The State of New Jersey
Department of Environmental Protection

2021 Annual Report

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

Acknowledgments

The New Jersey Department of Environmental Protection (NJDEP) acknowledges the efforts and assistance of the many agencies and individuals whose contributions were instrumental in the preparation of this Annual Report. In particular, the NJDEP wishes to acknowledge the many individuals within the New Jersey Motor Vehicle Commission (NJMVC), the USEPA Region II, and the staff within the NJDEP for their assistance and guidance. In addition, the NJDEP acknowledges the efforts of the State's centralized I/M contractor, Parsons Commercial Technology Group Inc. (Parsons), in gathering some of the data presented in this report.

Table of Contents

List of Tables

List of Figures

List of Appendices

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 2021, 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 2018 through 2021 is presented in Table 1.

Table 1: Key Statistics: Years 2018 – 2021 Comparison

Key Statistics	2018	2019	2020	2021
Number of Total Emission Inspections	2,190,883	2,116,709	1,718,799	2,148,283
Total Emission Inspections – Centralized/Decentralized* Split	88.5%/11.5%	88.7%/11.3%	83.4%/16.6%	86.5%/13.5%
Total Emission Inspections – Initial/Re-inspection Split	90.0%/10.0%	90.0%/10.0%	92.6%/7.4%	91.5%/8.5%
Number of Initial Emission Inspections	1,971,999	1,904,110	1,590,889	1,965,278
Overall Initial Emission Failure Rate	9.0%	9.0%	7.0%	7.4%
Centralized Initial Emission Failure Rate	9.4%	9.4%	7.5%	7.8%
Decentralized Initial Emission Failure Rate	5.5%	5.3%	4.2%	4.5%
Overall Emission Inspection 1st Retest Pass Rate	73.7%	73.2%	76.4%	74.9%
OBD 1st Retest Pass Rate	73.7%	73.2%	76.3%	74.9%
Number of Vehicles with No Known Final Outcome**	21,353	39,629	14,698	40,444
As Percentage of Initial Inspections	1.1%	2.1%	0.9%	2.1%
As Percentage of Initial Failures	12.1%	23.1%	13.3%	27.9%
Sticker Compliance Rate	95.6%	94.6%	94.6%	92.8%
Emissions-Only CIF Covert Performance Audit Fail Rate	4.4%	3.0%	5.4%	4.8%
Emissions-Only PIF Covert Performance Audit Fail Rate	4.5%	4.0%	1.5%	3.0%
CIF Equipment Audit Fail Rate	0.5%	0.3%	0.9%	0.7%
PIF Equipment Audit Fail Rate	2.8%	2.1%	0.9%	1.0%
# CIF Full Inspection Lanes	108	105	105	105
# PIFs	1,045	1,014	954	904
# Emission Repair Facilities (ERFs)	900	895	770	773

* 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 year for 2018. Per USEPA's request, starting with 2019 data, the analysis is based on only 4 months of registration data from the succeeding reporting year. The decrease in the number of vehicles with no known final outcome in 2020 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-second 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 2021 is the fifth 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

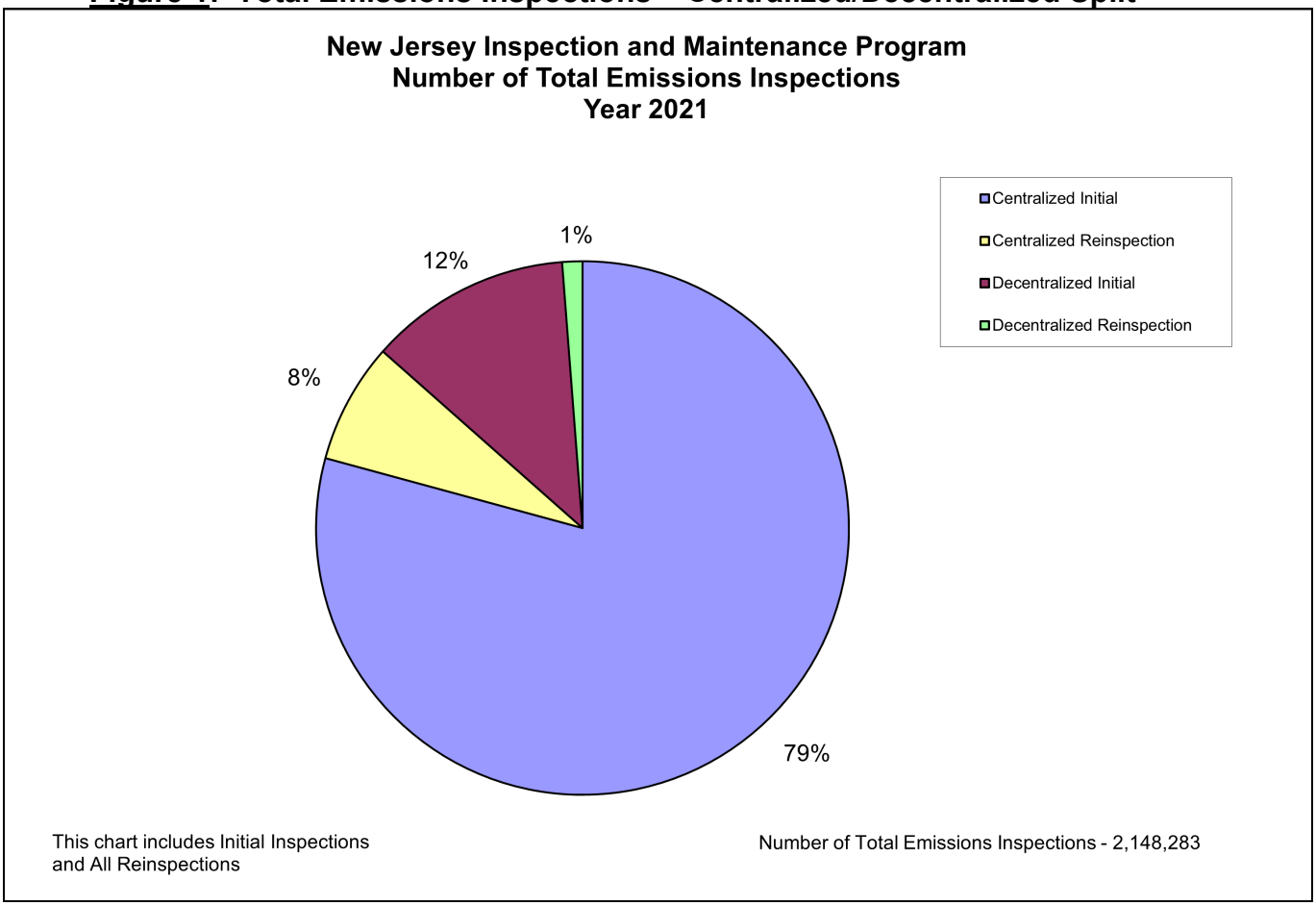
Test Station	Data	Initial Insps	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility (CIF)*	Total	1,680,159		147,944		1,828,103	
	Fail	129,152	7.7%	40,782	27.6%	169,934	9.3%
	Pass	1,551,007	92.3%	107,162	72.4%	1,658,169	90.7%
Private Inspection Facility (PIF)	Total	259,281		25,824		285,105	
	Fail	11,801	4.6%	1,489	5.8%	13,290	4.7%
	Pass	247,480	95.4%	24,335	94.2%	271,815	95.3%
Private Fleet Facility (PFF)	Total	4,117		427		4,544	
	Fail	105	2.6%	24	5.6%	129	2.8%
	Pass	4,012	97.4%	403	94.4%	4,415	97.2%
Specialty Inspection Facility (SIF)	Total	138		70		208	
	Fail	6	4.3%	5	7.1%	11	5.3%
	Pass	132	95.7%	65	92.9%	197	94.7%
Mobile Inspection Team (MIT)	Total	21,583		8,740		30,323	
	Fail	3,675	17.0%	1,661	19.0%	5,336	17.6%
	Pass	17,908	83.0%	7,079	81.0%	24,987	82.4%
Total		**1,965,278**		**183,005**		**2,148,283**	
Total Fail		**144,739**	**7.4%**	**43,961**	**24.0%**	**188,700**	**8.8%**
Total Pass		**1,820,539**	**92.6%**	**139,044**	**76.0%**	**1,959,583**	**91.2%**
% of Grand Total # of Inspections			**91.5%**		**8.5%**		

*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, 1,858,634 (86.5 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 289,649 (13.5 percent) were performed by the decentralized network (PIFs and PFFs). A graphical representation of this centralized/decentralized split is shown in Figure 1.

Figure 1: Total Emissions Inspections – Centralized/Decentralized Split



B. Initial Emission Inspections

Initial overall emission inspection results by model year and station type for the year 2021 are shown in Appendix I Part B. There were 1,965,278 initial overall emission inspections conducted in New Jersey in the year 2021. The initial overall emission failure rate for the entire network was 7.4%. The centralized initial overall emission failure rate was 7.8% and the decentralized initial overall emission failure rate was 4.5%. A further look at the initial overall emission inspection results by each individual CIF is presented in Appendix I Part C.

A breakdown of the initial emission inspection volume by model year and vehicle type is presented in Appendix I Part D. The initial emission inspection volume consisted of:

912,750	(46.4%) LDGVs,
950,130	(48.3%) LDGTs,
2,870	(0.15%) LDDTs,
2,772	(0.1%) LDDVs, and
96,756	(4.9%) HDGVs
1,965,278	Total

Of the 1,965,278 initial overall emission inspections, 1,820,539 (92.6%) passed, while 144,739 (7.4%) 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	1,794,060	92.59%	143,623	7.41%
MIL Check w/o OBD Test	8,936	99.20%	72	0.80%
Catalytic Converter	1,958,808	99.96%	798	0.04%
Visible Smoke	1,964,769	99.97%	509	0.03%
Liquid Leak	1,965,196	100.00%	82	0.004%
Miscellaneous Emissions	1,964,986	99.99%	292	0.01%

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

C. OBD Inspections

The OBD system monitors virtually every component that can affect the emission performance of the vehicle. If a problem is detected, the OBD system will command the Malfunction Indicator Light (MIL) to be on and illuminate a warning lamp on the vehicle instrument panel to alert the driver. If the MIL is commanded on (MIL command status) by the OBD system, this will cause the vehicle to fail inspection. The system will also store information about any detected malfunctions, referred to as Diagnostic Trouble Codes (DTCs), so that a repair technician can accurately identify and fix the problem.
The OBD test allows the inspection workstation to read a vehicle's OBD computer to determine if there have been any malfunctions in the emissions-related systems, and replaces the traditional tailpipe emissions test for these vehicles. The OBD test also ensures that the OBD system itself is functioning properly.

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

In addition, a complete description of the OBD test process, including the detailed process flow diagram developed by NJDEP that was used as the basis for New Jersey's OBD test design, can be found in Appendix VI NJDEP's OBD Technical Synopsis and Process Flow Diagram.

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

New Jersey maintains a stringent review process for OBD bypasses that was implemented with the dropping of tailpipe testing in 2016. Bypass review requests are generally received via telephone call from motorists, PIF Inspectors, or ERF technicians directly to NJDEP or NJMVC staff. An attempt using the standard inspection OBD test at a CIF or PIF with a failed result is required before a bypass can occur, and all bypass requests must be reviewed and authorized by NJDEP. During the review process, motorists may use ERFs, PIFs, or CIFs of their choice for repairs and reinspections, and these facilities may contact NJDEP for assistance as needed. For approved bypasses, NJMVC conducts the subsequent reinspection at a state-run specialty site (SIF). The authorized vehicle must go to a SIF and be checked offline (i.e. not connected to the official NJ OBD inspection test equipment) by a handheld OBD scanner as well as receive all secondary visual tests in order to receive a passing sticker. There was 1 authorized bypass performed in the year 2021.

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 2021, there were 53 of these unauthorized bypasses, 42 of which were at Bus Inspection Team (BIT) facilities and 11 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 1,937,683 initial OBD inspections in the year 2021. Of these, 1,897,243 (97.9%) passed either initially or a first or subsequent retest, and 40,440 (2.1%) failed without a subsequent passing inspection. There was 1 authorized OBD bypass in 2021. 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 1,937,683 initial overall OBD inspections, 1,794,060 (92.6%) passed initially, while 143,623 (7.4%) failed at least one OBD test component. The 7.4% fail rate is higher than the fail rate in 2020.

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	**1,937,683**	**1,794,060**	**92.6%**	**143,623**	**7.4%**
Bulb Check	1,937,683	1,934,512	99.8%	3,171	0.2%
KOER MIL Check	1,934,512	1,893,971	97.9%	40,541	2.1%
DLC Check	1,937,683	1,935,751	99.9%	1,932	0.1%
Communication	1,935,751	1,931,439	99.8%	4,312	0.2%
Readiness Status	1,929,573	1,836,271	95.2%	93,302	4.8%
MIL Command Status	1,931,439	1,878,374	97.3%	53,065	2.7%

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 2021 there were 6,244 vehicles that had damaged, missing, or obstructed DLCs, or which failed to communicate with the inspection workstation. There were 1,866 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 1,931,439 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)	1,878,374	97.25%
MIL Off with DTCs (pass inspection)	0	0.00%
MIL On with No DTCs (fail inspection)	75	0.004%
MIL On with DTCs (fail inspection)	52,990	2.74%
Totals	**1,931,439**	**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 1,929,573 initial readiness checks. Of these, 1,666,414 (86.4%) had all monitors set, while 263,159 (13.6%) 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 4.8% (93,302). 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 2021 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	21,583	17,908	3,675	17.0%
MIT Roadside Re-inspection	8,740	7,079	1,661	19.0%
MIT Roadside Total	**30,323**	**24,987**	**5,336**	**17.6%**

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 144,739 (7.4%) overall initial emission inspection failures out of the 1,965,278 total initial overall emission inspections conducted in the year 2021. 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 145,504 initially failed emission tests in the year 2021. 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 (144,739) 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	143,623	28,238	84,212	19.7%	58.6%
No Primary Test	128	7	99	5.5%	77.3%
MIL Check without OBD Test	72	4	59	5.6%	81.9%
Catalytic Converter	798	36	405	4.5%	50.8%
Visible Smoke	509	21	326	4.1%	64.0%
Liquid Leak	82	1	71	1.2%	86.6%
Miscellaneous Emissions	292	16	234	5.5%	80.1%
Overall Tests	**145,504**	**28,323**	**85,406**	**19.5%**	**58.7%**
Overall Vehicles	**144,739**	**28,397**	**84,888**	**19.6%**	**58.6%**

Table 8 shows the number of initial fails and the number and percent of second or subsequent retest passes for each emission test type for the year 2021.

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	143,623	18,971	13.2%
No Primary Test	128	6	4.7%
MIL Check without OBD Test	72	3	4.2%
Catalytic Converter	798	23	2.9%
Visible Smoke	509	11	2.2%
Liquid Leak	82	1	1.2%
Miscellaneous Emissions	292	15	5.1%
Overall Tests	**145,504**	**19,030**	**13.1%**
Overall Vehicles	**144,739**	**19,075**	**13.2%**

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

Of the 144,739 overall initial emission inspection failures in the year 2021, by the end of April of 2022, 84,888 (58.6%) passed a first retest, 19,075 (13.2%) passed a second or subsequent retest, and 332 (0.3%) dropped out of the registration database (i.e. no longer in fleet), leaving 40,444 (27.9%) with no known final outcome. A vehicle with no known final outcome is one with an initial overall emissions result of fail that did not return and/or never received an emissions pass by the end of the 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 2021 is significantly higher than in 2020, but is comparable to the number with no known final outcome in 2019. The decrease in 2020 may be related to the COVID-19 health pandemic, during which the CIFs were shut down from March 16, 2020 through June 29, 2020

A breakdown of the no known final outcome vehicles for 2021 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	1,937,683	143,623	40,111	27.9%	2.07%
No Primary Test	27,595	128	23	18.0%	0.08%
MIL Check without OBD Test	9,008	72	10	13.9%	0.11%
Catalytic Converter	1,959,606	798	369	46.2%	0.02%
Visible Smoke	1,965,278	509	169	33.2%	0.01%
Liquid Leak	1,965,278	82	9	11.0%	0.00%
Miscellaneous Emissions	1,965,278	292	43	14.7%	0.00%
Overall Tests	**1,965,278**	**145,504**	**40,734**	**28.0%**	**2.07%**
Overall Vehicles	**1,965,278**	**144,739**	**40,444**	**27.9%**	**2.06%**

This analysis takes into consideration vehicles inspected late in the year 2021 that returned for inspection through April of 2022, and also includes registration data through April of 2022. As such, the overall no known final outcome rate as a percentage of total initial emissions inspections is 2.06%.

Table 10 presents a detailed breakdown of this data by model year and vehicle type. It can be seen that vehicles in the 2003 – 2008 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	0	-	0	0	0	0	0	0
1996	255	0.6%	0	0	0	120	135	0
1997	578	1.4%	0	0	0	269	309	0
1998	679	1.7%	0	0	1	310	368	0
1999	952	2.4%	1	0	2	428	521	0
2000	1,335	3.3%	1	0	2	558	774	0
2001	2,365	5.8%	1	0	1	1,160	1,203	0
2002	2,533	6.3%	1	0	0	1,275	1,257	0
2003	3,201	7.9%	3	0	0	1,682	1,516	0
2004	3,216	8.0%	1	0	3	1,785	1,427	0
2005	3,646	9.0%	1	0	4	1,975	1,666	0
2006	3,119	7.7%	1	1	1	1,562	1,554	0
2007	2,677	6.6%	2	0	1	1,338	1,336	0
2008	3,264	8.1%	149	0	2	1,608	1,505	0
2009	1,786	4.4%	90	11	2	782	901	0
2010	2,198	5.4%	84	19	7	1,028	1,060	0
2011	1,713	4.2%	149	15	10	825	714	0
2012	1,865	4.6%	134	26	13	766	926	0
2013	1,362	3.4%	86	9	8	506	753	0
2014	1,510	3.7%	92	9	16	698	695	0
2015	982	2.4%	89	7	1	361	524	0
2016	936	2.3%	81	6	1	322	526	0
2017	164	0.4%	31	1	0	55	77	0
2018	34	0.1%	13	0	0	11	10	0
2019	39	0.1%	24	0	0	10	5	0
2020	26	0.1%	22	0	0	3	1	0
2021	9	0.0%	7	0	0	2	0	0
2022	0	-	0	0	0	0	0	0
Totals	**40,444**	**100%**	**1,063**	**104**	**75**	**19,439**	**19,763**	**0**
% of Total Vehicles With No Known Final Outcome			**2.6%**	**0.3%**	**0.2%**	**48.1%**	**48.9%**	**0.0%**

More detailed information on vehicles with no known final outcome for 2021 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	112,450	28,238	84,212	25.1%	74.9%
No Primary Test	106	7	99	6.6%	93.4%
MIL Check without OBD Test	63	4	59	6.3%	93.7%
Catalytic Converter	441	36	405	8.2%	91.8%
Visible Smoke	347	21	326	6.1%	93.9%
Liquid Leak	72	1	71	1.4%	98.6%
Miscellaneous Emissions	250	16	234	6.4%	93.6%
Overall Tests	**113,729**	**28,323**	**85,406**	**24.9%**	**75.1%**
Overall Vehicles	**113,285**	**28,397**	**84,888**	**25.1%**	**74.9%**

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 2021, NJDEP was able to identify 154 (11 CIF/SIF and 143 PIF/PFF) inspector performance audits at 92 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

	CIF/SIF	PIF/PFF
# receiving overt performance audits	5	87
# not receiving overt performance audits	23	817
# 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 2021 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 2021 the NJMVC had 19 covert auditors and 21 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.		
	CIF	**PIF/PFF**
# conducted with the vehicle set to fail OBD test	218	800
# of audits resulting in a false pass for the OBD test	8	11
# conducted with the vehicle set to fail the component check (catalyst)	39	169
# of audits resulting in a false pass for the component check (catalyst)	6	8
# conducted with the vehicle set to fail visual gas cap test	17	50
# of audits resulting in a false pass for the visual gas cap test	0	4
# conducted with the vehicle set to fail any combination of two or more of the above tests	1	3
# of audits resulting in a false pass for any combination of two or more of the above tests	1	1
# conducted with the vehicle not set to fail any emission inspection component	20	74
# of audits resulting in a false pass for any emissions related component *	13	22
# of audits resulting in a false fail for any emissions related component *	2	11
# of audits resulting in a proper Emission inspection (no false pass or false fails)	279	1057
Total # of Covert Emissions-Related Performance Audits	293	1090
Total # of Stations receiving a Covert Emissions-Related Performance Audit	25	825
Total # of Stations not receiving a Covert Emissions-Related Performance Audit	0	79

* One CIF covert inspection resulted in both a False Pass and False Fail.

In 2021, the overall emission covert performance audit failure rate for the entire network was 3.4%. The overall emissions covert audit failure rate for the centralized network was 4.8% while that for the decentralized network was 3.0%. This information is presented in Table 14.

Table 14: Overall Emission Covert Performance Audit Results

Network	Total Audits	Number Fail	Failure Rate	Number Pass	Pass Rate
Centralized	293	14	4.8%	279	95.2%
Decentralized	1090	33	3.0%	1057	97.0%
Total	**1383**	**47**	**3.4%**	**1336**	**96.6%**

C. Fines and Hearings

New Jersey had 3,428 licensed inspectors in 2021, of which 3,411 had an active status, 228 at some point were revoked, and 78 had been suspended. There were 2,006 inspectors who conducted an emission inspection during the year 2021. The NJMVC conducted 8 hearings to consider adverse actions against inspectors and inspection facilities, and all of these hearings resulted in adverse actions against inspectors and inspection facilities. Significantly less hearings were conducted and fines were collected in 2021 as compared to 2020. Table 15 summarizes the results of all adjudicated actions only during the year 2021.

Table 15: Fines and Hearings – Centralized and Decentralized Networks

	Inspectors	Facilities
# suspended, fined, or otherwise prohibited from testing as a result of covert audits	6	1
# suspended, fined, or otherwise prohibited from testing for other causes	4	1
# that received fines	4	1
# of hearings held to consider adverse actions	7	1
# of hearings held resulting in adverse actions	7	1
Total amount collected in fines	$2,900	$750

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 2021.

Table 16: PIF OBD Workstation Audit Summary

PIF OBD Workstations Audited	2021		
	#	%	
# of PIFs	904	N/A	
# of PIFs receiving audits	615	68.0%	
# of Full year active PIFs	834	92.3%	
# of Full year active PIFs receiving audits	588	70.5%	
# of Full year active PIFs receiving two or more audits	444	53.2%	
PIF OBD Workstation Audits Performed	**#**	**%**	
Total	1,082	N/A	
Initial Audits	1,074	99.3%	
Initial Failures / Rate	8	0.7%	
Second or Subsequent Audits	8	0.7%	
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	6	1.0%	0.7%

B. CIF/SIF Equipment Audit Summary

In 2021, the NJDEP performed 1,245 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 7 of the 28 centralized stations, including the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2021. This is higher than the number of failures in 2020.

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, none of the centralized stations had at least one lane shut down as a result of initial equipment audits during the year 2021.

Table 17: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	28
# of initial equipment audits	1,245
# of stations that failed equipment audits	7
% of stations that failed equipment audits	25%
# of stations with at least one lane shut down as a result of equipment audits	0
% of stations with at least one lane shut down as a result of equipment audits	0%
# of centralized and specialty lanes	108
# of lanes shut down at some point during the year as a result of equipment audits	0
% of lanes shut down at some point during the year as a result of equipment audits (% of the total number of centralized lanes)	0%
% of overall initial equipment audit failures	0.7%

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

Table 18: CIF/SIF Initial Equipment Audit Pass/Fail Rates by Station

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	0	0%	2	100%
Bakers Basin	60	2	3%	58	97%
Cape May	9	0	0%	9	100%
Cherry Hill	72	0	0%	72	100%
Deptford	48	0	0%	48	100%
Eatontown	72	0	0%	72	100%
Flemington	36	0	0%	36	100%
Freehold	72	0	0%	72	100%
Kilmer	72	1	1%	71	99%
Lakewood	72	0	0%	72	100%
Lodi	60	0	0%	60	100%
Manahawkin	36	0	0%	36	100%
Mays Landing	44	0	0%	44	100%
Millville	18	0	0%	18	100%
Newark	60	1	2%	59	98%
Newton	24	0	0%	24	100%
Paramus	60	1	2%	59	98%
Rahway	73	1	1%	72	99%
Randolph	72	0	0%	72	100%
Salem	10	0	0%	10	100%
Secaucus	48	0	0%	48	100%
South Brunswick	72	0	0%	72	100%
Southampton	44	0	0%	44	100%
Washington	12	1	8%	11	92%
Wayne	60	2	3%	58	97%
Westfield Specialty	2	0	0%	2	100%
Winslow	33	0	0%	33	100%
Winslow Specialty	2	0	0%	2	100%
Totals	**1245**	**9**	**0.7%**	**1236**	**99.3%**

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

During a sticker compliance survey, 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 on a regular monthly basis (an average of 2,509 vehicles per month in the year 2021) in various random areas throughout the northern, central, and southern portions of the State.

A total of 30,110 vehicles were surveyed in the year 2021. Of these, 27,929 (92.8%) 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 2021.

Table 19: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations	1,785,000
# of missing compliance documents (stickers)	601
# of time extensions & other exemptions granted to motorists	1705

** NJDEP believes that the number of compliance stickers issued is incorrect. More inspections took place than the total amount of stickers issued. NJMVC is currently in a transition phase with the team that provided this inspection data. NJDEP believes that this transition is the cause of the incorrect data. NJDEP will work with NJMVC to make sure the number is correct in future reports.*

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 2021 that have been criminally prosecuted, concluded, and can be presented here. However, it can be noted that 16 clean scan cases were referred by NJDEP to NJMVC for further investigation. This is greater than the amount referred in both 2020 (9 cases) and 2019 (2 cases). Clean scanning occurs when an Inspector substitutes a fault-free vehicle for the vehicle that is being inspected.

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 2021 are as follows:

- Due to the COVID-19 health pandemic in 2020, the CIF lanes were shut down for over 3 months and motorists were granted vehicle inspection extensions that stretched toward the end of that year. This may have caused some lingering effects on the 2021 inspection activity volume (testing, compliance, and auditing); however, inspection activity continues to return to pre-pandemic volume.

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 2,100 vehicles)	Minor	Issue could be resolved with new software in new program in 2022/2023; 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 650 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 53 times in the year 2021 – 42 at BITs and 11 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 2021

Test Station	Data	Initial Insps	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility	Total	1,680,159		147,944		1,828,103	
	Fail	129,152	7.7%	40,782	27.6%	169,934	9.3%
	Pass	1,551,007	92.3%	107,162	72.4%	1,658,169	90.7%
Private Inspection Facility	Total	259,281		25,824		285,105	
	Fail	11,801	4.6%	1,489	5.8%	13,290	4.7%
	Pass	247,480	95.4%	24,335	94.2%	271,815	95.3%
Private Fleet Facility	Total	4,117		427		4,544	
	Fail	105	2.6%	24	5.6%	129	2.8%
	Pass	4,012	97.4%	403	94.4%	4,415	97.2%
Specialty Inspection Facility	Total	138		70		208	
	Fail	6	4.3%	5	7.1%	11	5.3%
	Pass	132	95.7%	65	92.9%	197	94.7%
Mobile Inspection Team	Total	21,583		8,740		30,323	
*Initial - 1st Inspection of cycle	Fail	3,675	17.0%	1,661	19.0%	5,336	17.6%
Retest - 2nd or subsequent of cycle	Pass	17,908	83.0%	7,079	81.0%	24,987	82.4%
Total # of Inspections		**1,965,278**		**183,005**		**2,148,283**	
Total # Fail		**144,739**	**7.4%**	**43,961**	**24.0%**	**188,700**	**8.8%**
Total # Pass		**1,820,539**	**92.6%**	**139,044**	**76.0%**	**1,959,583**	**91.2%**
% of Grand Total # of Inspections			**91.5%**		**8.5%**		

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	1,858,634	86.5%
Decentralized	289,649	13.5%
Total	**2,148,283**	

Table A-1

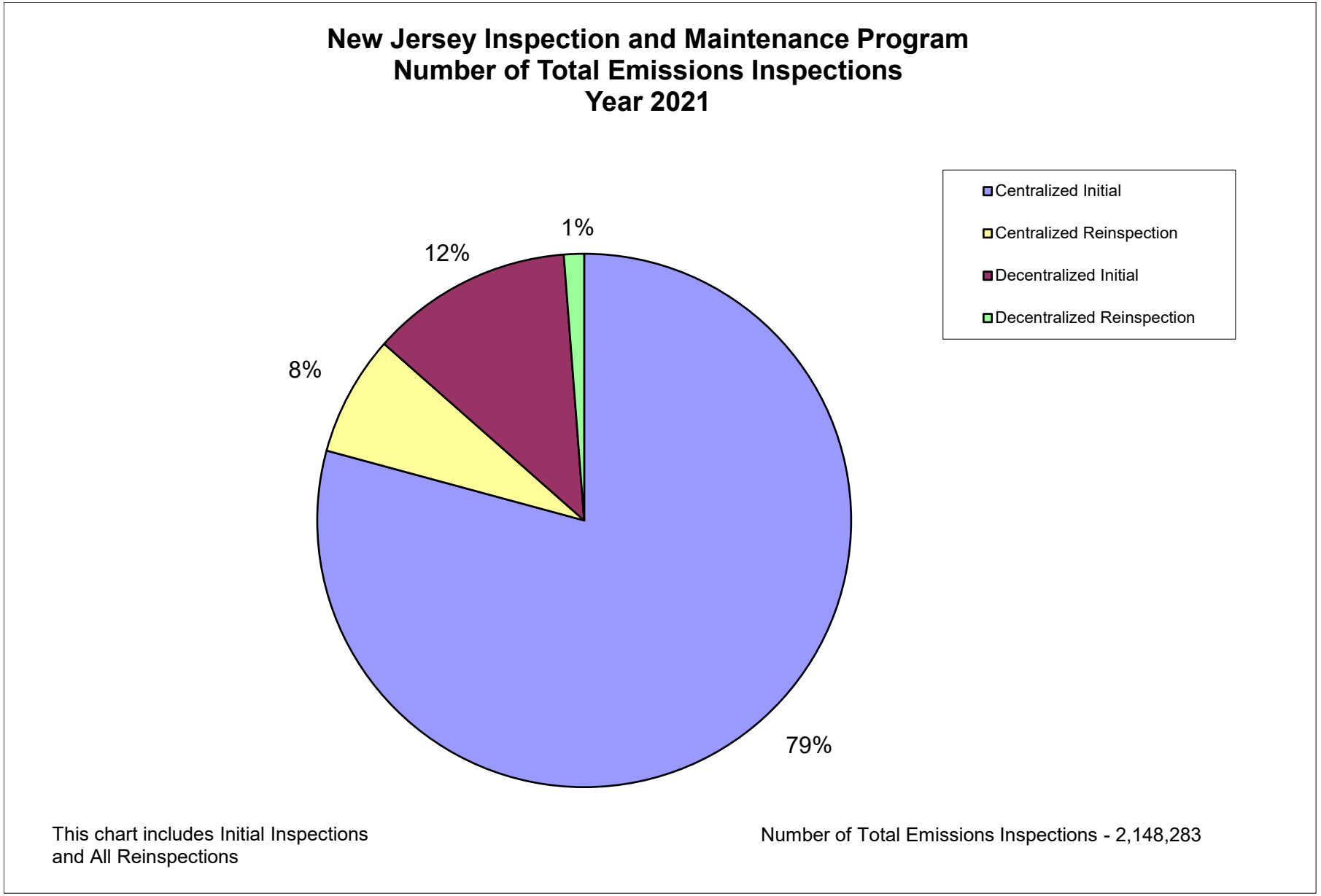

New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2021
Centralized Initial
Centralized Reinspection
Decentralized Initial
Decentralized Reinspection
1%
12%
8%
79%
This chart includes Initial Inspections and All Reinspections
Number of Total Emissions Inspections - 2,148,283

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 2021

Model Yr	Station Type	# Initial Insps	# Initial Fail	Fail Rate	# Initial Pass	Pass Rate
Pre96/Unknown	Centralized	257	3	1.2%	254	98.8%
Pre96/Unknown	Decentralized	602	0	0.0%	602	100.0%
1996	Centralized	3,695	541	14.6%	3,154	85.4%
1996	Decentralized	971	69	7.1%	902	92.9%
1997	Centralized	8,869	1,311	14.8%	7,558	85.2%
1997	Decentralized	2,142	135	6.3%	2,007	93.7%
1998	Centralized	9,117	1,505	16.5%	7,612	83.5%
1998	Decentralized	2,189	128	5.8%	2,061	94.2%
1999	Centralized	16,177	2,344	14.5%	13,833	85.5%
1999	Decentralized	3,828	251	6.6%	3,577	93.4%
2000	Centralized	17,856	2,930	16.4%	14,926	83.6%
2000	Decentralized	4,343	242	5.6%	4,101	94.4%
2001	Centralized	27,661	5,862	21.2%	21,799	78.8%
2001	Decentralized	6,218	528	8.5%	5,690	91.5%
2002	Centralized	30,296	6,244	20.6%	24,052	79.4%
2002	Decentralized	6,660	503	7.6%	6,157	92.4%
2003	Centralized	54,283	8,821	16.3%	45,462	83.7%
2003	Decentralized	10,647	721	6.8%	9,926	93.2%
2004	Centralized	48,313	8,199	17.0%	40,114	83.0%
2004	Decentralized	9,887	682	6.9%	9,205	93.1%
2005	Centralized	77,534	10,652	13.7%	66,882	86.3%
2005	Decentralized	13,954	837	6.0%	13,117	94.0%
2006	Centralized	67,021	8,787	13.1%	58,234	86.9%
2006	Decentralized	12,463	703	5.6%	11,760	94.4%
2007	Centralized	64,562	7,838	12.1%	56,724	87.9%
2007	Decentralized	12,167	617	5.1%	11,550	94.9%
2008	Centralized	125,949	10,929	8.7%	115,020	91.3%
2008	Decentralized	18,048	882	4.9%	17,166	95.1%
2009	Centralized	53,429	5,774	10.8%	47,655	89.2%
2009	Decentralized	9,529	546	5.7%	8,983	94.3%
2010	Centralized	124,051	8,663	7.0%	115,388	93.0%
2010	Decentralized	16,436	713	4.3%	15,723	95.7%
2011	Centralized	83,088	6,355	7.6%	76,733	92.4%
2011	Decentralized	13,336	584	4.4%	12,752	95.6%
2012	Centralized	169,346	9,286	5.5%	160,060	94.5%
2012	Decentralized	21,237	855	4.0%	20,382	96.0%
2013	Centralized	104,721	6,089	5.8%	98,632	94.2%
2013	Decentralized	15,479	632	4.1%	14,847	95.9%
2014	Centralized	201,880	7,852	3.9%	194,028	96.1%
2014	Decentralized	24,084	731	3.0%	23,353	97.0%
2015	Centralized	109,353	4,665	4.3%	104,688	95.7%
2015	Decentralized	16,950	580	3.4%	16,370	96.6%
2016	Centralized	243,198	6,069	2.5%	237,129	97.5%
2016	Decentralized	29,043	665	2.3%	28,378	97.7%

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2021

Model Yr	Station Type	# Initial Insps	# Initial Fail	Fail Rate	# Initial Pass	Pass Rate
2017	Centralized	39,952	1,058	2.6%	38,894	97.4%
2017	Decentralized	7,263	191	2.6%	7,072	97.4%
2018	Centralized	7,489	313	4.2%	7,176	95.8%
2018	Decentralized	2,376	34	1.4%	2,342	98.6%
2019	Centralized	8,106	340	4.2%	7,766	95.8%
2019	Decentralized	2,146	35	1.6%	2,111	98.4%
2020	Centralized	4,978	386	7.8%	4,592	92.2%
2020	Decentralized	1,046	35	3.3%	1,011	96.7%
2021	Centralized	424	16	3.8%	408	96.2%
2021	Decentralized	280	7	2.5%	273	97.5%
2022	Centralized	275	1	0.4%	274	99.6%
2022	Decentralized	74	0	0.0%	74	100.0%
Total	**Centralized**	**1,701,880**	**132,833**	**7.8%**	**1,569,047**	**92.2%**
Total	**Decentralized**	**263,398**	**11,906**	**4.5%**	**251,492**	**95.5%**
Grand Total		**1,965,278**	**144,739**	**7.4%**	**1,820,539**	**92.6%**

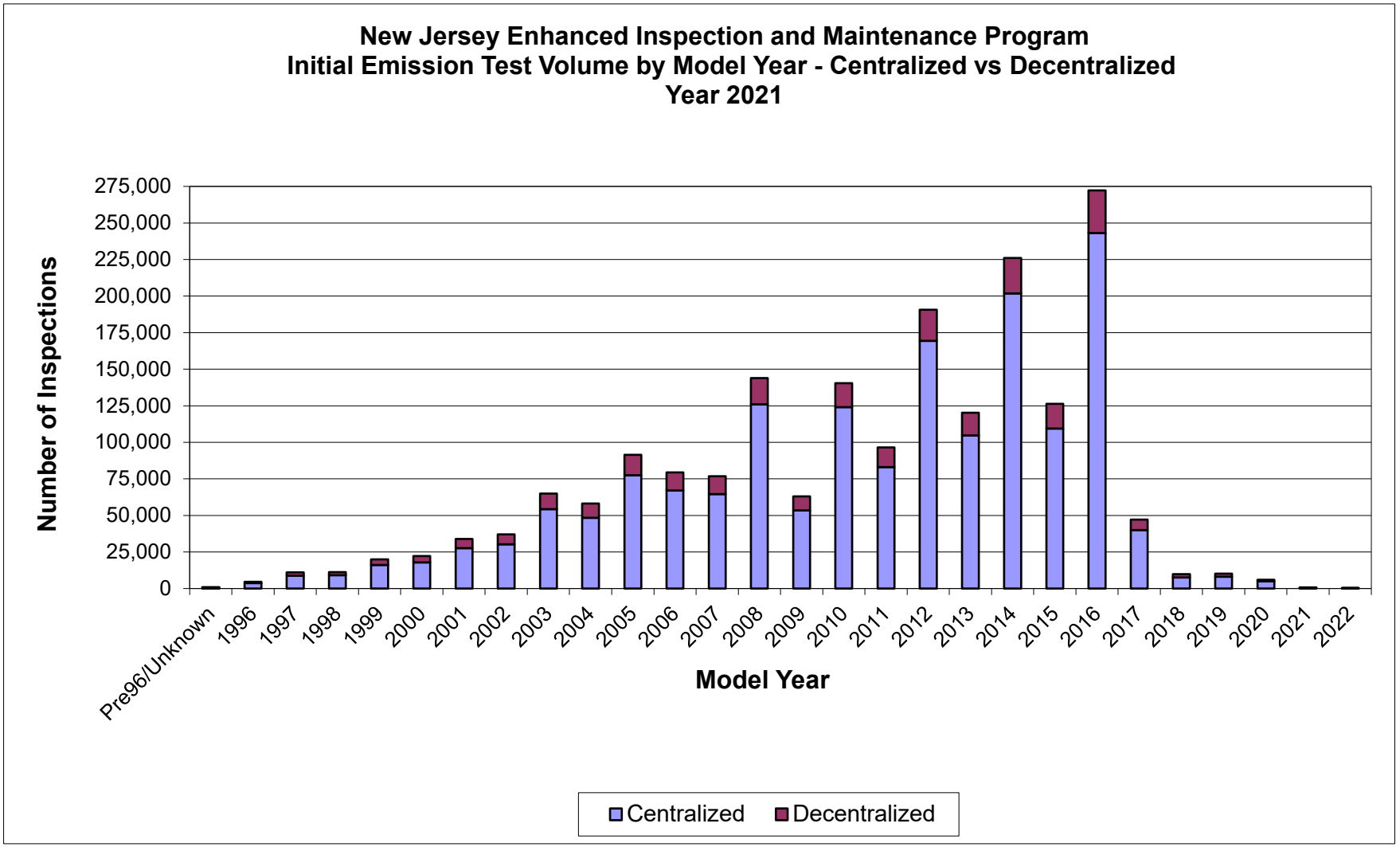

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2021
Number of Inspections
275,000
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
Model Year
Centralized
Decentralized

Figure B-1

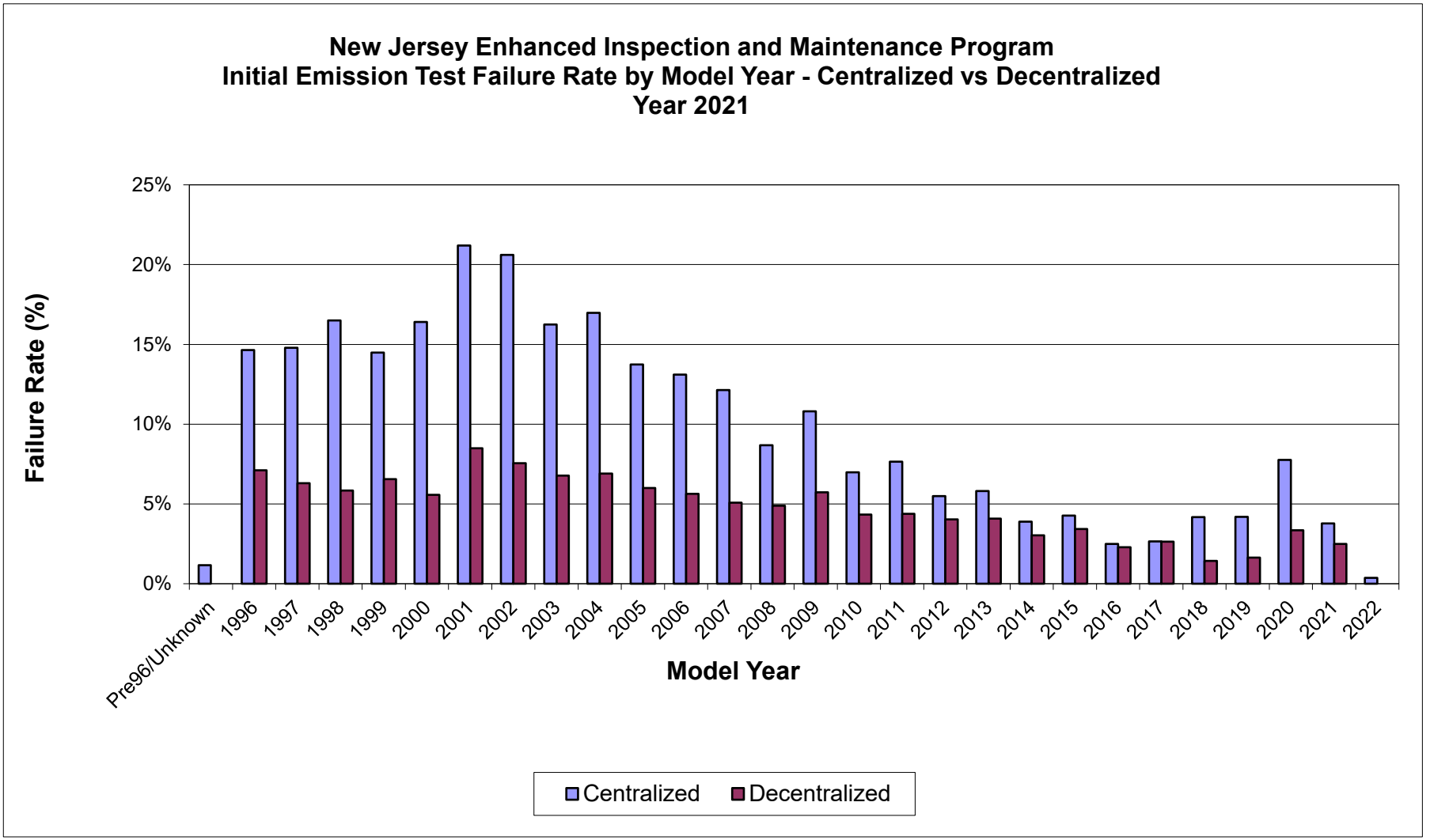

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2021
Failure Rate (%)
25%
20%
15%
10%
5%
0%
Pre96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
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 2021

