The State of New Jersey
Department of Environmental Protection

2022 Annual Report

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

Acknowledgments

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Acronyms and Abbreviations

CIF	Centralized Inspection Facility
CO	Carbon monoxide
CFR	Code of Federal Regulations
DLC	Diagnostic Link Connector
DTC	Diagnostic Trouble Code
ERF	Emission Repair Facility
ERT	Emission Repair Technician
GVWR	Gross Vehicle Weight Rating
HC	Hydrocarbons
HDGV	Heavy-Duty Gasoline Vehicle
I/M	Inspection and Maintenance
KOEO	Key On Engine Off
KOER	Key On Engine Running
LDDT	Light-Duty Diesel Truck
LDDV	Light-Duty Diesel Vehicle
LDGT	Light-Duty Gasoline Truck
LDGV	Light-Duty Gasoline Vehicle
MIL	Malfunction Indicator Light
MIT	Mobile Inspection Team
NJDEP	New Jersey Department of Environmental Protection
NJMVC	New Jersey Motor Vehicle Commission
NJDOT	New Jersey Department of Transportation
NO	Nitric Oxide
NO_x	Oxides of Nitrogen
OBD	On-Board Diagnostics
PCM	Powertrain Control Module
PIF	Private Inspection Facility
PFF	Private Fleet Facility
RPM	Revolutions per Minute
SIP	State Implementation Plan
SIF	Specialty Inspection Facility
SOP	Standard Operating Procedure
TBD	To Be Determined
USEPA	United States Environmental Protection Agency
VID	Vehicle Inspection Database
VIN	Vehicle Identification Number
VOC	Volatile Organic Compounds

Executive Summary

This report fulfills the annual reporting requirements at 40 CFR 51.366, the data analysis and reporting section of the United States Environmental Protection Agency's (USEPA's) rule on inspection and maintenance program requirements. This report covers calendar year 2022, 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 2019 through 2022 is presented in Table 1.

Table 1: Key Statistics: Years 2019 – 2022 Comparison

Key Statistics	2019	2020	2021	2022
Number of Total Emission Inspections	2,116,709	1,718,799	2,148,283	2,087,444
Total Emission Inspections – Centralized/Decentralized* Split	88.7%/11.3%	83.4%/16.6%	86.5%/13.5%	87.3%/12.7%
Total Emission Inspections – Initial/Re-inspection Split	90.0%/10.0%	92.6%/7.4%	91.5%/8.5%	91.6%/8.4%
Number of Initial Emission Inspections	1,904,110	1,590,889	1,965,278	1,912,699
Overall Initial Emission Failure Rate	9.0%	7.0%	7.4%	7.1%
Centralized Initial Emission Failure Rate	9.4%	7.5%	7.8%	7.6%
Decentralized Initial Emission Failure Rate	5.3%	4.2%	4.5%	4.3%
Overall Emission Inspection 1st Retest Pass Rate	73.2%	76.4%	74.9%	74.3%
OBD 1st Retest Pass Rate	73.2%	76.3%	74.9%	74.2%
Number of Vehicles with No Known Final Outcome**	39,629	14,698	40,444	38,604
As Percentage of Initial Inspections	2.1%	0.9%	2.1%	2.0%
As Percentage of Initial Failures	23.1%	13.3%	27.9%	28.3%
Sticker Compliance Rate	94.6%	94.6%	92.8%	92.2%
Emissions-Only CIF Covert Performance Audit Fail Rate	3.0%	5.4%	4.8%	4.1%
Emissions-Only PIF Covert Performance Audit Fail Rate	4.0%	1.5%	3.0%	4.5%
CIF Equipment Audit Fail Rate	0.3%	0.9%	0.7%	0.6%
PIF Equipment Audit Fail Rate	2.1%	0.9%	1.0%	0.2%
# CIF Full Inspection Lanes	105	105	105	105
# PIFs	1,014	954	904	887
# Emission Repair Facilities (ERFs)	895	770	773	562

* Centralized includes CIFs, SIFs, and MITs. Decentralized includes PIFs and PFFs.
** Total vehicles with no known final outcome is based on 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-third year of operation of New Jersey's enhanced 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 2022 is the sixth 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

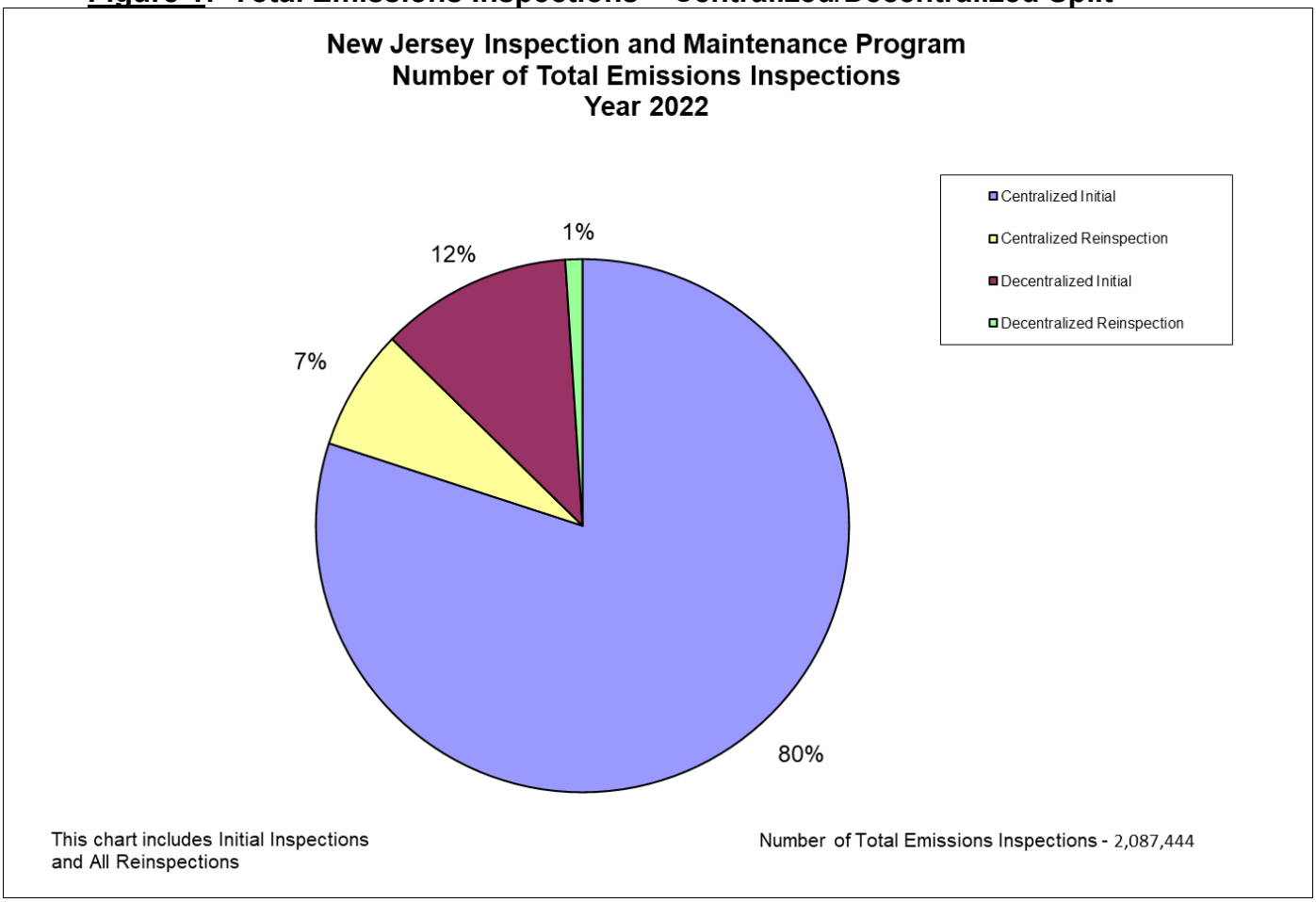
Test Station	Data	Initial Insps	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility (CIF)*	Total	1,645,812		144,056		1,789,868	
	Fail	122,064	7.4%	40,330	28.0%	162,394	9.1%
	Pass	1,523,748	92.6%	103,726	72.0%	1,627,474	90.9%
Private Inspection Facility (PIF)	Total	238,043		21,171		259,214	
	Fail	10,319	4.3%	1,341	6.3%	11,660	4.5%
	Pass	227,724	95.7%	19,830	93.7%	247,554	95.5%
Private Fleet Facility (PFF)	Total	4,657		430		5,087	
	Fail	107	2.3%	29	6.7%	136	2.7%
	Pass	4,550	97.7%	401	93.3%	4,951	97.3%
Specialty Inspection Facility (SIF)	Total	83		77		160	
	Fail	4	4.8%	2	2.6%	6	3.8%
	Pass	79	95.2%	75	97.4%	154	96.3%
Mobile Inspection Team (MIT)	Total	24,104		9,011		33,115	
	Fail	4,156	17.2%	1,608	17.8%	5,764	17.4%
	Pass	19,948	82.8%	7,403	82.2%	27,351	82.6%
Total		**1,912,699**		**174,745**		**2,087,444**	
Total Fail		**136,650**	**7.1%**	**43,310**	**24.8%**	**179,960**	**8.6%**
Total Pass		**1,776,049**	**92.9%**	**131,435**	**75.2%**	**1,907,484**	**91.4%**
% of Grand Total # of Inspections			**91.6%**		**8.4%**		

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

The total emission inspection volume includes initial inspections and re-inspections for those vehicles that failed either their initial inspection or a subsequent re-inspection. Also included are roadside inspections of vehicles by Mobile Inspection Teams (MITs), and the inspection of vehicles that failed an on-road inspection and are required to be repaired and re-inspected at a licensed inspection facility as a result of that on-road failure.

Of the total number of emissions inspections, 1,823,143 (87.3 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 264,301 (12.7 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 2022 are shown in Appendix I Part B. There were 1,912,699 initial overall emission inspections conducted in New Jersey in the year 2022. The initial overall emission failure rate for the entire network was 7.1%. The centralized initial overall emission failure rate was 7.6% and the decentralized initial overall emission failure rate was 4.3%. A further look at the initial overall emission inspection results by each individual CIF is presented in Appendix I Part C.

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

865,067	(45.2%) LDGVs,
941,330	(49.2%) LDGTs,
2,616	(0.14%) LDDTs,
2,668	(0.1%) LDDVs, and
101,018	(5.3%) HDGVs
1,912,699	Total

Of the 1,912,699 initial overall emission inspections, 1,776,049 (92.9%) passed, while 136,650 (7.1%) 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	1,749,742	92.81%	135,639	7.19%
No Primary Test	27,159	99.42%	159	0.58%
MIL Check w/o OBD Test	10,586	99.09%	97	0.91%
Catalytic Converter	1,906,716	99.96%	674	0.04%
Visible Smoke	1,912,267	99.98%	432	0.02%
Liquid Leak	1,912,626	100.00%	73	0.004%
Miscellaneous Emissions	1,912,381	99.98%	318	0.02%

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

C. OBD Inspections

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

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

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

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

New Jersey maintains a stringent review process for OBD bypasses that was implemented with the dropping of tailpipe testing in 2016. Bypass review requests are generally received via telephone call from motorists, PIF Inspectors, or ERF technicians directly to NJDEP or NJMVC staff. An attempt using the standard inspection OBD test at a CIF or PIF with a failed result is required before a bypass can occur, and all bypass requests must be reviewed and authorized by NJDEP. During the review process, motorists may use ERFs, PIFs, or CIFs of their choice for repairs and reinspections, and these facilities may contact NJDEP for assistance as needed. For approved bypasses, NJMVC conducts the subsequent reinspection at a state-run specialty site (SIF). The authorized vehicle must go to a SIF and be checked offline (i.e. not connected to the official NJ OBD inspection test equipment) by a handheld OBD scanner as well as receive all secondary visual tests in order to receive a passing sticker. There were 2 authorized bypasses performed in the year 2022.

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 2022, there were 31 of these unauthorized bypasses, 22 of which were at Bus Inspection Team (BIT) facilities and 9 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 1,885,381 initial OBD inspections in the year 2022. Of these, 1,846,799 (98.0%) passed either initially or a first or subsequent retest, and 38,582 (2.0%) failed without a subsequent passing inspection. There were 2 authorized OBD bypasses in 2022. 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 1,885,381 initial overall OBD inspections, 1,749,742 (92.8%) passed initially, while 135,639 (7.2%) failed at least one OBD test component. The 7.2% fail rate is slightly lower than the fail rate in 2021.

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	**1,885,381**	**1,749,742**	**92.8%**	**135,639**	**7.2%**
Bulb Check	1,885,381	1,882,849	99.9%	2,532	0.1%
KOER MIL Check	1,882,849	1,845,253	98.0%	37,596	2.0%
DLC Check	1,885,381	1,883,582	99.9%	1,799	0.1%
Communication	1,883,582	1,879,058	99.8%	4,524	0.2%
Readiness Status	1,877,057	1,788,460	95.3%	88,597	4.7%
MIL Command Status	1,879,058	1,829,977	97.4%	49,081	2.6%

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 2022 there were 6,323 vehicles that had damaged, missing, or obstructed DLCs, or which failed to communicate with the inspection workstation. There were 2,001 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 1,879,058 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)	1,829,977	97.39%
MIL Off with DTCs (pass inspection)	0	0.00%
MIL On with No DTCs (fail inspection)	51	0.003%
MIL On with DTCs (fail inspection)	49,030	2.61%
Totals	**1,879,058**	**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 1,877,057 initial readiness checks. Of these, 1,631,563 (86.9%) had all monitors set, while 245,494 (13.1%) 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 4.7% (88,597). 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 2022 are summarized in Table 6. Vehicles failing a roadside inspection require repair and re-inspection at an authorized inspection facility (either CIF or PIF).

Table 6: Roadside Inspections

Station Type	# of Inspections	#Pass	# Fail	Fail Rate
MIT Roadside Initial	24,104	19,948	4,156	17.2%
MIT Roadside Re-inspection	9,011	7,403	1,608	17.8%
MIT Roadside Total	**33,115**	**27,351**	**5,764**	**17.4%**

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 136,650 (7.1%) overall initial emission inspection failures out of the 1,912,699 total initial overall emission inspections conducted in the year 2022. 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 137,392 initially failed emission tests in the year 2022. 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 (136,650) 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	135,639	27,395	78,812	20.2%	58.1%
No Primary Test	159	8	129	5.0%	81.1%
MIL Check without OBD Test	97	7	77	7.2%	79.4%
Catalytic Converter	674	26	339	3.9%	50.3%
Visible Smoke	432	25	275	5.8%	63.7%
Liquid Leak	73	0	62	0.0%	84.9%
Miscellaneous Emissions	318	12	257	3.8%	80.8%
Overall Tests	**137,392**	**27,473**	**79,951**	**20.0%**	**58.2%**
Overall Vehicles	**136,650**	**27,546**	**79,450**	**20.2%**	**58.1%**

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 2022.

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	135,639	18,245	13.5%
No Primary Test	159	7	4.4%
MIL Check without OBD Test	97	6	6.2%
Catalytic Converter	674	11	1.6%
Visible Smoke	432	12	2.8%
Liquid Leak	73	0	0.0%
Miscellaneous Emissions	318	11	3.5%
Overall Tests	**137,392**	**18,292**	**13.3%**
Overall Vehicles	**136,650**	**18,336**	**13.4%**

Appendix I Part G contains more detailed information on first re-tests by model year and vehicle type, while Appendix I Part H contains more detailed information on second or subsequent re-tests by model year and vehicle type.

F. Vehicles With No Known Final Outcome

Of the 136,650 overall initial emission inspection failures in the year 2022, by the end of April of 2023, 79,450 (58.1%) passed a first retest, 18,336 (13.4%) passed a second or subsequent retest, and 260 (0.2%) dropped out of the registration database (i.e. no longer in fleet), leaving 38,604 (28.3%) with no known final outcome. A vehicle with no known final outcome is one with an initial overall emissions result of fail that did not return and/or never received an emissions pass by the end of the first 4 months of the following calendar year,

and is continuously part of the registered fleet in New Jersey up to the end of the first 4 months of the following calendar year.

The number of vehicles with no known final outcome in 2022 is comparable to the number with no known final outcome in both 2019 and 2021. 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 2022 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	1,885,381	135,639	38,322	28.3%	2.03%
No Primary Test	27,318	159	23	14.5%	0.08%
MIL Check without OBD Test	10,683	97	14	14.4%	0.13%
Catalytic Converter	1,907,390	674	324	48.1%	0.02%
Visible Smoke	1,912,699	432	143	33.1%	0.01%
Liquid Leak	1,912,699	73	11	15.1%	0.00%
Miscellaneous Emissions	1,912,699	318	50	15.7%	0.00%
Overall Tests	**1,912,699**	**137,392**	**38,887**	**28.3%**	**2.03%**
Overall Vehicles	**1,912,699**	**136,650**	**38,604**	**28.3%**	**2.02%**

This analysis takes into consideration vehicles inspected late in the year 2022 that returned for inspection through April of 2023, and also includes registration data through April of 2023. As such, the overall no known final outcome rate as a percentage of total initial emissions inspections is 2.02%.

Table 10 presents a detailed breakdown of this data by model year and vehicle type. It can be seen that vehicles in the 2002 – 2008 model year range (age 14 to 20 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	233	0.6%	0	0	0	102	131	233
1997	360	0.9%	0	0	0	169	191	360
1998	541	1.4%	0	0	1	241	299	541
1999	663	1.7%	0	0	0	316	347	663
2000	1,106	2.9%	0	0	1	451	654	1,106
2001	1,636	4.2%	1	0	0	816	819	1,636
2002	2,312	6.0%	2	0	1	1,175	1,134	2,312
2003	2,353	6.1%	2	0	0	1,215	1,136	2,353
2004	2,913	7.5%	1	0	2	1,682	1,228	2,913
2005	2,793	7.2%	1	0	2	1,560	1,230	2,793
2006	3,008	7.8%	1	3	4	1,586	1,414	3,008
2007	3,083	8.0%	1	1	1	1,548	1,532	3,083
2008	2,663	6.9%	146	1	0	1,320	1,196	2,663
2009	2,230	5.8%	119	7	3	994	1,107	2,230
2010	1,994	5.2%	85	5	6	920	978	1,994
2011	2,214	5.7%	151	21	11	1,161	870	2,214
2012	1,668	4.3%	129	20	9	769	741	1,668
2013	1,932	5.0%	77	15	14	796	1,030	1,932
2014	1,228	3.2%	77	5	14	622	510	1,228
2015	1,574	4.1%	112	17	6	686	753	1,574
2016	760	2.0%	104	4	0	292	360	760
2017	1,047	2.7%	83	3	2	384	575	1,047
2018	145	0.4%	32	0	0	47	66	145
2019	53	0.1%	25	0	0	24	4	53
2020	42	0.1%	27	0	0	14	1	42
2021	50	0.1%	40	1	0	8	1	50
2022	2	0.0%	1	0	0	1	0	2
2023	1	0.0%	0	0	0	0	1	1
Totals	**38,604**	**100%**	**1,217**	**103**	**77**	**18,899**	**18,308**	**38,604**
% of Total Vehicles With No Known Final Outcome			**3.2%**	**0.3%**	**0.2%**	**49.0%**	**47.4%**	**3.2%**

More detailed information on vehicles with no known final outcome for 2022 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	106,207	27,395	78,812	25.8%	74.2%
No Primary Test	137	8	129	5.8%	94.2%
MIL Check without OBD Test	84	7	77	8.3%	91.7%
Catalytic Converter	365	26	339	7.1%	92.9%
Visible Smoke	300	25	275	8.3%	91.7%
Liquid Leak	62	0	62	0.0%	100.0%
Miscellaneous Emissions	269	12	257	4.5%	95.5%
Overall Tests	**107,424**	**27,473**	**79,951**	**25.6%**	**74.4%**
Overall Vehicles	**106,996**	**27,546**	**79,450**	**25.7%**	**74.3%**

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

III. Quality Assurance Report

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

A. Overt Performance Audits

During overt performance audits, conducted by NJMVC at both PIFs and CIFs, the auditor's presence is known by the inspectors and facility management/owners. The audit reviews the inspectors' performance of procedures and their ability to correctly apply vehicle characteristics to ensure the correct test and standards are used on the vehicle.

For the year 2022, NJDEP was able to identify 1,109 (83 CIF/SIF and 1,026 PIF/PFF) inspector performance audits at 631 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	7	624
# not receiving overt performance audits	21	253
# shut down as a result of overt performance audits *	N/A	N/A

***** 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 2022 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 2022 the NJMVC had 17 covert auditors and 17 covert vehicles available to conduct covert performance audits.

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

Table 13: Covert Emissions-Related Performance Audits

Note: Data in this table reflects multiple counting of vehicles set to fail multiple components and audits falsely passing multiple components.		
	CIF	**PIF/PFF**
# conducted with the vehicle set to fail OBD test	103	385
# of audits resulting in a false pass for the OBD test	3	9
# conducted with the vehicle set to fail the component check (catalyst)	36	63
# of audits resulting in a false pass for the component check (catalyst)	3	12
# conducted with the vehicle set to fail visual gas cap test	11	19
# of audits resulting in a false pass for the visual gas cap test	1	1
# conducted with the vehicle set to fail any combination of two or more of the above tests	2	0
# of audits resulting in a false pass for any combination of two or more of the above tests	0	0
# conducted with the vehicle not set to fail any emission inspection component	21	24
# of audits resulting in a false pass for any emissions related component	7	22
# of audits resulting in a false fail for any emissions related component	0	0
# of audits resulting in a proper Emission inspection (no false pass or false fails)	162	469
Total # of Covert Emissions-Related Performance Audits	169	491
Total # of Stations receiving a Covert Emissions-Related Performance Audit	25	487
Total # of Stations not receiving a Covert Emissions-Related Performance Audit	0	400

In 2022, the overall emission covert performance audit failure rate for the entire network was 4.4%. The overall emissions covert audit failure rate for the centralized network was 4.1% while that for the decentralized network was 4.5%. This information is presented in Table 14.

Table 14: Overall Emission Covert Performance Audit Results

Network	Total Audits	Number Fail	Failure Rate	Number Pass	Pass Rate
Centralized	169	7	4.1%	162	95.9%
Decentralized	491	22	4.5%	469	95.5%
Total	**660**	**29**	**4.4%**	**631**	**95.6%**

C. Fines and Hearings

New Jersey had 3,318 licensed inspectors in 2022, of which 3,296 had an active status, 205 at some point were revoked, and 68 had been suspended. There were 2,002 inspectors who conducted an emission inspection during the year 2022. The NJMVC conducted 38 hearings to consider adverse actions against inspectors and inspection facilities, and 24 of these hearings resulted in adverse actions against inspectors and inspection facilities. An increased number of hearings were conducted and fines were collected in 2022 as compared to 2021. Table 15 summarizes the results of all adjudicated actions only during the year 2022.

Table 15: Fines and Hearings – Centralized and Decentralized Networks

	Inspectors	Facilities
# suspended, fined, or otherwise prohibited from testing as a result of covert audits	16	9
# suspended, fined, or otherwise prohibited from testing for other causes	1	1
# that received fines	18	6
# of hearings held to consider adverse actions	29	9
# of hearings held resulting in adverse actions	18	6
Total amount collected in fines	$6,450	$1,100

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 2022.

