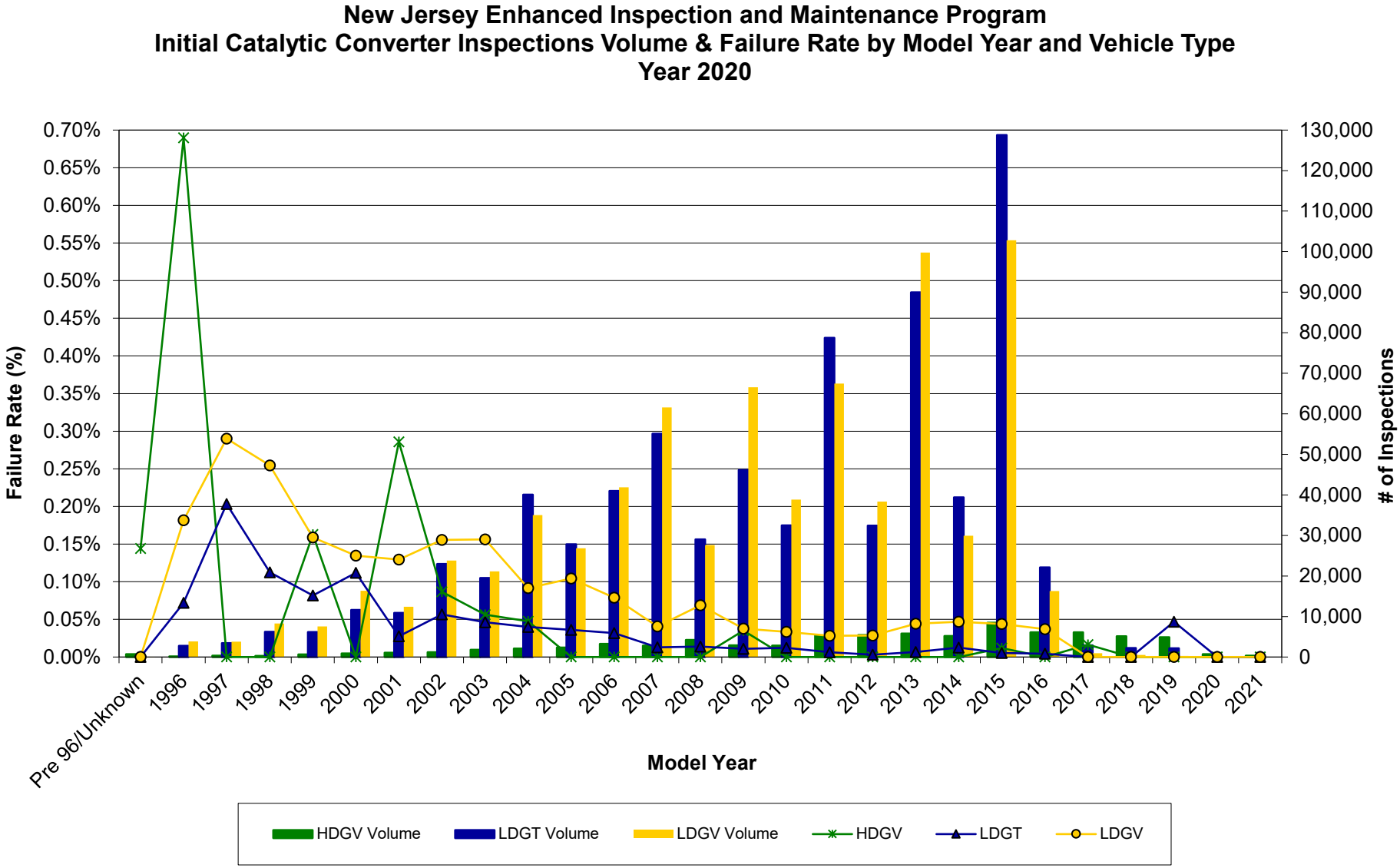
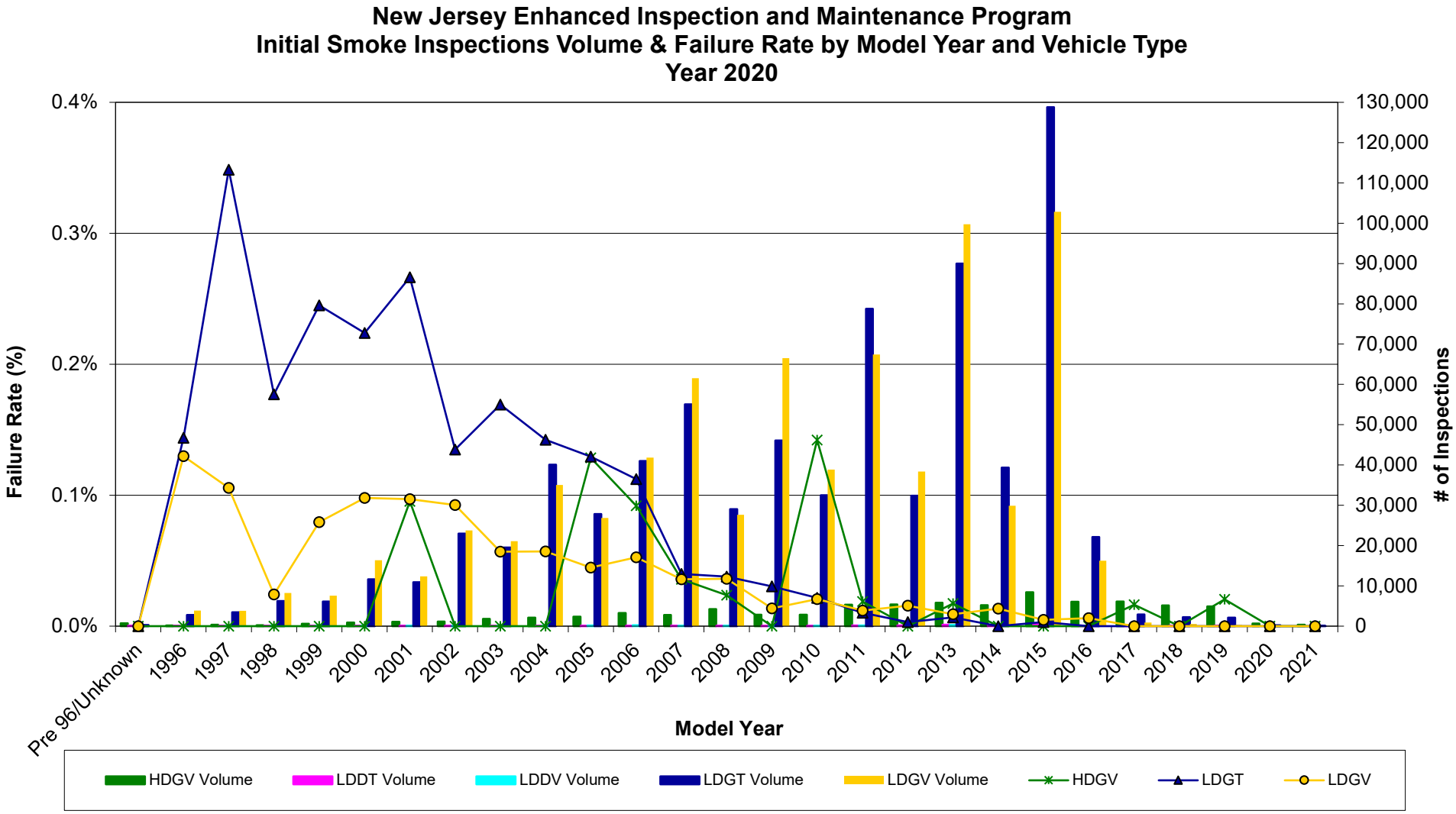

New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2020
Failure Rate (%)
# of Inspections
Model Year
0.70%
0.65%
0.60%
0.55%
0.50%
0.45%
0.40%
0.35%
0.30%
0.25%
0.20%
0.15%
0.10%
0.05%
0.00%
130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Pre 96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
HDGV Volume
LDGT Volume
LDGV Volume
HDGV
LDGT
LDGV

Figure E-4



Note: Not included to eliminate graphical skew: 2005 LDDT 14.3% Failure Rate (1 of 7) and 1999 LDDV 2.5% Failure Rate (1 of 40); these are the only 2 diesel vehicles that failed the initial smoke inspection.

Figure E-5

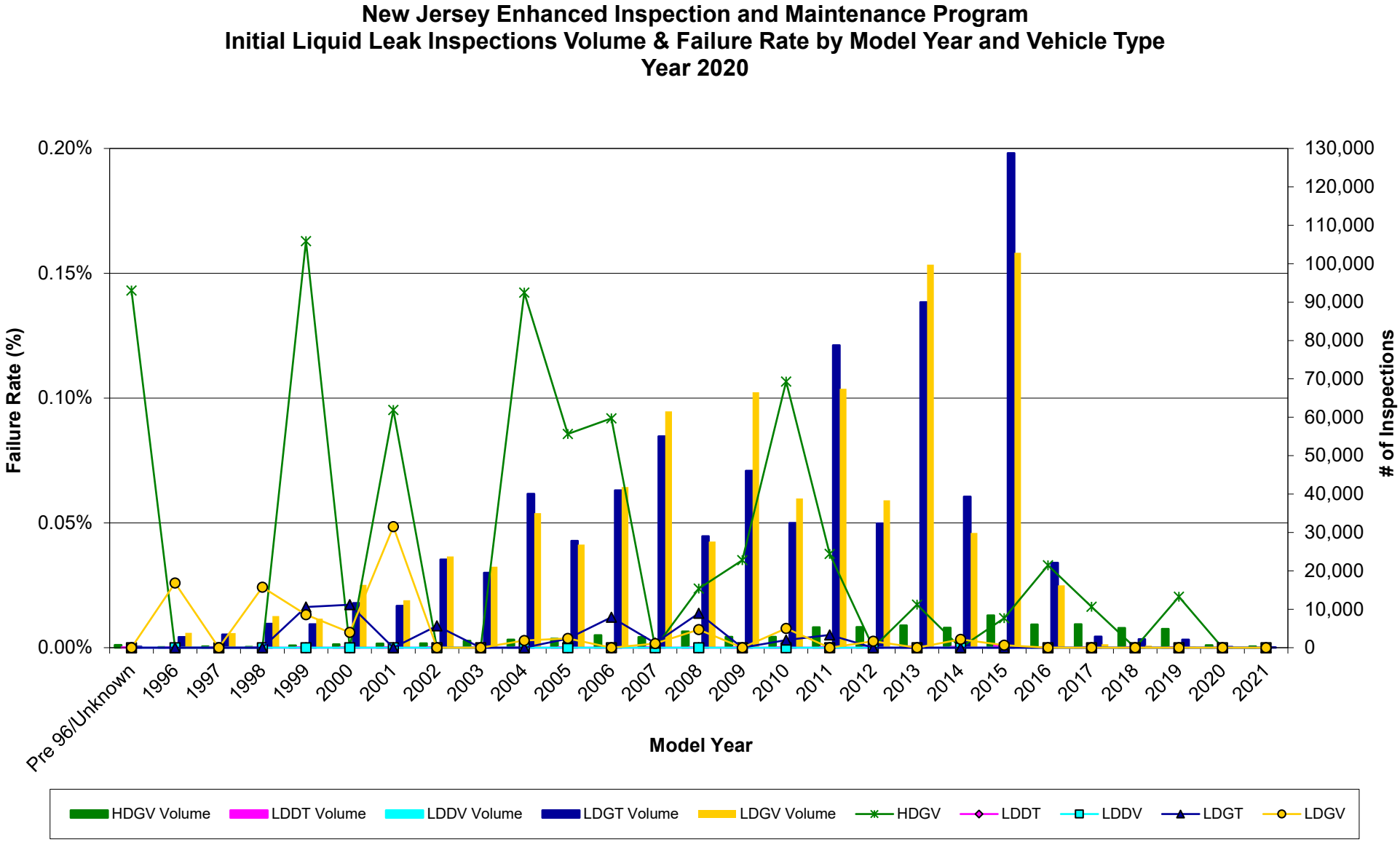

New Jersey Enhanced Inspection and Maintenance Program
Initial Liquid Leak Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2020
Failure Rate (%)
0.20%
0.15%
0.10%
0.05%
0.00%
# of Inspections
130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
Pre 96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
Model Year
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGV
LDDT
LDDV
LDGT
LDGV

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 2020

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	2,783	2,641	94.9%	142	5.1%
1996	LDGV	3,853	3,669	95.2%	184	4.8%
1997	LDDT	3	3	100.0%	0	0.0%
1997	LDDV	12	12	100.0%	0	0.0%
1997	LDGT	3,443	3,205	93.1%	238	6.9%
1997	LDGV	3,791	3,545	93.5%	246	6.5%
1998	LDDT	5	4	80.0%	1	20.0%
1998	LDDV	38	36	94.7%	2	5.3%
1998	LDGT	6,217	5,925	95.3%	292	4.7%
1998	LDGV	8,256	7,842	95.0%	414	5.0%
1999	LDDT	3	3	100.0%	0	0.0%
1999	LDDV	40	36	90.0%	4	10.0%
1999	LDGT	6,125	5,774	94.3%	351	5.7%
1999	LDGV	7,551	7,129	94.4%	422	5.6%
2000	LDDT	2	2	100.0%	0	0.0%
2000	LDDV	42	41	97.6%	1	2.4%
2000	LDGT	11,619	11,066	95.2%	553	4.8%
2000	LDGV	16,346	15,459	94.6%	887	5.4%
2001	LDDT	3	3	100.0%	0	0.0%
2001	LDDV	23	23	100.0%	0	0.0%
2001	LDGT	10,889	9,929	91.2%	960	8.8%
2001	LDGV	12,372	11,325	91.5%	1,047	8.5%
2002	LDDT	3	3	100.0%	0	0.0%
2002	LDDV	68	68	100.0%	0	0.0%
2002	LDGT	22,978	21,697	94.4%	1,281	5.6%
2002	LDGV	23,776	22,442	94.4%	1,334	5.6%
2003	LDDT	4	4	100.0%	0	0.0%
2003	LDDV	49	48	98.0%	1	2.0%
2003	LDGT	19,499	18,274	93.7%	1,225	6.3%
2003	LDGV	21,104	19,805	93.8%	1,299	6.2%
2004	LDDT	4	4	100.0%	0	0.0%
2004	LDDV	91	87	95.6%	4	4.4%
2004	LDGT	40,039	38,350	95.8%	1,689	4.2%
2004	LDGV	35,007	33,577	95.9%	1,430	4.1%
2005	LDDT	7	7	100.0%	0	0.0%
2005	LDDV	140	136	97.1%	4	2.9%
2005	LDGT	27,812	26,349	94.7%	1,463	5.3%
2005	LDGV	26,840	25,639	95.5%	1,201	4.5%
2006	LDDT	25	25	100.0%	0	0.0%
2006	LDDV	239	236	98.7%	3	1.3%
2006	LDGT	40,986	39,520	96.4%	1,466	3.6%
2006	LDGV	41,849	40,340	96.4%	1,509	3.6%

Table F-1 (page 1 of 3)

* Includes vehicles that are no longer registered.

NOTE: 0.0% Bypassed OBD Tests- No Authorized Bypasses in 2020

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2020

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	78	77	98.7%	1	1.3%
2007	LDDV	31	31	100.0%	0	0.0%
2007	LDGT	55,066	53,714	97.5%	1,352	2.5%
2007	LDGV	61,558	60,177	97.8%	1,381	2.2%
2008	HDGV	3,997	3,876	97.0%	121	3.0%
2008	LDDT	46	46	100.0%	0	0.0%
2008	LDDV	14	14	100.0%	0	0.0%
2008	LDGT	29,022	28,176	97.1%	846	2.9%
2008	LDGV	27,623	26,754	96.9%	869	3.1%
2009	HDGV	2,746	2,671	97.3%	75	2.7%
2009	LDDT	70	62	88.6%	8	11.4%
2009	LDDV	70	68	97.1%	2	2.9%
2009	LDGT	46,087	45,370	98.4%	717	1.6%
2009	LDGV	66,520	65,612	98.6%	908	1.4%
2010	HDGV	2,672	2,607	97.6%	65	2.4%
2010	LDDT	74	66	89.2%	8	10.8%
2010	LDDV	39	33	84.6%	6	15.4%
2010	LDGT	32,482	31,931	98.3%	551	1.7%
2010	LDGV	38,848	38,273	98.5%	575	1.5%
2011	HDGV	4,776	4,687	98.1%	89	1.9%
2011	LDDT	187	169	90.4%	18	9.6%
2011	LDDV	149	143	96.0%	6	4.0%
2011	LDGT	78,737	78,012	99.1%	725	0.9%
2011	LDGV	67,443	66,809	99.1%	634	0.9%
2012	HDGV	4,826	4,717	97.7%	109	2.3%
2012	LDDT	155	146	94.2%	9	5.8%
2012	LDDV	141	137	97.2%	4	2.8%
2012	LDGT	32,391	32,003	98.8%	388	1.2%
2012	LDGV	38,375	37,986	99.0%	389	1.0%
2013	HDGV	5,097	5,035	98.8%	62	1.2%
2013	LDDT	331	318	96.1%	13	3.9%
2013	LDDV	309	297	96.1%	12	3.9%
2013	LDGT	89,951	89,499	99.5%	452	0.5%
2013	LDGV	99,753	99,084	99.3%	669	0.7%
2014	HDGV	4,324	4,261	98.5%	63	1.5%
2014	LDDT	248	241	97.2%	7	2.8%
2014	LDDV	337	331	98.2%	6	1.8%
2014	LDGT	39,357	39,041	99.2%	316	0.8%
2014	LDGV	29,893	29,632	99.1%	261	0.9%
2015	HDGV	7,527	7,454	99.0%	73	1.0%
2015	LDDT	716	709	99.0%	7	1.0%
2015	LDDV	650	648	99.7%	2	0.3%
2015	LDGT	128,759	128,426	99.7%	333	0.3%
2015	LDGV	102,822	102,310	99.5%	512	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 2020

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2020

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	4,778	4,751	99.4%	27	0.6%
2016	LDDT	74	74	100.0%	0	0.0%
2016	LDDV	16	16	100.0%	0	0.0%
2016	LDGT	22,102	22,065	99.8%	37	0.2%
2016	LDGV	16,251	16,201	99.7%	50	0.3%
2017	HDGV	5,079	5,055	99.5%	24	0.5%
2017	LDDT	41	40	97.6%	1	2.4%
2017	LDDV	0	0	-	0	-
2017	LDGT	2,899	2,885	99.5%	14	0.5%
2017	LDGV	913	905	99.1%	8	0.9%
2018	HDGV	4,199	4,193	99.9%	6	0.1%
2018	LDDT	52	52	100.0%	0	0.0%
2018	LDDV	0	0	-	0	-
2018	LDGT	2,233	2,224	99.6%	9	0.4%
2018	LDGV	515	515	100.0%	0	0.0%
2019	HDGV	3,818	3,796	99.4%	22	0.6%
2019	LDDT	3	3	100.0%	0	0.0%
2019	LDDV	0	0	-	0	-
2019	LDGT	2,132	2,125	99.7%	7	0.3%
2019	LDGV	261	259	99.2%	2	0.8%
2020	HDGV	126	122	96.8%	4	3.2%
2020	LDDT	0	0	-	0	-
2020	LDDV	0	0	-	0	-
2020	LDGT	209	207	99.0%	2	1.0%
2020	LDGV	33	33	100.0%	0	0.0%
2021	HDGV	7	7	100.0%	0	0.0%
2021	LDDT	0	0	-	0	-
2021	LDDV	0	0	-	0	-
2021	LDGT	3	3	100.0%	0	0.0%
2021	LDGV	0	0	-	0	-
Totals		**1,563,977**	**1,531,467**	**97.9%**	**32,510**	**2.1%**

Table F-1 (page 3 of 3)

* Includes vehicles that are no longer registered.

NOTE: 0.0% Bypassed OBD Tests- No Authorized Bypasses in 2020

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2020

Model Yr	Veh Type	OBD Initial Insps	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	2,783	2,720	63	2.3%	2,612	108	4.0%
1996	LDGV	3,853	3,821	32	0.8%	3,678	143	3.7%
1997	LDDT	3	3	0	0.0%	3	0	0.0%
1997	LDDV	12	12	0	0.0%	12	0	0.0%
1997	LDGT	3,443	3,336	107	3.1%	3,203	133	4.0%
1997	LDGV	3,791	3,747	44	1.2%	3,569	178	4.8%
1998	LDDT	5	5	0	0.0%	4	1	20.0%
1998	LDDV	38	38	0	0.0%	36	2	5.3%
1998	LDGT	6,217	6,098	119	1.9%	5,864	234	3.8%
1998	LDGV	8,256	8,175	81	1.0%	7,827	348	4.3%
1999	LDDT	3	3	0	0.0%	3	0	0.0%
1999	LDDV	40	39	1	2.5%	37	2	5.1%
1999	LDGT	6,125	6,007	118	1.9%	5,736	271	4.5%
1999	LDGV	7,551	7,481	70	0.9%	7,124	357	4.8%
2000	LDDT	2	2	0	0.0%	2	0	0.0%
2000	LDDV	42	42	0	0.0%	42	0	0.0%
2000	LDGT	11,619	11,447	172	1.5%	10,956	491	4.3%
2000	LDGV	16,346	16,174	172	1.1%	15,345	829	5.1%
2001	LDDT	3	3	0	0.0%	3	0	0.0%
2001	LDDV	23	23	0	0.0%	23	0	0.0%
2001	LDGT	10,889	10,718	171	1.6%	10,115	603	5.6%
2001	LDGV	12,372	12,215	157	1.3%	11,514	701	5.7%
2002	LDDT	3	3	0	0.0%	3	0	0.0%
2002	LDDV	68	68	0	0.0%	68	0	0.0%
2002	LDGT	22,978	22,800	178	0.8%	21,622	1,178	5.2%
2002	LDGV	23,776	23,655	121	0.5%	22,491	1,164	4.9%
2003	LDDT	4	4	0	0.0%	4	0	0.0%
2003	LDDV	49	48	1	2.0%	48	0	0.0%
2003	LDGT	19,499	19,354	145	0.7%	18,313	1,041	5.4%
2003	LDGV	21,104	20,998	106	0.5%	20,033	965	4.6%
2004	LDDT	4	4	0	0.0%	4	0	0.0%
2004	LDDV	91	91	0	0.0%	86	5	5.5%
2004	LDGT	40,039	39,923	116	0.3%	38,243	1,680	4.2%
2004	LDGV	35,007	34,922	85	0.2%	33,612	1,310	3.8%
2005	LDDT	7	7	0	0.0%	7	0	0.0%
2005	LDDV	140	139	1	0.7%	137	2	1.4%
2005	LDGT	27,812	27,749	63	0.2%	26,467	1,282	4.6%
2005	LDGV	26,840	26,782	58	0.2%	25,722	1,060	4.0%
2006	LDDT	25	25	0	0.0%	25	0	0.0%
2006	LDDV	239	238	1	0.4%	231	7	2.9%
2006	LDGT	40,986	40,933	53	0.1%	39,434	1,499	3.7%
2006	LDGV	41,849	41,770	79	0.2%	40,277	1,493	3.6%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2020

Model Yr	Veh Type	OBD Initial Insps	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
2007	LDDT	78	78	0	0.0%	76	2	2.6%
2007	LDDV	31	31	0	0.0%	31	0	0.0%
2007	LDGT	55,066	55,017	49	0.1%	53,419	1,598	2.9%
2007	LDGV	61,558	61,507	51	0.1%	59,944	1,563	2.5%
2008	HDGV	3,997	3,993	4	0.1%	3,878	115	2.9%
2008	LDDT	46	46	0	0.0%	45	1	2.2%
2008	LDDV	14	14	0	0.0%	14	0	0.0%
2008	LDGT	29,022	28,997	25	0.1%	28,094	903	3.1%
2008	LDGV	27,623	27,582	41	0.1%	26,752	830	3.0%
2009	HDGV	2,746	2,746	0	0.0%	2,672	74	2.7%
2009	LDDT	70	69	1	1.4%	65	4	5.8%
2009	LDDV	70	70	0	0.0%	68	2	2.9%
2009	LDGT	46,087	46,063	24	0.1%	45,144	919	2.0%
2009	LDGV	66,520	66,444	76	0.1%	65,363	1,081	1.6%
2010	HDGV	2,672	2,668	4	0.1%	2,598	70	2.6%
2010	LDDT	74	74	0	0.0%	71	3	4.1%
2010	LDDV	39	38	1	2.6%	36	2	5.3%
2010	LDGT	32,482	32,466	16	0.0%	31,830	636	2.0%
2010	LDGV	38,848	38,811	37	0.1%	38,185	626	1.6%
2011	HDGV	4,776	4,772	4	0.1%	4,674	98	2.1%
2011	LDDT	187	187	0	0.0%	177	10	5.3%
2011	LDDV	149	149	0	0.0%	140	9	6.0%
2011	LDGT	78,737	78,712	25	0.0%	77,716	996	1.3%
2011	LDGV	67,443	67,422	21	0.0%	66,592	830	1.2%
2012	HDGV	4,826	4,825	1	0.0%	4,737	88	1.8%
2012	LDDT	155	155	0	0.0%	149	6	3.9%
2012	LDDV	141	141	0	0.0%	137	4	2.8%
2012	LDGT	32,391	32,383	8	0.0%	31,907	476	1.5%
2012	LDGV	38,375	38,358	17	0.0%	37,912	446	1.2%
2013	HDGV	5,097	5,097	0	0.0%	5,018	79	1.5%
2013	LDDT	331	331	0	0.0%	322	9	2.7%
2013	LDDV	309	309	0	0.0%	300	9	2.9%
2013	LDGT	89,951	89,940	11	0.0%	89,186	754	0.8%
2013	LDGV	99,753	99,744	9	0.0%	98,952	792	0.8%
2014	HDGV	4,324	4,324	0	0.0%	4,273	51	1.2%
2014	LDDT	248	248	0	0.0%	242	6	2.4%
2014	LDDV	337	337	0	0.0%	334	3	0.9%
2014	LDGT	39,357	39,351	6	0.0%	39,033	318	0.8%
2014	LDGV	29,893	29,888	5	0.0%	29,654	234	0.8%
2015	HDGV	7,527	7,524	3	0.0%	7,434	90	1.2%
2015	LDDT	716	716	0	0.0%	705	11	1.5%
2015	LDDV	650	650	0	0.0%	645	5	0.8%
2015	LDGT	128,759	128,752	7	0.0%	128,155	597	0.5%
2015	LDGV	102,822	102,817	5	0.0%	102,311	506	0.5%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2020

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	4,778	4,777	1	0.0%	4,730	47	1.0%
2016	LDDT	74	74	0	0.0%	74	0	0.0%
2016	LDDV	16	16	0	0.0%	16	0	0.0%
2016	LDGT	22,102	22,100	2	0.0%	22,031	69	0.3%
2016	LDGV	16,251	16,251	0	0.0%	16,202	49	0.3%
2017	HDGV	5,079	5,078	1	0.0%	5,058	20	0.4%
2017	LDDT	41	41	0	0.0%	41	0	0.0%
2017	LDDV	0	0	0	-	0	0	-
2017	LDGT	2,899	2,899	0	0.0%	2,883	16	0.6%
2017	LDGV	913	913	0	0.0%	911	2	0.2%
2018	HDGV	4,199	4,199	0	0.0%	4,182	17	0.4%
2018	LDDT	52	52	0	0.0%	52	0	0.0%
2018	LDDV	0	0	0	-	0	0	-
2018	LDGT	2,233	2,233	0	0.0%	2,232	1	0.0%
2018	LDGV	515	515	0	0.0%	514	1	0.2%
2019	HDGV	3,818	3,818	0	0.0%	3,810	8	0.2%
2019	LDDT	3	3	0	0.0%	3	0	0.0%
2019	LDDV	0	0	0	-	0	0	-
2019	LDGT	2,132	2,131	1	0.0%	2,128	3	0.1%
2019	LDGV	261	261	0	0.0%	260	1	0.4%
2020	HDGV	126	126	0	0.0%	123	3	2.4%
2020	LDDT	0	0	0	-	0	0	-
2020	LDDV	0	0	0	-	0	0	-
2020	LDGT	209	209	0	0.0%	209	0	0.0%
2020	LDGV	33	33	0	0.0%	33	0	0.0%
2021	HDGV	7	7	0		7	0	0.0%
2021	LDDT	0	0	0		0	0	-
2021	LDDV	0	0	0		0	0	-
2021	LDGT	3	3	0		3	0	0.0%
2021	LDGV	0	0	0		0	0	-
Totals		**1,563,977**	**1,561,207**	**2,770**	**0.2%**	**1,529,027**	**32,180**	**2.1%**