STATION NAME	# of Lanes/ Consoles	# Initial Inspections	# Initial Pass	# Initial Fail	% Fail
BAKERS BASIN	5	86,585	80,202	6,383	7.4%
CAPE MAY	1	17,211	16,211	1,000	5.8%
CHERRY HILL	6	92,298	84,415	7,883	8.5%
DEPTFORD	4	82,442	76,368	6,074	7.4%
EATONTOWN	6	75,736	70,249	5,487	7.2%
FLEMINGTON	3	57,032	54,126	2,906	5.1%
FREEHOLD	6	61,816	58,177	3,639	5.9%
KILMER	6	105,989	97,902	8,087	7.6%
LAKEWOOD	6	90,783	84,853	5,930	6.5%
LODI	5	75,946	68,630	7,316	9.6%
MANAHAWKIN	3	34,754	32,553	2,201	6.3%
MAYS LANDING	4	50,299	46,401	3,898	7.7%
MILLVILLE	2	37,721	34,093	3,628	9.6%
NEWARK	5	85,866	74,976	10,890	12.7%
NEWTON	2	38,190	35,682	2,508	6.6%
PARAMUS	5	98,768	92,509	6,259	6.3%
RAHWAY	6	97,021	88,123	8,898	9.2%
RANDOLPH	6	90,265	84,566	5,699	6.3%
SALEM	1	17,291	15,956	1,335	7.7%
SECAUCUS	4	75,448	68,546	6,902	9.1%
SOUTH BRUNSWICK	6	68,861	64,401	4,460	6.5%
SOUTHAMPTON	4	71,493	66,507	4,986	7.0%
WASHINGTON	1	24,951	23,442	1,509	6.0%
WAYNE	5	107,034	98,599	8,435	7.9%
WINSLOW CIF	3	36,359	33,520	2,839	7.8%
TOTAL 2021	**105**	**1,680,159**	**1,551,007**	**129,152**	**7.7%**

Table C-1

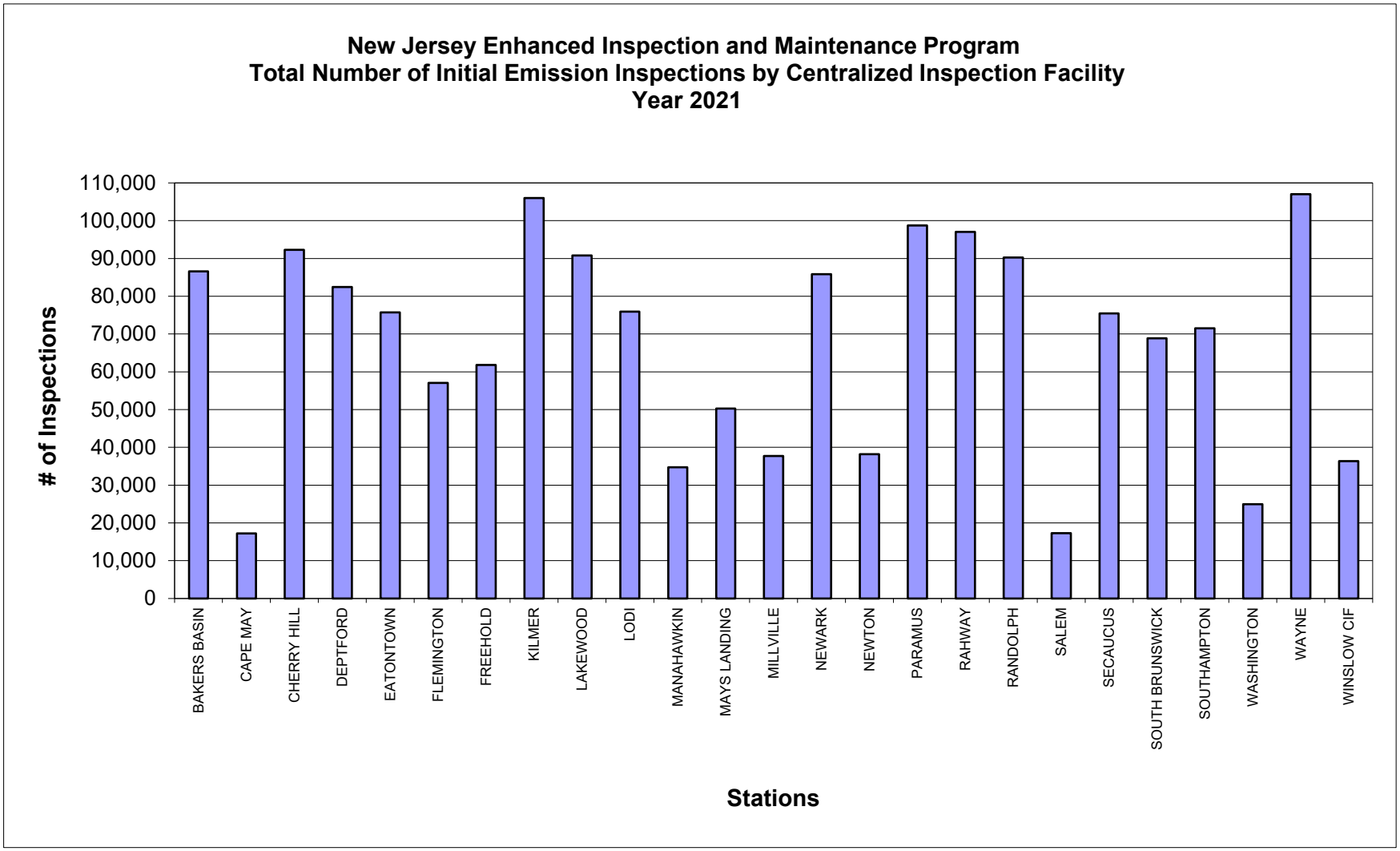

New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2021
# of Inspections
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
BAKERS BASIN
CAPE MAY
CHERRY HILL
DEPTFORD
EATONTOWN
FLEMINGTON
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

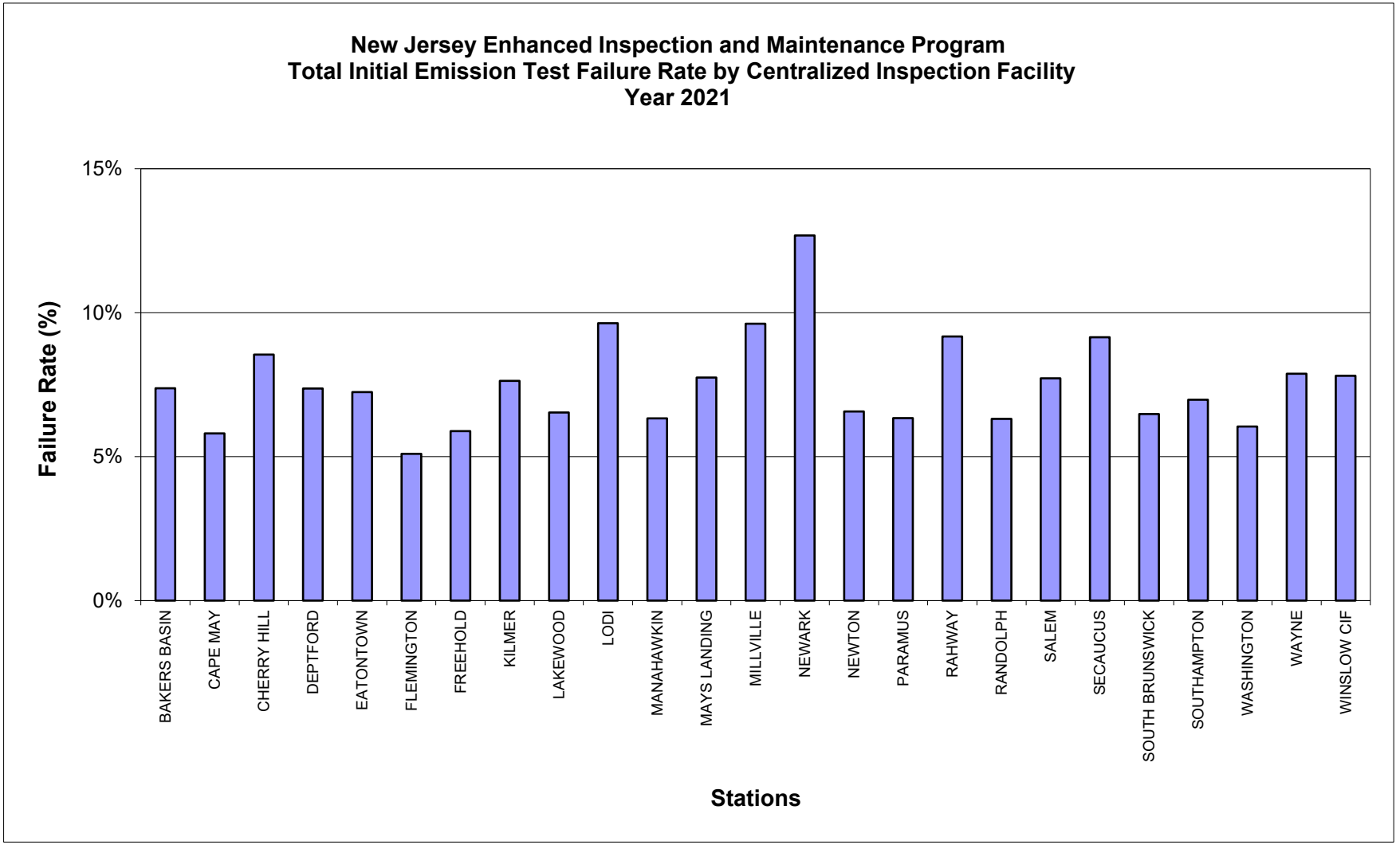

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2021
Failure Rate (%)
15%
10%
5%
0%
BAKERS BASIN
CAPE MAY
CHERRY HILL
DEPTFORD
EATONTOWN
FLEMINGTON
FREEHOLD
KILMER
LAKEWOOD
LODI
MANAHAWKIN
MAYS LANDING
MILLVILLE
NEWARK
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 2021

Model Year	# of Vehicles Tested					
	HDGV	LDDT	LDDV	LDGT	LDGV	Total
Pre96/Unknown	626	0	0	220	13	859
1996	133	0	0	1,962	2,571	4,666
1997	280	2	13	4,896	5,820	11,011
1998	221	0	28	4,998	6,059	11,306
1999	552	6	58	8,335	11,054	20,005
2000	759	4	35	9,279	12,122	22,199
2001	898	2	27	15,389	17,563	33,879
2002	1,021	4	48	17,522	18,361	36,956
2003	1,586	4	66	31,037	32,237	64,930
2004	1,914	3	50	30,069	26,164	58,200
2005	2,206	27	201	45,805	43,249	91,488
2006	3,077	30	185	37,765	38,427	79,484
2007	2,579	48	13	35,210	38,879	76,729
2008	5,080	122	50	68,812	69,933	143,997
2009	2,875	60	36	25,388	34,599	62,958
2010	3,299	139	80	63,982	72,987	140,487
2011	5,286	143	139	48,355	42,501	96,424
2012	6,792	350	254	88,085	95,102	190,583
2013	5,882	207	292	53,272	60,547	120,200
2014	6,700	707	827	117,380	100,350	225,964
2015	8,680	366	281	65,446	51,530	126,303
2016	11,096	540	78	146,642	113,885	272,241
2017	6,998	47	11	22,793	17,366	47,215
2018	6,077	49	0	2,978	761	9,865
2019	7,006	7	0	2,771	468	10,252
2020	4,239	1	0	1,594	190	6,024
2021	562	2	0	128	12	704
2022	332	0	0	17	0	349
Totals	96,756	2,870	2,772	950,130	912,750	**1,965,278**
% of Grand Total	4.9%	0.1%	0.1%	48.3%	46.4%	

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

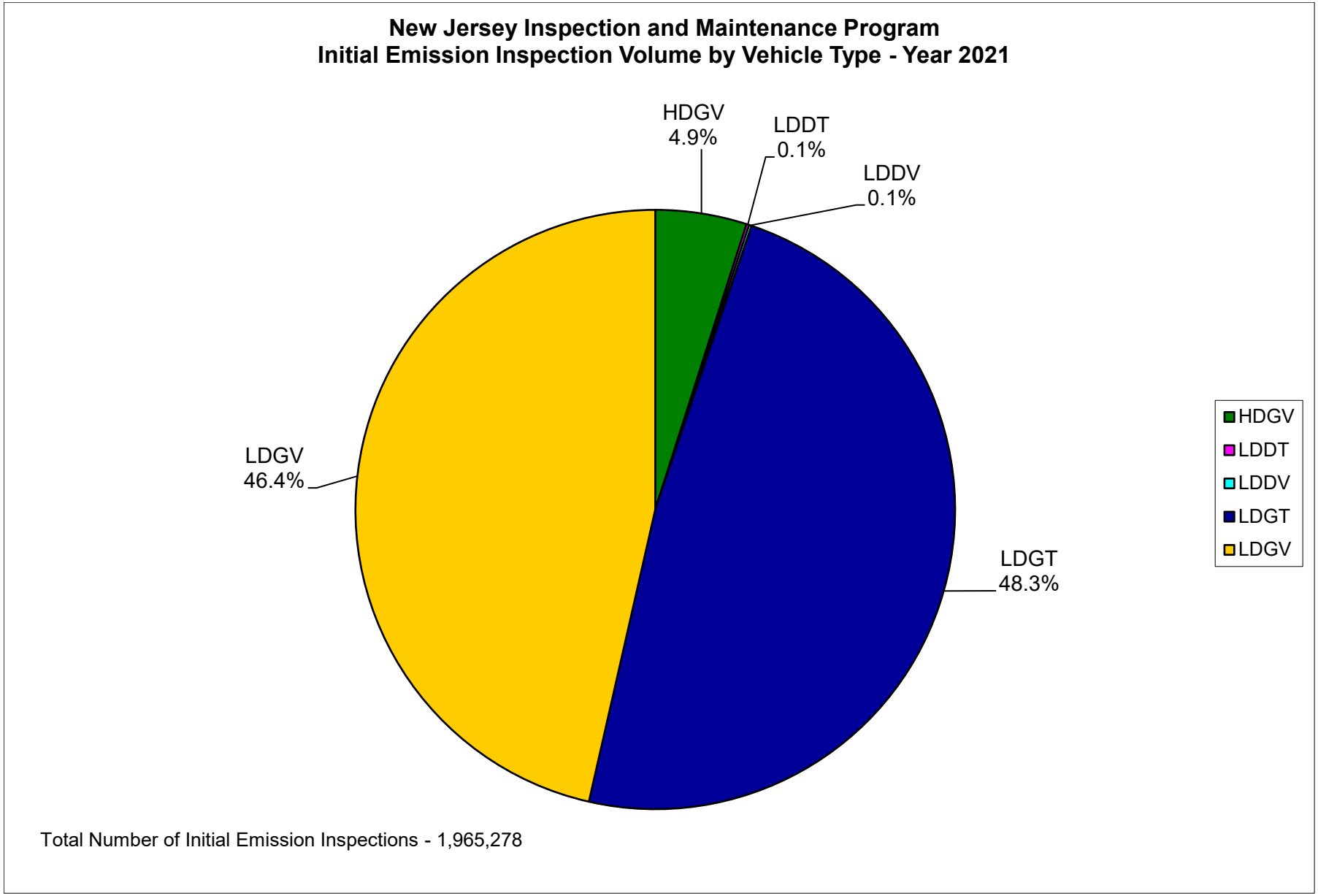

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type - Year 2021
HDGV
4.9%
LDDT
0.1%
LDDV
0.1%
LDGV
46.4%
LDGT
48.3%
HDGV
LDDT
LDDV
LDGT
LDGV
Total Number of Initial Emission Inspections - 1,965,278

Figure D-1

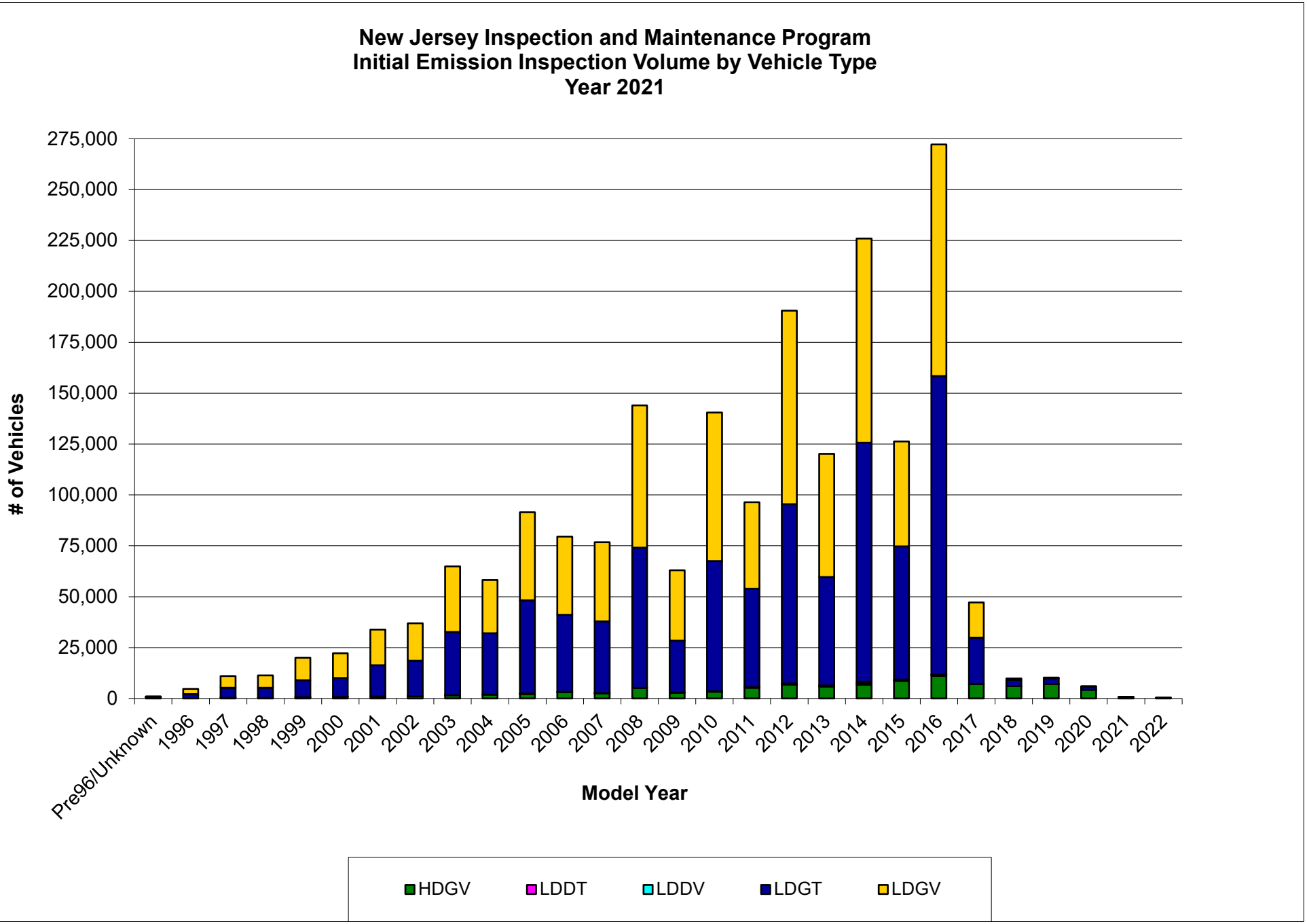

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2021
# of Vehicles
275,000
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
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 2021

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	626	1	625	0.2%	0	0	0	-	626	1	625	0.2%
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	220	2	218	0.9%	0	0	0	-	220	2	218	0.9%
Pre 96/Unknown	LDGV	13	0	13	0.0%	0	0	0	-	13	0	13	0.0%
1996	HDGV	133	0	133	0.0%	0	0	0	-	133	0	133	0.0%
1996	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGT	1,962	268	1,694	13.7%	1,962	265	1,697	13.5%	0	0	0	-
1996	LDGV	2,571	342	2,229	13.3%	2,571	336	2,235	13.1%	0	0	0	-
1997	HDGV	280	0	280	0.0%	0	0	0	-	280	0	280	0.0%
1997	LDDT	2	0	2	0.0%	2	0	2	0.0%	0	0	0	-
1997	LDDV	13	2	11	15.4%	13	2	11	15.4%	0	0	0	-
1997	LDGT	4,896	636	4,260	13.0%	4,896	615	4,281	12.6%	0	0	0	-
1997	LDGV	5,820	808	5,012	13.9%	5,820	798	5,022	13.7%	0	0	0	-
1998	HDGV	221	0	221	0.0%	0	0	0	-	221	0	221	0.0%
1998	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1998	LDDV	28	2	26	7.1%	28	2	26	7.1%	0	0	0	-
1998	LDGT	4,998	723	4,275	14.5%	4,998	711	4,287	14.2%	0	0	0	-
1998	LDGV	6,059	908	5,151	15.0%	6,059	902	5,157	14.9%	0	0	0	-
1999	HDGV	552	4	548	0.7%	0	0	0	-	552	4	548	0.7%
1999	LDDT	6	0	6	0.0%	6	0	6	0.0%	0	0	0	-
1999	LDDV	58	4	54	6.9%	58	4	54	6.9%	0	0	0	-
1999	LDGT	8,335	1,140	7,195	13.7%	8,335	1,122	7,213	13.5%	0	0	0	-
1999	LDGV	11,054	1,447	9,607	13.1%	11,054	1,431	9,623	12.9%	0	0	0	-
2000	HDGV	759	4	755	0.5%	0	0	0	-	759	4	755	0.5%
2000	LDDT	4	0	4	0.0%	4	0	4	0.0%	0	0	0	-
2000	LDDV	35	4	31	11.4%	35	4	31	11.4%	0	0	0	-
2000	LDGT	9,279	1,370	7,909	14.8%	9,279	1,355	7,924	14.6%	0	0	0	-
2000	LDGV	12,122	1,794	10,328	14.8%	12,122	1,774	10,348	14.6%	0	0	0	-
2001	HDGV	898	4	894	0.4%	0	0	0	-	898	4	894	0.4%
2001	LDDT	2	0	2	0.0%	2	0	2	0.0%	0	0	0	-
2001	LDDV	27	3	24	11.1%	27	3	24	11.1%	0	0	0	-
2001	LDGT	15,389	3,134	12,255	20.4%	15,389	3,105	12,284	20.2%	0	0	0	-
2001	LDGV	17,563	3,249	14,314	18.5%	17,563	3,231	14,332	18.4%	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 2021

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	1,021	6	1,015	0.6%	0	0	0	-	1,021	6	1,015	0.6%
2002	LDDT	4	0	4	0.0%	4	0	4	0.0%	0	0	0	-
2002	LDDV	48	1	47	2.1%	48	1	47	2.1%	0	0	0	-
2002	LDGT	17,522	3,300	14,222	18.8%	17,522	3,281	14,241	18.7%	0	0	0	-
2002	LDGV	18,361	3,440	14,921	18.7%	18,361	3,409	14,952	18.6%	0	0	0	-
2003	HDGV	1,586	7	1,579	0.4%	0	0	0	-	1,586	7	1,579	0.4%
2003	LDDT	4	0	4	0.0%	4	0	4	0.0%	0	0	0	-
2003	LDDV	66	0	66	0.0%	66	0	66	0.0%	0	0	0	-
2003	LDGT	31,037	4,890	26,147	15.8%	31,037	4,862	26,175	15.7%	0	0	0	-
2003	LDGV	32,237	4,645	27,592	14.4%	32,237	4,604	27,633	14.3%	0	0	0	-
2004	HDGV	1,914	3	1,911	0.2%	0	0	0	-	1,914	3	1,911	0.2%
2004	LDDT	3	0	3	0.0%	3	0	3	0.0%	0	0	0	-
2004	LDDV	50	7	43	14.0%	50	7	43	14.0%	0	0	0	-
2004	LDGT	30,069	4,905	25,164	16.3%	30,069	4,857	25,212	16.2%	0	0	0	-
2004	LDGV	26,164	3,966	22,198	15.2%	26,164	3,935	22,229	15.0%	0	0	0	-
2005	HDGV	2,206	4	2,202	0.2%	0	0	0	-	2,206	4	2,202	0.2%
2005	LDDT	27	1	26	3.7%	27	1	26	3.7%	0	0	0	-
2005	LDDV	201	15	186	7.5%	201	15	186	7.5%	0	0	0	-
2005	LDGT	45,805	6,203	39,602	13.5%	45,805	6,160	39,645	13.4%	0	0	0	-
2005	LDGV	43,249	5,266	37,983	12.2%	43,249	5,222	38,027	12.1%	0	0	0	-
2006	HDGV	3,077	5	3,072	0.2%	0	0	0	-	3,077	5	3,072	0.2%
2006	LDDT	30	1	29	3.3%	30	1	29	3.3%	0	0	0	-
2006	LDDV	185	10	175	5.4%	185	10	175	5.4%	0	0	0	-
2006	LDGT	37,765	4,789	32,976	12.7%	37,765	4,751	33,014	12.6%	0	0	0	-
2006	LDGV	38,427	4,685	33,742	12.2%	38,427	4,641	33,786	12.1%	0	0	0	-
2007	HDGV	2,579	5	2,574	0.2%	0	0	0	-	2,579	5	2,574	0.2%
2007	LDDT	48	1	47	2.1%	48	1	47	2.1%	0	0	0	-
2007	LDDV	13	2	11	15.4%	13	2	11	15.4%	0	0	0	-
2007	LDGT	35,210	4,222	30,988	12.0%	35,210	4,204	31,006	11.9%	0	0	0	-
2007	LDGV	38,879	4,225	34,654	10.9%	38,879	4,194	34,685	10.8%	0	0	0	-
2008	HDGV	5,080	570	4,510	11.2%	4,866	566	4,300	11.6%	214	0	214	0.0%
2008	LDDT	122	2	120	1.6%	122	2	120	1.6%	0	0	0	-
2008	LDDV	50	4	46	8.0%	50	4	46	8.0%	0	0	0	-
2008	LDGT	68,812	5,696	63,116	8.3%	68,812	5,667	63,145	8.2%	0	0	0	-
2008	LDGV	69,933	5,539	64,394	7.9%	69,933	5,497	64,436	7.9%	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 2021

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	2,875	440	2,435	15.3%	2,771	435	2,336	15.7%	104	0	104	0.0%
2009	LDDT	60	16	44	26.7%	60	16	44	26.7%	0	0	0	-
2009	LDDV	36	5	31	13.9%	36	5	31	13.9%	0	0	0	-
2009	LDGT	25,388	2,706	22,682	10.7%	25,388	2,693	22,695	10.6%	0	0	0	-
2009	LDGV	34,599	3,153	31,446	9.1%	34,589	3,140	31,449	9.1%	10	0	10	0.0%
2010	HDGV	3,299	440	2,859	13.3%	3,153	435	2,718	13.8%	146	0	146	0.0%
2010	LDDT	139	42	97	30.2%	139	42	97	30.2%	0	0	0	-
2010	LDDV	80	18	62	22.5%	80	18	62	22.5%	0	0	0	-
2010	LDGT	63,982	4,330	59,652	6.8%	63,982	4,317	59,665	6.7%	0	0	0	-
2010	LDGV	72,987	4,546	68,441	6.2%	72,987	4,531	68,456	6.2%	0	0	0	-
2011	HDGV	5,286	641	4,645	12.1%	4,707	638	4,069	13.6%	579	2	577	0.3%
2011	LDDT	143	52	91	36.4%	143	52	91	36.4%	0	0	0	-
2011	LDDV	139	22	117	15.8%	139	22	117	15.8%	0	0	0	-
2011	LDGT	48,355	3,333	45,022	6.9%	48,355	3,323	45,032	6.9%	0	0	0	-
2011	LDGV	42,501	2,891	39,610	6.8%	42,501	2,861	39,640	6.7%	0	0	0	-
2012	HDGV	6,792	664	6,128	9.8%	6,162	664	5,498	10.8%	630	0	630	0.0%
2012	LDDT	350	87	263	24.9%	350	87	263	24.9%	0	0	0	-
2012	LDDV	254	42	212	16.5%	254	42	212	16.5%	0	0	0	-
2012	LDGT	88,085	4,429	83,656	5.0%	88,085	4,411	83,674	5.0%	0	0	0	-
2012	LDGV	95,102	4,919	90,183	5.2%	95,102	4,889	90,213	5.1%	0	0	0	-
2013	HDGV	5,882	489	5,393	8.3%	5,140	486	4,654	9.5%	742	1	741	0.1%
2013	LDDT	207	39	168	18.8%	207	39	168	18.8%	0	0	0	-
2013	LDDV	292	29	263	9.9%	292	29	263	9.9%	0	0	0	-
2013	LDGT	53,272	2,754	50,518	5.2%	53,272	2,744	50,528	5.2%	0	0	0	-
2013	LDGV	60,547	3,410	57,137	5.6%	60,547	3,385	57,162	5.6%	0	0	0	-
2014	HDGV	6,700	510	6,190	7.6%	5,706	501	5,205	8.8%	994	9	985	0.9%
2014	LDDT	707	94	613	13.3%	707	94	613	13.3%	0	0	0	-
2014	LDDV	827	102	725	12.3%	827	102	725	12.3%	0	0	0	-
2014	LDGT	117,380	4,086	113,294	3.5%	117,380	4,070	113,310	3.5%	0	0	0	-
2014	LDGV	100,350	3,791	96,559	3.8%	100,350	3,765	96,585	3.8%	0	0	0	-
2015	HDGV	8,680	608	8,072	7.0%	7,741	591	7,150	7.6%	939	12	927	1.3%
2015	LDDT	366	50	316	13.7%	366	49	317	13.4%	0	0	0	-
2015	LDDV	281	21	260	7.5%	281	20	261	7.1%	0	0	0	-
2015	LDGT	65,446	2,180	63,266	3.3%	65,446	2,172	63,274	3.3%	0	0	0	-
2015	LDGV	51,530	2,386	49,144	4.6%	51,530	2,363	49,167	4.6%	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 2021

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	11,096	551	10,545	5.0%	9,542	529	9,013	5.5%	1,554	21	1,533	1.4%
2016	LDDT	540	42	498	7.8%	540	42	498	7.8%	0	0	0	-
2016	LDDV	78	7	71	9.0%	78	7	71	9.0%	0	0	0	-
2016	LDGT	146,642	2,990	143,652	2.0%	146,642	2,978	143,664	2.0%	0	0	0	-
2016	LDGV	113,885	3,144	110,741	2.8%	113,885	3,113	110,772	2.7%	0	0	0	-
2017	HDGV	6,998	260	6,738	3.7%	5,865	249	5,616	4.2%	1,133	10	1,123	0.9%
2017	LDDT	47	3	44	6.4%	47	3	44	6.4%	0	0	0	-
2017	LDDV	11	1	10	9.1%	11	1	10	9.1%	0	0	0	-
2017	LDGT	22,793	489	22,304	2.1%	22,793	487	22,306	2.1%	0	0	0	-
2017	LDGV	17,366	496	16,870	2.9%	17,366	494	16,872	2.8%	0	0	0	-
2018	HDGV	6,077	195	5,882	3.2%	5,045	188	4,857	3.7%	1,032	7	1,025	0.7%
2018	LDDT	49	3	46	6.1%	49	3	46	6.1%	0	0	0	-
2018	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2018	LDGT	2,978	110	2,868	3.7%	2,978	109	2,869	3.7%	0	0	0	-
2018	LDGV	761	39	722	5.1%	761	39	722	5.1%	0	0	0	-
2019	HDGV	7,006	245	6,761	3.5%	5,529	235	5,294	4.3%	1,477	8	1,469	0.5%
2019	LDDT	7	1	6	14.3%	7	1	6	14.3%	0	0	0	-
2019	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2019	LDGT	2,771	115	2,656	4.2%	2,771	115	2,656	4.2%	0	0	0	-
2019	LDGV	468	14	454	3.0%	468	14	454	3.0%	0	0	0	-
2020	HDGV	4,239	310	3,929	7.3%	3,097	300	2,797	9.7%	1,142	9	1,133	0.8%
2020	LDDT	1	0	1	0.0%	1	0	1	0.0%	0	0	0	-
2020	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2020	LDGT	1,594	101	1,493	6.3%	1,524	101	1,423	6.6%	70	0	70	0.0%
2020	LDGV	190	10	180	5.3%	190	10	180	5.3%	0	0	0	-
2021	HDGV	562	17	545	3.0%	150	14	136	9.3%	412	3	409	0.7%
2021	LDDT	2	1	1	50.0%	2	1	1	50.0%	0	0	0	-
2021	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2021	LDGT	128	4	124	3.1%	128	4	124	3.1%	0	0	0	-
2021	LDGV	12	1	11	8.3%	12	1	11	8.3%	0	0	0	-
2022	HDGV	332	1	331	0.3%	0	0	0	-	332	1	331	0.3%
2022	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2022	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2022	LDGT	17	0	17	0.0%	17	0	17	0.0%	0	0	0	-
2022	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
Totals		**1,965,278**	**144,739**	**1,820,539**	**7.4%**	**1,937,683**	**143,623**	**1,794,060**	**7.4%**	**27,595**	**128**	**27,467**	**0.5%**

[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 2021

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	-	617	1	616	0.16%	626	0	626	0.00%
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	-	208	0	208	0.00%	220	1	219	0.45%
Pre 96/Unknown	LDGV	0	0	0	-	4	0	4	0.00%	13	0	13	0.00%
1996	HDGV	0	0	0	-	133	0	133	0.00%	133	0	133	0.00%
1996	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGT	0	0	0	-	1,962	1	1,961	0.05%	1,962	1	1,961	0.05%
1996	LDGV	0	0	0	-	2,571	13	2,558	0.51%	2,571	0	2,571	0.00%
1997	HDGV	0	0	0	-	280	0	280	0.00%	280	0	280	0.00%
1997	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
1997	LDDV	0	0	0	-	0	0	0	-	13	0	13	0.00%
1997	LDGT	0	0	0	-	4,896	13	4,883	0.27%	4,896	9	4,887	0.18%
1997	LDGV	0	0	0	-	5,820	11	5,809	0.19%	5,820	5	5,815	0.09%
1998	HDGV	0	0	0	-	221	0	221	0.00%	221	0	221	0.00%
1998	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1998	LDDV	0	0	0	-	0	0	0	-	28	0	28	0.00%
1998	LDGT	0	0	0	-	4,998	7	4,991	0.14%	4,998	5	4,993	0.10%
1998	LDGV	0	0	0	-	6,059	6	6,053	0.10%	6,059	5	6,054	0.08%
1999	HDGV	0	0	0	-	552	2	550	0.36%	552	0	552	0.00%
1999	LDDT	0	0	0	-	0	0	0	-	6	0	6	0.00%
1999	LDDV	0	0	0	-	0	0	0	-	58	0	58	0.00%
1999	LDGT	0	0	0	-	8,335	9	8,326	0.11%	8,335	10	8,325	0.12%
1999	LDGV	0	0	0	-	11,054	28	11,026	0.25%	11,054	8	11,046	0.07%
2000	HDGV	0	0	0	-	759	1	758	0.13%	759	0	759	0.00%
2000	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.00%
2000	LDDV	0	0	0	-	0	0	0	-	35	0	35	0.00%
2000	LDGT	0	0	0	-	9,279	4	9,275	0.04%	9,279	12	9,267	0.13%
2000	LDGV	0	0	0	-	12,122	17	12,105	0.14%	12,122	12	12,110	0.10%
2001	HDGV	0	0	0	-	898	1	897	0.11%	898	1	897	0.11%
2001	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
2001	LDDV	0	0	0	-	0	0	0	-	27	0	27	0.00%
2001	LDGT	0	0	0	-	15,389	24	15,365	0.16%	15,389	16	15,373	0.10%
2001	LDGV	0	0	0	-	17,563	20	17,543	0.11%	17,563	11	17,552	0.06%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2021

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	-	1,021	3	1,018	0.29%	1,021	0	1,021	0.00%
2002	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.00%
2002	LDDV	0	0	0	-	0	0	0	-	48	0	48	0.00%
2002	LDGT	0	0	0	-	17,522	11	17,511	0.06%	17,522	21	17,501	0.12%
2002	LDGV	0	0	0	-	18,361	33	18,328	0.18%	18,361	12	18,349	0.07%
2003	HDGV	0	0	0	-	1,586	4	1,582	0.25%	1,586	3	1,583	0.19%
2003	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.00%
2003	LDDV	0	0	0	-	0	0	0	-	66	0	66	0.00%
2003	LDGT	0	0	0	-	31,037	12	31,025	0.04%	31,037	37	31,000	0.12%
2003	LDGV	0	0	0	-	32,237	41	32,196	0.13%	32,237	13	32,224	0.04%
2004	HDGV	0	0	0	-	1,914	1	1,913	0.05%	1,914	0	1,914	0.00%
2004	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
2004	LDDV	0	0	0	-	0	0	0	-	50	0	50	0.00%
2004	LDGT	0	0	0	-	30,069	16	30,053	0.05%	30,069	41	30,028	0.14%
2004	LDGV	0	0	0	-	26,164	37	26,127	0.14%	26,164	18	26,146	0.07%
2005	HDGV	0	0	0	-	2,206	1	2,205	0.05%	2,206	1	2,205	0.05%
2005	LDDT	0	0	0	-	0	0	0	-	27	0	27	0.00%
2005	LDDV	0	0	0	-	0	0	0	-	201	0	201	0.00%
2005	LDGT	0	0	0	-	45,805	18	45,787	0.04%	45,805	38	45,767	0.08%
2005	LDGV	0	0	0	-	43,249	42	43,207	0.10%	43,249	13	43,236	0.03%
2006	HDGV	0	0	0	-	3,077	2	3,075	0.06%	3,077	0	3,077	0.00%
2006	LDDT	0	0	0	-	0	0	0	-	30	0	30	0.00%
2006	LDDV	0	0	0	-	0	0	0	-	185	0	185	0.00%
2006	LDGT	0	0	0	-	37,765	17	37,748	0.05%	37,765	24	37,741	0.06%
2006	LDGV	0	0	0	-	38,427	31	38,396	0.08%	38,427	22	38,405	0.06%
2007	HDGV	0	0	0	-	2,579	2	2,577	0.08%	2,579	0	2,579	0.00%
2007	LDDT	0	0	0	-	0	0	0	-	48	0	48	0.00%
2007	LDDV	0	0	0	-	0	0	0	-	13	0	13	0.00%
2007	LDGT	0	0	0	-	35,210	11	35,199	0.03%	35,210	13	35,197	0.04%
2007	LDGV	0	0	0	-	38,879	35	38,844	0.09%	38,879	16	38,863	0.04%
2008	HDGV	0	0	0	-	5,080	0	5,080	0.00%	5,080	3	5,077	0.06%
2008	LDDT	0	0	0	-	0	0	0	-	122	0	122	0.00%
2008	LDDV	0	0	0	-	0	0	0	-	50	0	50	0.00%
2008	LDGT	0	0	0	-	68,812	13	68,799	0.02%	68,812	18	68,794	0.03%
2008	LDGV	0	0	0	-	69,933	45	69,888	0.06%	69,933	11	69,922	0.02%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2021

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	-	2,875	0	2,875	0.00%	2,875	0	2,875	0.00%
2009	LDDT	0	0	0	-	0	0	0	-	60	0	60	0.00%
2009	LDDV	0	0	0	-	0	0	0	-	36	0	36	0.00%
2009	LDGT	0	0	0	-	25,388	6	25,382	0.02%	25,388	11	25,377	0.04%
2009	LDGV	0	0	0	-	34,599	14	34,585	0.04%	34,599	5	34,594	0.01%
2010	HDGV	0	0	0	-	3,299	1	3,298	0.03%	3,299	2	3,297	0.06%
2010	LDDT	0	0	0	-	0	0	0	-	139	0	139	0.00%
2010	LDDV	0	0	0	-	0	0	0	-	80	0	80	0.00%
2010	LDGT	0	0	0	-	63,982	5	63,977	0.01%	63,982	8	63,974	0.01%
2010	LDGV	0	0	0	-	72,987	12	72,975	0.02%	72,987	9	72,978	0.01%
2011	HDGV	0	0	0	-	5,286	2	5,284	0.04%	5,286	1	5,285	0.02%
2011	LDDT	0	0	0	-	0	0	0	-	143	0	143	0.00%
2011	LDDV	0	0	0	-	0	0	0	-	139	0	139	0.00%
2011	LDGT	0	0	0	-	48,355	6	48,349	0.01%	48,355	8	48,347	0.02%
2011	LDGV	0	0	0	-	42,501	30	42,471	0.07%	42,501	8	42,493	0.02%
2012	HDGV	0	0	0	-	6,792	1	6,791	0.01%	6,792	1	6,791	0.01%
2012	LDDT	0	0	0	-	0	0	0	-	350	0	350	0.00%
2012	LDDV	0	0	0	-	0	0	0	-	254	0	254	0.00%
2012	LDGT	0	0	0	-	88,085	2	88,083	0.00%	88,085	10	88,075	0.01%
2012	LDGV	0	0	0	-	95,102	25	95,077	0.03%	95,102	6	95,096	0.01%
2013	HDGV	0	0	0	-	5,882	0	5,882	0.00%	5,882	3	5,879	0.05%
2013	LDDT	0	0	0	-	0	0	0	-	207	0	207	0.00%
2013	LDDV	0	0	0	-	0	0	0	-	292	0	292	0.00%
2013	LDGT	0	0	0	-	53,272	5	53,267	0.01%	53,272	2	53,270	0.00%
2013	LDGV	0	0	0	-	60,547	31	60,516	0.05%	60,547	5	60,542	0.01%
2014	HDGV	994	8	986	0.80%	6,700	0	6,700	0.00%	6,700	0	6,700	0.00%
2014	LDDT	0	0	0	-	0	0	0	-	707	0	707	0.00%
2014	LDDV	0	0	0	-	0	0	0	-	827	0	827	0.00%
2014	LDGT	0	0	0	-	117,380	7	117,373	0.01%	117,380	4	117,376	0.00%
2014	LDGV	0	0	0	-	100,350	23	100,327	0.02%	100,350	7	100,343	0.01%
2015	HDGV	939	10	929	1.06%	8,680	2	8,678	0.02%	8,680	2	8,678	0.02%
2015	LDDT	0	0	0	-	0	0	0	-	366	1	365	0.27%
2015	LDDV	0	0	0	-	0	0	0	-	281	0	281	0.00%
2015	LDGT	0	0	0	-	65,446	3	65,443	0.00%	65,446	2	65,444	0.00%
2015	LDGV	0	0	0	-	51,530	43	51,487	0.08%	51,530	0	51,530	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2021