Table 16: PIF OBD Workstation Audit Summary

PIF OBD Workstations Audited	2022		
	#	%	
# of PIFs	887	N/A	
# of PIFs receiving audits	584	65.8%	
# of Full year active PIFs	788	88.8%	
# of Full year active PIFs receiving audits	541	68.7%	
# of Full year active PIFs receiving two or more audits	524	66.5%	
PIF OBD Workstation Audits Performed	**#**	**%**	
Total	1,142	N/A	
Initial Audits	1,140	99.8%	
Initial Failures / Rate	2	0.2%	
Second or Subsequent Audits	2	0.2%	
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	1	0.2%	0.1%

B. CIF/SIF Equipment Audit Summary

In 2022, the NJDEP performed 1,265 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 5 of the 28 centralized stations, including the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2022. This is lower than the number of failures in 2021.

When the emission testing equipment fails an audit, a re-audit (re-evaluation of the emission testing equipment that failed the initial audit) is performed on the equipment after the necessary repairs are completed. In general, most of the equipment that fails an audit in the CIFs requires only minor repairs to return to compliance. As such, these repairs are usually performed either during or directly after the audit, to avoid having a lane out of service for any length of time.

For the purposes of this report, only those CIF/SIF lanes where the equipment could not be repaired to pass a re-audit on the same day as the initial audit are classified “shutdown”. As shown in Table 17, two (2) of the centralized stations had at least one lane shut down as a result of initial equipment audits during the year 2022.

Table 17: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	28
# of initial equipment audits	1,265
# of stations that failed equipment audits	5
% of stations that failed equipment audits	18%
# of stations with at least one lane shut down as a result of equipment audits	2
% of stations with at least one lane shut down as a result of equipment audits	7%
# of centralized and specialty lanes	108
# of lanes shut down at some point during the year as a result of equipment audits	2
% of lanes shut down at some point during the year as a result of equipment audits (% of the total number of centralized lanes)	2%
% of overall initial equipment audit failures	0.6%

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

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

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	0	0%	2	100%
Bakers Basin	60	0	0%	60	100%
Cape May	11	0	0%	11	100%
Cherry Hill	67	0	0%	67	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	73	2	3%	71	97%
Lakewood	72	0	0%	72	100%
Lodi	59	0	0%	59	100%
Manahawkin	35	1	3%	34	97%
Mays Landing	52	0	0%	52	100%
Millville	24	1	4%	23	96%
Newark	62	2	3%	60	97%
Newton	24	1	4%	23	96%
Paramus	60	0	0%	60	100%
Rahway	72	0	0%	72	100%
Randolph	73	0	0%	73	100%
Salem	12	0	0%	12	100%
Secaucus	48	0	0%	48	100%
South Brunswick	71	0	0%	71	100%
Southampton	48	0	0%	48	100%
Washington	12	0	0%	12	100%
Wayne	60	0	0%	60	100%
Westfield Specialty	2	0	0%	2	100%
Winslow	36	0	0%	36	100%
Winslow Specialty	2	0	0%	2	100%
Totals	**1265**	**7**	**0.6%**	**1258**	**99.4%**

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 2,639 vehicles per month in the year 2022) in various random areas throughout the northern, central, and southern portions of the State.

A total of 31,667 vehicles were surveyed in the year 2022. Of these, 29,180 (92.2%) 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 2022.

Table 19: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations*	1,788,429
# of missing compliance documents (stickers)	200
# of time extensions & other exemptions granted to motorists	1,084

* NJDEP acknowledges that the number of compliance stickers issued is incorrect, as more inspections took place than the total amount of stickers issued. NJDEP believes that an ongoing transition phase that began in 2021 with the NJMVC team that provides this data is the cause. NJDEP will continue working 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 2022 that have been criminally prosecuted, concluded, and can be presented here. However, it can be noted that 25 clean scan cases (conducted by 18 different PIFs) were referred by NJDEP to NJMVC for further investigation. This is greater than the amount referred in both 2021 (16 cases) and 2020 (9 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 2022 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 2022 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 2,223 vehicles)	Minor	Issue could be resolved with new software in new program in 2023/2024; 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 782 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 31 times in the year 2022 – 22 at BITs and 9 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 2022

Test Station	Data	Initial Insps	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility	Total	1,645,812		144,056		1,789,868	
	Fail	122,064	7.4%	40,330	28.0%	162,394	9.1%
	Pass	1,523,748	92.6%	103,726	72.0%	1,627,474	90.9%
Private Inspection Facility	Total	238,043		21,171		259,214	
	Fail	10,319	4.3%	1,341	6.3%	11,660	4.5%
	Pass	227,724	95.7%	19,830	93.7%	247,554	95.5%
Private Fleet Facility	Total	4,657		430		5,087	
	Fail	107	2.3%	29	6.7%	136	2.7%
	Pass	4,550	97.7%	401	93.3%	4,951	97.3%
Specialty Inspection Facility	Total	83		77		160	
	Fail	4	4.8%	2	2.6%	6	3.8%
	Pass	79	95.2%	75	97.4%	154	96.3%
Mobile Inspection Team	Total	24,104		9,011		33,115	
*Initial - 1st Inspection of cycle	Fail	4,156	17.2%	1,608	17.8%	5,764	17.4%
	Pass	19,948	82.8%	7,403	82.2%	27,351	82.6%
Total # of Inspections		**1,912,699**		**174,745**		**2,087,444**	
Total # Fail		**136,650**	**7.1%**	**43,310**	**24.8%**	**179,960**	**8.6%**
Total # Pass		**1,776,049**	**92.9%**	**131,435**	**75.2%**	**1,907,484**	**91.4%**
Inspections			**91.6%**		**8.4%**		

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	1,823,143	87.3%
Decentralized	264,301	12.7%
Total	**2,087,444**	

Table A-1

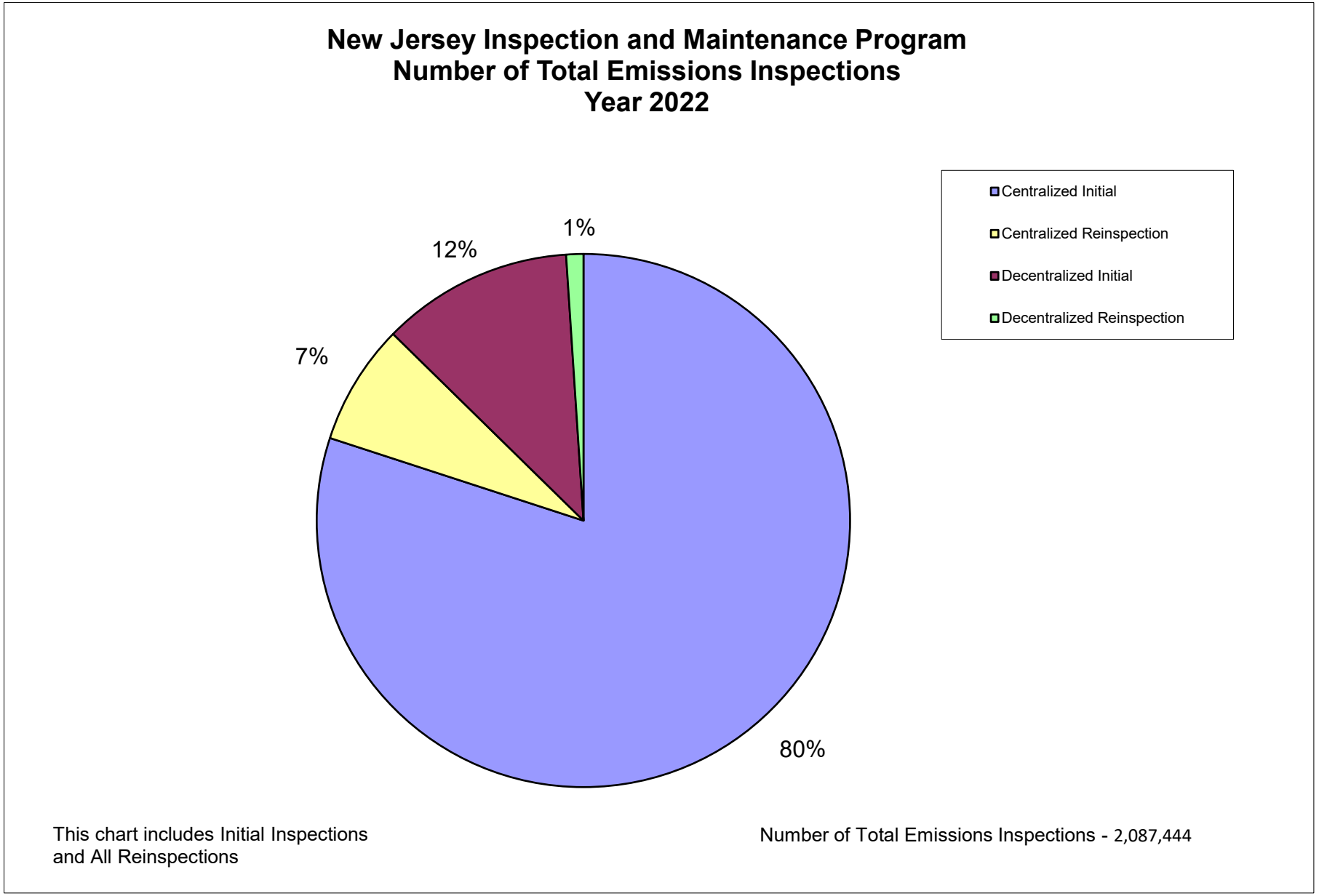

New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2022
Centralized Initial
Centralized Reinspection
Decentralized Initial
Decentralized Reinspection
1%
12%
7%
80%
This chart includes Initial Inspections
and All Reinspections
Number of Total Emissions Inspections - 2,087,444

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 2022

Model Yr	Station Type	# Initial Insps	# Initial Fail	Fail Rate	# Initial Pass	Pass Rate
Pre96/Unknown	Centralized	189	0	0.0%	189	100.0%
Pre96/Unknown	Decentralized	507	0	0.0%	507	100.0%
1996	Centralized	3,863	507	13.1%	3,356	86.9%
1996	Decentralized	941	61	6.5%	880	93.5%
1997	Centralized	4,575	719	15.7%	3,856	84.3%
1997	Decentralized	1,160	66	5.7%	1,094	94.3%
1998	Centralized	9,002	1,318	14.6%	7,684	85.4%
1998	Decentralized	2,015	109	5.4%	1,906	94.6%
1999	Centralized	9,126	1,481	16.2%	7,645	83.8%
1999	Decentralized	2,169	118	5.4%	2,051	94.6%
2000	Centralized	17,910	2,655	14.8%	15,255	85.2%
2000	Decentralized	4,005	197	4.9%	3,808	95.1%
2001	Centralized	15,917	3,812	23.9%	12,105	76.1%
2001	Decentralized	3,583	301	8.4%	3,282	91.6%
2002	Centralized	31,040	5,897	19.0%	25,143	81.0%
2002	Decentralized	6,319	464	7.3%	5,855	92.7%
2003	Centralized	29,896	5,731	19.2%	24,165	80.8%
2003	Decentralized	6,100	369	6.0%	5,731	94.0%
2004	Centralized	53,386	8,095	15.2%	45,291	84.8%
2004	Decentralized	10,001	623	6.2%	9,378	93.8%
2005	Centralized	42,965	7,059	16.4%	35,906	83.6%
2005	Decentralized	8,248	519	6.3%	7,729	93.7%
2006	Centralized	64,529	8,672	13.4%	55,857	86.6%
2006	Decentralized	11,178	621	5.6%	10,557	94.4%
2007	Centralized	91,666	9,402	10.3%	82,264	89.7%
2007	Decentralized	13,797	678	4.9%	13,119	95.1%
2008	Centralized	54,216	6,978	12.9%	47,238	87.1%
2008	Decentralized	10,107	595	5.9%	9,512	94.1%
2009	Centralized	93,938	8,019	8.5%	85,919	91.5%
2009	Decentralized	12,262	634	5.2%	11,628	94.8%
2010	Centralized	68,299	6,397	9.4%	61,902	90.6%
2010	Decentralized	10,472	520	5.0%	9,952	95.0%
2011	Centralized	127,897	8,743	6.8%	119,154	93.2%
2011	Decentralized	16,749	735	4.4%	16,014	95.6%
2012	Centralized	76,512	6,251	8.2%	70,261	91.8%
2012	Decentralized	11,507	536	4.7%	10,971	95.3%
2013	Centralized	171,813	8,843	5.1%	162,970	94.9%
2013	Decentralized	20,824	782	3.8%	20,042	96.2%
2014	Centralized	85,374	4,952	5.8%	80,422	94.2%
2014	Decentralized	12,767	480	3.8%	12,287	96.2%
2015	Centralized	212,475	8,183	3.9%	204,292	96.1%
2015	Decentralized	25,192	732	2.9%	24,460	97.1%

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2022

Model Yr	Station Type	# Initial Insps	# Initial Fail	Fail Rate	# Initial Pass	Pass Rate
2016	Centralized	93,656	3,611	3.9%	90,045	96.1%
2016	Decentralized	14,030	437	3.1%	13,593	96.9%
2017	Centralized	255,802	6,633	2.6%	249,169	97.4%
2017	Decentralized	28,072	598	2.1%	27,474	97.9%
2018	Centralized	34,887	995	2.9%	33,892	97.1%
2018	Decentralized	5,353	133	2.5%	5,220	97.5%
2019	Centralized	9,057	462	5.1%	8,595	94.9%
2019	Decentralized	2,500	46	1.8%	2,454	98.2%
2020	Centralized	6,483	445	6.9%	6,038	93.1%
2020	Decentralized	1,585	51	3.2%	1,534	96.8%
2021	Centralized	4,568	353	7.7%	4,215	92.3%
2021	Decentralized	1,021	19	1.9%	1,002	98.1%
2022	Centralized	728	11	1.5%	717	98.5%
2022	Decentralized	184	1	0.5%	183	99.5%
2023	Centralized	230	0	0.0%	230	100.0%
2023	Decentralized	52	1	1.9%	51	98.1%
Total	**Centralized**	**1,669,999**	**126,224**	**7.6%**	**1,543,775**	**92.4%**
Total	**Decentralized**	**242,700**	**10,426**	**4.3%**	**232,274**	**95.7%**
Grand Total		**1,912,699**	**136,650**	**7.1%**	**1,776,049**	**92.9%**

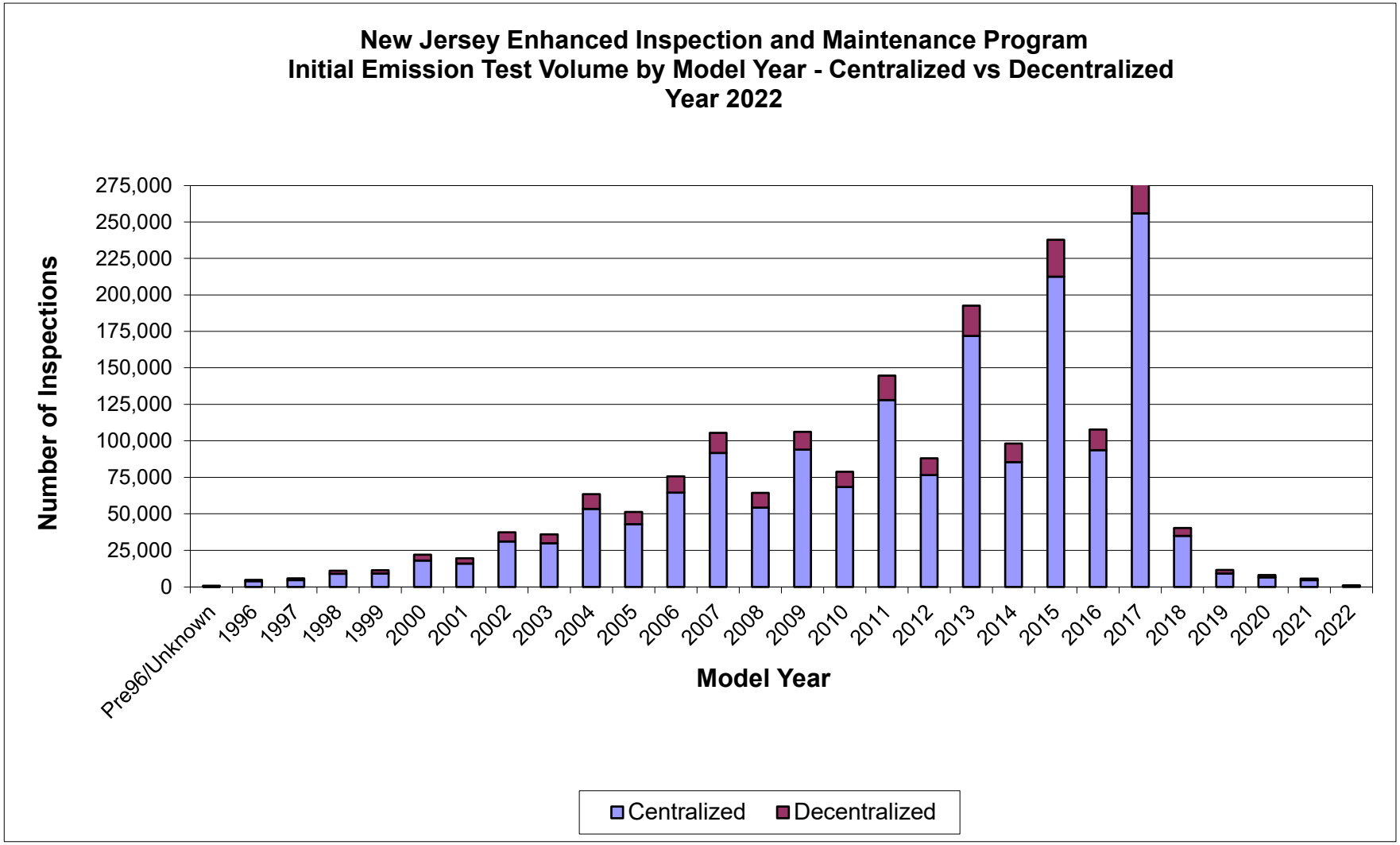

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2022
Number of Inspections
275,000
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
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

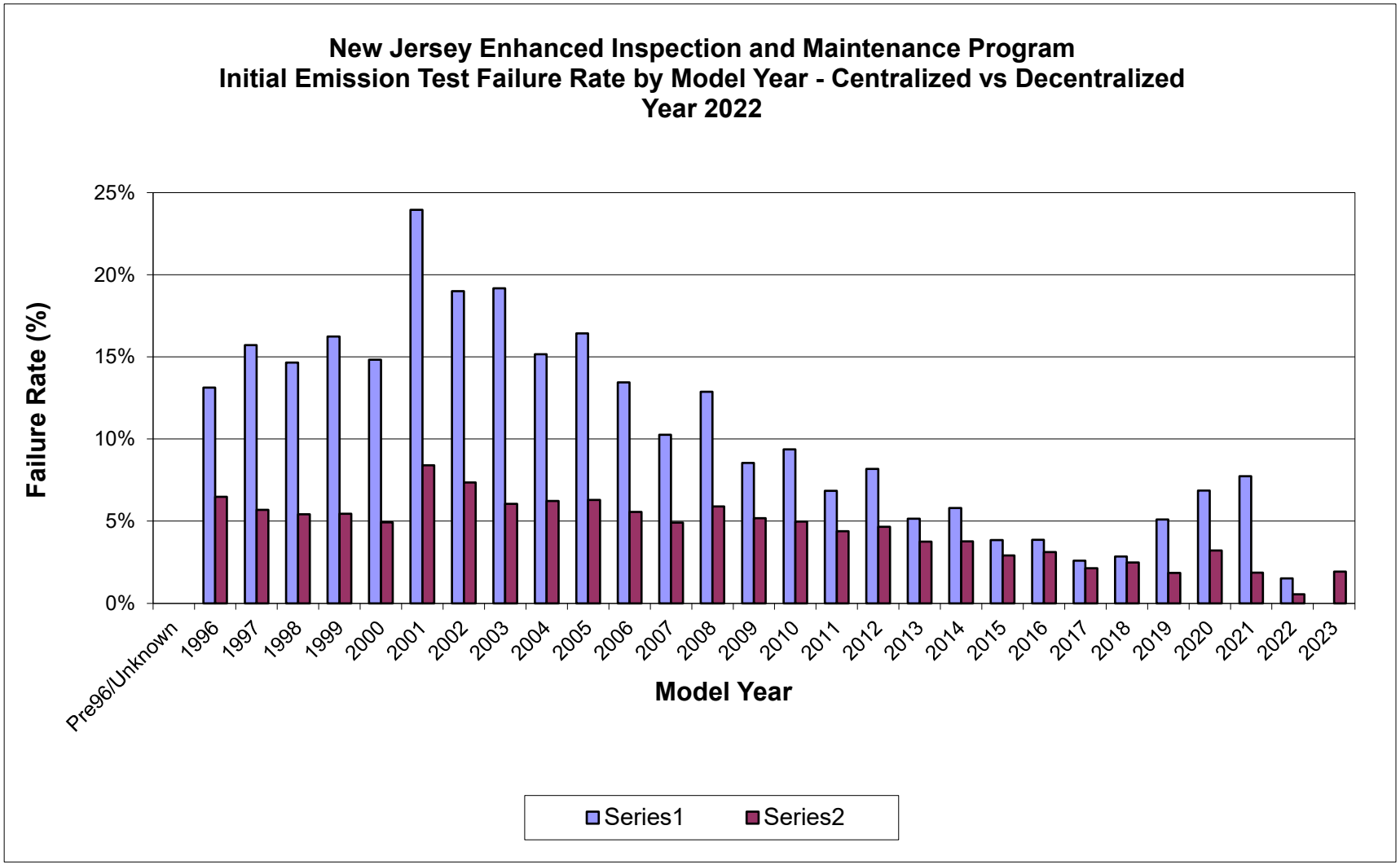

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2022
Failure Rate (%)
25%
20%
15%
10%
5%
0%
Pre96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Model Year
Series1
Series2

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 2022

STATION NAME	# of Lanes/ Consoles	# Initial Inspections	# Initial Pass	# Initial Fail	% Fail
BAKERS BASIN	5	86,967	80,658	6,309	7.3%
CAPE MAY	1	16,828	15,904	924	5.5%
CHERRY HILL	6	90,908	83,379	7,529	8.3%
DEPTFORD	4	80,213	74,791	5,422	6.8%
EATONTOWN	6	73,213	68,204	5,009	6.8%
FLEMINGTON	3	56,239	53,566	2,673	4.8%
FREEHOLD	6	62,164	58,607	3,557	5.7%
KILMER	6	104,261	96,345	7,916	7.6%
LAKEWOOD	6	88,066	82,701	5,365	6.1%
LODI	5	75,202	67,959	7,243	9.6%
MANAHAWKIN	3	33,855	31,798	2,057	6.1%
MAYS LANDING	4	49,670	45,990	3,680	7.4%
MILLVILLE	2	36,613	33,238	3,375	9.2%
NEWARK	5	85,073	74,220	10,853	12.8%
NEWTON	2	36,760	34,401	2,359	6.4%
PARAMUS	5	98,414	92,552	5,862	6.0%
RAHWAY	6	94,170	85,596	8,574	9.1%
RANDOLPH	6	91,111	85,763	5,348	5.9%
SALEM	1	16,708	15,499	1,209	7.2%
SECAUCUS	4	71,287	64,643	6,644	9.3%
SOUTH BRUNSWICK	6	65,961	61,923	4,038	6.1%
SOUTHAMPTON	4	69,377	64,836	4,541	6.5%
WASHINGTON	1	23,934	22,647	1,287	5.4%
WAYNE	5	102,812	95,130	7,682	7.5%
WINSLOW CIF	3	36,006	33,398	2,608	7.2%
TOTAL 2022	**105**	**1,645,812**	**1,523,748**	**122,064**	**7.4%**