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2020

Model Yr	Veh Type	OBD Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	2,783	2,781	2	0.07%	2,773	8	0.29%
1996	LDGV	3,853	3,841	12	0.31%	3,820	21	0.55%
1997	LDDT	3	3	0	0.00%	3	0	0.00%
1997	LDDV	12	12	0	0.00%	12	0	0.00%
1997	LDGT	3,443	3,438	5	0.15%	3,425	13	0.38%
1997	LDGV	3,791	3,781	10	0.26%	3,762	19	0.50%
1998	LDDT	5	5	0	0.00%	5	0	0.00%
1998	LDDV	38	37	1	2.63%	37	0	0.00%
1998	LDGT	6,217	6,213	4	0.06%	6,191	22	0.35%
1998	LDGV	8,256	8,246	10	0.12%	8,212	34	0.41%
1999	LDDT	3	3	0	0.00%	3	0	0.00%
1999	LDDV	40	40	0	0.00%	39	1	2.50%
1999	LDGT	6,125	6,120	5	0.08%	6,102	18	0.29%
1999	LDGV	7,551	7,538	13	0.17%	7,509	29	0.38%
2000	LDDT	2	2	0	0.00%	2	0	0.00%
2000	LDDV	42	42	0	0.00%	41	1	2.38%
2000	LDGT	11,619	11,610	9	0.08%	11,580	30	0.26%
2000	LDGV	16,346	16,325	21	0.13%	16,270	55	0.34%
2001	LDDT	3	3	0	0.00%	3	0	0.00%
2001	LDDV	23	23	0	0.00%	23	0	0.00%
2001	LDGT	10,889	10,882	7	0.06%	10,844	38	0.35%
2001	LDGV	12,372	12,348	24	0.19%	12,295	53	0.43%
2002	LDDT	3	3	0	0.00%	3	0	0.00%
2002	LDDV	68	68	0	0.00%	67	1	1.47%
2002	LDGT	22,978	22,959	19	0.08%	22,904	55	0.24%
2002	LDGV	23,776	23,745	31	0.13%	23,684	61	0.26%
2003	LDDT	4	4	0	0.00%	4	0	0.00%
2003	LDDV	49	49	0	0.00%	49	0	0.00%
2003	LDGT	19,499	19,490	9	0.05%	19,431	59	0.30%
2003	LDGV	21,104	21,062	42	0.20%	21,008	54	0.26%
2004	LDDT	4	4	0	0.00%	4	0	0.00%
2004	LDDV	91	91	0	0.00%	91	0	0.00%
2004	LDGT	40,039	40,000	39	0.10%	39,872	128	0.32%
2004	LDGV	35,007	34,937	70	0.20%	34,855	82	0.23%
2005	LDDT	7	7	0	0.00%	7	0	0.00%
2005	LDDV	140	139	1	0.71%	139	0	0.00%
2005	LDGT	27,812	27,775	37	0.13%	27,679	96	0.35%
2005	LDGV	26,840	26,756	84	0.31%	26,682	74	0.28%
2006	LDDT	25	25	0	0.00%	25	0	0.00%
2006	LDDV	239	239	0	0.00%	238	1	0.42%
2006	LDGT	40,986	40,952	34	0.08%	40,839	113	0.28%
2006	LDGV	41,849	41,721	128	0.31%	41,575	146	0.35%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2020

Model Yr	Veh Type	OBD Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2007	LDDT	78	78	0	0.00%	78	0	0.00%
2007	LDDV	31	31	0	0.00%	31	0	0.00%
2007	LDGT	55,066	55,039	27	0.05%	54,926	113	0.21%
2007	LDGV	61,558	61,390	168	0.27%	61,210	180	0.29%
2008	HDGV	3,997	3,987	10	0.25%	3,972	15	0.38%
2008	LDDT	46	46	0	0.00%	46	0	0.00%
2008	LDDV	14	14	0	0.00%	14	0	0.00%
2008	LDGT	29,022	29,002	20	0.07%	28,945	57	0.20%
2008	LDGV	27,623	27,559	64	0.23%	27,506	53	0.19%
2009	HDGV	2,746	2,737	9	0.33%	2,724	13	0.47%
2009	LDDT	70	70	0	0.00%	70	0	0.00%
2009	LDDV	70	70	0	0.00%	70	0	0.00%
2009	LDGT	46,087	46,050	37	0.08%	45,999	51	0.11%
2009	LDGV	66,520	66,428	92	0.14%	66,297	131	0.20%
2010	HDGV	2,672	2,665	7	0.26%	2,657	8	0.30%
2010	LDDT	74	74	0	0.00%	74	0	0.00%
2010	LDDV	39	39	0	0.00%	39	0	0.00%
2010	LDGT	32,482	32,473	9	0.03%	32,435	38	0.12%
2010	LDGV	38,848	38,808	40	0.10%	38,724	84	0.22%
2011	HDGV	4,776	4,770	6	0.13%	4,760	10	0.21%
2011	LDDT	187	187	0	0.00%	187	0	0.00%
2011	LDDV	149	149	0	0.00%	149	0	0.00%
2011	LDGT	78,737	78,714	23	0.03%	78,638	76	0.10%
2011	LDGV	67,443	67,387	56	0.08%	67,279	108	0.16%
2012	HDGV	4,826	4,810	16	0.33%	4,793	17	0.35%
2012	LDDT	155	155	0	0.00%	155	0	0.00%
2012	LDDV	141	141	0	0.00%	141	0	0.00%
2012	LDGT	32,391	32,371	20	0.06%	32,334	37	0.11%
2012	LDGV	38,375	38,354	21	0.05%	38,296	58	0.15%
2013	HDGV	5,097	5,087	10	0.20%	5,078	9	0.18%
2013	LDDT	331	331	0	0.00%	329	2	0.60%
2013	LDDV	309	309	0	0.00%	309	0	0.00%
2013	LDGT	89,951	89,912	39	0.04%	89,843	69	0.08%
2013	LDGV	99,753	99,702	51	0.05%	99,614	88	0.09%
2014	HDGV	4,324	4,310	14	0.32%	4,288	22	0.51%
2014	LDDT	248	248	0	0.00%	247	1	0.40%
2014	LDDV	337	337	0	0.00%	337	0	0.00%
2014	LDGT	39,357	39,338	19	0.05%	39,304	34	0.09%
2014	LDGV	29,893	29,868	25	0.08%	29,830	38	0.13%
2015	HDGV	7,527	7,511	16	0.21%	7,494	17	0.23%
2015	LDDT	716	716	0	0.00%	715	1	0.14%
2015	LDDV	650	650	0	0.00%	649	1	0.15%
2015	LDGT	128,759	128,694	65	0.05%	128,541	153	0.12%
2015	LDGV	102,822	102,747	75	0.07%	102,670	77	0.07%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2020

Model Yr	Veh Type	OBD Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2016	HDGV	4,778	4,765	13	0.27%	4,745	20	0.42%
2016	LDDT	74	74	0	0.00%	74	0	0.00%
2016	LDDV	16	16	0	0.00%	16	0	0.00%
2016	LDGT	22,102	22,086	16	0.07%	22,037	49	0.22%
2016	LDGV	16,251	16,241	10	0.06%	16,225	16	0.10%
2017	HDGV	5,079	5,059	20	0.39%	5,033	26	0.51%
2017	LDDT	41	40	1	2.44%	39	1	2.50%
2017	LDDV	0	0	0	-	0	0	-
2017	LDGT	2,899	2,895	4	0.14%	2,888	7	0.24%
2017	LDGV	913	912	1	0.11%	911	1	0.11%
2018	HDGV	4,199	4,185	14	0.33%	4,165	20	0.48%
2018	LDDT	52	52	0	0.00%	52	0	0.00%
2018	LDDV	0	0	0	-	0	0	-
2018	LDGT	2,233	2,227	6	0.27%	2,217	10	0.45%
2018	LDGV	515	514	1	0.19%	513	1	0.19%
2019	HDGV	3,818	3,790	28	0.73%	3,745	45	1.19%
2019	LDDT	3	3	0	0.00%	3	0	0.00%
2019	LDDV	0	0	0	-	0	0	-
2019	LDGT	2,132	2,124	8	0.38%	2,086	38	1.79%
2019	LDGV	261	260	1	0.38%	257	3	1.15%
2020	HDGV	126	126	0	0.00%	123	3	2.38%
2020	LDDT	0	0	0	-	0	0	-
2020	LDDV	0	0	0	-	0	0	-
2020	LDGT	209	209	0	0.00%	204	5	2.39%
2020	LDGV	33	33	0	0.00%	33	0	0.00%
2021	HDGV	7	7	0	0.00%	7	0	0.00%
2021	LDDT	0	0	0	-	0	0	-
2021	LDDV	0	0	0	-	0	0	-
2021	LDGT	3	3	0	0.00%	3	0	0.00%
2021	LDGV	0	0	0	-	0	0	-
Totals		**1,563,977**	**1,562,298**	**1,679**	**0.11%**	**1,559,280**	**3,018**	**0.19%**

New Jersey Enhanced Inspection and Maintenance Program
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Model Yr	Veh Type	OBD Initial Insps	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	2,783	2,583	190	6.9%	1,790	141	7.3%
1996	LDGV	3,853	3,595	225	5.9%	3,219	198	5.8%
1997	LDDT	3	3	0	0.0%	3	0	0.0%
1997	LDDV	12	12	0	0.0%	12	0	0.0%
1997	LDGT	3,443	3,141	284	8.3%	3,181	227	6.7%
1997	LDGV	3,791	3,506	256	6.8%	3,315	322	8.9%
1998	LDDT	5	4	1	20.0%	5	0	0.0%
1998	LDDV	38	33	4	10.8%	37	0	0.0%
1998	LDGT	6,217	5,818	373	6.0%	5,842	328	5.3%
1998	LDGV	8,256	7,680	532	6.5%	7,475	499	6.3%
1999	LDDT	3	3	0	0.0%	3	0	0.0%
1999	LDDV	40	33	6	15.4%	39	0	0.0%
1999	LDGT	6,125	5,665	437	7.2%	5,640	462	7.6%
1999	LDGV	7,551	6,982	527	7.0%	6,984	525	7.0%
2000	LDDT	2	2	0	0.0%	2	0	0.0%
2000	LDDV	42	40	1	2.4%	41	0	0.0%
2000	LDGT	11,619	10,877	703	6.1%	10,863	717	6.2%
2000	LDGV	16,346	15,056	1,214	7.5%	15,235	1,035	6.4%
2001	LDDT	3	3	0	0.0%	3	0	0.0%
2001	LDDV	23	23	0	0.0%	23	0	0.0%
2001	LDGT	10,889	9,980	864	8.0%	9,333	1,511	13.9%
2001	LDGV	12,372	11,290	1,005	8.2%	10,756	1,539	12.5%
2002	LDDT	3	3	0	0.0%	3	0	0.0%
2002	LDDV	68	67	0	0.0%	67	0	0.0%
2002	LDGT	22,978	21,287	1,617	7.1%	20,598	2,306	10.1%
2002	LDGV	23,776	22,181	1,503	6.3%	21,395	2,289	9.7%
2003	LDDT	4	4	0	0.0%	4	0	0.0%
2003	LDDV	49	47	2	4.1%	49	0	0.0%
2003	LDGT	19,499	18,010	1,421	7.3%	17,372	2,059	10.6%
2003	LDGV	21,104	19,682	1,326	6.3%	18,933	2,075	9.9%
2004	LDDT	4	4	0	0.0%	4	0	0.0%
2004	LDDV	91	85	6	6.6%	86	5	5.5%
2004	LDGT	40,039	37,658	2,214	5.6%	36,826	3,046	7.6%
2004	LDGV	35,007	33,136	1,719	4.9%	32,281	2,574	7.4%
2005	LDDT	7	7	0	0.0%	7	0	0.0%
2005	LDDV	140	133	6	4.3%	137	2	1.4%
2005	LDGT	27,812	26,020	1,659	6.0%	25,118	2,561	9.3%
2005	LDGV	26,840	25,248	1,434	5.4%	24,606	2,076	7.8%
2006	LDDT	25	25	0	0.0%	25	0	0.0%
2006	LDDV	239	227	11	4.6%	235	3	1.3%
2006	LDGT	40,986	38,874	1,965	4.8%	38,070	2,768	6.8%
2006	LDGV	41,849	39,602	1,973	4.7%	39,010	2,565	6.2%

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Year 2020

Model Yr	Veh Type	OBD Initial Insps	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2007	LDDT	78	74	4	5.1%	78	0	0.0%
2007	LDDV	31	31	0	0.0%	30	1	3.2%
2007	LDGT	55,066	52,927	1,999	3.6%	52,145	2,780	5.1%
2007	LDGV	61,558	59,204	2,006	3.3%	58,594	2,616	4.3%
2008	HDGV	3,997	3,798	174	4.4%	3,657	308	7.8%
2008	LDDT	46	44	2	4.3%	46	0	0.0%
2008	LDDV	14	14	0	0.0%	14	0	0.0%
2008	LDGT	29,022	27,746	1,199	4.1%	27,228	1,713	5.9%
2008	LDGV	27,623	26,443	1,063	3.9%	25,895	1,611	5.9%
2009	HDGV	2,746	2,630	94	3.5%	2,456	264	9.7%
2009	LDDT	70	66	4	5.7%	53	17	24.3%
2009	LDDV	70	68	2	2.9%	65	5	7.1%
2009	LDGT	46,087	44,788	1,211	2.6%	44,167	1,825	4.0%
2009	LDGV	66,520	64,857	1,440	2.2%	63,981	2,316	3.5%
2010	HDGV	2,672	2,556	101	3.8%	2,403	248	9.4%
2010	LDDT	74	68	6	8.1%	53	21	28.4%
2010	LDDV	39	35	4	10.3%	32	7	17.9%
2010	LDGT	32,482	31,595	840	2.6%	31,043	1,375	4.2%
2010	LDGV	38,848	37,918	806	2.1%	37,350	1,374	3.5%
2011	HDGV	4,776	4,615	145	3.0%	4,360	397	8.3%
2011	LDDT	187	170	17	9.1%	144	43	23.0%
2011	LDDV	149	136	13	8.7%	127	22	14.8%
2011	LDGT	78,737	77,321	1,317	1.7%	76,398	2,227	2.8%
2011	LDGV	67,443	66,164	1,115	1.7%	65,343	1,936	2.9%
2012	HDGV	4,826	4,678	115	2.4%	4,432	356	7.4%
2012	LDDT	155	148	7	4.5%	118	37	23.9%
2012	LDDV	141	137	4	2.8%	134	7	5.0%
2012	LDGT	32,391	31,719	615	1.9%	31,048	1,255	3.9%
2012	LDGV	38,375	37,711	585	1.5%	36,908	1,388	3.6%
2013	HDGV	5,097	4,990	88	1.7%	4,772	305	6.0%
2013	LDDT	331	318	11	3.3%	281	48	14.6%
2013	LDDV	309	298	11	3.6%	277	32	10.4%
2013	LDGT	89,951	88,822	1,021	1.1%	87,878	1,938	2.2%
2013	LDGV	99,753	98,584	1,030	1.0%	96,990	2,624	2.6%
2014	HDGV	4,324	4,224	64	1.5%	4,013	270	6.3%
2014	LDDT	248	241	6	2.4%	223	24	9.7%
2014	LDDV	337	332	5	1.5%	311	26	7.7%
2014	LDGT	39,357	38,875	429	1.1%	38,142	1,143	2.9%
2014	LDGV	29,893	29,530	300	1.0%	28,935	895	3.0%
2015	HDGV	7,527	7,379	115	1.5%	7,133	358	4.8%
2015	LDDT	716	699	16	2.2%	655	60	8.4%
2015	LDDV	650	642	7	1.1%	635	14	2.2%
2015	LDGT	128,759	127,763	778	0.6%	126,888	1,640	1.3%
2015	LDGV	102,822	102,009	661	0.6%	100,333	2,336	2.3%

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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	4,778	4,681	64	1.3%	4,584	157	3.3%
2016	LDDT	74	74	0	0.0%	72	2	2.7%
2016	LDDV	16	16	0	0.0%	15	1	6.3%
2016	LDGT	22,102	21,954	83	0.4%	21,717	306	1.4%
2016	LDGV	16,251	16,166	59	0.4%	15,950	275	1.7%
2017	HDGV	5,079	5,013	20	0.4%	4,942	89	1.8%
2017	LDDT	41	39	0	0.0%	39	0	0.0%
2017	LDDV	0	0	0	-	0	0	-
2017	LDGT	2,899	2,865	23	0.8%	2,821	60	2.1%
2017	LDGV	913	908	3	0.3%	888	23	2.5%
2018	HDGV	4,199	4,149	16	0.4%	4,099	57	1.4%
2018	LDDT	52	52	0	0.0%	50	2	3.8%
2018	LDDV	0	0	0	-	0	0	-
2018	LDGT	2,233	2,216	1	0.0%	2,179	32	1.4%
2018	LDGV	515	512	1	0.2%	503	10	1.9%
2019	HDGV	3,818	3,734	11	0.3%	3,610	68	1.8%
2019	LDDT	3	3	0	0.0%	3	0	0.0%
2019	LDDV	0	0	0	-	0	0	-
2019	LDGT	2,132	2,083	3	0.1%	1,999	46	2.2%
2019	LDGV	261	256	1	0.4%	253	4	1.6%
2020	HDGV	126	122	1	0.8%	69	4	5.5%
2020	LDDT	0	0	0	-	0	0	-
2020	LDDV	0	0	0	-	0	0	-
2020	LDGT	209	204	0	0.0%	198	4	2.0%
2020	LDGV	33	33	0	0.0%	32	1	3.0%
2021	HDGV	7	7	0	0.0%	5	1	16.7%
2021	LDDT	0	0	0	-	0	0	-
2021	LDDV	0	0	0	-	0	0	-
2021	LDGT	3	3	0	0.0%	3	0	0.0%
2021	LDGV	0	0	0	-	0	0	-
Totals		**1,563,977**	**1,516,086**	**43,194**	**2.8%**	**1,488,426**	**68,837**	**4.4%**

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
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Model Yr	Veh Type	# Initial MIL Insps	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
1996	LDDT	0	0	-	0	-	0	-	0	-
1996	LDDV	0	0	-	0	-	0	-	0	-
1996	LDGT	2,773	2,583	93.1%	0	0.00%	0	0.00%	190	6.9%
1996	LDGV	3,820	3,595	94.1%	0	0.00%	0	0.00%	225	5.9%
1997	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
1997	LDDV	12	12	100.0%	0	0.00%	0	0.00%	0	0.0%
1997	LDGT	3,425	3,141	91.7%	0	0.00%	0	0.00%	284	8.3%
1997	LDGV	3,762	3,506	93.2%	0	0.00%	0	0.00%	256	6.8%
1998	LDDT	5	4	80.0%	0	0.00%	0	0.00%	1	20.0%
1998	LDDV	37	33	89.2%	0	0.00%	0	0.00%	4	10.8%
1998	LDGT	6,191	5,818	94.0%	0	0.00%	1	0.02%	372	6.0%
1998	LDGV	8,212	7,680	93.5%	0	0.00%	0	0.00%	532	6.5%
1999	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
1999	LDDV	39	33	84.6%	0	0.00%	0	0.00%	6	15.4%
1999	LDGT	6,102	5,665	92.8%	0	0.00%	4	0.07%	433	7.1%
1999	LDGV	7,509	6,982	93.0%	0	0.00%	1	0.01%	526	7.0%
2000	LDDT	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2000	LDDV	41	40	97.6%	0	0.00%	0	0.00%	1	2.4%
2000	LDGT	11,580	10,877	93.9%	0	0.00%	2	0.02%	701	6.1%
2000	LDGV	16,270	15,056	92.5%	0	0.00%	1	0.01%	1,213	7.5%
2001	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2001	LDDV	23	23	100.0%	0	0.00%	0	0.00%	0	0.0%
2001	LDGT	10,844	9,980	92.0%	0	0.00%	0	0.00%	864	8.0%
2001	LDGV	12,295	11,290	91.8%	0	0.00%	1	0.01%	1,004	8.2%
2002	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2002	LDDV	67	67	100.0%	0	0.00%	0	0.00%	0	0.0%
2002	LDGT	22,904	21,287	92.9%	0	0.00%	1	0.00%	1,616	7.1%
2002	LDGV	23,684	22,181	93.7%	0	0.00%	2	0.01%	1,501	6.3%
2003	LDDT	4	4	100.0%	0	0.00%	0	0.00%	0	0.0%
2003	LDDV	49	47	95.9%	0	0.00%	0	0.00%	2	4.1%
2003	LDGT	19,431	18,010	92.7%	0	0.00%	1	0.01%	1,420	7.3%
2003	LDGV	21,008	19,682	93.7%	0	0.00%	5	0.02%	1,321	6.3%
2004	LDDT	4	4	100.0%	0	0.00%	0	0.00%	0	0.0%
2004	LDDV	91	85	93.4%	0	0.00%	0	0.00%	6	6.6%
2004	LDGT	39,872	37,658	94.4%	0	0.00%	0	0.00%	2,214	5.6%
2004	LDGV	34,855	33,136	95.1%	0	0.00%	3	0.01%	1,716	4.9%
2005	LDDT	7	7	100.0%	0	0.00%	0	0.00%	0	0.0%
2005	LDDV	139	133	95.7%	0	0.00%	0	0.00%	6	4.3%
2005	LDGT	27,679	26,020	94.0%	0	0.00%	4	0.01%	1,655	6.0%
2005	LDGV	26,682	25,248	94.6%	0	0.00%	0	0.00%	1,434	5.4%
2006	LDDT	25	25	100.0%	0	0.00%	0	0.00%	0	0.0%
2006	LDDV	238	227	95.4%	0	0.00%	0	0.00%	11	4.6%
2006	LDGT	40,839	38,874	95.2%	0	0.00%	17	0.04%	1,948	4.8%
2006	LDGV	41,575	39,602	95.3%	0	0.00%	2	0.00%	1,971	4.7%

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DTC = Diagnostic Trouble Code

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Model Yr	Veh Type	# Initial MIL Insps	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
2007	LDDT	78	74	94.9%	0	0.00%	0	0.00%	4	5.1%
2007	LDDV	31	31	100.0%	0	0.00%	0	0.00%	0	0.0%
2007	LDGT	54,926	52,927	96.4%	0	0.00%	7	0.01%	1,992	3.6%
2007	LDGV	61,210	59,204	96.7%	0	0.00%	4	0.01%	2,002	3.3%
2008	HDGV	3,972	3,798	95.6%	0	0.00%	0	0.00%	174	4.4%
2008	LDDT	46	44	95.7%	0	0.00%	0	0.00%	2	4.3%
2008	LDDV	14	14	100.0%	0	0.00%	0	0.00%	0	0.0%
2008	LDGT	28,945	27,746	95.9%	0	0.00%	0	0.00%	1,199	4.1%
2008	LDGV	27,506	26,443	96.1%	0	0.00%	1	0.00%	1,062	3.9%
2009	HDGV	2,724	2,630	96.5%	0	0.00%	0	0.00%	94	3.5%
2009	LDDT	70	66	94.3%	0	0.00%	0	0.00%	4	5.7%
2009	LDDV	70	68	97.1%	0	0.00%	0	0.00%	2	2.9%
2009	LDGT	45,999	44,788	97.4%	0	0.00%	2	0.00%	1,209	2.6%
2009	LDGV	66,297	64,857	97.8%	0	0.00%	2	0.00%	1,438	2.2%
2010	HDGV	2,657	2,556	96.2%	0	0.00%	0	0.00%	101	3.8%
2010	LDDT	74	68	91.9%	0	0.00%	0	0.00%	6	8.1%
2010	LDDV	39	35	89.7%	0	0.00%	0	0.00%	4	10.3%
2010	LDGT	32,435	31,595	97.4%	0	0.00%	0	0.00%	840	2.6%
2010	LDGV	38,724	37,918	97.9%	0	0.00%	3	0.01%	803	2.1%
2011	HDGV	4,760	4,615	97.0%	0	0.00%	0	0.00%	145	3.0%
2011	LDDT	187	170	90.9%	0	0.00%	0	0.00%	17	9.1%
2011	LDDV	149	136	91.3%	0	0.00%	0	0.00%	13	8.7%
2011	LDGT	78,638	77,321	98.3%	0	0.00%	4	0.01%	1,313	1.7%
2011	LDGV	67,279	66,164	98.3%	0	0.00%	0	0.00%	1,115	1.7%
2012	HDGV	4,793	4,678	97.6%	0	0.00%	0	0.00%	115	2.4%
2012	LDDT	155	148	95.5%	0	0.00%	0	0.00%	7	4.5%
2012	LDDV	141	137	97.2%	0	0.00%	0	0.00%	4	2.8%
2012	LDGT	32,334	31,719	98.1%	0	0.00%	1	0.00%	614	1.9%
2012	LDGV	38,296	37,711	98.5%	0	0.00%	1	0.00%	584	1.5%
2013	HDGV	5,078	4,990	98.3%	0	0.00%	0	0.00%	88	1.7%
2013	LDDT	329	318	96.7%	0	0.00%	0	0.00%	11	3.3%
2013	LDDV	309	298	96.4%	0	0.00%	0	0.00%	11	3.6%
2013	LDGT	89,843	88,822	98.9%	0	0.00%	0	0.00%	1,021	1.1%
2013	LDGV	99,614	98,584	99.0%	0	0.00%	1	0.00%	1,029	1.0%
2014	HDGV	4,288	4,224	98.5%	0	0.00%	0	0.00%	64	1.5%
2014	LDDT	247	241	97.6%	0	0.00%	0	0.00%	6	2.4%
2014	LDDV	337	332	98.5%	0	0.00%	0	0.00%	5	1.5%
2014	LDGT	39,304	38,875	98.9%	0	0.00%	0	0.00%	429	1.1%
2014	LDGV	29,830	29,530	99.0%	0	0.00%	0	0.00%	300	1.0%
2015	HDGV	7,494	7,379	98.5%	0	0.00%	0	0.00%	115	1.5%
2015	LDDT	715	699	97.8%	0	0.00%	0	0.00%	16	2.2%
2015	LDDV	649	642	98.9%	0	0.00%	0	0.00%	7	1.1%
2015	LDGT	128,541	127,763	99.4%	0	0.00%	2	0.00%	776	0.6%
2015	LDGV	102,670	102,009	99.4%	0	0.00%	0	0.00%	661	0.6%

DTC = Diagnostic Trouble Code

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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	4,745	4,681	98.7%	0	0.00%	0	0.00%	64	1.3%
2016	LDDT	74	74	100.0%	0	0.00%	0	0.00%	0	0.0%
2016	LDDV	16	16	100.0%	0	0.00%	0	0.00%	0	0.0%
2016	LDGT	22,037	21,954	99.6%	0	0.00%	0	0.00%	83	0.4%
2016	LDGV	16,225	16,166	99.6%	0	0.00%	0	0.00%	59	0.4%
2017	HDGV	5,033	5,013	99.6%	0	0.00%	0	0.00%	20	0.4%
2017	LDDT	39	39	100.0%	0	0.00%	0	0.00%	0	0.0%
2017	LDDV	0	0	-	0	-	0	-	0	-
2017	LDGT	2,888	2,865	99.2%	0	0.00%	0	0.00%	23	0.8%
2017	LDGV	911	908	99.7%	0	0.00%	0	0.00%	3	0.3%
2018	HDGV	4,165	4,149	99.6%	0	0.00%	0	0.00%	16	0.4%
2018	LDDT	52	52	100.0%	0	0.00%	0	0.00%	0	0.0%
2018	LDDV	0	0	-	0	-	0	-	0	-
2018	LDGT	2,217	2,216	100.0%	0	0.00%	0	0.00%	1	0.0%
2018	LDGV	513	512	99.8%	0	0.00%	0	0.00%	1	0.2%
2019	HDGV	3,745	3,734	99.7%	0	0.00%	0	0.00%	11	0.3%
2019	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2019	LDDV	0	0	-	0	-	0	-	0	-
2019	LDGT	2,086	2,083	99.9%	0	0.00%	0	0.00%	3	0.1%
2019	LDGV	257	256	99.6%	0	0.00%	0	0.00%	1	0.4%
2020	HDGV	123	122	99.2%	0	0.00%	0	0.00%	1	0.8%
2020	LDDT	0	0	-	0	-	0	-	0	-
2020	LDDV	0	0	-	0	-	0	-	0	-
2020	LDGT	204	204	100.0%	0	0.00%	0	0.00%	0	0.0%
2020	LDGV	33	33	100.0%	0	0.00%	0	0.00%	0	0.0%
2021	HDGV	7	7	100.0%	0	0.00%	0	0.00%	0	0.0%
2021	LDDT	0	0	-	0	-	0	-	0	-
2021	LDDV	0	0	-	0	-	0	-	0	-
2021	LDGT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2021	LDGV	0	0	-	0	-	0	-	0	-
Totals		**1,559,280**	**1,516,086**	**97.2%**	**0**	**0.00%**	**73**	**0.005%**	**43,121**	**2.8%**

Table F-3 (Page 3 of 3)