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	1,554	20	1,534	1.29%	11,096	1	11,095	0.01%	11,096	0	11,096	0.00%
2016	LDDT	0	0	0	-	0	0	0	-	540	0	540	0.00%
2016	LDDV	0	0	0	-	0	0	0	-	78	0	78	0.00%
2016	LDGT	0	0	0	-	146,642	7	146,635	0.00%	146,642	5	146,637	0.00%
2016	LDGV	0	0	0	-	113,885	36	113,849	0.03%	113,885	7	113,878	0.01%
2017	HDGV	1,133	10	1,123	0.88%	6,998	0	6,998	0.00%	6,998	0	6,998	0.00%
2017	LDDT	0	0	0	-	0	0	0	-	47	0	47	0.00%
2017	LDDV	0	0	0	-	0	0	0	-	11	0	11	0.00%
2017	LDGT	0	0	0	-	22,793	0	22,793	0.00%	22,793	1	22,792	0.00%
2017	LDGV	0	0	0	-	17,366	1	17,365	0.01%	17,366	0	17,366	0.00%
2018	HDGV	1,032	6	1,026	0.58%	6,077	0	6,077	0.00%	6,077	0	6,077	0.00%
2018	LDDT	0	0	0	-	0	0	0	-	49	0	49	0.00%
2018	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2018	LDGT	0	0	0	-	2,978	1	2,977	0.03%	2,978	1	2,977	0.03%
2018	LDGV	0	0	0	-	761	0	761	0.00%	761	0	761	0.00%
2019	HDGV	1,477	8	1,469	0.54%	7,006	1	7,005	0.01%	7,006	0	7,006	0.00%
2019	LDDT	0	0	0	-	0	0	0	-	7	0	7	0.00%
2019	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2019	LDGT	0	0	0	-	2,771	0	2,771	0.00%	2,771	0	2,771	0.00%
2019	LDGV	0	0	0	-	468	0	468	0.00%	468	0	468	0.00%
2020	HDGV	1,142	7	1,135	0.61%	4,239	0	4,239	0.00%	4,239	0	4,239	0.00%
2020	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
2020	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2020	LDGT	0	0	0	-	1,594	0	1,594	0.00%	1,594	0	1,594	0.00%
2020	LDGV	0	0	0	-	190	0	190	0.00%	190	0	190	0.00%
2021	HDGV	406	2	404	0.49%	562	0	562	0.00%	562	0	562	0.00%
2021	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
2021	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2021	LDGT	0	0	0	-	128	0	128	0.00%	128	0	128	0.00%
2021	LDGV	0	0	0	-	12	0	12	0.00%	12	0	12	0.00%
2022	HDGV	331	1	330	0.30%	332	0	332	0.00%	332	0	332	0.00%
2022	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2022	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2022	LDGT	0	0	0	-	17	0	17	0.00%	17	0	17	0.00%
2022	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
Totals		**9,008**	**72**	**8,936**	**0.80%**	**1,959,606**	**798**	**1,958,808**	**0.04%**	**1,965,278**	**509**	**1,964,769**	**0.03%**

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2021

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	626	0	626	0.00%	626	0	626	0.00%
Pre 96/Unknown	LDDT	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	220	0	220	0.00%	220	1	219	0.45%
Pre 96/Unknown	LDGV	13	0	13	0.00%	13	0	13	0.00%
1996	HDGV	133	0	133	0.00%	133	0	133	0.00%
1996	LDDT	0	0	0	-	0	0	0	-
1996	LDDV	0	0	0	-	0	0	0	-
1996	LDGT	1,962	2	1,960	0.10%	1,962	1	1,961	0.05%
1996	LDGV	2,571	0	2,571	0.00%	2,571	2	2,569	0.08%
1997	HDGV	280	0	280	0.00%	280	0	280	0.00%
1997	LDDT	2	0	2	0.00%	2	0	2	0.00%
1997	LDDV	13	0	13	0.00%	13	0	13	0.00%
1997	LDGT	4,896	0	4,896	0.00%	4,896	2	4,894	0.04%
1997	LDGV	5,820	0	5,820	0.00%	5,820	1	5,819	0.02%
1998	HDGV	221	0	221	0.00%	221	0	221	0.00%
1998	LDDT	0	0	0	-	0	0	0	-
1998	LDDV	28	0	28	0.00%	28	0	28	0.00%
1998	LDGT	4,998	2	4,996	0.04%	4,998	1	4,997	0.02%
1998	LDGV	6,059	3	6,056	0.05%	6,059	2	6,057	0.03%
1999	HDGV	552	1	551	0.18%	552	1	551	0.18%
1999	LDDT	6	0	6	0.00%	6	0	6	0.00%
1999	LDDV	58	0	58	0.00%	58	0	58	0.00%
1999	LDGT	8,335	2	8,333	0.02%	8,335	5	8,330	0.06%
1999	LDGV	11,054	0	11,054	0.00%	11,054	2	11,052	0.02%
2000	HDGV	759	0	759	0.00%	759	3	756	0.40%
2000	LDDT	4	0	4	0.00%	4	0	4	0.00%
2000	LDDV	35	0	35	0.00%	35	0	35	0.00%
2000	LDGT	9,279	0	9,279	0.00%	9,279	6	9,273	0.06%
2000	LDGV	12,122	0	12,122	0.00%	12,122	4	12,118	0.03%
2001	HDGV	898	0	898	0.00%	898	2	896	0.22%
2001	LDDT	2	0	2	0.00%	2	0	2	0.00%
2001	LDDV	27	0	27	0.00%	27	0	27	0.00%
2001	LDGT	15,389	1	15,388	0.01%	15,389	5	15,384	0.03%
2001	LDGV	17,563	2	17,561	0.01%	17,563	5	17,558	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 2021

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	1,021	0	1,021	0.00%	1,021	3	1,018	0.29%
2002	LDDT	4	0	4	0.00%	4	0	4	0.00%
2002	LDDV	48	0	48	0.00%	48	0	48	0.00%
2002	LDGT	17,522	1	17,521	0.01%	17,522	4	17,518	0.02%
2002	LDGV	18,361	1	18,360	0.01%	18,361	4	18,357	0.02%
2003	HDGV	1,586	0	1,586	0.00%	1,586	0	1,586	0.00%
2003	LDDT	4	0	4	0.00%	4	0	4	0.00%
2003	LDDV	66	0	66	0.00%	66	0	66	0.00%
2003	LDGT	31,037	2	31,035	0.01%	31,037	5	31,032	0.02%
2003	LDGV	32,237	2	32,235	0.01%	32,237	10	32,227	0.03%
2004	HDGV	1,914	0	1,914	0.00%	1,914	2	1,912	0.10%
2004	LDDT	3	0	3	0.00%	3	0	3	0.00%
2004	LDDV	50	0	50	0.00%	50	0	50	0.00%
2004	LDGT	30,069	4	30,065	0.01%	30,069	13	30,056	0.04%
2004	LDGV	26,164	1	26,163	0.00%	26,164	4	26,160	0.02%
2005	HDGV	2,206	1	2,205	0.05%	2,206	1	2,205	0.05%
2005	LDDT	27	0	27	0.00%	27	0	27	0.00%
2005	LDDV	201	0	201	0.00%	201	0	201	0.00%
2005	LDGT	45,805	4	45,801	0.01%	45,805	13	45,792	0.03%
2005	LDGV	43,249	5	43,244	0.01%	43,249	6	43,243	0.01%
2006	HDGV	3,077	0	3,077	0.00%	3,077	3	3,074	0.10%
2006	LDDT	30	0	30	0.00%	30	0	30	0.00%
2006	LDDV	185	0	185	0.00%	185	0	185	0.00%
2006	LDGT	37,765	2	37,763	0.01%	37,765	12	37,753	0.03%
2006	LDGV	38,427	0	38,427	0.00%	38,427	15	38,412	0.04%
2007	HDGV	2,579	1	2,578	0.04%	2,579	2	2,577	0.08%
2007	LDDT	48	0	48	0.00%	48	0	48	0.00%
2007	LDDV	13	0	13	0.00%	13	0	13	0.00%
2007	LDGT	35,210	2	35,208	0.01%	35,210	5	35,205	0.01%
2007	LDGV	38,879	3	38,876	0.01%	38,879	9	38,870	0.02%
2008	HDGV	5,080	3	5,077	0.06%	5,080	2	5,078	0.04%
2008	LDDT	122	0	122	0.00%	122	0	122	0.00%
2008	LDDV	50	0	50	0.00%	50	0	50	0.00%
2008	LDGT	68,812	3	68,809	0.00%	68,812	9	68,803	0.01%
2008	LDGV	69,933	2	69,931	0.00%	69,933	7	69,926	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 2021

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	2,875	2	2,873	0.07%	2,875	4	2,871	0.14%
2009	LDDT	60	0	60	0.00%	60	0	60	0.00%
2009	LDDV	36	0	36	0.00%	36	0	36	0.00%
2009	LDGT	25,388	1	25,387	0.00%	25,388	7	25,381	0.03%
2009	LDGV	34,599	2	34,597	0.01%	34,599	8	34,591	0.02%
2010	HDGV	3,299	3	3,296	0.09%	3,299	2	3,297	0.06%
2010	LDDT	139	0	139	0.00%	139	0	139	0.00%
2010	LDDV	80	0	80	0.00%	80	0	80	0.00%
2010	LDGT	63,982	3	63,979	0.00%	63,982	5	63,977	0.01%
2010	LDGV	72,987	0	72,987	0.00%	72,987	5	72,982	0.01%
2011	HDGV	5,286	1	5,285	0.02%	5,286	4	5,282	0.08%
2011	LDDT	143	0	143	0.00%	143	0	143	0.00%
2011	LDDV	139	0	139	0.00%	139	0	139	0.00%
2011	LDGT	48,355	1	48,354	0.00%	48,355	3	48,352	0.01%
2011	LDGV	42,501	0	42,501	0.00%	42,501	5	42,496	0.01%
2012	HDGV	6,792	2	6,790	0.03%	6,792	0	6,792	0.00%
2012	LDDT	350	0	350	0.00%	350	0	350	0.00%
2012	LDDV	254	0	254	0.00%	254	0	254	0.00%
2012	LDGT	88,085	2	88,083	0.00%	88,085	10	88,075	0.01%
2012	LDGV	95,102	1	95,101	0.00%	95,102	6	95,096	0.01%
2013	HDGV	5,882	0	5,882	0.00%	5,882	3	5,879	0.05%
2013	LDDT	207	0	207	0.00%	207	0	207	0.00%
2013	LDDV	292	0	292	0.00%	292	0	292	0.00%
2013	LDGT	53,272	1	53,271	0.00%	53,272	8	53,264	0.02%
2013	LDGV	60,547	1	60,546	0.00%	60,547	3	60,544	0.00%
2014	HDGV	6,700	1	6,699	0.01%	6,700	0	6,700	0.00%
2014	LDDT	707	0	707	0.00%	707	0	707	0.00%
2014	LDDV	827	0	827	0.00%	827	0	827	0.00%
2014	LDGT	117,380	1	117,379	0.00%	117,380	7	117,373	0.01%
2014	LDGV	100,350	1	100,349	0.00%	100,350	4	100,346	0.00%
2015	HDGV	8,680	3	8,677	0.03%	8,680	6	8,674	0.07%
2015	LDDT	366	0	366	0.00%	366	0	366	0.00%
2015	LDDV	281	0	281	0.00%	281	1	280	0.36%
2015	LDGT	65,446	0	65,446	0.00%	65,446	8	65,438	0.01%
2015	LDGV	51,530	0	51,530	0.00%	51,530	1	51,529	0.00%

[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 2021

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	11,096	1	11,095	0.01%	11,096	4	11,092	0.04%
2016	LDDT	540	0	540	0.00%	540	0	540	0.00%
2016	LDDV	78	0	78	0.00%	78	0	78	0.00%
2016	LDGT	146,642	1	146,641	0.00%	146,642	2	146,640	0.00%
2016	LDGV	113,885	0	113,885	0.00%	113,885	4	113,881	0.00%
2017	HDGV	6,998	1	6,997	0.01%	6,998	0	6,998	0.00%
2017	LDDT	47	0	47	0.00%	47	0	47	0.00%
2017	LDDV	11	0	11	0.00%	11	0	11	0.00%
2017	LDGT	22,793	1	22,792	0.00%	22,793	0	22,793	0.00%
2017	LDGV	17,366	0	17,366	0.00%	17,366	1	17,365	0.01%
2018	HDGV	6,077	1	6,076	0.02%	6,077	1	6,076	0.02%
2018	LDDT	49	0	49	0.00%	49	0	49	0.00%
2018	LDDV	0	0	0	-	0	0	0	-
2018	LDGT	2,978	0	2,978	0.00%	2,978	1	2,977	0.03%
2018	LDGV	761	0	761	0.00%	761	0	761	0.00%
2019	HDGV	7,006	0	7,006	0.00%	7,006	3	7,003	0.04%
2019	LDDT	7	0	7	0.00%	7	0	7	0.00%
2019	LDDV	0	0	0	-	0	0	0	-
2019	LDGT	2,771	0	2,771	0.00%	2,771	0	2,771	0.00%
2019	LDGV	468	0	468	0.00%	468	0	468	0.00%
2020	HDGV	4,239	1	4,238	0.02%	4,239	2	4,237	0.05%
2020	LDDT	1	0	1	0.00%	1	0	1	0.00%
2020	LDDV	0	0	0	-	0	0	0	-
2020	LDGT	1,594	0	1,594	0.00%	1,594	1	1,593	0.06%
2020	LDGV	190	0	190	0.00%	190	0	190	0.00%
2021	HDGV	562	0	562	0.00%	562	1	561	0.18%
2021	LDDT	2	0	2	0.00%	2	0	2	0.00%
2021	LDDV	0	0	0	-	0	0	0	-
2021	LDGT	128	0	128	0.00%	128	0	128	0.00%
2021	LDGV	12	0	12	0.00%	12	0	12	0.00%
2022	HDGV	332	0	332	0.00%	332	0	332	0.00%
2022	LDDT	0	0	0	-	0	0	0	-
2022	LDDV	0	0	0	-	0	0	0	-
2022	LDGT	17	0	17	0.00%	17	0	17	0.00%
2022	LDGV	0	0	0	-	0	0	0	-
Totals		**1,965,278**	**82**	**1,965,196**	**0.004%**	**1,965,278**	**292**	**1,964,986**	**0.01%**

Table E (Page 12 of 12)

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

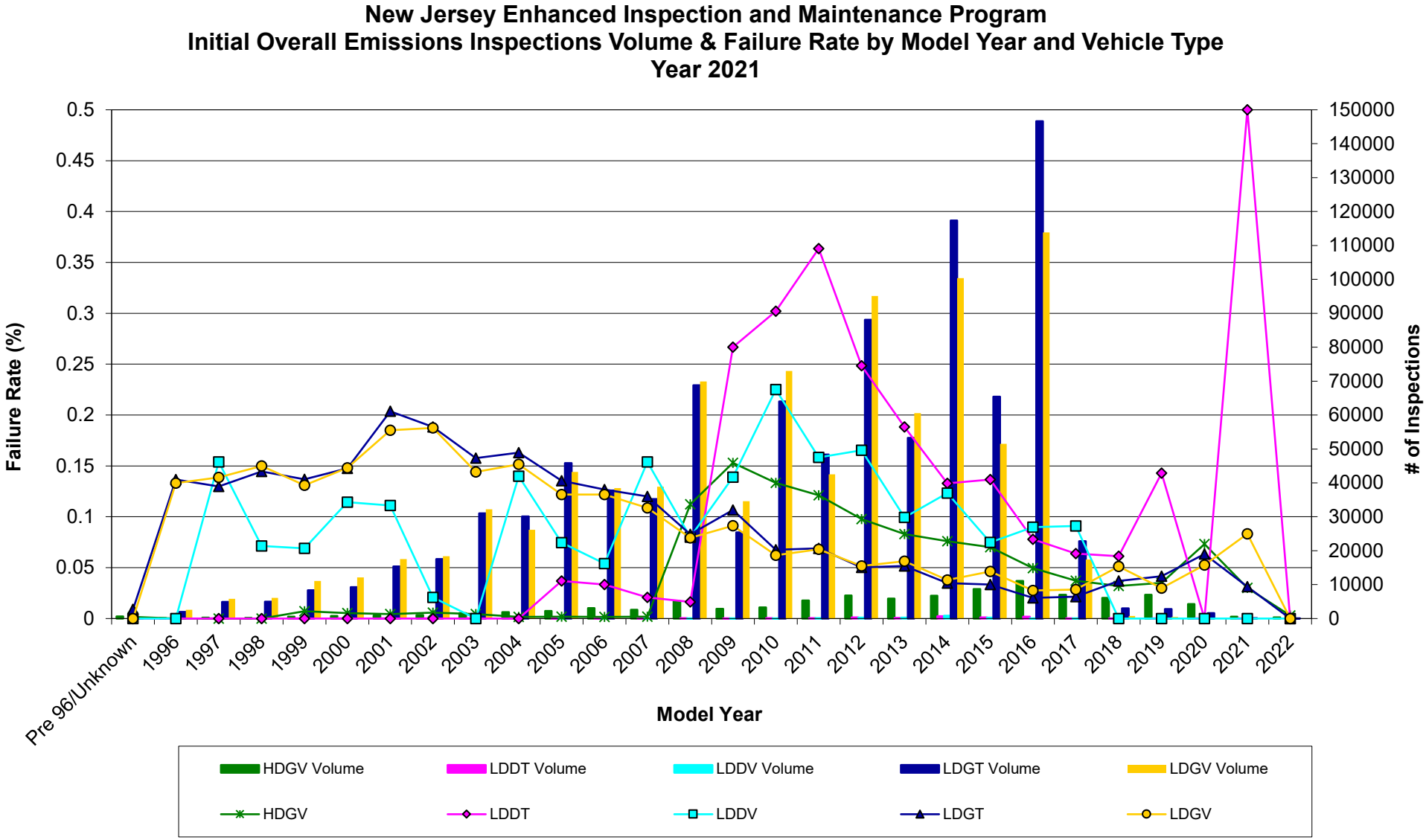

New Jersey Enhanced Inspection and Maintenance Program
Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2021
Failure Rate (%)
# of Inspections
Model Year
Pre 96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGV
LDDT
LDDV
LDGT
LDGV

Figure E-1

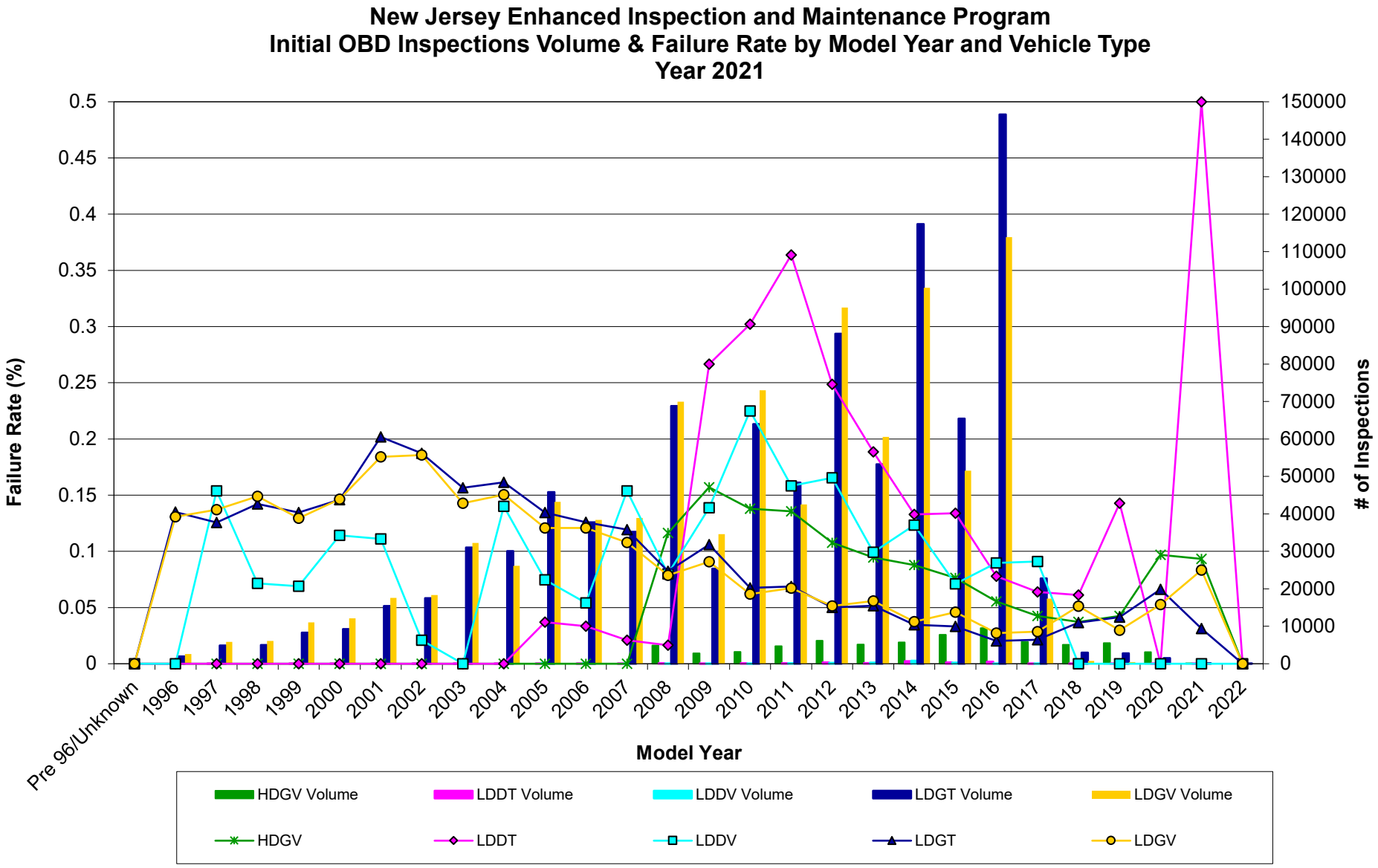

New Jersey Enhanced Inspection and Maintenance Program
Initial OBD Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2021
Failure Rate (%)
# of Inspections
Model Year
0.5
0.45
0.4
0.35
0.3
0.25
0.2
0.15
0.1
0.05
0
150000
140000
130000
120000
110000
100000
90000
80000
70000
60000
50000
40000
30000
20000
10000
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
2022
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGV
LDDT
LDDV
LDGT
LDGV

Figure E-2

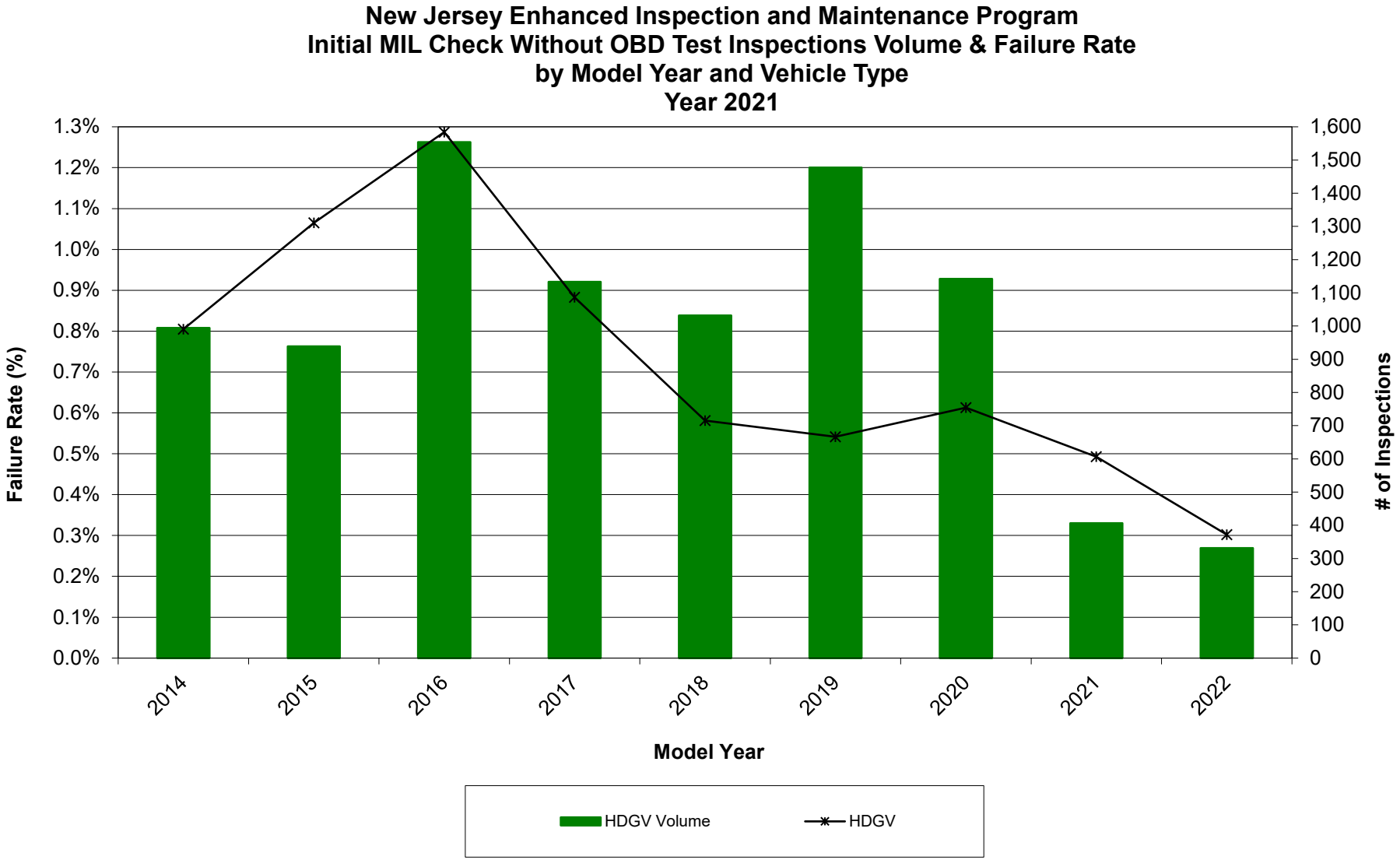

New Jersey Enhanced Inspection and Maintenance Program
Initial MIL Check Without OBD Test Inspections Volume & Failure Rate
by Model Year and Vehicle Type
Year 2021
Failure Rate (%)
1.3%
1.2%
1.1%
1.0%
0.9%
0.8%
0.7%
0.6%
0.5%
0.4%
0.3%
0.2%
0.1%
0.0%
# of Inspections
1,600
1,500
1,400
1,300
1,200
1,100
1,000
900
800
700
600
500
400
300
200
100
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
Model Year
HDGV Volume
HDGV

Figure E-3

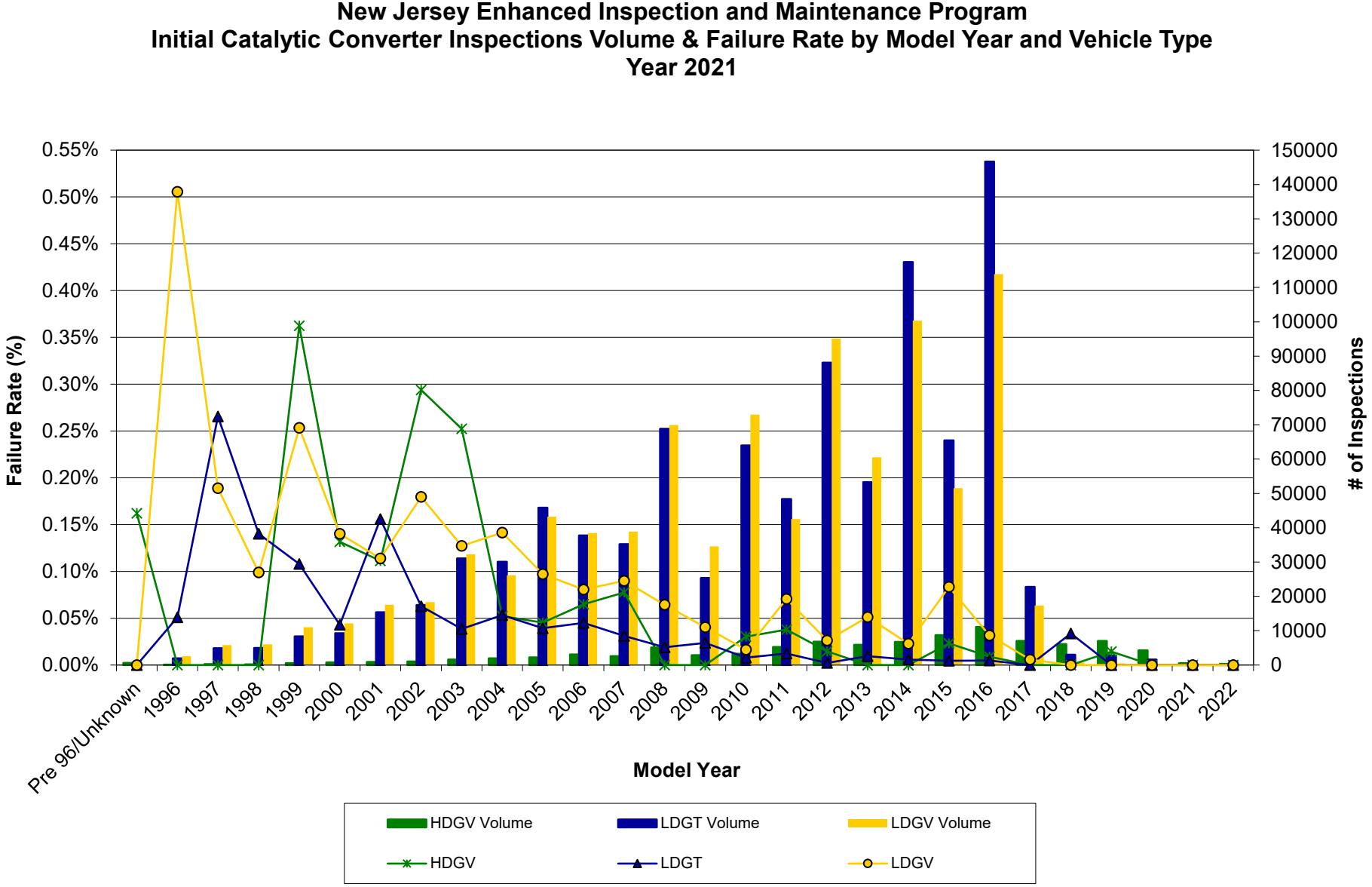

New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2021
Failure Rate (%)
0.55%
0.50%
0.45%
0.40%
0.35%
0.30%
0.25%
0.20%
0.15%
0.10%
0.05%
0.00%
# of Inspections
150000
140000
130000
120000
110000
100000
90000
80000
70000
60000
50000
40000
30000
20000
10000
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
2022
Model Year
HDGV Volume
LDGT Volume
LDGV Volume
HDGV
LDGT
LDGV

Figure E-4

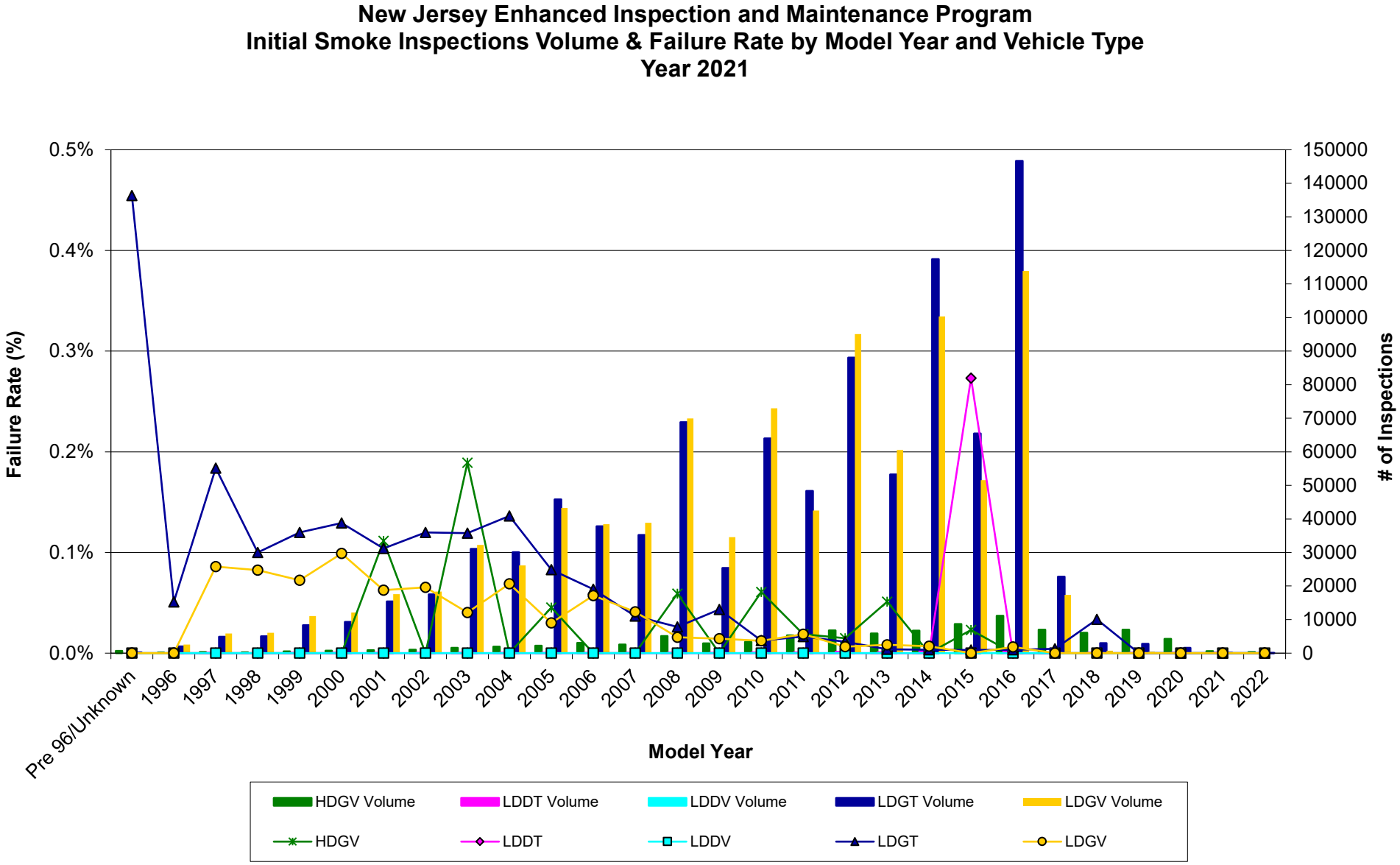

New Jersey Enhanced Inspection and Maintenance Program
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2021
Failure Rate (%)
0.5%
0.4%
0.3%
0.2%
0.1%
0.0%
# of Inspections
150000
140000
130000
120000
110000
100000
90000
80000
70000
60000
50000
40000
30000
20000
10000
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
2022
Model Year
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGV
LDDT
LDDV
LDGT
LDGV

Figure E-5

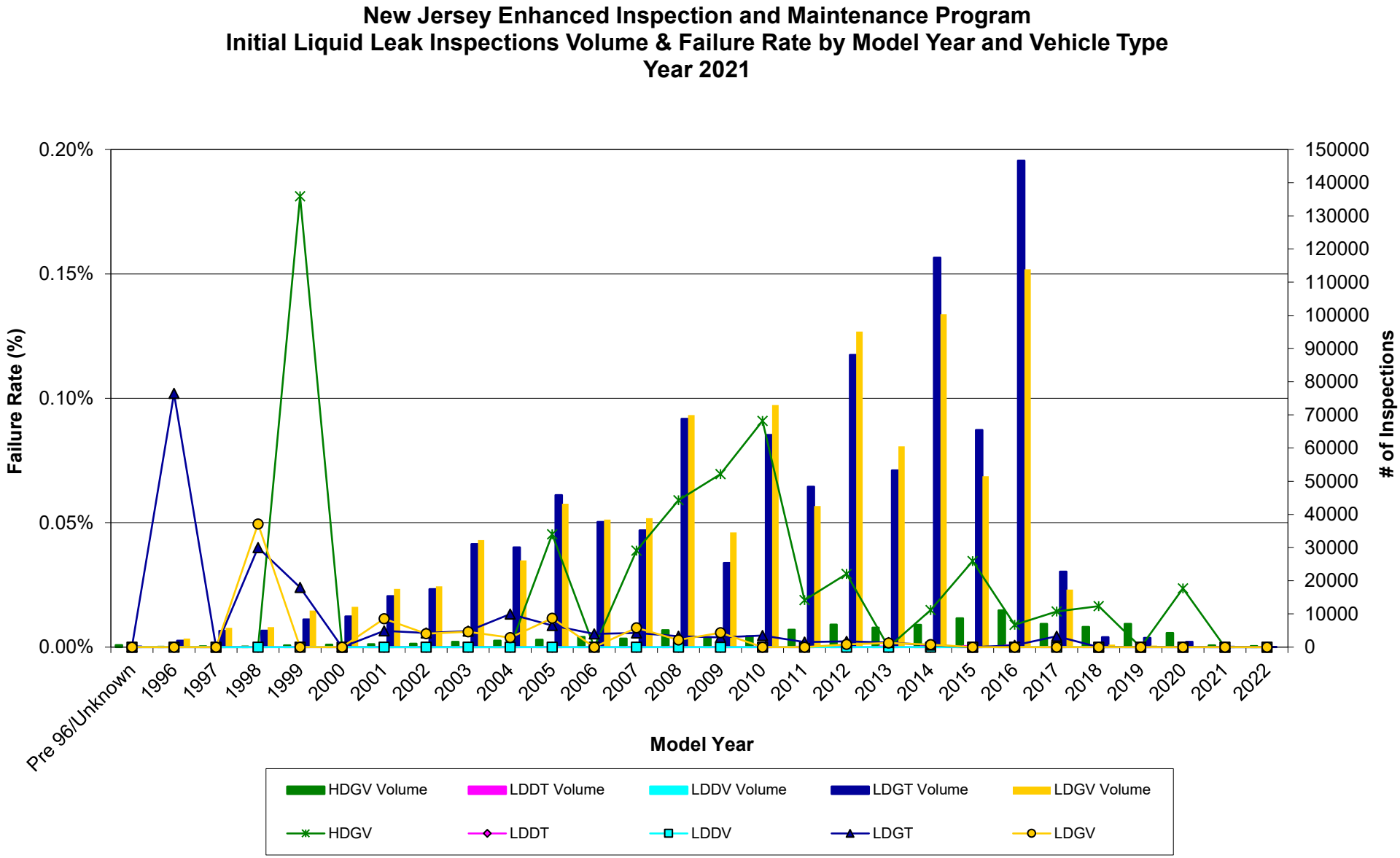

New Jersey Enhanced Inspection and Maintenance Program
Initial Liquid Leak Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2021
Failure Rate (%)
0.20%
0.15%
0.10%
0.05%
0.00%
# of Inspections
150000
140000
130000
120000
110000
100000
90000
80000
70000
60000
50000
40000
30000
20000
10000
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
2022
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 2021

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	1,962	1,842	93.9%	120	6.1%
1996	LDGV	2,571	2,436	94.7%	135	5.3%
1997	LDDT	2	2	100.0%	0	0.0%
1997	LDDV	13	13	100.0%	0	0.0%
1997	LDGT	4,896	4,638	94.7%	258	5.3%
1997	LDGV	5,820	5,516	94.8%	304	5.2%
1998	LDDT	0	0	-	0	-
1998	LDDV	28	27	96.4%	1	3.6%
1998	LDGT	4,998	4,692	93.9%	306	6.1%
1998	LDGV	6,059	5,691	93.9%	368	6.1%
1999	LDDT	6	6	100.0%	0	0.0%
1999	LDDV	58	56	96.6%	2	3.4%
1999	LDGT	8,335	7,914	94.9%	421	5.1%
1999	LDGV	11,054	10,534	95.3%	520	4.7%
2000	LDDT	4	4	100.0%	0	0.0%
2000	LDDV	35	33	94.3%	2	5.7%
2000	LDGT	9,279	8,725	94.0%	554	6.0%
2000	LDGV	12,122	11,346	93.6%	776	6.4%
2001	LDDT	2	2	100.0%	0	0.0%
2001	LDDV	27	26	96.3%	1	3.7%
2001	LDGT	15,389	14,233	92.5%	1,156	7.5%
2001	LDGV	17,563	16,359	93.1%	1,204	6.9%
2002	LDDT	4	4	100.0%	0	0.0%
2002	LDDV	48	48	100.0%	0	0.0%
2002	LDGT	17,522	16,244	92.7%	1,278	7.3%
2002	LDGV	18,361	17,111	93.2%	1,250	6.8%
2003	LDDT	4	4	100.0%	0	0.0%
2003	LDDV	66	66	100.0%	0	0.0%
2003	LDGT	31,037	29,351	94.6%	1,686	5.4%
2003	LDGV	32,237	30,722	95.3%	1,515	4.7%
2004	LDDT	3	3	100.0%	0	0.0%
2004	LDDV	50	47	94.0%	3	6.0%
2004	LDGT	30,069	28,283	94.1%	1,786	5.9%
2004	LDGV	26,164	24,741	94.6%	1,423	5.4%
2005	LDDT	27	27	100.0%	0	0.0%
2005	LDDV	201	197	98.0%	4	2.0%
2005	LDGT	45,805	43,826	95.7%	1,979	4.3%
2005	LDGV	43,249	41,592	96.2%	1,657	3.8%
2006	LDDT	30	29	96.7%	1	3.3%
2006	LDDV	185	184	99.5%	1	0.5%
2006	LDGT	37,765	36,203	95.9%	1,562	4.1%
2006	LDGV	38,427	36,878	96.0%	1,549	4.0%

Table F-1 (page 1 of 3)

* Includes vehicles that are no longer registered.

NOTE: 0.0001% Bypassed OBD Tests- 1 Authorized Bypass in 2021

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2021

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	48	48	100.0%	0	0.0%
2007	LDDV	13	12	92.3%	1	7.7%
2007	LDGT	35,210	33,864	96.2%	1,346	3.8%
2007	LDGV	38,879	37,543	96.6%	1,336	3.4%
2008	HDGV	4,866	4,714	96.9%	152	3.1%
2008	LDDT	122	122	100.0%	0	0.0%
2008	LDDV	50	48	96.0%	2	4.0%
2008	LDGT	68,812	67,201	97.7%	1,611	2.3%
2008	LDGV	69,933	68,425	97.8%	1,508	2.2%
2009	HDGV	2,771	2,680	96.7%	91	3.3%
2009	LDDT	60	49	81.7%	11	18.3%
2009	LDDV	36	34	94.4%	2	5.6%
2009	LDGT	25,388	24,604	96.9%	784	3.1%
2009	LDGV	34,589	33,687	97.4%	902	2.6%
2010	HDGV	3,153	3,067	97.3%	86	2.7%
2010	LDDT	139	120	86.3%	19	13.7%
2010	LDDV	80	73	91.3%	7	8.8%
2010	LDGT	63,982	62,947	98.4%	1,035	1.6%
2010	LDGV	72,987	71,915	98.5%	1,072	1.5%
2011	HDGV	4,707	4,558	96.8%	149	3.2%
2011	LDDT	143	128	89.5%	15	10.5%
2011	LDDV	139	129	92.8%	10	7.2%
2011	LDGT	48,355	47,529	98.3%	826	1.7%
2011	LDGV	42,501	41,793	98.3%	708	1.7%
2012	HDGV	6,162	6,026	97.8%	136	2.2%
2012	LDDT	350	324	92.6%	26	7.4%
2012	LDDV	254	241	94.9%	13	5.1%
2012	LDGT	88,085	87,313	99.1%	772	0.9%
2012	LDGV	95,102	94,169	99.0%	933	1.0%
2013	HDGV	5,140	5,055	98.3%	85	1.7%
2013	LDDT	207	198	95.7%	9	4.3%
2013	LDDV	292	284	97.3%	8	2.7%
2013	LDGT	53,272	52,762	99.0%	510	1.0%
2013	LDGV	60,547	59,792	98.8%	755	1.2%
2014	HDGV	5,706	5,616	98.4%	90	1.6%
2014	LDDT	707	698	98.7%	9	1.3%
2014	LDDV	827	811	98.1%	16	1.9%
2014	LDGT	117,380	116,678	99.4%	702	0.6%
2014	LDGV	100,350	99,660	99.3%	690	0.7%
2015	HDGV	7,741	7,651	98.8%	90	1.2%
2015	LDDT	366	359	98.1%	7	1.9%
2015	LDDV	281	280	99.6%	1	0.4%
2015	LDGT	65,446	65,080	99.4%	366	0.6%
2015	LDGV	51,530	51,011	99.0%	519	1.0%

Table F-1 (page 2 of 3)

* Includes vehicles that are no longer registered.