Table C-1

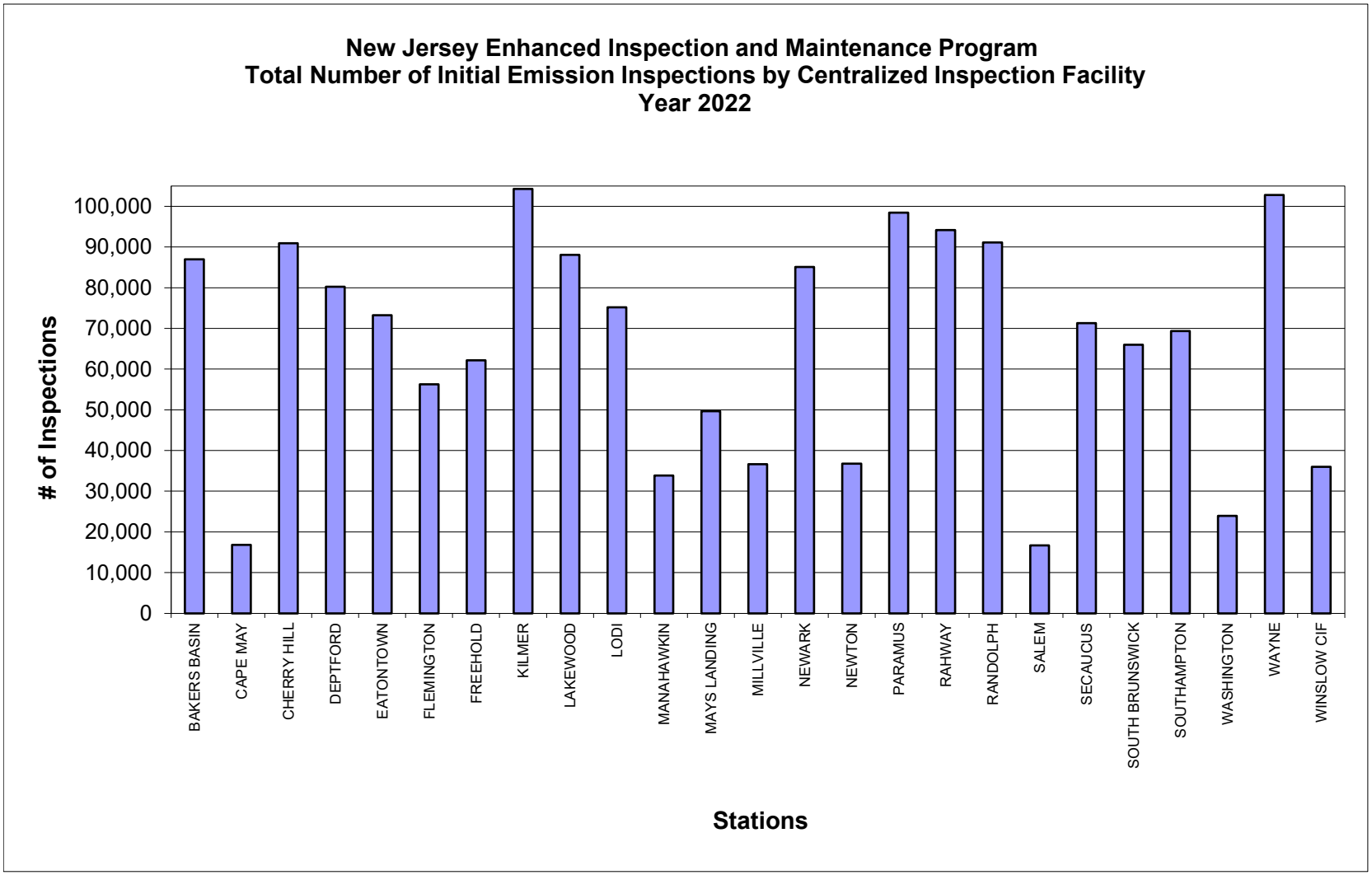

New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2022
# of Inspections
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
BAKERS BASIN
CAPE MAY
CHERRY HILL
DEPTFORD
EATONTOWN
FLEMINGTON
FREEHOLD
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

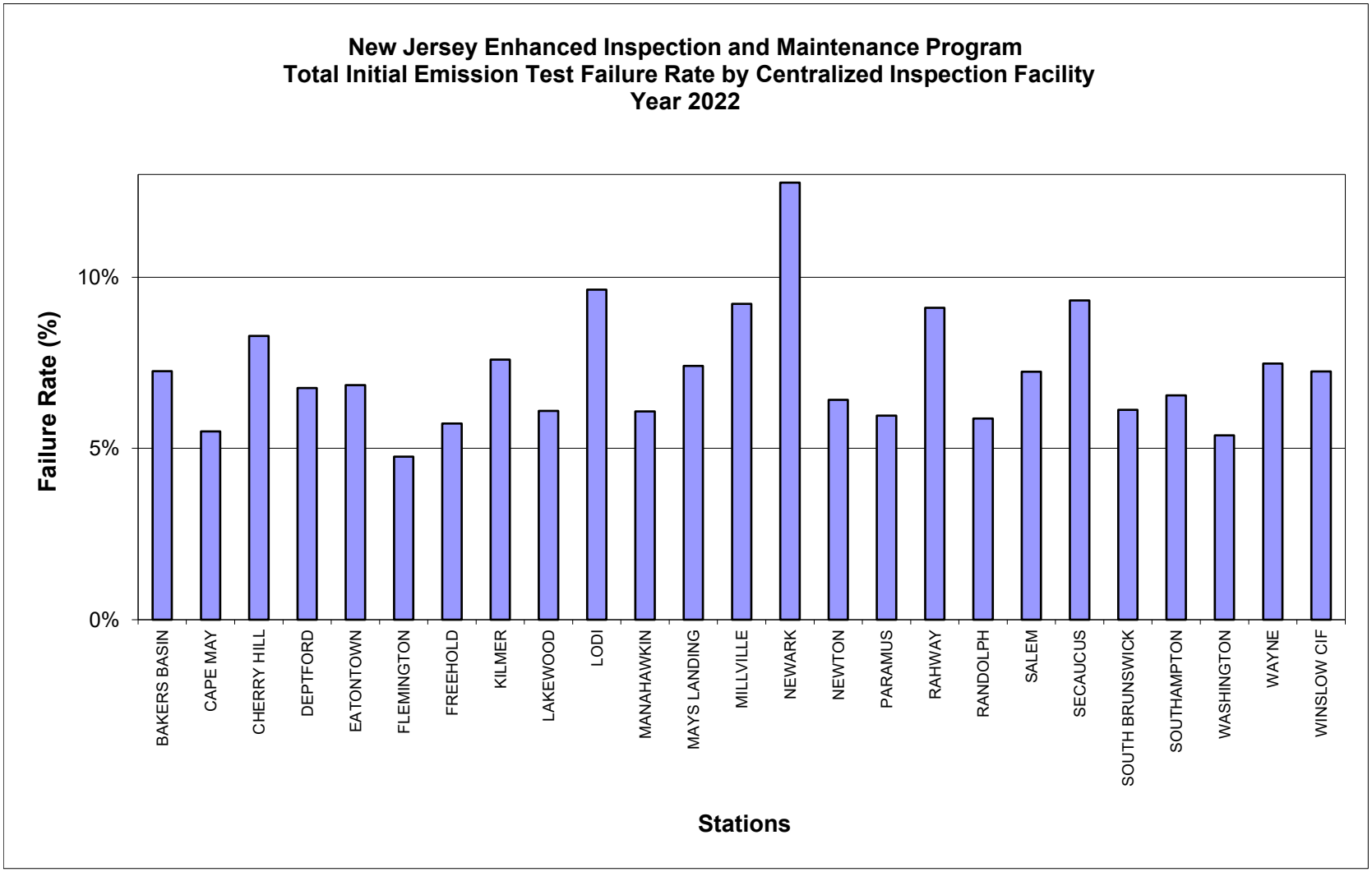

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2022
Failure Rate (%)
10%
5%
0%
BAKERS BASIN
CAPE MAY
CHERRY HILL
DEPTFORD
EATONTOWN
FLEMINGTON
FREEHOLD
KILMER
LAKEWOOD
LODI
MANAHAWKIN
MAYS LANDING
MILLVILLE
NEWARK
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 2022

Model Year	# of Vehicles Tested					
	HDGV	LDDT	LDDV	LDGT	LDGV	Total
Pre96/Unknown	512	1		168	15	696
1996	116	1		2,021	2,666	4,804
1997	237	3	6	2,710	2,779	5,735
1998	186	2	29	4,753	6,047	11,017
1999	449	2	31	4,889	5,924	11,295
2000	645		31	9064	12175	21,915
2001	802		24	8759	9915	19,500
2002	873		53	17863	18570	37,359
2003	1373		43	16584	17996	35,996
2004	1620	3	74	33017	28673	63,387
2005	1924	11	127	25092	24059	51,213
2006	2683	24	207	35928	36865	75,707
2007	2359	63	26	48801	54214	105,463
2008	4018	54	16	31071	29164	64,323
2009	2872	57	67	42604	60600	106,200
2010	2827	63	42	35004	40835	78,771
2011	5309	155	147	75532	63503	144,646
2012	5822	179	156	38186	43676	88,019
2013	6178	307	310	89106	96736	192,637
2014	5798	320	405	51526	40092	98,141
2015	9232	693	744	127840	99158	237,667
2016	9653	235	27	55470	42301	107,686
2017	11385	338	95	156475	115581	283,874
2018	6230	70	8	21479	12453	40,240
2019	7391	3		3444	719	11,557
2020	5713	6		2087	262	8,068
2021	3826	26		1662	75	5,589
2022	719			181	12	912
2023	266			14	2	282
Totals	101,018	2,616	2,668	941,330	865,067	**1,912,699**
% of Grand Total	5.3%	0.1%	0.1%	49.2%	45.2%	

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

Table D-1

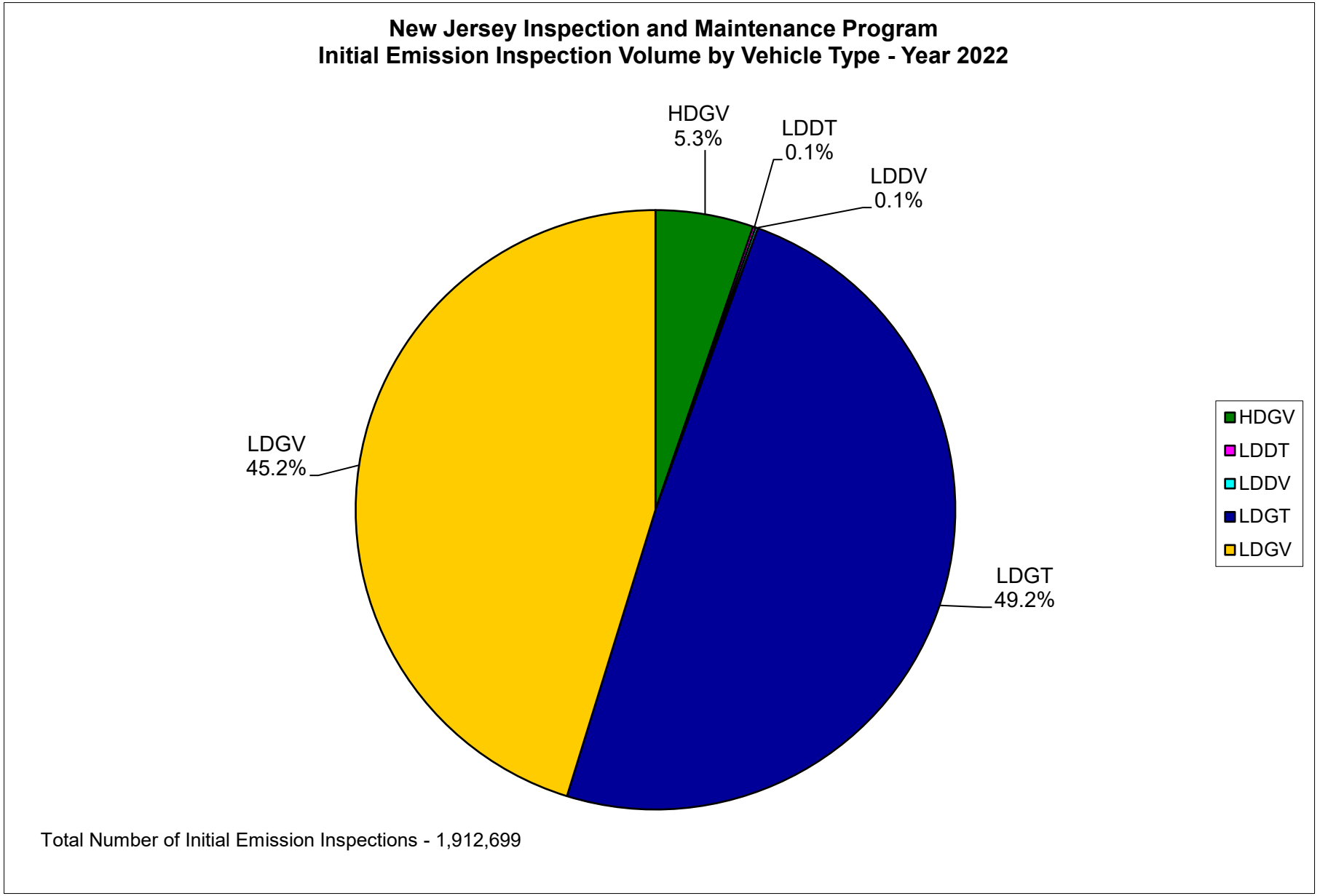

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type - Year 2022
HDGV
5.3%
LDDT
0.1%
LDDV
0.1%
LDGV
45.2%
LDGT
49.2%
HDGV
LDDT
LDDV
LDGT
LDGV
Total Number of Initial Emission Inspections - 1,912,699

Figure D-1

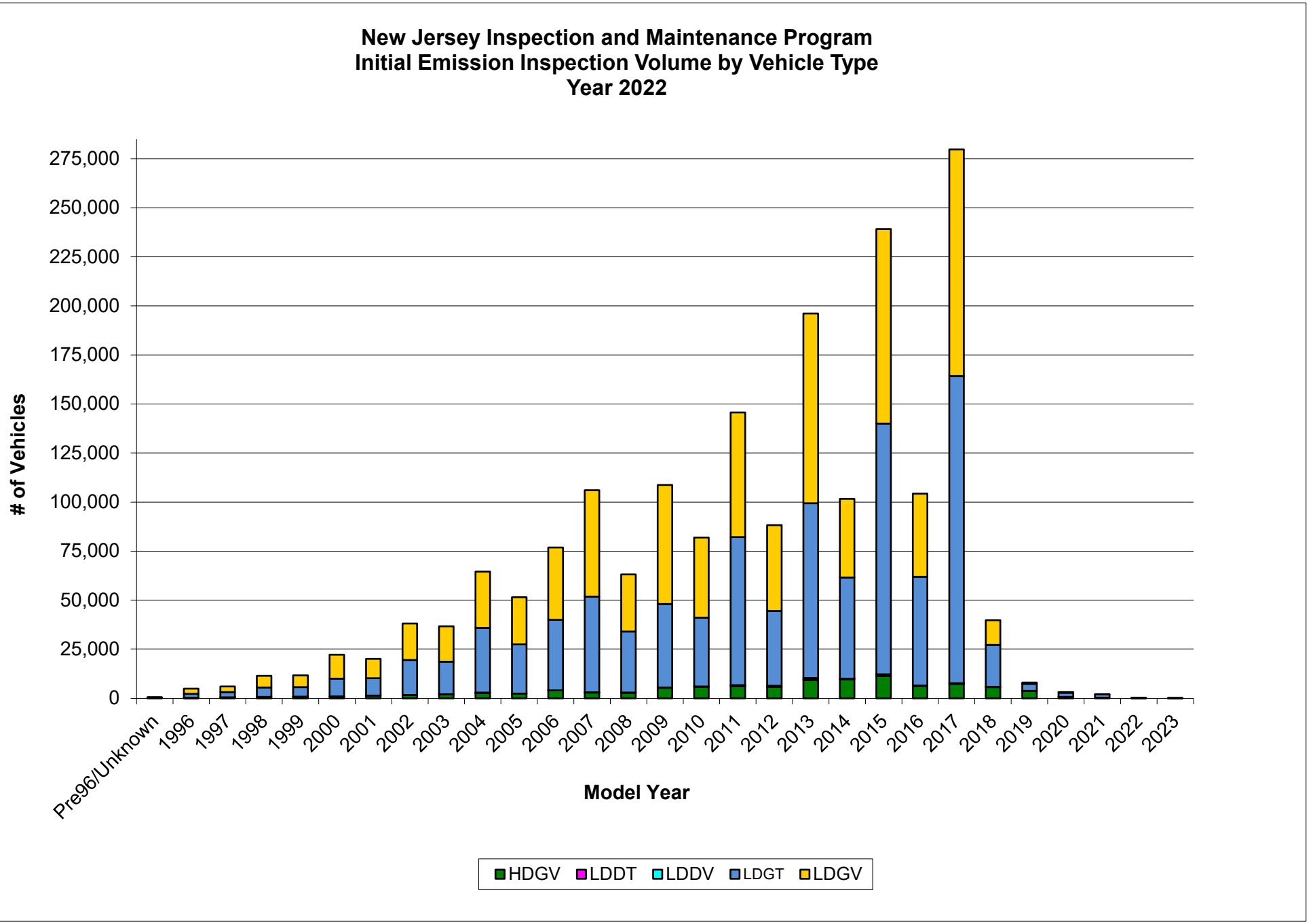

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2022
# of Vehicles
275,000
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
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 2022

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	512	0	512	0.0%	0	0	0	-	512	0	512	0.0%
Pre 96/Unknown	LDDT	1	0	1	0.0%	0	0	0	-	1	0	1	0.0%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	168	0	168	0.0%	0	0	0	-	168	0	168	0.0%
Pre 96/Unknown	LDGV	15	0	15	0.0%	0	0	0	-	15	0	15	0.0%
1996	HDGV	116	1	115	0.9%	0	0	0	-	116	1	115	0.9%
1996	LDDT	1	0	1	0.0%	0	0	0	-	1	0	1	0.0%
1996	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGT	2,021	247	1,774	12.2%	2,021	241	1,780	11.9%	0	0	0	-
1996	LDGV	2,666	320	2,346	12.0%	2,666	311	2,355	11.7%	0	0	0	-
1997	HDGV	237	0	237	0.0%	0	0	0	-	237	0	237	0.0%
1997	LDDT	3	0	3	0.0%	3	0	3	0.0%	0	0	0	-
1997	LDDV	6	1	5	16.7%	6	1	5	16.7%	0	0	0	-
1997	LDGT	2,710	358	2,352	13.2%	2,710	352	2,358	13.0%	0	0	0	-
1997	LDGV	2,779	426	2,353	15.3%	2,779	416	2,363	15.0%	0	0	0	-
1998	HDGV	186	0	186	0.0%	0	0	0	-	186	0	186	0.0%
1998	LDDT	2	1	1	50.0%	2	1	1	50.0%	0	0	0	-
1998	LDDV	29	2	27	6.9%	29	2	27	6.9%	0	0	0	-
1998	LDGT	4,753	622	4,131	13.1%	4,753	614	4,139	12.9%	0	0	0	-
1998	LDGV	6,047	802	5,245	13.3%	6,047	788	5,259	13.0%	0	0	0	-
1999	HDGV	449	1	448	0.2%	0	0	0	-	449	1	448	0.2%
1999	LDDT	2	0	2	0.0%	2	0	2	0.0%	0	0	0	-
1999	LDDV	31	1	30	3.2%	31	1	30	3.2%	0	0	0	-
1999	LDGT	4,889	732	4,157	15.0%	4,889	723	4,166	14.8%	0	0	0	-
1999	LDGV	5,924	865	5,059	14.6%	5,924	858	5,066	14.5%	0	0	0	-

[1] Vehicles that did not receive an OBDII Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2022

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
2000	HDGV	645	2	643	0.3%	0	0	0	-	645	2	643	0.3%
2000	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2000	LDDV	31	1	30	3.2%	31	1	30	3.2%	0	0	0	-
2000	LDGT	9,064	1,199	7,865	13.2%	9,064	1,178	7,886	13.0%	0	0	0	-
2000	LDGV	12,175	1,650	10,525	13.6%	12,175	1,635	10,540	13.4%	0	0	0	-
2001	HDGV	802	3	799	0.4%	0	0	0	-	802	3	799	0.4%
2001	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2001	LDDV	24	2	22	8.3%	24	2	22	8.3%	0	0	0	-
2001	LDGT	8,759	2,021	6,738	23.1%	8,759	2,012	6,747	23.0%	0	0	0	-
2001	LDGV	9,915	2,087	7,828	21.0%	9,915	2,072	7,843	20.9%	0	0	0	-
2002	HDGV	873	5	868	0.6%	0	0	0	-	873	5	868	0.6%
2002	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2002	LDDV	53	5	48	9.4%	53	4	49	7.5%	0	0	0	-
2002	LDGT	17,863	3,212	14,651	18.0%	17,863	3,199	14,664	17.9%	0	0	0	-
2002	LDGV	18,570	3,139	15,431	16.9%	18,570	3,114	15,456	16.8%	0	0	0	-
2003	HDGV	1,373	5	1,368	0.4%	0	0	0	-	1,373	5	1,368	0.4%
2003	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2003	LDDV	43	2	41	4.7%	43	2	41	4.7%	0	0	0	-
2003	LDGT	16,584	3,044	13,540	18.4%	16,584	3,020	13,564	18.2%	0	0	0	-
2003	LDGV	17,996	3,049	14,947	16.9%	17,996	3,031	14,965	16.8%	0	0	0	-
2004	HDGV	1,620	4	1,616	0.2%	0	0	0	-	1,620	4	1,616	0.2%
2004	LDDT	3	0	3	0.0%	3	0	3	0.0%	0	0	0	-
2004	LDDV	74	7	67	9.5%	74	7	67	9.5%	0	0	0	-
2004	LDGT	33,017	4,859	28,158	14.7%	33,017	4,831	28,186	14.6%	0	0	0	-
2004	LDGV	28,673	3,848	24,825	13.4%	28,673	3,820	24,853	13.3%	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 2022