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2020

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	1,931	808	1,123	41.8%
1996	LDGV	3,417	1,257	2,160	36.8%
1997	LDDT	3	1	2	33.3%
1997	LDDV	12	3	9	25.0%
1997	LDGT	3,408	1,627	1,781	47.7%
1997	LDGV	3,637	1,483	2,154	40.8%
1998	LDDT	5	0	5	0.0%
1998	LDDV	37	17	20	45.9%
1998	LDGT	6,170	2,623	3,547	42.5%
1998	LDGV	7,974	2,706	5,268	33.9%
1999	LDDT	3	0	3	0.0%
1999	LDDV	39	5	34	12.8%
1999	LDGT	6,102	2,865	3,237	47.0%
1999	LDGV	7,509	2,671	4,838	35.6%
2000	LDDT	2	1	1	50.0%
2000	LDDV	41	6	35	14.6%
2000	LDGT	11,580	4,607	6,973	39.8%
2000	LDGV	16,270	5,797	10,473	35.6%
2001	LDDT	3	0	3	0.0%
2001	LDDV	23	3	20	13.0%
2001	LDGT	10,844	4,362	6,482	40.2%
2001	LDGV	12,295	4,158	8,137	33.8%
2002	LDDT	3	0	3	0.0%
2002	LDDV	67	5	62	7.5%
2002	LDGT	22,904	7,148	15,756	31.2%
2002	LDGV	23,684	6,554	17,130	27.7%
2003	LDDT	4	1	3	25.0%
2003	LDDV	49	3	46	6.1%
2003	LDGT	19,431	6,800	12,631	35.0%
2003	LDGV	21,008	5,615	15,393	26.7%
2004	LDDT	4	0	4	0.0%
2004	LDDV	91	11	80	12.1%
2004	LDGT	39,872	10,203	29,669	25.6%
2004	LDGV	34,855	7,462	27,393	21.4%
2005	LDDT	7	1	6	14.3%
2005	LDDV	139	5	134	3.6%
2005	LDGT	27,679	7,545	20,134	27.3%
2005	LDGV	26,682	5,592	21,090	21.0%
2006	LDDT	25	0	25	0.0%
2006	LDDV	238	22	216	9.2%
2006	LDGT	40,838	9,122	31,716	22.3%
2006	LDGV	41,575	7,657	33,918	18.4%

New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2020

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2007	LDDT	78	3	75	3.8%
2007	LDDV	31	4	27	12.9%
2007	LDGT	54,925	9,003	45,922	16.4%
2007	LDGV	61,210	8,064	53,146	13.2%
2008	HDGV	3,965	1,099	2,866	27.7%
2008	LDDT	46	3	43	6.5%
2008	LDDV	14	2	12	14.3%
2008	LDGT	28,941	5,063	23,878	17.5%
2008	LDGV	27,506	4,443	23,063	16.2%
2009	HDGV	2,720	689	2,031	25.3%
2009	LDDT	70	26	44	37.1%
2009	LDDV	70	6	64	8.6%
2009	LDGT	45,992	5,340	40,652	11.6%
2009	LDGV	66,297	6,758	59,539	10.2%
2010	HDGV	2,651	660	1,991	24.9%
2010	LDDT	74	34	40	45.9%
2010	LDDV	39	12	27	30.8%
2010	LDGT	32,418	3,940	28,478	12.2%
2010	LDGV	38,724	3,903	34,821	10.1%
2011	HDGV	4,757	964	3,793	20.3%
2011	LDDT	187	75	112	40.1%
2011	LDDV	149	31	118	20.8%
2011	LDGT	78,625	7,005	71,620	8.9%
2011	LDGV	67,279	5,695	61,584	8.5%
2012	HDGV	4,788	799	3,989	16.7%
2012	LDDT	155	61	94	39.4%
2012	LDDV	141	11	130	7.8%
2012	LDGT	32,303	3,174	29,129	9.8%
2012	LDGV	38,296	3,214	35,082	8.4%
2013	HDGV	5,077	681	4,396	13.4%
2013	LDDT	329	80	249	24.3%
2013	LDDV	309	38	271	12.3%
2013	LDGT	89,816	4,964	84,852	5.5%
2013	LDGV	99,614	5,633	93,981	5.7%
2014	HDGV	4,283	596	3,687	13.9%
2014	LDDT	247	48	199	19.4%
2014	LDDV	337	46	291	13.6%
2014	LDGT	39,285	2,574	36,711	6.6%
2014	LDGV	29,830	1,853	27,977	6.2%
2015	HDGV	7,491	900	6,591	12.0%
2015	LDDT	715	116	599	16.2%
2015	LDDV	649	30	619	4.6%
2015	LDGT	128,528	4,629	123,899	3.6%
2015	LDGV	102,669	4,231	98,438	4.1%

New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2020

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2016	HDGV	4,741	495	4,246	10.4%
2016	LDDT	74	13	61	17.6%
2016	LDDV	16	1	15	6.3%
2016	LDGT	22,023	730	21,293	3.3%
2016	LDGV	16,225	670	15,555	4.1%
2017	HDGV	5,031	310	4,721	6.2%
2017	LDDT	39	1	38	2.6%
2017	LDDV	0	0	0	-
2017	LDGT	2,881	149	2,732	5.2%
2017	LDGV	911	61	850	6.7%
2018	HDGV	4,156	224	3,932	5.4%
2018	LDDT	52	4	48	7.7%
2018	LDDV	0	0	0	-
2018	LDGT	2,211	85	2,126	3.8%
2018	LDGV	513	45	468	8.8%
2019	HDGV	3,678	243	3,435	6.6%
2019	LDDT	3	0	3	0.0%
2019	LDDV	0	0	0	-
2019	LDGT	2,045	141	1,904	6.9%
2019	LDGV	257	23	234	8.9%
2020	HDGV	73	8	65	11.0%
2020	LDDT	0	0	0	-
2020	LDDV	0	0	0	-
2020	LDGT	202	11	191	5.4%
2020	LDGV	33	3	30	9.1%
2021	HDGV	6	1	5	16.7%
2021	LDDT	0	0	0	-
2021	LDDV	0	0	0	-
2021	LDGT	3	0	3	0.0%
2021	LDGV	0	0	0	-
Totals		**1,557,263**	**208,464**	**1,348,799**	**13.4%**

APPENDIX I -
PART G

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

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2020

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	2	0	1	0.0%	50.0%	0	0	0	-	-	2	0	1	0.0%	50.0%
Pre 96/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	1	0	0	0.0%	0.0%	0	0	0	-	-	1	0	0	0.0%	0.0%
Pre 96/Unknown	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	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	342	45	177	13.2%	51.8%	335	44	173	13.1%	51.6%	0	0	0	-	-
1996	LDGV	448	64	226	14.3%	50.4%	440	61	222	13.9%	50.5%	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	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	527	90	238	17.1%	45.2%	517	89	233	17.2%	45.1%	0	0	0	-	-
1997	LDGV	591	88	289	14.9%	48.9%	580	84	285	14.5%	49.1%	0	0	0	-	-
1998	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDT	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
1998	LDDV	5	1	2	20.0%	40.0%	5	1	2	20.0%	40.0%	0	0	0	-	-
1998	LDGT	732	145	366	19.8%	50.0%	722	142	360	19.7%	49.9%	0	0	0	-	-
1998	LDGV	1,047	165	535	15.8%	51.1%	1,032	164	525	15.9%	50.9%	0	0	0	-	-
1999	HDGV	2	0	1	0.0%	50.0%	0	0	0	-	-	2	0	1	0.0%	50.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	7	1	3	14.3%	42.9%	7	1	3	14.3%	42.9%	0	0	0	-	-
1999	LDGT	877	130	448	14.8%	51.1%	863	128	441	14.8%	51.1%	0	0	0	-	-
1999	LDGV	1,019	166	496	16.3%	48.7%	1,007	163	490	16.2%	48.7%	0	0	0	-	-
2000	HDGV	1	0	0	0.0%	0.0%	0	0	0	-	-	1	0	0	0.0%	0.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	2	0	1	0.0%	50.0%	2	0	1	0.0%	50.0%	0	0	0	-	-
2000	LDGT	1,477	222	793	15.0%	53.7%	1,445	215	772	14.9%	53.4%	0	0	0	-	-
2000	LDGV	2,195	345	1,121	15.7%	51.1%	2,173	341	1,109	15.7%	51.0%	0	0	0	-	-
2001	HDGV	5	0	3	0.0%	60.0%	0	0	0	-	-	5	0	3	0.0%	60.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2001	LDGT	2,298	504	1,040	21.9%	45.3%	2,267	495	1,025	21.8%	45.2%	0	0	0	-	-
2001	LDGV	2,428	510	1,111	21.0%	45.8%	2,406	505	1,103	21.0%	45.8%	0	0	0	-	-

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2020

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	1	0	0	0.0%	0.0%	0	0	0	-	-	1	0	0	0.0%	0.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2002	LDGT	3,692	708	1,951	19.2%	52.8%	3,666	707	1,933	19.3%	52.7%	0	0	0	-	-
2002	LDGV	3,622	667	1,890	18.4%	52.2%	3,591	664	1,871	18.5%	52.1%	0	0	0	-	-
2003	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	3	0	2	0.0%	66.7%	3	0	2	0.0%	66.7%	0	0	0	-	-
2003	LDGT	3,248	577	1,671	17.8%	51.4%	3,220	571	1,657	17.7%	51.5%	0	0	0	-	-
2003	LDGV	3,275	697	1,558	21.3%	47.6%	3,245	687	1,545	21.2%	47.6%	0	0	0	-	-
2004	HDGV	6	0	4	0.0%	66.7%	0	0	0	-	-	6	0	4	0.0%	66.7%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	11	0	7	0.0%	63.6%	11	0	7	0.0%	63.6%	0	0	0	-	-
2004	LDGT	5,034	889	2,802	17.7%	55.7%	4,969	867	2,771	17.4%	55.8%	0	0	0	-	-
2004	LDGV	4,139	776	2,227	18.7%	53.8%	4,107	772	2,211	18.8%	53.8%	0	0	0	-	-
2005	HDGV	6	0	5	0.0%	83.3%	0	0	0	-	-	6	0	5	0.0%	83.3%
2005	LDDT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDDV	9	1	4	11.1%	44.4%	9	1	4	11.1%	44.4%	0	0	0	-	-
2005	LDGT	3,934	787	1,997	20.0%	50.8%	3,901	784	1,978	20.1%	50.7%	0	0	0	-	-
2005	LDGV	3,368	613	1,808	18.2%	53.7%	3,346	606	1,799	18.1%	53.8%	0	0	0	-	-
2006	HDGV	10	0	7	0.0%	70.0%	0	0	0	-	-	10	0	7	0.0%	70.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	15	1	12	6.7%	80.0%	15	1	12	6.7%	80.0%	0	0	0	-	-
2006	LDGT	4,464	781	2,497	17.5%	55.9%	4,425	777	2,473	17.6%	55.9%	0	0	0	-	-
2006	LDGV	4,518	721	2,548	16.0%	56.4%	4,473	717	2,517	16.0%	56.3%	0	0	0	-	-
2007	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2007	LDDT	4	1	2	25.0%	50.0%	4	1	2	25.0%	50.0%	0	0	0	-	-
2007	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	LDGT	4,572	739	2,734	16.2%	59.8%	4,551	736	2,720	16.2%	59.8%	0	0	0	-	-
2007	LDGV	4,745	740	2,900	15.6%	61.1%	4,713	731	2,882	15.5%	61.2%	0	0	0	-	-
2008	HDGV	473	109	281	23.0%	59.4%	472	109	280	23.1%	59.3%	0	0	0	-	-
2008	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	2,780	511	1,575	18.4%	56.7%	2,763	506	1,565	18.3%	56.6%	0	0	0	-	-
2008	LDGV	2,661	438	1,494	16.5%	56.1%	2,631	434	1,479	16.5%	56.2%	0	0	0	-	-

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2020

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail R1	# Overall Pass R1	% Overall Fail R1	% Overall Pass R1	OBD Initial Fails	# OBD Fail R1	# OBD Pass R1	% OBD Fail R1	% OBD Pass R1	No Primary Test Initial Fails	# No Primary Test Fail R1	# No Primary Test Pass R1	% No Primary Test Fail R1	% No Primary Test Pass R1
2009	HDGV	364	84	225	23.1%	61.8%	361	84	222	23.3%	61.5%	0	0	0	-	-
2009	LDDT	21	5	9	23.8%	42.9%	20	5	8	25.0%	40.0%	0	0	0	-	-
2009	LDDV	7	3	3	42.9%	42.9%	7	3	3	42.9%	42.9%	0	0	0	-	-
2009	LDGT	2,977	500	1,896	16.8%	63.7%	2,956	494	1,884	16.7%	63.7%	0	0	0	-	-
2009	LDGV	3,844	671	2,449	17.5%	63.7%	3,814	668	2,427	17.5%	63.6%	0	0	0	-	-
2010	HDGV	340	86	203	25.3%	59.7%	337	86	200	25.5%	59.3%	0	0	0	-	-
2010	LDDT	25	9	12	36.0%	48.0%	25	9	12	36.0%	48.0%	0	0	0	-	-
2010	LDDV	11	1	4	9.1%	36.4%	11	1	4	9.1%	36.4%	0	0	0	-	-
2010	LDGT	2,117	345	1,313	16.3%	62.0%	2,109	343	1,308	16.3%	62.0%	0	0	0	-	-
2010	LDGV	2,246	396	1,389	17.6%	61.8%	2,230	396	1,377	17.8%	61.7%	0	0	0	-	-
2011	HDGV	537	128	344	23.8%	64.1%	530	128	337	24.2%	63.6%	4	0	4	0.0%	100.0%
2011	LDDT	54	19	22	35.2%	40.7%	54	19	22	35.2%	40.7%	0	0	0	-	-
2011	LDDV	30	8	17	26.7%	56.7%	30	8	17	26.7%	56.7%	0	0	0	-	-
2011	LDGT	3,526	592	2,352	16.8%	66.7%	3,511	587	2,343	16.7%	66.7%	0	0	0	-	-
2011	LDGV	3,124	532	2,094	17.0%	67.0%	3,105	529	2,082	17.0%	67.1%	0	0	0	-	-
2012	HDGV	483	114	298	23.6%	61.7%	482	114	297	23.7%	61.6%	0	0	0	-	-
2012	LDDT	42	15	21	35.7%	50.0%	42	15	21	35.7%	50.0%	0	0	0	-	-
2012	LDDV	9	2	4	22.2%	44.4%	9	2	4	22.2%	44.4%	0	0	0	-	-
2012	LDGT	1,863	376	1,194	20.2%	64.1%	1,857	373	1,192	20.1%	64.2%	0	0	0	-	-
2012	LDGV	1,996	382	1,324	19.1%	66.3%	1,982	381	1,313	19.2%	66.2%	0	0	0	-	-
2013	HDGV	410	86	277	21.0%	67.6%	408	86	275	21.1%	67.4%	1	0	1	0.0%	100.0%
2013	LDDT	59	19	29	32.2%	49.2%	59	19	29	32.2%	49.2%	0	0	0	-	-
2013	LDDV	40	10	21	25.0%	52.5%	40	10	21	25.0%	52.5%	0	0	0	-	-
2013	LDGT	2,975	523	2,098	17.6%	70.5%	2,961	522	2,086	17.6%	70.4%	0	0	0	-	-
2013	LDGV	3,721	727	2,485	19.5%	66.8%	3,682	723	2,457	19.6%	66.7%	0	0	0	-	-
2014	HDGV	367	80	243	21.8%	66.2%	358	79	235	22.1%	65.6%	8	1	7	12.5%	87.5%
2014	LDDT	28	7	14	25.0%	50.0%	28	7	14	25.0%	50.0%	0	0	0	-	-
2014	LDDV	30	10	17	33.3%	56.7%	30	10	17	33.3%	56.7%	0	0	0	-	-
2014	LDGT	1,598	304	1,047	19.0%	65.5%	1,589	304	1,041	19.1%	65.5%	0	0	0	-	-
2014	LDGV	1,238	221	797	17.9%	64.4%	1,227	219	790	17.8%	64.4%	0	0	0	-	-
2015	HDGV	504	82	363	16.3%	72.0%	493	82	354	16.6%	71.8%	7	0	5	0.0%	71.4%
2015	LDDT	76	20	52	26.3%	68.4%	76	20	52	26.3%	68.4%	0	0	0	-	-
2015	LDDV	22	9	12	40.9%	54.5%	22	9	12	40.9%	54.5%	0	0	0	-	-
2015	LDGT	2,600	387	1,943	14.9%	74.7%	2,586	386	1,931	14.9%	74.7%	0	0	0	-	-
2015	LDGV	3,122	749	2,031	24.0%	65.1%	3,085	747	2,000	24.2%	64.8%	0	0	0	-	-

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2020

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	269	35	208	13.0%	77.3%	249	34	191	13.7%	76.7%	17	1	15	5.9%	88.2%
2016	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2016	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2016	LDGT	453	91	335	20.1%	74.0%	452	91	334	20.1%	73.9%	0	0	0	-	-
2016	LDGV	366	87	244	23.8%	66.7%	361	86	240	23.8%	66.5%	0	0	0	-	-
2017	HDGV	176	16	140	9.1%	79.5%	160	15	125	9.4%	78.1%	15	1	14	6.7%	93.3%
2017	LDDT	2	0	1	0.0%	50.0%	2	0	1	0.0%	50.0%	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	95	17	67	17.9%	70.5%	93	17	65	18.3%	69.9%	0	0	0	-	-
2017	LDGV	27	5	17	18.5%	63.0%	27	5	17	18.5%	63.0%	0	0	0	-	-
2018	HDGV	108	27	76	25.0%	70.4%	104	27	74	26.0%	71.2%	4	0	2	0.0%	50.0%
2018	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	49	8	37	16.3%	75.5%	48	8	36	16.7%	75.0%	0	0	0	-	-
2018	LDGV	13	3	10	23.1%	76.9%	13	3	10	23.1%	76.9%	0	0	0	-	-
2019	HDGV	157	20	116	12.7%	73.9%	150	20	109	13.3%	72.7%	6	0	6	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	96	11	80	11.5%	83.3%	95	11	79	11.6%	83.2%	0	0	0	-	-
2019	LDGV	9	1	6	11.1%	66.7%	9	1	6	11.1%	66.7%	0	0	0	-	-
2020	HDGV	15	1	11	6.7%	73.3%	10	1	6	10.0%	60.0%	5	0	5	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	9	1	6	11.1%	66.7%	9	1	6	11.1%	66.7%	0	0	0	-	-
2020	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2021	HDGV	5	0	5	0.0%	100.0%	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2021	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**110,869**	**20,057**	**64,805**	**18.1%**	**58.5%**	**109,826**	**19,892**	**64,149**	**18.1%**	**58.4%**	**110**	**3**	**89**	**2.7%**	**80.9%**

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2020

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	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
Pre 96/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	2	0	1	0.0%	50.0%	4	1	2	25.0%	50.0%
1996	LDGV	0	0	0	-	-	7	1	5	14.3%	71.4%	5	0	1	0.0%	20.0%
1997	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	7	0	1	0.0%	14.3%	12	2	6	16.7%	50.0%
1997	LDGV	0	0	0	-	-	11	0	3	0.0%	27.3%	4	0	2	0.0%	50.0%
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	-	-	7	1	3	14.3%	42.9%	11	1	7	9.1%	63.6%
1998	LDGV	0	0	0	-	-	21	1	12	4.8%	57.1%	2	0	2	0.0%	100.0%
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	-	-	1	0	0	0.0%	0.0%
1999	LDGT	0	0	0	-	-	5	0	1	0.0%	20.0%	15	2	8	13.3%	53.3%
1999	LDGV	0	0	0	-	-	12	1	4	8.3%	33.3%	6	1	4	16.7%	66.7%
2000	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	13	1	7	7.7%	53.8%	26	2	18	7.7%	69.2%
2000	LDGV	0	0	0	-	-	22	0	9	0.0%	40.9%	16	1	10	6.3%	62.5%
2001	HDGV	0	0	0	-	-	3	0	1	0.0%	33.3%	1	0	1	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	29	1	18	3.4%	62.1%
2001	LDGV	0	0	0	-	-	16	0	4	0.0%	25.0%	12	0	6	0.0%	50.0%

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2020

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	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	13	1	2	7.7%	15.4%	31	0	22	0.0%	71.0%
2002	LDGV	0	0	0	-	-	37	1	17	2.7%	45.9%	22	0	13	0.0%	59.1%
2003	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	9	0	5	0.0%	55.6%	33	1	19	3.0%	57.6%
2003	LDGV	0	0	0	-	-	33	0	21	0.0%	63.6%	12	0	8	0.0%	66.7%
2004	HDGV	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	16	1	10	6.3%	62.5%	57	4	38	7.0%	66.7%
2004	LDGV	0	0	0	-	-	32	2	16	6.3%	50.0%	20	2	7	10.0%	35.0%
2005	HDGV	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	10	0	7	0.0%	70.0%	36	0	18	0.0%	50.0%
2005	LDGV	0	0	0	-	-	28	2	16	7.1%	57.1%	12	2	7	16.7%	58.3%
2006	HDGV	0	0	0	-	-	0	0	0	-	-	3	0	0	0.0%	0.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT	0	0	0	-	-	13	0	10	0.0%	76.9%	46	0	30	0.0%	65.2%
2006	LDGV	0	0	0	-	-	33	1	21	3.0%	63.6%	22	0	15	0.0%	68.2%
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	-	-	7	1	2	14.3%	28.6%	22	1	16	4.5%	72.7%
2007	LDGV	0	0	0	-	-	25	1	14	4.0%	56.0%	22	0	19	0.0%	86.4%
2008	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%	11	1	6	9.1%	54.5%
2008	LDGV	0	0	0	-	-	19	1	7	5.3%	36.8%	10	0	8	0.0%	80.0%

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2020

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	-	-	5	0	3	0.0%	60.0%	14	0	10	0.0%	71.4%
2009	LDGV	0	0	0	-	-	25	2	17	8.0%	68.0%	9	0	8	0.0%	88.9%
2010	HDGV	0	0	0	-	-	0	0	0	-	-	4	0	4	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	4	0	3	0.0%	75.0%	7	0	5	0.0%	71.4%
2010	LDGV	0	0	0	-	-	13	1	6	7.7%	46.2%	8	0	6	0.0%	75.0%
2011	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	5	0	4	0.0%	80.0%	8	0	8	0.0%	100.0%
2011	LDGV	0	0	0	-	-	19	1	13	5.3%	68.4%	8	1	7	12.5%	87.5%
2012	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	1	0	0	0.0%	0.0%	1	0	1	0.0%	100.0%
2012	LDGV	0	0	0	-	-	11	1	8	9.1%	72.7%	6	0	5	0.0%	83.3%
2013	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	6	0	6	0.0%	100.0%	6	0	5	0.0%	83.3%
2013	LDGV	0	0	0	-	-	44	1	29	2.3%	65.9%	9	0	8	0.0%	88.9%
2014	HDGV	8	1	7	12.5%	87.5%	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	5	0	3	0.0%	60.0%	0	0	0	-	-
2014	LDGV	0	0	0	-	-	14	0	9	0.0%	64.3%	4	0	3	0.0%	75.0%
2015	HDGV	5	0	4	0.0%	80.0%	1	0	1	0.0%	100.0%	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	-	-	7	0	6	0.0%	85.7%	4	0	4	0.0%	100.0%
2015	LDGV	0	0	0	-	-	45	1	30	2.2%	66.7%	5	0	3	0.0%	60.0%

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2020

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	11	1	9	9.1%	81.8%	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2016	LDGV	0	0	0	-	-	6	0	6	0.0%	100.0%	1	0	0	0.0%	0.0%
2017	HDGV	11	0	11	0.0%	100.0%	1	0	1	0.0%	100.0%	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	2	0.0%	50.0%	0	0	0	-	-	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	1	0	1	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	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2019	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	HDGV	5	0	5	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	-	-
2021	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2021	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**51**	**2**	**45**	**3.9%**	**88.2%**	**629**	**23**	**357**	**3.7%**	**56.8%**	**607**	**23**	**398**	**3.8%**	**65.6%**

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2020

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	1	0	1	0.0%	100.0%	0	0	0	-	-
Pre 96/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	0	0	0	-	-	1	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	0	0	0	-	-	1	0	1	0.0%	100.0%
1996	LDGV	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
1997	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
1997	LDGV	0	0	0	-	-	4	0	4	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	0	0	0	-	-	2	0	2	0.0%	100.0%
1998	LDGV	2	0	1	0.0%	50.0%	4	0	1	0.0%	25.0%
1999	HDGV	1	0	0	0.0%	0.0%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	1	0	0	0.0%	0.0%	4	0	2	0.0%	50.0%
1999	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2000	HDGV	0	0	0	-	-	1	0	0	0.0%	0.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	2	0	1	0.0%	50.0%	3	1	2	33.3%	66.7%
2000	LDGV	1	0	1	0.0%	100.0%	4	0	3	0.0%	75.0%
2001	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%
2001	LDGT	0	0	0	-	-	8	2	5	25.0%	62.5%
2001	LDGV	6	0	4	0.0%	66.7%	7	0	6	0.0%	85.7%

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2020

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	0	0	0	-	-	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	2	0	2	0.0%	100.0%	7	0	5	0.0%	71.4%
2002	LDGV	0	0	0	-	-	8	1	5	12.5%	62.5%
2003	HDGV	0	0	0	-	-	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%
2003	LDGV	0	0	0	-	-	6	1	4	16.7%	66.7%
2004	HDGV	3	0	2	0.0%	66.7%	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	0	0	0	-	-	12	0	10	0.0%	83.3%
2004	LDGV	1	0	1	0.0%	100.0%	7	0	5	0.0%	71.4%
2005	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	1	0	1	0.0%	100.0%	7	1	6	14.3%	85.7%
2005	LDGV	1	0	0	0.0%	0.0%	6	0	6	0.0%	100.0%
2006	HDGV	3	0	3	0.0%	100.0%	4	0	4	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	5	0	3	0.0%	60.0%	6	1	1	16.7%	16.7%
2006	LDGV	0	0	0	-	-	10	0	10	0.0%	100.0%
2007	HDGV	0	0	0	-	-	0	0	0	-	-
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	1	0	1	0.0%	100.0%	6	0	5	0.0%	83.3%
2007	LDGV	1	0	1	0.0%	100.0%	4	2	1	50.0%	25.0%
2008	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	4	1	3	25.0%	75.0%	5	0	3	0.0%	60.0%
2008	LDGV	2	0	2	0.0%	100.0%	7	0	5	0.0%	71.4%

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2020

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	1	0	1	0.0%	100.0%	2	0	1	0.0%	50.0%
2009	LDDT	0	0	0	-	-	1	0	1	0.0%	100.0%
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	11	3	8	27.3%	72.7%
2009	LDGV	0	0	0	-	-	4	0	3	0.0%	75.0%
2010	HDGV	3	0	2	0.0%	66.7%	1	0	1	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	1	0	1	0.0%	100.0%	5	0	3	0.0%	60.0%
2010	LDGV	3	0	3	0.0%	100.0%	4	0	4	0.0%	100.0%
2011	HDGV	2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	4	0	4	0.0%	100.0%	6	0	6	0.0%	100.0%
2011	LDGV	0	0	0	-	-	2	0	1	0.0%	50.0%
2012	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	5	0	4	0.0%	80.0%
2012	LDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2013	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	7	0	7	0.0%	100.0%
2013	LDGV	0	0	0	-	-	7	0	6	0.0%	85.7%
2014	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	5	0	4	0.0%	80.0%
2014	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2015	HDGV	1	0	0	0.0%	0.0%	6	0	5	0.0%	83.3%
2015	LDDT	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	4	0	3	0.0%	75.0%
2015	LDGV	1	0	1	0.0%	100.0%	12	0	12	0.0%	100.0%

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2020

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	2	0	2	0.0%	100.0%	9	0	8	0.0%	88.9%
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	1	0	1	0.0%	100.0%	4	1	3	25.0%	75.0%
2017	LDDT	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%
2017	LDGV	0	0	0	-	-	0	0	0	-	-
2018	HDGV	0	0	0	-	-	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
2018	LDGV	0	0	0	-	-	0	0	0	-	-
2019	HDGV	1	0	1	0.0%	100.0%	2	0	2	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	-	-
2021	HDGV	0	0	0	-	-	0	0	0	-	-
2021	LDDT	0	0	0	-	-	0	0	0	-	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-
2021	LDGT	0	0	0	-	-	0	0	0	-	-
2021	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		**67**	**1**	**54**	**1.5%**	**80.6%**	**260**	**13**	**207**	**5.0%**	**79.6%**

R1 = 1st Retest

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 2020

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	2	0	0.0%	0	0	-	2	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	1	0	0.0%	0	0	-	1	0	0.0%	0	0	-
Pre 96/Unknown	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
1996	HDGV	2	0	0.0%	0	0	-	2	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	342	21	6.1%	335	20	6.0%	0	0	-	0	0	-
1996	LDGV	448	36	8.0%	440	34	7.7%	0	0	-	0	0	-
1997	HDGV	1	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	527	46	8.7%	517	46	8.9%	0	0	-	0	0	-
1997	LDGV	591	51	8.6%	580	49	8.4%	0	0	-	0	0	-
1998	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
1998	LDDV	5	1	20.0%	5	1	20.0%	0	0	-	0	0	-
1998	LDGT	732	73	10.0%	722	70	9.7%	0	0	-	0	0	-
1998	LDGV	1,047	93	8.9%	1,032	93	9.0%	0	0	-	0	0	-
1999	HDGV	2	0	0.0%	0	0	-	2	0	0.0%	0	0	-
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	7	0	0.0%	7	0	0.0%	0	0	-	0	0	-
1999	LDGT	877	73	8.3%	863	71	8.2%	0	0	-	0	0	-
1999	LDGV	1,019	96	9.4%	1,007	95	9.4%	0	0	-	0	0	-
2000	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	0	0	-
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2000	LDGT	1,477	126	8.5%	1,445	120	8.3%	0	0	-	0	0	-
2000	LDGV	2,195	180	8.2%	2,173	177	8.1%	0	0	-	0	0	-
2001	HDGV	5	0	0.0%	0	0	-	5	0	0.0%	0	0	-
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	1	0	0.0%	0	0	-	0	0	-	0	0	-
2001	LDGT	2,298	288	12.5%	2,267	282	12.4%	0	0	-	0	0	-
2001	LDGV	2,428	258	10.6%	2,406	256	10.6%	0	0	-	0	0	-