NOTE: 0.0001% Bypassed OBD Tests- 1 Authorized Bypass in 2021

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2021

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	9,542	9,465	99.2%	77	0.8%
2016	LDDT	540	534	98.9%	6	1.1%
2016	LDDV	78	77	98.7%	1	1.3%
2016	LDGT	146,642	146,316	99.8%	326	0.2%
2016	LDGV	113,885	113,358	99.5%	527	0.5%
2017	HDGV	5,865	5,835	99.5%	30	0.5%
2017	LDDT	47	46	97.9%	1	2.1%
2017	LDDV	11	11	100.0%	0	0.0%
2017	LDGT	22,793	22,737	99.8%	56	0.2%
2017	LDGV	17,366	17,289	99.6%	77	0.4%
2018	HDGV	5,045	5,032	99.7%	13	0.3%
2018	LDDT	49	49	100.0%	0	0.0%
2018	LDDV	0	0	-	0	-
2018	LDGT	2,978	2,967	99.6%	11	0.4%
2018	LDGV	761	750	98.6%	11	1.4%
2019	HDGV	5,529	5,507	99.6%	22	0.4%
2019	LDDT	7	7	100.0%	0	0.0%
2019	LDDV	0	0	-	0	-
2019	LDGT	2,771	2,761	99.6%	10	0.4%
2019	LDGV	468	463	98.9%	5	1.1%
2020	HDGV	3,097	3,075	99.3%	22	0.7%
2020	LDDT	1	1	100.0%	0	0.0%
2020	LDDV	0	0	-	0	-
2020	LDGT	1,524	1,521	99.8%	3	0.2%
2020	LDGV	190	189	99.5%	1	0.5%
2021	HDGV	150	143	95.3%	7	4.7%
2021	LDDT	2	2	100.0%	0	0.0%
2021	LDDV	0	0	-	0	-
2021	LDGT	128	126	98.4%	2	1.6%
2021	LDGV	12	12	100.0%	0	0.0%
2022	HDGV	0	0	-	0	-
2022	LDDT	0	0	-	0	-
2022	LDDV	0	0	-	0	-
2022	LDGT	17	17	100.0%	0	0.0%
2022	LDGV	0	0	-	0	-
Totals		**1,937,683**	**1,897,243**	**97.9%**	**40,440**	**2.1%**

Table F-1 (page 3 of 3)

* Includes vehicles that are no longer registered.

NOTE: 0.0001% Bypassed OBD Tests- 1 Authorized Bypass in 2021

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2021

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	1,962	1,902	60	3.1%	1,825	77	4.0%
1996	LDGV	2,571	2,550	21	0.8%	2,462	88	3.5%
1997	LDDT	2	2	0	0.0%	2	0	0.0%
1997	LDDV	13	12	1	7.7%	12	0	0.0%
1997	LDGT	4,896	4,764	132	2.7%	4,600	164	3.4%
1997	LDGV	5,820	5,760	60	1.0%	5,539	221	3.8%
1998	LDDT	0	0	0	-	0	0	-
1998	LDDV	28	28	0	0.0%	28	0	0.0%
1998	LDGT	4,998	4,882	116	2.3%	4,677	205	4.2%
1998	LDGV	6,059	5,996	63	1.0%	5,717	279	4.7%
1999	LDDT	6	6	0	0.0%	6	0	0.0%
1999	LDDV	58	57	1	1.7%	56	1	1.8%
1999	LDGT	8,335	8,208	127	1.5%	7,865	343	4.2%
1999	LDGV	11,054	10,963	91	0.8%	10,486	477	4.4%
2000	LDDT	4	4	0	0.0%	4	0	0.0%
2000	LDDV	35	35	0	0.0%	35	0	0.0%
2000	LDGT	9,279	9,111	168	1.8%	8,635	476	5.2%
2000	LDGV	12,122	11,968	154	1.3%	11,314	654	5.5%
2001	LDDT	2	2	0	0.0%	2	0	0.0%
2001	LDDV	27	26	1	3.7%	26	0	0.0%
2001	LDGT	15,389	15,171	218	1.4%	14,356	815	5.4%
2001	LDGV	17,563	17,406	157	0.9%	16,524	882	5.1%
2002	LDDT	4	4	0	0.0%	4	0	0.0%
2002	LDDV	48	48	0	0.0%	48	0	0.0%
2002	LDGT	17,522	17,339	183	1.0%	16,357	982	5.7%
2002	LDGV	18,361	18,258	103	0.6%	17,263	995	5.4%
2003	LDDT	4	4	0	0.0%	4	0	0.0%
2003	LDDV	66	66	0	0.0%	66	0	0.0%
2003	LDGT	31,037	30,861	176	0.6%	29,277	1,584	5.1%
2003	LDGV	32,237	32,142	95	0.3%	30,768	1,374	4.3%
2004	LDDT	3	3	0	0.0%	3	0	0.0%
2004	LDDV	50	50	0	0.0%	46	4	8.0%
2004	LDGT	30,069	29,920	149	0.5%	28,337	1,583	5.3%
2004	LDGV	26,164	26,075	89	0.3%	24,864	1,211	4.6%
2005	LDDT	27	27	0	0.0%	26	1	3.7%
2005	LDDV	201	201	0	0.0%	192	9	4.5%
2005	LDGT	45,805	45,701	104	0.2%	43,698	2,003	4.4%
2005	LDGV	43,249	43,159	90	0.2%	41,490	1,669	3.9%
2006	LDDT	30	30	0	0.0%	29	1	3.3%
2006	LDDV	185	185	0	0.0%	180	5	2.7%
2006	LDGT	37,765	37,696	69	0.2%	36,159	1,537	4.1%
2006	LDGV	38,427	38,331	96	0.2%	36,841	1,490	3.9%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2021

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	48	48	0	0.0%	47	1	2.1%
2007	LDDV	13	13	0	0.0%	11	2	15.4%
2007	LDGT	35,210	35,140	70	0.2%	33,710	1,430	4.1%
2007	LDGV	38,879	38,808	71	0.2%	37,484	1,324	3.4%
2008	HDGV	4,866	4,862	4	0.1%	4,720	142	2.9%
2008	LDDT	122	122	0	0.0%	121	1	0.8%
2008	LDDV	50	50	0	0.0%	47	3	6.0%
2008	LDGT	68,812	68,758	54	0.1%	66,869	1,889	2.7%
2008	LDGV	69,933	69,861	72	0.1%	68,199	1,662	2.4%
2009	HDGV	2,771	2,771	0	0.0%	2,685	86	3.1%
2009	LDDT	60	60	0	0.0%	57	3	5.0%
2009	LDDV	36	36	0	0.0%	35	1	2.8%
2009	LDGT	25,388	25,367	21	0.1%	24,601	766	3.0%
2009	LDGV	34,589	34,538	51	0.1%	33,690	848	2.5%
2010	HDGV	3,153	3,151	2	0.1%	3,083	68	2.2%
2010	LDDT	139	138	1	0.7%	133	5	3.6%
2010	LDDV	80	80	0	0.0%	78	2	2.5%
2010	LDGT	63,982	63,939	43	0.1%	62,557	1,382	2.2%
2010	LDGV	72,987	72,930	57	0.1%	71,608	1,322	1.8%
2011	HDGV	4,707	4,704	3	0.1%	4,590	114	2.4%
2011	LDDT	143	143	0	0.0%	134	9	6.3%
2011	LDDV	139	139	0	0.0%	133	6	4.3%
2011	LDGT	48,355	48,331	24	0.0%	47,358	973	2.0%
2011	LDGV	42,501	42,479	22	0.1%	41,727	752	1.8%
2012	HDGV	6,162	6,160	2	0.0%	6,036	124	2.0%
2012	LDDT	350	350	0	0.0%	336	14	4.0%
2012	LDDV	254	254	0	0.0%	246	8	3.1%
2012	LDGT	88,085	88,066	19	0.0%	86,946	1,120	1.3%
2012	LDGV	95,102	95,076	26	0.0%	93,903	1,173	1.2%
2013	HDGV	5,140	5,140	0	0.0%	5,077	63	1.2%
2013	LDDT	207	207	0	0.0%	196	11	5.3%
2013	LDDV	292	292	0	0.0%	286	6	2.1%
2013	LDGT	53,272	53,258	14	0.0%	52,561	697	1.3%
2013	LDGV	60,547	60,521	26	0.0%	59,800	721	1.2%
2014	HDGV	5,706	5,704	2	0.0%	5,633	71	1.2%
2014	LDDT	707	707	0	0.0%	690	17	2.4%
2014	LDDV	827	827	0	0.0%	811	16	1.9%
2014	LDGT	117,380	117,371	9	0.0%	116,316	1,055	0.9%
2014	LDGV	100,350	100,338	12	0.0%	99,537	801	0.8%
2015	HDGV	7,741	7,737	4	0.1%	7,626	111	1.4%
2015	LDDT	366	366	0	0.0%	359	7	1.9%
2015	LDDV	281	281	0	0.0%	280	1	0.4%
2015	LDGT	65,446	65,441	5	0.0%	64,902	539	0.8%
2015	LDGV	51,530	51,523	7	0.0%	51,087	436	0.8%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2021

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	9,542	9,540	2	0.0%	9,424	116	1.2%
2016	LDDT	540	540	0	0.0%	534	6	1.1%
2016	LDDV	78	78	0	0.0%	78	0	0.0%
2016	LDGT	146,642	146,635	7	0.0%	145,925	710	0.5%
2016	LDGV	113,885	113,877	8	0.0%	113,330	547	0.5%
2017	HDGV	5,865	5,863	2	0.0%	5,826	37	0.6%
2017	LDDT	47	47	0	0.0%	47	0	0.0%
2017	LDDV	11	11	0	0.0%	10	1	9.1%
2017	LDGT	22,793	22,792	1	0.0%	22,708	84	0.4%
2017	LDGV	17,366	17,364	2	0.0%	17,314	50	0.3%
2018	HDGV	5,045	5,044	1	0.0%	5,032	12	0.2%
2018	LDDT	49	49	0	0.0%	48	1	2.0%
2018	LDDV	0	0	0	-	0	0	-
2018	LDGT	2,978	2,978	0	0.0%	2,964	14	0.5%
2018	LDGV	761	761	0	0.0%	757	4	0.5%
2019	HDGV	5,529	5,528	1	0.0%	5,505	23	0.4%
2019	LDDT	7	7	0	0.0%	7	0	0.0%
2019	LDDV	0	0	0	-	0	0	-
2019	LDGT	2,771	2,771	0	0.0%	2,756	15	0.5%
2019	LDGV	468	466	2	0.4%	466	0	0.0%
2020	HDGV	3,097	3,097	0	0.0%	3,093	4	0.1%
2020	LDDT	1	1	0	0.0%	1	0	0.0%
2020	LDDV	0	0	0	-	0	0	-
2020	LDGT	1,524	1,524	0	0.0%	1,520	4	0.3%
2020	LDGV	190	190	0	0.0%	190	0	0.0%
2021	HDGV	150	150	0	0.0%	149	1	0.7%
2021	LDDT	2	2	0	0.0%	2	0	0.0%
2021	LDDV	0	0	0	-	0	0	-
2021	LDGT	128	128	0	0.0%	128	0	0.0%
2021	LDGV	12	12	0	0.0%	12	0	0.0%
2022	HDGV	0	0	0	-	0	0	-
2022	LDDT	0	0	0	-	0	0	-
2022	LDDV	0	0	0	-	0	0	-
2022	LDGT	17	17	0	0.0%	17	0	0.0%
2022	LDGV	0	0	0	-	0	0	-
Totals		**1,937,683**	**1,934,512**	**3,171**	**0.2%**	**1,893,971**	**40,541**	**2.1%**

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2021

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	1,962	1,959	3	0.15%	1,953	6	0.31%
1996	LDGV	2,571	2,562	9	0.35%	2,548	14	0.55%
1997	LDDT	2	2	0	0.00%	2	0	0.00%
1997	LDDV	13	13	0	0.00%	13	0	0.00%
1997	LDGT	4,896	4,890	6	0.12%	4,883	7	0.14%
1997	LDGV	5,820	5,804	16	0.27%	5,751	53	0.91%
1998	LDDT	0	0	0	-	0	0	-
1998	LDDV	28	27	1	3.57%	27	0	0.00%
1998	LDGT	4,998	4,995	3	0.06%	4,966	29	0.58%
1998	LDGV	6,059	6,048	11	0.18%	5,976	72	1.19%
1999	LDDT	6	6	0	0.00%	6	0	0.00%
1999	LDDV	58	58	0	0.00%	58	0	0.00%
1999	LDGT	8,335	8,328	7	0.08%	8,283	45	0.54%
1999	LDGV	11,054	11,038	16	0.14%	10,964	74	0.67%
2000	LDDT	4	4	0	0.00%	4	0	0.00%
2000	LDDV	35	35	0	0.00%	35	0	0.00%
2000	LDGT	9,279	9,270	9	0.10%	9,227	43	0.46%
2000	LDGV	12,122	12,110	12	0.10%	12,040	70	0.58%
2001	LDDT	2	2	0	0.00%	2	0	0.00%
2001	LDDV	27	26	1	3.70%	26	0	0.00%
2001	LDGT	15,389	15,379	10	0.06%	15,317	62	0.40%
2001	LDGV	17,563	17,547	16	0.09%	17,468	79	0.45%
2002	LDDT	4	4	0	0.00%	4	0	0.00%
2002	LDDV	48	48	0	0.00%	48	0	0.00%
2002	LDGT	17,522	17,508	14	0.08%	17,450	58	0.33%
2002	LDGV	18,361	18,348	13	0.07%	18,271	77	0.42%
2003	LDDT	4	4	0	0.00%	4	0	0.00%
2003	LDDV	66	66	0	0.00%	66	0	0.00%
2003	LDGT	31,037	31,020	17	0.05%	30,878	142	0.46%
2003	LDGV	32,237	32,188	49	0.15%	32,095	93	0.29%
2004	LDDT	3	3	0	0.00%	3	0	0.00%
2004	LDDV	50	50	0	0.00%	50	0	0.00%
2004	LDGT	30,069	30,033	36	0.12%	29,926	107	0.36%
2004	LDGV	26,164	26,110	54	0.21%	26,016	94	0.36%
2005	LDDT	27	27	0	0.00%	27	0	0.00%
2005	LDDV	201	201	0	0.00%	199	2	1.00%
2005	LDGT	45,805	45,755	50	0.11%	45,570	185	0.40%
2005	LDGV	43,249	43,154	95	0.22%	43,033	121	0.28%
2006	LDDT	30	30	0	0.00%	30	0	0.00%
2006	LDDV	185	185	0	0.00%	184	1	0.54%
2006	LDGT	37,765	37,737	28	0.07%	37,640	97	0.26%
2006	LDGV	38,427	38,347	80	0.21%	38,204	143	0.37%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2021

Model Yr	Veh Type	OBD Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2007	LDDT	48	48	0	0.00%	48	0	0.00%
2007	LDDV	13	13	0	0.00%	13	0	0.00%
2007	LDGT	35,210	35,186	24	0.07%	35,098	88	0.25%
2007	LDGV	38,879	38,741	138	0.35%	38,616	125	0.32%
2008	HDGV	4,866	4,860	6	0.12%	4,851	9	0.19%
2008	LDDT	122	122	0	0.00%	122	0	0.00%
2008	LDDV	50	50	0	0.00%	50	0	0.00%
2008	LDGT	68,812	68,774	38	0.06%	68,675	99	0.14%
2008	LDGV	69,933	69,799	134	0.19%	69,649	150	0.21%
2009	HDGV	2,771	2,761	10	0.36%	2,754	7	0.25%
2009	LDDT	60	60	0	0.00%	59	1	1.67%
2009	LDDV	36	35	1	2.78%	35	0	0.00%
2009	LDGT	25,388	25,373	15	0.06%	25,331	42	0.17%
2009	LDGV	34,589	34,539	50	0.14%	34,466	73	0.21%
2010	HDGV	3,153	3,146	7	0.22%	3,140	6	0.19%
2010	LDDT	139	139	0	0.00%	139	0	0.00%
2010	LDDV	80	80	0	0.00%	80	0	0.00%
2010	LDGT	63,982	63,965	17	0.03%	63,893	72	0.11%
2010	LDGV	72,987	72,938	49	0.07%	72,829	109	0.15%
2011	HDGV	4,707	4,699	8	0.17%	4,686	13	0.28%
2011	LDDT	143	143	0	0.00%	142	1	0.70%
2011	LDDV	139	139	0	0.00%	138	1	0.72%
2011	LDGT	48,355	48,332	23	0.05%	48,273	59	0.12%
2011	LDGV	42,501	42,450	51	0.12%	42,371	79	0.19%
2012	HDGV	6,162	6,148	14	0.23%	6,132	16	0.26%
2012	LDDT	350	350	0	0.00%	347	3	0.86%
2012	LDDV	254	254	0	0.00%	254	0	0.00%
2012	LDGT	88,085	88,047	38	0.04%	87,988	59	0.07%
2012	LDGV	95,102	95,035	67	0.07%	94,906	129	0.14%
2013	HDGV	5,140	5,126	14	0.27%	5,108	18	0.35%
2013	LDDT	207	207	0	0.00%	207	0	0.00%
2013	LDDV	292	292	0	0.00%	292	0	0.00%
2013	LDGT	53,272	53,244	28	0.05%	53,188	56	0.11%
2013	LDGV	60,547	60,504	43	0.07%	60,430	74	0.12%
2014	HDGV	5,706	5,692	14	0.25%	5,664	28	0.49%
2014	LDDT	707	707	0	0.00%	704	3	0.42%
2014	LDDV	827	826	1	0.12%	824	2	0.24%
2014	LDGT	117,380	117,306	74	0.06%	117,203	103	0.09%
2014	LDGV	100,350	100,293	57	0.06%	100,207	86	0.09%
2015	HDGV	7,741	7,719	22	0.28%	7,685	34	0.44%
2015	LDDT	366	366	0	0.00%	365	1	0.27%
2015	LDDV	281	280	1	0.36%	279	1	0.36%
2015	LDGT	65,446	65,407	39	0.06%	65,319	88	0.13%
2015	LDGV	51,530	51,486	44	0.09%	51,438	48	0.09%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2021

Model Yr	Veh Type	OBD Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2016	HDGV	9,542	9,511	31	0.32%	9,473	38	0.40%
2016	LDDT	540	540	0	0.00%	538	2	0.37%
2016	LDDV	78	78	0	0.00%	78	0	0.00%
2016	LDGT	146,642	146,549	93	0.06%	146,338	211	0.14%
2016	LDGV	113,885	113,811	74	0.06%	113,710	101	0.09%
2017	HDGV	5,865	5,846	19	0.32%	5,801	45	0.77%
2017	LDDT	47	47	0	0.00%	47	0	0.00%
2017	LDDV	11	11	0	0.00%	11	0	0.00%
2017	LDGT	22,793	22,771	22	0.10%	22,721	50	0.22%
2017	LDGV	17,366	17,361	5	0.03%	17,341	20	0.12%
2018	HDGV	5,045	5,025	20	0.40%	4,981	44	0.88%
2018	LDDT	49	49	0	0.00%	48	1	2.04%
2018	LDDV	0	0	0	-	0	0	-
2018	LDGT	2,978	2,971	7	0.24%	2,946	25	0.84%
2018	LDGV	761	757	4	0.53%	754	3	0.40%
2019	HDGV	5,529	5,499	30	0.54%	5,411	88	1.60%
2019	LDDT	7	7	0	0.00%	7	0	0.00%
2019	LDDV	0	0	0	-	0	0	-
2019	LDGT	2,771	2,757	14	0.51%	2,708	49	1.78%
2019	LDGV	468	467	1	0.21%	465	2	0.43%
2020	HDGV	3,097	3,076	21	0.68%	2,884	192	6.24%
2020	LDDT	1	1	0	0.00%	1	0	0.00%
2020	LDDV	0	0	0	-	0	0	-
2020	LDGT	1,524	1,516	8	0.52%	1,444	72	4.75%
2020	LDGV	190	190	0	0.00%	189	1	0.53%
2021	HDGV	150	150	0	0.00%	140	10	6.67%
2021	LDDT	2	2	0	0.00%	2	0	0.00%
2021	LDDV	0	0	0	-	0	0	-
2021	LDGT	128	128	0	0.00%	127	1	0.78%
2021	LDGV	12	12	0	0.00%	12	0	0.00%
2022	HDGV	0	0	0	-	0	0	-
2022	LDDT	0	0	0	-	0	0	-
2022	LDDV	0	0	0	-	0	0	-
2022	LDGT	17	17	0	0.00%	17	0	0.00%
2022	LDGV	0	0	0	-	0	0	-
Totals		**1,937,683**	**1,935,751**	**1,932**	**0.10%**	**1,931,439**	**4,312**	**0.22%**

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2021

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	1,962	1,809	144	7.4%	1,223	114	8.5%
1996	LDGV	2,571	2,411	137	5.4%	2,078	186	8.2%
1997	LDDT	2	2	0	0.0%	2	0	0.0%
1997	LDDV	13	12	1	7.7%	12	0	0.0%
1997	LDGT	4,896	4,562	321	6.6%	4,571	287	5.9%
1997	LDGV	5,820	5,425	326	5.7%	5,138	426	7.7%
1998	LDDT	0	0	0	-	0	0	-
1998	LDDV	28	26	1	3.7%	27	0	0.0%
1998	LDGT	4,998	4,621	345	6.9%	4,605	343	6.9%
1998	LDGV	6,059	5,573	403	6.7%	5,332	452	7.8%
1999	LDDT	6	6	0	0.0%	6	0	0.0%
1999	LDDV	58	54	4	6.9%	58	0	0.0%
1999	LDGT	8,335	7,781	502	6.1%	7,664	619	7.5%
1999	LDGV	11,054	10,282	682	6.2%	10,227	737	6.7%
2000	LDDT	4	4	0	0.0%	4	0	0.0%
2000	LDDV	35	31	4	11.4%	35	0	0.0%
2000	LDGT	9,279	8,555	672	7.3%	8,571	656	7.1%
2000	LDGV	12,122	11,095	945	7.8%	11,177	863	7.2%
2001	LDDT	2	2	0	0.0%	2	0	0.0%
2001	LDDV	27	25	1	3.8%	26	0	0.0%
2001	LDGT	15,389	14,150	1,167	7.6%	13,239	2,078	13.6%
2001	LDGV	17,563	16,243	1,225	7.0%	15,312	2,156	12.3%
2002	LDDT	4	4	0	0.0%	4	0	0.0%
2002	LDDV	48	47	1	2.1%	48	0	0.0%
2002	LDGT	17,522	16,092	1,358	7.8%	15,292	2,158	12.4%
2002	LDGV	18,361	16,954	1,317	7.2%	15,957	2,314	12.7%
2003	LDDT	4	4	0	0.0%	4	0	0.0%
2003	LDDV	66	66	0	0.0%	66	0	0.0%
2003	LDGT	31,037	28,774	2,104	6.8%	27,819	3,059	9.9%
2003	LDGV	32,237	30,340	1,755	5.5%	29,018	3,077	9.6%
2004	LDDT	3	3	0	0.0%	3	0	0.0%
2004	LDDV	50	45	5	10.0%	48	2	4.0%
2004	LDGT	30,069	27,863	2,063	6.9%	26,803	3,123	10.4%
2004	LDGV	26,164	24,456	1,560	6.0%	23,449	2,567	9.9%
2005	LDDT	27	26	1	3.7%	27	0	0.0%
2005	LDDV	201	190	9	4.5%	197	2	1.0%
2005	LDGT	45,805	43,054	2,516	5.5%	41,534	4,036	8.9%
2005	LDGV	43,249	40,871	2,162	5.0%	39,769	3,264	7.6%
2006	LDDT	30	29	1	3.3%	30	0	0.0%
2006	LDDV	185	178	6	3.3%	181	3	1.6%
2006	LDGT	37,765	35,681	1,959	5.2%	34,483	3,157	8.4%
2006	LDGV	38,427	36,253	1,951	5.1%	35,351	2,853	7.5%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2021

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	48	47	1	2.1%	48	0	0.0%
2007	LDDV	13	11	2	15.4%	13	0	0.0%
2007	LDGT	35,210	33,312	1,786	5.1%	32,387	2,711	7.7%
2007	LDGV	38,879	36,873	1,743	4.5%	36,106	2,510	6.5%
2008	HDGV	4,866	4,651	200	4.1%	4,438	402	8.3%
2008	LDDT	122	120	2	1.6%	122	0	0.0%
2008	LDDV	50	47	3	6.0%	48	2	4.0%
2008	LDGT	68,812	66,347	2,328	3.4%	65,075	3,598	5.2%
2008	LDGV	69,933	67,573	2,076	3.0%	66,211	3,438	4.9%
2009	HDGV	2,771	2,634	120	4.4%	2,399	339	12.4%
2009	LDDT	60	54	5	8.5%	47	12	20.3%
2009	LDDV	36	34	1	2.9%	32	3	8.6%
2009	LDGT	25,388	24,311	1,020	4.0%	23,537	1,790	7.1%
2009	LDGV	34,589	33,333	1,133	3.3%	32,419	2,047	5.9%
2010	HDGV	3,153	3,033	107	3.4%	2,777	358	11.4%
2010	LDDT	139	131	8	5.8%	100	39	28.1%
2010	LDDV	80	78	2	2.5%	63	17	21.3%
2010	LDGT	63,982	62,159	1,734	2.7%	61,118	2,759	4.3%
2010	LDGV	72,987	71,174	1,655	2.3%	69,943	2,884	4.0%
2011	HDGV	4,707	4,529	157	3.4%	4,169	509	10.9%
2011	LDDT	143	131	11	7.7%	100	42	29.6%
2011	LDDV	139	131	7	5.1%	120	18	13.0%
2011	LDGT	48,355	47,027	1,246	2.6%	46,081	2,171	4.5%
2011	LDGV	42,501	41,346	1,025	2.4%	40,503	1,867	4.4%
2012	HDGV	6,162	5,974	158	2.6%	5,600	527	8.6%
2012	LDDT	350	328	19	5.5%	273	74	21.3%
2012	LDDV	254	246	8	3.1%	217	37	14.6%
2012	LDGT	88,085	86,529	1,459	1.7%	84,896	3,048	3.5%
2012	LDGV	95,102	93,393	1,513	1.6%	91,575	3,330	3.5%
2013	HDGV	5,140	5,024	84	1.6%	4,717	388	7.6%
2013	LDDT	207	196	11	5.3%	174	33	15.9%
2013	LDDV	292	284	8	2.7%	269	23	7.9%
2013	LDGT	53,272	52,301	887	1.7%	51,254	1,897	3.6%
2013	LDGV	60,547	59,491	939	1.6%	57,981	2,448	4.1%
2014	HDGV	5,706	5,570	94	1.7%	5,273	378	6.7%
2014	LDDT	707	684	20	2.8%	631	73	10.4%
2014	LDDV	827	804	20	2.4%	741	83	10.1%
2014	LDGT	117,380	115,844	1,359	1.2%	114,472	2,666	2.3%
2014	LDGV	100,350	99,178	1,029	1.0%	97,499	2,703	2.7%
2015	HDGV	7,741	7,544	141	1.8%	7,265	411	5.4%
2015	LDDT	366	353	12	3.3%	327	38	10.4%
2015	LDDV	281	277	2	0.7%	263	16	5.7%
2015	LDGT	65,446	64,613	706	1.1%	63,871	1,402	2.1%
2015	LDGV	51,530	50,895	543	1.1%	49,645	1,793	3.5%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2021

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	9,542	9,335	138	1.5%	9,137	331	3.5%
2016	LDDT	540	528	10	1.9%	506	32	5.9%
2016	LDDV	78	78	0	0.0%	71	7	9.0%
2016	LDGT	146,642	145,447	891	0.6%	144,448	1,858	1.3%
2016	LDGV	113,885	113,029	681	0.6%	111,381	2,329	2.0%
2017	HDGV	5,865	5,750	51	0.9%	5,652	136	2.3%
2017	LDDT	47	47	0	0.0%	44	3	6.4%
2017	LDDV	11	10	1	9.1%	11	0	0.0%
2017	LDGT	22,793	22,614	107	0.5%	22,375	323	1.4%
2017	LDGV	17,366	17,274	67	0.4%	16,929	412	2.4%
2018	HDGV	5,045	4,962	19	0.4%	4,870	105	2.1%
2018	LDDT	49	47	1	2.1%	47	1	2.1%
2018	LDDV	0	0	0	-	0	0	-
2018	LDGT	2,978	2,932	14	0.5%	2,868	64	2.2%
2018	LDGV	761	746	8	1.1%	730	24	3.2%
2019	HDGV	5,529	5,389	22	0.4%	5,303	95	1.8%
2019	LDDT	7	7	0	0.0%	6	1	14.3%
2019	LDDV	0	0	0	-	0	0	-
2019	LDGT	2,771	2,696	12	0.4%	2,658	38	1.4%
2019	LDGV	468	465	0	0.0%	455	10	2.2%
2020	HDGV	3,097	2,878	6	0.2%	2,756	81	2.9%
2020	LDDT	1	1	0	0.0%	1	0	0.0%
2020	LDDV	0	0	0	-	0	0	-
2020	LDGT	1,524	1,439	5	0.3%	1,423	19	1.3%
2020	LDGV	190	189	0	0.0%	180	9	4.8%
2021	HDGV	150	140	0	0.0%	94	3	3.1%
2021	LDDT	2	2	0	0.0%	1	1	50.0%
2021	LDDV	0	0	0	-	0	0	-
2021	LDGT	128	127	0	0.0%	120	3	2.4%
2021	LDGV	12	12	0	0.0%	11	1	8.3%
2022	HDGV	0	0	0	-	0	0	-
2022	LDDT	0	0	0	-	0	0	-
2022	LDDV	0	0	0	-	0	0	-
2022	LDGT	17	17	0	0.0%	3	0	0.0%
2022	LDGV	0	0	0	-	0	0	-
Totals		**1,937,683**	**1,878,374**	**53,065**	**2.7%**	**1,836,271**	**93,302**	**4.8%**

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2021

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	1,953	1,809	92.6%	0	0.00%	0	0.00%	144	7.4%
1996	LDGV	2,548	2,411	94.6%	0	0.00%	0	0.00%	137	5.4%
1997	LDDT	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
1997	LDDV	13	12	92.3%	0	0.00%	0	0.00%	1	7.7%
1997	LDGT	4,883	4,562	93.4%	0	0.00%	0	0.00%	321	6.6%
1997	LDGV	5,751	5,425	94.3%	0	0.00%	0	0.00%	326	5.7%
1998	LDDT	0	0	-	0	-	0	-	0	-
1998	LDDV	27	26	96.3%	0	0.00%	0	0.00%	1	3.7%
1998	LDGT	4,966	4,621	93.1%	0	0.00%	1	0.02%	344	6.9%
1998	LDGV	5,976	5,573	93.3%	0	0.00%	0	0.00%	403	6.7%
1999	LDDT	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
1999	LDDV	58	54	93.1%	0	0.00%	0	0.00%	4	6.9%
1999	LDGT	8,283	7,781	93.9%	0	0.00%	4	0.05%	498	6.0%
1999	LDGV	10,964	10,282	93.8%	0	0.00%	0	0.00%	682	6.2%
2000	LDDT	4	4	100.0%	0	0.00%	0	0.00%	0	0.0%
2000	LDDV	35	31	88.6%	0	0.00%	0	0.00%	4	11.4%
2000	LDGT	9,227	8,555	92.7%	0	0.00%	1	0.01%	671	7.3%
2000	LDGV	12,040	11,095	92.2%	0	0.00%	0	0.00%	945	7.8%
2001	LDDT	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2001	LDDV	26	25	96.2%	0	0.00%	0	0.00%	1	3.8%
2001	LDGT	15,317	14,150	92.4%	0	0.00%	0	0.00%	1,167	7.6%
2001	LDGV	17,468	16,243	93.0%	0	0.00%	1	0.01%	1,224	7.0%
2002	LDDT	4	4	100.0%	0	0.00%	0	0.00%	0	0.0%
2002	LDDV	48	47	97.9%	0	0.00%	0	0.00%	1	2.1%
2002	LDGT	17,450	16,092	92.2%	0	0.00%	1	0.01%	1,357	7.8%
2002	LDGV	18,271	16,954	92.8%	0	0.00%	2	0.01%	1,315	7.2%
2003	LDDT	4	4	100.0%	0	0.00%	0	0.00%	0	0.0%
2003	LDDV	66	66	100.0%	0	0.00%	0	0.00%	0	0.0%
2003	LDGT	30,878	28,774	93.2%	0	0.00%	0	0.00%	2,104	6.8%
2003	LDGV	32,095	30,340	94.5%	0	0.00%	3	0.01%	1,752	5.5%
2004	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2004	LDDV	50	45	90.0%	0	0.00%	0	0.00%	5	10.0%
2004	LDGT	29,926	27,863	93.1%	0	0.00%	1	0.00%	2,062	6.9%
2004	LDGV	26,016	24,456	94.0%	0	0.00%	1	0.00%	1,559	6.0%
2005	LDDT	27	26	96.3%	0	0.00%	0	0.00%	1	3.7%
2005	LDDV	199	190	95.5%	0	0.00%	0	0.00%	9	4.5%
2005	LDGT	45,570	43,054	94.5%	0	0.00%	7	0.02%	2,509	5.5%
2005	LDGV	43,033	40,871	95.0%	0	0.00%	3	0.01%	2,159	5.0%
2006	LDDT	30	29	96.7%	0	0.00%	0	0.00%	1	3.3%
2006	LDDV	184	178	96.7%	0	0.00%	0	0.00%	6	3.3%
2006	LDGT	37,640	35,681	94.8%	0	0.00%	7	0.02%	1,952	5.2%
2006	LDGV	38,204	36,253	94.9%	0	0.00%	1	0.00%	1,950	5.1%

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2021

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	48	47	97.9%	0	0.00%	0	0.00%	1	2.1%
2007	LDDV	13	11	84.6%	0	0.00%	0	0.00%	2	15.4%
2007	LDGT	35,098	33,312	94.9%	0	0.00%	4	0.01%	1,782	5.1%
2007	LDGV	38,616	36,873	95.5%	0	0.00%	5	0.01%	1,738	4.5%
2008	HDGV	4,851	4,651	95.9%	0	0.00%	0	0.00%	200	4.1%
2008	LDDT	122	120	98.4%	0	0.00%	0	0.00%	2	1.6%
2008	LDDV	50	47	94.0%	0	0.00%	0	0.00%	3	6.0%
2008	LDGT	68,675	66,347	96.6%	0	0.00%	2	0.00%	2,326	3.4%
2008	LDGV	69,649	67,573	97.0%	0	0.00%	5	0.01%	2,071	3.0%
2009	HDGV	2,754	2,634	95.6%	0	0.00%	0	0.00%	120	4.4%
2009	LDDT	59	54	91.5%	0	0.00%	0	0.00%	5	8.5%
2009	LDDV	35	34	97.1%	0	0.00%	0	0.00%	1	2.9%
2009	LDGT	25,331	24,311	96.0%	0	0.00%	2	0.01%	1,018	4.0%
2009	LDGV	34,466	33,333	96.7%	0	0.00%	6	0.02%	1,127	3.3%
2010	HDGV	3,140	3,033	96.6%	0	0.00%	0	0.00%	107	3.4%
2010	LDDT	139	131	94.2%	0	0.00%	0	0.00%	8	5.8%
2010	LDDV	80	78	97.5%	0	0.00%	0	0.00%	2	2.5%
2010	LDGT	63,893	62,159	97.3%	0	0.00%	1	0.00%	1,733	2.7%
2010	LDGV	72,829	71,174	97.7%	0	0.00%	2	0.00%	1,653	2.3%
2011	HDGV	4,686	4,529	96.6%	0	0.00%	0	0.00%	157	3.4%
2011	LDDT	142	131	92.3%	0	0.00%	0	0.00%	11	7.7%
2011	LDDV	138	131	94.9%	0	0.00%	0	0.00%	7	5.1%
2011	LDGT	48,273	47,027	97.4%	0	0.00%	0	0.00%	1,246	2.6%
2011	LDGV	42,371	41,346	97.6%	0	0.00%	3	0.01%	1,022	2.4%
2012	HDGV	6,132	5,974	97.4%	0	0.00%	0	0.00%	158	2.6%
2012	LDDT	347	328	94.5%	0	0.00%	0	0.00%	19	5.5%
2012	LDDV	254	246	96.9%	0	0.00%	0	0.00%	8	3.1%
2012	LDGT	87,988	86,529	98.3%	0	0.00%	1	0.00%	1,458	1.7%
2012	LDGV	94,906	93,393	98.4%	0	0.00%	3	0.00%	1,510	1.6%
2013	HDGV	5,108	5,024	98.4%	0	0.00%	0	0.00%	84	1.6%
2013	LDDT	207	196	94.7%	0	0.00%	0	0.00%	11	5.3%
2013	LDDV	292	284	97.3%	0	0.00%	0	0.00%	8	2.7%
2013	LDGT	53,188	52,301	98.3%	0	0.00%	0	0.00%	887	1.7%
2013	LDGV	60,430	59,491	98.4%	0	0.00%	1	0.00%	938	1.6%
2014	HDGV	5,664	5,570	98.3%	0	0.00%	0	0.00%	94	1.7%
2014	LDDT	704	684	97.2%	0	0.00%	0	0.00%	20	2.8%
2014	LDDV	824	804	97.6%	0	0.00%	0	0.00%	20	2.4%
2014	LDGT	117,203	115,844	98.8%	0	0.00%	2	0.00%	1,357	1.2%
2014	LDGV	100,207	99,178	99.0%	0	0.00%	0	0.00%	1,029	1.0%
2015	HDGV	7,685	7,544	98.2%	0	0.00%	0	0.00%	141	1.8%
2015	LDDT	365	353	96.7%	0	0.00%	0	0.00%	12	3.3%
2015	LDDV	279	277	99.3%	0	0.00%	0	0.00%	2	0.7%
2015	LDGT	65,319	64,613	98.9%	0	0.00%	1	0.00%	705	1.1%
2015	LDGV	51,438	50,895	98.9%	0	0.00%	0	0.00%	543	1.1%

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2021

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	9,473	9,335	98.5%	0	0.00%	0	0.00%	138	1.5%
2016	LDDT	538	528	98.1%	0	0.00%	0	0.00%	10	1.9%
2016	LDDV	78	78	100.0%	0	0.00%	0	0.00%	0	0.0%
2016	LDGT	146,338	145,447	99.4%	0	0.00%	1	0.00%	890	0.6%
2016	LDGV	113,710	113,029	99.4%	0	0.00%	1	0.00%	680	0.6%
2017	HDGV	5,801	5,750	99.1%	0	0.00%	0	0.00%	51	0.9%
2017	LDDT	47	47	100.0%	0	0.00%	0	0.00%	0	0.0%
2017	LDDV	11	10	90.9%	0	0.00%	0	0.00%	1	9.1%
2017	LDGT	22,721	22,614	99.5%	0	0.00%	1	0.00%	106	0.5%
2017	LDGV	17,341	17,274	99.6%	0	0.00%	0	0.00%	67	0.4%
2018	HDGV	4,981	4,962	99.6%	0	0.00%	0	0.00%	19	0.4%
2018	LDDT	48	47	97.9%	0	0.00%	0	0.00%	1	2.1%
2018	LDDV	0	0	-	0	-	0	-	0	-
2018	LDGT	2,946	2,932	99.5%	0	0.00%	1	0.03%	13	0.4%
2018	LDGV	754	746	98.9%	0	0.00%	0	0.00%	8	1.1%
2019	HDGV	5,411	5,389	99.6%	0	0.00%	0	0.00%	22	0.4%
2019	LDDT	7	7	100.0%	0	0.00%	0	0.00%	0	0.0%
2019	LDDV	0	0	-	0	-	0	-	0	-
2019	LDGT	2,708	2,696	99.6%	0	0.00%	0	0.00%	12	0.4%
2019	LDGV	465	465	100.0%	0	0.00%	0	0.00%	0	0.0%
2020	HDGV	2,884	2,878	99.8%	0	0.00%	0	0.00%	6	0.2%
2020	LDDT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2020	LDDV	0	0	-	0	-	0	-	0	-
2020	LDGT	1,444	1,439	99.7%	0	0.00%	0	0.00%	5	0.3%
2020	LDGV	189	189	100.0%	0	0.00%	0	0.00%	0	0.0%
2021	HDGV	140	140	100.0%	0	0.00%	0	0.00%	0	0.0%
2021	LDDT	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2021	LDDV	0	0	-	0	-	0	-	0	-
2021	LDGT	127	127	100.0%	0	0.00%	0	0.00%	0	0.0%
2021	LDGV	12	12	100.0%	0	0.00%	0	0.00%	0	0.0%
2022	HDGV	0	0	-	0	-	0	-	0	-
2022	LDDT	0	0	-	0	-	0	-	0	-
2022	LDDV	0	0	-	0	-	0	-	0	-
2022	LDGT	17	17	100.0%	0	0.00%	0	0.00%	0	0.0%
2022	LDGV	0	0	-	0	-	0	-	0	-
Totals		**1,931,439**	**1,878,374**	**97.3%**	**0**	**0.00%**	**75**	**0.004%**	**52,990**	**2.7%**

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 2021

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	1,337	633	704	47.3%
1996	LDGV	2,264	929	1,335	41.0%
1997	LDDT	2	1	1	50.0%
1997	LDDV	12	3	9	25.0%
1997	LDGT	4,858	2,212	2,646	45.5%
1997	LDGV	5,564	2,178	3,386	39.1%
1998	LDDT	0	0	0	-
1998	LDDV	27	10	17	37.0%
1998	LDGT	4,948	2,315	2,633	46.8%
1998	LDGV	5,784	2,142	3,642	37.0%
1999	LDDT	6	0	6	0.0%
1999	LDDV	58	20	38	34.5%
1999	LDGT	8,283	3,902	4,381	47.1%
1999	LDGV	10,964	3,839	7,125	35.0%
2000	LDDT	4	0	4	0.0%
2000	LDDV	35	5	30	14.3%
2000	LDGT	9,227	4,045	5,182	43.8%
2000	LDGV	12,040	4,683	7,357	38.9%
2001	LDDT	2	0	2	0.0%
2001	LDDV	26	4	22	15.4%
2001	LDGT	15,317	5,890	9,427	38.5%
2001	LDGV	17,468	5,805	11,663	33.2%
2002	LDDT	4	0	4	0.0%
2002	LDDV	48	4	44	8.3%
2002	LDGT	17,450	6,266	11,184	35.9%
2002	LDGV	18,271	5,977	12,294	32.7%
2003	LDDT	4	0	4	0.0%
2003	LDDV	66	3	63	4.5%
2003	LDGT	30,878	10,386	20,492	33.6%
2003	LDGV	32,095	8,238	23,857	25.7%
2004	LDDT	3	1	2	33.3%
2004	LDDV	50	8	42	16.0%
2004	LDGT	29,926	9,291	20,635	31.0%
2004	LDGV	26,016	6,902	19,114	26.5%
2005	LDDT	27	6	21	22.2%
2005	LDDV	199	8	191	4.0%
2005	LDGT	45,570	11,884	33,686	26.1%
2005	LDGV	43,033	8,885	34,148	20.6%
2006	LDDT	30	1	29	3.3%
2006	LDDV	184	12	172	6.5%
2006	LDGT	37,640	9,606	28,034	25.5%
2006	LDGV	38,204	8,005	30,199	21.0%