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
2005	HDGV	1,924	3	1,921	0.2%	0	0	0	-	1,924	3	1,921	0.2%
2005	LDDT	11	0	11	0.0%	11	0	11	0.0%	0	0	0	-
2005	LDDV	127	11	116	8.7%	127	11	116	8.7%	0	0	0	-
2005	LDGT	25,092	4,122	20,970	16.4%	25,092	4,102	20,990	16.3%	0	0	0	-
2005	LDGV	24,059	3,442	20,617	14.3%	24,059	3,422	20,637	14.2%	0	0	0	-
2006	HDGV	2,683	8	2,675	0.3%	0	0	0	-	2,683	8	2,675	0.3%
2006	LDDT	24	5	19	20.8%	24	5	19	20.8%	0	0	0	-
2006	LDDV	207	10	197	4.8%	207	10	197	4.8%	0	0	0	-
2006	LDGT	35,928	4,766	31,162	13.3%	35,928	4,734	31,194	13.2%	0	0	0	-
2006	LDGV	36,865	4,504	32,361	12.2%	36,865	4,471	32,394	12.1%	0	0	0	-
2007	HDGV	2,359	3	2,356	0.1%	0	0	0	-	2,359	3	2,356	0.1%
2007	LDDT	63	2	61	3.2%	63	2	61	3.2%	0	0	0	-
2007	LDDV	26	2	24	7.7%	26	2	24	7.7%	0	0	0	-
2007	LDGT	48,801	5,006	43,795	10.3%	48,801	4,980	43,821	10.2%	0	0	0	-
2007	LDGV	54,214	5,067	49,147	9.3%	54,214	5,017	49,197	9.3%	0	0	0	-
2008	HDGV	4,018	486	3,532	12.1%	3,822	484	3,338	12.7%	196	2	194	1.0%
2008	LDDT	54	2	52	3.7%	54	2	52	3.7%	0	0	0	-
2008	LDDV	16	0	16	0.0%	16	0	16	0.0%	0	0	0	-
2008	LDGT	31,071	3,656	27,415	11.8%	31,071	3,637	27,434	11.7%	0	0	0	-
2008	LDGV	29,164	3,429	25,735	11.8%	29,164	3,404	25,760	11.7%	0	0	0	-
2009	HDGV	2,872	463	2,409	16.1%	2,787	462	2,325	16.6%	85	0	85	0.0%
2009	LDDT	57	17	40	29.8%	57	17	40	29.8%	0	0	0	-
2009	LDDV	67	10	57	14.9%	67	10	57	14.9%	0	0	0	-
2009	LDGT	42,604	3,722	38,882	8.7%	42,604	3,699	38,905	8.7%	0	0	0	-
2009	LDGV	60,600	4,441	56,159	7.3%	60,586	4,404	56,182	7.3%	14	0	14	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 2022

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
2010	HDGV	2,827	394	2,433	13.9%	2,693	391	2,302	14.5%	134	2	132	1.5%
2010	LDDT	63	18	45	28.6%	63	18	45	28.6%	0	0	0	-
2010	LDDV	42	17	25	40.5%	42	17	25	40.5%	0	0	0	-
2010	LDGT	35,004	3,280	31,724	9.4%	35,004	3,265	31,739	9.3%	0	0	0	-
2010	LDGV	40,835	3,208	37,627	7.9%	40,835	3,190	37,645	7.8%	0	0	0	-
2011	HDGV	5,309	659	4,650	12.4%	4,752	646	4,106	13.6%	557	9	548	1.6%
2011	LDDT	155	60	95	38.7%	155	60	95	38.7%	0	0	0	-
2011	LDDV	147	29	118	19.7%	147	29	118	19.7%	0	0	0	-
2011	LDGT	75,532	4,895	70,637	6.5%	75,532	4,880	70,652	6.5%	0	0	0	-
2011	LDGV	63,503	3,835	59,668	6.0%	63,503	3,814	59,689	6.0%	0	0	0	-
2012	HDGV	5,822	657	5,165	11.3%	5,217	656	4,561	12.6%	605	0	605	0.0%
2012	LDDT	179	60	119	33.5%	179	60	119	33.5%	0	0	0	-
2012	LDDV	156	23	133	14.7%	156	23	133	14.7%	0	0	0	-
2012	LDGT	38,186	3,031	35,155	7.9%	38,186	3,022	35,164	7.9%	0	0	0	-
2012	LDGV	43,676	3,016	40,660	6.9%	43,676	3,002	40,674	6.9%	0	0	0	-
2013	HDGV	6,178	540	5,638	8.7%	5,434	534	4,900	9.8%	744	2	742	0.3%
2013	LDDT	307	58	249	18.9%	307	57	250	18.6%	0	0	0	-
2013	LDDV	310	41	269	13.2%	310	40	270	12.9%	0	0	0	-
2013	LDGT	89,106	4,187	84,919	4.7%	89,106	4,175	84,931	4.7%	0	0	0	-
2013	LDGV	96,736	4,799	91,937	5.0%	96,736	4,770	91,966	4.9%	0	0	0	-
2014	HDGV	5,798	543	5,255	9.4%	4,829	529	4,300	11.0%	969	12	957	1.2%
2014	LDDT	320	40	280	12.5%	320	40	280	12.5%	0	0	0	-
2014	LDDV	405	60	345	14.8%	405	60	345	14.8%	0	0	0	-
2014	LDGT	51,526	2,662	48,864	5.2%	51,526	2,650	48,876	5.1%	0	0	0	-
2014	LDGV	40,092	2,127	37,965	5.3%	40,092	2,109	37,983	5.3%	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 2022

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
2015	HDGV	9,232	705	8,527	7.6%	8,267	696	7,571	8.4%	965	9	956	0.9%
2015	LDDT	693	97	596	14.0%	693	97	596	14.0%	0	0	0	-
2015	LDDV	744	46	698	6.2%	744	46	698	6.2%	0	0	0	-
2015	LDGT	127,840	4,080	123,760	3.2%	127,840	4,069	123,771	3.2%	0	0	0	-
2015	LDGV	99,158	3,987	95,171	4.0%	99,158	3,962	95,196	4.0%	0	0	0	-
2016	HDGV	9,653	570	9,083	5.9%	8,145	548	7,597	6.7%	1,508	21	1,487	1.4%
2016	LDDT	235	25	210	10.6%	235	25	210	10.6%	0	0	0	-
2016	LDDV	27	0	27	0.0%	27	0	27	0.0%	0	0	0	-
2016	LDGT	55,470	1,809	53,661	3.3%	55,470	1,804	53,666	3.3%	0	0	0	-
2016	LDGV	42,301	1,644	40,657	3.9%	42,301	1,626	40,675	3.8%	0	0	0	-
2017	HDGV	11,385	544	10,841	4.8%	10,060	526	9,534	5.2%	1,325	15	1,310	1.1%
2017	LDDT	338	35	303	10.4%	338	35	303	10.4%	0	0	0	-
2017	LDDV	95	11	84	11.6%	95	11	84	11.6%	0	0	0	-
2017	LDGT	156,475	3,375	153,100	2.2%	156,475	3,362	153,113	2.1%	0	0	0	-
2017	LDGV	115,581	3,266	112,315	2.8%	115,581	3,227	112,354	2.8%	0	0	0	-
2018	HDGV	6,230	245	5,985	3.9%	5,145	233	4,912	4.5%	1,085	10	1,075	0.9%
2018	LDDT	70	12	58	17.1%	70	12	58	17.1%	0	0	0	-
2018	LDDV	8	1	7	12.5%	8	1	7	12.5%	0	0	0	-
2018	LDGT	21,479	475	21,004	2.2%	21,479	475	21,004	2.2%	0	0	0	-
2018	LDGV	12,453	395	12,058	3.2%	12,453	393	12,060	3.2%	0	0	0	-
2019	HDGV	7,391	289	7,102	3.9%	5,881	272	5,609	4.6%	1,510	15	1,495	1.0%
2019	LDDT	3	0	3	0.0%	3	0	3	0.0%	0	0	0	-
2019	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2019	LDGT	3,444	183	3,261	5.3%	3,444	182	3,262	5.3%	0	0	0	-
2019	LDGV	719	36	683	5.0%	719	36	683	5.0%	0	0	0	-

[1] Vehicles that did not receive an OBDII Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2022

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
2020	HDGV	5,713	356	5,357	6.2%	4,343	340	4,003	7.8%	1,370	15	1,355	1.1%
2020	LDDT	6	0	6	0.0%	6	0	6	0.0%	0	0	0	-
2020	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2020	LDGT	2,087	127	1,960	6.1%	1,999	127	1,872	6.4%	88	0	88	0.0%
2020	LDGV	262	13	249	5.0%	262	13	249	5.0%	0	0	0	-
2021	HDGV	3,826	281	3,545	7.3%	2,561	270	2,291	10.5%	1,265	11	1,254	0.9%
2021	LDDT	26	1	25	3.8%	26	1	25	3.8%	0	0	0	-
2021	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2021	LDGT	1,662	89	1,573	5.4%	1,554	89	1,465	5.7%	108	0	108	0.0%
2021	LDGV	75	1	74	1.3%	75	1	74	1.3%	0	0	0	-
2022	HDGV	719	6	713	0.8%	158	5	153	3.2%	561	1	560	0.2%
2022	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2022	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2022	LDGT	181	5	176	2.8%	181	5	176	2.8%	0	0	0	-
2022	LDGV	12	1	11	8.3%	12	1	11	8.3%	0	0	0	-
2023	HDGV	266	0	266	0.0%	1	0	1	0.0%	265	0	265	0.0%
2023	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2023	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2023	LDGT	14	0	14	0.0%	14	0	14	0.0%	0	0	0	-
2023	LDGV	2	1	1	50.0%	2	1	1	50.0%	0	0	0	-
Totals		**1,912,699**	**136,650**	**1,776,049**	**7.1%**	**1,885,381**	**135,639**	**1,749,742**	**7.2%**	**27,318**	**159**	**27,159**	**0.6%**

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[1] Vehicles that did not receive an OBDII Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2022

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	-	505	0	505	0.00%	512	0	512	0.00%
Pre 96/Unknown	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	0	0	0	-	159	0	159	0.00%	168	0	168	0.00%
Pre 96/Unknown	LDGV	0	0	0	-	6	0	6	0.00%	15	0	15	0.00%
1996	HDGV	0	0	0	-	116	0	116	0.00%	116	0	116	0.00%
1996	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
1996	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGT	0	0	0	-	2,021	6	2,015	0.30%	2,021	1	2,020	0.05%
1996	LDGV	0	0	0	-	2,666	8	2,658	0.30%	2,666	5	2,661	0.19%
1997	HDGV	0	0	0	-	237	0	237	0.00%	237	0	237	0.00%
1997	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
1997	LDDV	0	0	0	-	0	0	0	-	6	0	6	0.00%
1997	LDGT	0	0	0	-	2,710	3	2,707	0.11%	2,710	5	2,705	0.18%
1997	LDGV	0	0	0	-	2,779	8	2,771	0.29%	2,779	5	2,774	0.18%
1998	HDGV	0	0	0	-	186	0	186	0.00%	186	0	186	0.00%
1998	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
1998	LDDV	0	0	0	-	0	0	0	-	29	0	29	0.00%
1998	LDGT	0	0	0	-	4,753	6	4,747	0.13%	4,753	3	4,750	0.06%
1998	LDGV	0	0	0	-	6,047	14	6,033	0.23%	6,047	3	6,044	0.05%
1999	HDGV	0	0	0	-	449	1	448	0.22%	449	0	449	0.00%
1999	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
1999	LDDV	0	0	0	-	0	0	0	-	31	0	31	0.00%
1999	LDGT	0	0	0	-	4,889	4	4,885	0.08%	4,889	7	4,882	0.14%
1999	LDGV	0	0	0	-	5,924	15	5,909	0.25%	5,924	1	5,923	0.02%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2022

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
2000	HDGV	0	0	0	-	645	0	645	0.00%	645	0	645	0.00%
2000	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2000	LDDV	0	0	0	-	0	0	0	-	31	0	31	0.00%
2000	LDGT	0	0	0	-	9,064	10	9,054	0.11%	9,064	18	9,046	0.20%
2000	LDGV	0	0	0	-	12,175	15	12,160	0.12%	12,175	9	12,166	0.07%
2001	HDGV	0	0	0	-	802	1	801	0.12%	802	2	800	0.25%
2001	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2001	LDDV	0	0	0	-	0	0	0	-	24	0	24	0.00%
2001	LDGT	0	0	0	-	8,759	10	8,749	0.11%	8,759	10	8,749	0.11%
2001	LDGV	0	0	0	-	9,915	16	9,899	0.16%	9,915	11	9,904	0.11%
2002	HDGV	0	0	0	-	873	3	870	0.34%	873	0	873	0.00%
2002	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2002	LDDV	0	0	0	-	0	0	0	-	53	1	52	1.89%
2002	LDGT	0	0	0	-	17,863	9	17,854	0.05%	17,863	12	17,851	0.07%
2002	LDGV	0	0	0	-	18,570	29	18,541	0.16%	18,570	11	18,559	0.06%
2003	HDGV	0	0	0	-	1,373	4	1,369	0.29%	1,373	1	1,372	0.07%
2003	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2003	LDDV	0	0	0	-	0	0	0	-	43	0	43	0.00%
2003	LDGT	0	0	0	-	16,584	19	16,565	0.11%	16,584	18	16,566	0.11%
2003	LDGV	0	0	0	-	17,996	27	17,969	0.15%	17,996	11	17,985	0.06%
2004	HDGV	0	0	0	-	1,620	1	1,619	0.06%	1,620	0	1,620	0.00%
2004	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
2004	LDDV	0	0	0	-	0	0	0	-	74	0	74	0.00%
2004	LDGT	0	0	0	-	33,017	17	33,000	0.05%	33,017	26	32,991	0.08%
2004	LDGV	0	0	0	-	28,673	29	28,644	0.10%	28,673	4	28,669	0.01%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2022

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
2005	HDGV	0	0	0	-	1,924	0	1,924	0.00%	1,924	0	1,924	0.00%
2005	LDDT	0	0	0	-	0	0	0	-	11	0	11	0.00%
2005	LDDV	0	0	0	-	0	0	0	-	127	0	127	0.00%
2005	LDGT	0	0	0	-	25,092	7	25,085	0.03%	25,092	23	25,069	0.09%
2005	LDGV	0	0	0	-	24,059	15	24,044	0.06%	24,059	7	24,052	0.03%
2006	HDGV	0	0	0	-	2,683	0	2,683	0.00%	2,683	4	2,679	0.15%
2006	LDDT	0	0	0	-	0	0	0	-	24	0	24	0.00%
2006	LDDV	0	0	0	-	0	0	0	-	207	1	206	0.48%
2006	LDGT	0	0	0	-	35,928	13	35,915	0.04%	35,928	28	35,900	0.08%
2006	LDGV	0	0	0	-	36,865	31	36,834	0.08%	36,865	13	36,852	0.04%
2007	HDGV	0	0	0	-	2,359	0	2,359	0.00%	2,359	0	2,359	0.00%
2007	LDDT	0	0	0	-	0	0	0	-	63	0	63	0.00%
2007	LDDV	0	0	0	-	0	0	0	-	26	0	26	0.00%
2007	LDGT	0	0	0	-	48,801	13	48,788	0.03%	48,801	19	48,782	0.04%
2007	LDGV	0	0	0	-	54,214	37	54,177	0.07%	54,214	21	54,193	0.04%
2008	HDGV	0	0	0	-	4,018	0	4,018	0.00%	4,018	0	4,018	0.00%
2008	LDDT	0	0	0	-	0	0	0	-	54	0	54	0.00%
2008	LDDV	0	0	0	-	0	0	0	-	16	0	16	0.00%
2008	LDGT	0	0	0	-	31,071	6	31,065	0.02%	31,071	16	31,055	0.05%
2008	LDGV	0	0	0	-	29,164	32	29,132	0.11%	29,164	11	29,153	0.04%
2009	HDGV	0	0	0	-	2,872	0	2,872	0.00%	2,872	0	2,872	0.00%
2009	LDDT	0	0	0	-	0	0	0	-	57	0	57	0.00%
2009	LDDV	0	0	0	-	0	0	0	-	67	0	67	0.00%
2009	LDGT	0	0	0	-	42,604	6	42,598	0.01%	42,604	16	42,588	0.04%
2009	LDGV	0	0	0	-	60,600	22	60,578	0.04%	60,600	13	60,587	0.02%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2022

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
2010	HDGV	0	0	0	-	2,827	0	2,827	0.00%	2,827	0	2,827	0.00%
2010	LDDT	0	0	0	-	0	0	0	-	63	0	63	0.00%
2010	LDDV	0	0	0	-	0	0	0	-	42	0	42	0.00%
2010	LDGT	0	0	0	-	35,004	7	34,997	0.02%	35,004	6	34,998	0.02%
2010	LDGV	0	0	0	-	40,835	21	40,814	0.05%	40,835	5	40,830	0.01%
2011	HDGV	0	0	0	-	5,309	2	5,307	0.04%	5,309	2	5,307	0.04%
2011	LDDT	0	0	0	-	0	0	0	-	155	0	155	0.00%
2011	LDDV	0	0	0	-	0	0	0	-	147	0	147	0.00%
2011	LDGT	0	0	0	-	75,532	9	75,523	0.01%	75,532	7	75,525	0.01%
2011	LDGV	0	0	0	-	63,503	13	63,490	0.02%	63,503	10	63,493	0.02%
2012	HDGV	0	0	0	-	5,822	2	5,820	0.03%	5,822	0	5,822	0.00%
2012	LDDT	0	0	0	-	0	0	0	-	179	0	179	0.00%
2012	LDDV	0	0	0	-	0	0	0	-	156	0	156	0.00%
2012	LDGT	0	0	0	-	38,186	3	38,183	0.01%	38,186	4	38,182	0.01%
2012	LDGV	0	0	0	-	43,676	16	43,660	0.04%	43,676	6	43,670	0.01%
2013	HDGV	0	0	0	-	6,178	1	6,177	0.02%	6,178	3	6,175	0.05%
2013	LDDT	0	0	0	-	0	0	0	-	307	1	306	0.33%
2013	LDDV	0	0	0	-	0	0	0	-	310	0	310	0.00%
2013	LDGT	0	0	0	-	89,106	3	89,103	0.00%	89,106	4	89,102	0.00%
2013	LDGV	0	0	0	-	96,736	31	96,705	0.03%	96,736	5	96,731	0.01%
2014	HDGV	969	11	958	1.14%	5,798	2	5,796	0.03%	5,798	0	5,798	0.00%
2014	LDDT	0	0	0	-	0	0	0	-	320	0	320	0.00%
2014	LDDV	0	0	0	-	0	0	0	-	405	0	405	0.00%
2014	LDGT	0	0	0	-	51,526	7	51,519	0.01%	51,526	4	51,522	0.01%
2014	LDGV	0	0	0	-	40,092	17	40,075	0.04%	40,092	5	40,087	0.01%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2022

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
2015	HDGV	965	8	957	0.83%	9,232	1	9,231	0.01%	9,232	0	9,232	0.00%
2015	LDDT	0	0	0	-	0	0	0	-	693	0	693	0.00%
2015	LDDV	0	0	0	-	0	0	0	-	744	0	744	0.00%
2015	LDGT	0	0	0	-	127,840	3	127,837	0.00%	127,840	4	127,836	0.00%
2015	LDGV	0	0	0	-	99,158	25	99,133	0.03%	99,158	9	99,149	0.01%
2016	HDGV	1,508	20	1,488	1.33%	9,653	1	9,652	0.01%	9,653	1	9,652	0.01%
2016	LDDT	0	0	0	-	0	0	0	-	235	0	235	0.00%
2016	LDDV	0	0	0	-	0	0	0	-	27	0	27	0.00%
2016	LDGT	0	0	0	-	55,470	3	55,467	0.01%	55,470	3	55,467	0.01%
2016	LDGV	0	0	0	-	42,301	20	42,281	0.05%	42,301	3	42,298	0.01%
2017	HDGV	1,325	13	1,312	0.98%	11,385	1	11,384	0.01%	11,385	1	11,384	0.01%
2017	LDDT	0	0	0	-	0	0	0	-	338	0	338	0.00%
2017	LDDV	0	0	0	-	0	0	0	-	95	0	95	0.00%
2017	LDGT	0	0	0	-	156,475	1	156,474	0.00%	156,475	3	156,472	0.00%
2017	LDGV	0	0	0	-	115,581	45	115,536	0.04%	115,581	7	115,574	0.01%
2018	HDGV	1,085	7	1,078	0.65%	6,230	0	6,230	0.00%	6,230	1	6,229	0.02%
2018	LDDT	0	0	0	-	0	0	0	-	70	0	70	0.00%
2018	LDDV	0	0	0	-	0	0	0	-	8	0	8	0.00%
2018	LDGT	0	0	0	-	21,479	1	21,478	0.00%	21,479	0	21,479	0.00%
2018	LDGV	0	0	0	-	12,453	0	12,453	0.00%	12,453	1	12,452	0.01%
2019	HDGV	1,510	13	1,497	0.86%	7,391	1	7,390	0.01%	7,391	1	7,390	0.01%
2019	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
2019	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2019	LDGT	0	0	0	-	3,444	0	3,444	0.00%	3,444	0	3,444	0.00%
2019	LDGV	0	0	0	-	719	1	718	0.14%	719	0	719	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2022

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
2020	HDGV	1,370	13	1,357	0.95%	5,713	0	5,713	0.00%	5,713	0	5,713	0.00%
2020	LDDT	0	0	0	-	0	0	0	-	6	0	6	0.00%
2020	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2020	LDGT	0	0	0	-	2,087	0	2,087	0.00%	2,087	0	2,087	0.00%
2020	LDGV	0	0	0	-	262	0	262	0.00%	262	0	262	0.00%
2021	HDGV	1,137	11	1,126	0.97%	3,826	0	3,826	0.00%	3,826	0	3,826	0.00%
2021	LDDT	0	0	0	-	0	0	0	-	26	0	26	0.00%
2021	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2021	LDGT	0	0	0	-	1,662	0	1,662	0.00%	1,662	0	1,662	0.00%
2021	LDGV	0	0	0	-	75	0	75	0.00%	75	0	75	0.00%
2022	HDGV	549	1	548	0.18%	719	0	719	0.00%	719	0	719	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	-	181	0	181	0.00%	181	0	181	0.00%
2022	LDGV	0	0	0	-	12	0	12	0.00%	12	0	12	0.00%
2023	HDGV	265	0	265	0.00%	266	0	266	0.00%	266	0	266	0.00%
2023	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2023	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2023	LDGT	0	0	0	-	14	0	14	0.00%	14	0	14	0.00%
2023	LDGV	0	0	0	-	2	0	2	0.00%	2	0	2	0.00%
Totals		**10,683**	**97**	**10,586**	**0.91%**	**1,907,390**	**674**	**1,906,716**	**0.04%**	**1,912,699**	**432**	**1,912,267**	**0.02%**

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2022

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	512	0	512	0.00%	512	0	512	0.00%
Pre 96/Unknown	LDDT	1	0	1	0.00%	1	0	1	0.00%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	168	0	168	0.00%	168	0	168	0.00%
Pre 96/Unknown	LDGV	15	0	15	0.00%	15	0	15	0.00%
1996	HDGV	116	0	116	0.00%	116	1	115	0.86%
1996	LDDT	1	0	1	0.00%	1	0	1	0.00%
1996	LDDV	0	0	0	-	0	0	0	-
1996	LDGT	2,021	0	2,021	0.00%	2,021	1	2,020	0.05%
1996	LDGV	2,666	0	2,666	0.00%	2,666	2	2,664	0.08%
1997	HDGV	237	0	237	0.00%	237	0	237	0.00%
1997	LDDT	3	0	3	0.00%	3	0	3	0.00%
1997	LDDV	6	0	6	0.00%	6	0	6	0.00%
1997	LDGT	2,710	0	2,710	0.00%	2,710	1	2,709	0.04%
1997	LDGV	2,779	0	2,779	0.00%	2,779	3	2,776	0.11%
1998	HDGV	186	0	186	0.00%	186	0	186	0.00%
1998	LDDT	2	0	2	0.00%	2	0	2	0.00%
1998	LDDV	29	0	29	0.00%	29	0	29	0.00%
1998	LDGT	4,753	0	4,753	0.00%	4,753	2	4,751	0.04%
1998	LDGV	6,047	0	6,047	0.00%	6,047	3	6,044	0.05%
1999	HDGV	449	0	449	0.00%	449	0	449	0.00%
1999	LDDT	2	0	2	0.00%	2	0	2	0.00%
1999	LDDV	31	0	31	0.00%	31	0	31	0.00%
1999	LDGT	4,889	1	4,888	0.02%	4,889	4	4,885	0.08%
1999	LDGV	5,924	0	5,924	0.00%	5,924	4	5,920	0.07%