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2020

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	1	0	0.0%	0	0	-	1	0	0.0%	0	0	-
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2002	LDGT	3,692	453	12.3%	3,666	452	12.3%	0	0	-	0	0	-
2002	LDGV	3,622	388	10.7%	3,591	386	10.7%	0	0	-	0	0	-
2003	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	0	0	-
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	3	0	0.0%	3	0	0.0%	0	0	-	0	0	-
2003	LDGT	3,248	342	10.5%	3,220	338	10.5%	0	0	-	0	0	-
2003	LDGV	3,275	410	12.5%	3,245	401	12.4%	0	0	-	0	0	-
2004	HDGV	6	0	0.0%	0	0	-	6	0	0.0%	0	0	-
2004	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDDV	11	0	0.0%	11	0	0.0%	0	0	-	0	0	-
2004	LDGT	5,034	523	10.4%	4,969	509	10.2%	0	0	-	0	0	-
2004	LDGV	4,139	469	11.3%	4,107	466	11.3%	0	0	-	0	0	-
2005	HDGV	6	0	0.0%	0	0	-	6	0	0.0%	0	0	-
2005	LDDT	1	0	0.0%	0	0	-	0	0	-	0	0	-
2005	LDDV	9	1	11.1%	9	1	11.1%	0	0	-	0	0	-
2005	LDGT	3,934	463	11.8%	3,901	460	11.8%	0	0	-	0	0	-
2005	LDGV	3,368	351	10.4%	3,346	346	10.3%	0	0	-	0	0	-
2006	HDGV	10	0	0.0%	0	0	-	10	0	0.0%	0	0	-
2006	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2006	LDDV	15	0	0.0%	15	0	0.0%	0	0	-	0	0	-
2006	LDGT	4,464	489	11.0%	4,425	486	11.0%	0	0	-	0	0	-
2006	LDGV	4,518	451	10.0%	4,473	447	10.0%	0	0	-	0	0	-
2007	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	0	0	-
2007	LDDT	4	1	25.0%	4	1	25.0%	0	0	-	0	0	-
2007	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2007	LDGT	4,572	480	10.5%	4,551	479	10.5%	0	0	-	0	0	-
2007	LDGV	4,745	457	9.6%	4,713	450	9.5%	0	0	-	0	0	-
2008	HDGV	473	71	15.0%	472	71	15.0%	0	0	-	0	0	-
2008	LDDT	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2008	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGT	2,780	357	12.8%	2,763	352	12.7%	0	0	-	0	0	-
2008	LDGV	2,661	284	10.7%	2,631	283	10.8%	0	0	-	0	0	-

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2020

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
2009	HDGV	364	64	17.6%	361	64	17.7%	0	0	-	0	0	-
2009	LDDT	21	4	19.0%	20	4	20.0%	0	0	-	0	0	-
2009	LDDV	7	2	28.6%	7	2	28.6%	0	0	-	0	0	-
2009	LDGT	2,977	359	12.1%	2,956	355	12.0%	0	0	-	0	0	-
2009	LDGV	3,844	481	12.5%	3,814	479	12.6%	0	0	-	0	0	-
2010	HDGV	340	72	21.2%	337	72	21.4%	0	0	-	0	0	-
2010	LDDT	25	5	20.0%	25	5	20.0%	0	0	-	0	0	-
2010	LDDV	11	1	9.1%	11	1	9.1%	0	0	-	0	0	-
2010	LDGT	2,117	252	11.9%	2,109	250	11.9%	0	0	-	0	0	-
2010	LDGV	2,246	278	12.4%	2,230	278	12.5%	0	0	-	0	0	-
2011	HDGV	537	104	19.4%	530	104	19.6%	4	0	0.0%	0	0	-
2011	LDDT	54	14	25.9%	54	14	25.9%	0	0	-	0	0	-
2011	LDDV	30	7	23.3%	30	7	23.3%	0	0	-	0	0	-
2011	LDGT	3,526	447	12.7%	3,511	443	12.6%	0	0	-	0	0	-
2011	LDGV	3,124	391	12.5%	3,105	389	12.5%	0	0	-	0	0	-
2012	HDGV	483	76	15.7%	482	76	15.8%	0	0	-	0	0	-
2012	LDDT	42	12	28.6%	42	12	28.6%	0	0	-	0	0	-
2012	LDDV	9	1	11.1%	9	1	11.1%	0	0	-	0	0	-
2012	LDGT	1,863	278	14.9%	1,857	277	14.9%	0	0	-	0	0	-
2012	LDGV	1,996	281	14.1%	1,982	280	14.1%	0	0	-	0	0	-
2013	HDGV	410	71	17.3%	408	71	17.4%	1	0	0.0%	0	0	-
2013	LDDT	59	17	28.8%	59	17	28.8%	0	0	-	0	0	-
2013	LDDV	40	7	17.5%	40	7	17.5%	0	0	-	0	0	-
2013	LDGT	2,975	424	14.3%	2,961	423	14.3%	0	0	-	0	0	-
2013	LDGV	3,721	557	15.0%	3,682	556	15.1%	0	0	-	0	0	-
2014	HDGV	367	61	16.6%	358	60	16.8%	8	1	12.5%	8	1	12.5%
2014	LDDT	28	7	25.0%	28	7	25.0%	0	0	-	0	0	-
2014	LDDV	30	7	23.3%	30	7	23.3%	0	0	-	0	0	-
2014	LDGT	1,598	232	14.5%	1,589	232	14.6%	0	0	-	0	0	-
2014	LDGV	1,238	177	14.3%	1,227	176	14.3%	0	0	-	0	0	-
2015	HDGV	504	66	13.1%	493	66	13.4%	7	0	0.0%	5	0	0.0%
2015	LDDT	76	17	22.4%	76	17	22.4%	0	0	-	0	0	-
2015	LDDV	22	8	36.4%	22	8	36.4%	0	0	-	0	0	-
2015	LDGT	2,600	322	12.4%	2,586	322	12.5%	0	0	-	0	0	-
2015	LDGV	3,122	573	18.4%	3,085	573	18.6%	0	0	-	0	0	-

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2020

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
2016	HDGV	269	32	11.9%	249	31	12.4%	17	1	5.9%	11	1	9.1%
2016	LDDT	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2016	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2016	LDGT	453	81	17.9%	452	81	17.9%	0	0	-	0	0	-
2016	LDGV	366	72	19.7%	361	71	19.7%	0	0	-	0	0	-
2017	HDGV	176	12	6.8%	160	11	6.9%	15	1	6.7%	11	0	0.0%
2017	LDDT	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2017	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDGT	95	14	14.7%	93	14	15.1%	0	0	-	0	0	-
2017	LDGV	27	2	7.4%	27	2	7.4%	0	0	-	0	0	-
2018	HDGV	108	24	22.2%	104	24	23.1%	4	0	0.0%	4	0	0.0%
2018	LDDT	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2018	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDGT	49	3	6.1%	48	3	6.3%	0	0	-	0	0	-
2018	LDGV	13	3	23.1%	13	3	23.1%	0	0	-	0	0	-
2019	HDGV	157	19	12.1%	150	19	12.7%	6	0	0.0%	3	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	96	9	9.4%	95	9	9.5%	0	0	-	0	0	-
2019	LDGV	9	1	11.1%	9	1	11.1%	0	0	-	0	0	-
2020	HDGV	15	0	0.0%	10	0	0.0%	5	0	0.0%	5	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	9	1	11.1%	9	1	11.1%	0	0	-	0	0	-
2020	LDGV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2021	HDGV	5	0	0.0%	1	0	0.0%	4	0	0.0%	4	0	0.0%
2021	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2021	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2021	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2021	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
Totals		**110,869**	**13,280**	**12.0%**	**109,826**	**13,167**	**12.0%**	**110**	**3**	**2.7%**	**51**	**2**	**3.9%**

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2020

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	1	0	0.0%	0	0	-	1	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	0	0	-	0	0	-	0	0	-	1	0	0.0%
Pre 96/Unknown	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
1996	HDGV	1	0	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	2	0	0.0%	4	1	25.0%	0	0	-	1	0	0.0%
1996	LDGV	7	0	0.0%	5	0	0.0%	1	0	0.0%	4	0	0.0%
1997	HDGV	0	0	-	0	0	-	0	0	-	1	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	7	0	0.0%	12	0	0.0%	0	0	-	1	0	0.0%
1997	LDGV	11	0	0.0%	4	0	0.0%	0	0	-	4	0	0.0%
1998	HDGV	0	0	-	0	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	7	1	14.3%	11	0	0.0%	0	0	-	2	0	0.0%
1998	LDGV	21	0	0.0%	2	0	0.0%	2	0	0.0%	4	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	0	0	-	1	0	0.0%	0	0	-	0	0	-
1999	LDGT	5	0	0.0%	15	2	13.3%	1	0	0.0%	4	0	0.0%
1999	LDGV	12	1	8.3%	6	0	0.0%	1	0	0.0%	1	0	0.0%
2000	HDGV	0	0	-	0	0	-	0	0	-	1	0	0.0%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDGT	13	1	7.7%	26	2	7.7%	2	0	0.0%	3	1	33.3%
2000	LDGV	22	0	0.0%	16	1	6.3%	1	0	0.0%	4	0	0.0%
2001	HDGV	3	0	0.0%	1	0	0.0%	1	0	0.0%	0	0	-
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	0	0	-	0	0	-	0	0	-	1	0	0.0%
2001	LDGT	3	0	0.0%	29	1	3.4%	0	0	-	8	2	25.0%
2001	LDGV	16	0	0.0%	12	0	0.0%	6	0	0.0%	7	0	0.0%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2020

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
2002	HDGV	1	0	0.0%	0	0	-	0	0	-	0	0	-
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDGT	13	1	7.7%	31	0	0.0%	2	0	0.0%	7	0	0.0%
2002	LDGV	37	0	0.0%	22	0	0.0%	0	0	-	8	1	12.5%
2003	HDGV	1	0	0.0%	0	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	9	0	0.0%	33	0	0.0%	0	0	-	4	0	0.0%
2003	LDGV	33	0	0.0%	12	0	0.0%	0	0	-	6	1	16.7%
2004	HDGV	1	0	0.0%	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	16	1	6.3%	57	3	5.3%	0	0	-	12	0	0.0%
2004	LDGV	32	1	3.1%	20	2	10.0%	1	0	0.0%	7	0	0.0%
2005	HDGV	0	0	-	3	0	0.0%	2	0	0.0%	0	0	-
2005	LDDT	0	0	-	1	0	0.0%	0	0	-	0	0	-
2005	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDGT	10	0	0.0%	36	0	0.0%	1	0	0.0%	7	1	14.3%
2005	LDGV	28	1	3.6%	12	1	8.3%	1	0	0.0%	6	0	0.0%
2006	HDGV	0	0	-	3	0	0.0%	3	0	0.0%	4	0	0.0%
2006	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2006	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2006	LDGT	13	0	0.0%	46	0	0.0%	5	0	0.0%	6	1	16.7%
2006	LDGV	33	1	3.0%	22	0	0.0%	0	0	-	10	0	0.0%
2007	HDGV	0	0	-	1	0	0.0%	0	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	1	14.3%	22	0	0.0%	1	0	0.0%	6	0	0.0%
2007	LDGV	25	0	0.0%	22	0	0.0%	1	0	0.0%	4	2	50.0%
2008	HDGV	0	0	-	1	0	0.0%	1	0	0.0%	0	0	-
2008	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGT	4	0	0.0%	11	1	9.1%	4	1	25.0%	5	0	0.0%
2008	LDGV	19	1	5.3%	10	0	0.0%	2	0	0.0%	7	0	0.0%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2020

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	-	1	0	0.0%	2	0	0.0%
2009	LDDT	0	0	-	0	0	-	0	0	-	1	0	0.0%
2009	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDGT	5	0	0.0%	14	0	0.0%	0	0	-	11	2	18.2%
2009	LDGV	25	2	8.0%	9	0	0.0%	0	0	-	4	0	0.0%
2010	HDGV	0	0	-	4	0	0.0%	3	0	0.0%	1	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	4	0	0.0%	7	0	0.0%	1	0	0.0%	5	0	0.0%
2010	LDGV	13	0	0.0%	8	0	0.0%	3	0	0.0%	4	0	0.0%
2011	HDGV	0	0	-	1	0	0.0%	2	0	0.0%	5	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%	4	0	0.0%	6	0	0.0%
2011	LDGV	19	1	5.3%	8	0	0.0%	0	0	-	2	0	0.0%
2012	HDGV	0	0	-	0	0	-	0	0	-	1	0	0.0%
2012	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDGT	1	0	0.0%	1	0	0.0%	0	0	-	5	0	0.0%
2012	LDGV	11	1	9.1%	6	0	0.0%	1	0	0.0%	3	0	0.0%
2013	HDGV	0	0	-	1	0	0.0%	1	0	0.0%	0	0	-
2013	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDGT	6	0	0.0%	6	0	0.0%	0	0	-	7	0	0.0%
2013	LDGV	44	1	2.3%	9	0	0.0%	0	0	-	7	0	0.0%
2014	HDGV	0	0	-	0	0	-	0	0	-	1	0	0.0%
2014	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDGT	5	0	0.0%	0	0	-	0	0	-	5	0	0.0%
2014	LDGV	14	0	0.0%	4	0	0.0%	1	0	0.0%	0	0	-
2015	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	6	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	7	0	0.0%	4	0	0.0%	0	0	-	4	0	0.0%
2015	LDGV	45	0	0.0%	5	0	0.0%	1	0	0.0%	12	0	0.0%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2020

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
2016	HDGV	0	0	-	0	0	-	2	0	0.0%	9	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	1	0	0.0%	0	0	-	0	0	-	0	0	-
2016	LDGV	6	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2017	HDGV	1	0	0.0%	1	0	0.0%	1	0	0.0%	4	1	25.0%
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	-	2	0	0.0%
2017	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2018	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDGT	0	0	-	0	0	-	0	0	-	1	0	0.0%
2018	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2019	HDGV	0	0	-	1	0	0.0%	1	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	1	0	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	-
2021	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2021	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2021	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2021	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2021	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
Totals		**629**	**15**	**2.4%**	**607**	**14**	**2.3%**	**67**	**1**	**1.5%**	**260**	**12**	**4.6%**

R2 = 2nd or Subsequent Retest

APPENDIX I -
PART I

VEHICLES WITH
NO KNOWN
FINAL OUTCOME
BY TEST TYPE

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2020

Model Yr	Veh Type	Overall Initial Insps	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	OBD Initial Insps	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	699	2	1	0	1	0.14%	50.00%	0	0	0	-	-
Pre 96/Unknown	LDDT	1	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	271	1	0	0	1	0.37%	100.00%	0	0	0	-	-
Pre 96/Unknown	LDGV	14	0	0	0	0	0.00%	-	0	0	0	-	-
1996	HDGV	145	2	2	0	0	0.00%	0.00%	0	0	0	-	-
1996	LDDT	1	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
1996	LDGT	2,783	342	198	69	75	2.69%	21.93%	2,783	335	75	2.69%	22.39%
1996	LDGV	3,853	448	262	103	83	2.15%	18.53%	3,853	440	81	2.10%	18.41%
1997	HDGV	330	1	1	0	0	0.00%	0.00%	0	0	0	-	-
1997	LDDT	3	0	0	0	0	0.00%	-	3	0	0	0.00%	-
1997	LDDV	12	0	0	0	0	0.00%	-	12	0	0	0.00%	-
1997	LDGT	3,443	527	284	125	118	3.43%	22.39%	3,443	517	115	3.34%	22.24%
1997	LDGV	3,791	591	340	143	108	2.85%	18.27%	3,791	580	104	2.74%	17.93%
1998	HDGV	242	0	0	0	0	0.00%	-	0	0	0	-	-
1998	LDDT	5	1	0	1	0	0.00%	0.00%	5	1	0	0.00%	0.00%
1998	LDDV	38	5	3	1	1	2.63%	20.00%	38	5	1	2.63%	20.00%
1998	LDGT	6,217	732	439	163	130	2.09%	17.76%	6,217	722	129	2.07%	17.87%
1998	LDGV	8,256	1,047	628	239	180	2.18%	17.19%	8,256	1,032	176	2.13%	17.05%
1999	HDGV	614	2	1	1	0	0.00%	0.00%	0	0	0	-	-
1999	LDDT	3	0	0	0	0	0.00%	-	3	0	0	0.00%	-
1999	LDDV	40	7	3	2	2	5.00%	28.57%	40	7	2	5.00%	28.57%
1999	LDGT	6,125	877	521	188	168	2.74%	19.16%	6,125	863	166	2.71%	19.24%
1999	LDGV	7,551	1,019	592	262	165	2.19%	16.19%	7,551	1,007	163	2.16%	16.19%
2000	HDGV	870	1	0	1	0	0.00%	0.00%	0	0	0	-	-
2000	LDDT	2	0	0	0	0	0.00%	-	2	0	0	0.00%	-
2000	LDDV	42	2	1	1	0	0.00%	0.00%	42	2	0	0.00%	0.00%
2000	LDGT	11,619	1,477	919	313	245	2.11%	16.59%	11,619	1,445	242	2.08%	16.75%
2000	LDGV	16,346	2,195	1,301	547	347	2.12%	15.81%	16,346	2,173	344	2.10%	15.83%

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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 2020

Model Yr	Veh Type	Overall Initial Insps	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	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2001	HDGV	1,050	5	3	2	0	0.00%	0.00%	0	0	0	-	-
2001	LDDT	3	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2001	LDDV	23	1	1	0	0	0.00%	0.00%	23	0	0	0.00%	-
2001	LDGT	10,889	2,298	1,328	558	412	3.78%	17.93%	10,889	2,267	408	3.75%	18.00%
2001	LDGV	12,372	2,428	1,369	670	389	3.14%	16.02%	12,372	2,406	387	3.13%	16.08%
2002	HDGV	1,155	1	0	1	0	0.00%	0.00%	0	0	0	-	-
2002	LDDT	3	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2002	LDDV	68	1	1	0	0	0.00%	0.00%	68	1	0	0.00%	0.00%
2002	LDGT	22,978	3,692	2,404	706	582	2.53%	15.76%	22,978	3,666	577	2.51%	15.74%
2002	LDGV	23,776	3,622	2,278	798	546	2.30%	15.07%	23,776	3,591	542	2.28%	15.09%
2003	HDGV	1,775	1	1	0	0	0.00%	0.00%	0	0	0	-	-
2003	LDDT	4	0	0	0	0	0.00%	-	4	0	0	0.00%	-
2003	LDDV	49	3	2	1	0	0.00%	0.00%	49	3	0	0.00%	0.00%
2003	LDGT	19,499	3,248	2,013	692	543	2.78%	16.72%	19,499	3,220	538	2.76%	16.71%
2003	LDGV	21,104	3,275	1,968	780	527	2.50%	16.09%	21,104	3,245	523	2.48%	16.12%
2004	HDGV	2,109	6	4	2	0	0.00%	0.00%	0	0	0	-	-
2004	LDDT	4	0	0	0	0	0.00%	-	4	0	0	0.00%	-
2004	LDDV	91	11	7	2	2	2.20%	18.18%	91	11	2	2.20%	18.18%
2004	LDGT	40,039	5,034	3,325	894	815	2.04%	16.19%	40,039	4,969	806	2.01%	16.22%
2004	LDGV	35,007	4,139	2,696	826	617	1.76%	14.91%	35,007	4,107	611	1.75%	14.88%
2005	HDGV	2,336	6	5	0	1	0.04%	16.67%	0	0	0	-	-
2005	LDDT	7	1	1	0	0	0.00%	0.00%	7	0	0	0.00%	-
2005	LDDV	140	9	5	2	2	1.43%	22.22%	140	9	2	1.43%	22.22%
2005	LDGT	27,812	3,934	2,460	843	631	2.27%	16.04%	27,812	3,901	625	2.25%	16.02%
2005	LDGV	26,840	3,368	2,159	730	479	1.78%	14.22%	26,840	3,346	475	1.77%	14.20%
2006	HDGV	3,266	10	7	2	1	0.03%	10.00%	0	0	0	-	-
2006	LDDT	25	0	0	0	0	0.00%	-	25	0	0	0.00%	-
2006	LDDV	239	15	12	1	2	0.84%	13.33%	239	15	2	0.84%	13.33%
2006	LDGT	40,986	4,464	2,986	836	642	1.57%	14.38%	40,986	4,425	637	1.55%	14.40%
2006	LDGV	41,849	4,518	2,999	905	614	1.47%	13.59%	41,849	4,473	610	1.46%	13.64%

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Year 2020

Model Yr	Veh Type	Overall Initial Insps	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	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2007	HDGV	2,800	1	1	0	0	0.00%	0.00%	0	0	0	-	-
2007	LDDT	78	4	3	0	1	1.28%	25.00%	78	4	1	1.28%	25.00%
2007	LDDV	31	1	1	0	0	0.00%	0.00%	31	1	0	0.00%	0.00%
2007	LDGT	55,066	4,572	3,214	719	639	1.16%	13.98%	55,066	4,551	636	1.15%	13.97%
2007	LDGV	61,558	4,745	3,357	772	616	1.00%	12.98%	61,558	4,713	616	1.00%	13.07%
2008	HDGV	4,218	473	352	59	62	1.47%	13.11%	3,997	472	62	1.55%	13.14%
2008	LDDT	46	2	2	0	0	0.00%	0.00%	46	2	0	0.00%	0.00%
2008	LDDV	14	0	0	0	0	0.00%	-	14	0	0	0.00%	-
2008	LDGT	29,022	2,780	1,932	489	359	1.24%	12.91%	29,022	2,763	358	1.23%	12.96%
2008	LDGV	27,623	2,661	1,778	578	305	1.10%	11.46%	27,623	2,631	300	1.09%	11.40%
2009	HDGV	2,850	364	289	28	47	1.65%	12.91%	2,746	361	47	1.71%	13.02%
2009	LDDT	70	21	13	5	3	4.29%	14.29%	70	20	3	4.29%	15.00%
2009	LDDV	70	7	5	2	0	0.00%	0.00%	70	7	0	0.00%	0.00%
2009	LDGT	46,087	2,977	2,255	364	358	0.78%	12.03%	46,087	2,956	353	0.77%	11.94%
2009	LDGV	66,532	3,844	2,930	480	434	0.65%	11.29%	66,520	3,814	431	0.65%	11.30%
2010	HDGV	2,814	340	275	25	40	1.42%	11.76%	2,672	337	40	1.50%	11.87%
2010	LDDT	74	25	17	5	3	4.05%	12.00%	74	25	3	4.05%	12.00%
2010	LDDV	39	11	5	2	4	10.26%	36.36%	39	11	4	10.26%	36.36%
2010	LDGT	32,482	2,117	1,565	275	277	0.85%	13.08%	32,482	2,109	276	0.85%	13.09%
2010	LDGV	38,848	2,246	1,667	345	234	0.60%	10.42%	38,848	2,230	233	0.60%	10.45%
2011	HDGV	5,321	537	448	32	57	1.07%	10.61%	4,776	530	57	1.19%	10.75%
2011	LDDT	187	54	36	15	3	1.60%	5.56%	187	54	3	1.60%	5.56%
2011	LDDV	149	30	24	4	2	1.34%	6.67%	149	30	2	1.34%	6.67%
2011	LDGT	78,737	3,526	2,799	358	369	0.47%	10.47%	78,737	3,511	368	0.47%	10.48%
2011	LDGV	67,443	3,124	2,485	313	326	0.48%	10.44%	67,443	3,105	322	0.48%	10.37%
2012	HDGV	5,405	483	374	25	84	1.55%	17.39%	4,826	482	84	1.74%	17.43%
2012	LDDT	155	42	33	6	3	1.94%	7.14%	155	42	3	1.94%	7.14%
2012	LDDV	141	9	5	1	3	2.13%	33.33%	141	9	3	2.13%	33.33%
2012	LDGT	32,391	1,863	1,472	216	175	0.54%	9.39%	32,391	1,857	173	0.53%	9.32%
2012	LDGV	38,375	1,996	1,605	203	188	0.49%	9.42%	38,375	1,982	186	0.48%	9.38%

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Year 2020

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2013	HDGV	5,789	410	348	15	47	0.81%	11.46%	5,097	408	47	0.92%	11.52%
2013	LDDT	331	59	46	5	8	2.42%	13.56%	331	59	8	2.42%	13.56%
2013	LDDV	309	40	28	7	5	1.62%	12.50%	309	40	5	1.62%	12.50%
2013	LDGT	89,951	2,975	2,522	203	250	0.28%	8.40%	89,951	2,961	250	0.28%	8.44%
2013	LDGV	99,753	3,721	3,042	339	340	0.34%	9.14%	99,753	3,682	333	0.33%	9.04%
2014	HDGV	5,193	367	304	17	46	0.89%	12.53%	4,324	358	46	1.06%	12.85%
2014	LDDT	248	28	21	3	4	1.61%	14.29%	248	28	4	1.61%	14.29%
2014	LDDV	337	30	24	0	6	1.78%	20.00%	337	30	6	1.78%	20.00%
2014	LDGT	39,357	1,598	1,279	148	171	0.43%	10.70%	39,357	1,589	170	0.43%	10.70%
2014	LDGV	29,893	1,238	974	143	121	0.40%	9.77%	29,893	1,227	120	0.40%	9.78%
2015	HDGV	8,434	504	429	25	50	0.59%	9.92%	7,527	493	49	0.65%	9.94%
2015	LDDT	716	76	69	1	6	0.84%	7.89%	716	76	6	0.84%	7.89%
2015	LDDV	650	22	20	0	2	0.31%	9.09%	650	22	2	0.31%	9.09%
2015	LDGT	128,759	2,600	2,265	145	190	0.15%	7.31%	128,759	2,586	190	0.15%	7.35%
2015	LDGV	102,822	3,122	2,604	218	300	0.29%	9.61%	102,822	3,085	298	0.29%	9.66%
2016	HDGV	6,063	269	240	12	17	0.28%	6.32%	4,778	249	15	0.31%	6.02%
2016	LDDT	74	2	2	0	0	0.00%	0.00%	74	2	0	0.00%	0.00%
2016	LDDV	16	1	1	0	0	0.00%	0.00%	16	1	0	0.00%	0.00%
2016	LDGT	22,102	453	416	15	22	0.10%	4.86%	22,102	452	22	0.10%	4.87%
2016	LDGV	16,251	366	316	23	27	0.17%	7.38%	16,251	361	27	0.17%	7.48%
2017	HDGV	6,083	176	152	8	16	0.26%	9.09%	5,079	160	16	0.32%	10.00%
2017	LDDT	41	2	1	0	1	2.44%	50.00%	41	2	1	2.44%	50.00%
2017	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2017	LDGT	2,899	95	81	5	9	0.31%	9.47%	2,899	93	9	0.31%	9.68%
2017	LDGV	913	27	19	3	5	0.55%	18.52%	913	27	5	0.55%	18.52%
2018	HDGV	5,123	108	100	0	8	0.16%	7.41%	4,199	104	6	0.14%	5.77%
2018	LDDT	52	2	2	0	0	0.00%	0.00%	52	2	0	0.00%	0.00%
2018	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2018	LDGT	2,233	49	40	5	4	0.18%	8.16%	2,233	48	4	0.18%	8.33%
2018	LDGV	515	13	13	0	0	0.00%	0.00%	515	13	0	0.00%	0.00%

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Model Yr	Veh Type	Overall Initial Insps	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	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2019	HDGV	4,889	157	135	7	15	0.31%	9.55%	3,818	150	15	0.39%	10.00%
2019	LDDT	3	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2019	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2019	LDGT	2,132	96	89	2	5	0.23%	5.21%	2,132	95	5	0.23%	5.26%
2019	LDGV	261	9	7	0	2	0.77%	22.22%	261	9	2	0.77%	22.22%
2020	HDGV	665	15	11	4	0	0.00%	0.00%	126	10	0	0.00%	0.00%
2020	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
2020	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2020	LDGT	209	9	7	2	0	0.00%	0.00%	209	9	0	0.00%	0.00%
2020	LDGV	33	1	1	0	0	0.00%	0.00%	33	1	0	0.00%	0.00%
2021	HDGV	347	5	5	0	0	0.00%	0.00%	7	1	0	0.00%	0.00%
2021	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
2021	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2021	LDGT	3	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2021	LDGV	0	0	0	0	0	-	-	0	0	0	-	-
Totals		**1,590,889**	**110,869**	**78,085**	**18,086**	**14,698**	**0.9%**	**13.3%**	**1,563,977**	**109,826**	**14,568**	**0.9%**	**13.3%**

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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 2020