New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2021

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2007	LDDT	48	3	45	6.3%
2007	LDDV	13	1	12	7.7%
2007	LDGT	35,098	8,162	26,936	23.3%
2007	LDGV	38,616	7,061	31,555	18.3%
2008	HDGV	4,840	1,368	3,472	28.3%
2008	LDDT	122	2	120	1.6%
2008	LDDV	50	7	43	14.0%
2008	LDGT	68,673	10,520	58,153	15.3%
2008	LDGV	69,649	9,536	60,113	13.7%
2009	HDGV	2,738	797	1,941	29.1%
2009	LDDT	59	24	35	40.7%
2009	LDDV	35	7	28	20.0%
2009	LDGT	25,327	4,644	20,683	18.3%
2009	LDGV	34,466	5,366	29,100	15.6%
2010	HDGV	3,135	881	2,254	28.1%
2010	LDDT	139	58	81	41.7%
2010	LDDV	80	20	60	25.0%
2010	LDGT	63,877	7,793	56,084	12.2%
2010	LDGV	72,827	7,758	65,069	10.7%
2011	HDGV	4,678	1,131	3,547	24.2%
2011	LDDT	142	58	84	40.8%
2011	LDDV	138	25	113	18.1%
2011	LDGT	48,252	6,319	41,933	13.1%
2011	LDGV	42,370	4,925	37,445	11.6%
2012	HDGV	6,127	1,139	4,988	18.6%
2012	LDDT	347	129	218	37.2%
2012	LDDV	254	48	206	18.9%
2012	LDGT	87,944	7,742	80,202	8.8%
2012	LDGV	94,905	7,630	87,275	8.0%
2013	HDGV	5,105	869	4,236	17.0%
2013	LDDT	207	61	146	29.5%
2013	LDDV	292	35	257	12.0%
2013	LDGT	53,151	4,569	48,582	8.6%
2013	LDGV	60,429	4,872	55,557	8.1%
2014	HDGV	5,651	823	4,828	14.6%
2014	LDDT	704	133	571	18.9%
2014	LDDV	824	126	698	15.3%
2014	LDGT	117,138	6,758	110,380	5.8%
2014	LDGV	100,202	5,628	94,574	5.6%
2015	HDGV	7,676	1,074	6,602	14.0%
2015	LDDT	365	70	295	19.2%
2015	LDDV	279	20	259	7.2%
2015	LDGT	65,273	3,587	61,686	5.5%
2015	LDGV	51,438	3,177	48,261	6.2%

New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2021

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2016	HDGV	9,468	984	8,484	10.4%
2016	LDDT	538	71	467	13.2%
2016	LDDV	78	11	67	14.1%
2016	LDGT	146,306	4,523	141,783	3.1%
2016	LDGV	113,710	5,013	108,697	4.4%
2017	HDGV	5,788	445	5,343	7.7%
2017	LDDT	47	7	40	14.9%
2017	LDDV	11	1	10	9.1%
2017	LDGT	22,698	808	21,890	3.6%
2017	LDGV	17,341	821	16,520	4.7%
2018	HDGV	4,975	352	4,623	7.1%
2018	LDDT	48	5	43	10.4%
2018	LDDV	0	0	0	-
2018	LDGT	2,932	165	2,767	5.6%
2018	LDGV	754	52	702	6.9%
2019	HDGV	5,398	284	5,114	5.3%
2019	LDDT	7	4	3	57.1%
2019	LDDV	0	0	0	-
2019	LDGT	2,696	131	2,565	4.9%
2019	LDGV	465	85	380	18.3%
2020	HDGV	2,837	205	2,632	7.2%
2020	LDDT	1	0	1	0.0%
2020	LDDV	0	0	0	-
2020	LDGT	1,442	56	1,386	3.9%
2020	LDGV	189	50	139	26.5%
2021	HDGV	97	22	75	22.7%
2021	LDDT	2	1	1	50.0%
2021	LDDV	0	0	0	-
2021	LDGT	123	7	116	5.7%
2021	LDGV	12	1	11	8.3%
2022	HDGV	0	0	0	-
2022	LDDT	0	0	0	-
2022	LDDV	0	0	0	-
2022	LDGT	3	0	3	0.0%
2022	LDGV	0	0	0	-
Totals		**1,929,573**	**263,159**	**1,666,414**	**13.6%**

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 2021

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	1	1	0	100.0%	0.0%	0	0	0	-	-	1	1	0	100.0%	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	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
Pre 96/Unknown	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	268	50	120	18.7%	44.8%	265	50	118	18.9%	44.5%	0	0	0	-	-
1996	LDGV	342	58	180	17.0%	52.6%	336	58	176	17.3%	52.4%	0	0	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	2	2	0	100.0%	0.0%	2	2	0	100.0%	0.0%	0	0	0	-	-
1997	LDGT	636	109	311	17.1%	48.9%	615	103	302	16.7%	49.1%	0	0	0	-	-
1997	LDGV	808	136	426	16.8%	52.7%	798	135	422	16.9%	52.9%	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	2	0	1	0.0%	50.0%	2	0	1	0.0%	50.0%	0	0	0	-	-
1998	LDGT	723	130	335	18.0%	46.3%	711	125	332	17.6%	46.7%	0	0	0	-	-
1998	LDGV	908	172	448	18.9%	49.3%	902	171	444	19.0%	49.2%	0	0	0	-	-
1999	HDGV	4	0	3	0.0%	75.0%	0	0	0	-	-	4	0	3	0.0%	75.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	4	0	2	0.0%	50.0%	4	0	2	0.0%	50.0%	0	0	0	-	-
1999	LDGT	1,140	216	585	18.9%	51.3%	1,122	211	578	18.8%	51.5%	0	0	0	-	-
1999	LDGV	1,447	240	790	16.6%	54.6%	1,431	237	782	16.6%	54.6%	0	0	0	-	-
2000	HDGV	4	0	3	0.0%	75.0%	0	0	0	-	-	4	0	3	0.0%	75.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	4	1	2	25.0%	50.0%	4	1	2	25.0%	50.0%	0	0	0	-	-
2000	LDGT	1,370	238	690	17.4%	50.4%	1,355	236	682	17.4%	50.3%	0	0	0	-	-
2000	LDGV	1,794	333	845	18.6%	47.1%	1,774	330	829	18.6%	46.7%	0	0	0	-	-
2001	HDGV	4	0	3	0.0%	75.0%	0	0	0	-	-	4	0	3	0.0%	75.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	3	0	2	0.0%	66.7%	3	0	2	0.0%	66.7%	0	0	0	-	-
2001	LDGT	3,134	690	1,557	22.0%	49.7%	3,105	684	1,541	22.0%	49.6%	0	0	0	-	-
2001	LDGV	3,249	735	1,599	22.6%	49.2%	3,231	732	1,590	22.7%	49.2%	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 2021

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	6	0	5	0.0%	83.3%	0	0	0	-	-	6	0	5	0.0%	83.3%
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	3,300	711	1,628	21.5%	49.3%	3,281	708	1,616	21.6%	49.3%	0	0	0	-	-
2002	LDGV	3,440	747	1,738	21.7%	50.5%	3,409	742	1,726	21.8%	50.6%	0	0	0	-	-
2003	HDGV	7	0	4	0.0%	57.1%	0	0	0	-	-	7	0	4	0.0%	57.1%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	4,890	964	2,607	19.7%	53.3%	4,862	960	2,588	19.7%	53.2%	0	0	0	-	-
2003	LDGV	4,645	942	2,535	20.3%	54.6%	4,604	933	2,517	20.3%	54.7%	0	0	0	-	-
2004	HDGV	3	1	1	33.3%	33.3%	0	0	0	-	-	3	1	1	33.3%	33.3%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	7	0	4	0.0%	57.1%	7	0	4	0.0%	57.1%	0	0	0	-	-
2004	LDGT	4,905	944	2,560	19.2%	52.2%	4,857	939	2,527	19.3%	52.0%	0	0	0	-	-
2004	LDGV	3,966	796	2,046	20.1%	51.6%	3,935	793	2,032	20.2%	51.6%	0	0	0	-	-
2005	HDGV	4	0	3	0.0%	75.0%	0	0	0	-	-	4	0	3	0.0%	75.0%
2005	LDDT	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2005	LDDV	15	3	9	20.0%	60.0%	15	3	9	20.0%	60.0%	0	0	0	-	-
2005	LDGT	6,203	1,233	3,445	19.9%	55.5%	6,160	1,225	3,418	19.9%	55.5%	0	0	0	-	-
2005	LDGV	5,266	997	2,972	18.9%	56.4%	5,222	989	2,955	18.9%	56.6%	0	0	0	-	-
2006	HDGV	5	0	4	0.0%	80.0%	0	0	0	-	-	5	0	4	0.0%	80.0%
2006	LDDT	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
2006	LDDV	10	0	9	0.0%	90.0%	10	0	9	0.0%	90.0%	0	0	0	-	-
2006	LDGT	4,789	947	2,619	19.8%	54.7%	4,751	938	2,593	19.7%	54.6%	0	0	0	-	-
2006	LDGV	4,685	863	2,599	18.4%	55.5%	4,641	857	2,574	18.5%	55.5%	0	0	0	-	-
2007	HDGV	5	0	3	0.0%	60.0%	0	0	0	-	-	5	0	3	0.0%	60.0%
2007	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	LDDV	2	0	1	0.0%	50.0%	2	0	1	0.0%	50.0%	0	0	0	-	-
2007	LDGT	4,222	798	2,394	18.9%	56.7%	4,204	792	2,385	18.8%	56.7%	0	0	0	-	-
2007	LDGV	4,225	736	2,406	17.4%	56.9%	4,194	729	2,394	17.4%	57.1%	0	0	0	-	-
2008	HDGV	570	128	318	22.5%	55.8%	566	128	315	22.6%	55.7%	0	0	0	-	-
2008	LDDT	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2008	LDDV	4	1	1	25.0%	25.0%	4	1	1	25.0%	25.0%	0	0	0	-	-
2008	LDGT	5,696	1,074	3,354	18.9%	58.9%	5,667	1,070	3,335	18.9%	58.8%	0	0	0	-	-
2008	LDGV	5,539	958	3,356	17.3%	60.6%	5,497	953	3,330	17.3%	60.6%	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 2021

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	440	133	240	30.2%	54.5%	435	133	235	30.6%	54.0%	0	0	0	-	-
2009	LDDT	16	5	4	31.3%	25.0%	16	5	4	31.3%	25.0%	0	0	0	-	-
2009	LDDV	5	3	2	60.0%	40.0%	5	3	2	60.0%	40.0%	0	0	0	-	-
2009	LDGT	2,706	519	1,577	19.2%	58.3%	2,693	518	1,571	19.2%	58.3%	0	0	0	-	-
2009	LDGV	3,153	596	1,850	18.9%	58.7%	3,140	594	1,843	18.9%	58.7%	0	0	0	-	-
2010	HDGV	440	99	272	22.5%	61.8%	435	99	267	22.8%	61.4%	0	0	0	-	-
2010	LDDT	42	16	13	38.1%	31.0%	42	16	13	38.1%	31.0%	0	0	0	-	-
2010	LDDV	18	7	7	38.9%	38.9%	18	7	7	38.9%	38.9%	0	0	0	-	-
2010	LDGT	4,330	802	2,723	18.5%	62.9%	4,317	796	2,716	18.4%	62.9%	0	0	0	-	-
2010	LDGV	4,546	789	2,883	17.4%	63.4%	4,531	788	2,871	17.4%	63.4%	0	0	0	-	-
2011	HDGV	641	160	369	25.0%	57.6%	638	160	366	25.1%	57.4%	2	0	2	0.0%	100.0%
2011	LDDT	52	21	22	40.4%	42.3%	52	21	22	40.4%	42.3%	0	0	0	-	-
2011	LDDV	22	9	9	40.9%	40.9%	22	9	9	40.9%	40.9%	0	0	0	-	-
2011	LDGT	3,333	657	2,045	19.7%	61.4%	3,323	655	2,040	19.7%	61.4%	0	0	0	-	-
2011	LDGV	2,891	496	1,841	17.2%	63.7%	2,861	494	1,826	17.3%	63.8%	0	0	0	-	-
2012	HDGV	664	159	397	23.9%	59.8%	664	159	397	23.9%	59.8%	0	0	0	-	-
2012	LDDT	87	29	38	33.3%	43.7%	87	29	38	33.3%	43.7%	0	0	0	-	-
2012	LDDV	42	13	22	31.0%	52.4%	42	13	22	31.0%	52.4%	0	0	0	-	-
2012	LDGT	4,429	896	2,954	20.2%	66.7%	4,411	895	2,938	20.3%	66.6%	0	0	0	-	-
2012	LDGV	4,919	955	3,242	19.4%	65.9%	4,889	952	3,220	19.5%	65.9%	0	0	0	-	-
2013	HDGV	489	116	308	23.7%	63.0%	486	116	306	23.9%	63.0%	1	0	0	0.0%	0.0%
2013	LDDT	39	13	18	33.3%	46.2%	39	13	18	33.3%	46.2%	0	0	0	-	-
2013	LDDV	29	9	15	31.0%	51.7%	29	9	15	31.0%	51.7%	0	0	0	-	-
2013	LDGT	2,754	501	1,863	18.2%	67.6%	2,744	501	1,854	18.3%	67.6%	0	0	0	-	-
2013	LDGV	3,410	749	2,100	22.0%	61.6%	3,385	745	2,087	22.0%	61.7%	0	0	0	-	-
2014	HDGV	510	115	324	22.5%	63.5%	501	114	317	22.8%	63.3%	9	1	7	11.1%	77.8%
2014	LDDT	94	30	58	31.9%	61.7%	94	30	58	31.9%	61.7%	0	0	0	-	-
2014	LDDV	102	31	58	30.4%	56.9%	102	31	58	30.4%	56.9%	0	0	0	-	-
2014	LDGT	4,086	762	2,807	18.6%	68.7%	4,070	760	2,794	18.7%	68.6%	0	0	0	-	-
2014	LDGV	3,791	825	2,455	21.8%	64.8%	3,765	823	2,441	21.9%	64.8%	0	0	0	-	-
2015	HDGV	608	155	381	25.5%	62.7%	591	152	368	25.7%	62.3%	12	2	9	16.7%	75.0%
2015	LDDT	50	17	27	34.0%	54.0%	49	16	27	32.7%	55.1%	0	0	0	-	-
2015	LDDV	21	6	14	28.6%	66.7%	20	6	13	30.0%	65.0%	0	0	0	-	-
2015	LDGT	2,180	362	1,529	16.6%	70.1%	2,172	362	1,521	16.7%	70.0%	0	0	0	-	-
2015	LDGV	2,386	574	1,444	24.1%	60.5%	2,363	571	1,435	24.2%	60.7%	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 2021

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	551	92	395	16.7%	71.7%	529	91	378	17.2%	71.5%	21	0	17	0.0%	81.0%
2016	LDDT	42	10	29	23.8%	69.0%	42	10	29	23.8%	69.0%	0	0	0	-	-
2016	LDDV	7	2	5	28.6%	71.4%	7	2	5	28.6%	71.4%	0	0	0	-	-
2016	LDGT	2,990	472	2,258	15.8%	75.5%	2,978	472	2,248	15.8%	75.5%	0	0	0	-	-
2016	LDGV	3,144	777	2,007	24.7%	63.8%	3,113	775	1,983	24.9%	63.7%	0	0	0	-	-
2017	HDGV	260	43	190	16.5%	73.1%	249	43	180	17.3%	72.3%	10	0	9	0.0%	90.0%
2017	LDDT	3	0	2	0.0%	66.7%	3	0	2	0.0%	66.7%	0	0	0	-	-
2017	LDDV	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2017	LDGT	489	86	356	17.6%	72.8%	487	86	354	17.7%	72.7%	0	0	0	-	-
2017	LDGV	496	147	307	29.6%	61.9%	494	147	306	29.8%	61.9%	0	0	0	-	-
2018	HDGV	195	33	154	16.9%	79.0%	188	33	147	17.6%	78.2%	7	0	7	0.0%	100.0%
2018	LDDT	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	110	9	90	8.2%	81.8%	109	9	89	8.3%	81.7%	0	0	0	-	-
2018	LDGV	39	5	25	12.8%	64.1%	39	5	25	12.8%	64.1%	0	0	0	-	-
2019	HDGV	245	31	195	12.7%	79.6%	235	30	188	12.8%	80.0%	8	1	5	12.5%	62.5%
2019	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	115	16	91	13.9%	79.1%	115	16	91	13.9%	79.1%	0	0	0	-	-
2019	LDGV	14	2	8	14.3%	57.1%	14	2	8	14.3%	57.1%	0	0	0	-	-
2020	HDGV	310	58	235	18.7%	75.8%	300	57	226	19.0%	75.3%	9	0	9	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	101	19	79	18.8%	78.2%	101	19	79	18.8%	78.2%	0	0	0	-	-
2020	LDGV	10	1	9	10.0%	90.0%	10	1	9	10.0%	90.0%	0	0	0	-	-
2021	HDGV	17	6	7	35.3%	41.2%	14	5	5	35.7%	35.7%	3	1	2	33.3%	66.7%
2021	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGT	4	1	1	25.0%	25.0%	4	1	1	25.0%	25.0%	0	0	0	-	-
2021	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2022	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2022	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**144,739**	**28,397**	**84,888**	**19.6%**	**58.6%**	**143,623**	**28,238**	**84,212**	**19.7%**	**58.6%**	**128**	**7**	**99**	**5.5%**	**77.3%**

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 2021

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	1	0	100.0%	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	-	-	1	0	1	0.0%	100.0%
Pre 96/Unknown	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	0	0.0%	0.0%
1996	LDGV	0	0	0	-	-	13	2	5	15.4%	38.5%	0	0	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	-	-	13	0	7	0.0%	53.8%	9	0	7	0.0%	77.8%
1997	LDGV	0	0	0	-	-	11	0	3	0.0%	27.3%	5	0	3	0.0%	60.0%
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	0	4	0.0%	57.1%	5	1	1	20.0%	20.0%
1998	LDGV	0	0	0	-	-	6	0	2	0.0%	33.3%	5	0	2	0.0%	40.0%
1999	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGT	0	0	0	-	-	9	1	5	11.1%	55.6%	10	0	5	0.0%	50.0%
1999	LDGV	0	0	0	-	-	28	1	12	3.6%	42.9%	8	1	4	12.5%	50.0%
2000	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	4	1	2	25.0%	50.0%	12	0	4	0.0%	33.3%
2000	LDGV	0	0	0	-	-	17	1	9	5.9%	52.9%	12	0	11	0.0%	91.7%
2001	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	0	0.0%	0.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	24	1	11	4.2%	45.8%	16	1	9	6.3%	56.3%
2001	LDGV	0	0	0	-	-	20	2	8	10.0%	40.0%	11	0	4	0.0%	36.4%

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 2021

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	-	-	3	0	2	0.0%	66.7%	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	11	0	6	0.0%	54.5%	21	0	16	0.0%	76.2%
2002	LDGV	0	0	0	-	-	33	1	12	3.0%	36.4%	12	0	7	0.0%	58.3%
2003	HDGV	0	0	0	-	-	4	0	3	0.0%	75.0%	3	0	1	0.0%	33.3%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	12	1	6	8.3%	50.0%	37	2	23	5.4%	62.2%
2003	LDGV	0	0	0	-	-	41	0	18	0.0%	43.9%	13	1	9	7.7%	69.2%
2004	HDGV	0	0	0	-	-	1	1	0	100.0%	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	8	6.3%	50.0%	41	3	24	7.3%	58.5%
2004	LDGV	0	0	0	-	-	37	1	18	2.7%	48.6%	18	2	6	11.1%	33.3%
2005	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	18	1	12	5.6%	66.7%	38	0	23	0.0%	60.5%
2005	LDGV	0	0	0	-	-	42	3	14	7.1%	33.3%	13	1	8	7.7%	61.5%
2006	HDGV	0	0	0	-	-	2	0	1	0.0%	50.0%	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	-	-	17	0	15	0.0%	88.2%	24	4	16	16.7%	66.7%
2006	LDGV	0	0	0	-	-	31	2	12	6.5%	38.7%	22	3	12	13.6%	54.5%
2007	HDGV	0	0	0	-	-	2	0	1	0.0%	50.0%	0	0	0	-	-
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	11	0	8	0.0%	72.7%	13	0	8	0.0%	61.5%
2007	LDGV	0	0	0	-	-	35	1	17	2.9%	48.6%	16	1	6	6.3%	37.5%
2008	HDGV	0	0	0	-	-	0	0	0	-	-	3	0	2	0.0%	66.7%
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	-	-	13	1	7	7.7%	53.8%	18	0	11	0.0%	61.1%
2008	LDGV	0	0	0	-	-	45	2	20	4.4%	44.4%	11	0	11	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 2021

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	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	6	0	2	0.0%	33.3%	11	0	6	0.0%	54.5%
2009	LDGV	0	0	0	-	-	14	1	6	7.1%	42.9%	5	0	4	0.0%	80.0%
2010	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	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	-	-	5	1	4	20.0%	80.0%	8	0	8	0.0%	100.0%
2010	LDGV	0	0	0	-	-	12	0	9	0.0%	75.0%	9	0	8	0.0%	88.9%
2011	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	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	-	-	6	0	3	0.0%	50.0%	8	1	4	12.5%	50.0%
2011	LDGV	0	0	0	-	-	30	0	14	0.0%	46.7%	8	0	6	0.0%	75.0%
2012	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	10	0	8	0.0%	80.0%
2012	LDGV	0	0	0	-	-	25	1	15	4.0%	60.0%	6	0	6	0.0%	100.0%
2013	HDGV	0	0	0	-	-	0	0	0	-	-	3	0	2	0.0%	66.7%
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	-	-	5	0	4	0.0%	80.0%	2	0	2	0.0%	100.0%
2013	LDGV	0	0	0	-	-	31	3	15	9.7%	48.4%	5	0	3	0.0%	60.0%
2014	HDGV	8	1	6	12.5%	75.0%	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	7	0	7	0.0%	100.0%	4	0	4	0.0%	100.0%
2014	LDGV	0	0	0	-	-	23	2	8	8.7%	34.8%	7	0	7	0.0%	100.0%
2015	HDGV	10	1	8	10.0%	80.0%	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2015	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
2015	LDGV	0	0	0	-	-	43	1	20	2.3%	46.5%	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 2021

Model Yr	Veh Type	# MIL Check Without OBD Test Initial Fails	# MIL Check Without OBD Test Fail R1	# MIL Check Without OBD Test Pass R1	% MIL Check Without OBD Test Fail R1	% MIL Check Without OBD Test Pass R1	Cat Conv Initial Fails	# Cat Conv Fail R1	# Cat Conv Pass R1	% Cat Conv Fail R1	% Cat Conv Pass R1	Smoke Initial Fails	# Smoke Fail R1	# Smoke Pass R1	% Smoke Fail R1	% Smoke Pass R1
2016	HDGV	20	0	16	0.0%	80.0%	1	0	1	0.0%	100.0%	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	-	-	7	0	6	0.0%	85.7%	5	0	5	0.0%	100.0%
2016	LDGV	0	0	0	-	-	36	2	24	5.6%	66.7%	7	0	7	0.0%	100.0%
2017	HDGV	10	0	9	0.0%	90.0%	0	0	0	-	-	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2017	LDGV	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
2018	HDGV	6	0	6	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2018	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	HDGV	8	1	5	12.5%	62.5%	1	0	1	0.0%	100.0%	0	0	0	-	-
2019	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	HDGV	7	0	7	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	2	1	1	50.0%	50.0%	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	-	-
2022	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2022	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**72**	**4**	**59**	**5.6%**	**81.9%**	**798**	**36**	**405**	**4.5%**	**50.8%**	**509**	**21**	**326**	**4.1%**	**64.0%**

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 2021

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
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	1	0	1	0.0%	100.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
2	0	1	0.0%	50.0%	1	0	1	0.0%	100.0%
0	0	0	-	-	2	0	2	0.0%	100.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	2	0	2	0.0%	100.0%
0	0	0	-	-	1	0	1	0.0%	100.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
3	0	2	0.0%	66.7%	2	0	2	0.0%	100.0%
1	0	1	0.0%	100.0%	1	0	0	0.0%	0.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
2	0	2	0.0%	100.0%	5	2	2	40.0%	40.0%
0	0	0	-	-	2	0	2	0.0%	100.0%
0	0	0	-	-	3	0	2	0.0%	66.7%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	6	0	5	0.0%	83.3%
0	0	0	-	-	4	0	4	0.0%	100.0%
0	0	0	-	-	2	0	2	0.0%	100.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
1	0	1	0.0%	100.0%	5	0	4	0.0%	80.0%
2	0	2	0.0%	100.0%	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 2021

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
0	0	0	-	-	3	0	3	0.0%	100.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
1	0	0	0.0%	0.0%	4	0	4	0.0%	100.0%
1	0	1	0.0%	100.0%	4	0	3	0.0%	75.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
2	0	1	0.0%	50.0%	5	0	3	0.0%	60.0%
2	0	2	0.0%	100.0%	10	3	7	30.0%	70.0%
0	0	0	-	-	2	0	1	0.0%	50.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
4	0	3	0.0%	75.0%	13	0	10	0.0%	76.9%
1	0	1	0.0%	100.0%	4	0	3	0.0%	75.0%
1	0	1	0.0%	100.0%	1	0	0	0.0%	0.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
4	0	3	0.0%	75.0%	13	0	12	0.0%	92.3%
5	0	5	0.0%	100.0%	6	0	6	0.0%	100.0%
0	0	0	-	-	3	0	3	0.0%	100.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
2	0	2	0.0%	100.0%	12	1	8	8.3%	66.7%
0	0	0	-	-	15	0	11	0.0%	73.3%
1	0	1	0.0%	100.0%	2	0	1	0.0%	50.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%
3	0	1	0.0%	33.3%	9	2	5	22.2%	55.6%
3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
3	0	3	0.0%	100.0%	9	1	8	11.1%	88.9%
2	0	2	0.0%	100.0%	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 2021

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
2	0	2	0.0%	100.0%	4	1	3	25.0%	75.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
1	0	1	0.0%	100.0%	7	1	3	14.3%	42.9%
2	0	1	0.0%	50.0%	8	0	7	0.0%	87.5%
3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
3	0	3	0.0%	100.0%	5	2	3	40.0%	60.0%
0	0	0	-	-	5	0	4	0.0%	80.0%
1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
0	0	0	-	-	5	0	5	0.0%	100.0%
2	0	2	0.0%	100.0%	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
2	0	2	0.0%	100.0%	10	1	8	10.0%	80.0%
1	0	1	0.0%	100.0%	6	0	5	0.0%	83.3%
0	0	0	-	-	3	0	2	0.0%	66.7%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
1	0	1	0.0%	100.0%	8	0	8	0.0%	100.0%
1	0	1	0.0%	100.0%	3	0	2	0.0%	66.7%
1	0	1	0.0%	100.0%	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
1	0	1	0.0%	100.0%	7	0	6	0.0%	85.7%
1	0	1	0.0%	100.0%	4	0	2	0.0%	50.0%
3	0	3	0.0%	100.0%	6	1	5	16.7%	83.3%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	1	0	1	0.0%	100.0%
0	0	0	-	-	8	0	8	0.0%	100.0%
0	0	0	-	-	1	0	1	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 2021

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
1	1	0	100.0%	0.0%	4	0	3	0.0%	75.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
1	0	0	0.0%	0.0%	2	0	2	0.0%	100.0%
0	0	0	-	-	4	0	4	0.0%	100.0%
1	0	1	0.0%	100.0%	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
1	0	1	0.0%	100.0%	0	0	0	-	-
0	0	0	-	-	1	0	1	0.0%	100.0%
1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	1	0	1	0.0%	100.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	3	0	2	0.0%	66.7%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	1	1	0	100.0%	0.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	1	0	1	0.0%	100.0%
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
0	0	0	-	-	0	0	0	-	-
82	**1**	**71**	**1.2%**	**86.6%**	**292**	**16**	**234**	**5.5%**	**80.1%**

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 2021

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	1	1	100.0%	0	0	-	1	1	100.0%	0	0	-
Pre 96/Unknown	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
Pre 96/Unknown	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
Pre 96/Unknown	LDGT	2	0	0.0%	0	0	-	2	0	0.0%	0	0	-
Pre 96/Unknown	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
1996	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDGT	268	27	10.1%	265	27	10.2%	0	0	-	0	0	-
1996	LDGV	342	25	7.3%	336	25	7.4%	0	0	-	0	0	-
1997	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDV	2	2	100.0%	2	2	100.0%	0	0	-	0	0	-
1997	LDGT	636	56	8.8%	615	55	8.9%	0	0	-	0	0	-
1997	LDGV	808	72	8.9%	798	72	9.0%	0	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	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-
1998	LDGT	723	76	10.5%	711	73	10.3%	0	0	-	0	0	-
1998	LDGV	908	90	9.9%	902	90	10.0%	0	0	-	0	0	-
1999	HDGV	4	0	0.0%	0	0	-	4	0	0.0%	0	0	-
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	4	0	0.0%	4	0	0.0%	0	0	-	0	0	-
1999	LDGT	1,140	126	11.1%	1,122	123	11.0%	0	0	-	0	0	-
1999	LDGV	1,447	131	9.1%	1,431	129	9.0%	0	0	-	0	0	-
2000	HDGV	4	0	0.0%	0	0	-	4	0	0.0%	0	0	-
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	4	0	0.0%	4	0	0.0%	0	0	-	0	0	-
2000	LDGT	1,370	120	8.8%	1,355	119	8.8%	0	0	-	0	0	-
2000	LDGV	1,794	170	9.5%	1,774	169	9.5%	0	0	-	0	0	-
2001	HDGV	4	0	0.0%	0	0	-	4	0	0.0%	0	0	-
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	3	0	0.0%	3	0	0.0%	0	0	-	0	0	-
2001	LDGT	3,134	412	13.1%	3,105	408	13.1%	0	0	-	0	0	-
2001	LDGV	3,249	439	13.5%	3,231	437	13.5%	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 2021

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	6	0	0.0%	0	0	-	6	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	3,300	389	11.8%	3,281	387	11.8%	0	0	-	0	0	-
2002	LDGV	3,440	435	12.6%	3,409	433	12.7%	0	0	-	0	0	-
2003	HDGV	7	0	0.0%	0	0	-	7	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	4,890	591	12.1%	4,862	588	12.1%	0	0	-	0	0	-
2003	LDGV	4,645	581	12.5%	4,604	572	12.4%	0	0	-	0	0	-
2004	HDGV	3	1	33.3%	0	0	-	3	1	33.3%	0	0	-
2004	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDDV	7	0	0.0%	7	0	0.0%	0	0	-	0	0	-
2004	LDGT	4,905	549	11.2%	4,857	544	11.2%	0	0	-	0	0	-
2004	LDGV	3,966	482	12.2%	3,935	480	12.2%	0	0	-	0	0	-
2005	HDGV	4	0	0.0%	0	0	-	4	0	0.0%	0	0	-
2005	LDDT	1	1	100.0%	1	1	100.0%	0	0	-	0	0	-
2005	LDDV	15	2	13.3%	15	2	13.3%	0	0	-	0	0	-
2005	LDGT	6,203	768	12.4%	6,160	763	12.4%	0	0	-	0	0	-
2005	LDGV	5,266	615	11.7%	5,222	610	11.7%	0	0	-	0	0	-
2006	HDGV	5	0	0.0%	0	0	-	5	0	0.0%	0	0	-
2006	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2006	LDDV	10	0	0.0%	10	0	0.0%	0	0	-	0	0	-
2006	LDGT	4,789	601	12.5%	4,751	596	12.5%	0	0	-	0	0	-
2006	LDGV	4,685	520	11.1%	4,641	518	11.2%	0	0	-	0	0	-
2007	HDGV	5	0	0.0%	0	0	-	5	0	0.0%	0	0	-
2007	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2007	LDDV	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2007	LDGT	4,222	476	11.3%	4,204	473	11.3%	0	0	-	0	0	-
2007	LDGV	4,225	470	11.1%	4,194	464	11.1%	0	0	-	0	0	-
2008	HDGV	570	99	17.4%	566	99	17.5%	0	0	-	0	0	-
2008	LDDT	2	1	50.0%	2	1	50.0%	0	0	-	0	0	-
2008	LDDV	4	1	25.0%	4	1	25.0%	0	0	-	0	0	-
2008	LDGT	5,696	725	12.7%	5,667	721	12.7%	0	0	-	0	0	-
2008	LDGV	5,539	659	11.9%	5,497	659	12.0%	0	0	-	0	0	-

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2021

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	440	109	24.8%	435	109	25.1%	0	0	-	0	0	-
2009	LDDT	16	1	6.3%	16	1	6.3%	0	0	-	0	0	-
2009	LDDV	5	1	20.0%	5	1	20.0%	0	0	-	0	0	-
2009	LDGT	2,706	339	12.5%	2,693	338	12.6%	0	0	-	0	0	-
2009	LDGV	3,153	396	12.6%	3,140	395	12.6%	0	0	-	0	0	-
2010	HDGV	440	82	18.6%	435	82	18.9%	0	0	-	0	0	-
2010	LDDT	42	10	23.8%	42	10	23.8%	0	0	-	0	0	-
2010	LDDV	18	4	22.2%	18	4	22.2%	0	0	-	0	0	-
2010	LDGT	4,330	570	13.2%	4,317	566	13.1%	0	0	-	0	0	-
2010	LDGV	4,546	589	13.0%	4,531	588	13.0%	0	0	-	0	0	-
2011	HDGV	641	123	19.2%	638	123	19.3%	2	0	0.0%	0	0	-
2011	LDDT	52	15	28.8%	52	15	28.8%	0	0	-	0	0	-
2011	LDDV	22	3	13.6%	22	3	13.6%	0	0	-	0	0	-
2011	LDGT	3,333	458	13.7%	3,323	457	13.8%	0	0	-	0	0	-
2011	LDGV	2,891	329	11.4%	2,861	327	11.4%	0	0	-	0	0	-
2012	HDGV	664	131	19.7%	664	131	19.7%	0	0	-	0	0	-
2012	LDDT	87	23	26.4%	87	23	26.4%	0	0	-	0	0	-
2012	LDDV	42	7	16.7%	42	7	16.7%	0	0	-	0	0	-
2012	LDGT	4,429	702	15.9%	4,411	701	15.9%	0	0	-	0	0	-
2012	LDGV	4,919	737	15.0%	4,889	736	15.1%	0	0	-	0	0	-
2013	HDGV	489	95	19.4%	486	95	19.5%	1	0	0.0%	0	0	-
2013	LDDT	39	12	30.8%	39	12	30.8%	0	0	-	0	0	-
2013	LDDV	29	6	20.7%	29	6	20.7%	0	0	-	0	0	-
2013	LDGT	2,754	380	13.8%	2,744	380	13.8%	0	0	-	0	0	-
2013	LDGV	3,410	546	16.0%	3,385	543	16.0%	0	0	-	0	0	-
2014	HDGV	510	94	18.4%	501	94	18.8%	9	0	0.0%	8	0	0.0%
2014	LDDT	94	27	28.7%	94	27	28.7%	0	0	-	0	0	-
2014	LDDV	102	28	27.5%	102	28	27.5%	0	0	-	0	0	-
2014	LDGT	4,086	576	14.1%	4,070	574	14.1%	0	0	-	0	0	-
2014	LDGV	3,791	636	16.8%	3,765	634	16.8%	0	0	-	0	0	-
2015	HDGV	608	136	22.4%	591	133	22.5%	12	2	16.7%	10	1	10.0%
2015	LDDT	50	16	32.0%	49	15	30.6%	0	0	-	0	0	-
2015	LDDV	21	6	28.6%	20	6	30.0%	0	0	-	0	0	-
2015	LDGT	2,180	285	13.1%	2,172	285	13.1%	0	0	-	0	0	-
2015	LDGV	2,386	412	17.3%	2,363	409	17.3%	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 2021

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	551	75	13.6%	529	74	14.0%	21	0	0.0%	20	0	0.0%
2016	LDDT	42	7	16.7%	42	7	16.7%	0	0	-	0	0	-
2016	LDDV	7	1	14.3%	7	1	14.3%	0	0	-	0	0	-
2016	LDGT	2,990	404	13.5%	2,978	404	13.6%	0	0	-	0	0	-
2016	LDGV	3,144	605	19.2%	3,113	603	19.4%	0	0	-	0	0	-
2017	HDGV	260	39	15.0%	249	39	15.7%	10	0	0.0%	10	0	0.0%
2017	LDDT	3	0	0.0%	3	0	0.0%	0	0	-	0	0	-
2017	LDDV	1	1	100.0%	1	1	100.0%	0	0	-	0	0	-
2017	LDGT	489	77	15.7%	487	77	15.8%	0	0	-	0	0	-
2017	LDGV	496	111	22.4%	494	111	22.5%	0	0	-	0	0	-
2018	HDGV	195	28	14.4%	188	28	14.9%	7	0	0.0%	6	0	0.0%
2018	LDDT	3	1	33.3%	3	1	33.3%	0	0	-	0	0	-
2018	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDGT	110	9	8.2%	109	9	8.3%	0	0	-	0	0	-
2018	LDGV	39	3	7.7%	39	3	7.7%	0	0	-	0	0	-
2019	HDGV	245	26	10.6%	235	25	10.6%	8	1	12.5%	8	1	12.5%
2019	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2019	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2019	LDGT	115	14	12.2%	115	14	12.2%	0	0	-	0	0	-
2019	LDGV	14	1	7.1%	14	1	7.1%	0	0	-	0	0	-
2020	HDGV	310	53	17.1%	300	52	17.3%	9	0	0.0%	7	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	101	19	18.8%	101	19	18.8%	0	0	-	0	0	-
2020	LDGV	10	0	0.0%	10	0	0.0%	0	0	-	0	0	-
2021	HDGV	17	3	17.6%	14	2	14.3%	3	1	33.3%	2	1	50.0%
2021	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2021	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2021	LDGT	4	1	25.0%	4	1	25.0%	0	0	-	0	0	-
2021	LDGV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2022	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	1	0	0.0%
2022	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2022	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2022	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2022	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
Totals		**144,739**	**19,075**	**13.2%**	**143,623**	**18,971**	**13.2%**	**128**	**6**	**4.7%**	**72**	**3**	**4.2%**

Table H (Page 4 of 8)

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2021

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	1	100.0%	0	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	-	1	0	0.0%	0	0	-	1	0	0.0%
Pre 96/Unknown	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
1996	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDGT	1	0	0.0%	1	0	0.0%	2	0	0.0%	1	0	0.0%
1996	LDGV	13	1	7.7%	0	0	-	0	0	-	2	0	0.0%
1997	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDGT	13	0	0.0%	9	0	0.0%	0	0	-	2	0	0.0%
1997	LDGV	11	0	0.0%	5	0	0.0%	0	0	-	1	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	0	0.0%	5	1	20.0%	2	0	0.0%	1	0	0.0%
1998	LDGV	6	0	0.0%	5	0	0.0%	3	0	0.0%	2	0	0.0%
1999	HDGV	2	0	0.0%	0	0	-	1	0	0.0%	1	0	0.0%
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDGT	9	0	0.0%	10	0	0.0%	2	0	0.0%	5	2	40.0%
1999	LDGV	28	0	0.0%	8	0	0.0%	0	0	-	2	0	0.0%
2000	HDGV	1	0	0.0%	0	0	-	0	0	-	3	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	4	1	25.0%	12	0	0.0%	0	0	-	6	0	0.0%
2000	LDGV	17	1	5.9%	12	0	0.0%	0	0	-	4	0	0.0%
2001	HDGV	1	0	0.0%	1	0	0.0%	0	0	-	2	0	0.0%
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDGT	24	1	4.2%	16	1	6.3%	1	0	0.0%	5	0	0.0%
2001	LDGV	20	0	0.0%	11	0	0.0%	2	0	0.0%	5	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 2021

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	3	0	0.0%	0	0	-	0	0	-	3	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	11	0	0.0%	21	0	0.0%	1	0	0.0%	4	0	0.0%
2002	LDGV	33	1	3.0%	12	0	0.0%	1	0	0.0%	4	0	0.0%
2003	HDGV	4	0	0.0%	3	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	12	1	8.3%	37	0	0.0%	2	0	0.0%	5	0	0.0%
2003	LDGV	41	0	0.0%	13	1	7.7%	2	0	0.0%	10	3	30.0%
2004	HDGV	1	1	100.0%	0	0	-	0	0	-	2	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	0	0.0%	41	3	7.3%	4	0	0.0%	13	0	0.0%
2004	LDGV	37	1	2.7%	18	2	11.1%	1	0	0.0%	4	0	0.0%
2005	HDGV	1	0	0.0%	1	0	0.0%	1	0	0.0%	1	0	0.0%
2005	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDGT	18	1	5.6%	38	0	0.0%	4	0	0.0%	13	0	0.0%
2005	LDGV	42	1	2.4%	13	1	7.7%	5	0	0.0%	6	0	0.0%
2006	HDGV	2	0	0.0%	0	0	-	0	0	-	3	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	17	0	0.0%	24	1	4.2%	2	0	0.0%	12	1	8.3%
2006	LDGV	31	1	3.2%	22	0	0.0%	0	0	-	15	0	0.0%
2007	HDGV	2	0	0.0%	0	0	-	1	0	0.0%	2	0	0.0%
2007	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDGT	11	0	0.0%	13	0	0.0%	2	0	0.0%	5	0	0.0%
2007	LDGV	35	0	0.0%	16	1	6.3%	3	0	0.0%	9	2	22.2%
2008	HDGV	0	0	-	3	0	0.0%	3	0	0.0%	2	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	13	1	7.7%	18	0	0.0%	3	0	0.0%	9	1	11.1%
2008	LDGV	45	0	0.0%	11	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 2021

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	0	0	-	0	0	-	2	0	0.0%	4	0	0.0%
2009	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDGT	6	0	0.0%	11	0	0.0%	1	0	0.0%	7	1	14.3%
2009	LDGV	14	1	7.1%	5	0	0.0%	2	0	0.0%	8	0	0.0%
2010	HDGV	1	0	0.0%	2	0	0.0%	3	0	0.0%	2	0	0.0%
2010	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDGT	5	1	20.0%	8	0	0.0%	3	0	0.0%	5	2	40.0%
2010	LDGV	12	0	0.0%	9	0	0.0%	0	0	-	5	0	0.0%
2011	HDGV	2	0	0.0%	1	0	0.0%	1	0	0.0%	4	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	6	0	0.0%	8	0	0.0%	1	0	0.0%	3	0	0.0%
2011	LDGV	30	0	0.0%	8	0	0.0%	0	0	-	5	0	0.0%
2012	HDGV	1	0	0.0%	1	0	0.0%	2	0	0.0%	0	0	-
2012	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDGT	2	0	0.0%	10	0	0.0%	2	0	0.0%	10	1	10.0%
2012	LDGV	25	1	4.0%	6	0	0.0%	1	0	0.0%	6	0	0.0%
2013	HDGV	0	0	-	3	0	0.0%	0	0	-	3	0	0.0%
2013	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDGT	5	0	0.0%	2	0	0.0%	1	0	0.0%	8	0	0.0%
2013	LDGV	31	2	6.5%	5	0	0.0%	1	0	0.0%	3	0	0.0%
2014	HDGV	0	0	-	0	0	-	1	0	0.0%	0	0	-
2014	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDGT	7	0	0.0%	4	0	0.0%	1	0	0.0%	7	0	0.0%
2014	LDGV	23	2	8.7%	7	0	0.0%	1	0	0.0%	4	0	0.0%
2015	HDGV	2	0	0.0%	2	0	0.0%	3	0	0.0%	6	1	16.7%
2015	LDDT	0	0	-	1	0	0.0%	0	0	-	0	0	-
2015	LDDV	0	0	-	0	0	-	0	0	-	1	0	0.0%
2015	LDGT	3	0	0.0%	2	0	0.0%	0	0	-	8	0	0.0%
2015	LDGV	43	1	2.3%	0	0	-	0	0	-	1	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 2021

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
2016	HDGV	1	0	0.0%	0	0	-	1	1	100.0%	4	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	7	0	0.0%	5	0	0.0%	1	0	0.0%	2	0	0.0%
2016	LDGV	36	2	5.6%	7	0	0.0%	0	0	-	4	0	0.0%
2017	HDGV	0	0	-	0	0	-	1	0	0.0%	0	0	-
2017	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDGT	0	0	-	1	0	0.0%	1	0	0.0%	0	0	-
2017	LDGV	1	0	0.0%	0	0	-	0	0	-	1	0	0.0%
2018	HDGV	0	0	-	0	0	-	1	0	0.0%	1	0	0.0%
2018	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDGT	1	0	0.0%	1	0	0.0%	0	0	-	1	0	0.0%
2018	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2019	HDGV	1	0	0.0%	0	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	0	0	-	0	0	-	0	0	-	0	0	-
2019	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2020	HDGV	0	0	-	0	0	-	1	0	0.0%	2	0	0.0%
2020	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2020	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2020	LDGT	0	0	-	0	0	-	0	0	-	1	1	100.0%
2020	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2021	HDGV	0	0	-	0	0	-	0	0	-	1	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	-
2022	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2022	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2022	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2022	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2022	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
Totals		**798**	**23**	**2.9%**	**509**	**11**	**2.2%**	**82**	**1**	**1.2%**	**292**	**15**	**5.1%**

Table H (Page 8 of 8)

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 2021

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	626	1	1	0	0	0.00%	0.00%	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	220	2	2	0	0	0.00%	0.00%	0	0	0	-	-
Pre 96/Unknown	LDGV	13	0	0	0	0	0.00%	-	0	0	0	-	-
1996	HDGV	133	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
1996	LDGT	1,962	268	147	1	120	6.12%	44.78%	1,962	265	119	6.07%	44.91%
1996	LDGV	2,571	342	205	2	135	5.25%	39.47%	2,571	336	133	5.17%	39.58%
1997	HDGV	280	0	0	0	0	0.00%	-	0	0	0	-	-
1997	LDDT	2	0	0	0	0	0.00%	-	2	0	0	0.00%	-
1997	LDDV	13	2	2	0	0	0.00%	0.00%	13	2	0	0.00%	0.00%
1997	LDGT	4,896	636	367	0	269	5.49%	42.30%	4,896	615	258	5.27%	41.95%
1997	LDGV	5,820	808	498	1	309	5.31%	38.24%	5,820	798	303	5.21%	37.97%
1998	HDGV	221	0	0	0	0	0.00%	-	0	0	0	-	-
1998	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
1998	LDDV	28	2	1	0	1	3.57%	50.00%	28	2	1	3.57%	50.00%
1998	LDGT	4,998	723	411	2	310	6.20%	42.88%	4,998	711	304	6.08%	42.76%
1998	LDGV	6,059	908	538	2	368	6.07%	40.53%	6,059	902	366	6.04%	40.58%
1999	HDGV	552	4	3	0	1	0.18%	25.00%	0	0	0	-	-
1999	LDDT	6	0	0	0	0	0.00%	-	6	0	0	0.00%	-
1999	LDDV	58	4	2	0	2	3.45%	50.00%	58	4	2	3.45%	50.00%
1999	LDGT	8,335	1,140	711	1	428	5.13%	37.54%	8,335	1,122	420	5.04%	37.43%
1999	LDGV	11,054	1,447	921	5	521	4.71%	36.01%	11,054	1,431	515	4.66%	35.99%
2000	HDGV	759	4	3	0	1	0.13%	25.00%	0	0	0	-	-
2000	LDDT	4	0	0	0	0	0.00%	-	4	0	0	0.00%	-
2000	LDDV	35	4	2	0	2	5.71%	50.00%	35	4	2	5.71%	50.00%
2000	LDGT	9,279	1,370	810	2	558	6.01%	40.73%	9,279	1,355	552	5.95%	40.74%
2000	LDGV	12,122	1,794	1,015	5	774	6.39%	43.14%	12,122	1,774	771	6.36%	43.46%

1 Initially failed, passed reinspection within the 1st third of the following year.
2 Initially failed, no emissions pass, no longer registered.
3 Initially failed, no emissions pass, continuously registered up to end of 1st third of following year.