[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 2022

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
2000	HDGV	645	0	645	0.00%	645	2	643	0.31%
2000	LDDT	0	0	0	-	0	0	0	-
2000	LDDV	31	0	31	0.00%	31	0	31	0.00%
2000	LDGT	9,064	1	9,063	0.01%	9,064	4	9,060	0.04%
2000	LDGV	12,175	1	12,174	0.01%	12,175	5	12,170	0.04%
2001	HDGV	802	0	802	0.00%	802	0	802	0.00%
2001	LDDT	0	0	0	-	0	0	0	-
2001	LDDV	24	0	24	0.00%	24	0	24	0.00%
2001	LDGT	8,759	2	8,757	0.02%	8,759	3	8,756	0.03%
2001	LDGV	9,915	1	9,914	0.01%	9,915	1	9,914	0.01%
2002	HDGV	873	0	873	0.00%	873	2	871	0.23%
2002	LDDT	0	0	0	-	0	0	0	-
2002	LDDV	53	0	53	0.00%	53	0	53	0.00%
2002	LDGT	17,863	0	17,863	0.00%	17,863	5	17,858	0.03%
2002	LDGV	18,570	4	18,566	0.02%	18,570	3	18,567	0.02%
2003	HDGV	1,373	0	1,373	0.00%	1,373	0	1,373	0.00%
2003	LDDT	0	0	0	-	0	0	0	-
2003	LDDV	43	0	43	0.00%	43	0	43	0.00%
2003	LDGT	16,584	2	16,582	0.01%	16,584	10	16,574	0.06%
2003	LDGV	17,996	1	17,995	0.01%	17,996	5	17,991	0.03%
2004	HDGV	1,620	1	1,619	0.06%	1,620	2	1,618	0.12%
2004	LDDT	3	0	3	0.00%	3	0	3	0.00%
2004	LDDV	74	0	74	0.00%	74	0	74	0.00%
2004	LDGT	33,017	1	33,016	0.00%	33,017	10	33,007	0.03%
2004	LDGV	28,673	1	28,672	0.00%	28,673	14	28,659	0.05%

[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 2022

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
2005	HDGV	1,924	2	1,922	0.10%	1,924	1	1,923	0.05%
2005	LDDT	11	0	11	0.00%	11	0	11	0.00%
2005	LDDV	127	0	127	0.00%	127	0	127	0.00%
2005	LDGT	25,092	1	25,091	0.00%	25,092	6	25,086	0.02%
2005	LDGV	24,059	3	24,056	0.01%	24,059	7	24,052	0.03%
2006	HDGV	2,683	2	2,681	0.07%	2,683	3	2,680	0.11%
2006	LDDT	24	0	24	0.00%	24	0	24	0.00%
2006	LDDV	207	0	207	0.00%	207	1	206	0.48%
2006	LDGT	35,928	1	35,927	0.00%	35,928	12	35,916	0.03%
2006	LDGV	36,865	0	36,865	0.00%	36,865	11	36,854	0.03%
2007	HDGV	2,359	1	2,358	0.04%	2,359	2	2,357	0.08%
2007	LDDT	63	0	63	0.00%	63	0	63	0.00%
2007	LDDV	26	0	26	0.00%	26	0	26	0.00%
2007	LDGT	48,801	1	48,800	0.00%	48,801	9	48,792	0.02%
2007	LDGV	54,214	3	54,211	0.01%	54,214	13	54,201	0.02%
2008	HDGV	4,018	4	4,014	0.10%	4,018	3	4,015	0.07%
2008	LDDT	54	0	54	0.00%	54	0	54	0.00%
2008	LDDV	16	0	16	0.00%	16	0	16	0.00%
2008	LDGT	31,071	2	31,069	0.01%	31,071	7	31,064	0.02%
2008	LDGV	29,164	1	29,163	0.00%	29,164	3	29,161	0.01%
2009	HDGV	2,872	1	2,871	0.03%	2,872	1	2,871	0.03%
2009	LDDT	57	0	57	0.00%	57	0	57	0.00%
2009	LDDV	67	0	67	0.00%	67	0	67	0.00%
2009	LDGT	42,604	1	42,603	0.00%	42,604	9	42,595	0.02%
2009	LDGV	60,600	4	60,596	0.01%	60,600	11	60,589	0.02%

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2022

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
2010	HDGV	2,827	0	2,827	0.00%	2,827	3	2,824	0.11%
2010	LDDT	63	0	63	0.00%	63	0	63	0.00%
2010	LDDV	42	0	42	0.00%	42	0	42	0.00%
2010	LDGT	35,004	1	35,003	0.00%	35,004	6	34,998	0.02%
2010	LDGV	40,835	0	40,835	0.00%	40,835	2	40,833	0.00%
2011	HDGV	5,309	5	5,304	0.09%	5,309	10	5,299	0.19%
2011	LDDT	155	0	155	0.00%	155	0	155	0.00%
2011	LDDV	147	0	147	0.00%	147	0	147	0.00%
2011	LDGT	75,532	2	75,530	0.00%	75,532	4	75,528	0.01%
2011	LDGV	63,503	0	63,503	0.00%	63,503	10	63,493	0.02%
2012	HDGV	5,822	1	5,821	0.02%	5,822	1	5,821	0.02%
2012	LDDT	179	0	179	0.00%	179	0	179	0.00%
2012	LDDV	156	0	156	0.00%	156	0	156	0.00%
2012	LDGT	38,186	1	38,185	0.00%	38,186	10	38,176	0.03%
2012	LDGV	43,676	0	43,676	0.00%	43,676	7	43,669	0.02%
2013	HDGV	6,178	0	6,178	0.00%	6,178	3	6,175	0.05%
2013	LDDT	307	0	307	0.00%	307	0	307	0.00%
2013	LDDV	310	0	310	0.00%	310	1	309	0.32%
2013	LDGT	89,106	2	89,104	0.00%	89,106	9	89,097	0.01%
2013	LDGV	96,736	1	96,735	0.00%	96,736	7	96,729	0.01%
2014	HDGV	5,798	0	5,798	0.00%	5,798	5	5,793	0.09%
2014	LDDT	320	0	320	0.00%	320	0	320	0.00%
2014	LDDV	405	0	405	0.00%	405	0	405	0.00%
2014	LDGT	51,526	1	51,525	0.00%	51,526	3	51,523	0.01%
2014	LDGV	40,092	2	40,090	0.00%	40,092	4	40,088	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 2022

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
2015	HDGV	9,232	2	9,230	0.02%	9,232	1	9,231	0.01%
2015	LDDT	693	0	693	0.00%	693	0	693	0.00%
2015	LDDV	744	0	744	0.00%	744	0	744	0.00%
2015	LDGT	127,840	0	127,840	0.00%	127,840	6	127,834	0.00%
2015	LDGV	99,158	1	99,157	0.00%	99,158	5	99,153	0.01%
2016	HDGV	9,653	3	9,650	0.03%	9,653	1	9,652	0.01%
2016	LDDT	235	0	235	0.00%	235	0	235	0.00%
2016	LDDV	27	0	27	0.00%	27	0	27	0.00%
2016	LDGT	55,470	0	55,470	0.00%	55,470	1	55,469	0.00%
2016	LDGV	42,301	0	42,301	0.00%	42,301	1	42,300	0.00%
2017	HDGV	11,385	2	11,383	0.02%	11,385	5	11,380	0.04%
2017	LDDT	338	0	338	0.00%	338	0	338	0.00%
2017	LDDV	95	0	95	0.00%	95	0	95	0.00%
2017	LDGT	156,475	0	156,475	0.00%	156,475	12	156,463	0.01%
2017	LDGV	115,581	0	115,581	0.00%	115,581	6	115,575	0.01%
2018	HDGV	6,230	1	6,229	0.02%	6,230	5	6,225	0.08%
2018	LDDT	70	0	70	0.00%	70	0	70	0.00%
2018	LDDV	8	0	8	0.00%	8	0	8	0.00%
2018	LDGT	21,479	0	21,479	0.00%	21,479	0	21,479	0.00%
2018	LDGV	12,453	0	12,453	0.00%	12,453	1	12,452	0.01%
2019	HDGV	7,391	3	7,388	0.04%	7,391	1	7,390	0.01%
2019	LDDT	3	0	3	0.00%	3	0	3	0.00%
2019	LDDV	0	0	0	-	0	0	0	-
2019	LDGT	3,444	0	3,444	0.00%	3,444	1	3,443	0.03%
2019	LDGV	719	0	719	0.00%	719	0	719	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 2022

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
2020	HDGV	5,713	2	5,711	0.04%	5,713	1	5,712	0.02%
2020	LDDT	6	0	6	0.00%	6	0	6	0.00%
2020	LDDV	0	0	0	-	0	0	0	-
2020	LDGT	2,087	0	2,087	0.00%	2,087	0	2,087	0.00%
2020	LDGV	262	0	262	0.00%	262	0	262	0.00%
2021	HDGV	3,826	0	3,826	0.00%	3,826	0	3,826	0.00%
2021	LDDT	26	0	26	0.00%	26	0	26	0.00%
2021	LDDV	0	0	0	-	0	0	0	-
2021	LDGT	1,662	0	1,662	0.00%	1,662	0	1,662	0.00%
2021	LDGV	75	0	75	0.00%	75	0	75	0.00%
2022	HDGV	719	0	719	0.00%	719	0	719	0.00%
2022	LDDT	0	0	0	-	0	0	0	-
2022	LDDV	0	0	0	-	0	0	0	-
2022	LDGT	181	0	181	0.00%	181	0	181	0.00%
2022	LDGV	12	0	12	0.00%	12	0	12	0.00%
2023	HDGV	266	0	266	0.00%	266	0	266	0.00%
2023	LDDT	0	0	0	-	0	0	0	-
2023	LDDV	0	0	0	-	0	0	0	-
2023	LDGT	14	0	14	0.00%	14	0	14	0.00%
2023	LDGV	2	0	2	0.00%	2	0	2	0.00%
Totals		**1,912,699**	**73**	**1,912,626**	**0.004%**	**1,912,699**	**318**	**1,912,381**	**0.02%**

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

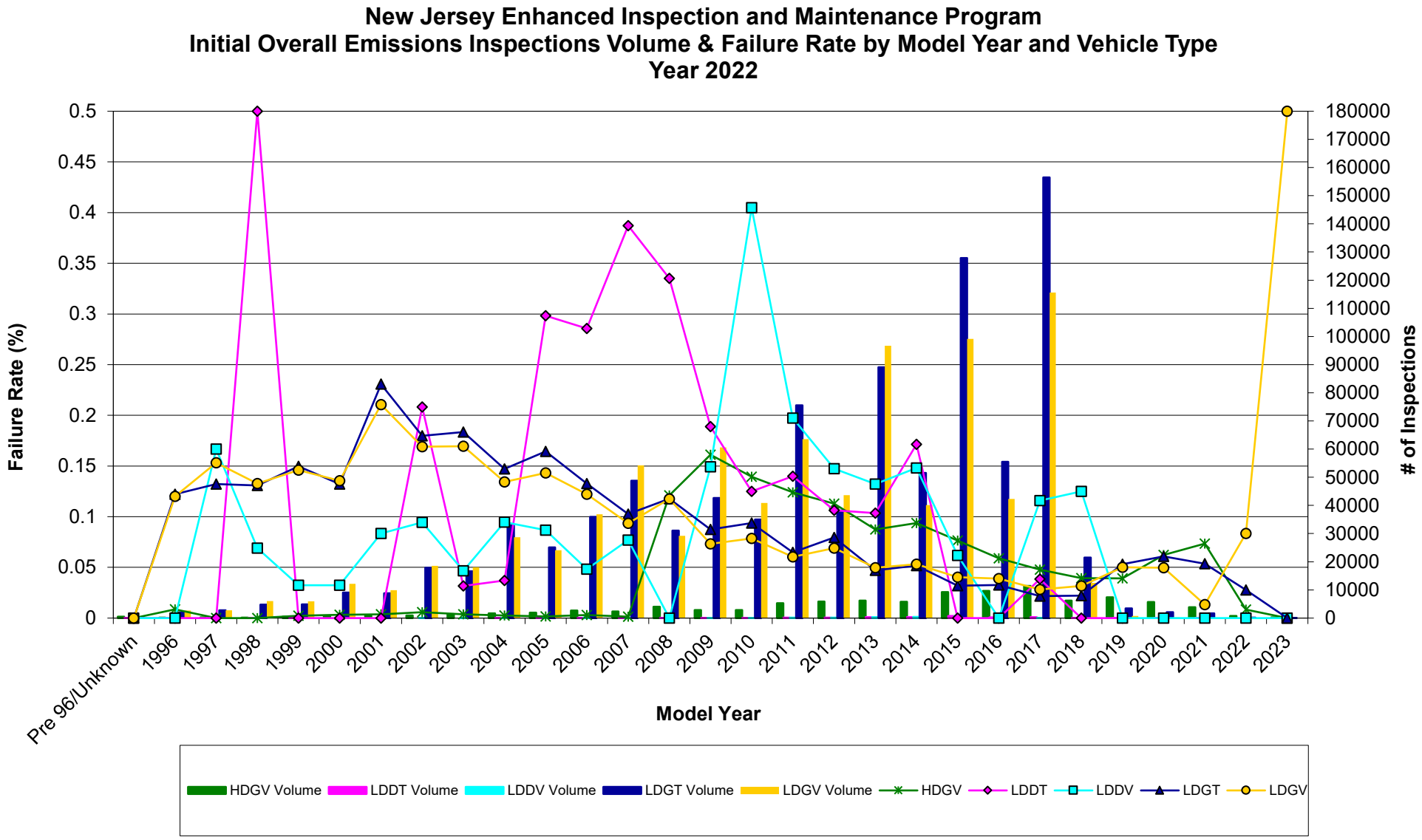
New Jersey Enhanced Inspection and Maintenance Program
Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2022
Failure Rate (%)
# of Inspections
Model Year
Pre 96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGV
LDDT
LDDV
LDGT
LDGV

Figure E-1

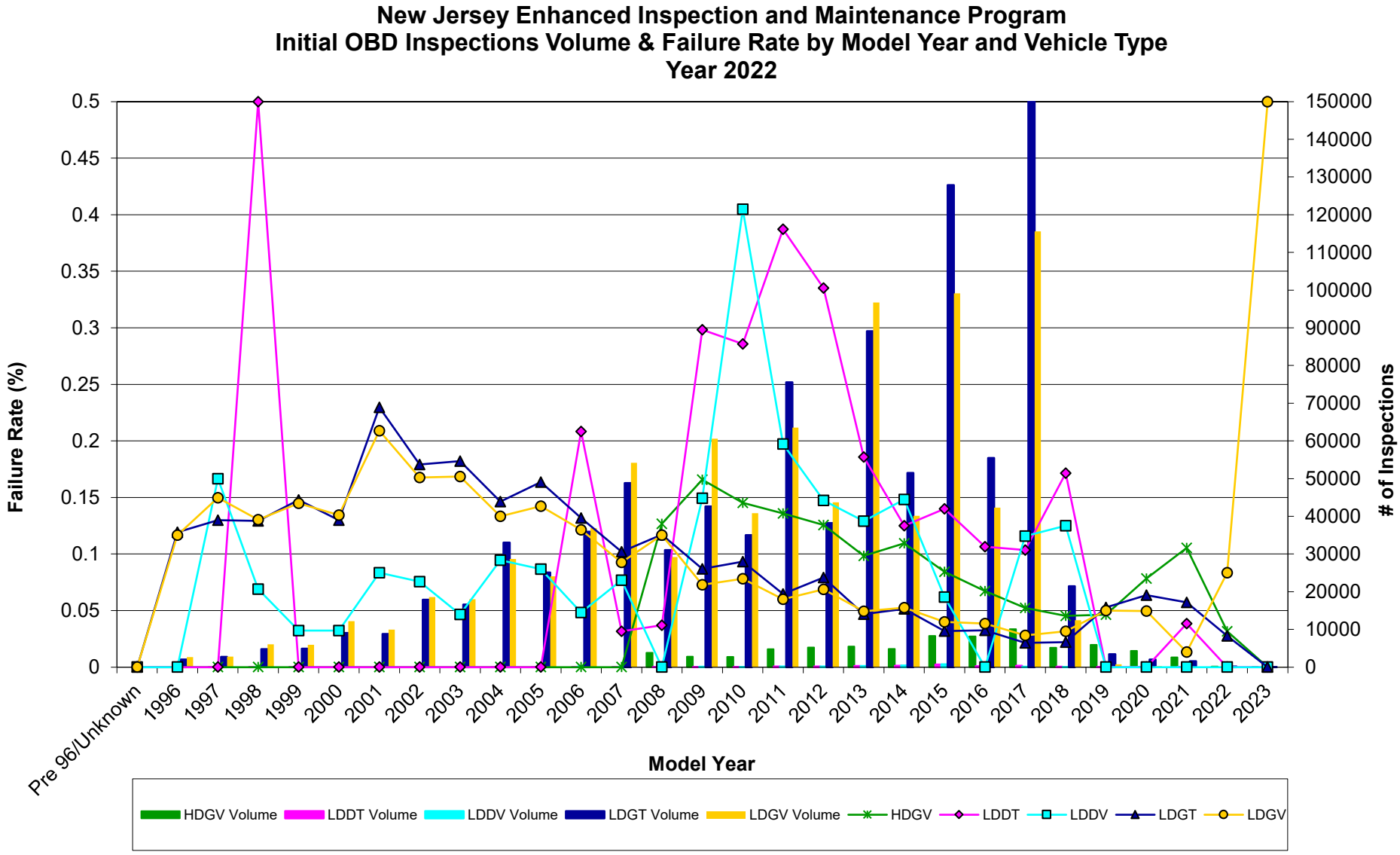
New Jersey Enhanced Inspection and Maintenance Program
Initial OBD Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2022
Failure Rate (%)
# of Inspections
Model Year
Pre 96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGV
LDDT
LDDV
LDGT
LDGV

Figure E-2

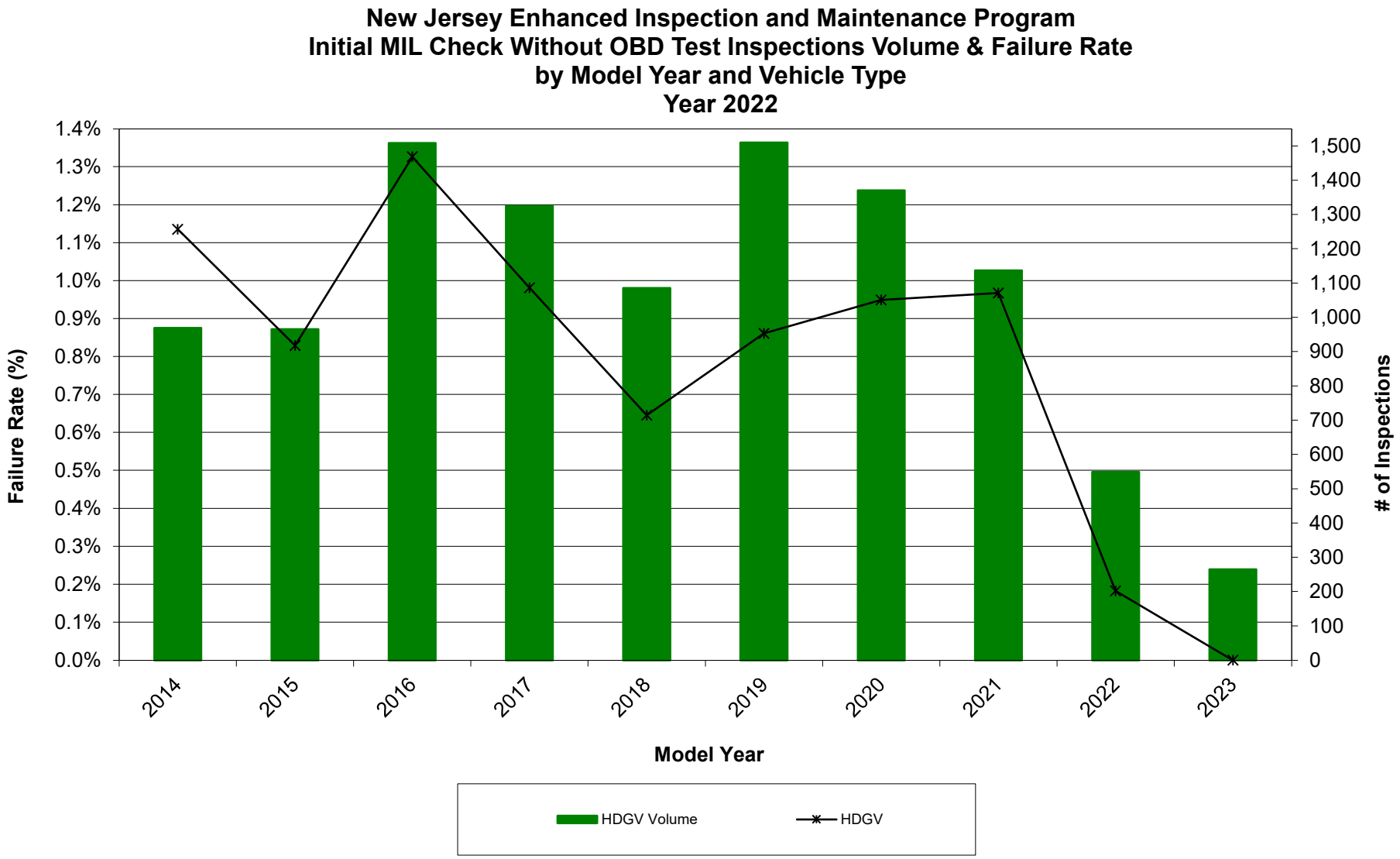
New Jersey Enhanced Inspection and Maintenance Program
Initial MIL Check Without OBD Test Inspections Volume & Failure Rate
by Model Year and Vehicle Type
Year 2022
Failure Rate (%)
1.4%
1.3%
1.2%
1.1%
1.0%
0.9%
0.8%
0.7%
0.6%
0.5%
0.4%
0.3%
0.2%
0.1%
0.0%
# of Inspections
1,500
1,400
1,300
1,200
1,100
1,000
900
800
700
600
500
400
300
200
100
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
Model Year
HDGV Volume
HDGV