Model Yr	Veh Type	No Primary Test Insps [1]	No Primary Test Fail	No Primary No Known Outcome	No Primary No Known Outcome % of Initial Insps	No Primary No Known Outcome % of Initial Fails	Cat Conv Initial Insps	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insps	Cat Conv No Known Outcome % of Initial Fails	Smoke Initial Insps	Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails
Pre 96/Unknown	HDGV	699	2	1	0.14%	50.00%	694	1	1	0.14%	100.00%	699	0	0	0.00%	-
Pre 96/Unknown	LDDT	1	0	0	0.00%	-	0	0	0	-	-	1	0	0	0.00%	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	271	1	1	0.37%	100.00%	261	0	0	0.00%	-	271	0	0	0.00%	-
Pre 96/Unknown	LDGV	14	0	0	0.00%	-	5	0	0	0.00%	-	14	0	0	0.00%	-
1996	HDGV	145	2	0	0.00%	0.00%	145	1	0	0.00%	0.00%	145	0	0	0.00%	-
1996	LDDT	1	0	0	0.00%	-	0	0	0	-	-	1	0	0	0.00%	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	2,783	2	0	0.00%	0.00%	2,783	4	0	0.00%	0.00%
1996	LDGV	0	0	0	-	-	3,853	7	0	0.00%	0.00%	3,853	5	4	0.10%	80.00%
1997	HDGV	330	1	0	0.00%	0.00%	330	0	0	0.00%	-	330	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	-	-	12	0	0	0.00%	-
1997	LDGT	0	0	0	-	-	3,443	7	3	0.09%	42.86%	3,443	12	3	0.09%	25.00%
1997	LDGV	0	0	0	-	-	3,791	11	3	0.08%	27.27%	3,791	4	2	0.05%	50.00%
1998	HDGV	242	0	0	0.00%	-	242	0	0	0.00%	-	242	0	0	0.00%	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	38	0	0	0.00%	-
1998	LDGT	0	0	0	-	-	6,217	7	0	0.00%	0.00%	6,217	11	3	0.05%	27.27%
1998	LDGV	0	0	0	-	-	8,256	21	4	0.05%	19.05%	8,256	2	0	0.00%	0.00%
1999	HDGV	614	2	0	0.00%	0.00%	614	1	0	0.00%	0.00%	614	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	-	-	40	1	0	0.00%	0.00%
1999	LDGT	0	0	0	-	-	6,125	5	1	0.02%	20.00%	6,125	15	2	0.03%	13.33%
1999	LDGV	0	0	0	-	-	7,551	12	1	0.01%	8.33%	7,551	6	1	0.01%	16.67%
2000	HDGV	870	1	0	0.00%	0.00%	870	0	0	0.00%	-	870	0	0	0.00%	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	42	0	0	0.00%	-
2000	LDGT	0	0	0	-	-	11,619	13	2	0.02%	15.38%	11,619	26	2	0.02%	7.69%
2000	LDGV	0	0	0	-	-	16,346	22	1	0.01%	4.55%	16,346	16	3	0.02%	18.75%

1 Vehicles that did not receive an OBDII Test.

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2020

Model Yr	Veh Type	No Primary Test Insps [1]	No Primary Test Fail	No Primary No Known Outcome	No Primary No Known Outcome % of Initial Insps	No Primary No Known Outcome % of Initial Fails	Cat Conv Initial Insps	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insps	Cat Conv No Known Outcome % of Initial Fails	Smoke Initial Insps	Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails
2001	HDGV	1,050	5	0	0.00%	0.00%	1,050	3	0	0.00%	0.00%	1,050	1	0	0.00%	0.00%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	23	0	0	0.00%	-
2001	LDGT	0	0	0	-	-	10,889	3	0	0.00%	0.00%	10,889	29	4	0.04%	13.79%
2001	LDGV	0	0	0	-	-	12,372	16	2	0.02%	12.50%	12,372	12	1	0.01%	8.33%
2002	HDGV	1,155	1	0	0.00%	0.00%	1,155	1	0	0.00%	0.00%	1,155	0	0	0.00%	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	68	0	0	0.00%	-
2002	LDGT	0	0	0	-	-	22,978	13	6	0.03%	46.15%	22,978	31	6	0.03%	19.35%
2002	LDGV	0	0	0	-	-	23,776	37	7	0.03%	18.92%	23,776	22	3	0.01%	13.64%
2003	HDGV	1,775	1	0	0.00%	0.00%	1,775	1	0	0.00%	0.00%	1,775	0	0	0.00%	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	4	0	0	0.00%	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	49	0	0	0.00%	-
2003	LDGT	0	0	0	-	-	19,499	9	2	0.01%	22.22%	19,499	33	5	0.03%	15.15%
2003	LDGV	0	0	0	-	-	21,104	33	5	0.02%	15.15%	21,104	12	0	0.00%	0.00%
2004	HDGV	2,109	6	0	0.00%	0.00%	2,109	1	0	0.00%	0.00%	2,109	0	0	0.00%	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-	4	0	0	0.00%	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	91	0	0	0.00%	-
2004	LDGT	0	0	0	-	-	40,039	16	2	0.00%	12.50%	40,039	57	5	0.01%	8.77%
2004	LDGV	0	0	0	-	-	35,007	32	5	0.01%	15.63%	35,007	20	6	0.02%	30.00%
2005	HDGV	2,336	6	1	0.04%	16.67%	2,336	0	0	0.00%	-	2,336	3	0	0.00%	0.00%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	7	1	0	0.00%	0.00%
2005	LDDV	0	0	0	-	-	0	0	0	-	-	140	0	0	0.00%	-
2005	LDGT	0	0	0	-	-	27,812	10	1	0.00%	10.00%	27,812	36	11	0.04%	30.56%
2005	LDGV	0	0	0	-	-	26,840	28	4	0.01%	14.29%	26,840	12	2	0.01%	16.67%
2006	HDGV	3,266	10	1	0.03%	10.00%	3,266	0	0	0.00%	-	3,266	3	1	0.03%	33.33%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	25	0	0	0.00%	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	239	0	0	0.00%	-
2006	LDGT	0	0	0	-	-	40,986	13	1	0.00%	7.69%	40,986	46	4	0.01%	8.70%
2006	LDGV	0	0	0	-	-	41,849	33	3	0.01%	9.09%	41,849	22	2	0.00%	9.09%

1 Vehicles that did not receive an OBDII Test.

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2020

Model Yr	Veh Type	No Primary Test Insps [1]	No Primary Test Fail	No Primary No Known Outcome	No Primary No Known Outcome % of Initial Insps	No Primary No Known Outcome % of Initial Fails	Cat Conv Initial Insps	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insps	Cat Conv No Known Outcome % of Initial Fails	Smoke Initial Insps	Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails
2007	HDGV	2,800	1	0	0.00%	0.00%	2,800	0	0	0.00%	-	2,800	1	0	0.00%	0.00%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	78	0	0	0.00%	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	31	0	0	0.00%	-
2007	LDGT	0	0	0	-	-	55,066	7	3	0.01%	42.86%	55,066	22	4	0.01%	18.18%
2007	LDGV	0	0	0	-	-	61,558	25	1	0.00%	4.00%	61,558	22	0	0.00%	0.00%
2008	HDGV	221	0	0	0.00%	-	4,218	0	0	0.00%	-	4,218	1	0	0.00%	0.00%
2008	LDDT	0	0	0	-	-	0	0	0	-	-	46	0	0	0.00%	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	14	0	0	0.00%	-
2008	LDGT	0	0	0	-	-	29,022	4	0	0.00%	0.00%	29,022	11	1	0.00%	9.09%
2008	LDGV	0	0	0	-	-	27,623	19	4	0.01%	21.05%	27,623	10	1	0.00%	10.00%
2009	HDGV	104	0	0	0.00%	-	2,850	1	0	0.00%	0.00%	2,850	0	0	0.00%	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	70	0	0	0.00%	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	70	0	0	0.00%	-
2009	LDGT	0	0	0	-	-	46,087	5	2	0.00%	40.00%	46,087	14	2	0.00%	14.29%
2009	LDGV	12	0	0	0.00%	-	66,532	25	3	0.00%	12.00%	66,532	9	0	0.00%	0.00%
2010	HDGV	142	0	0	0.00%	-	2,814	0	0	0.00%	-	2,814	4	0	0.00%	0.00%
2010	LDDT	0	0	0	-	-	0	0	0	-	-	74	0	0	0.00%	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	39	0	0	0.00%	-
2010	LDGT	0	0	0	-	-	32,482	4	1	0.00%	25.00%	32,482	7	1	0.00%	14.29%
2010	LDGV	0	0	0	-	-	38,848	13	0	0.00%	0.00%	38,848	8	1	0.00%	12.50%
2011	HDGV	545	4	0	0.00%	0.00%	5,321	0	0	0.00%	-	5,321	1	0	0.00%	0.00%
2011	LDDT	0	0	0	-	-	0	0	0	-	-	187	0	0	0.00%	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	149	0	0	0.00%	-
2011	LDGT	0	0	0	-	-	78,737	5	1	0.00%	20.00%	78,737	8	0	0.00%	0.00%
2011	LDGV	0	0	0	-	-	67,443	19	3	0.00%	15.79%	67,443	8	1	0.00%	12.50%
2012	HDGV	579	0	0	0.00%	-	5,405	0	0	0.00%	-	5,405	0	0	0.00%	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	155	0	0	0.00%	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	141	0	0	0.00%	-
2012	LDGT	0	0	0	-	-	32,391	1	1	0.00%	100.00%	32,391	1	0	0.00%	0.00%
2012	LDGV	0	0	0	-	-	38,375	11	1	0.00%	9.09%	38,375	6	1	0.00%	16.67%

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1 Vehicles that did not receive an OBDII Test.

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2020

Model Yr	Veh Type	No Primary Test Insps [1]	No Primary Test Fail	No Primary No Known Outcome	No Primary No Known Outcome % of Initial Insps	No Primary No Known Outcome % of Initial Fails	Cat Conv Initial Insps	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insps	Cat Conv No Known Outcome % of Initial Fails	Smoke Initial Insps	Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails
2013	HDGV	692	1	0	0.00%	0.00%	5,789	0	0	0.00%	-	5,789	1	0	0.00%	0.00%
2013	LDDT	0	0	0	-	-	0	0	0	-	-	331	0	0	0.00%	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	309	0	0	0.00%	-
2013	LDGT	0	0	0	-	-	89,951	6	0	0.00%	0.00%	89,951	6	0	0.00%	0.00%
2013	LDGV	0	0	0	-	-	99,753	44	7	0.01%	15.91%	99,753	9	0	0.00%	0.00%
2014	HDGV	869	8	0	0.00%	0.00%	5,193	0	0	0.00%	-	5,193	0	0	0.00%	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	248	0	0	0.00%	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	337	0	0	0.00%	-
2014	LDGT	0	0	0	-	-	39,357	5	1	0.00%	20.00%	39,357	0	0	0.00%	-
2014	LDGV	0	0	0	-	-	29,893	14	1	0.00%	7.14%	29,893	4	1	0.00%	25.00%
2015	HDGV	907	7	1	0.11%	14.29%	8,434	1	0	0.00%	0.00%	8,434	0	0	0.00%	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-	716	0	0	0.00%	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	650	0	0	0.00%	-
2015	LDGT	0	0	0	-	-	128,759	7	0	0.00%	0.00%	128,759	4	0	0.00%	0.00%
2015	LDGV	0	0	0	-	-	102,822	45	7	0.01%	15.56%	102,822	5	1	0.00%	20.00%
2016	HDGV	1,285	17	1	0.08%	5.88%	6,063	0	0	0.00%	-	6,063	0	0	0.00%	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	74	0	0	0.00%	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	16	0	0	0.00%	-
2016	LDGT	0	0	0	-	-	22,102	1	0	0.00%	0.00%	22,102	0	0	0.00%	-
2016	LDGV	0	0	0	-	-	16,251	6	0	0.00%	0.00%	16,251	1	1	0.01%	100.00%
2017	HDGV	1,004	15	0	0.00%	0.00%	6,083	1	0	0.00%	0.00%	6,083	1	0	0.00%	0.00%
2017	LDDT	0	0	0	-	-	0	0	0	-	-	41	0	0	0.00%	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	2,899	0	0	0.00%	-	2,899	0	0	0.00%	-
2017	LDGV	0	0	0	-	-	913	0	0	0.00%	-	913	0	0	0.00%	-
2018	HDGV	924	4	2	0.22%	50.00%	5,123	0	0	0.00%	-	5,123	0	0	0.00%	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-	52	0	0	0.00%	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	2,233	0	0	0.00%	-	2,233	0	0	0.00%	-
2018	LDGV	0	0	0	-	-	515	0	0	0.00%	-	515	0	0	0.00%	-

1 Vehicles that did not receive an OBDII Test.

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2020

Model Yr	Veh Type	No Primary Test Insps [1]	No Primary Test Fail	No Primary No Known Outcome	No Primary No Known Outcome % of Initial Insps	No Primary No Known Outcome % of Initial Fails	Cat Conv Initial Insps	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insps	Cat Conv No Known Outcome % of Initial Fails	Smoke Initial Insps	Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails
2019	HDGV	1,071	6	0	0.00%	0.00%	4,889	0	0	0.00%	-	4,889	1	0	0.00%	0.00%
2019	LDDT	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	0	0	0	-	-	2,132	1	0	0.00%	0.00%	2,132	0	0	0.00%	-
2019	LDGV	0	0	0	-	-	261	0	0	0.00%	-	261	0	0	0.00%	-
2020	HDGV	539	5	0	0.00%	0.00%	665	0	0	0.00%	-	665	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	-	-	209	0	0	0.00%	-	209	0	0	0.00%	-
2020	LDGV	0	0	0	-	-	33	0	0	0.00%	-	33	0	0	0.00%	-
2021	HDGV	340	4	0	0.00%	0.00%	347	0	0	0.00%	-	347	0	0	0.00%	-
2021	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGT	0	0	0	-	-	3	0	0	0.00%	-	3	0	0	0.00%	-
2021	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**26,912**	**110**	**8**	**0.03%**	**7.27%**	**1,586,231**	**629**	**90**	**0.01%**	**14.3%**	**1,590,889**	**607**	**85**	**0.01%**	**14.0%**

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1 Vehicles that did not receive an OBDII Test.

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2020

Model Yr	Veh Type	Liquid Leak Initial Insps	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insps	Liquid Leak No Known Outcome % of Initial Fails	Misc Emissions Initial Insps	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insps	Misc Emissions No Known Outcome % of Initial Fails
Pre 96/Unknown	HDGV	699	1	0	0.00%	0.00%	699	0	0	0.00%	-
Pre 96/Unknown	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	271	0	0	0.00%	-	271	1	1	0.37%	100.00%
Pre 96/Unknown	LDGV	14	0	0	0.00%	-	14	0	0	0.00%	-
1996	HDGV	145	0	0	0.00%	-	145	1	0	0.00%	0.00%
1996	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	2,783	0	0	0.00%	-	2,783	1	0	0.00%	0.00%
1996	LDGV	3,853	1	0	0.00%	0.00%	3,853	4	0	0.00%	0.00%
1997	HDGV	330	0	0	0.00%	-	330	1	0	0.00%	0.00%
1997	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
1997	LDDV	12	0	0	0.00%	-	12	0	0	0.00%	-
1997	LDGT	3,443	0	0	0.00%	-	3,443	1	0	0.00%	0.00%
1997	LDGV	3,791	0	0	0.00%	-	3,791	4	0	0.00%	0.00%
1998	HDGV	242	0	0	0.00%	-	242	0	0	0.00%	-
1998	LDDT	5	0	0	0.00%	-	5	0	0	0.00%	-
1998	LDDV	38	0	0	0.00%	-	38	0	0	0.00%	-
1998	LDGT	6,217	0	0	0.00%	-	6,217	2	0	0.00%	0.00%
1998	LDGV	8,256	2	0	0.00%	0.00%	8,256	4	1	0.01%	25.00%
1999	HDGV	614	1	0	0.00%	0.00%	614	0	0	0.00%	-
1999	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
1999	LDDV	40	0	0	0.00%	-	40	0	0	0.00%	-
1999	LDGT	6,125	1	0	0.00%	0.00%	6,125	4	0	0.00%	0.00%
1999	LDGV	7,551	1	0	0.00%	0.00%	7,551	1	0	0.00%	0.00%
2000	HDGV	870	0	0	0.00%	-	870	1	0	0.00%	0.00%
2000	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
2000	LDDV	42	0	0	0.00%	-	42	0	0	0.00%	-
2000	LDGT	11,619	2	1	0.01%	50.00%	11,619	3	0	0.00%	0.00%
2000	LDGV	16,346	1	0	0.00%	0.00%	16,346	4	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 2020

Model Yr	Veh Type	Liquid Leak Initial Insps	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insps	Liquid Leak No Known Outcome % of Initial Fails	Misc Emissions Initial Insps	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insps	Misc Emissions No Known Outcome % of Initial Fails
2001	HDGV	1,050	1	0	0.00%	0.00%	1,050	0	0	0.00%	-
2001	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
2001	LDDV	23	0	0	0.00%	-	23	1	0	0.00%	0.00%
2001	LDGT	10,889	0	0	0.00%	-	10,889	8	0	0.00%	0.00%
2001	LDGV	12,372	6	1	0.01%	16.67%	12,372	7	1	0.01%	14.29%
2002	HDGV	1,155	0	0	0.00%	-	1,155	0	0	0.00%	-
2002	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
2002	LDDV	68	0	0	0.00%	-	68	0	0	0.00%	-
2002	LDGT	22,978	2	0	0.00%	0.00%	22,978	7	1	0.00%	14.29%
2002	LDGV	23,776	0	0	0.00%	-	23,776	8	0	0.00%	0.00%
2003	HDGV	1,775	0	0	0.00%	-	1,775	0	0	0.00%	-
2003	LDDT	4	0	0	0.00%	-	4	0	0	0.00%	-
2003	LDDV	49	0	0	0.00%	-	49	0	0	0.00%	-
2003	LDGT	19,499	0	0	0.00%	-	19,499	4	0	0.00%	0.00%
2003	LDGV	21,104	0	0	0.00%	-	21,104	6	0	0.00%	0.00%
2004	HDGV	2,109	3	0	0.00%	0.00%	2,109	3	0	0.00%	0.00%
2004	LDDT	4	0	0	0.00%	-	4	0	0	0.00%	-
2004	LDDV	91	0	0	0.00%	-	91	0	0	0.00%	-
2004	LDGT	40,039	0	0	0.00%	-	40,039	12	1	0.00%	8.33%
2004	LDGV	35,007	1	0	0.00%	0.00%	35,007	7	1	0.00%	14.29%
2005	HDGV	2,336	2	0	0.00%	0.00%	2,336	0	0	0.00%	-
2005	LDDT	7	0	0	0.00%	-	7	0	0	0.00%	-
2005	LDDV	140	0	0	0.00%	-	140	0	0	0.00%	-
2005	LDGT	27,812	1	0	0.00%	0.00%	27,812	7	0	0.00%	0.00%
2005	LDGV	26,840	1	0	0.00%	0.00%	26,840	6	0	0.00%	0.00%
2006	HDGV	3,266	3	0	0.00%	0.00%	3,266	4	0	0.00%	0.00%
2006	LDDT	25	0	0	0.00%	-	25	0	0	0.00%	-
2006	LDDV	239	0	0	0.00%	-	239	0	0	0.00%	-
2006	LDGT	40,986	5	1	0.00%	20.00%	40,986	6	3	0.01%	50.00%
2006	LDGV	41,849	0	0	0.00%	-	41,849	10	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 2020

Model Yr	Veh Type	Liquid Leak Initial Insps	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insps	Liquid Leak No Known Outcome % of Initial Fails	Misc Emissions Initial Insps	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insps	Misc Emissions No Known Outcome % of Initial Fails
2007	HDGV	2,800	0	0	0.00%	-	2,800	0	0	0.00%	-
2007	LDDT	78	0	0	0.00%	-	78	0	0	0.00%	-
2007	LDDV	31	0	0	0.00%	-	31	0	0	0.00%	-
2007	LDGT	55,066	1	0	0.00%	0.00%	55,066	6	0	0.00%	0.00%
2007	LDGV	61,558	1	0	0.00%	0.00%	61,558	4	1	0.00%	25.00%
2008	HDGV	4,218	1	0	0.00%	0.00%	4,218	0	0	0.00%	-
2008	LDDT	46	0	0	0.00%	-	46	0	0	0.00%	-
2008	LDDV	14	0	0	0.00%	-	14	0	0	0.00%	-
2008	LDGT	29,022	4	0	0.00%	0.00%	29,022	5	1	0.00%	20.00%
2008	LDGV	27,623	2	0	0.00%	0.00%	27,623	7	0	0.00%	0.00%
2009	HDGV	2,850	1	0	0.00%	0.00%	2,850	2	1	0.04%	50.00%
2009	LDDT	70	0	0	0.00%	-	70	1	0	0.00%	0.00%
2009	LDDV	70	0	0	0.00%	-	70	0	0	0.00%	-
2009	LDGT	46,087	0	0	0.00%	-	46,087	11	1	0.00%	9.09%
2009	LDGV	66,532	0	0	0.00%	-	66,532	4	0	0.00%	0.00%
2010	HDGV	2,814	3	1	0.04%	33.33%	2,814	1	0	0.00%	0.00%
2010	LDDT	74	0	0	0.00%	-	74	0	0	0.00%	-
2010	LDDV	39	0	0	0.00%	-	39	0	0	0.00%	-
2010	LDGT	32,482	1	0	0.00%	0.00%	32,482	5	2	0.01%	40.00%
2010	LDGV	38,848	3	0	0.00%	0.00%	38,848	4	0	0.00%	0.00%
2011	HDGV	5,321	2	0	0.00%	0.00%	5,321	5	0	0.00%	0.00%
2011	LDDT	187	0	0	0.00%	-	187	0	0	0.00%	-
2011	LDDV	149	0	0	0.00%	-	149	0	0	0.00%	-
2011	LDGT	78,737	4	0	0.00%	0.00%	78,737	6	0	0.00%	0.00%
2011	LDGV	67,443	0	0	0.00%	-	67,443	2	1	0.00%	50.00%
2012	HDGV	5,405	0	0	0.00%	-	5,405	1	0	0.00%	0.00%
2012	LDDT	155	0	0	0.00%	-	155	0	0	0.00%	-
2012	LDDV	141	0	0	0.00%	-	141	0	0	0.00%	-
2012	LDGT	32,391	0	0	0.00%	-	32,391	5	0	0.00%	0.00%
2012	LDGV	38,375	1	0	0.00%	0.00%	38,375	3	0	0.00%	0.00%

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Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2020

Model Yr	Veh Type	Liquid Leak Initial Insps	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insps	Liquid Leak No Known Outcome % of Initial Fails	Misc Emissions Initial Insps	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insps	Misc Emissions No Known Outcome % of Initial Fails
2013	HDGV	5,789	1	0	0.00%	0.00%	5,789	0	0	0.00%	-
2013	LDDT	331	0	0	0.00%	-	331	0	0	0.00%	-
2013	LDDV	309	0	0	0.00%	-	309	0	0	0.00%	-
2013	LDGT	89,951	0	0	0.00%	-	89,951	7	0	0.00%	0.00%
2013	LDGV	99,753	0	0	0.00%	-	99,753	7	1	0.00%	14.29%
2014	HDGV	5,193	0	0	0.00%	-	5,193	1	0	0.00%	0.00%
2014	LDDT	248	0	0	0.00%	-	248	0	0	0.00%	-
2014	LDDV	337	0	0	0.00%	-	337	0	0	0.00%	-
2014	LDGT	39,357	0	0	0.00%	-	39,357	5	0	0.00%	0.00%
2014	LDGV	29,893	1	0	0.00%	0.00%	29,893	0	0	0.00%	-
2015	HDGV	8,434	1	0	0.00%	0.00%	8,434	6	0	0.00%	0.00%
2015	LDDT	716	0	0	0.00%	-	716	0	0	0.00%	-
2015	LDDV	650	0	0	0.00%	-	650	0	0	0.00%	-
2015	LDGT	128,759	0	0	0.00%	-	128,759	4	1	0.00%	25.00%
2015	LDGV	102,822	1	0	0.00%	0.00%	102,822	12	0	0.00%	0.00%
2016	HDGV	6,063	2	0	0.00%	0.00%	6,063	9	1	0.02%	11.11%
2016	LDDT	74	0	0	0.00%	-	74	0	0	0.00%	-
2016	LDDV	16	0	0	0.00%	-	16	0	0	0.00%	-
2016	LDGT	22,102	0	0	0.00%	-	22,102	0	0	0.00%	-
2016	LDGV	16,251	0	0	0.00%	-	16,251	0	0	0.00%	-
2017	HDGV	6,083	1	0	0.00%	0.00%	6,083	4	0	0.00%	0.00%
2017	LDDT	41	0	0	0.00%	-	41	0	0	0.00%	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-
2017	LDGT	2,899	0	0	0.00%	-	2,899	2	0	0.00%	0.00%
2017	LDGV	913	0	0	0.00%	-	913	0	0	0.00%	-
2018	HDGV	5,123	0	0	0.00%	-	5,123	0	0	0.00%	-
2018	LDDT	52	0	0	0.00%	-	52	0	0	0.00%	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-
2018	LDGT	2,233	0	0	0.00%	-	2,233	1	0	0.00%	0.00%
2018	LDGV	515	0	0	0.00%	-	515	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 2020

Model Yr	Veh Type	Liquid Leak Initial Insps	Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insps	Liquid Leak No Known Outcome % of Initial Fails	Misc Emissions Initial Insps	Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insps	Misc Emissions No Known Outcome % of Initial Fails
2019	HDGV	4,889	1	0	0.00%	0.00%	4,889	2	0	0.00%	0.00%
2019	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-
2019	LDGT	2,132	0	0	0.00%	-	2,132	0	0	0.00%	-
2019	LDGV	261	0	0	0.00%	-	261	0	0	0.00%	-
2020	HDGV	665	0	0	0.00%	-	665	0	0	0.00%	-
2020	LDDT	0	0	0	-	-	0	0	0	-	-
2020	LDDV	0	0	0	-	-	0	0	0	-	-
2020	LDGT	209	0	0	0.00%	-	209	0	0	0.00%	-
2020	LDGV	33	0	0	0.00%	-	33	0	0	0.00%	-
2021	HDGV	347	0	0	0.00%	-	347	0	0	0.00%	-
2021	LDDT	0	0	0	-	-	0	0	0	-	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-
2021	LDGT	3	0	0	0.00%	-	3	0	0	0.00%	-
2021	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		**1,590,889**	**67**	**4**	**0.000%**	**6.0%**	**1,590,889**	**260**	**19**	**0.00%**	**7.3%**

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 2020

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	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
Pre96/Unk	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	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	222	45	177	20.3%	79.7%	217	44	173	20.3%	79.7%	0	0	0	-	-
1996	LDGV	290	64	226	22.1%	77.9%	283	61	222	21.6%	78.4%	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	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	328	90	238	27.4%	72.6%	322	89	233	27.6%	72.4%	0	0	0	-	-
1997	LDGV	377	88	289	23.3%	76.7%	369	84	285	22.8%	77.2%	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	511	145	366	28.4%	71.6%	502	142	360	28.3%	71.7%	0	0	0	-	-
1998	LDGV	700	165	535	23.6%	76.4%	689	164	525	23.8%	76.2%	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	4	1	3	25.0%	75.0%	4	1	3	25.0%	75.0%	0	0	0	-	-
1999	LDGT	578	130	448	22.5%	77.5%	569	128	441	22.5%	77.5%	0	0	0	-	-
1999	LDGV	662	166	496	25.1%	74.9%	653	163	490	25.0%	75.0%	0	0	0	-	-
2000	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2000	LDGT	1,015	222	793	21.9%	78.1%	987	215	772	21.8%	78.2%	0	0	0	-	-
2000	LDGV	1,466	345	1,121	23.5%	76.5%	1,450	341	1,109	23.5%	76.5%	0	0	0	-	-
2001	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2001	LDGT	1,544	504	1,040	32.6%	67.4%	1,520	495	1,025	32.6%	67.4%	0	0	0	-	-
2001	LDGV	1,621	510	1,111	31.5%	68.5%	1,608	505	1,103	31.4%	68.6%	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 2020

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	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2002	LDGT	2,659	708	1,951	26.6%	73.4%	2,640	707	1,933	26.8%	73.2%	0	0	0	-	-
2002	LDGV	2,557	667	1,890	26.1%	73.9%	2,535	664	1,871	26.2%	73.8%	0	0	0	-	-
2003	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2003	LDGT	2,248	577	1,671	25.7%	74.3%	2,228	571	1,657	25.6%	74.4%	0	0	0	-	-
2003	LDGV	2,255	697	1,558	30.9%	69.1%	2,232	687	1,545	30.8%	69.2%	0	0	0	-	-
2004	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-	4	0	4	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	7	0	7	0.0%	100.0%	7	0	7	0.0%	100.0%	0	0	0	-	-
2004	LDGT	3,691	889	2,802	24.1%	75.9%	3,638	867	2,771	23.8%	76.2%	0	0	0	-	-
2004	LDGV	3,003	776	2,227	25.8%	74.2%	2,983	772	2,211	25.9%	74.1%	0	0	0	-	-
2005	HDGV	5	0	5	0.0%	100.0%	0	0	0	-	-	5	0	5	0.0%	100.0%
2005	LDDT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDDV	5	1	4	20.0%	80.0%	5	1	4	20.0%	80.0%	0	0	0	-	-
2005	LDGT	2,784	787	1,997	28.3%	71.7%	2,762	784	1,978	28.4%	71.6%	0	0	0	-	-
2005	LDGV	2,421	613	1,808	25.3%	74.7%	2,405	606	1,799	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	13	1	12	7.7%	92.3%	13	1	12	7.7%	92.3%	0	0	0	-	-
2006	LDGT	3,278	781	2,497	23.8%	76.2%	3,250	777	2,473	23.9%	76.1%	0	0	0	-	-
2006	LDGV	3,269	721	2,548	22.1%	77.9%	3,234	717	2,517	22.2%	77.8%	0	0	0	-	-
2007	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2007	LDDT	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%	0	0	0	-	-
2007	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	LDGT	3,473	739	2,734	21.3%	78.7%	3,456	736	2,720	21.3%	78.7%	0	0	0	-	-
2007	LDGV	3,640	740	2,900	20.3%	79.7%	3,613	731	2,882	20.2%	79.8%	0	0	0	-	-
2008	HDGV	390	109	281	27.9%	72.1%	389	109	280	28.0%	72.0%	0	0	0	-	-
2008	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	2,086	511	1,575	24.5%	75.5%	2,071	506	1,565	24.4%	75.6%	0	0	0	-	-
2008	LDGV	1,932	438	1,494	22.7%	77.3%	1,913	434	1,479	22.7%	77.3%	0	0	0	-	-