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2021

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	898	4	3	0	1	0.11%	25.00%	0	0	0	-	-
2001	LDDT	2	0	0	0	0	0.00%	-	2	0	0	0.00%	-
2001	LDDV	27	3	2	0	1	3.70%	33.33%	27	3	1	3.70%	33.33%
2001	LDGT	15,389	3,134	1,969	5	1,160	7.54%	37.01%	15,389	3,105	1,151	7.48%	37.07%
2001	LDGV	17,563	3,249	2,038	8	1,203	6.85%	37.03%	17,563	3,231	1,196	6.81%	37.02%
2002	HDGV	1,021	6	5	0	1	0.10%	16.67%	0	0	0	-	-
2002	LDDT	4	0	0	0	0	0.00%	-	4	0	0	0.00%	-
2002	LDDV	48	1	1	0	0	0.00%	0.00%	48	1	0	0.00%	0.00%
2002	LDGT	17,522	3,300	2,017	8	1,275	7.28%	38.64%	17,522	3,281	1,270	7.25%	38.71%
2002	LDGV	18,361	3,440	2,173	10	1,257	6.85%	36.54%	18,361	3,409	1,240	6.75%	36.37%
2003	HDGV	1,586	7	4	0	3	0.19%	42.86%	0	0	0	-	-
2003	LDDT	4	0	0	0	0	0.00%	-	4	0	0	0.00%	-
2003	LDDV	66	0	0	0	0	0.00%	-	66	0	0	0.00%	-
2003	LDGT	31,037	4,890	3,198	10	1,682	5.42%	34.40%	31,037	4,862	1,676	5.40%	34.47%
2003	LDGV	32,237	4,645	3,116	13	1,516	4.70%	32.64%	32,237	4,604	1,502	4.66%	32.62%
2004	HDGV	1,914	3	2	0	1	0.05%	33.33%	0	0	0	-	-
2004	LDDT	3	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2004	LDDV	50	7	4	0	3	6.00%	42.86%	50	7	3	6.00%	42.86%
2004	LDGT	30,069	4,905	3,109	11	1,785	5.94%	36.39%	30,069	4,857	1,775	5.90%	36.55%
2004	LDGV	26,164	3,966	2,528	11	1,427	5.45%	35.98%	26,164	3,935	1,412	5.40%	35.88%
2005	HDGV	2,206	4	3	0	1	0.05%	25.00%	0	0	0	-	-
2005	LDDT	27	1	1	0	0	0.00%	0.00%	27	1	0	0.00%	0.00%
2005	LDDV	201	15	11	0	4	1.99%	26.67%	201	15	4	1.99%	26.67%
2005	LDGT	45,805	6,203	4,213	15	1,975	4.31%	31.84%	45,805	6,160	1,964	4.29%	31.88%
2005	LDGV	43,249	5,266	3,587	13	1,666	3.85%	31.64%	43,249	5,222	1,644	3.80%	31.48%
2006	HDGV	3,077	5	4	0	1	0.03%	20.00%	0	0	0	-	-
2006	LDDT	30	1	0	0	1	3.33%	100.00%	30	1	1	3.33%	100.00%
2006	LDDV	185	10	9	0	1	0.54%	10.00%	185	10	1	0.54%	10.00%
2006	LDGT	37,765	4,789	3,220	7	1,562	4.14%	32.62%	37,765	4,751	1,555	4.12%	32.73%
2006	LDGV	38,427	4,685	3,119	12	1,554	4.04%	33.17%	38,427	4,641	1,537	4.00%	33.12%

1 Initially failed, passed reinspection within the 1st third of the following year.
2 Initially failed, no emissions pass, no longer registered.
3 Initially failed, no emissions pass, continuously registered up to end of 1st third of following year.

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2021

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	2,579	5	3	0	2	0.08%	40.00%	0	0	0	-	-
2007	LDDT	48	1	1	0	0	0.00%	0.00%	48	1	0	0.00%	0.00%
2007	LDDV	13	2	1	0	1	7.69%	50.00%	13	2	1	7.69%	50.00%
2007	LDGT	35,210	4,222	2,870	14	1,338	3.80%	31.69%	35,210	4,204	1,332	3.78%	31.68%
2007	LDGV	38,879	4,225	2,876	13	1,336	3.44%	31.62%	38,879	4,194	1,323	3.40%	31.55%
2008	HDGV	5,080	570	417	4	149	2.93%	26.14%	4,866	566	148	3.04%	26.15%
2008	LDDT	122	2	2	0	0	0.00%	0.00%	122	2	0	0.00%	0.00%
2008	LDDV	50	4	2	0	2	4.00%	50.00%	50	4	2	4.00%	50.00%
2008	LDGT	68,812	5,696	4,079	9	1,608	2.34%	28.23%	68,812	5,667	1,602	2.33%	28.27%
2008	LDGV	69,933	5,539	4,015	19	1,505	2.15%	27.17%	69,933	5,497	1,489	2.13%	27.09%
2009	HDGV	2,875	440	349	1	90	3.13%	20.45%	2,771	435	90	3.25%	20.69%
2009	LDDT	60	16	5	0	11	18.33%	68.75%	60	16	11	18.33%	68.75%
2009	LDDV	36	5	3	0	2	5.56%	40.00%	36	5	2	5.56%	40.00%
2009	LDGT	25,388	2,706	1,916	8	782	3.08%	28.90%	25,388	2,693	776	3.06%	28.82%
2009	LDGV	34,599	3,153	2,246	6	901	2.60%	28.58%	34,589	3,140	896	2.59%	28.54%
2010	HDGV	3,299	440	354	2	84	2.55%	19.09%	3,153	435	84	2.66%	19.31%
2010	LDDT	139	42	23	0	19	13.67%	45.24%	139	42	19	13.67%	45.24%
2010	LDDV	80	18	11	0	7	8.75%	38.89%	80	18	7	8.75%	38.89%
2010	LDGT	63,982	4,330	3,293	9	1,028	1.61%	23.74%	63,982	4,317	1,026	1.60%	23.77%
2010	LDGV	72,987	4,546	3,472	14	1,060	1.45%	23.32%	72,987	4,531	1,058	1.45%	23.35%
2011	HDGV	5,286	641	492	0	149	2.82%	23.24%	4,707	638	149	3.17%	23.35%
2011	LDDT	143	52	37	0	15	10.49%	28.85%	143	52	15	10.49%	28.85%
2011	LDDV	139	22	12	0	10	7.19%	45.45%	139	22	10	7.19%	45.45%
2011	LDGT	48,355	3,333	2,503	5	825	1.71%	24.75%	48,355	3,323	821	1.70%	24.71%
2011	LDGV	42,501	2,891	2,170	7	714	1.68%	24.70%	42,501	2,861	702	1.65%	24.54%
2012	HDGV	6,792	664	528	2	134	1.97%	20.18%	6,162	664	134	2.17%	20.18%
2012	LDDT	350	87	61	0	26	7.43%	29.89%	350	87	26	7.43%	29.89%
2012	LDDV	254	42	29	0	13	5.12%	30.95%	254	42	13	5.12%	30.95%
2012	LDGT	88,085	4,429	3,656	7	766	0.87%	17.30%	88,085	4,411	766	0.87%	17.37%
2012	LDGV	95,102	4,919	3,979	14	926	0.97%	18.82%	95,102	4,889	919	0.97%	18.80%

1 Initially failed, passed reinspection within the 1st third of the following year.
2 Initially failed, no emissions pass, no longer registered.
3 Initially failed, no emissions pass, continuously registered up to end of 1st third of following year.

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2021

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
2013	HDGV	5,882	489	403	0	86	1.46%	17.59%	5,140	486	85	1.65%	17.49%
2013	LDDT	207	39	30	0	9	4.35%	23.08%	207	39	9	4.35%	23.08%
2013	LDDV	292	29	21	0	8	2.74%	27.59%	292	29	8	2.74%	27.59%
2013	LDGT	53,272	2,754	2,243	5	506	0.95%	18.37%	53,272	2,744	505	0.95%	18.40%
2013	LDGV	60,547	3,410	2,646	11	753	1.24%	22.08%	60,547	3,385	744	1.23%	21.98%
2014	HDGV	6,700	510	418	0	92	1.37%	18.04%	5,706	501	90	1.58%	17.96%
2014	LDDT	707	94	85	0	9	1.27%	9.57%	707	94	9	1.27%	9.57%
2014	LDDV	827	102	86	0	16	1.93%	15.69%	827	102	16	1.93%	15.69%
2014	LDGT	117,380	4,086	3,383	5	698	0.59%	17.08%	117,380	4,070	697	0.59%	17.13%
2014	LDGV	100,350	3,791	3,091	5	695	0.69%	18.33%	100,350	3,765	685	0.68%	18.19%
2015	HDGV	8,680	608	517	2	89	1.03%	14.64%	7,741	591	88	1.14%	14.89%
2015	LDDT	366	50	43	0	7	1.91%	14.00%	366	49	7	1.91%	14.29%
2015	LDDV	281	21	20	0	1	0.36%	4.76%	281	20	1	0.36%	5.00%
2015	LDGT	65,446	2,180	1,814	5	361	0.55%	16.56%	65,446	2,172	361	0.55%	16.62%
2015	LDGV	51,530	2,386	1,856	6	524	1.02%	21.96%	51,530	2,363	513	1.00%	21.71%
2016	HDGV	11,096	551	470	0	81	0.73%	14.70%	9,542	529	77	0.81%	14.56%
2016	LDDT	540	42	36	0	6	1.11%	14.29%	540	42	6	1.11%	14.29%
2016	LDDV	78	7	6	0	1	1.28%	14.29%	78	7	1	1.28%	14.29%
2016	LDGT	146,642	2,990	2,662	6	322	0.22%	10.77%	146,642	2,978	320	0.22%	10.75%
2016	LDGV	113,885	3,144	2,612	6	526	0.46%	16.73%	113,885	3,113	521	0.46%	16.74%
2017	HDGV	6,998	260	229	0	31	0.44%	11.92%	5,865	249	30	0.51%	12.05%
2017	LDDT	47	3	2	0	1	2.13%	33.33%	47	3	1	2.13%	33.33%
2017	LDDV	11	1	1	0	0	0.00%	0.00%	11	1	0	0.00%	0.00%
2017	LDGT	22,793	489	433	1	55	0.24%	11.25%	22,793	487	55	0.24%	11.29%
2017	LDGV	17,366	496	418	1	77	0.44%	15.52%	17,366	494	77	0.44%	15.59%
2018	HDGV	6,077	195	182	0	13	0.21%	6.67%	5,045	188	13	0.26%	6.91%
2018	LDDT	49	3	3	0	0	0.00%	0.00%	49	3	0	0.00%	0.00%
2018	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2018	LDGT	2,978	110	99	0	11	0.37%	10.00%	2,978	109	11	0.37%	10.09%
2018	LDGV	761	39	28	1	10	1.31%	25.64%	761	39	10	1.31%	25.64%

1 Initially failed, passed reinspection within the 1st third of the following year.
2 Initially failed, no emissions pass, no longer registered.
3 Initially failed, no emissions pass, continuously registered up to end of 1st third of following year.

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2021

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	7,006	245	221	0	24	0.34%	9.80%	5,529	235	22	0.40%	9.36%
2019	LDDT	7	1	1	0	0	0.00%	0.00%	7	1	0	0.00%	0.00%
2019	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2019	LDGT	2,771	115	105	0	10	0.36%	8.70%	2,771	115	10	0.36%	8.70%
2019	LDGV	468	14	9	0	5	1.07%	35.71%	468	14	5	1.07%	35.71%
2020	HDGV	4,239	310	288	0	22	0.52%	7.10%	3,097	300	22	0.71%	7.33%
2020	LDDT	1	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2020	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2020	LDGT	1,594	101	98	0	3	0.19%	2.97%	1,524	101	3	0.20%	2.97%
2020	LDGV	190	10	9	0	1	0.53%	10.00%	190	10	1	0.53%	10.00%
2021	HDGV	562	17	10	0	7	1.25%	41.18%	150	14	7	4.67%	50.00%
2021	LDDT	2	1	1	0	0	0.00%	0.00%	2	1	0	0.00%	0.00%
2021	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2021	LDGT	128	4	2	0	2	1.56%	50.00%	128	4	2	1.56%	50.00%
2021	LDGV	12	1	1	0	0	0.00%	0.00%	12	1	0	0.00%	0.00%
2022	HDGV	332	1	1	0	0	0.00%	0.00%	0	0	0	-	-
2022	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
2022	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2022	LDGT	17	0	0	0	0	0.00%	-	17	0	0	0.00%	-
2022	LDGV	0	0	0	0	0	-	-	0	0	0	-	-
Totals		**1,965,278**	**144,739**	**103,963**	**332**	**40,444**	**2.1%**	**27.9%**	**1,937,683**	**143,623**	**40,111**	**2.1%**	**27.9%**

1 Initially failed, passed reinspection within the 1st third of the following year.
2 Initially failed, no emissions pass, no longer registered.
3 Initially failed, no emissions pass, continuously registered up to end of 1st third of following year.

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2021

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	MIL Check without OBD Initial Insps	MIL Check without OBD Initial Fails	MIL Check without OBD No Known Outcome	MIL Check without OBD NKFO % of Initial Insps	MIL Check without OBD NKFO % 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
Pre 96/Unknown	HDGV	626	1	0	0.00%	0.00%	0	0	0	-	-	617	1	0	0.00%	0.00%
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	220	2	0	0.00%	0.00%	0	0	0	-	-	208	0	0	0.00%	-
Pre 96/Unknown	LDGV	13	0	0	0.00%	-	0	0	0	-	-	4	0	0	0.00%	-
1996	HDGV	133	0	0	0.00%	-	0	0	0	-	-	133	0	0	0.00%	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	0	0	0	-	-	1,962	1	0	0.00%	0.00%
1996	LDGV	0	0	0	-	-	0	0	0	-	-	2,571	13	7	0.27%	53.85%
1997	HDGV	280	0	0	0.00%	-	0	0	0	-	-	280	0	0	0.00%	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	0	0	0	-	-	4,896	13	6	0.12%	46.15%
1997	LDGV	0	0	0	-	-	0	0	0	-	-	5,820	11	8	0.14%	72.73%
1998	HDGV	221	0	0	0.00%	-	0	0	0	-	-	221	0	0	0.00%	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	0	0	0	-	-	0	0	0	-	-	4,998	7	3	0.06%	42.86%
1998	LDGV	0	0	0	-	-	0	0	0	-	-	6,059	6	4	0.07%	66.67%
1999	HDGV	552	4	1	0.18%	25.00%	0	0	0	-	-	552	2	0	0.00%	0.00%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGT	0	0	0	-	-	0	0	0	-	-	8,335	9	4	0.05%	44.44%
1999	LDGV	0	0	0	-	-	0	0	0	-	-	11,054	28	16	0.14%	57.14%
2000	HDGV	759	4	1	0.13%	25.00%	0	0	0	-	-	759	1	0	0.00%	0.00%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	0	0	0	-	-	9,279	4	1	0.01%	25.00%
2000	LDGV	0	0	0	-	-	0	0	0	-	-	12,122	17	7	0.06%	41.18%

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 2021

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	MIL Check without OBD Initial Insps	MIL Check without OBD Initial Fails	MIL Check without OBD No Known Outcome	MIL Check without OBD NKFO % of Initial Insps	MIL Check without OBD NKFO % 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
2001	HDGV	898	4	1	0.11%	25.00%	0	0	0	-	-	898	1	0	0.00%	0.00%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	0	0	0	-	-	15,389	24	12	0.08%	50.00%
2001	LDGV	0	0	0	-	-	0	0	0	-	-	17,563	20	12	0.07%	60.00%
2002	HDGV	1,021	6	1	0.10%	16.67%	0	0	0	-	-	1,021	3	1	0.10%	33.33%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	0	0	0	-	-	17,522	11	5	0.03%	45.45%
2002	LDGV	0	0	0	-	-	0	0	0	-	-	18,361	33	20	0.11%	60.61%
2003	HDGV	1,586	7	3	0.19%	42.86%	0	0	0	-	-	1,586	4	1	0.06%	25.00%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	0	0	0	-	-	31,037	12	5	0.02%	41.67%
2003	LDGV	0	0	0	-	-	0	0	0	-	-	32,237	41	23	0.07%	56.10%
2004	HDGV	1,914	3	1	0.05%	33.33%	0	0	0	-	-	1,914	1	0	0.00%	0.00%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	0	0	0	-	-	30,069	16	8	0.03%	50.00%
2004	LDGV	0	0	0	-	-	0	0	0	-	-	26,164	37	18	0.07%	48.65%
2005	HDGV	2,206	4	1	0.05%	25.00%	0	0	0	-	-	2,206	1	0	0.00%	0.00%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	0	0	0	-	-	45,805	18	5	0.01%	27.78%
2005	LDGV	0	0	0	-	-	0	0	0	-	-	43,249	42	27	0.06%	64.29%
2006	HDGV	3,077	5	1	0.03%	20.00%	0	0	0	-	-	3,077	2	1	0.03%	50.00%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT	0	0	0	-	-	0	0	0	-	-	37,765	17	2	0.01%	11.76%
2006	LDGV	0	0	0	-	-	0	0	0	-	-	38,427	31	18	0.05%	58.06%

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 2021

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	MIL Check without OBD Initial Insps	MIL Check without OBD Initial Fails	MIL Check without OBD No Known Outcome	MIL Check without OBD NKFO % of Initial Insps	MIL Check without OBD NKFO % 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
2007	HDGV	2,579	5	2	0.08%	40.00%	0	0	0	-	-	2,579	2	1	0.04%	50.00%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	0	0	0	-	-	35,210	11	3	0.01%	27.27%
2007	LDGV	0	0	0	-	-	0	0	0	-	-	38,879	35	18	0.05%	51.43%
2008	HDGV	214	0	0	0.00%	-	0	0	0	-	-	5,080	0	0	0.00%	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	0	0	0	-	-	68,812	13	5	0.01%	38.46%
2008	LDGV	0	0	0	-	-	0	0	0	-	-	69,933	45	25	0.04%	55.56%
2009	HDGV	104	0	0	0.00%	-	0	0	0	-	-	2,875	0	0	0.00%	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	0	0	0	-	-	25,388	6	4	0.02%	66.67%
2009	LDGV	10	0	0	0.00%	-	0	0	0	-	-	34,599	14	7	0.02%	50.00%
2010	HDGV	146	0	0	0.00%	-	0	0	0	-	-	3,299	1	0	0.00%	0.00%
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	0	0	0	-	-	63,982	5	0	0.00%	0.00%
2010	LDGV	0	0	0	-	-	0	0	0	-	-	72,987	12	3	0.00%	25.00%
2011	HDGV	579	2	0	0.00%	0.00%	0	0	0	-	-	5,286	2	0	0.00%	0.00%
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-	48,355	6	3	0.01%	50.00%
2011	LDGV	0	0	0	-	-	0	0	0	-	-	42,501	30	16	0.04%	53.33%
2012	HDGV	630	0	0	0.00%	-	0	0	0	-	-	6,792	1	0	0.00%	0.00%
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	-	-	88,085	2	0	0.00%	0.00%
2012	LDGV	0	0	0	-	-	0	0	0	-	-	95,102	25	9	0.01%	36.00%

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 2021

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	MIL Check without OBD Initial Insps	MIL Check without OBD Initial Fails	MIL Check without OBD No Known Outcome	MIL Check without OBD NKFO % of Initial Insps	MIL Check without OBD NKFO % 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
2013	HDGV	742	1	1	0.13%	100.00%	0	0	0	-	-	5,882	0	0	0.00%	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	0	0	0	-	-	53,272	5	1	0.00%	20.00%
2013	LDGV	0	0	0	-	-	0	0	0	-	-	60,547	31	14	0.02%	45.16%
2014	HDGV	994	9	2	0.20%	22.22%	994	8	2	0.20%	25.00%	6,700	0	0	0.00%	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	0	0	0	-	-	117,380	7	0	0.00%	0.00%
2014	LDGV	0	0	0	-	-	0	0	0	-	-	100,350	23	13	0.01%	56.52%
2015	HDGV	939	12	1	0.11%	8.33%	939	10	1	0.11%	10.00%	8,680	2	0	0.00%	0.00%
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	0	0	0	-	-	65,446	3	0	0.00%	0.00%
2015	LDGV	0	0	0	-	-	0	0	0	-	-	51,530	43	22	0.04%	51.16%
2016	HDGV	1,554	21	4	0.26%	19.05%	1,554	20	4	0.26%	20.00%	11,096	1	0	0.00%	0.00%
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	0	0	0	-	-	146,642	7	1	0.00%	14.29%
2016	LDGV	0	0	0	-	-	0	0	0	-	-	113,885	36	10	0.01%	27.78%
2017	HDGV	1,133	10	1	0.09%	10.00%	1,133	10	1	0.09%	10.00%	6,998	0	0	0.00%	-
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	-	-	22,793	0	0	0.00%	-
2017	LDGV	0	0	0	-	-	0	0	0	-	-	17,366	1	0	0.00%	0.00%
2018	HDGV	1,032	7	0	0.00%	0.00%	1,032	6	0	0.00%	0.00%	6,077	0	0	0.00%	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	0	0	0	-	-	2,978	1	0	0.00%	0.00%
2018	LDGV	0	0	0	-	-	0	0	0	-	-	761	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 2021

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	MIL Check without OBD Initial Insps	MIL Check without OBD Initial Fails	MIL Check without OBD No Known Outcome	MIL Check without OBD NKFO % of Initial Insps	MIL Check without OBD NKFO % 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
2019	HDGV	1,477	8	2	0.14%	25.00%	1,477	8	2	0.14%	25.00%	7,006	1	0	0.00%	0.00%
2019	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	0	0	0	-	-	0	0	0	-	-	2,771	0	0	0.00%	-
2019	LDGV	0	0	0	-	-	0	0	0	-	-	468	0	0	0.00%	-
2020	HDGV	1,142	9	0	0.00%	0.00%	1,142	7	0	0.00%	0.00%	4,239	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	70	0	0	0.00%	-	0	0	0	-	-	1,594	0	0	0.00%	-
2020	LDGV	0	0	0	-	-	0	0	0	-	-	190	0	0	0.00%	-
2021	HDGV	412	3	0	0.00%	0.00%	406	2	0	0.00%	0.00%	562	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	-	-	0	0	0	-	-	128	0	0	0.00%	-
2021	LDGV	0	0	0	-	-	0	0	0	-	-	12	0	0	0.00%	-
2022	HDGV	332	1	0	0.00%	0.00%	331	1	0	0.00%	0.00%	332	0	0	0.00%	-
2022	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDGT	0	0	0	-	-	0	0	0	-	-	17	0	0	0.00%	-
2022	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**27,595**	**128**	**23**	**0.08%**	**17.97%**	**9,008**	**72**	**10**	**0.11%**	**13.89%**	**1,959,606**	**798**	**369**	**0.02%**	**46.2%**

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 2021

Model Yr	Veh Type	Smoke Initial Insps	Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails	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	626	0	0	0.00%	-	626	0	0	0.00%	-	626	0	0	0.00%	-
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	220	1	0	0.00%	0.00%	220	0	0	0.00%	-	220	1	0	0.00%	0.00%
Pre 96/Unknown	LDGV	13	0	0	0.00%	-	13	0	0	0.00%	-	13	0	0	0.00%	-
1996	HDGV	133	0	0	0.00%	-	133	0	0	0.00%	-	133	0	0	0.00%	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	1,962	1	1	0.05%	100.00%	1,962	2	1	0.05%	50.00%	1,962	1	0	0.00%	0.00%
1996	LDGV	2,571	0	0	0.00%	-	2,571	0	0	0.00%	-	2,571	2	0	0.00%	0.00%
1997	HDGV	280	0	0	0.00%	-	280	0	0	0.00%	-	280	0	0	0.00%	-
1997	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-	2	0	0	0.00%	-
1997	LDDV	13	0	0	0.00%	-	13	0	0	0.00%	-	13	0	0	0.00%	-
1997	LDGT	4,896	9	2	0.04%	22.22%	4,896	0	0	0.00%	-	4,896	2	0	0.00%	0.00%
1997	LDGV	5,820	5	2	0.03%	40.00%	5,820	0	0	0.00%	-	5,820	1	0	0.00%	0.00%
1998	HDGV	221	0	0	0.00%	-	221	0	0	0.00%	-	221	0	0	0.00%	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	28	0	0	0.00%	-	28	0	0	0.00%	-	28	0	0	0.00%	-
1998	LDGT	4,998	5	3	0.06%	60.00%	4,998	2	0	0.00%	0.00%	4,998	1	0	0.00%	0.00%
1998	LDGV	6,059	5	3	0.05%	60.00%	6,059	3	1	0.02%	33.33%	6,059	2	0	0.00%	0.00%
1999	HDGV	552	0	0	0.00%	-	552	1	0	0.00%	0.00%	552	1	1	0.18%	100.00%
1999	LDDT	6	0	0	0.00%	-	6	0	0	0.00%	-	6	0	0	0.00%	-
1999	LDDV	58	0	0	0.00%	-	58	0	0	0.00%	-	58	0	0	0.00%	-
1999	LDGT	8,335	10	5	0.06%	50.00%	8,335	2	0	0.00%	0.00%	8,335	5	1	0.01%	20.00%
1999	LDGV	11,054	8	4	0.04%	50.00%	11,054	0	0	0.00%	-	11,054	2	0	0.00%	0.00%
2000	HDGV	759	0	0	0.00%	-	759	0	0	0.00%	-	759	3	1	0.13%	33.33%
2000	LDDT	4	0	0	0.00%	-	4	0	0	0.00%	-	4	0	0	0.00%	-
2000	LDDV	35	0	0	0.00%	-	35	0	0	0.00%	-	35	0	0	0.00%	-
2000	LDGT	9,279	12	8	0.09%	66.67%	9,279	0	0	0.00%	-	9,279	6	1	0.01%	16.67%
2000	LDGV	12,122	12	1	0.01%	8.33%	12,122	0	0	0.00%	-	12,122	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 2021

Model Yr	Veh Type	Smoke Initial Insps	Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails	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	898	1	1	0.11%	100.00%	898	0	0	0.00%	-	898	2	0	0.00%	0.00%
2001	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-	2	0	0	0.00%	-
2001	LDDV	27	0	0	0.00%	-	27	0	0	0.00%	-	27	0	0	0.00%	-
2001	LDGT	15,389	16	6	0.04%	37.50%	15,389	1	0	0.00%	0.00%	15,389	5	1	0.01%	20.00%
2001	LDGV	17,563	11	7	0.04%	63.64%	17,563	2	0	0.00%	0.00%	17,563	5	2	0.01%	40.00%
2002	HDGV	1,021	0	0	0.00%	-	1,021	0	0	0.00%	-	1,021	3	0	0.00%	0.00%
2002	LDDT	4	0	0	0.00%	-	4	0	0	0.00%	-	4	0	0	0.00%	-
2002	LDDV	48	0	0	0.00%	-	48	0	0	0.00%	-	48	0	0	0.00%	-
2002	LDGT	17,522	21	5	0.03%	23.81%	17,522	1	1	0.01%	100.00%	17,522	4	0	0.00%	0.00%
2002	LDGV	18,361	12	5	0.03%	41.67%	18,361	1	0	0.00%	0.00%	18,361	4	1	0.01%	25.00%
2003	HDGV	1,586	3	2	0.13%	66.67%	1,586	0	0	0.00%	-	1,586	0	0	0.00%	-
2003	LDDT	4	0	0	0.00%	-	4	0	0	0.00%	-	4	0	0	0.00%	-
2003	LDDV	66	0	0	0.00%	-	66	0	0	0.00%	-	66	0	0	0.00%	-
2003	LDGT	31,037	37	14	0.05%	37.84%	31,037	2	1	0.00%	50.00%	31,037	5	2	0.01%	40.00%
2003	LDGV	32,237	13	3	0.01%	23.08%	32,237	2	0	0.00%	0.00%	32,237	10	0	0.00%	0.00%
2004	HDGV	1,914	0	0	0.00%	-	1,914	0	0	0.00%	-	1,914	2	1	0.05%	50.00%
2004	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-	3	0	0	0.00%	-
2004	LDDV	50	0	0	0.00%	-	50	0	0	0.00%	-	50	0	0	0.00%	-
2004	LDGT	30,069	41	14	0.05%	34.15%	30,069	4	1	0.00%	25.00%	30,069	13	3	0.01%	23.08%
2004	LDGV	26,164	18	10	0.04%	55.56%	26,164	1	0	0.00%	0.00%	26,164	4	1	0.00%	25.00%
2005	HDGV	2,206	1	0	0.00%	0.00%	2,206	1	0	0.00%	0.00%	2,206	1	1	0.05%	100.00%
2005	LDDT	27	0	0	0.00%	-	27	0	0	0.00%	-	27	0	0	0.00%	-
2005	LDDV	201	0	0	0.00%	-	201	0	0	0.00%	-	201	0	0	0.00%	-
2005	LDGT	45,805	38	15	0.03%	39.47%	45,805	4	1	0.00%	25.00%	45,805	13	1	0.00%	7.69%
2005	LDGV	43,249	13	4	0.01%	30.77%	43,249	5	0	0.00%	0.00%	43,249	6	0	0.00%	0.00%
2006	HDGV	3,077	0	0	0.00%	-	3,077	0	0	0.00%	-	3,077	3	0	0.00%	0.00%
2006	LDDT	30	0	0	0.00%	-	30	0	0	0.00%	-	30	0	0	0.00%	-
2006	LDDV	185	0	0	0.00%	-	185	0	0	0.00%	-	185	0	0	0.00%	-
2006	LDGT	37,765	24	7	0.02%	29.17%	37,765	2	0	0.00%	0.00%	37,765	12	3	0.01%	25.00%
2006	LDGV	38,427	22	9	0.02%	40.91%	38,427	0	0	0.00%	-	38,427	15	4	0.01%	26.67%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2021

Model Yr	Veh Type	Smoke Initial Insps	Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails	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	2,579	0	0	0.00%	-	2,579	1	0	0.00%	0.00%	2,579	2	1	0.04%	50.00%
2007	LDDT	48	0	0	0.00%	-	48	0	0	0.00%	-	48	0	0	0.00%	-
2007	LDDV	13	0	0	0.00%	-	13	0	0	0.00%	-	13	0	0	0.00%	-
2007	LDGT	35,210	13	5	0.01%	38.46%	35,210	2	0	0.00%	0.00%	35,210	5	0	0.00%	0.00%
2007	LDGV	38,879	16	9	0.02%	56.25%	38,879	3	1	0.00%	33.33%	38,879	9	2	0.01%	22.22%
2008	HDGV	5,080	3	1	0.02%	33.33%	5,080	3	0	0.00%	0.00%	5,080	2	0	0.00%	0.00%
2008	LDDT	122	0	0	0.00%	-	122	0	0	0.00%	-	122	0	0	0.00%	-
2008	LDDV	50	0	0	0.00%	-	50	0	0	0.00%	-	50	0	0	0.00%	-
2008	LDGT	68,812	18	7	0.01%	38.89%	68,812	3	0	0.00%	0.00%	68,812	9	0	0.00%	0.00%
2008	LDGV	69,933	11	0	0.00%	0.00%	69,933	2	0	0.00%	0.00%	69,933	7	1	0.00%	14.29%
2009	HDGV	2,875	0	0	0.00%	-	2,875	2	0	0.00%	0.00%	2,875	4	1	0.03%	25.00%
2009	LDDT	60	0	0	0.00%	-	60	0	0	0.00%	-	60	0	0	0.00%	-
2009	LDDV	36	0	0	0.00%	-	36	0	0	0.00%	-	36	0	0	0.00%	-
2009	LDGT	25,388	11	5	0.02%	45.45%	25,388	1	0	0.00%	0.00%	25,388	7	3	0.01%	42.86%
2009	LDGV	34,599	5	1	0.00%	20.00%	34,599	2	1	0.00%	50.00%	34,599	8	1	0.00%	12.50%
2010	HDGV	3,299	2	0	0.00%	0.00%	3,299	3	0	0.00%	0.00%	3,299	2	0	0.00%	0.00%
2010	LDDT	139	0	0	0.00%	-	139	0	0	0.00%	-	139	0	0	0.00%	-
2010	LDDV	80	0	0	0.00%	-	80	0	0	0.00%	-	80	0	0	0.00%	-
2010	LDGT	63,982	8	0	0.00%	0.00%	63,982	3	0	0.00%	0.00%	63,982	5	0	0.00%	0.00%
2010	LDGV	72,987	9	1	0.00%	11.11%	72,987	0	0	0.00%	-	72,987	5	1	0.00%	20.00%
2011	HDGV	5,286	1	0	0.00%	0.00%	5,286	1	0	0.00%	0.00%	5,286	4	0	0.00%	0.00%
2011	LDDT	143	0	0	0.00%	-	143	0	0	0.00%	-	143	0	0	0.00%	-
2011	LDDV	139	0	0	0.00%	-	139	0	0	0.00%	-	139	0	0	0.00%	-
2011	LDGT	48,355	8	4	0.01%	50.00%	48,355	1	0	0.00%	0.00%	48,355	3	0	0.00%	0.00%
2011	LDGV	42,501	8	1	0.00%	12.50%	42,501	0	0	0.00%	-	42,501	5	0	0.00%	0.00%
2012	HDGV	6,792	1	0	0.00%	0.00%	6,792	2	0	0.00%	0.00%	6,792	0	0	0.00%	-
2012	LDDT	350	0	0	0.00%	-	350	0	0	0.00%	-	350	0	0	0.00%	-
2012	LDDV	254	0	0	0.00%	-	254	0	0	0.00%	-	254	0	0	0.00%	-
2012	LDGT	88,085	10	1	0.00%	10.00%	88,085	2	0	0.00%	0.00%	88,085	10	1	0.00%	10.00%
2012	LDGV	95,102	6	0	0.00%	0.00%	95,102	1	0	0.00%	0.00%	95,102	6	1	0.00%	16.67%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2021

Model Yr	Veh Type	Smoke Initial Insps	Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails	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	5,882	3	1	0.02%	33.33%	5,882	0	0	0.00%	-	5,882	3	1	0.02%	33.33%
2013	LDDT	207	0	0	0.00%	-	207	0	0	0.00%	-	207	0	0	0.00%	-
2013	LDDV	292	0	0	0.00%	-	292	0	0	0.00%	-	292	0	0	0.00%	-
2013	LDGT	53,272	2	0	0.00%	0.00%	53,272	1	0	0.00%	0.00%	53,272	8	0	0.00%	0.00%
2013	LDGV	60,547	5	2	0.00%	40.00%	60,547	1	0	0.00%	0.00%	60,547	3	1	0.00%	33.33%
2014	HDGV	6,700	0	0	0.00%	-	6,700	1	0	0.00%	0.00%	6,700	0	0	0.00%	-
2014	LDDT	707	0	0	0.00%	-	707	0	0	0.00%	-	707	0	0	0.00%	-
2014	LDDV	827	0	0	0.00%	-	827	0	0	0.00%	-	827	0	0	0.00%	-
2014	LDGT	117,380	4	0	0.00%	0.00%	117,380	1	0	0.00%	0.00%	117,380	7	1	0.00%	14.29%
2014	LDGV	100,350	7	0	0.00%	0.00%	100,350	1	0	0.00%	0.00%	100,350	4	2	0.00%	50.00%
2015	HDGV	8,680	2	0	0.00%	0.00%	8,680	3	0	0.00%	0.00%	8,680	6	0	0.00%	0.00%
2015	LDDT	366	1	0	0.00%	0.00%	366	0	0	0.00%	-	366	0	0	0.00%	-
2015	LDDV	281	0	0	0.00%	-	281	0	0	0.00%	-	281	1	0	0.00%	0.00%
2015	LDGT	65,446	2	0	0.00%	0.00%	65,446	0	0	0.00%	-	65,446	8	0	0.00%	0.00%
2015	LDGV	51,530	0	0	0.00%	-	51,530	0	0	0.00%	-	51,530	1	0	0.00%	0.00%
2016	HDGV	11,096	0	0	0.00%	-	11,096	1	0	0.00%	0.00%	11,096	4	1	0.01%	25.00%
2016	LDDT	540	0	0	0.00%	-	540	0	0	0.00%	-	540	0	0	0.00%	-
2016	LDDV	78	0	0	0.00%	-	78	0	0	0.00%	-	78	0	0	0.00%	-
2016	LDGT	146,642	5	0	0.00%	0.00%	146,642	1	1	0.00%	100.00%	146,642	2	0	0.00%	0.00%
2016	LDGV	113,885	7	0	0.00%	0.00%	113,885	0	0	0.00%	-	113,885	4	0	0.00%	0.00%
2017	HDGV	6,998	0	0	0.00%	-	6,998	1	0	0.00%	0.00%	6,998	0	0	0.00%	-
2017	LDDT	47	0	0	0.00%	-	47	0	0	0.00%	-	47	0	0	0.00%	-
2017	LDDV	11	0	0	0.00%	-	11	0	0	0.00%	-	11	0	0	0.00%	-
2017	LDGT	22,793	1	0	0.00%	0.00%	22,793	1	0	0.00%	0.00%	22,793	0	0	0.00%	-
2017	LDGV	17,366	0	0	0.00%	-	17,366	0	0	0.00%	-	17,366	1	0	0.00%	0.00%
2018	HDGV	6,077	0	0	0.00%	-	6,077	1	0	0.00%	0.00%	6,077	1	0	0.00%	0.00%
2018	LDDT	49	0	0	0.00%	-	49	0	0	0.00%	-	49	0	0	0.00%	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	2,978	1	0	0.00%	0.00%	2,978	0	0	0.00%	-	2,978	1	0	0.00%	0.00%
2018	LDGV	761	0	0	0.00%	-	761	0	0	0.00%	-	761	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 2021

Model Yr	Veh Type	Smoke Initial Insps	Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails	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	7,006	0	0	0.00%	-	7,006	0	0	0.00%	-	7,006	3	1	0.01%	33.33%
2019	LDDT	7	0	0	0.00%	-	7	0	0	0.00%	-	7	0	0	0.00%	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	2,771	0	0	0.00%	-	2,771	0	0	0.00%	-	2,771	0	0	0.00%	-
2019	LDGV	468	0	0	0.00%	-	468	0	0	0.00%	-	468	0	0	0.00%	-
2020	HDGV	4,239	0	0	0.00%	-	4,239	1	0	0.00%	0.00%	4,239	2	0	0.00%	0.00%
2020	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-	1	0	0	0.00%	-
2020	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDGT	1,594	0	0	0.00%	-	1,594	0	0	0.00%	-	1,594	1	0	0.00%	0.00%
2020	LDGV	190	0	0	0.00%	-	190	0	0	0.00%	-	190	0	0	0.00%	-
2021	HDGV	562	0	0	0.00%	-	562	0	0	0.00%	-	562	1	0	0.00%	0.00%
2021	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-	2	0	0	0.00%	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGT	128	0	0	0.00%	-	128	0	0	0.00%	-	128	0	0	0.00%	-
2021	LDGV	12	0	0	0.00%	-	12	0	0	0.00%	-	12	0	0	0.00%	-
2022	HDGV	332	0	0	0.00%	-	332	0	0	0.00%	-	332	0	0	0.00%	-
2022	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDGT	17	0	0	0.00%	-	17	0	0	0.00%	-	17	0	0	0.00%	-
2022	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**1,965,278**	**509**	**169**	**0.01%**	**33.2%**	**1,965,278**	**82**	**9**	**0.000%**	**11.0%**	**1,965,278**	**292**	**43**	**0.00%**	**14.7%**