Figure E-3

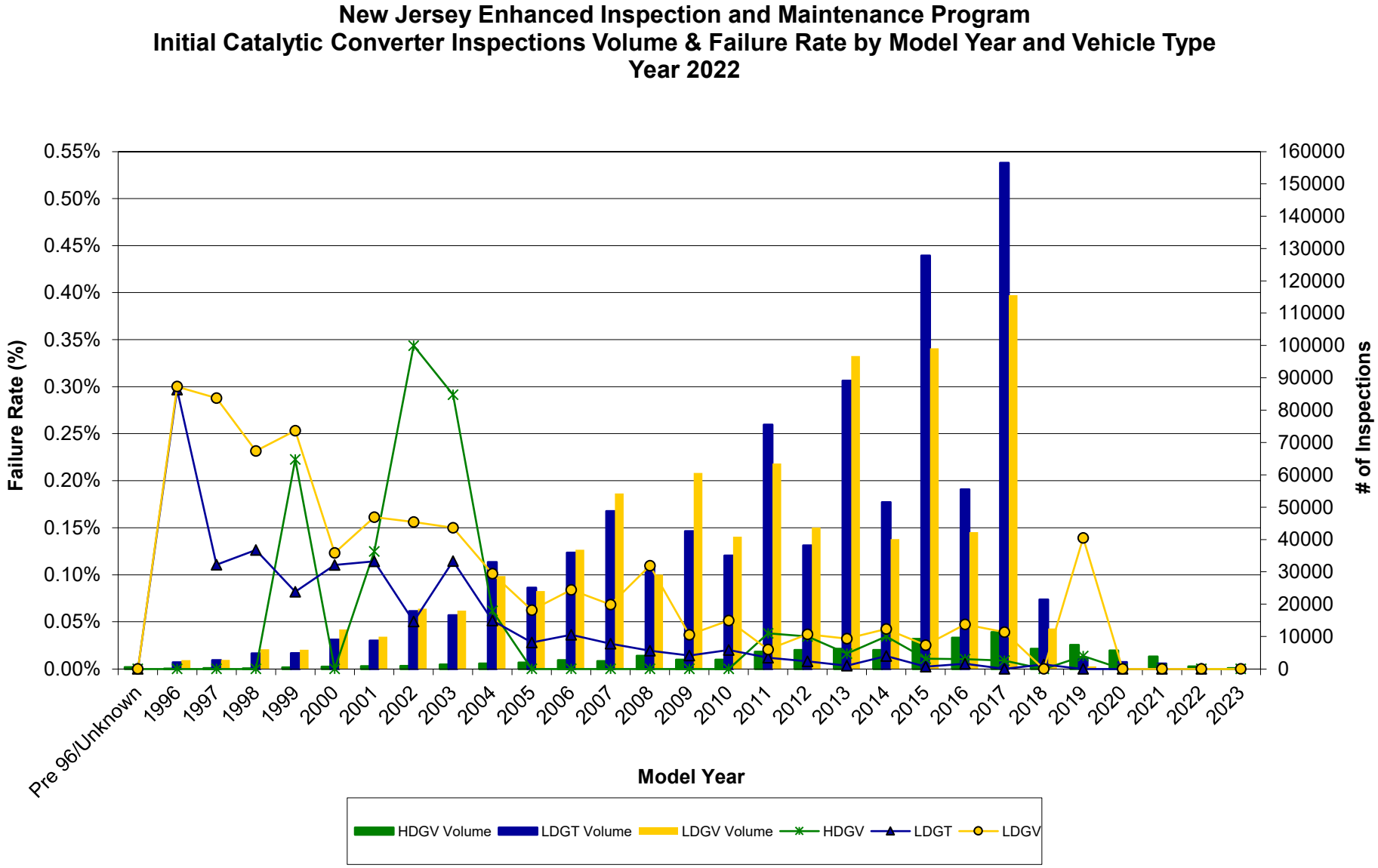
New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2022
Failure Rate (%)
# of Inspections
Model Year
0.55%
0.50%
0.45%
0.40%
0.35%
0.30%
0.25%
0.20%
0.15%
0.10%
0.05%
0.00%
160000
150000
140000
130000
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
2023
HDGV Volume
LDGT Volume
LDGV Volume
HDGV
LDGT
LDGV

Figure E-4

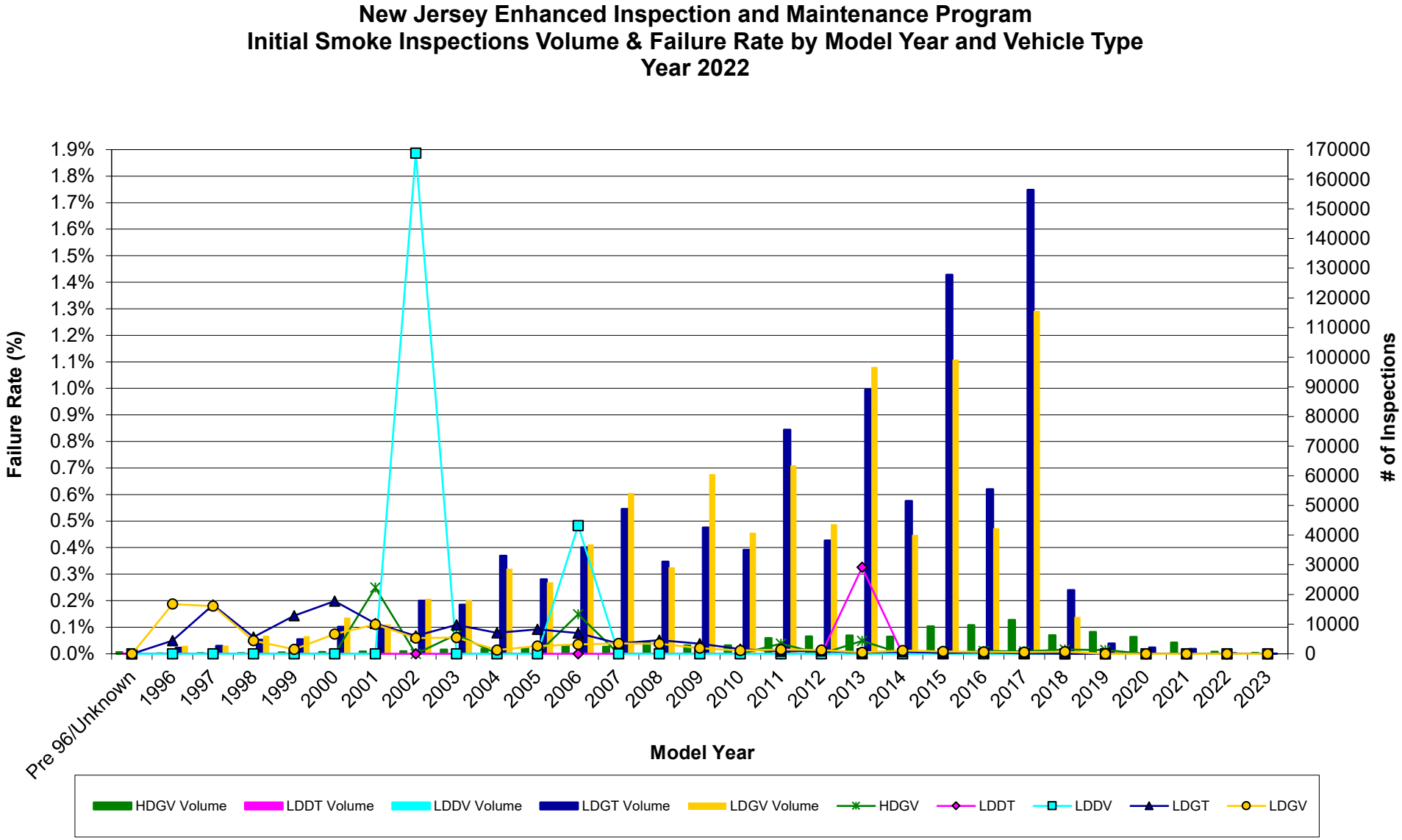
New Jersey Enhanced Inspection and Maintenance Program
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2022
Failure Rate (%)
# of Inspections
Model Year
Pre 96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGV
LDDT
LDDV
LDGT
LDGV

Figure E-5

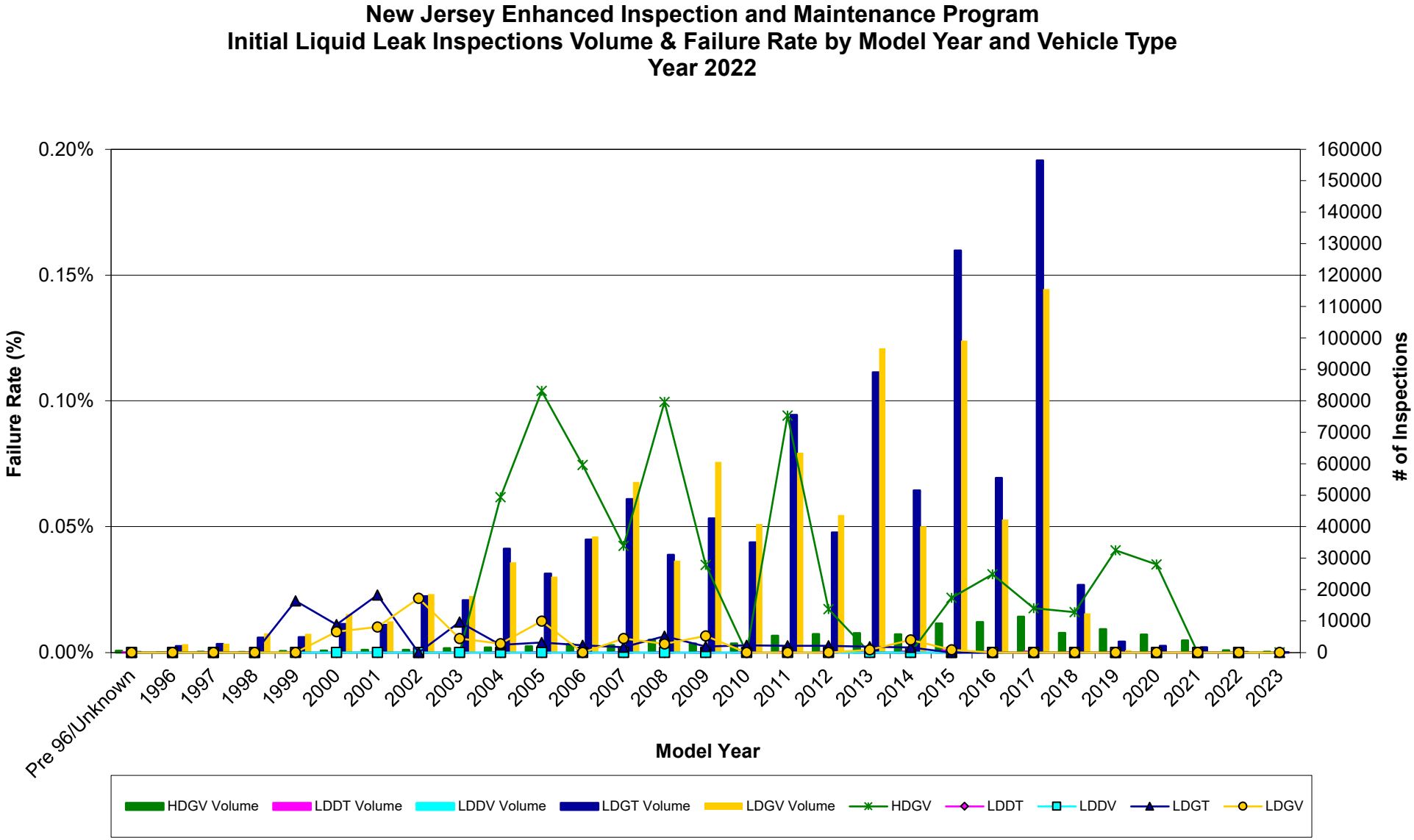
New Jersey Enhanced Inspection and Maintenance Program
Initial Liquid Leak Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2022
Failure Rate (%)
0.20%
0.15%
0.10%
0.05%
0.00%
# of Inspections
160000
150000
140000
130000
120000
110000
100000
90000
80000
70000
60000
50000
40000
30000
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
2023
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 2022

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	2021	1919	95.0%	102	5.0%
1996	LDGV	2666	2539	95.2%	127	4.8%
1997	LDDT	3	3	100.0%	0	0.0%
1997	LDDV	6	6	100.0%	0	0.0%
1997	LDGT	2710	2546	93.9%	164	6.1%
1997	LDGV	2779	2590	93.2%	189	6.8%
1998	LDDT	2	2	100.0%	0	0.0%
1998	LDDV	29	28	96.6%	1	3.4%
1998	LDGT	4753	4515	95.0%	238	5.0%
1998	LDGV	6047	5751	95.1%	296	4.9%
1999	LDDT	2	2	100.0%	0	0.0%
1999	LDDV	31	31	100.0%	0	0.0%
1999	LDGT	4889	4572	93.5%	317	6.5%
1999	LDGV	5924	5580	94.2%	344	5.8%
2000	LDDT	0	0	-	0	-
2000	LDDV	31	30	96.8%	1	3.2%
2000	LDGT	9064	8616	95.1%	448	4.9%
2000	LDGV	12175	11524	94.7%	651	5.3%
2001	LDDT	0	0	-	0	-
2001	LDDV	24	24	100.0%	0	0.0%
2001	LDGT	8759	7941	90.7%	818	9.3%
2001	LDGV	9915	9092	91.7%	823	8.3%
2002	LDDT	0	0	-	0	-
2002	LDDV	53	52	98.1%	1	1.9%
2002	LDGT	17863	16690	93.4%	1173	6.6%
2002	LDGV	18570	17439	93.9%	1131	6.1%
2003	LDDT	0	0	-	0	-
2003	LDDV	43	43	100.0%	0	0.0%
2003	LDGT	16584	15370	92.7%	1214	7.3%
2003	LDGV	17996	16861	93.7%	1135	6.3%
2004	LDDT	3	3	100.0%	0	0.0%
2004	LDDV	74	72	97.3%	2	2.7%
2004	LDGT	33017	31337	94.9%	1680	5.1%
2004	LDGV	28673	27450	95.7%	1223	4.3%
2005	LDDT	11	11	100.0%	0	0.0%
2005	LDDV	127	125	98.4%	2	1.6%
2005	LDGT	25092	23533	93.8%	1559	6.2%
2005	LDGV	24059	22830	94.9%	1229	5.1%
2006	LDDT	24	21	87.5%	3	12.5%
2006	LDDV	207	203	98.1%	4	1.9%
2006	LDGT	35928	34341	95.6%	1587	4.4%
2006	LDGV	36865	35455	96.2%	1410	3.8%

Table F-1 (page 1 of 3)

* Includes vehicles that are no longer registered.

NOTE: 0.0001% Bypassed OBD Tests- 1 Authorized Bypass in 2022

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2022

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	63	62	98.4%	1	1.6%
2007	LDDV	26	25	96.2%	1	3.8%
2007	LDGT	48801	47255	96.8%	1546	3.2%
2007	LDGV	54214	52688	97.2%	1526	2.8%
2008	HDGV	3822	3676	96.2%	146	3.8%
2008	LDDT	54	53	98.1%	1	1.9%
2008	LDDV	16	16	100.0%	0	0.0%
2008	LDGT	31071	29750	95.7%	1321	4.3%
2008	LDGV	29164	27972	95.9%	1192	4.1%
2009	HDGV	2787	2664	95.6%	123	4.4%
2009	LDDT	57	50	87.7%	7	12.3%
2009	LDDV	67	64	95.5%	3	4.5%
2009	LDGT	42604	41609	97.7%	995	2.3%
2009	LDGV	60586	59483	98.2%	1103	1.8%
2010	HDGV	2693	2608	96.8%	85	3.2%
2010	LDDT	63	57	90.5%	6	9.5%
2010	LDDV	42	36	85.7%	6	14.3%
2010	LDGT	35004	34078	97.4%	926	2.6%
2010	LDGV	40835	39853	97.6%	982	2.4%
2011	HDGV	4752	4597	96.7%	155	3.3%
2011	LDDT	155	133	85.8%	22	14.2%
2011	LDDV	147	136	92.5%	11	7.5%
2011	LDGT	75532	74367	98.5%	1165	1.5%
2011	LDGV	63503	62631	98.6%	872	1.4%
2012	HDGV	5217	5088	97.5%	129	2.5%
2012	LDDT	179	158	88.3%	21	11.7%
2012	LDDV	156	147	94.2%	9	5.8%
2012	LDGT	38186	37416	98.0%	770	2.0%
2012	LDGV	43676	42932	98.3%	744	1.7%
2013	HDGV	5434	5357	98.6%	77	1.4%
2013	LDDT	307	292	95.1%	15	4.9%
2013	LDDV	310	296	95.5%	14	4.5%
2013	LDGT	89106	88303	99.1%	803	0.9%
2013	LDGV	96736	95704	98.9%	1032	1.1%
2014	HDGV	4829	4752	98.4%	77	1.6%
2014	LDDT	320	315	98.4%	5	1.6%
2014	LDDV	405	391	96.5%	14	3.5%
2014	LDGT	51526	50898	98.8%	628	1.2%
2014	LDGV	40092	39582	98.7%	510	1.3%
2015	HDGV	8267	8154	98.6%	113	1.4%
2015	LDDT	693	676	97.5%	17	2.5%
2015	LDDV	744	738	99.2%	6	0.8%
2015	LDGT	127840	127149	99.5%	691	0.5%
2015	LDGV	99158	98406	99.2%	752	0.8%

Table F-1 (page 2 of 3)

* Includes vehicles that are no longer registered.

NOTE: 0.0001% Bypassed OBD Tests- 1 Authorized Bypass in 2022

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2022

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	8145	8046	98.8%	99	1.2%
2016	LDDT	235	231	98.3%	4	1.7%
2016	LDDV	27	27	100.0%	0	0.0%
2016	LDGT	55470	55172	99.5%	298	0.5%
2016	LDGV	42301	41947	99.2%	354	0.8%
2017	HDGV	10060	9979	99.2%	81	0.8%
2017	LDDT	338	335	99.1%	3	0.9%
2017	LDDV	95	93	97.9%	2	2.1%
2017	LDGT	156475	156086	99.8%	389	0.2%
2017	LDGV	115581	115012	99.5%	569	0.5%
2018	HDGV	5145	5114	99.4%	31	0.6%
2018	LDDT	70	70	100.0%	0	0.0%
2018	LDDV	8	8	100.0%	0	0.0%
2018	LDGT	21479	21431	99.8%	48	0.2%
2018	LDGV	12453	12386	99.5%	67	0.5%
2019	HDGV	5881	5858	99.6%	23	0.4%
2019	LDDT	3	3	100.0%	0	0.0%
2019	LDDV	0	0	-	0	-
2019	LDGT	3444	3420	99.3%	24	0.7%
2019	LDGV	719	715	99.4%	4	0.6%
2020	HDGV	4343	4317	99.4%	26	0.6%
2020	LDDT	6	6	100.0%	0	0.0%
2020	LDDV	0	0	-	0	-
2020	LDGT	1999	1985	99.3%	14	0.7%
2020	LDGV	262	261	99.6%	1	0.4%
2021	HDGV	2561	2523	98.5%	38	1.5%
2021	LDDT	26	25	96.2%	1	3.8%
2021	LDDV	0	0	-	0	-
2021	LDGT	1554	1546	99.5%	8	0.5%
2021	LDGV	75	74	98.7%	1	1.3%
2022	HDGV	158	157	99.4%	1	0.6%
2022	LDDT	0	0	-	0	-
2022	LDDV	0	0	-	0	-
2022	LDGT	181	180	99.4%	1	0.6%
2022	LDGV	12	12	100.0%	0	0.0%
2023	HDGV	1	1	100.0%	0	0.0%
2023	LDDT	0	0	-	0	-
2023	LDDV	0	0	-	0	-
2023	LDGT	14	14	100.0%	0	0.0%
2023	LDGV	2	1	50.0%	1	50.0%
Totals		**1885381**	**1846799**	**98.0%**	**38582**	**2.0%**

Table F-1 (page 3 of 3)

* Includes vehicles that are no longer registered.

NOTE: 0.0001% Bypassed OBD Tests- 1 Authorized Bypass in 2022

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2022

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	DLC Check Passes	DLC Check Fails
1996	LDDT	0	0	0	-	0	0	-	0	0
1996	LDDV	0	0	0	-	0	0	-	0	0
1996	LDGT	2,021	1,970	51	2.5%	1,903	67	3.4%	2,019	2
1996	LDGV	2,666	2,639	27	1.0%	2,560	79	3.0%	2,661	5
1997	LDDT	3	3	0	0.0%	3	0	0.0%	3	0
1997	LDDV	6	5	1	16.7%	5	0	0.0%	6	0
1997	LDGT	2,710	2,645	65	2.4%	2,535	110	4.2%	2,708	2
1997	LDGV	2,779	2,739	40	1.4%	2,625	114	4.2%	2,776	3
1998	LDDT	2	2	0	0.0%	2	0	0.0%	2	0
1998	LDDV	29	29	0	0.0%	27	2	6.9%	29	0
1998	LDGT	4,753	4,666	87	1.8%	4,496	170	3.6%	4,748	5
1998	LDGV	6,047	5,995	52	0.9%	5,750	245	4.1%	6,041	6
1999	LDDT	2	2	0	0.0%	2	0	0.0%	2	0
1999	LDDV	31	31	0	0.0%	30	1	3.2%	31	0
1999	LDGT	4,889	4,807	82	1.7%	4,573	234	4.9%	4,885	4
1999	LDGV	5,924	5,863	61	1.0%	5,586	277	4.7%	5,910	14
2000	LDDT	0	0	0	-	0	0	-	0	0
2000	LDDV	31	31	0	0.0%	30	1	3.2%	31	0
2000	LDGT	9,064	8,945	119	1.3%	8,551	394	4.4%	9,061	3
2000	LDGV	12,175	12,061	114	0.9%	11,517	544	4.5%	12,167	8
2001	LDDT	0	0	0	-	0	0	-	0	0
2001	LDDV	24	23	1	4.2%	23	0	0.0%	24	0
2001	LDGT	8,759	8,644	115	1.3%	8,142	502	5.8%	8,753	6
2001	LDGV	9,915	9,803	112	1.1%	9,231	572	5.8%	9,904	11
2002	LDDT	0	0	0	-	0	0	-	0	0
2002	LDDV	53	53	0	0.0%	52	1	1.9%	53	0
2002	LDGT	17,863	17,709	154	0.9%	16,794	915	5.2%	17,852	11
2002	LDGV	18,570	18,476	94	0.5%	17,568	908	4.9%	18,557	13
2003	LDDT	0	0	0	-	0	0	-	0	0
2003	LDDV	43	43	0	0.0%	43	0	0.0%	43	0
2003	LDGT	16,584	16,446	138	0.8%	15,499	947	5.8%	16,573	11
2003	LDGV	17,996	17,921	75	0.4%	16,993	928	5.2%	17,978	18
2004	LDDT	3	3	0	0.0%	3	0	0.0%	3	0
2004	LDDV	74	73	1	1.4%	70	3	4.1%	74	0
2004	LDGT	33,017	32,894	123	0.4%	31,383	1,511	4.6%	32,990	27
2004	LDGV	28,673	28,611	62	0.2%	27,404	1,207	4.2%	28,618	55
2005	LDDT	11	11	0	0.0%	11	0	0.0%	11	0
2005	LDDV	127	127	0	0.0%	119	8	6.3%	127	0
2005	LDGT	25,092	25,039	53	0.2%	23,750	1,289	5.1%	25,074	18
2005	LDGV	24,059	24,007	52	0.2%	22,936	1,071	4.5%	24,013	46
2006	LDDT	24	23	1	4.2%	22	1	4.3%	24	0
2006	LDDV	207	207	0	0.0%	202	5	2.4%	206	1
2006	LDGT	35,928	35,846	82	0.2%	34,298	1,548	4.3%	35,900	28
2006	LDGV	36,865	36,780	85	0.2%	35,382	1,398	3.8%	36,785	80