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First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2020

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	309	84	225	27.2%	72.8%	306	84	222	27.5%	72.5%	0	0	0	-	-
2009	LDDT	14	5	9	35.7%	64.3%	13	5	8	38.5%	61.5%	0	0	0	-	-
2009	LDDV	6	3	3	50.0%	50.0%	6	3	3	50.0%	50.0%	0	0	0	-	-
2009	LDGT	2,396	500	1,896	20.9%	79.1%	2,378	494	1,884	20.8%	79.2%	0	0	0	-	-
2009	LDGV	3,120	671	2,449	21.5%	78.5%	3,095	668	2,427	21.6%	78.4%	0	0	0	-	-
2010	HDGV	289	86	203	29.8%	70.2%	286	86	200	30.1%	69.9%	0	0	0	-	-
2010	LDDT	21	9	12	42.9%	57.1%	21	9	12	42.9%	57.1%	0	0	0	-	-
2010	LDDV	5	1	4	20.0%	80.0%	5	1	4	20.0%	80.0%	0	0	0	-	-
2010	LDGT	1,658	345	1,313	20.8%	79.2%	1,651	343	1,308	20.8%	79.2%	0	0	0	-	-
2010	LDGV	1,785	396	1,389	22.2%	77.8%	1,773	396	1,377	22.3%	77.7%	0	0	0	-	-
2011	HDGV	472	128	344	27.1%	72.9%	465	128	337	27.5%	72.5%	4	0	4	0.0%	100.0%
2011	LDDT	41	19	22	46.3%	53.7%	41	19	22	46.3%	53.7%	0	0	0	-	-
2011	LDDV	25	8	17	32.0%	68.0%	25	8	17	32.0%	68.0%	0	0	0	-	-
2011	LDGT	2,944	592	2,352	20.1%	79.9%	2,930	587	2,343	20.0%	80.0%	0	0	0	-	-
2011	LDGV	2,626	532	2,094	20.3%	79.7%	2,611	529	2,082	20.3%	79.7%	0	0	0	-	-
2012	HDGV	412	114	298	27.7%	72.3%	411	114	297	27.7%	72.3%	0	0	0	-	-
2012	LDDT	36	15	21	41.7%	58.3%	36	15	21	41.7%	58.3%	0	0	0	-	-
2012	LDDV	6	2	4	33.3%	66.7%	6	2	4	33.3%	66.7%	0	0	0	-	-
2012	LDGT	1,570	376	1,194	23.9%	76.1%	1,565	373	1,192	23.8%	76.2%	0	0	0	-	-
2012	LDGV	1,706	382	1,324	22.4%	77.6%	1,694	381	1,313	22.5%	77.5%	0	0	0	-	-
2013	HDGV	363	86	277	23.7%	76.3%	361	86	275	23.8%	76.2%	1	0	1	0.0%	100.0%
2013	LDDT	48	19	29	39.6%	60.4%	48	19	29	39.6%	60.4%	0	0	0	-	-
2013	LDDV	31	10	21	32.3%	67.7%	31	10	21	32.3%	67.7%	0	0	0	-	-
2013	LDGT	2,621	523	2,098	20.0%	80.0%	2,608	522	2,086	20.0%	80.0%	0	0	0	-	-
2013	LDGV	3,212	727	2,485	22.6%	77.4%	3,180	723	2,457	22.7%	77.3%	0	0	0	-	-
2014	HDGV	323	80	243	24.8%	75.2%	314	79	235	25.2%	74.8%	8	1	7	12.5%	87.5%
2014	LDDT	21	7	14	33.3%	66.7%	21	7	14	33.3%	66.7%	0	0	0	-	-
2014	LDDV	27	10	17	37.0%	63.0%	27	10	17	37.0%	63.0%	0	0	0	-	-
2014	LDGT	1,351	304	1,047	22.5%	77.5%	1,345	304	1,041	22.6%	77.4%	0	0	0	-	-
2014	LDGV	1,018	221	797	21.7%	78.3%	1,009	219	790	21.7%	78.3%	0	0	0	-	-
2015	HDGV	445	82	363	18.4%	81.6%	436	82	354	18.8%	81.2%	5	0	5	0.0%	100.0%
2015	LDDT	72	20	52	27.8%	72.2%	72	20	52	27.8%	72.2%	0	0	0	-	-
2015	LDDV	21	9	12	42.9%	57.1%	21	9	12	42.9%	57.1%	0	0	0	-	-
2015	LDGT	2,330	387	1,943	16.6%	83.4%	2,317	386	1,931	16.7%	83.3%	0	0	0	-	-
2015	LDGV	2,780	749	2,031	26.9%	73.1%	2,747	747	2,000	27.2%	72.8%	0	0	0	-	-

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Year 2020

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	243	35	208	14.4%	85.6%	225	34	191	15.1%	84.9%	16	1	15	6.3%	93.8%
2016	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2016	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2016	LDGT	426	91	335	21.4%	78.6%	425	91	334	21.4%	78.6%	0	0	0	-	-
2016	LDGV	331	87	244	26.3%	73.7%	326	86	240	26.4%	73.6%	0	0	0	-	-
2017	HDGV	156	16	140	10.3%	89.7%	140	15	125	10.7%	89.3%	15	1	14	6.7%	93.3%
2017	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	84	17	67	20.2%	79.8%	82	17	65	20.7%	79.3%	0	0	0	-	-
2017	LDGV	22	5	17	22.7%	77.3%	22	5	17	22.7%	77.3%	0	0	0	-	-
2018	HDGV	103	27	76	26.2%	73.8%	101	27	74	26.7%	73.3%	2	0	2	0.0%	100.0%
2018	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	45	8	37	17.8%	82.2%	44	8	36	18.2%	81.8%	0	0	0	-	-
2018	LDGV	13	3	10	23.1%	76.9%	13	3	10	23.1%	76.9%	0	0	0	-	-
2019	HDGV	136	20	116	14.7%	85.3%	129	20	109	15.5%	84.5%	6	0	6	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	91	11	80	12.1%	87.9%	90	11	79	12.2%	87.8%	0	0	0	-	-
2019	LDGV	7	1	6	14.3%	85.7%	7	1	6	14.3%	85.7%	0	0	0	-	-
2020	HDGV	12	1	11	8.3%	91.7%	7	1	6	14.3%	85.7%	5	0	5	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	7	1	6	14.3%	85.7%	7	1	6	14.3%	85.7%	0	0	0	-	-
2020	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2021	HDGV	5	0	5	0.0%	100.0%	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2021	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**84,862**	**20,057**	**64,805**	**23.6%**	**76.4%**	**84,041**	**19,892**	**64,149**	**23.7%**	**76.3%**	**92**	**3**	**89**	**3.3%**	**96.7%**

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Year 2020

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	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	3	1	2	33.3%	66.7%
1996	LDGV	0	0	0	-	-	6	1	5	16.7%	83.3%	1	0	1	0.0%	100.0%
1997	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	8	2	6	25.0%	75.0%
1997	LDGV	0	0	0	-	-	3	0	3	0.0%	100.0%	2	0	2	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	-	-	4	1	3	25.0%	75.0%	8	1	7	12.5%	87.5%
1998	LDGV	0	0	0	-	-	13	1	12	7.7%	92.3%	2	0	2	0.0%	100.0%
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	-	-	1	0	1	0.0%	100.0%	10	2	8	20.0%	80.0%
1999	LDGV	0	0	0	-	-	5	1	4	20.0%	80.0%	5	1	4	20.0%	80.0%
2000	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	8	1	7	12.5%	87.5%	20	2	18	10.0%	90.0%
2000	LDGV	0	0	0	-	-	9	0	9	0.0%	100.0%	11	1	10	9.1%	90.9%
2001	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	19	1	18	5.3%	94.7%
2001	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%	6	0	6	0.0%	100.0%

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2002	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	3	1	2	33.3%	66.7%	22	0	22	0.0%	100.0%
2002	LDGV	0	0	0	-	-	18	1	17	5.6%	94.4%	13	0	13	0.0%	100.0%
2003	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	5	0	5	0.0%	100.0%	20	1	19	5.0%	95.0%
2003	LDGV	0	0	0	-	-	21	0	21	0.0%	100.0%	8	0	8	0.0%	100.0%
2004	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	11	1	10	9.1%	90.9%	42	4	38	9.5%	90.5%
2004	LDGV	0	0	0	-	-	18	2	16	11.1%	88.9%	9	2	7	22.2%	77.8%
2005	HDGV	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	7	0	7	0.0%	100.0%	18	0	18	0.0%	100.0%
2005	LDGV	0	0	0	-	-	18	2	16	11.1%	88.9%	9	2	7	22.2%	77.8%
2006	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT	0	0	0	-	-	10	0	10	0.0%	100.0%	30	0	30	0.0%	100.0%
2006	LDGV	0	0	0	-	-	22	1	21	4.5%	95.5%	15	0	15	0.0%	100.0%
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	-	-	3	1	2	33.3%	66.7%	17	1	16	5.9%	94.1%
2007	LDGV	0	0	0	-	-	15	1	14	6.7%	93.3%	19	0	19	0.0%	100.0%
2008	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%	7	1	6	14.3%	85.7%
2008	LDGV	0	0	0	-	-	8	1	7	12.5%	87.5%	8	0	8	0.0%	100.0%

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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	-	-	3	0	3	0.0%	100.0%	10	0	10	0.0%	100.0%
2009	LDGV	0	0	0	-	-	19	2	17	10.5%	89.5%	8	0	8	0.0%	100.0%
2010	HDGV	0	0	0	-	-	0	0	0	-	-	4	0	4	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	5	0	5	0.0%	100.0%
2010	LDGV	0	0	0	-	-	7	1	6	14.3%	85.7%	6	0	6	0.0%	100.0%
2011	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%	8	0	8	0.0%	100.0%
2011	LDGV	0	0	0	-	-	14	1	13	7.1%	92.9%	8	1	7	12.5%	87.5%
2012	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2012	LDGV	0	0	0	-	-	9	1	8	11.1%	88.9%	5	0	5	0.0%	100.0%
2013	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	6	0	6	0.0%	100.0%	5	0	5	0.0%	100.0%
2013	LDGV	0	0	0	-	-	30	1	29	3.3%	96.7%	8	0	8	0.0%	100.0%
2014	HDGV	8	1	7	12.5%	87.5%	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	0	0	0	-	-
2014	LDGV	0	0	0	-	-	9	0	9	0.0%	100.0%	3	0	3	0.0%	100.0%
2015	HDGV	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%	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	-	-	6	0	6	0.0%	100.0%	4	0	4	0.0%	100.0%
2015	LDGV	0	0	0	-	-	31	1	30	3.2%	96.8%	3	0	3	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 2020

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
2016	HDGV	10	1	9	10.0%	90.0%	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2016	LDGV	0	0	0	-	-	6	0	6	0.0%	100.0%	0	0	0	-	-
2017	HDGV	11	0	11	0.0%	100.0%	1	0	1	0.0%	100.0%	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	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	1	0	1	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	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2019	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	HDGV	5	0	5	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	-	-
2021	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2021	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**47**	**2**	**45**	**4.3%**	**95.7%**	**380**	**23**	**357**	**6.1%**	**93.9%**	**421**	**23**	**398**	**5.5%**	**94.5%**

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2020

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	1	0	1	0.0%	100.0%	0	0	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	-	-	1	0	1	0.0%	100.0%
1996	LDGV	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
1997	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
1997	LDGV	0	0	0	-	-	4	0	4	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	0	0	0	-	-	2	0	2	0.0%	100.0%
1998	LDGV	1	0	1	0.0%	100.0%	1	0	1	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	-	-	0	0	0	-	-
1999	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%
1999	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2000	HDGV	0	0	0	-	-	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	1	0	1	0.0%	100.0%	3	1	2	33.3%	66.7%
2000	LDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2001	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%
2001	LDGT	0	0	0	-	-	7	2	5	28.6%	71.4%
2001	LDGV	4	0	4	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 2020

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	0	0	0	-	-	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%
2002	LDGV	0	0	0	-	-	6	1	5	16.7%	83.3%
2003	HDGV	0	0	0	-	-	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%
2003	LDGV	0	0	0	-	-	5	1	4	20.0%	80.0%
2004	HDGV	2	0	2	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	0	0	0	-	-	10	0	10	0.0%	100.0%
2004	LDGV	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%
2005	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	1	0	1	0.0%	100.0%	7	1	6	14.3%	85.7%
2005	LDGV	0	0	0	-	-	6	0	6	0.0%	100.0%
2006	HDGV	3	0	3	0.0%	100.0%	4	0	4	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	3	0	3	0.0%	100.0%	2	1	1	50.0%	50.0%
2006	LDGV	0	0	0	-	-	10	0	10	0.0%	100.0%
2007	HDGV	0	0	0	-	-	0	0	0	-	-
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%
2007	LDGV	1	0	1	0.0%	100.0%	3	2	1	66.7%	33.3%
2008	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	4	1	3	25.0%	75.0%	3	0	3	0.0%	100.0%
2008	LDGV	2	0	2	0.0%	100.0%	5	0	5	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 2020

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	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	LDDT	0	0	0	-	-	1	0	1	0.0%	100.0%
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	11	3	8	27.3%	72.7%
2009	LDGV	0	0	0	-	-	3	0	3	0.0%	100.0%
2010	HDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2010	LDGV	3	0	3	0.0%	100.0%	4	0	4	0.0%	100.0%
2011	HDGV	2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	4	0	4	0.0%	100.0%	6	0	6	0.0%	100.0%
2011	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2012	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%
2012	LDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2013	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	7	0	7	0.0%	100.0%
2013	LDGV	0	0	0	-	-	6	0	6	0.0%	100.0%
2014	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%
2014	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2015	HDGV	0	0	0	-	-	5	0	5	0.0%	100.0%
2015	LDDT	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%
2015	LDGV	1	0	1	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 2020

Model Yr	Veh Type	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
2016	HDGV	2	0	2	0.0%	100.0%	8	0	8	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	1	0	1	0.0%	100.0%	4	1	3	25.0%	75.0%
2017	LDDT	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%
2017	LDGV	0	0	0	-	-	0	0	0	-	-
2018	HDGV	0	0	0	-	-	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
2018	LDGV	0	0	0	-	-	0	0	0	-	-
2019	HDGV	1	0	1	0.0%	100.0%	2	0	2	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	-	-
2021	HDGV	0	0	0	-	-	0	0	0	-	-
2021	LDDT	0	0	0	-	-	0	0	0	-	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-
2021	LDGT	0	0	0	-	-	0	0	0	-	-
2021	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		**55**	**1**	**54**	**1.8%**	**98.2%**	**220**	**13**	**207**	**5.9%**	**94.1%**

APPENDIX II

INSPECTION FACILITY EQUIPMENT AUDIT REPORT

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Station
Year 2020

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	0	0	-	0	-
Bakers Basin	30	0	0%	30	100%
Cape May	3	0	0%	3	100%
Cherry Hill	36	1	3%	35	97%
Deptford	24	1	4%	23	96%
Eatontown	18	0	0%	18	100%
Flemington	18	0	0%	18	100%
Freehold	18	0	0%	18	100%
Kilmer	30	2	7%	28	93%
Lakewood	18	0	0%	18	100%
Lodi	25	0	0%	25	100%
Manahawkin	12	0	0%	12	100%
Mays Landing	16	0	0%	16	100%
Millville	8	0	0%	8	100%
Newark	35	0	0%	35	100%
Newton	14	0	0%	14	100%
Paramus	26	0	0%	26	100%
Rahway	36	0	0%	36	100%
Randolph	30	0	0%	30	100%
Salem	4	0	0%	4	100%
Secaucus	24	0	0%	24	100%
South Brunswick	36	1	3%	35	97%
Southampton	16	0	0%	16	100%
Washington	7	0	0%	7	100%
Wayne	35	0	0%	35	100%
Westfield Specialty	0	0	-	0	-
Winslow	12	0	0%	12	100%
Winslow Specialty	0	0	-	0	-
Totals	**531**	**5**	**0.9%**	**526**	**99.1%**

Table II-1

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2020

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	0	1	0	0	-	0	-
Bakers Basin	30	1	6	0	0%	6	100%
		2	6	0	0%	6	100%
		3	6	0	0%	6	100%
		4	6	0	0%	6	100%
		5	6	0	0%	6	100%
Cape May	3	1	3	0	0%	3	100%
Cherry Hill	36	1	6	0	0%	6	100%
		2	6	1	17%	5	83%
		3	6	0	0%	6	100%
		4	6	0	0%	6	100%
		5	6	0	0%	6	100%
		6	6	0	0%	6	100%
Deptford	24	1	6	1	17%	5	83%
		2	6	0	0%	6	100%
		3	6	0	0%	6	100%
		4	6	0	0%	6	100%
Eatontown	18	1	3	0	0%	3	100%
		2	3	0	0%	3	100%
		3	3	0	0%	3	100%
		4	3	0	0%	3	100%
		5	3	0	0%	3	100%
		6	3	0	0%	3	100%
Flemington	18	1	6	0	0%	6	100%
		2	6	0	0%	6	100%
		3	6	0	0%	6	100%
Freehold	18	1	3	0	0%	3	100%
		2	3	0	0%	3	100%
		3	3	0	0%	3	100%
		4	3	0	0%	3	100%
		5	3	0	0%	3	100%
		6	3	0	0%	3	100%
Kilmer	30	1	5	0	0%	5	100%
		2	5	0	0%	5	100%
		3	5	1	20%	4	80%
		4	5	0	0%	5	100%
		5	5	1	20%	4	80%
		6	5	0	0%	5	100%
Lakewood	18	1	3	0	0%	3	100%
		2	3	0	0%	3	100%
		3	3	0	0%	3	100%
		4	3	0	0%	3	100%
		5	3	0	0%	3	100%
		6	3	0	0%	3	100%

Table II-2

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2020

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Lodi	25	1	5	0	0%	5	100%
		2	5	0	0%	5	100%
		3	5	0	0%	5	100%
		4	5	0	0%	5	100%
		5	5	0	0%	5	100%
Manahawkin	12	1	4	0	0%	4	100%
		2	4	0	0%	4	100%
		3	4	0	0%	4	100%
Mays Landing	16	1	4	0	0%	4	100%
		2	4	0	0%	4	100%
		3	4	0	0%	4	100%
		4	4	0	0%	4	100%
Millville	8	1	4	0	0%	4	100%
		2	4	0	0%	4	100%
Newark	35	1	7	0	0%	7	100%
		2	7	0	0%	7	100%
		3	7	0	0%	7	100%
		4	7	0	0%	7	100%
		5	7	0	0%	7	100%
Newton	14	1	7	0	0%	7	100%
		2	7	0	0%	7	100%
Paramus	26	1	5	0	0%	5	100%
		2	6	0	0%	6	100%
		3	5	0	0%	5	100%
		4	5	0	0%	5	100%
		5	5	0	0%	5	100%
Rahway	36	1	6	0	0%	6	100%
		2	6	0	0%	6	100%
		3	6	0	0%	6	100%
		4	6	0	0%	6	100%
		5	6	0	0%	6	100%
		6	6	0	0%	6	100%
Randolph	30	1	5	0	0%	5	100%
		2	5	0	0%	5	100%
		3	5	0	0%	5	100%
		4	5	0	0%	5	100%
		5	5	0	0%	5	100%
		6	5	0	0%	5	100%

Table II-2

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2020

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Salem	4	1	4	0	0%	4	100%
Secaucus	24	1	6	0	0%	6	100%
		2	6	0	0%	6	100%
		3	6	0	0%	6	100%
		4	6	0	0%	6	100%
South Brunswick	36	1	6	0	0%	6	100%
		2	6	0	0%	6	100%
		3	6	1	17%	5	83%
		4	6	0	0%	6	100%
		5	6	0	0%	6	100%
		6	6	0	0%	6	100%
Southampton	16	1	4	0	0%	4	100%
		2	4	0	0%	4	100%
		3	4	0	0%	4	100%
		4	4	0	0%	4	100%
Washington	7	1	7	0	0%	7	100%
Wayne	35	1	7	0	0%	7	100%
		2	7	0	0%	7	100%
		3	7	0	0%	7	100%
		4	7	0	0%	7	100%
		5	7	0	0%	7	100%
Westfield Specialty	0	1	0	0	-	0	-
Winslow	12	1	4	0	0%	4	100%
		2	4	0	0%	4	100%
		3	4	0	0%	4	100%
Winslow Specialty	0	1	0	0	-	0	-
Totals	**531**	**108**	**531**	**5**	**0.9%**	**526**	**99.1%**

Table II-2

APPENDIX III

COMPLIANCE STICKER SURVEY REPORT

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Summary
Year 2020

2020	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**	3,001	118	17	13	24	64	100	18	0	96.1%
February	**NJDEP**	2,504	130	32	8	19	71	116	9	5	94.8%
February	**NJMVC**	2,000	218	0	31	65	122	Not Reported			89.1%
March											
April											
May	**No Surveys Conducted - Covid-19 Shutdown**										
June											
July											
August	**NJMVC**	1,000	115	0	9	47	59	Not Reported			88.5%
September	**NJDEP**	500	20	9	0	0	11	19	0	1	96.0%
October	**NJDEP**	3,033	80	36	1	0	43	71	7	2	97.4%
October	**NJMVC**	1,000	120	0	12	36	72	Not Reported			88.0%
November	**NJDEP**	2,008	100	18	6	25	51	99	0	1	95.0%
November	**NJMVC**	500	59	0	14	19	26	Not Reported			88.2%
December	**NJDEP**	4,110	137	30	10	15	82	112	21	4	96.7%
Totals		19,656	1,097	142	104	250	601	517	55	13	94.4%

Table III-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2020

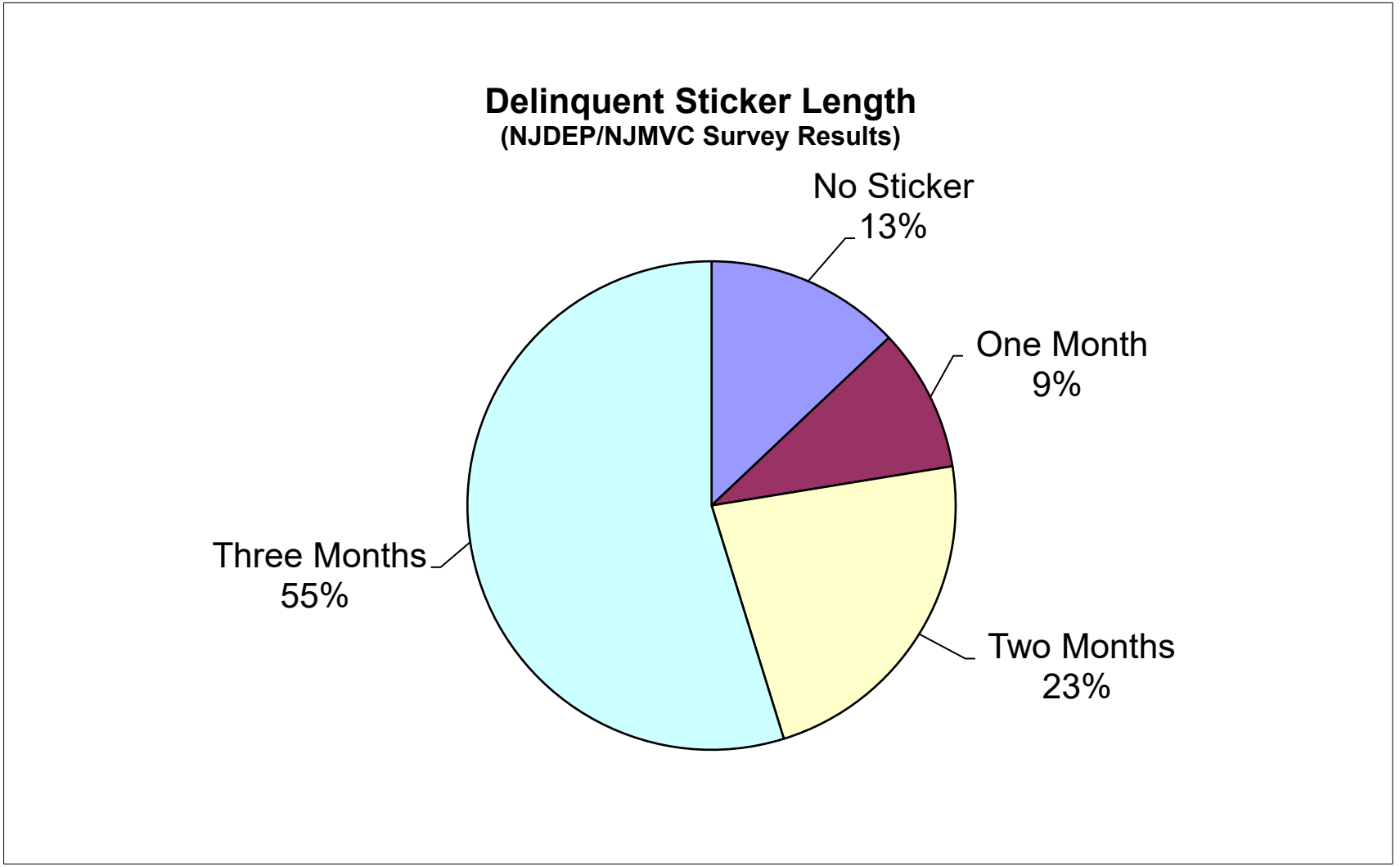


Figure III-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2020

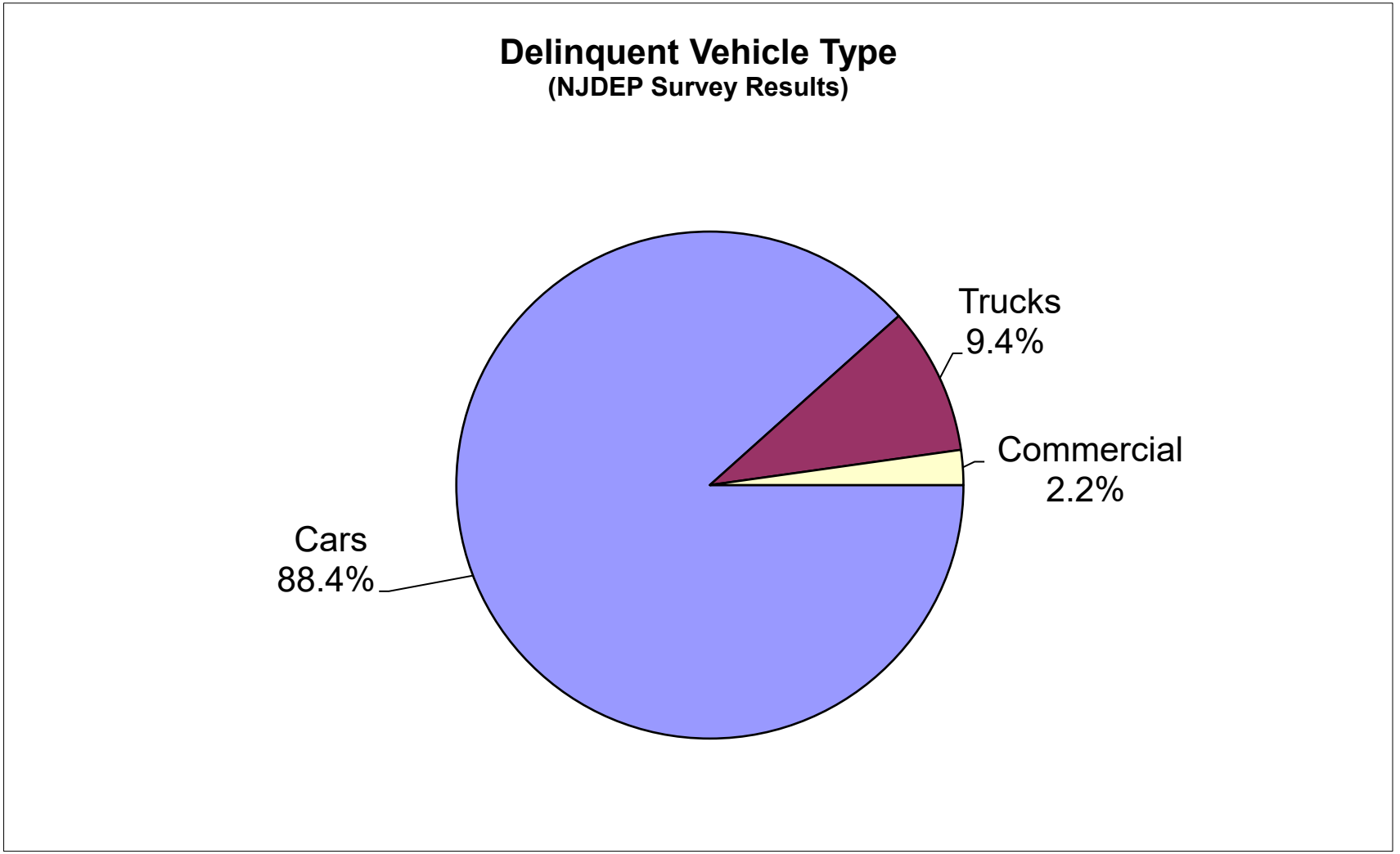


Figure III-2

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 87 individual year/make/model combinations that have been excluded from the continuous monitor readiness portion of the OBD test. There are a total of 177 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.