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 2021

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	1	0	100.0%	0.0%	0	0	0	-	-	1	1	0	100.0%	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	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
Pre96/Unk	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	170	50	120	29.4%	70.6%	168	50	118	29.8%	70.2%	0	0	0	-	-
1996	LDGV	238	58	180	24.4%	75.6%	234	58	176	24.8%	75.2%	0	0	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	2	2	0	100.0%	0.0%	2	2	0	100.0%	0.0%	0	0	0	-	-
1997	LDGT	420	109	311	26.0%	74.0%	405	103	302	25.4%	74.6%	0	0	0	-	-
1997	LDGV	562	136	426	24.2%	75.8%	557	135	422	24.2%	75.8%	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	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1998	LDGT	465	130	335	28.0%	72.0%	457	125	332	27.4%	72.6%	0	0	0	-	-
1998	LDGV	620	172	448	27.7%	72.3%	615	171	444	27.8%	72.2%	0	0	0	-	-
1999	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
1999	LDGT	801	216	585	27.0%	73.0%	789	211	578	26.7%	73.3%	0	0	0	-	-
1999	LDGV	1,030	240	790	23.3%	76.7%	1,019	237	782	23.3%	76.7%	0	0	0	-	-
2000	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%	0	0	0	-	-
2000	LDGT	928	238	690	25.6%	74.4%	918	236	682	25.7%	74.3%	0	0	0	-	-
2000	LDGV	1,178	333	845	28.3%	71.7%	1,159	330	829	28.5%	71.5%	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	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2001	LDGT	2,247	690	1,557	30.7%	69.3%	2,225	684	1,541	30.7%	69.3%	0	0	0	-	-
2001	LDGV	2,334	735	1,599	31.5%	68.5%	2,322	732	1,590	31.5%	68.5%	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 2021

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	5	0	5	0.0%	100.0%	0	0	0	-	-	5	0	5	0.0%	100.0%
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	2,339	711	1,628	30.4%	69.6%	2,324	708	1,616	30.5%	69.5%	0	0	0	-	-
2002	LDGV	2,485	747	1,738	30.1%	69.9%	2,468	742	1,726	30.1%	69.9%	0	0	0	-	-
2003	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-	4	0	4	0.0%	100.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	3,571	964	2,607	27.0%	73.0%	3,548	960	2,588	27.1%	72.9%	0	0	0	-	-
2003	LDGV	3,477	942	2,535	27.1%	72.9%	3,450	933	2,517	27.0%	73.0%	0	0	0	-	-
2004	HDGV	2	1	1	50.0%	50.0%	0	0	0	-	-	2	1	1	50.0%	50.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	4	0	4	0.0%	100.0%	4	0	4	0.0%	100.0%	0	0	0	-	-
2004	LDGT	3,504	944	2,560	26.9%	73.1%	3,466	939	2,527	27.1%	72.9%	0	0	0	-	-
2004	LDGV	2,842	796	2,046	28.0%	72.0%	2,825	793	2,032	28.1%	71.9%	0	0	0	-	-
2005	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
2005	LDDT	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2005	LDDV	12	3	9	25.0%	75.0%	12	3	9	25.0%	75.0%	0	0	0	-	-
2005	LDGT	4,678	1,233	3,445	26.4%	73.6%	4,643	1,225	3,418	26.4%	73.6%	0	0	0	-	-
2005	LDGV	3,969	997	2,972	25.1%	74.9%	3,944	989	2,955	25.1%	74.9%	0	0	0	-	-
2006	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-	4	0	4	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	9	0	9	0.0%	100.0%	9	0	9	0.0%	100.0%	0	0	0	-	-
2006	LDGT	3,566	947	2,619	26.6%	73.4%	3,531	938	2,593	26.6%	73.4%	0	0	0	-	-
2006	LDGV	3,462	863	2,599	24.9%	75.1%	3,431	857	2,574	25.0%	75.0%	0	0	0	-	-
2007	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
2007	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	LDGT	3,192	798	2,394	25.0%	75.0%	3,177	792	2,385	24.9%	75.1%	0	0	0	-	-
2007	LDGV	3,142	736	2,406	23.4%	76.6%	3,123	729	2,394	23.3%	76.7%	0	0	0	-	-
2008	HDGV	446	128	318	28.7%	71.3%	443	128	315	28.9%	71.1%	0	0	0	-	-
2008	LDDT	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2008	LDDV	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2008	LDGT	4,428	1,074	3,354	24.3%	75.7%	4,405	1,070	3,335	24.3%	75.7%	0	0	0	-	-
2008	LDGV	4,314	958	3,356	22.2%	77.8%	4,283	953	3,330	22.3%	77.7%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2021

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	373	133	240	35.7%	64.3%	368	133	235	36.1%	63.9%	0	0	0	-	-
2009	LDDT	9	5	4	55.6%	44.4%	9	5	4	55.6%	44.4%	0	0	0	-	-
2009	LDDV	5	3	2	60.0%	40.0%	5	3	2	60.0%	40.0%	0	0	0	-	-
2009	LDGT	2,096	519	1,577	24.8%	75.2%	2,089	518	1,571	24.8%	75.2%	0	0	0	-	-
2009	LDGV	2,446	596	1,850	24.4%	75.6%	2,437	594	1,843	24.4%	75.6%	0	0	0	-	-
2010	HDGV	371	99	272	26.7%	73.3%	366	99	267	27.0%	73.0%	0	0	0	-	-
2010	LDDT	29	16	13	55.2%	44.8%	29	16	13	55.2%	44.8%	0	0	0	-	-
2010	LDDV	14	7	7	50.0%	50.0%	14	7	7	50.0%	50.0%	0	0	0	-	-
2010	LDGT	3,525	802	2,723	22.8%	77.2%	3,512	796	2,716	22.7%	77.3%	0	0	0	-	-
2010	LDGV	3,672	789	2,883	21.5%	78.5%	3,659	788	2,871	21.5%	78.5%	0	0	0	-	-
2011	HDGV	529	160	369	30.2%	69.8%	526	160	366	30.4%	69.6%	2	0	2	0.0%	100.0%
2011	LDDT	43	21	22	48.8%	51.2%	43	21	22	48.8%	51.2%	0	0	0	-	-
2011	LDDV	18	9	9	50.0%	50.0%	18	9	9	50.0%	50.0%	0	0	0	-	-
2011	LDGT	2,702	657	2,045	24.3%	75.7%	2,695	655	2,040	24.3%	75.7%	0	0	0	-	-
2011	LDGV	2,337	496	1,841	21.2%	78.8%	2,320	494	1,826	21.3%	78.7%	0	0	0	-	-
2012	HDGV	556	159	397	28.6%	71.4%	556	159	397	28.6%	71.4%	0	0	0	-	-
2012	LDDT	67	29	38	43.3%	56.7%	67	29	38	43.3%	56.7%	0	0	0	-	-
2012	LDDV	35	13	22	37.1%	62.9%	35	13	22	37.1%	62.9%	0	0	0	-	-
2012	LDGT	3,850	896	2,954	23.3%	76.7%	3,833	895	2,938	23.3%	76.7%	0	0	0	-	-
2012	LDGV	4,197	955	3,242	22.8%	77.2%	4,172	952	3,220	22.8%	77.2%	0	0	0	-	-
2013	HDGV	424	116	308	27.4%	72.6%	422	116	306	27.5%	72.5%	0	0	0	-	-
2013	LDDT	31	13	18	41.9%	58.1%	31	13	18	41.9%	58.1%	0	0	0	-	-
2013	LDDV	24	9	15	37.5%	62.5%	24	9	15	37.5%	62.5%	0	0	0	-	-
2013	LDGT	2,364	501	1,863	21.2%	78.8%	2,355	501	1,854	21.3%	78.7%	0	0	0	-	-
2013	LDGV	2,849	749	2,100	26.3%	73.7%	2,832	745	2,087	26.3%	73.7%	0	0	0	-	-
2014	HDGV	439	115	324	26.2%	73.8%	431	114	317	26.5%	73.5%	8	1	7	12.5%	87.5%
2014	LDDT	88	30	58	34.1%	65.9%	88	30	58	34.1%	65.9%	0	0	0	-	-
2014	LDDV	89	31	58	34.8%	65.2%	89	31	58	34.8%	65.2%	0	0	0	-	-
2014	LDGT	3,569	762	2,807	21.4%	78.6%	3,554	760	2,794	21.4%	78.6%	0	0	0	-	-
2014	LDGV	3,280	825	2,455	25.2%	74.8%	3,264	823	2,441	25.2%	74.8%	0	0	0	-	-
2015	HDGV	536	155	381	28.9%	71.1%	520	152	368	29.2%	70.8%	11	2	9	18.2%	81.8%
2015	LDDT	44	17	27	38.6%	61.4%	43	16	27	37.2%	62.8%	0	0	0	-	-
2015	LDDV	20	6	14	30.0%	70.0%	19	6	13	31.6%	68.4%	0	0	0	-	-
2015	LDGT	1,891	362	1,529	19.1%	80.9%	1,883	362	1,521	19.2%	80.8%	0	0	0	-	-
2015	LDGV	2,018	574	1,444	28.4%	71.6%	2,006	571	1,435	28.5%	71.5%	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 2021

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	487	92	395	18.9%	81.1%	469	91	378	19.4%	80.6%	17	0	17	0.0%	100.0%
2016	LDDT	39	10	29	25.6%	74.4%	39	10	29	25.6%	74.4%	0	0	0	-	-
2016	LDDV	7	2	5	28.6%	71.4%	7	2	5	28.6%	71.4%	0	0	0	-	-
2016	LDGT	2,730	472	2,258	17.3%	82.7%	2,720	472	2,248	17.4%	82.6%	0	0	0	-	-
2016	LDGV	2,784	777	2,007	27.9%	72.1%	2,758	775	1,983	28.1%	71.9%	0	0	0	-	-
2017	HDGV	233	43	190	18.5%	81.5%	223	43	180	19.3%	80.7%	9	0	9	0.0%	100.0%
2017	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2017	LDDV	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2017	LDGT	442	86	356	19.5%	80.5%	440	86	354	19.5%	80.5%	0	0	0	-	-
2017	LDGV	454	147	307	32.4%	67.6%	453	147	306	32.5%	67.5%	0	0	0	-	-
2018	HDGV	187	33	154	17.6%	82.4%	180	33	147	18.3%	81.7%	7	0	7	0.0%	100.0%
2018	LDDT	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	99	9	90	9.1%	90.9%	98	9	89	9.2%	90.8%	0	0	0	-	-
2018	LDGV	30	5	25	16.7%	83.3%	30	5	25	16.7%	83.3%	0	0	0	-	-
2019	HDGV	226	31	195	13.7%	86.3%	218	30	188	13.8%	86.2%	6	1	5	16.7%	83.3%
2019	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	107	16	91	15.0%	85.0%	107	16	91	15.0%	85.0%	0	0	0	-	-
2019	LDGV	10	2	8	20.0%	80.0%	10	2	8	20.0%	80.0%	0	0	0	-	-
2020	HDGV	293	58	235	19.8%	80.2%	283	57	226	20.1%	79.9%	9	0	9	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	98	19	79	19.4%	80.6%	98	19	79	19.4%	80.6%	0	0	0	-	-
2020	LDGV	10	1	9	10.0%	90.0%	10	1	9	10.0%	90.0%	0	0	0	-	-
2021	HDGV	13	6	7	46.2%	53.8%	10	5	5	50.0%	50.0%	3	1	2	33.3%	66.7%
2021	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGT	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2021	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2022	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2022	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**113,285**	**28,397**	**84,888**	**25.1%**	**74.9%**	**112,450**	**28,238**	**84,212**	**25.1%**	**74.9%**	**106**	**7**	**99**	**6.6%**	**93.4%**

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2021

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	-	-	1	1	0	100.0%	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	-	-	1	0	1	0.0%	100.0%
Pre96/Unk	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1996	LDGV	0	0	0	-	-	7	2	5	28.6%	71.4%	0	0	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	7	0.0%	100.0%	7	0	7	0.0%	100.0%
1997	LDGV	0	0	0	-	-	3	0	3	0.0%	100.0%	3	0	3	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	0	4	0.0%	100.0%	2	1	1	50.0%	50.0%
1998	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
1999	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGT	0	0	0	-	-	6	1	5	16.7%	83.3%	5	0	5	0.0%	100.0%
1999	LDGV	0	0	0	-	-	13	1	12	7.7%	92.3%	5	1	4	20.0%	80.0%
2000	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	3	1	2	33.3%	66.7%	4	0	4	0.0%	100.0%
2000	LDGV	0	0	0	-	-	10	1	9	10.0%	90.0%	11	0	11	0.0%	100.0%
2001	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	12	1	11	8.3%	91.7%	10	1	9	10.0%	90.0%
2001	LDGV	0	0	0	-	-	10	2	8	20.0%	80.0%	4	0	4	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 2021

Model Yr	Veh Type	MIL Check Without OBD Test First Retest Insps	MIL Check Without OBD Test Fail	MIL Check Without OBD Test Pass	MIL Check Without OBD Test Fail Rate	MIL Check Without OBD Test Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
2002	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	6	0	6	0.0%	100.0%	16	0	16	0.0%	100.0%
2002	LDGV	0	0	0	-	-	13	1	12	7.7%	92.3%	7	0	7	0.0%	100.0%
2003	HDGV	0	0	0	-	-	3	0	3	0.0%	100.0%	1	0	1	0.0%	100.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	7	1	6	14.3%	85.7%	25	2	23	8.0%	92.0%
2003	LDGV	0	0	0	-	-	18	0	18	0.0%	100.0%	10	1	9	10.0%	90.0%
2004	HDGV	0	0	0	-	-	1	1	0	100.0%	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	-	-	9	1	8	11.1%	88.9%	27	3	24	11.1%	88.9%
2004	LDGV	0	0	0	-	-	19	1	18	5.3%	94.7%	8	2	6	25.0%	75.0%
2005	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	13	1	12	7.7%	92.3%	23	0	23	0.0%	100.0%
2005	LDGV	0	0	0	-	-	17	3	14	17.6%	82.4%	9	1	8	11.1%	88.9%
2006	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT	0	0	0	-	-	15	0	15	0.0%	100.0%	20	4	16	20.0%	80.0%
2006	LDGV	0	0	0	-	-	14	2	12	14.3%	85.7%	15	3	12	20.0%	80.0%
2007	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	8	0	8	0.0%	100.0%	8	0	8	0.0%	100.0%
2007	LDGV	0	0	0	-	-	18	1	17	5.6%	94.4%	7	1	6	14.3%	85.7%
2008	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	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	-	-	8	1	7	12.5%	87.5%	11	0	11	0.0%	100.0%
2008	LDGV	0	0	0	-	-	22	2	20	9.1%	90.9%	11	0	11	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 2021

Model Yr	Veh Type	MIL Check Without OBD Test First Retest Insps	MIL Check Without OBD Test Fail	MIL Check Without OBD Test Pass	MIL Check Without OBD Test Fail Rate	MIL Check Without OBD Test Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
2009	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	6	0	6	0.0%	100.0%
2009	LDGV	0	0	0	-	-	7	1	6	14.3%	85.7%	4	0	4	0.0%	100.0%
2010	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	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	-	-	5	1	4	20.0%	80.0%	8	0	8	0.0%	100.0%
2010	LDGV	0	0	0	-	-	9	0	9	0.0%	100.0%	8	0	8	0.0%	100.0%
2011	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	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	-	-	3	0	3	0.0%	100.0%	5	1	4	20.0%	80.0%
2011	LDGV	0	0	0	-	-	14	0	14	0.0%	100.0%	6	0	6	0.0%	100.0%
2012	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	8	0	8	0.0%	100.0%
2012	LDGV	0	0	0	-	-	16	1	15	6.3%	93.8%	6	0	6	0.0%	100.0%
2013	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	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	-	-	4	0	4	0.0%	100.0%	2	0	2	0.0%	100.0%
2013	LDGV	0	0	0	-	-	18	3	15	16.7%	83.3%	3	0	3	0.0%	100.0%
2014	HDGV	7	1	6	14.3%	85.7%	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	7	0	7	0.0%	100.0%	4	0	4	0.0%	100.0%
2014	LDGV	0	0	0	-	-	10	2	8	20.0%	80.0%	7	0	7	0.0%	100.0%
2015	HDGV	9	1	8	11.1%	88.9%	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2015	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
2015	LDGV	0	0	0	-	-	21	1	20	4.8%	95.2%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2021

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	16	0	16	0.0%	100.0%	1	0	1	0.0%	100.0%	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	-	-	6	0	6	0.0%	100.0%	5	0	5	0.0%	100.0%
2016	LDGV	0	0	0	-	-	26	2	24	7.7%	92.3%	7	0	7	0.0%	100.0%
2017	HDGV	9	0	9	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2017	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	HDGV	6	0	6	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2018	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	HDGV	6	1	5	16.7%	83.3%	1	0	1	0.0%	100.0%	0	0	0	-	-
2019	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	HDGV	7	0	7	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	2	1	1	50.0%	50.0%	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	-	-
2022	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2022	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**63**	**4**	**59**	**6.3%**	**93.7%**	**441**	**36**	**405**	**8.2%**	**91.8%**	**347**	**21**	**326**	**6.1%**	**93.9%**

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2021

Model Yr	Veh Type	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
Pre96/Unk	HDGV	0	0	0	-	-	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	-	-	1	0	1	0.0%	100.0%
Pre96/Unk	LDGV	0	0	0	-	-	0	0	0	-	-
1996	HDGV	0	0	0	-	-	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1996	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
1997	HDGV	0	0	0	-	-	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%
1997	LDGV	0	0	0	-	-	1	0	1	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	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
1998	LDGV	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
1999	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	2	0	2	0.0%	100.0%	4	2	2	50.0%	50.0%
1999	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
2000	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	5	0	5	0.0%	100.0%
2000	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%
2001	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2001	LDGV	2	0	2	0.0%	100.0%	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 2021

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	-	-	3	0	3	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%
2002	LDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
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	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2003	LDGV	2	0	2	0.0%	100.0%	10	3	7	30.0%	70.0%
2004	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	3	0	3	0.0%	100.0%	10	0	10	0.0%	100.0%
2004	LDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2005	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	3	0	3	0.0%	100.0%	12	0	12	0.0%	100.0%
2005	LDGV	5	0	5	0.0%	100.0%	6	0	6	0.0%	100.0%
2006	HDGV	0	0	0	-	-	3	0	3	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	2	0	2	0.0%	100.0%	9	1	8	11.1%	88.9%
2006	LDGV	0	0	0	-	-	11	0	11	0.0%	100.0%
2007	HDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%
2007	LDGV	1	0	1	0.0%	100.0%	7	2	5	28.6%	71.4%
2008	HDGV	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	3	0	3	0.0%	100.0%	9	1	8	11.1%	88.9%
2008	LDGV	2	0	2	0.0%	100.0%	6	0	6	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2021

Model Yr	Veh Type	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
2009	HDGV	2	0	2	0.0%	100.0%	4	1	3	25.0%	75.0%
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	1	0	1	0.0%	100.0%	4	1	3	25.0%	75.0%
2009	LDGV	1	0	1	0.0%	100.0%	7	0	7	0.0%	100.0%
2010	HDGV	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	3	0	3	0.0%	100.0%	5	2	3	40.0%	60.0%
2010	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%
2011	HDGV	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2011	LDGV	0	0	0	-	-	5	0	5	0.0%	100.0%
2012	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	2	0	2	0.0%	100.0%	9	1	8	11.1%	88.9%
2012	LDGV	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%
2013	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-
2013	LDGT	1	0	1	0.0%	100.0%	8	0	8	0.0%	100.0%
2013	LDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2014	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-
2014	LDGT	1	0	1	0.0%	100.0%	6	0	6	0.0%	100.0%
2014	LDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2015	HDGV	3	0	3	0.0%	100.0%	6	1	5	16.7%	83.3%
2015	LDDT	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%
2015	LDGT	0	0	0	-	-	8	0	8	0.0%	100.0%
2015	LDGV	0	0	0	-	-	1	0	1	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 2021

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	1	1	0	100.0%	0.0%	3	0	3	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	-	-	2	0	2	0.0%	100.0%
2016	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%
2017	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-
2017	LDGT	1	0	1	0.0%	100.0%	0	0	0	-	-
2017	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2018	HDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2018	LDDT	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
2018	LDGV	0	0	0	-	-	0	0	0	-	-
2019	HDGV	0	0	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	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2020	LDDT	0	0	0	-	-	0	0	0	-	-
2020	LDDV	0	0	0	-	-	0	0	0	-	-
2020	LDGT	0	0	0	-	-	1	1	0	100.0%	0.0%
2020	LDGV	0	0	0	-	-	0	0	0	-	-
2021	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
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	-	-
2022	HDGV	0	0	0	-	-	0	0	0	-	-
2022	LDDT	0	0	0	-	-	0	0	0	-	-
2022	LDDV	0	0	0	-	-	0	0	0	-	-
2022	LDGT	0	0	0	-	-	0	0	0	-	-
2022	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		**72**	**1**	**71**	**1.4%**	**98.6%**	**250**	**16**	**234**	**6.4%**	**93.6%**

APPENDIX II

INSPECTION FACILITY EQUIPMENT AUDIT REPORT

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Station
Year 2021

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	0	-	2	-
Bakers Basin	60	2	3%	58	97%
Cape May	9	0	0%	9	100%
Cherry Hill	72	0	0%	72	100%
Deptford	48	0	0%	48	100%
Eatontown	72	0	0%	72	100%
Flemington	36	0	0%	36	100%
Freehold	72	0	0%	72	100%
Kilmer	72	1	1%	71	99%
Lakewood	72	0	0%	72	100%
Lodi	60	0	0%	60	100%
Manahawkin	36	0	0%	36	100%
Mays Landing	44	0	0%	44	100%
Millville	18	0	0%	18	100%
Newark	60	1	2%	59	98%
Newton	24	0	0%	24	100%
Paramus	60	1	2%	59	98%
Rahway	73	1	1%	72	99%
Randolph	72	0	0%	72	100%
Salem	10	0	0%	10	100%
Secaucus	48	0	0%	48	100%
South Brunswick	72	0	0%	72	100%
Southampton	44	0	0%	44	100%
Washington	12	1	8%	11	92%
Wayne	60	2	3%	58	97%
Westfield Specialty	2	0	-	2	-
Winslow	33	0	0%	33	100%
Winslow Specialty	2	0	-	2	-
Totals	**1,245**	**9**	**0.7%**	**1,236**	**99.3%**

Table II-1

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2021

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	1	2	0	-	2	-
Bakers Basin	60	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	1	8%	11	92%
		5	12	1	8%	11	92%
Cape May	9	1	9	0	0%	9	100%
Cherry Hill	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Deptford	48	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
Eatontown	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Flemington	36	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
Freehold	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Kilmer	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	1	8%	11	92%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Lakewood	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%

Table II-2

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2021

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Lodi	60	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
Manahawkin	36	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
Mays Landing	44	1	11	0	0%	11	100%
		2	11	0	0%	11	100%
		3	11	0	0%	11	100%
		4	11	0	0%	11	100%
Millville	18	1	9	0	0%	9	100%
		2	9	0	0%	9	100%
Newark	60	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	1	8%	11	92%
Newton	24	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
Paramus	60	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	1	8%	11	92%
		5	12	0	0%	12	100%
Rahway	73	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	13	1	8%	12	92%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Randolph	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2021

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Salem	10	1	10	0	0%	10	100%
Secaucus	48	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
South Brunswick	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Southampton	44	1	11	0	0%	11	100%
		2	11	0	0%	11	100%
		3	11	0	0%	11	100%
		4	11	0	0%	11	100%
Washington	12	1	12	1	8%	11	92%
Wayne	60	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
		3	12	0	0%	12	100%
		4	12	1	8%	11	92%
		5	12	0	0%	12	100%
Westfield Specialty	2	1	2	0	-	2	-
Winslow	33	1	11	0	0%	11	100%
		2	11	0	0%	11	100%
		3	11	0	0%	11	100%
Winslow Specialty	2	1	2	0	-	2	-
Totals	**1,245**	**108**	**1,245**	**9**	**0.7%**	**1,236**	**99.3%**

Table II-2

APPENDIX III

COMPLIANCE STICKER SURVEY REPORT

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Summary
Year 2021

2021	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	1,514	90	17	14	19	40	86	2	2	94.1%
February	3,012	222	27	10	33	152	199	19	4	92.6%
March	3003	222	21	9	23	169	200	17	5	92.6%
April	2513	204	28	12	20	144	194	5	5	91.9%
May	2509	194	15	14	17	148	184	8	2	92.3%
June	2010	166	36	3	24	103	162	0	4	91.7%
July	3002	173	38	7	19	109	158	12	3	94.2%
August	3,014	193	26	14	17	136	161	29	3	93.6%
September	4,021	299	58	19	38	184	242	41	16	92.6%
October	3,506	272	46	24	28	174	239	26	7	92.2%
November	1,006	88	18	4	14	52	71	12	5	91.3%
December	1,000	58	15	4	10	29	56	1	1	94.2%
Totals	30,110	2,181	345	134	262	1,440	1,952	172	57	92.8%

Table III-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2021

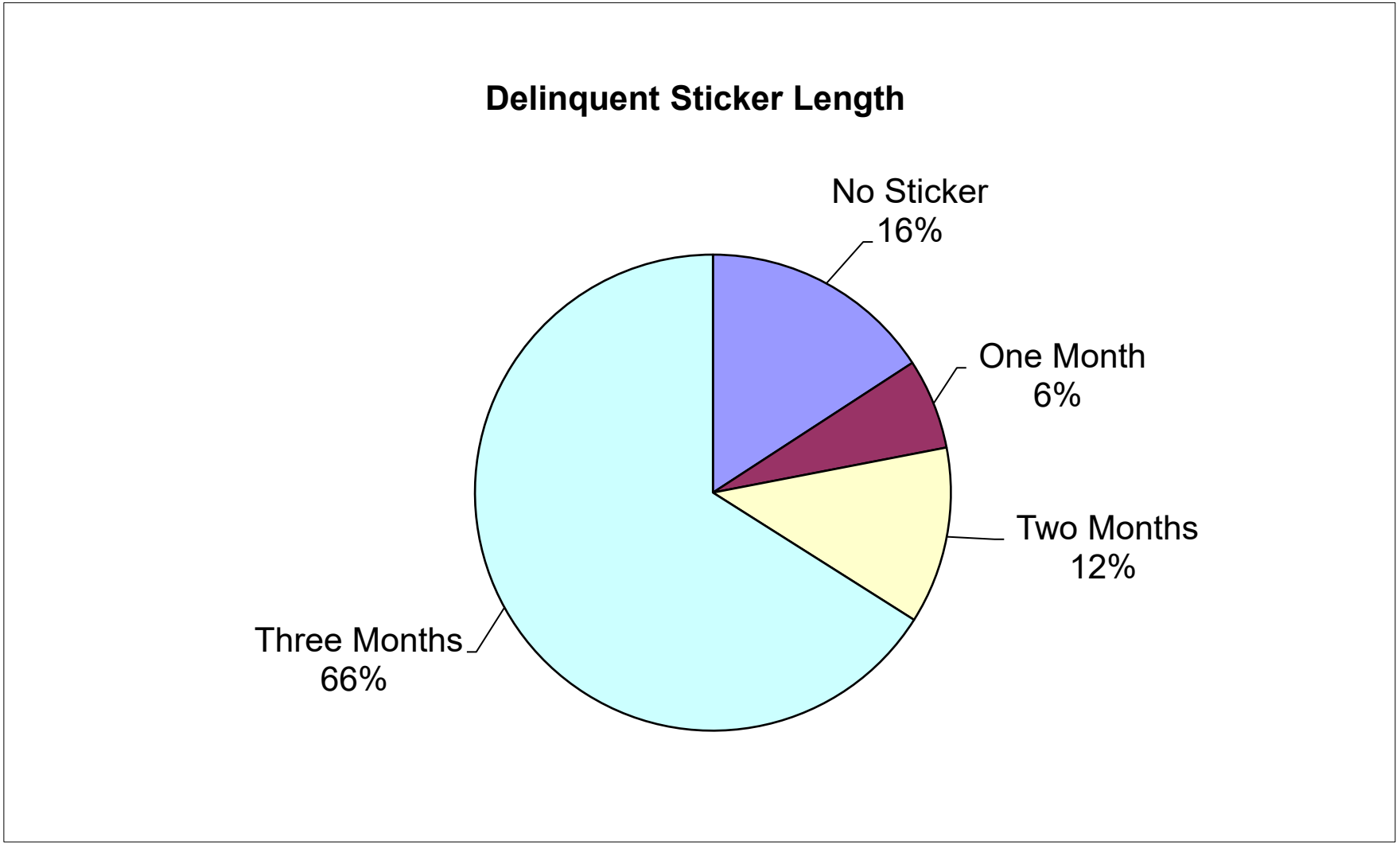


Figure III-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2021

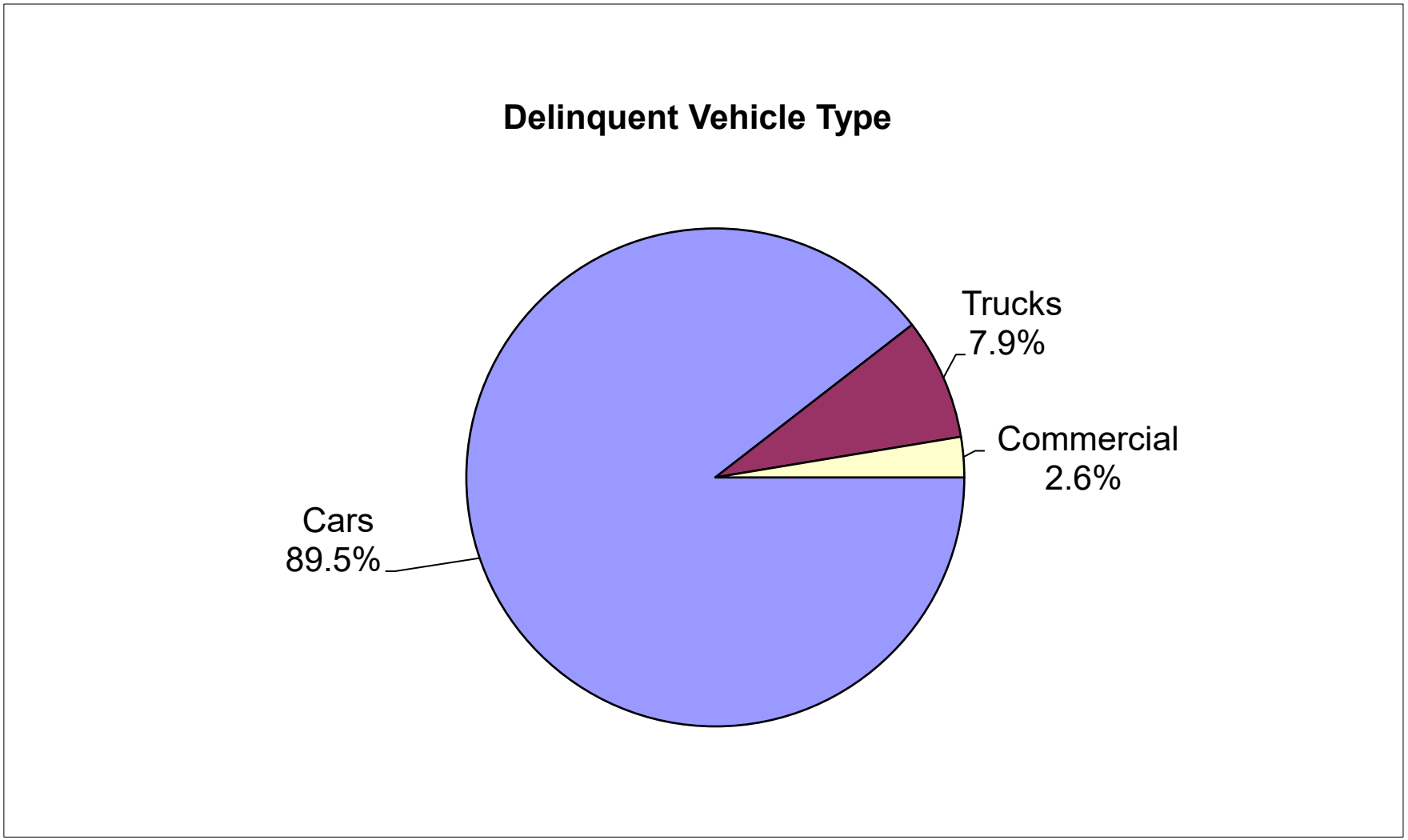


Figure III-2

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, eight vehicles are 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.

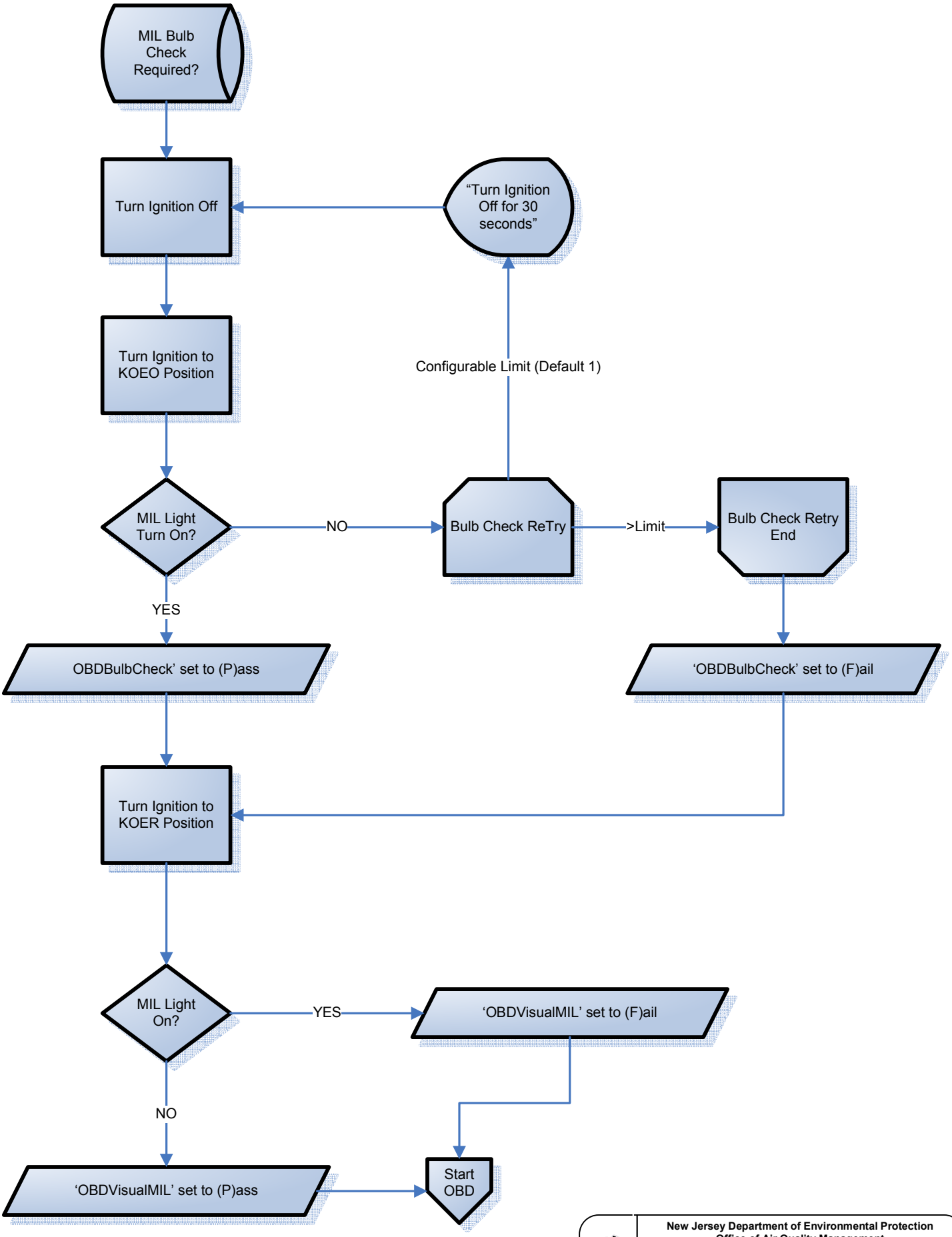
Vehicles were required to store the VIN number of the vehicle in the PCM starting in model year 2005, and some vehicle manufacturers started populating this data element early. As such, in the upgraded system electronic VIN information is recorded starting in model year 1998. Even if the electronic VIN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

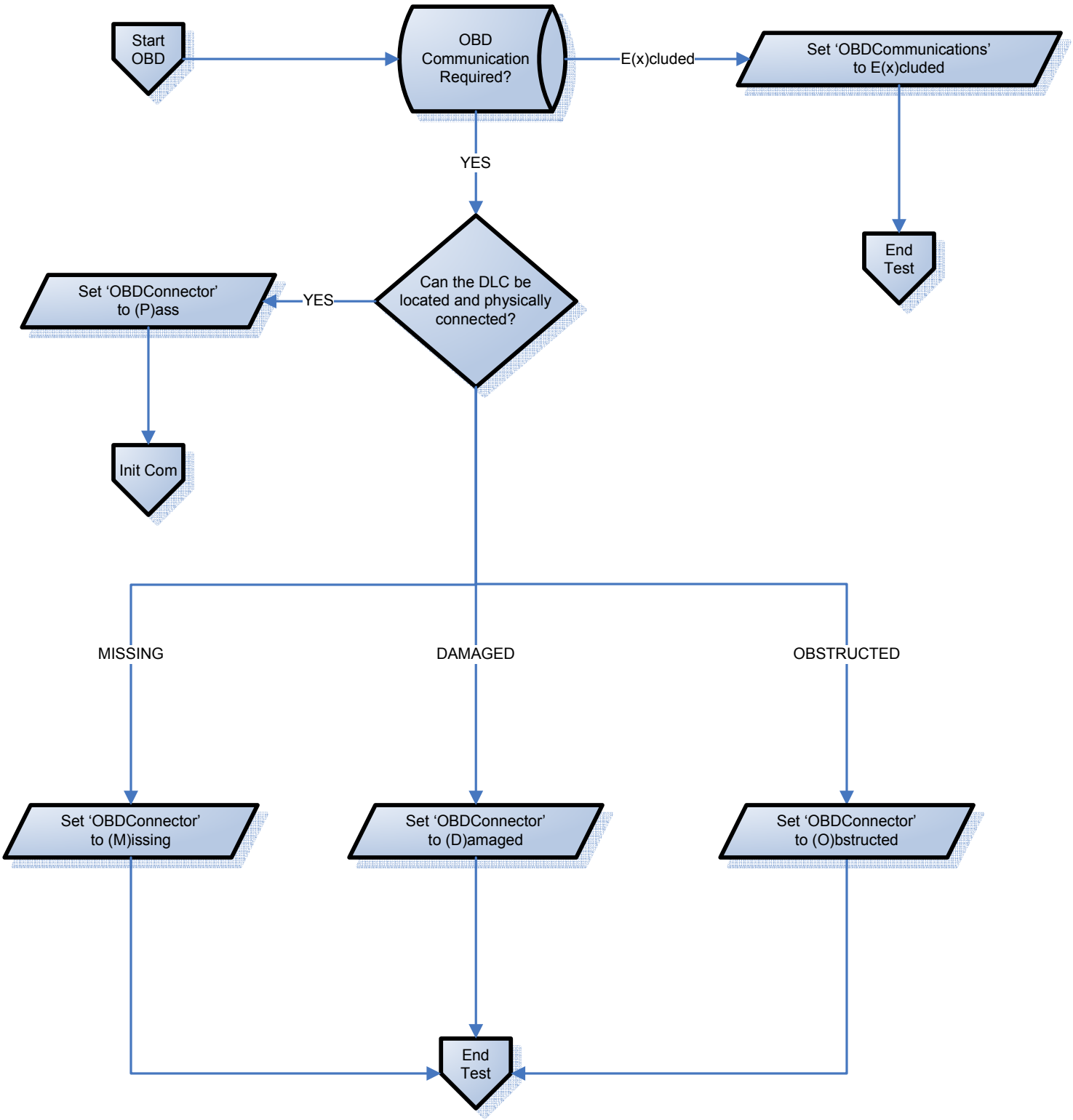
If the vehicle passes its visual MIL inspections, successfully communicates with the analyzer, the analyzer indicates that the motor vehicle is deemed “ready”, and the OBD system is not indicating any malfunctions of the motor vehicle (MIL is commanded off), then the motor vehicle has passed the OBD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

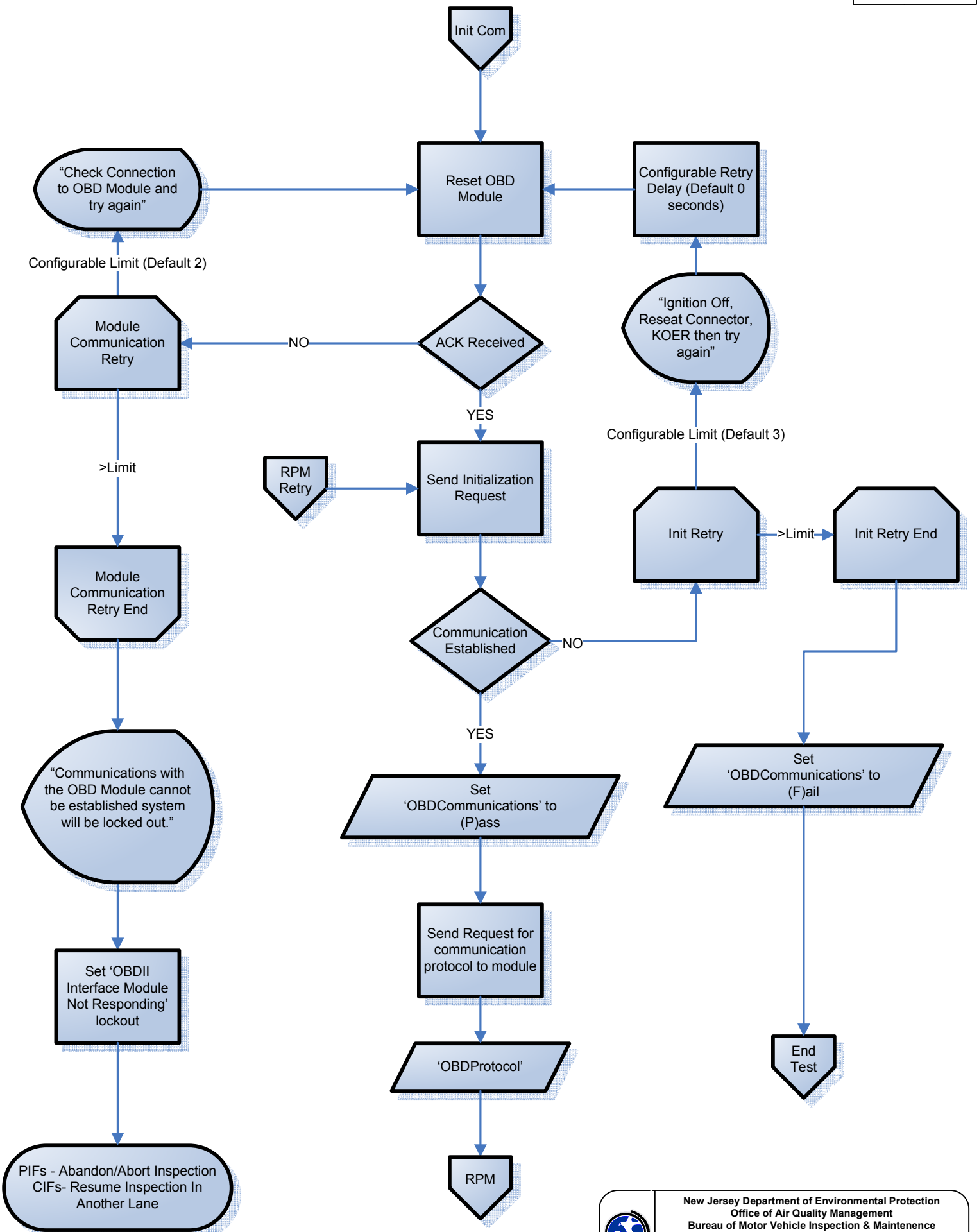


New Jersey Department of Environmental Protection
Office of Air Quality Management
Bureau of Motor Vehicle Inspection & Maintenence