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2022

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	DLC Check Passes	DLC Check Fails
2007	LDDT	63	63	0	0.0%	62	1	1.6%	63	0
2007	LDDV	26	26	0	0.0%	26	0	0.0%	26	0
2007	LDGT	48,801	48,739	62	0.1%	47,078	1,661	3.4%	48,772	29
2007	LDGV	54,214	54,150	64	0.1%	52,532	1,618	3.0%	54,069	145
2008	HDGV	3,822	3,816	6	0.2%	3,690	126	3.3%	3,814	8
2008	LDDT	54	54	0	0.0%	53	1	1.9%	54	0
2008	LDDV	16	16	0	0.0%	16	0	0.0%	16	0
2008	LDGT	31,071	31,015	56	0.2%	29,802	1,213	3.9%	31,043	28
2008	LDGV	29,164	29,117	47	0.2%	28,026	1,091	3.7%	29,084	80
2009	HDGV	2,787	2,784	3	0.1%	2,692	92	3.3%	2,777	10
2009	LDDT	57	57	0	0.0%	53	4	7.0%	57	0
2009	LDDV	67	67	0	0.0%	65	2	3.0%	67	0
2009	LDGT	42,604	42,569	35	0.1%	41,442	1,127	2.6%	42,580	24
2009	LDGV	60,586	60,531	55	0.1%	59,246	1,285	2.1%	60,517	69
2010	HDGV	2,693	2,693	0	0.0%	2,632	61	2.3%	2,686	7
2010	LDDT	63	63	0	0.0%	61	2	3.2%	63	0
2010	LDDV	42	42	0	0.0%	38	4	9.5%	42	0
2010	LDGT	35,004	34,953	51	0.1%	34,057	896	2.6%	34,985	19
2010	LDGV	40,835	40,791	44	0.1%	39,897	894	2.2%	40,794	41
2011	HDGV	4,752	4,748	4	0.1%	4,652	96	2.0%	4,737	15
2011	LDDT	155	155	0	0.0%	145	10	6.5%	155	0
2011	LDDV	147	147	0	0.0%	140	7	4.8%	147	0
2011	LDGT	75,532	75,490	42	0.1%	74,049	1,441	1.9%	75,509	23
2011	LDGV	63,503	63,473	30	0.0%	62,353	1,120	1.8%	63,460	43
2012	HDGV	5,217	5,216	1	0.0%	5,103	113	2.2%	5,193	24
2012	LDDT	179	179	0	0.0%	172	7	3.9%	179	0
2012	LDDV	156	156	0	0.0%	147	9	5.8%	156	0
2012	LDGT	38,186	38,158	28	0.1%	37,384	774	2.0%	38,168	18
2012	LDGV	43,676	43,658	18	0.0%	42,900	758	1.7%	43,654	22
2013	HDGV	5,434	5,431	3	0.1%	5,354	77	1.4%	5,420	14
2013	LDDT	307	307	0	0.0%	300	7	2.3%	307	0
2013	LDDV	310	310	0	0.0%	296	14	4.5%	310	0
2013	LDGT	89,106	89,088	18	0.0%	87,999	1,089	1.2%	89,055	51
2013	LDGV	96,736	96,703	33	0.0%	95,596	1,107	1.1%	96,678	58
2014	HDGV	4,829	4,827	2	0.0%	4,756	71	1.5%	4,814	15
2014	LDDT	320	320	0	0.0%	313	7	2.2%	320	0
2014	LDDV	405	405	0	0.0%	390	15	3.7%	404	1
2014	LDGT	51,526	51,516	10	0.0%	50,884	632	1.2%	51,494	32
2014	LDGV	40,092	40,083	9	0.0%	39,644	439	1.1%	40,061	31
2015	HDGV	8,267	8,264	3	0.0%	8,125	139	1.7%	8,238	29
2015	LDDT	693	693	0	0.0%	676	17	2.5%	692	1
2015	LDDV	744	744	0	0.0%	735	9	1.2%	744	0
2015	LDGT	127,840	127,826	14	0.0%	126,722	1,104	0.9%	127,782	58
2015	LDGV	99,158	99,150	8	0.0%	98,306	844	0.9%	99,113	45

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2022

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	DLC Check Passes	DLC Check Fails
2016	HDGV	8,145	8,144	1	0.0%	8,025	119	1.5%	8,112	33
2016	LDDT	235	235	0	0.0%	231	4	1.7%	235	0
2016	LDDV	27	27	0	0.0%	27	0	0.0%	27	0
2016	LDGT	55,470	55,467	3	0.0%	55,038	429	0.8%	55,424	46
2016	LDGV	42,301	42,298	3	0.0%	41,968	330	0.8%	42,275	26
2017	HDGV	10,060	10,058	2	0.0%	9,960	98	1.0%	10,023	37
2017	LDDT	338	338	0	0.0%	333	5	1.5%	338	0
2017	LDDV	95	95	0	0.0%	94	1	1.1%	95	0
2017	LDGT	156,475	156,459	16	0.0%	155,702	757	0.5%	156,378	97
2017	LDGV	115,581	115,570	11	0.0%	114,983	587	0.5%	115,533	48
2018	HDGV	5,145	5,145	0	0.0%	5,106	39	0.8%	5,117	28
2018	LDDT	70	70	0	0.0%	70	0	0.0%	70	0
2018	LDDV	8	8	0	0.0%	8	0	0.0%	8	0
2018	LDGT	21,479	21,479	0	0.0%	21,416	63	0.3%	21,466	13
2018	LDGV	12,453	12,453	0	0.0%	12,407	46	0.4%	12,448	5
2019	HDGV	5,881	5,880	1	0.0%	5,852	28	0.5%	5,846	35
2019	LDDT	3	3	0	0.0%	3	0	0.0%	3	0
2019	LDDV	0	0	0	-	0	0	-	0	0
2019	LDGT	3,444	3,444	0	0.0%	3,429	15	0.4%	3,427	17
2019	LDGV	719	719	0	0.0%	713	6	0.8%	712	7
2020	HDGV	4,343	4,343	0	0.0%	4,334	9	0.2%	4,310	33
2020	LDDT	6	6	0	0.0%	6	0	0.0%	6	0
2020	LDDV	0	0	0	-	0	0	-	0	0
2020	LDGT	1,999	1,997	2	0.1%	1,984	13	0.7%	1,988	11
2020	LDGV	262	262	0	0.0%	262	0	0.0%	259	3
2021	HDGV	2,561	2,561	0	0.0%	2,553	8	0.3%	2,531	30
2021	LDDT	26	26	0	0.0%	26	0	0.0%	26	0
2021	LDDV	0	0	0	-	0	0	-	0	0
2021	LDGT	1,554	1,554	0	0.0%	1,551	3	0.2%	1,544	10
2021	LDGV	75	75	0	0.0%	75	0	0.0%	75	0
2022	HDGV	158	158	0	0.0%	158	0	0.0%	157	1
2022	LDDT	0	0	0	-	0	0	-	0	0
2022	LDDV	0	0	0	-	0	0	-	0	0
2022	LDGT	181	181	0	0.0%	181	0	0.0%	179	2
2022	LDGV	12	12	0	0.0%	12	0	0.0%	12	0
2023	HDGV	1	1	0	0.0%	1	0	0.0%	1	0
2023	LDDT	0	0	0	-	0	0	-	0	0
2023	LDDV	0	0	0	-	0	0	-	0	0
2023	LDGT	14	14	0	0.0%	14	0	0.0%	14	0
2023	LDGV	2	2	0	0.0%	2	0	0.0%	2	0
Totals		**1,885,381**	**1,882,849**	**2,532**	**0.1%**	**1,845,253**	**37,596**	**2.0%**	**1,883,582**	**1,799**

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2022

Model Yr	Veh Type	OBD Initial Insps	DLC Check FR	Communication Passes	Communication Fails	Communication FR	MIL Command Status Passes	MIL Command Status Fails
1996	LDDT	0	-	0	0	-	0	0
1996	LDDV	0	-	0	0	-	0	0
1996	LDGT	2,021	0.10%	2,011	8	0.40%	1,887	124
1996	LDGV	2,666	0.19%	2,649	12	0.45%	2,516	133
1997	LDDT	3	0.00%	3	0	0.00%	3	0
1997	LDDV	6	0.00%	6	0	0.00%	6	0
1997	LDGT	2,710	0.07%	2,699	9	0.33%	2,516	183
1997	LDGV	2,779	0.11%	2,746	30	1.08%	2,582	164
1998	LDDT	2	0.00%	2	0	0.00%	1	1
1998	LDDV	29	0.00%	29	0	0.00%	27	2
1998	LDGT	4,753	0.11%	4,702	46	0.97%	4,428	274
1998	LDGV	6,047	0.10%	5,956	85	1.41%	5,601	355
1999	LDDT	2	0.00%	2	0	0.00%	2	0
1999	LDDV	31	0.00%	31	0	0.00%	30	1
1999	LDGT	4,889	0.08%	4,862	23	0.47%	4,508	354
1999	LDGV	5,924	0.24%	5,871	39	0.66%	5,470	401
2000	LDDT	0	-	0	0	-	0	0
2000	LDDV	31	0.00%	30	1	3.23%	30	0
2000	LDGT	9,064	0.03%	9,027	34	0.38%	8,482	545
2000	LDGV	12,175	0.07%	12,086	81	0.67%	11,284	802
2001	LDDT	0	-	0	0	-	0	0
2001	LDDV	24	0.00%	23	1	4.17%	22	1
2001	LDGT	8,759	0.07%	8,718	35	0.40%	8,004	714
2001	LDGV	9,915	0.11%	9,864	40	0.40%	9,049	815
2002	LDDT	0	-	0	0	-	0	0
2002	LDDV	53	0.00%	53	0	0.00%	49	4
2002	LDGT	17,863	0.06%	17,793	59	0.33%	16,493	1,300
2002	LDGV	18,570	0.07%	18,486	71	0.38%	17,252	1,234
2003	LDDT	0	-	0	0	-	0	0
2003	LDDV	43	0.00%	43	0	0.00%	41	2
2003	LDGT	16,584	0.07%	16,504	69	0.42%	15,224	1,280
2003	LDGV	17,996	0.10%	17,906	72	0.40%	16,721	1,185
2004	LDDT	3	0.00%	3	0	0.00%	3	0
2004	LDDV	74	0.00%	74	0	0.00%	68	6
2004	LDGT	33,017	0.08%	32,852	138	0.42%	30,911	1,941
2004	LDGV	28,673	0.19%	28,544	74	0.26%	27,010	1,534
2005	LDDT	11	0.00%	11	0	0.00%	11	0
2005	LDDV	127	0.00%	127	0	0.00%	118	9
2005	LDGT	25,092	0.07%	24,957	117	0.47%	23,317	1,640
2005	LDGV	24,059	0.19%	23,943	70	0.29%	22,552	1,391
2006	LDDT	24	0.00%	24	0	0.00%	21	3
2006	LDDV	207	0.48%	205	1	0.49%	198	7
2006	LDGT	35,928	0.08%	35,796	104	0.29%	33,818	1,978
2006	LDGV	36,865	0.22%	36,656	129	0.35%	34,818	1,838

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2022

Model Yr	Veh Type	OBD Initial Insps	DLC Check FR	Communication Passes	Communication Fails	Communication FR	MIL Command Status Passes	MIL Command Status Fails
2007	LDDT	63	0.00%	62	1	1.59%	61	1
2007	LDDV	26	0.00%	26	0	0.00%	25	1
2007	LDGT	48,801	0.06%	48,669	103	0.21%	46,637	2,032
2007	LDGV	54,214	0.27%	53,883	186	0.34%	51,839	2,044
2008	HDGV	3,822	0.21%	3,798	16	0.42%	3,643	155
2008	LDDT	54	0.00%	54	0	0.00%	52	2
2008	LDDV	16	0.00%	16	0	0.00%	16	0
2008	LDGT	31,071	0.09%	31,002	41	0.13%	29,471	1,531
2008	LDGV	29,164	0.27%	28,997	87	0.30%	27,645	1,352
2009	HDGV	2,787	0.36%	2,770	7	0.25%	2,638	132
2009	LDDT	57	0.00%	57	0	0.00%	55	2
2009	LDDV	67	0.00%	67	0	0.00%	65	2
2009	LDGT	42,604	0.06%	42,524	56	0.13%	41,091	1,433
2009	LDGV	60,586	0.11%	60,416	101	0.17%	58,780	1,636
2010	HDGV	2,693	0.26%	2,672	14	0.52%	2,567	105
2010	LDDT	63	0.00%	63	0	0.00%	59	4
2010	LDDV	42	0.00%	42	0	0.00%	38	4
2010	LDGT	35,004	0.05%	34,931	54	0.15%	33,764	1,167
2010	LDGV	40,835	0.10%	40,728	66	0.16%	39,582	1,146
2011	HDGV	4,752	0.32%	4,722	15	0.32%	4,584	138
2011	LDDT	155	0.00%	154	1	0.65%	140	14
2011	LDDV	147	0.00%	144	3	2.04%	135	9
2011	LDGT	75,532	0.03%	75,409	100	0.13%	73,548	1,861
2011	LDGV	63,503	0.07%	63,369	91	0.14%	61,932	1,437
2012	HDGV	5,217	0.46%	5,162	31	0.60%	5,037	125
2012	LDDT	179	0.00%	179	0	0.00%	166	13
2012	LDDV	156	0.00%	156	0	0.00%	146	10
2012	LDGT	38,186	0.05%	38,119	49	0.13%	37,094	1,025
2012	LDGV	43,676	0.05%	43,585	69	0.16%	42,599	986
2013	HDGV	5,434	0.26%	5,402	18	0.33%	5,308	94
2013	LDDT	307	0.00%	307	0	0.00%	297	10
2013	LDDV	310	0.00%	309	1	0.32%	293	16
2013	LDGT	89,106	0.06%	88,977	78	0.09%	87,562	1,415
2013	LDGV	96,736	0.06%	96,587	91	0.09%	95,166	1,421
2014	HDGV	4,829	0.31%	4,779	35	0.73%	4,687	92
2014	LDDT	320	0.00%	320	0	0.00%	311	9
2014	LDDV	405	0.25%	400	4	0.99%	384	16
2014	LDGT	51,526	0.06%	51,435	59	0.11%	50,592	843
2014	LDGV	40,092	0.08%	40,008	53	0.13%	39,434	574
2015	HDGV	8,267	0.35%	8,191	47	0.57%	7,999	192
2015	LDDT	693	0.14%	688	4	0.58%	664	24
2015	LDDV	744	0.00%	743	1	0.13%	727	16
2015	LDGT	127,840	0.05%	127,636	146	0.11%	126,186	1,450
2015	LDGV	99,158	0.05%	99,016	97	0.10%	97,948	1,068

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OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2022

Model Yr	Veh Type	OBD Initial Insps	DLC Check FR	Communication Passes	Communication Fails	Communication FR	MIL Command Status Passes	MIL Command Status Fails
2016	HDGV	8,145	0.41%	8,052	60	0.74%	7,907	145
2016	LDDT	235	0.00%	235	0	0.00%	228	7
2016	LDDV	27	0.00%	27	0	0.00%	27	0
2016	LDGT	55,470	0.08%	55,348	76	0.14%	54,786	562
2016	LDGV	42,301	0.06%	42,223	52	0.12%	41,794	429
2017	HDGV	10,060	0.37%	9,934	89	0.89%	9,811	123
2017	LDDT	338	0.00%	338	0	0.00%	332	6
2017	LDDV	95	0.00%	95	0	0.00%	93	2
2017	LDGT	156,475	0.06%	156,135	243	0.16%	155,165	970
2017	LDGV	115,581	0.04%	115,426	107	0.09%	114,705	721
2018	HDGV	5,145	0.54%	5,072	45	0.88%	5,028	44
2018	LDDT	70	0.00%	69	1	1.43%	69	0
2018	LDDV	8	0.00%	8	0	0.00%	8	0
2018	LDGT	21,479	0.06%	21,407	59	0.27%	21,319	88
2018	LDGV	12,453	0.04%	12,425	23	0.18%	12,371	54
2019	HDGV	5,881	0.60%	5,754	92	1.57%	5,715	39
2019	LDDT	3	0.00%	3	0	0.00%	3	0
2019	LDDV	0	-	0	0	-	0	0
2019	LDGT	3,444	0.49%	3,348	79	2.31%	3,325	23
2019	LDGV	719	0.97%	707	5	0.70%	702	5
2020	HDGV	4,343	0.76%	4,084	226	5.24%	4,070	14
2020	LDDT	6	0.00%	6	0	0.00%	6	0
2020	LDDV	0	-	0	0	-	0	0
2020	LDGT	1,999	0.55%	1,916	72	3.62%	1,905	11
2020	LDGV	262	1.15%	254	5	1.93%	254	0
2021	HDGV	2,561	1.17%	2,362	169	6.68%	2,356	6
2021	LDDT	26	0.00%	26	0	0.00%	26	0
2021	LDDV	0	-	0	0	-	0	0
2021	LDGT	1,554	0.64%	1,497	47	3.04%	1,494	3
2021	LDGV	75	0.00%	75	0	0.00%	75	0
2022	HDGV	158	0.63%	157	0	0.00%	156	1
2022	LDDT	0	-	0	0	-	0	0
2022	LDDV	0	-	0	0	-	0	0
2022	LDGT	181	1.10%	179	0	0.00%	179	0
2022	LDGV	12	0.00%	11	1	8.33%	11	0
2023	HDGV	1	0.00%	1	0	0.00%	1	0
2023	LDDT	0	-	0	0	-	0	0
2023	LDDV	0	-	0	0	-	0	0
2023	LDGT	14	0.00%	14	0	0.00%	14	0
2023	LDGV	2	0.00%	2	0	0.00%	2	0
Totals		**1,885,381**	**0.10%**	**1,879,058**	**4,524**	**0.24%**	**1,829,977**	**49,081**

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2022

Model Yr	Veh Type	OBD Initial Insps	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
1996	LDDT	0	-	0	0	-
1996	LDDV	0	-	0	0	-
1996	LDGT	2,021	6.2%	1,299	105	7.5%
1996	LDGV	2,666	5.0%	2,220	167	7.0%
1997	LDDT	3	0.0%	3	0	0.0%
1997	LDDV	6	0.0%	6	0	0.0%
1997	LDGT	2,710	6.8%	2,528	160	6.0%
1997	LDGV	2,779	6.0%	2,414	241	9.1%
1998	LDDT	2	50.0%	2	0	0.0%
1998	LDDV	29	6.9%	29	0	0.0%
1998	LDGT	4,753	5.8%	4,401	282	6.0%
1998	LDGV	6,047	6.0%	5,418	368	6.4%
1999	LDDT	2	0.0%	2	0	0.0%
1999	LDDV	31	3.2%	31	0	0.0%
1999	LDGT	4,889	7.3%	4,480	382	7.9%
1999	LDGV	5,924	6.8%	5,405	466	7.9%
2000	LDDT	0	-	0	0	-
2000	LDDV	31	0.0%	30	0	0.0%
2000	LDGT	9,064	6.0%	8,403	624	6.9%
2000	LDGV	12,175	6.6%	11,252	834	6.9%
2001	LDDT	0	-	0	0	-
2001	LDDV	24	4.3%	23	0	0.0%
2001	LDGT	8,759	8.2%	7,282	1,436	16.5%
2001	LDGV	9,915	8.3%	8,460	1,404	14.2%
2002	LDDT	0	-	0	0	-
2002	LDDV	53	7.5%	53	0	0.0%
2002	LDGT	17,863	7.3%	15,665	2,128	12.0%
2002	LDGV	18,570	6.7%	16,404	2,082	11.3%
2003	LDDT	0	-	0	0	-
2003	LDDV	43	4.7%	43	0	0.0%
2003	LDGT	16,584	7.8%	14,551	1,953	11.8%
2003	LDGV	17,996	6.6%	15,863	2,043	11.4%
2004	LDDT	3	0.0%	3	0	0.0%
2004	LDDV	74	8.1%	73	1	1.4%
2004	LDGT	33,017	5.9%	29,690	3,162	9.6%
2004	LDGV	28,673	5.4%	26,052	2,492	8.7%
2005	LDDT	11	0.0%	11	0	0.0%
2005	LDDV	127	7.1%	125	2	1.6%
2005	LDGT	25,092	6.6%	22,220	2,737	11.0%
2005	LDGV	24,059	5.8%	21,742	2,201	9.2%
2006	LDDT	24	12.5%	23	1	4.2%
2006	LDDV	207	3.4%	204	1	0.5%
2006	LDGT	35,928	5.5%	32,695	3,101	8.7%
2006	LDGV	36,865	5.0%	33,900	2,756	7.5%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2022

Model Yr	Veh Type	OBD Initial Insps	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2007	LDDT	63	1.6%	62	0	0.0%
2007	LDDV	26	3.8%	24	2	7.7%
2007	LDGT	48,801	4.2%	45,457	3,212	6.6%
2007	LDGV	54,214	3.8%	50,955	2,928	5.4%
2008	HDGV	3,822	4.1%	3,446	336	8.9%
2008	LDDT	54	3.7%	54	0	0.0%
2008	LDDV	16	0.0%	16	0	0.0%
2008	LDGT	31,071	4.9%	28,624	2,378	7.7%
2008	LDGV	29,164	4.7%	26,876	2,121	7.3%
2009	HDGV	2,787	4.8%	2,407	357	12.9%
2009	LDDT	57	3.5%	43	14	24.6%
2009	LDDV	67	3.0%	60	7	10.4%
2009	LDGT	42,604	3.4%	40,064	2,456	5.8%
2009	LDGV	60,586	2.7%	57,603	2,813	4.7%
2010	HDGV	2,693	3.9%	2,358	308	11.6%
2010	LDDT	63	6.3%	47	16	25.4%
2010	LDDV	42	9.5%	28	14	33.3%
2010	LDGT	35,004	3.3%	32,694	2,225	6.4%
2010	LDGV	40,835	2.8%	38,666	2,062	5.1%
2011	HDGV	4,752	2.9%	4,191	520	11.0%
2011	LDDT	155	9.1%	103	51	33.1%
2011	LDDV	147	6.3%	126	18	12.5%
2011	LDGT	75,532	2.5%	72,219	3,170	4.2%
2011	LDGV	63,503	2.3%	60,933	2,436	3.8%
2012	HDGV	5,217	2.4%	4,624	522	10.1%
2012	LDDT	179	7.3%	127	52	29.1%
2012	LDDV	156	6.4%	140	16	10.3%
2012	LDGT	38,186	2.7%	35,971	2,112	5.5%
2012	LDGV	43,676	2.3%	41,536	2,049	4.7%
2013	HDGV	5,434	1.7%	4,968	423	7.8%
2013	LDDT	307	3.3%	257	50	16.3%
2013	LDDV	310	5.2%	280	29	9.4%
2013	LDGT	89,106	1.6%	86,075	2,845	3.2%
2013	LDGV	96,736	1.5%	93,208	3,378	3.5%
2014	HDGV	4,829	1.9%	4,362	407	8.5%
2014	LDDT	320	2.8%	288	32	10.0%
2014	LDDV	405	4.0%	360	40	10.0%
2014	LDGT	51,526	1.6%	49,484	1,848	3.6%
2014	LDGV	40,092	1.4%	38,473	1,535	3.8%
2015	HDGV	8,267	2.3%	7,726	463	5.7%
2015	LDDT	693	3.5%	615	73	10.6%
2015	LDDV	744	2.2%	711	32	4.3%
2015	LDGT	127,840	1.1%	125,021	2,548	2.0%
2015	LDGV	99,158	1.1%	96,137	2,879	2.9%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2022