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
1996	JEEP	CHEROKEE	*	N	N	Y	N	N	N	N
1996	JEEP	GRAND CHEROKEE	*	N	N	Y	N	N	N	N

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass Allowed
1996	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
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

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass Allowed
1997	FORD	TAURUS	????????2?????????	N	N	N	Y	N	N	N
1997	MAZDA	MPV	*	N	N	Y	Y	N	N	N
1997	MITSUBISHI	3000GT	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	DIAMANTE	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	ECLIPSE	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	GALANT	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	MIRAGE	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	MONTERO	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	MONTERO SPORT	*	N	N	Y	N	N	N	N
1997	NISSAN	200SX	*	N	N	Y	N	N	N	N
1997	OLDSMOBILE	AURORA	*	N	N	N	Y	N	N	N
1997	SAAB	900	*	N	N	Y	N	N	N	N
1997	SAAB	9000	*	N	N	Y	N	N	N	N
1997	TOYOTA	PASEO	*	N	N	Y	N	N	N	N
1997	TOYOTA	TERCEL	*	N	N	Y	N	N	N	N
1997	VOLVO	850 SERIES	*	N	N	Y	N	N	N	N
1997	VOLVO	960 SERIES	*	N	N	Y	N	N	N	N
1998	EAGLE	TALON	*	N	N	Y	N	N	N	N
1998	FORD	TAURUS	????????2?????????	N	N	N	Y	N	N	N
1998	MAZDA	MPV	*	N	N	N	Y	N	N	N
1998	MITSUBISHI	3000GT	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	DIAMANTE	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	ECLIPSE	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	GALANT	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	MIRAGE	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	MONTERO	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	MONTERO SPORT	*	N	N	Y	N	N	N	N
1998	SAAB	900	*	N	N	Y	N	N	N	N
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

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass Allowed
1998	VOLVO	S90	*	N	N	Y	N	N	N	N
1998	VOLVO	V70	*	N	N	Y	N	N	N	N
1998	VOLVO	V90	*	N	N	Y	N	N	N	N
1999	BUICK	CENTURY	*	N	N	N	Y	N	N	N
1999	BUICK	LESABRE	*	N	N	N	Y	N	N	N
1999	BUICK	PARK AVENUE	*	N	N	N	Y	N	N	N
1999	BUICK	REGAL	*	N	N	N	Y	N	N	N
1999	BUICK	RIVIERA	*	N	N	N	Y	N	N	N
1999	CHEVROLET	CAMARO	*	N	N	N	Y	N	N	N
1999	CHEVROLET	LUMINA	*	N	N	N	Y	N	N	N
1999	CHEVROLET	MALIBU	*	N	N	N	Y	N	N	N
1999	CHEVROLET	MONTE CARLO	*	N	N	N	Y	N	N	N
1999	CHEVROLET	VENTURE	*	N	N	N	Y	N	N	N
1999	FORD	TAURUS	????????2?????????	N	N	N	Y	N	N	N
1999	OLDSMOBILE	ALERO	*	N	N	N	Y	N	N	N
1999	OLDSMOBILE	CUTLASS	*	N	N	N	Y	N	N	N
1999	OLDSMOBILE	EIGHTY EIGHT	*	N	N	N	Y	N	N	N
1999	OLDSMOBILE	INTRIGUE	*	N	N	N	Y	N	N	N
1999	OLDSMOBILE	SILHOUETTE	*	N	N	N	Y	N	N	N
1999	PONTIAC	BONNEVILLE	*	N	N	N	Y	N	N	N
1999	PONTIAC	FIREBIRD	*	N	N	N	Y	N	N	N
1999	PONTIAC	GRAND AM	*	N	N	N	Y	N	N	N
1999	PONTIAC	GRAND PRIX	*	N	N	N	Y	N	N	N
1999	PONTIAC	MONTANA	*	N	N	N	Y	N	N	N
1999	SAAB	9-5	*	N	N	N	Y	N	N	N
2000	BUICK	CENTURY	*	N	N	N	Y	N	N	N
2000	BUICK	LESABRE	*	N	N	N	Y	N	N	N
2000	BUICK	PARK AVENUE	*	N	N	N	Y	N	N	N
2000	BUICK	REGAL	*	N	N	N	Y	N	N	N
2000	CHEVROLET	CAMARO	*	N	N	N	Y	N	N	N
2000	CHEVROLET	IMPALA	*	N	N	N	Y	N	N	N

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

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass Allowed
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
2020	FORD	ESCAPE	*	Y	N	N	N	N	N	N
2020	LINCOLN	CORSAIR	*	Y	N	N	N	N	N	N
2021	FORD	BRONCO SPORT	*	Y	N	N	N	N	N	N
2021	FORD	ECONOLINE	*	Y	N	N	N	N	N	N
2021	FORD	ESCAPE	*	Y	N	N	N	N	N	N
2021	LINCOLN	CORSAIR	*	Y	N	N	N	N	N	N
2022	FORD	ECONOLINE	*	Y	N	N	N	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.

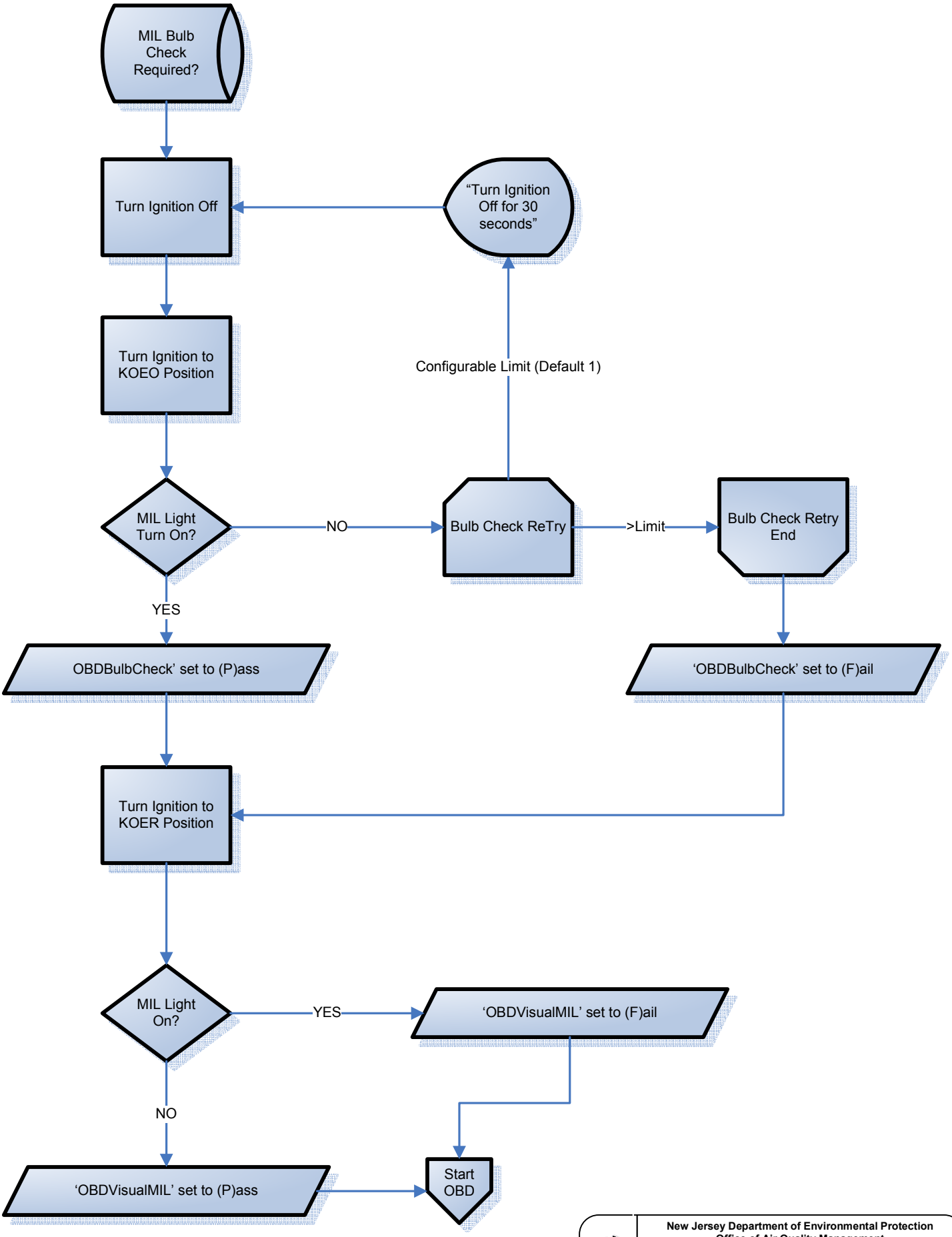
Vehicles were required to store the VIN number of the vehicle in the PCM starting in model year 2005, and some vehicle manufacturers started populating this data element early. As such, in the upgraded system electronic VIN information is recorded starting in model year 1998. Even if the electronic VIN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

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

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

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



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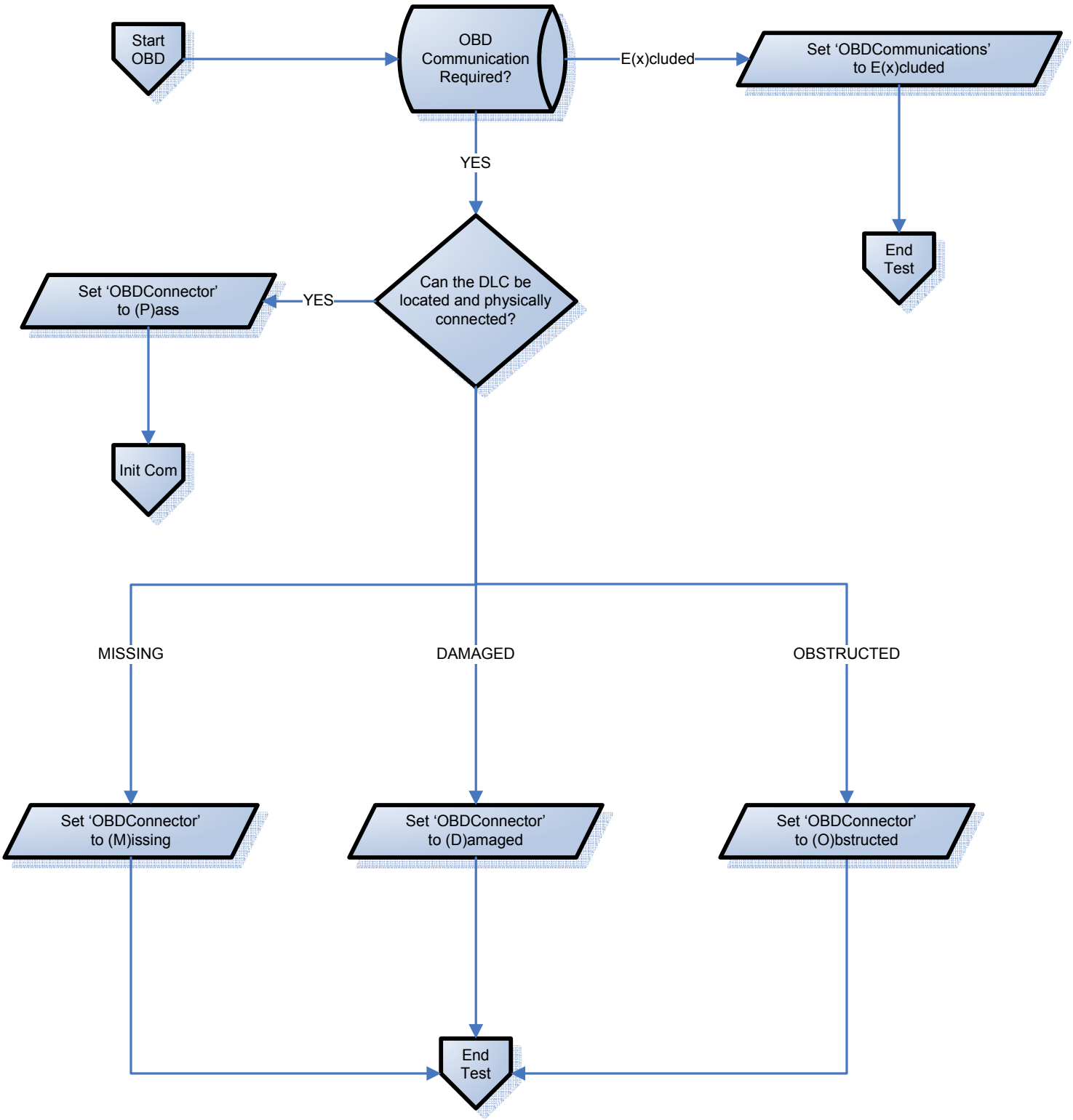
Office of Air Quality Management
Bureau of Motor Vehicle Inspection & Maintenence

Jeff Kennedy
Principal Environmental Engineer
Air Pollution Control

2/3/2011



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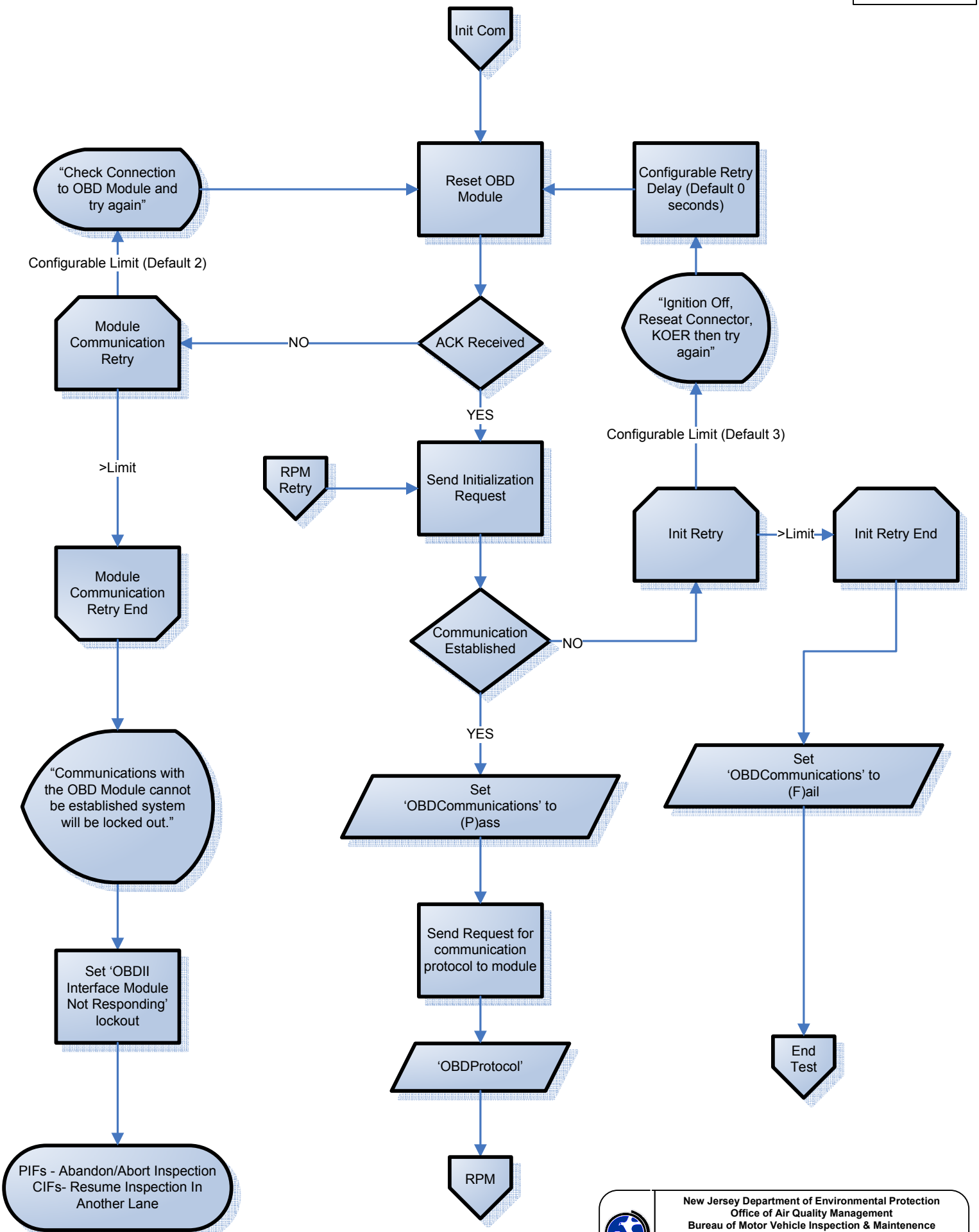

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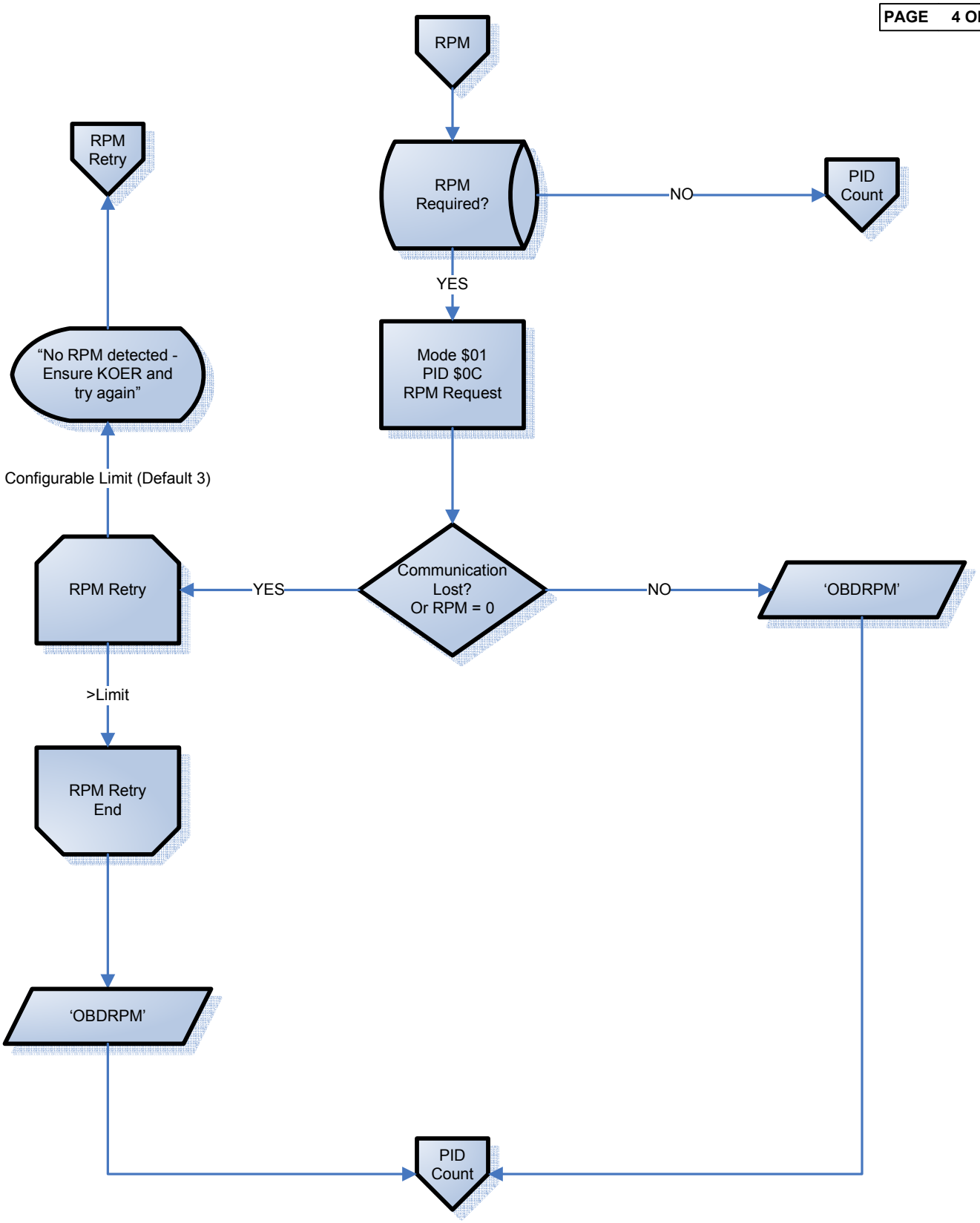
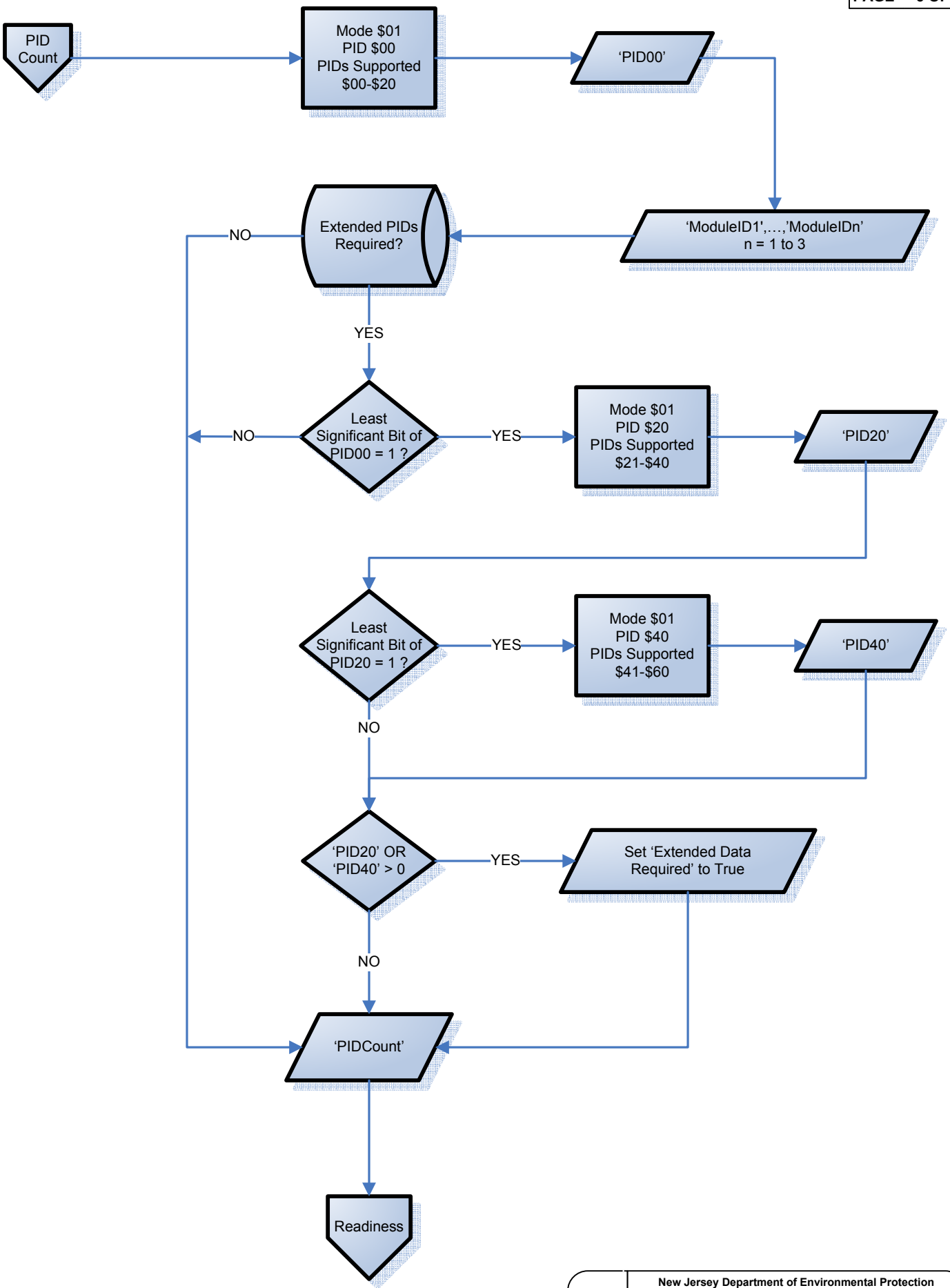

RPM
RPM Required?
NO
PID Count
YES
Mode $01
PID $0C
RPM Request
Communication Lost?
Or RPM = 0
YES
RPM Retry
NO
'OBDRPM'
>Limit
RPM Retry End
'OBDRPM'
PID Count
Configurable Limit (Default 3)
"No RPM detected - Ensure KOER and try again"
RPM Retry



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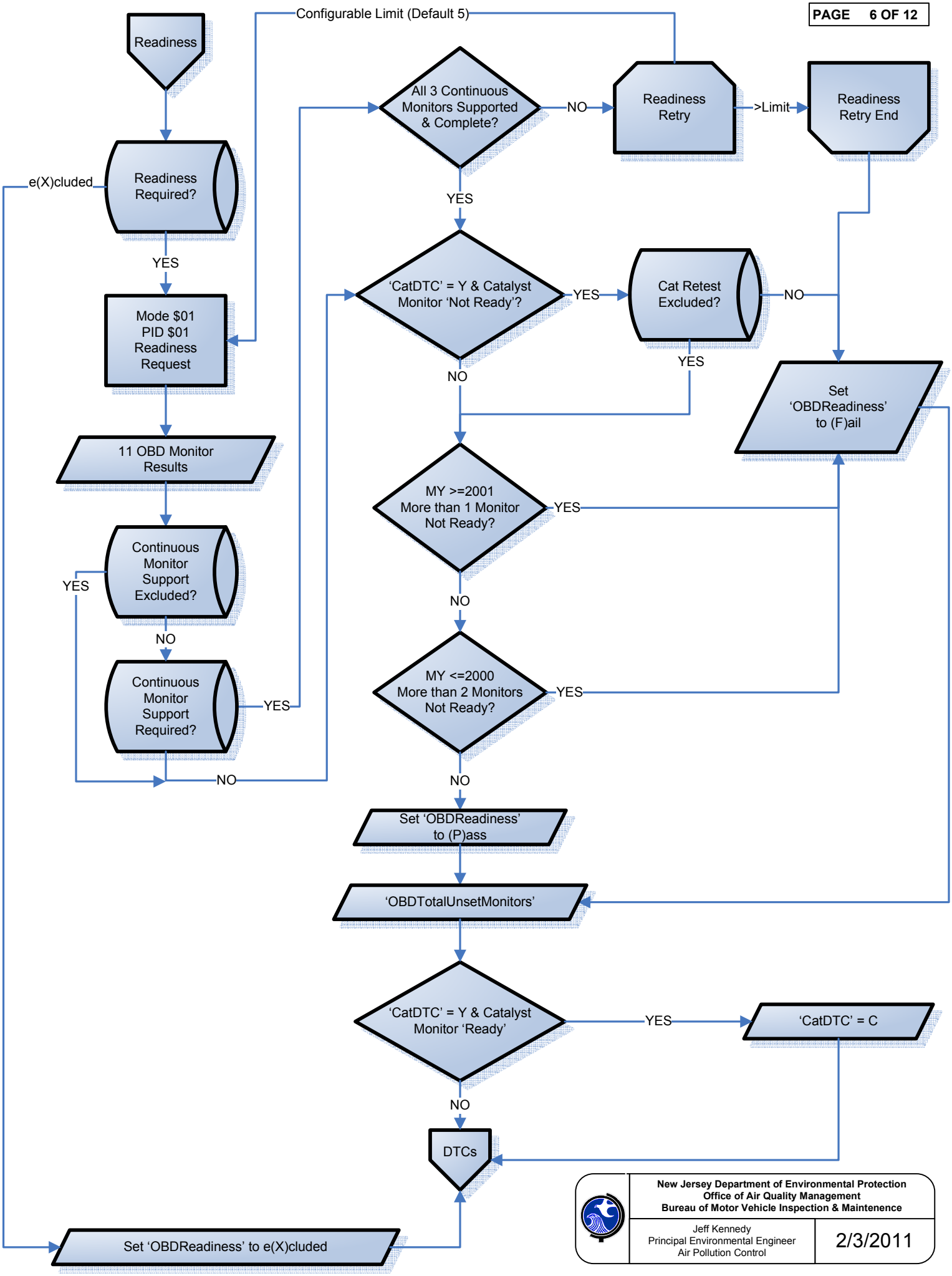