Jeff Kennedy
Principal Environmental Engineer
Air Pollution Control

2/3/2011

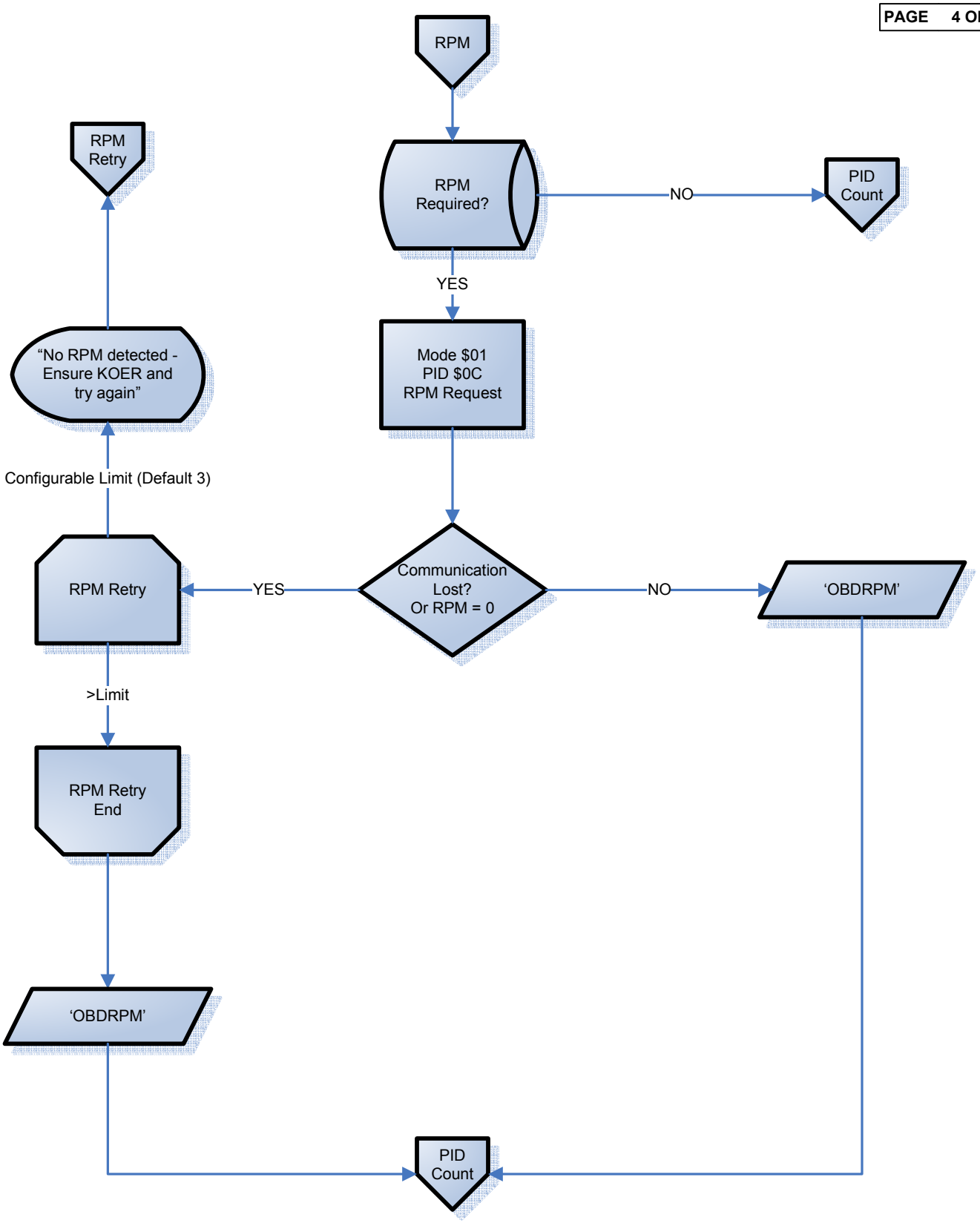

Start OBD
OBD Communication Required?
E(x)cluded
Set 'OBDCommunications' to E(x)cluded
End Test
YES
Can the DLC be located and physically connected?
YES
Set 'OBDConnector' to (P)ass
Init Com
MISSING
DAMAGED
OBSTRUCTED
Set 'OBDConnector' to (M)issing
Set 'OBDConnector' to (D)amaged
Set 'OBDConnector' to (O)bstructed
End Test

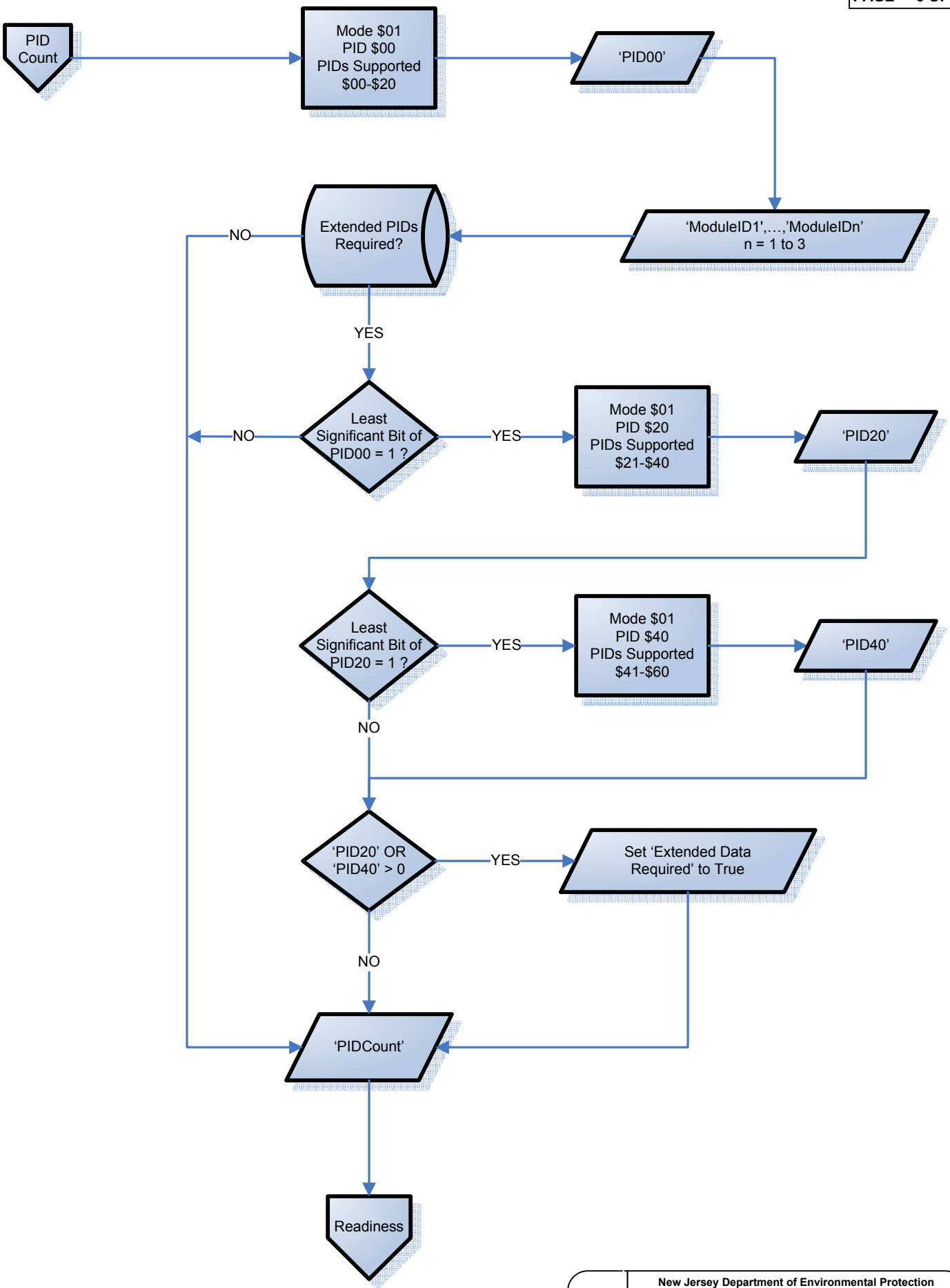


New Jersey Department of Environmental Protection
Office of Air Quality Management
Bureau of Motor Vehicle Inspection & Maintenence

Jeff Kennedy
Principal Environmental Engineer
Air Pollution Control

2/3/2011

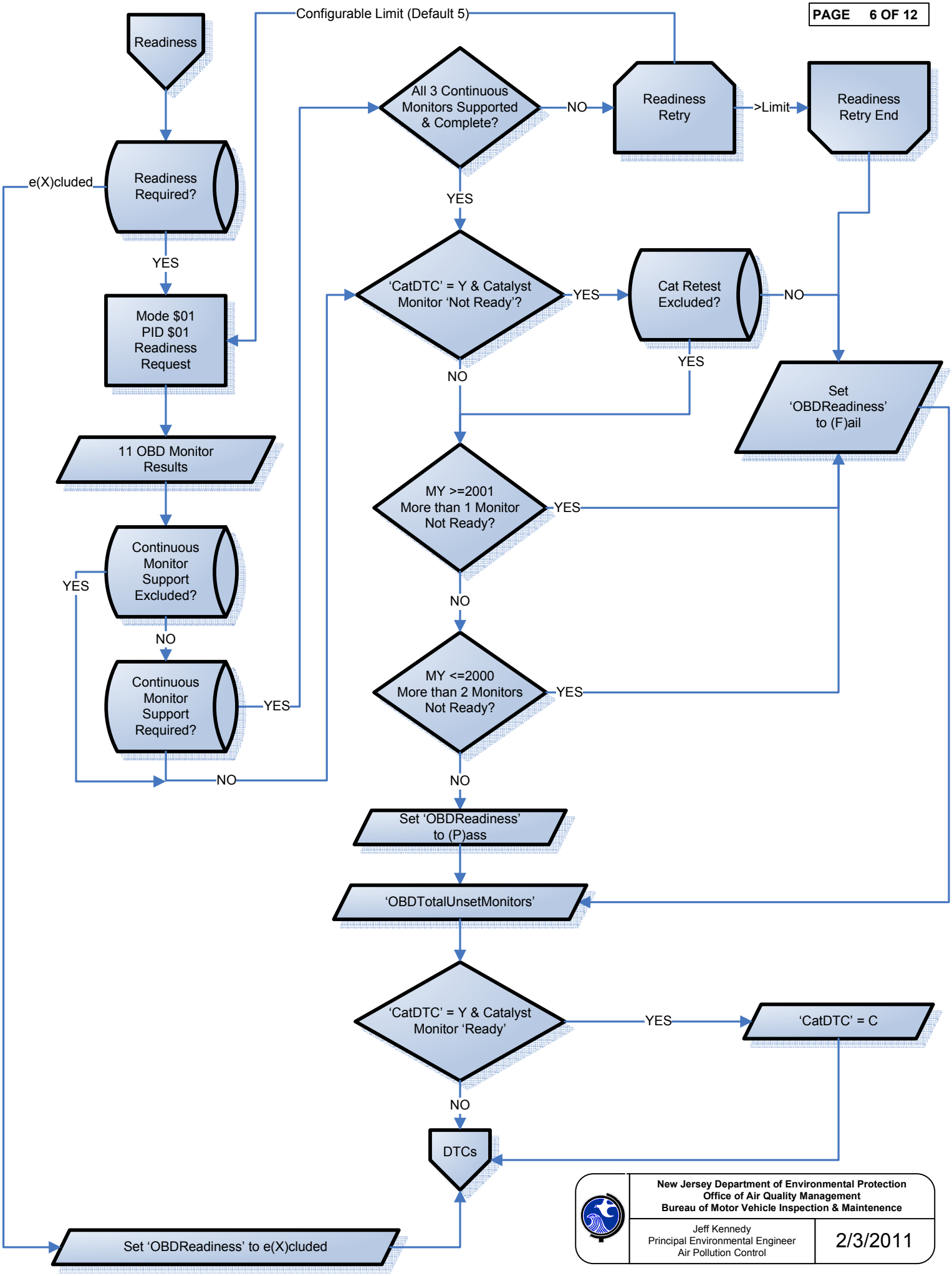

RPM
RPM Required?
NO
PID Count
YES
Mode $01
PID $0C
RPM Request
Communication Lost?
Or RPM = 0
YES
RPM Retry
NO
'OBDRPM'
>Limit
RPM Retry End
'OBDRPM'
PID Count
Configurable Limit (Default 3)
"No RPM detected - Ensure KOER and try again"
RPM Retry



New Jersey Department of Environmental Protection
Office of Air Quality Management
Bureau of Motor Vehicle Inspection & Maintenence

Jeff Kennedy
Principal Environmental Engineer
Air Pollution Control

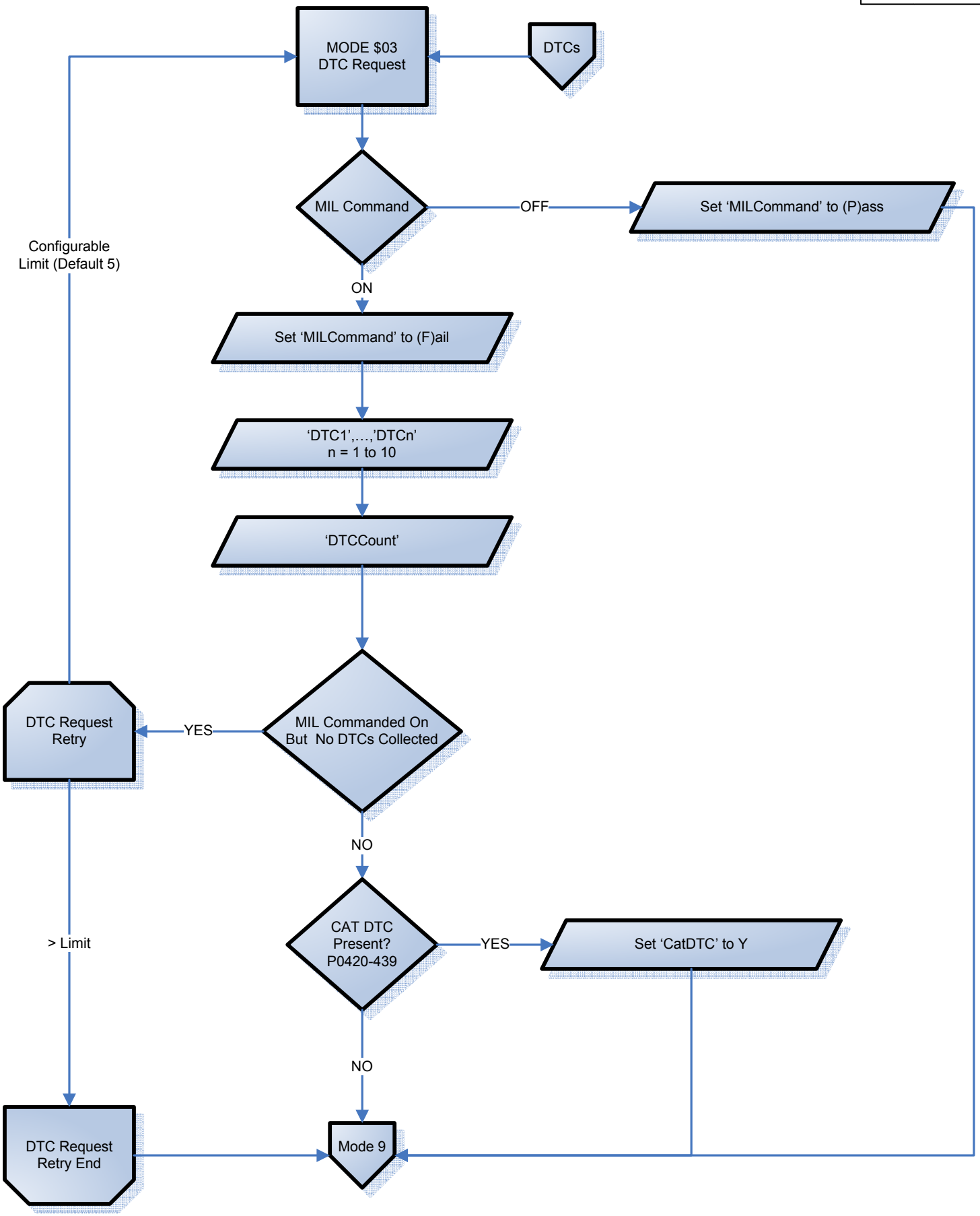
2/3/2011

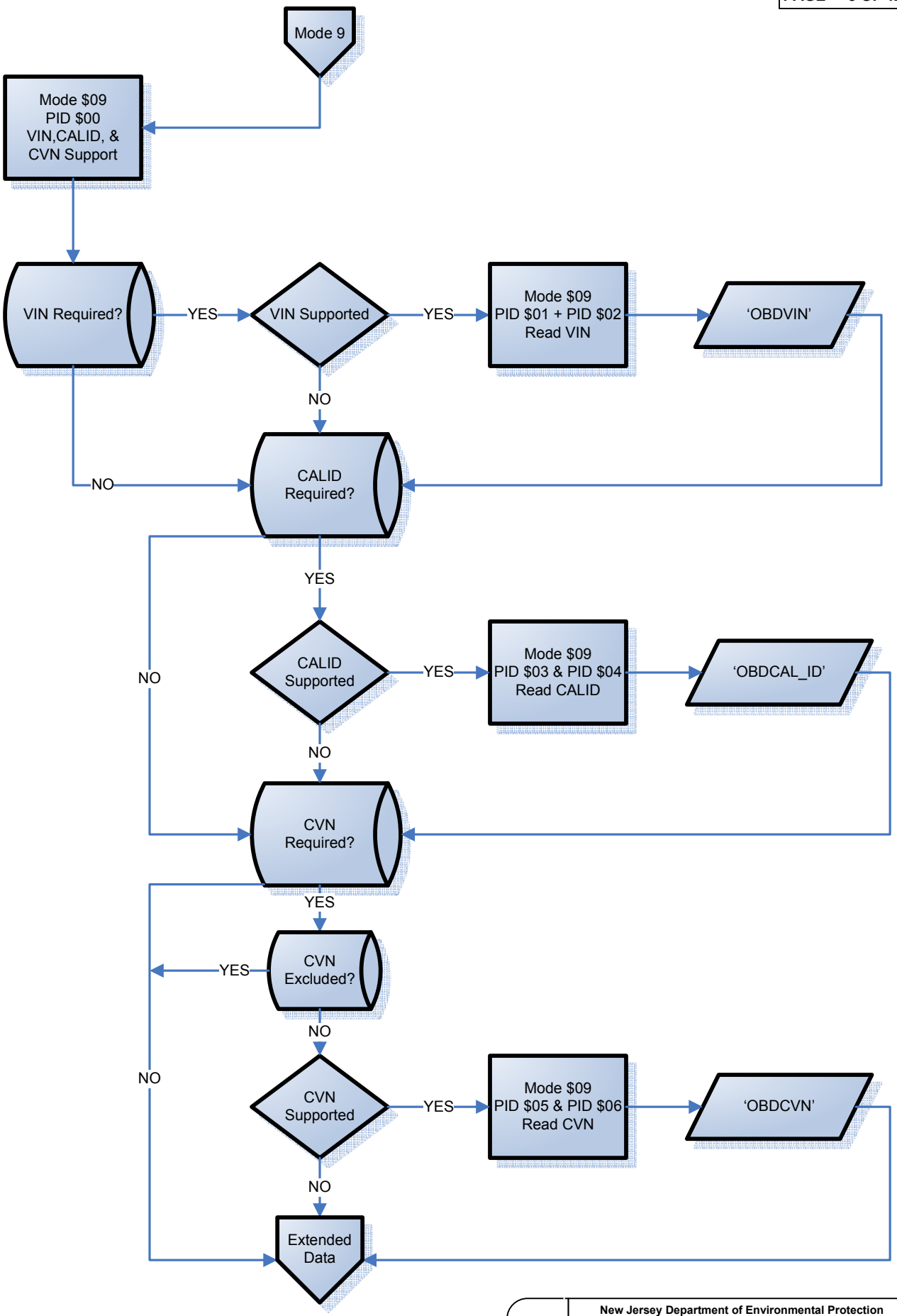


New Jersey Department of Environmental Protection
Office of Air Quality Management
Bureau of Motor Vehicle Inspection & Maintenence

Jeff Kennedy
Principal Environmental Engineer
Air Pollution Control

2/3/2011

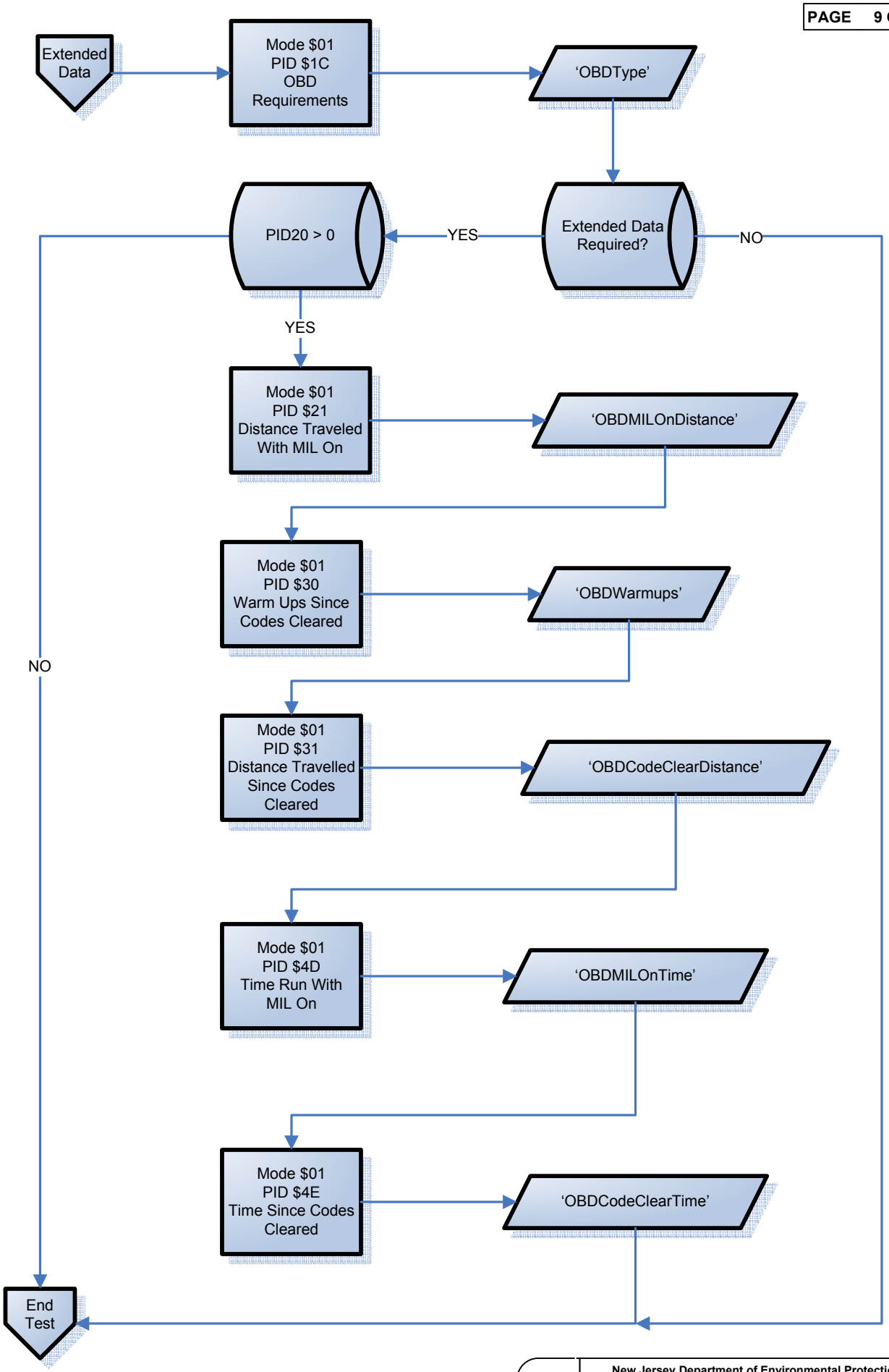

MODE $03
DTC Request
DTCs
MIL Command
OFF
Set 'MILCommand' to (P)ass
Configurable
Limit (Default 5)
ON
Set 'MILCommand' to (F)ail
'DTC1',…,'DTCn'
n = 1 to 10
'DTCCount'
DTC Request
Retry
YES
MIL Commanded On
But No DTCs Collected
NO
> Limit
CAT DTC
Present?
P0420-439
YES
Set 'CatDTC' to Y
NO
DTC Request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

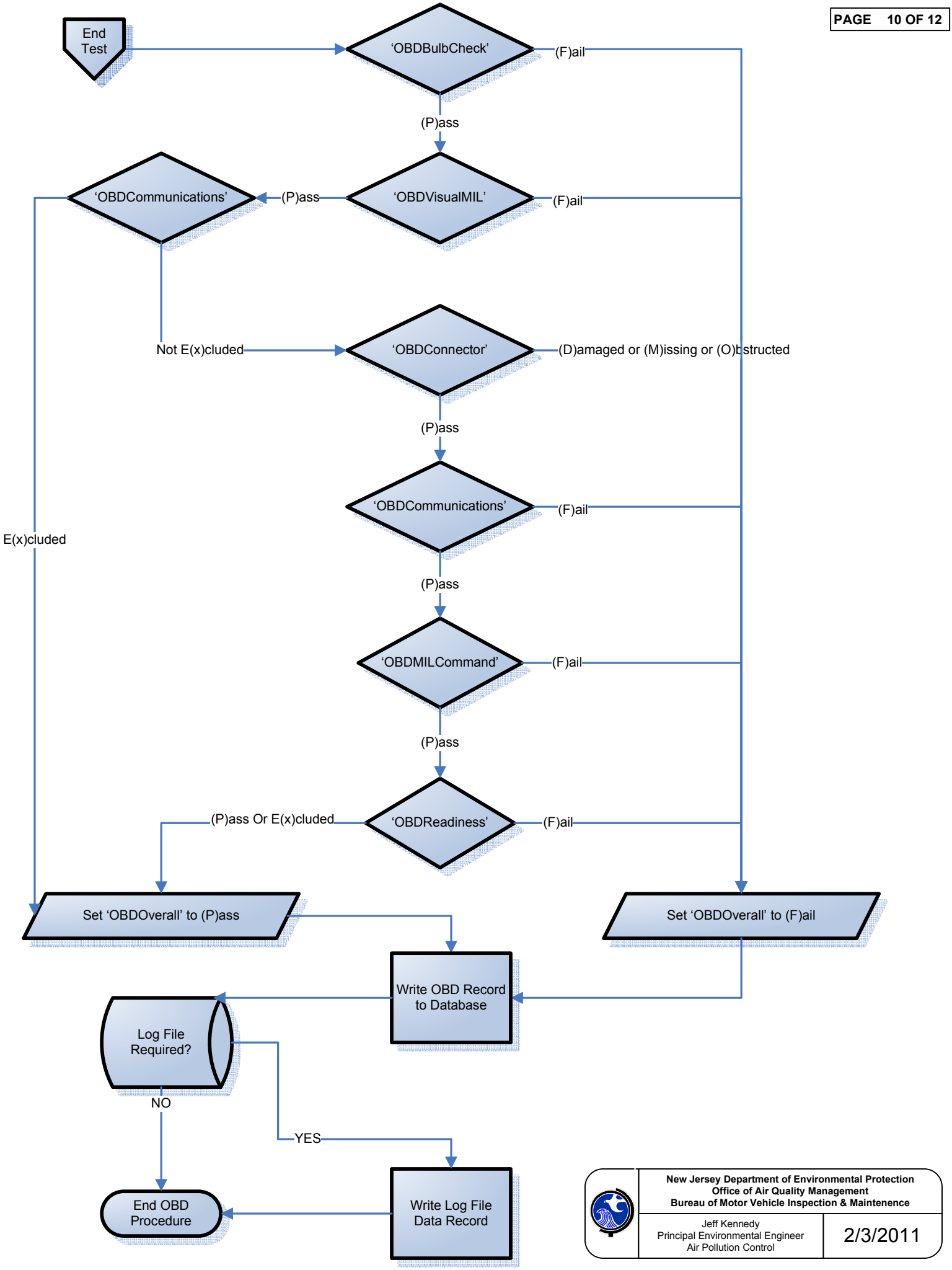


New Jersey Department of Environmental Protection
Office of Air Quality Management
Bureau of Motor Vehicle Inspection & Maintenence

Jeff Kennedy
Principal Environmental Engineer
Air Pollution Control

2/3/2011

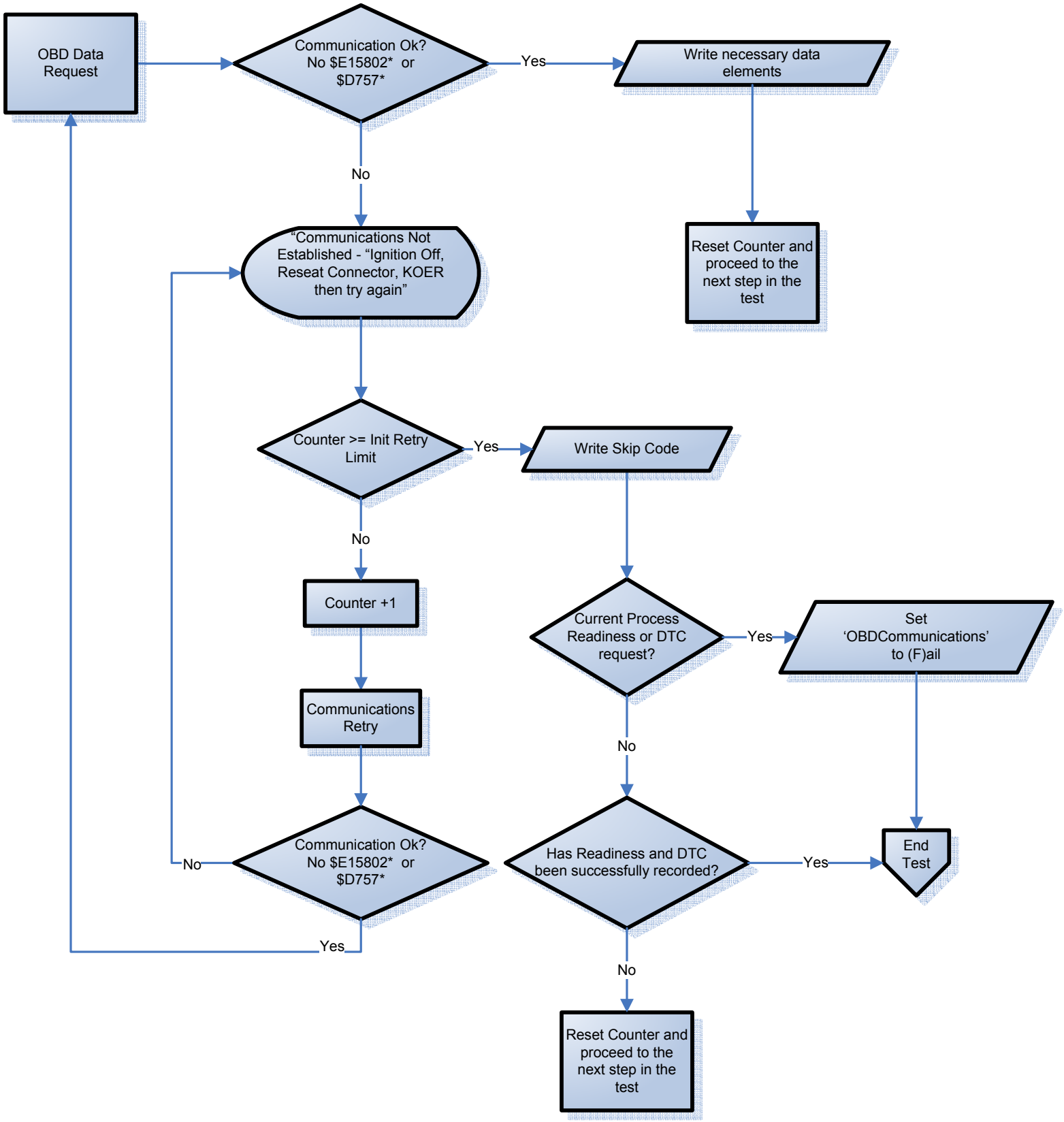

Extended Data
Mode $01 PID $1C OBD Requirements
'OBDType'
Extended Data Required?
YES
NO
PID20 > 0
YES
NO
Mode $01 PID $21 Distance Traveled With MIL On
'OBDMILOnDistance'
Mode $01 PID $30 Warm Ups Since Codes Cleared
'OBDWarmups'
Mode $01 PID $31 Distance Travelled Since Codes Cleared
'OBDCodeClearDistance'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



New Jersey Department of Environmental Protection
Office of Air Quality Management
Bureau of Motor Vehicle Inspection & Maintenence

Jeff Kennedy
Principal Environmental Engineer
Air Pollution Control

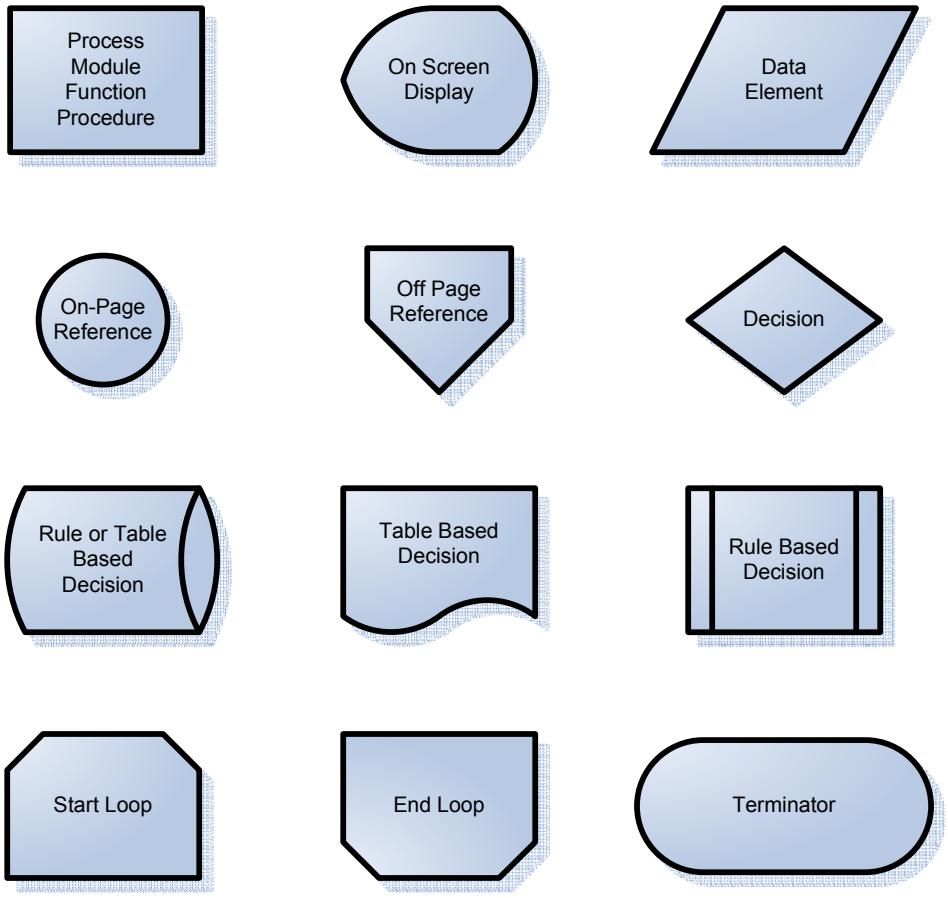
2/3/2011



New Jersey Department of Environmental Protection
Office of Air Quality Management
Bureau of Motor Vehicle Inspection & Maintenence

Jeff Kennedy
Principal Environmental Engineer
Air Pollution Control

2/3/2011


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 2021 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 – 2021

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 2021, there were 2,776 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 2021, there were 1,796 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 0.23% (4,572/1,965,278) of the total initial 2021 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 2020 Annual Reports, as well as this year 2021 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 2020

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.

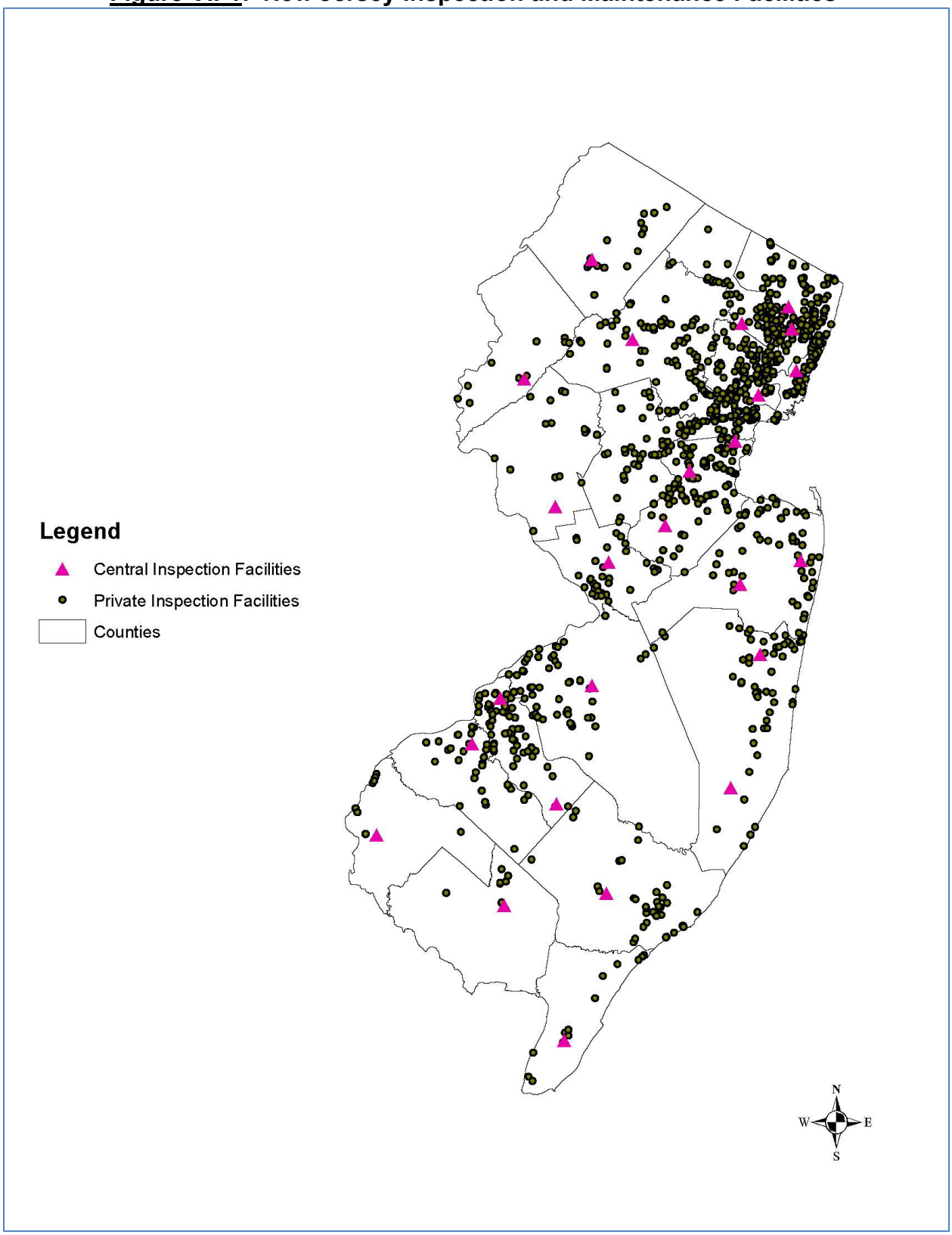
Table VII-1: New Jersey's Centralized Inspection Facilities

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 2021, there were 904 PIFs that performed at least one inspection during the entire year; of these, 70 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 2021.

Figure VII-1: New Jersey Inspection and Maintenance Facilities



New Jersey has 773 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 2021 Annual Report Section

Reporting Requirement	2021 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
(2) The number of inspection stations and lanes operating throughout the year:	
(i) Receiving overt performance audits in the year;	Section III.A.; Table 12

Cross Reference EPA Reporting Requirements and 2021 Annual Report Section

Reporting Requirement	2021 Annual Report Section
(ii) Not receiving overt performance audits in the year;	Section III.A.; Table 12
(iii) Receiving covert performance audits in the year;	Section III.B.; Table 13
(iv) Not receiving covert performance audits in the year; and	Section III.B.; Table 13
(v) That have been shut down as a result of overt performance audits;	Table 12
(3) The number of covert audits:	
(i) Conducted with the vehicle set to fail per test type;	Table 13
Vehicle set to fail the emission test;	
Vehicle set to fail the component check;	
Vehicle set to fail the evaporative system checks;	visual gas cap check only
(ii) Conducted with the vehicle set to fail any combination of two or more of the above checks;	Table 13
(iii) Resulting in a false pass per test type; and	Table 13
Resulting in a false pass for emissions;	
Resulting in a false pass for component checks;	
Resulting in a false pass for the evaporative system check	visual gas cap check only
(viii) Resulting in a false pass for any combination of two or more of the above checks;	Table 13
(4) The number of licensed inspectors and stations:	Section III.C.; Table 15
(i) That were suspended, fired, or otherwise prohibited from testing as a result of covert audits;	
(ii) That were suspended, fired, or otherwise prohibited from testing for other causes;	
(iii) That received fines;	
(5) The number of inspectors licensed or certified to conduct testing;	Section III.C.
(6) The number of hearings:	Section III.C.; Table 15
(i) Held to consider adverse actions against inspectors and stations; and	
(ii) Resulting in adverse actions against inspectors and stations;	
(7) The total amount collected in fines from inspectors and stations by type of violation;	Section III.C.; Table 15
(8) The total number of covert vehicles available for undercover audits over the year; and	Section III.B.
(9) The number of covert auditors available for undercover audits.	Section III.B.
(c .) Quality Control Report	
(1) The number of emission testing sites and lanes in use in the program;	Appendix VII, Test Frequency and Network Design
(2) The number of equipment audits by station and lane;	Table 18; Appendix II
(3) The number and percentage of stations that have failed equipment audits; and	Section IV; Tables 16 and 17
(4) Number and percentage of stations and lanes shut down as a result of equipment audits.	Section IV; Tables 16 and 17

Cross Reference EPA Reporting Requirements and 2021 Annual Report Section

Reporting Requirement	2021 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 2021 Annual Report Section

Reporting Requirement	2021 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.