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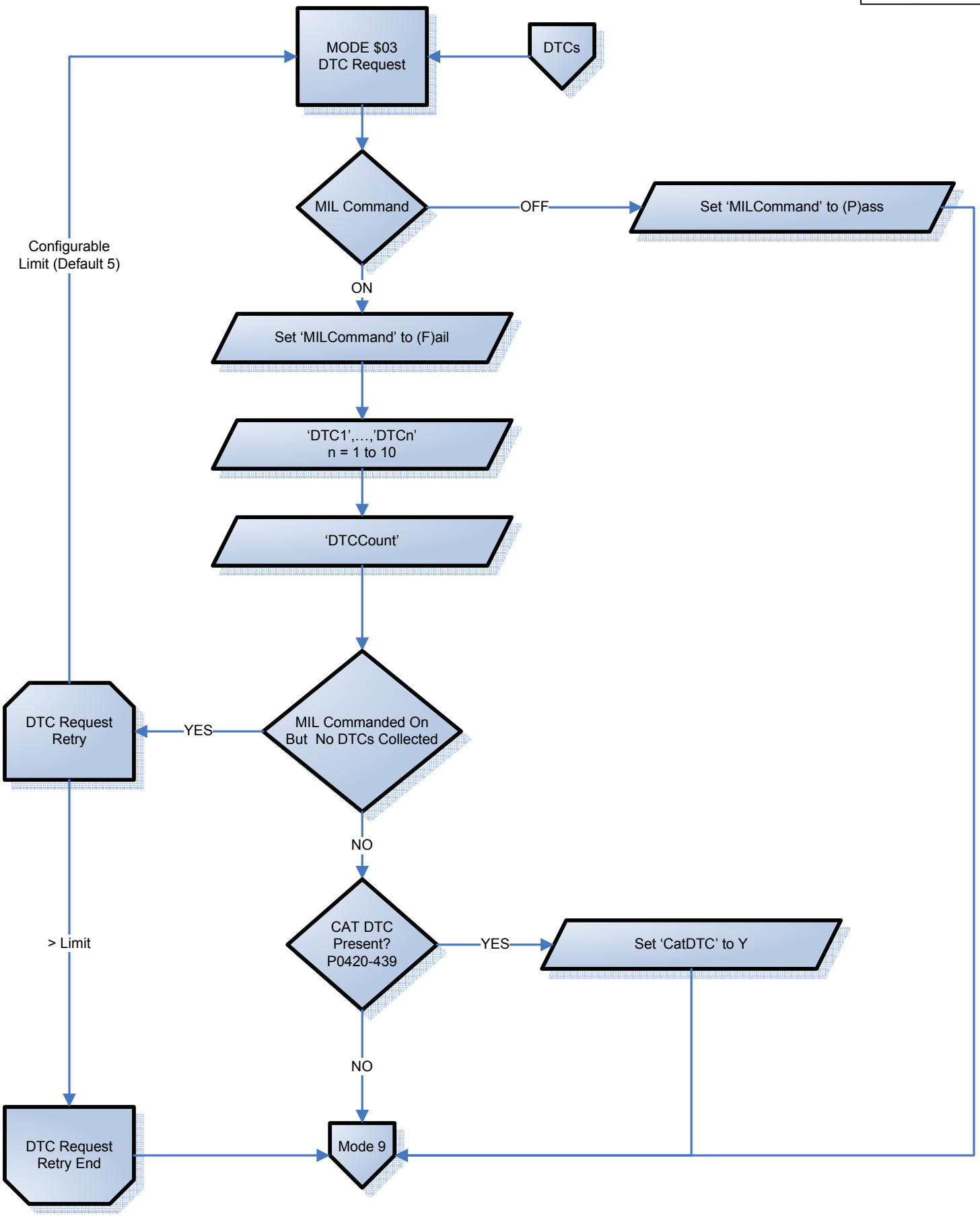
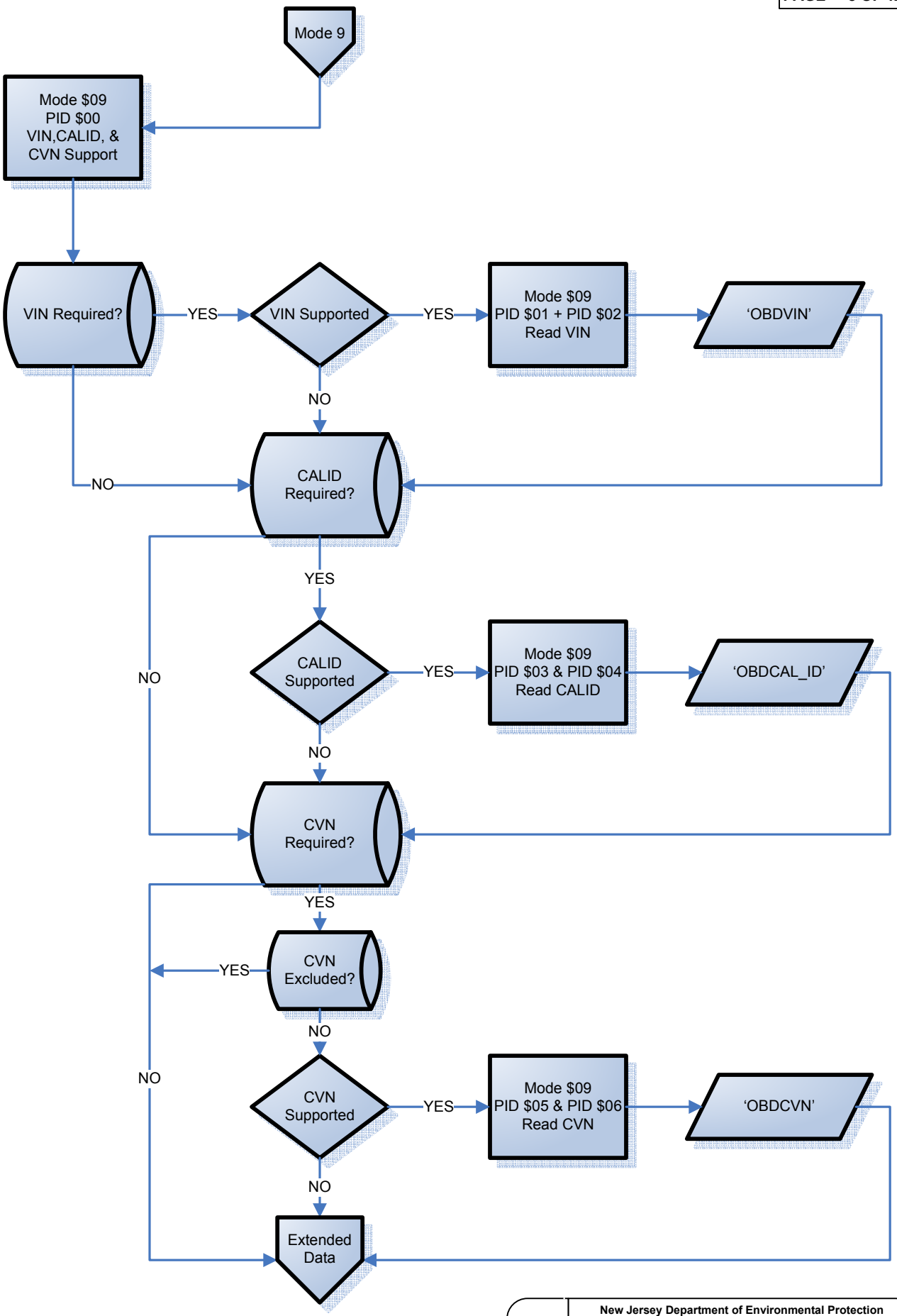

MODE $03
DTC Request
DTCs
MIL Command
OFF
Set 'MILCommand' to (P)ass
Configurable
Limit (Default 5)
ON
Set 'MILCommand' to (F)ail
'DTC1',…,'DTCn'
n = 1 to 10
'DTCCount'
DTC Request
Retry
YES
MIL Commanded On
But No DTCs Collected
NO
> Limit
CAT DTC
Present?
P0420-439
YES
Set 'CatDTC' to Y
NO
DTC Request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



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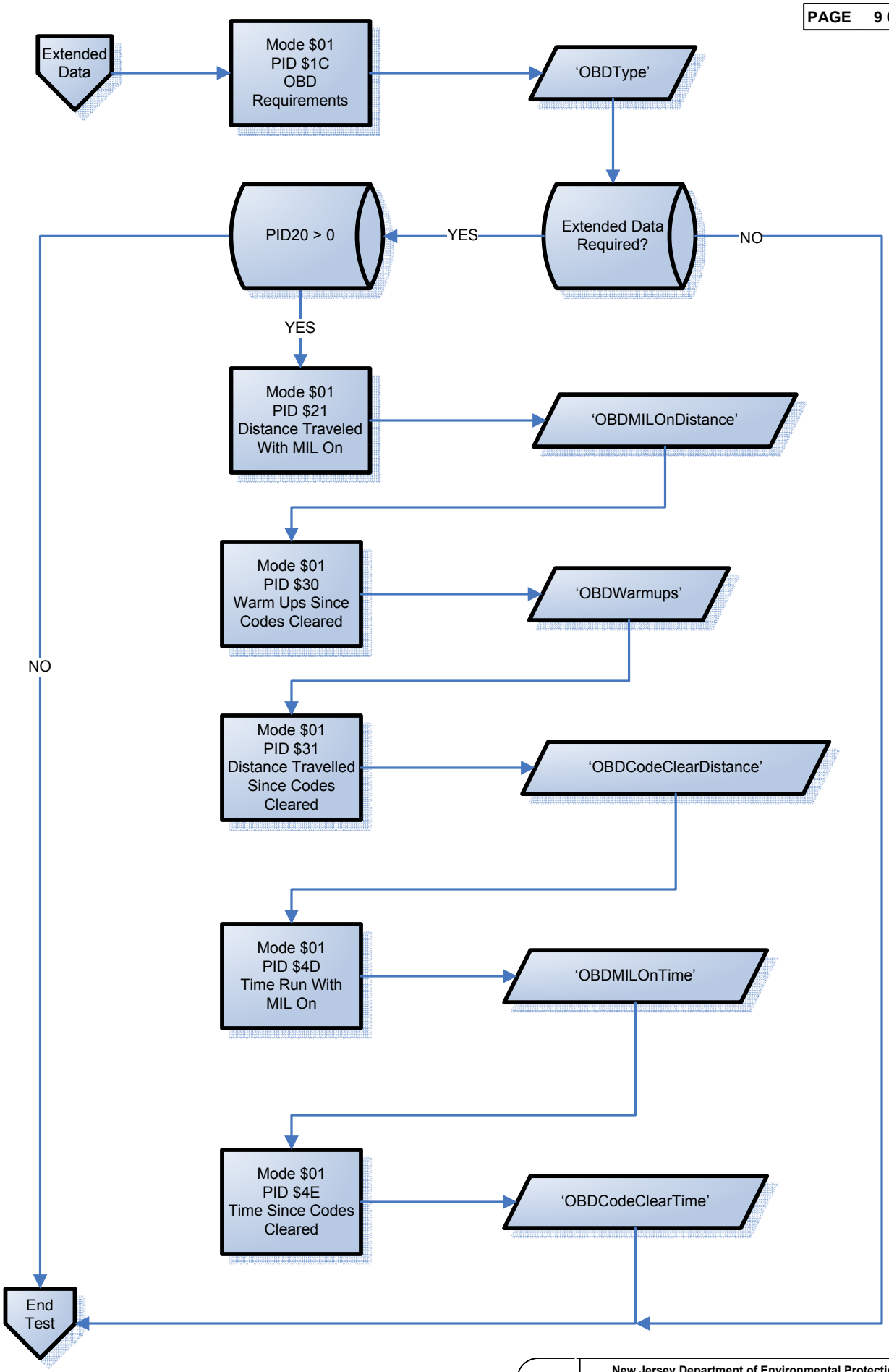
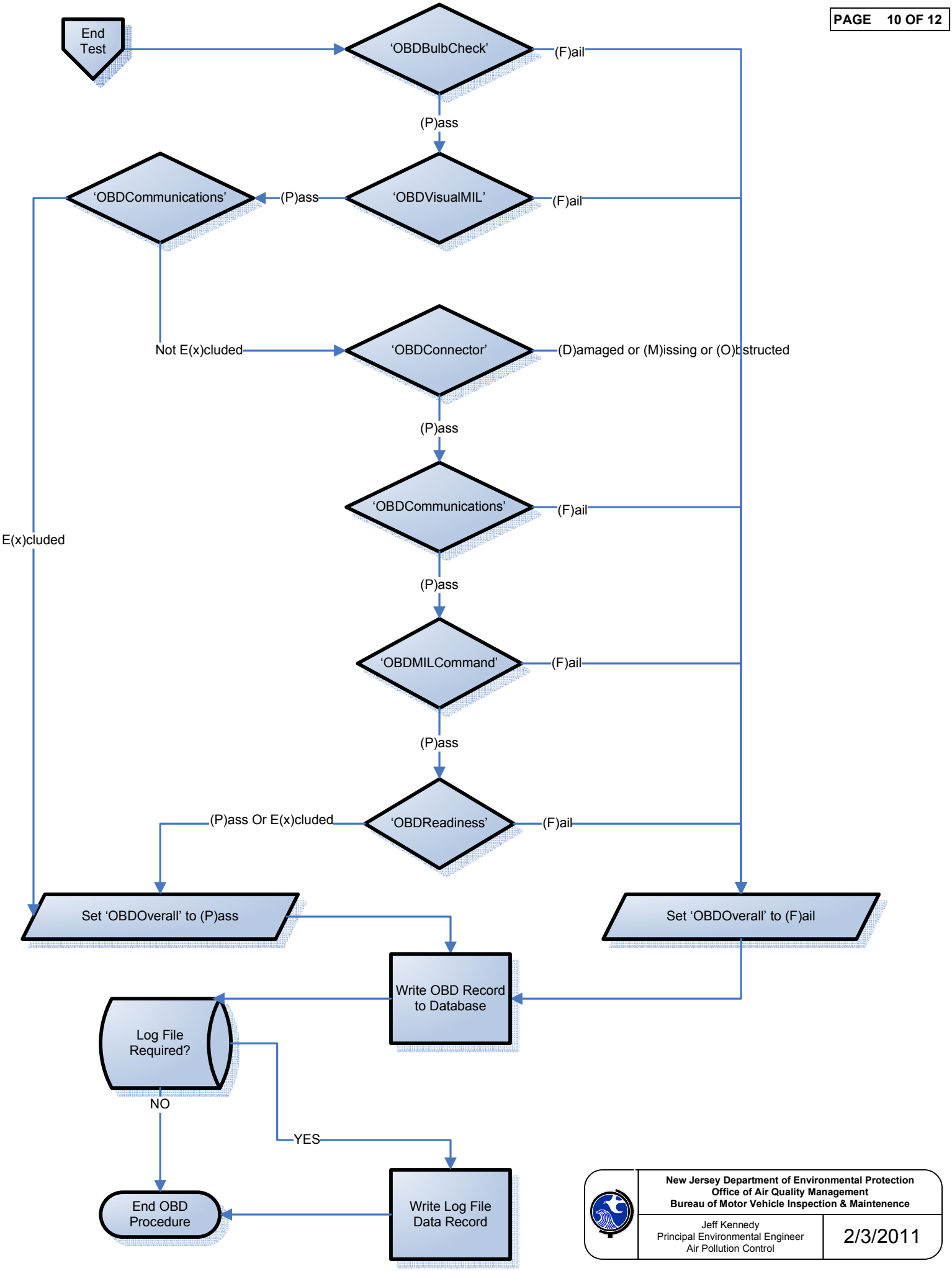

Extended Data
Mode $01 PID $1C OBD Requirements
'OBDType'
Extended Data Required?
YES
NO
PID20 > 0
YES
NO
Mode $01 PID $21 Distance Traveled With MIL On
'OBDMILOnDistance'
Mode $01 PID $30 Warm Ups Since Codes Cleared
'OBDWarmups'
Mode $01 PID $31 Distance Travelled Since Codes Cleared
'OBDCodeClearDistance'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



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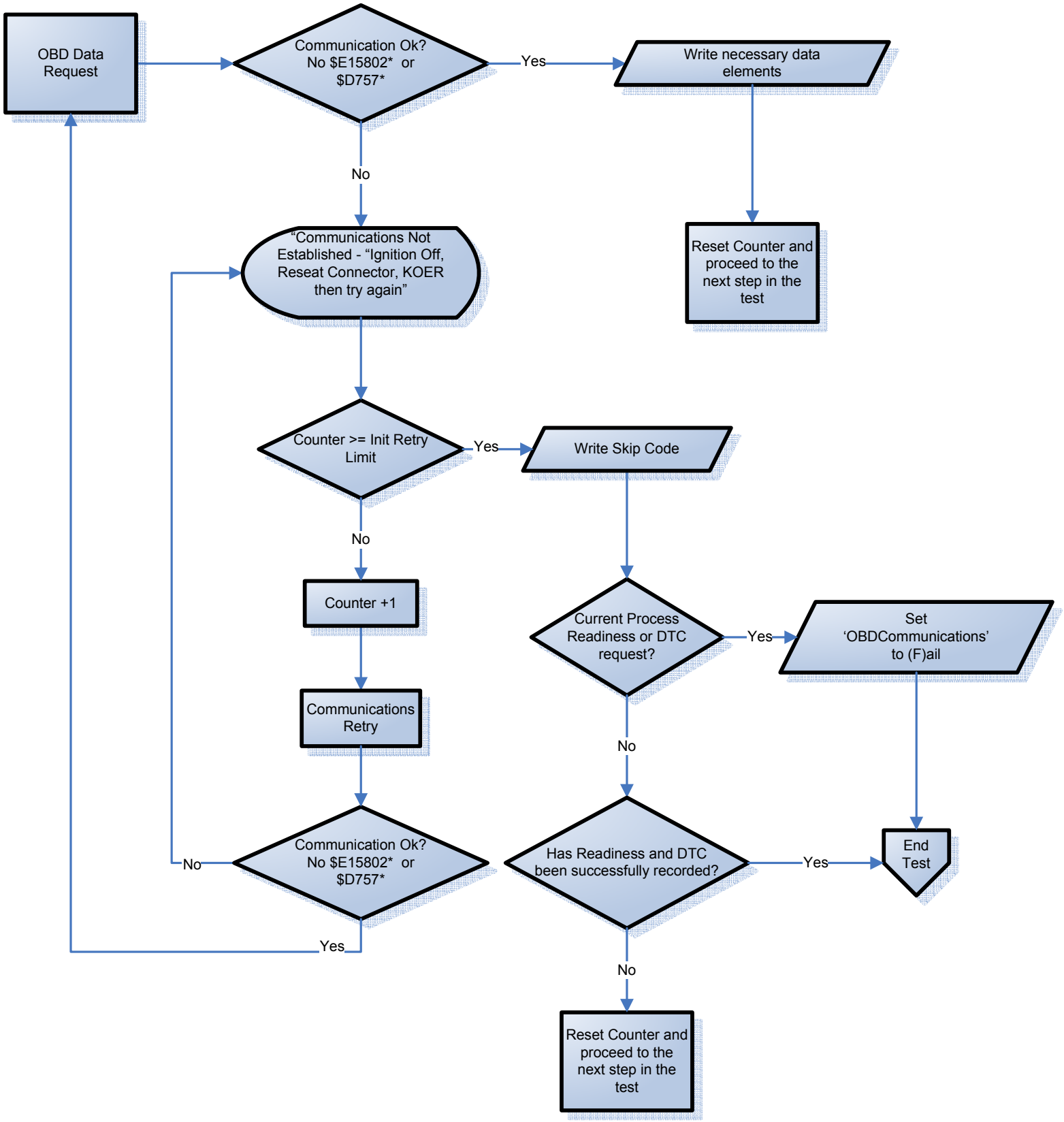

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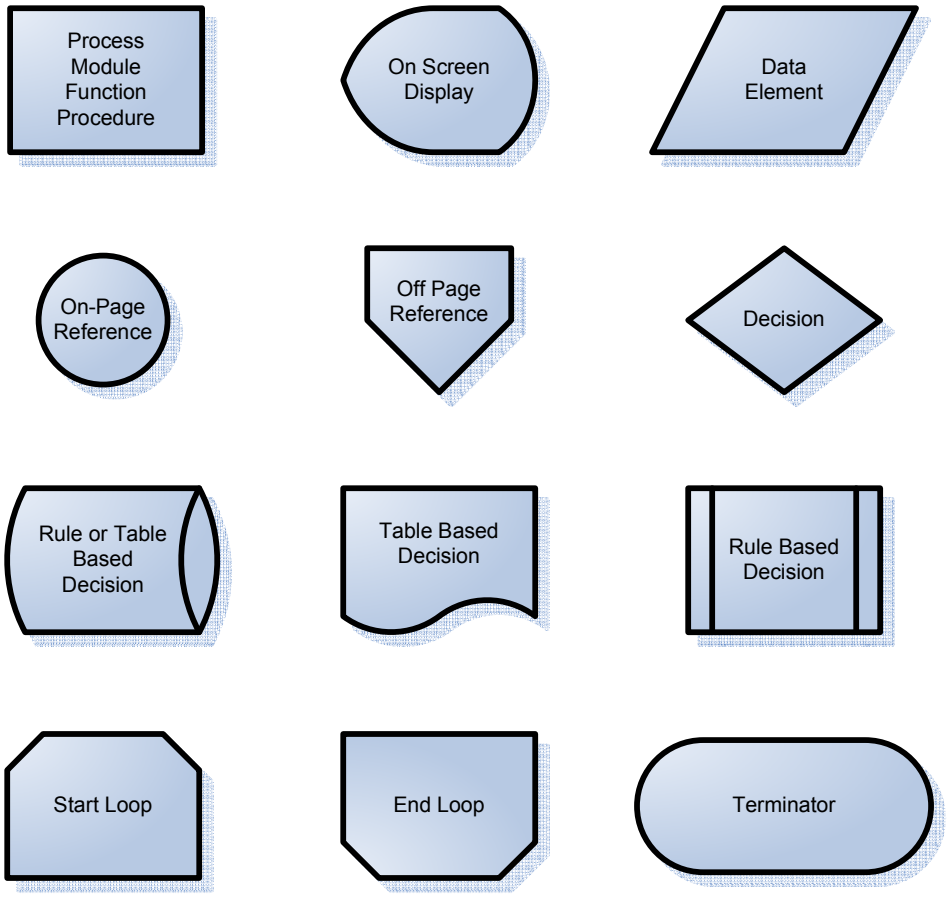

Process
Module
Function
Procedure
On Screen
Display
Data
Element
On-Page
Reference
Off Page
Reference
Decision
Rule or Table
Based
Decision
Table Based
Decision
Rule Based
Decision
Start Loop
End Loop
Terminator

APPENDIX VII

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 2020 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 >= 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 – 2020

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 2020, there were 2,444 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 2020, there were 1,509 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 0.25% (3,953/1,590,889) of the total initial 2020 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 2019 Annual Reports, as well as this year 2020 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 unchanged from the year 2019.

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.

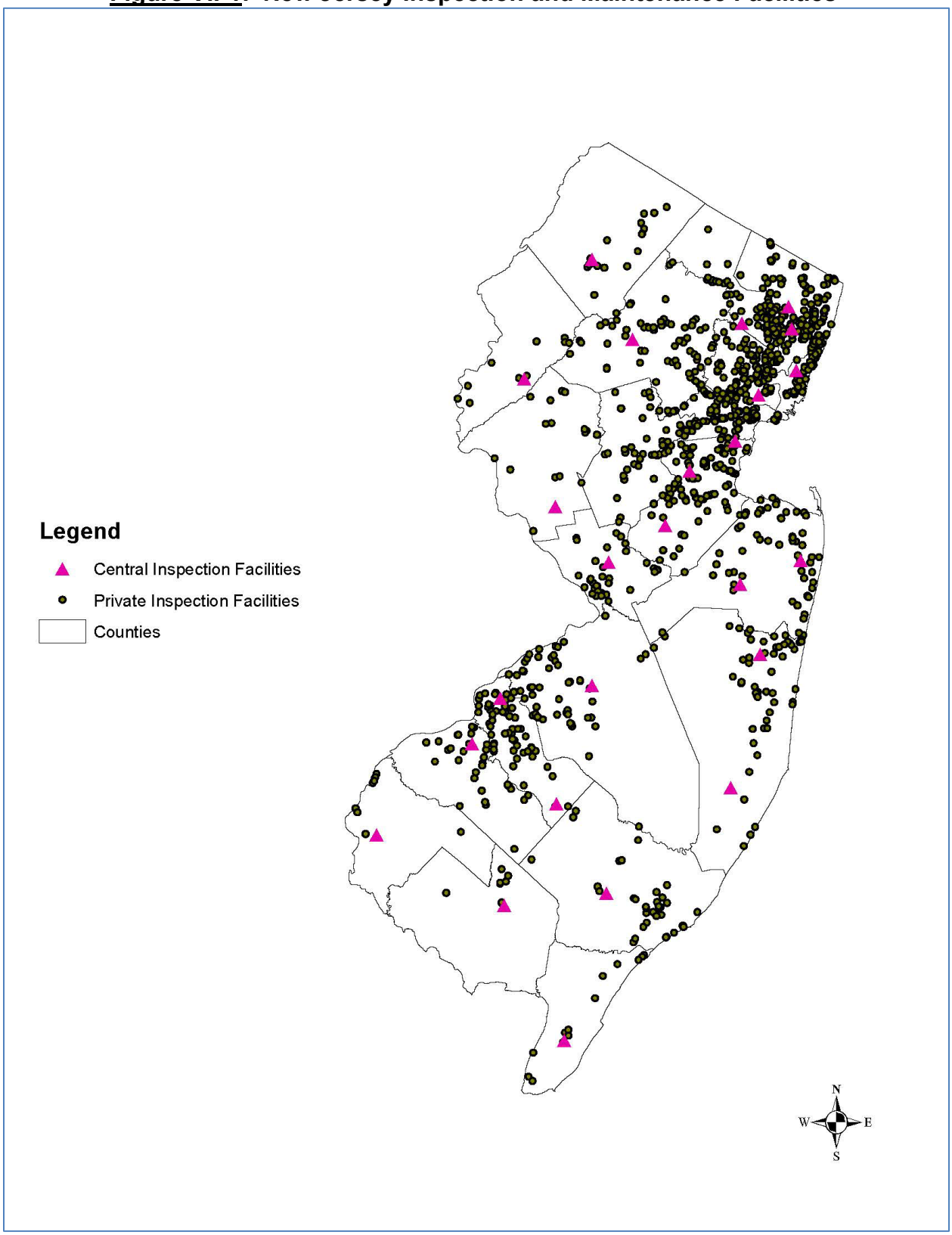
Table VII-1: New Jersey's Centralized Inspection Facilities

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 2020, there were 928 PIFs that performed at least one inspection during the entire year; of these, 88 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 2020.

Figure VII-1: New Jersey Inspection and Maintenance Facilities



New Jersey has 770 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 2020 Annual Report Section

Reporting Requirement	2020 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 and 10; Appendix I - Part I
(vii) - (x) [Reserved]	n/a
(xi) Passing the on-board diagnostic check;	Table 3; Table 4; Appendix I - Part F, Table F-1
(xii) Failing the on-board diagnostic check;	Table 3; Table 4; Appendix I - Part F, Table F-1
(xiii) Failing the on-board diagnostic check and passing the tailpipe test (if applicable);	n/a; dropping of tailpipe testing noted in Section II
(xiv) Failing the on-board diagnostic check and failing the tailpipe test (if applicable);	n/a; dropping of tailpipe testing noted in Section II
(xv) Passing the on-board diagnostic check and failing the I/M gas cap evaporative system test (if applicable);	n/a; dropping of evaporative gas cap testing noted in Section II
(xvi) Failing the on-board diagnostic check and passing the I/M gas cap evaporative system test (if applicable);	n/a; dropping of evaporative gas cap testing noted in Section II
(xvii) Passing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);	n/a; dropping of evaporative gas cap testing noted in Section II
(xviii) Failing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);	n/a; dropping of evaporative gas cap testing noted in Section II
(xix) MIL is commanded on and no codes are stored;	Table 5; Appendix I - Part F, Table F-3
(xx) MIL is not commanded on and codes are stored;	Table 5; Appendix I - Part F, Table F-3
(xxi) MIL is commanded on and codes are stored;	Table 5; Appendix I - Part F, Table F-3
(xxii) MIL is not commanded on and codes are not stored;	Table 5; Appendix I - Part F, Table F-3
(xxiii) Readiness status indicates that the evaluation is not complete for any module supported by on-board diagnostic systems;	Section II.C.; Appendix I - Part F, Table F-4
(3) The initial test volume by model year and test station(*Type*);	Appendix I - Part B
(4) The initial test failure rate by model year and test station(*Type*);	Appendix I - Part B
(5) The average increase or decrease in tailpipe emission levels for HC, CO, and NOx (if applicable) after repairs by model year and vehicle type for vehicles receiving a mass emissions	n/a
(b.) Quality Assurance Report	
(1) The number of inspection stations and lanes:	
(i) Operating throughout the year; and	Appendix VII, Test Frequency and Network Design
(ii) Operating for only part of the year;	Appendix VII, Test Frequency and Network Design

Cross Reference EPA Reporting Requirements and 2020 Annual Report Section

Reporting Requirement	2020 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 2020 Annual Report Section

Reporting Requirement	2020 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 2020 Annual Report Section

Reporting Requirement	2020 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 Informaton provided but not required	
OBD Components (Initial Pass/Fail)	Appendix I - Part F, Table F-2
Inspection Fraud Monitoring	Section V.C.