Model Yr	Veh Type	OBD Initial Insps	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2016	HDGV	8,145	1.8%	7,725	322	4.0%
2016	LDDT	235	3.0%	215	20	8.5%
2016	LDDV	27	0.0%	27	0	0.0%
2016	LDGT	55,470	1.0%	54,104	1,177	2.1%
2016	LDGV	42,301	1.0%	41,046	1,177	2.8%
2017	HDGV	10,060	1.2%	9,646	278	2.8%
2017	LDDT	338	1.8%	306	32	9.5%
2017	LDDV	95	2.1%	86	9	9.5%
2017	LDGT	156,475	0.6%	153,967	2,105	1.3%
2017	LDGV	115,581	0.6%	113,018	2,407	2.1%
2018	HDGV	5,145	0.9%	4,948	119	2.3%
2018	LDDT	70	0.0%	58	11	15.9%
2018	LDDV	8	0.0%	7	1	12.5%
2018	LDGT	21,479	0.4%	21,043	321	1.5%
2018	LDGV	12,453	0.4%	12,115	310	2.5%
2019	HDGV	5,881	0.7%	5,632	111	1.9%
2019	LDDT	3	0.0%	3	0	0.0%
2019	LDDV	0	-	0	0	-
2019	LDGT	3,444	0.7%	3,227	66	2.0%
2019	LDGV	719	0.7%	689	18	2.5%
2020	HDGV	4,343	0.3%	4,016	68	1.7%
2020	LDDT	6	0.0%	6	0	0.0%
2020	LDDV	0	-	0	0	-
2020	LDGT	1,999	0.6%	1,850	30	1.6%
2020	LDGV	262	0.0%	248	5	2.0%
2021	HDGV	2,561	0.3%	2,267	67	2.9%
2021	LDDT	26	0.0%	25	1	3.8%
2021	LDDV	0	-	0	0	-
2021	LDGT	1,554	0.2%	1,462	28	1.9%
2021	LDGV	75	0.0%	73	1	1.4%
2022	HDGV	158	0.6%	88	3	3.3%
2022	LDDT	0	-	0	0	-
2022	LDDV	0	-	0	0	-
2022	LDGT	181	0.0%	123	3	2.4%
2022	LDGV	12	0.0%	10	0	0.0%
2023	HDGV	1	0.0%	1	0	0.0%
2023	LDDT	0	-	0	0	-
2023	LDDV	0	-	0	0	-
2023	LDGT	14	0.0%	4	0	0.0%
2023	LDGV	2	0.0%	1	1	50.0%
Totals		**1,885,381**	**2.6%**	**1,788,460**	**88,597**	**4.7%**

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2022

Model Yr	Veh Type	# Initial MIL Insps	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
1996	LDDT	0	0	-	0	-	0	-	0	-
1996	LDDV	0	0	-	0	-	0	-	0	-
1996	LDGT	2,011	1,887	93.8%	0	0.00%	0	0.00%	124	6.2%
1996	LDGV	2,649	2,516	95.0%	0	0.00%	0	0.00%	133	5.0%
1997	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
1997	LDDV	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
1997	LDGT	2,699	2,516	93.2%	0	0.00%	0	0.00%	183	6.8%
1997	LDGV	2,746	2,582	94.0%	0	0.00%	0	0.00%	164	6.0%
1998	LDDT	2	1	50.0%	0	0.00%	0	0.00%	1	50.0%
1998	LDDV	29	27	93.1%	0	0.00%	0	0.00%	2	6.9%
1998	LDGT	4,702	4,428	94.2%	0	0.00%	1	0.02%	273	5.8%
1998	LDGV	5,956	5,601	94.0%	0	0.00%	1	0.02%	354	5.9%
1999	LDDT	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
1999	LDDV	31	30	96.8%	0	0.00%	0	0.00%	1	3.2%
1999	LDGT	4,862	4,508	92.7%	0	0.00%	1	0.02%	353	7.3%
1999	LDGV	5,871	5,470	93.2%	0	0.00%	0	0.00%	401	6.8%
2000	LDDT	0	0	-	0	-	0	-	0	-
2000	LDDV	30	30	100.0%	0	0.00%	0	0.00%	0	0.0%
2000	LDGT	9,027	8,482	94.0%	0	0.00%	0	0.00%	545	6.0%
2000	LDGV	12,086	11,284	93.4%	0	0.00%	0	0.00%	802	6.6%
2001	LDDT	0	0	-	0	-	0	-	0	-
2001	LDDV	23	22	95.7%	0	0.00%	0	0.00%	1	4.3%
2001	LDGT	8,718	8,004	91.8%	0	0.00%	1	0.01%	713	8.2%
2001	LDGV	9,864	9,049	91.7%	0	0.00%	0	0.00%	815	8.3%
2002	LDDT	0	0	-	0	-	0	-	0	-
2002	LDDV	53	49	92.5%	0	0.00%	0	0.00%	4	7.5%
2002	LDGT	17,793	16,493	92.7%	0	0.00%	1	0.01%	1,299	7.3%
2002	LDGV	18,486	17,252	93.3%	0	0.00%	1	0.01%	1,233	6.7%
2003	LDDT	0	0	-	0	-	0	-	0	-
2003	LDDV	43	41	95.3%	0	0.00%	0	0.00%	2	4.7%
2003	LDGT	16,504	15,224	92.2%	0	0.00%	0	0.00%	1,280	7.8%
2003	LDGV	17,906	16,721	93.4%	0	0.00%	2	0.01%	1,183	6.6%
2004	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2004	LDDV	74	68	91.9%	0	0.00%	0	0.00%	6	8.1%
2004	LDGT	32,852	30,911	94.1%	0	0.00%	0	0.00%	1,941	5.9%
2004	LDGV	28,544	27,010	94.6%	0	0.00%	3	0.01%	1,531	5.4%
2005	LDDT	11	11	100.0%	0	0.00%	0	0.00%	0	0.0%
2005	LDDV	127	118	92.9%	0	0.00%	0	0.00%	9	7.1%
2005	LDGT	24,957	23,317	93.4%	0	0.00%	1	0.00%	1,639	6.6%
2005	LDGV	23,943	22,552	94.2%	0	0.00%	0	0.00%	1,391	5.8%
2006	LDDT	24	21	87.5%	0	0.00%	0	0.00%	3	12.5%
2006	LDDV	205	198	96.6%	0	0.00%	0	0.00%	7	3.4%
2006	LDGT	35,796	33,818	94.5%	0	0.00%	8	0.02%	1,970	5.5%
2006	LDGV	36,656	34,818	95.0%	0	0.00%	1	0.00%	1,837	5.0%

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2022

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	62	61	98.4%	0	0.00%	0	0.00%	1	1.6%
2007	LDDV	26	25	96.2%	0	0.00%	0	0.00%	1	3.8%
2007	LDGT	48,669	46,637	95.8%	0	0.00%	4	0.01%	2,028	4.2%
2007	LDGV	53,883	51,839	96.2%	0	0.00%	4	0.01%	2,040	3.8%
2008	HDGV	3,798	3,643	95.9%	0	0.00%	0	0.00%	155	4.1%
2008	LDDT	54	52	96.3%	0	0.00%	0	0.00%	2	3.7%
2008	LDDV	16	16	100.0%	0	0.00%	0	0.00%	0	0.0%
2008	LDGT	31,002	29,471	95.1%	0	0.00%	0	0.00%	1,531	4.9%
2008	LDGV	28,997	27,645	95.3%	0	0.00%	3	0.01%	1,349	4.7%
2009	HDGV	2,770	2,638	95.2%	0	0.00%	0	0.00%	132	4.8%
2009	LDDT	57	55	96.5%	0	0.00%	0	0.00%	2	3.5%
2009	LDDV	67	65	97.0%	0	0.00%	0	0.00%	2	3.0%
2009	LDGT	42,524	41,091	96.6%	0	0.00%	2	0.00%	1,431	3.4%
2009	LDGV	60,416	58,780	97.3%	0	0.00%	2	0.00%	1,634	2.7%
2010	HDGV	2,672	2,567	96.1%	0	0.00%	0	0.00%	105	3.9%
2010	LDDT	63	59	93.7%	0	0.00%	0	0.00%	4	6.3%
2010	LDDV	42	38	90.5%	0	0.00%	0	0.00%	4	9.5%
2010	LDGT	34,931	33,764	96.7%	0	0.00%	0	0.00%	1,167	3.3%
2010	LDGV	40,728	39,582	97.2%	0	0.00%	1	0.00%	1,145	2.8%
2011	HDGV	4,722	4,584	97.1%	0	0.00%	0	0.00%	138	2.9%
2011	LDDT	154	140	90.9%	0	0.00%	0	0.00%	14	9.1%
2011	LDDV	144	135	93.8%	0	0.00%	0	0.00%	9	6.3%
2011	LDGT	75,409	73,548	97.5%	0	0.00%	2	0.00%	1,859	2.5%
2011	LDGV	63,369	61,932	97.7%	0	0.00%	3	0.00%	1,434	2.3%
2012	HDGV	5,162	5,037	97.6%	0	0.00%	0	0.00%	125	2.4%
2012	LDDT	179	166	92.7%	0	0.00%	0	0.00%	13	7.3%
2012	LDDV	156	146	93.6%	0	0.00%	0	0.00%	10	6.4%
2012	LDGT	38,119	37,094	97.3%	0	0.00%	0	0.00%	1,025	2.7%
2012	LDGV	43,585	42,599	97.7%	0	0.00%	2	0.00%	984	2.3%
2013	HDGV	5,402	5,308	98.3%	0	0.00%	0	0.00%	94	1.7%
2013	LDDT	307	297	96.7%	0	0.00%	0	0.00%	10	3.3%
2013	LDDV	309	293	94.8%	0	0.00%	0	0.00%	16	5.2%
2013	LDGT	88,977	87,562	98.4%	0	0.00%	0	0.00%	1,415	1.6%
2013	LDGV	96,587	95,166	98.5%	0	0.00%	0	0.00%	1,421	1.5%
2014	HDGV	4,779	4,687	98.1%	0	0.00%	0	0.00%	92	1.9%
2014	LDDT	320	311	97.2%	0	0.00%	0	0.00%	9	2.8%
2014	LDDV	400	384	96.0%	0	0.00%	0	0.00%	16	4.0%
2014	LDGT	51,435	50,592	98.4%	0	0.00%	0	0.00%	843	1.6%
2014	LDGV	40,008	39,434	98.6%	0	0.00%	1	0.00%	573	1.4%
2015	HDGV	8,191	7,999	97.7%	0	0.00%	0	0.00%	192	2.3%
2015	LDDT	688	664	96.5%	0	0.00%	0	0.00%	24	3.5%
2015	LDDV	743	727	97.8%	0	0.00%	0	0.00%	16	2.2%
2015	LDGT	127,636	126,186	98.9%	0	0.00%	0	0.00%	1,450	1.1%
2015	LDGV	99,016	97,948	98.9%	0	0.00%	1	0.00%	1,067	1.1%

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2022

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	8,052	7,907	98.2%	0	0.00%	0	0.00%	145	1.8%
2016	LDDT	235	228	97.0%	0	0.00%	0	0.00%	7	3.0%
2016	LDDV	27	27	100.0%	0	0.00%	0	0.00%	0	0.0%
2016	LDGT	55,348	54,786	99.0%	0	0.00%	0	0.00%	562	1.0%
2016	LDGV	42,223	41,794	99.0%	0	0.00%	0	0.00%	429	1.0%
2017	HDGV	9,934	9,811	98.8%	0	0.00%	0	0.00%	123	1.2%
2017	LDDT	338	332	98.2%	0	0.00%	0	0.00%	6	1.8%
2017	LDDV	95	93	97.9%	0	0.00%	0	0.00%	2	2.1%
2017	LDGT	156,135	155,165	99.4%	0	0.00%	3	0.00%	967	0.6%
2017	LDGV	115,426	114,705	99.4%	0	0.00%	1	0.00%	720	0.6%
2018	HDGV	5,072	5,028	99.1%	0	0.00%	0	0.00%	44	0.9%
2018	LDDT	69	69	100.0%	0	0.00%	0	0.00%	0	0.0%
2018	LDDV	8	8	100.0%	0	0.00%	0	0.00%	0	0.0%
2018	LDGT	21,407	21,319	99.6%	0	0.00%	0	0.00%	88	0.4%
2018	LDGV	12,425	12,371	99.6%	0	0.00%	0	0.00%	54	0.4%
2019	HDGV	5,754	5,715	99.3%	0	0.00%	0	0.00%	39	0.7%
2019	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2019	LDDV	0	0	-	0	-	0	-	0	-
2019	LDGT	3,348	3,325	99.3%	0	0.00%	1	0.03%	22	0.7%
2019	LDGV	707	702	99.3%	0	0.00%	0	0.00%	5	0.7%
2020	HDGV	4,084	4,070	99.7%	0	0.00%	0	0.00%	14	0.3%
2020	LDDT	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
2020	LDDV	0	0	-	0	-	0	-	0	-
2020	LDGT	1,916	1,905	99.4%	0	0.00%	0	0.00%	11	0.6%
2020	LDGV	254	254	100.0%	0	0.00%	0	0.00%	0	0.0%
2021	HDGV	2,362	2,356	99.7%	0	0.00%	0	0.00%	6	0.3%
2021	LDDT	26	26	100.0%	0	0.00%	0	0.00%	0	0.0%
2021	LDDV	0	0	-	0	-	0	-	0	-
2021	LDGT	1,497	1,494	99.8%	0	0.00%	0	0.00%	3	0.2%
2021	LDGV	75	75	100.0%	0	0.00%	0	0.00%	0	0.0%
2022	HDGV	157	156	99.4%	0	0.00%	0	0.00%	1	0.6%
2022	LDDT	0	0	-	0	-	0	-	0	-
2022	LDDV	0	0	-	0	-	0	-	0	-
2022	LDGT	179	179	100.0%	0	0.00%	0	0.00%	0	0.0%
2022	LDGV	11	11	100.0%	0	0.00%	0	0.00%	0	0.0%
2023	HDGV	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2023	LDDT	0	0	-	0	-	0	-	0	-
2023	LDDV	0	0	-	0	-	0	-	0	-
2023	LDGT	14	14	100.0%	0	0.00%	0	0.00%	0	0.0%
2023	LDGV	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
Totals		**1,879,058**	**1,829,977**	**97.4%**	**0**	**0.00%**	**51**	**0.003%**	**49,030**	**2.6%**

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 2022

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	1,404	629	775	44.8%
1996	LDGV	2,387	924	1,463	38.7%
1997	LDDT	3	1	2	33.3%
1997	LDDV	6	2	4	33.3%
1997	LDGT	2,688	1,337	1,351	49.7%
1997	LDGV	2,655	1,137	1,518	42.8%
1998	LDDT	2	0	2	0.0%
1998	LDDV	29	7	22	24.1%
1998	LDGT	4,683	2,095	2,588	44.7%
1998	LDGV	5,786	2,018	3,768	34.9%
1999	LDDT	2	0	2	0.0%
1999	LDDV	31	6	25	19.4%
1999	LDGT	4,862	2,393	2,469	49.2%
1999	LDGV	5,871	2,214	3,657	37.7%
2000	LDDT	0	0	0	-
2000	LDDV	30	1	29	3.3%
2000	LDGT	9,027	3,788	5,239	42.0%
2000	LDGV	12,086	4,494	7,592	37.2%
2001	LDDT	0	0	0	-
2001	LDDV	23	3	20	13.0%
2001	LDGT	8,718	3,853	4,865	44.2%
2001	LDGV	9,864	3,558	6,306	36.1%
2002	LDDT	0	0	0	-
2002	LDDV	53	6	47	11.3%
2002	LDGT	17,793	6,275	11,518	35.3%
2002	LDGV	18,486	5,610	12,876	30.3%
2003	LDDT	0	0	0	-
2003	LDDV	43	1	42	2.3%
2003	LDGT	16,504	6,334	10,170	38.4%
2003	LDGV	17,906	5,439	12,467	30.4%
2004	LDDT	3	0	3	0.0%
2004	LDDV	74	5	69	6.8%
2004	LDGT	32,852	9,885	22,967	30.1%
2004	LDGV	28,544	7,120	21,424	24.9%
2005	LDDT	11	1	10	9.1%
2005	LDDV	127	10	117	7.9%
2005	LDGT	24,957	7,874	17,083	31.6%
2005	LDGV	23,943	5,747	18,196	24.0%
2006	LDDT	24	3	21	12.5%
2006	LDDV	205	18	187	8.8%
2006	LDGT	35,796	9,419	26,377	26.3%
2006	LDGV	36,656	7,774	28,882	21.2%

New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2022

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2007	LDDT	62	3	59	4.8%
2007	LDDV	26	5	21	19.2%
2007	LDGT	48,669	9,828	38,841	20.2%
2007	LDGV	53,883	8,595	45,288	16.0%
2008	HDGV	3,782	1,126	2,656	29.8%
2008	LDDT	54	0	54	0.0%
2008	LDDV	16	4	12	25.0%
2008	LDGT	31,002	6,812	24,190	22.0%
2008	LDGV	28,997	5,578	23,419	19.2%
2009	HDGV	2,764	832	1,932	30.1%
2009	LDDT	57	22	35	38.6%
2009	LDDV	67	12	55	17.9%
2009	LDGT	42,520	6,486	36,034	15.3%
2009	LDGV	60,416	7,701	52,715	12.7%
2010	HDGV	2,666	773	1,893	29.0%
2010	LDDT	63	31	32	49.2%
2010	LDDV	42	17	25	40.5%
2010	LDGT	34,919	5,967	28,952	17.1%
2010	LDGV	40,728	5,375	35,353	13.2%
2011	HDGV	4,711	1,175	3,536	24.9%
2011	LDDT	154	78	76	50.6%
2011	LDDV	144	33	111	22.9%
2011	LDGT	75,389	9,202	66,187	12.2%
2011	LDGV	63,369	6,560	56,809	10.4%
2012	HDGV	5,146	1,117	4,029	21.7%
2012	LDDT	179	70	109	39.1%
2012	LDDV	156	22	134	14.1%
2012	LDGT	38,083	5,092	32,991	13.4%
2012	LDGV	43,585	4,770	38,815	10.9%
2013	HDGV	5,391	939	4,452	17.4%
2013	LDDT	307	88	219	28.7%
2013	LDDV	309	44	265	14.2%
2013	LDGT	88,920	7,099	81,821	8.0%
2013	LDGV	96,586	7,185	89,401	7.4%
2014	HDGV	4,769	807	3,962	16.9%
2014	LDDT	320	54	266	16.9%
2014	LDDV	400	58	342	14.5%
2014	LDGT	51,332	4,448	46,884	8.7%
2014	LDGV	40,008	3,282	36,726	8.2%
2015	HDGV	8,189	1,234	6,955	15.1%
2015	LDDT	688	127	561	18.5%
2015	LDDV	743	45	698	6.1%
2015	LDGT	127,569	6,639	120,930	5.2%
2015	LDGV	99,016	5,286	93,730	5.3%

New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2022

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2016	HDGV	8,047	981	7,066	12.2%
2016	LDDT	235	32	203	13.6%
2016	LDDV	27	1	26	3.7%
2016	LDGT	55,281	2,828	52,453	5.1%
2016	LDGV	42,223	2,541	39,682	6.0%
2017	HDGV	9,924	883	9,041	8.9%
2017	LDDT	338	60	278	17.8%
2017	LDDV	95	23	72	24.2%
2017	LDGT	156,072	5,168	150,904	3.3%
2017	LDGV	115,425	5,177	110,248	4.5%
2018	HDGV	5,067	403	4,664	8.0%
2018	LDDT	69	15	54	21.7%
2018	LDDV	8	2	6	25.0%
2018	LDGT	21,364	881	20,483	4.1%
2018	LDGV	12,425	652	11,773	5.2%
2019	HDGV	5,743	343	5,400	6.0%
2019	LDDT	3	1	2	33.3%
2019	LDDV	0	0	0	-
2019	LDGT	3,293	224	3,069	6.8%
2019	LDGV	707	52	655	7.4%
2020	HDGV	4,084	204	3,880	5.0%
2020	LDDT	6	0	6	0.0%
2020	LDDV	0	0	0	-
2020	LDGT	1,880	96	1,784	5.1%
2020	LDGV	253	18	235	7.1%
2021	HDGV	2,334	191	2,143	8.2%
2021	LDDT	26	3	23	11.5%
2021	LDDV	0	0	0	-
2021	LDGT	1,490	83	1,407	5.6%
2021	LDGV	74	2	72	2.7%
2022	HDGV	91	9	82	9.9%
2022	LDDT	0	0	0	-
2022	LDDV	0	0	0	-
2022	LDGT	126	17	109	13.5%
2022	LDGV	10	1	9	10.0%
2023	HDGV	1	0	1	0.0%
2023	LDDT	0	0	0	-
2023	LDDV	0	0	0	-
2023	LDGT	4	1	3	25.0%
2023	LDGV	2	0	2	0.0%
Totals		**1,877,057**	**245,494**	**1,631,563**	**13.1%**

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 2022

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	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	247	39	121	15.8%	49.0%	241	39	115	16.2%	47.7%	0	0	0	-	-
1996	LDGV	320	58	160	18.1%	50.0%	311	57	155	18.3%	49.8%	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	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	LDGT	358	64	159	17.9%	44.4%	352	61	159	17.3%	45.2%	0	0	0	-	-
1997	LDGV	426	75	200	17.6%	46.9%	416	73	194	17.5%	46.6%	0	0	0	-	-
1998	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1998	LDDV	2	0	1	0.0%	50.0%	2	0	1	0.0%	50.0%	0	0	0	-	-
1998	LDGT	622	117	316	18.8%	50.8%	614	115	313	18.7%	51.0%	0	0	0	-	-
1998	LDGV	802	137	428	17.1%	53.4%	788	136	418	17.3%	53.0%	0	0	0	-	-
1999	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	LDGT	732	121	348	16.5%	47.5%	723	120	342	16.6%	47.3%	0	0	0	-	-
1999	LDGV	865	146	439	16.9%	50.8%	858	146	435	17.0%	50.7%	0	0	0	-	-
2000	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2000	LDGT	1,199	209	630	17.4%	52.5%	1,178	206	618	17.5%	52.5%	0	0	0	-	-
2000	LDGV	1,650	286	841	17.3%	51.0%	1,635	285	832	17.4%	50.9%	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 2022

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
2001	HDGV	3	0	2	0.0%	66.7%	0	0	0	-	-	3	0	2	0.0%	66.7%
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	2,021	471	938	23.3%	46.4%	2,012	468	935	23.3%	46.5%	0	0	0	-	-
2001	LDGV	2,087	476	977	22.8%	46.8%	2,072	474	968	22.9%	46.7%	0	0	0	-	-
2002	HDGV	5	0	3	0.0%	60.0%	0	0	0	-	-	5	0	3	0.0%	60.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	5	0	4	0.0%	80.0%	4	0	3	0.0%	75.0%	0	0	0	-	-
2002	LDGT	3,212	734	1,610	22.9%	50.1%	3,199	724	1,608	22.6%	50.3%	0	0	0	-	-
2002	LDGV	3,139	689	1,599	21.9%	50.9%	3,114	689	1,581	22.1%	50.8%	0	0	0	-	-
2003	HDGV	5	0	3	0.0%	60.0%	0	0	0	-	-	5	0	3	0.0%	60.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2003	LDGT	3,044	634	1,477	20.8%	48.5%	3,020	631	1,460	20.9%	48.3%	0	0	0	-	-
2003	LDGV	3,049	665	1,509	21.8%	49.5%	3,031	663	1,499	21.9%	49.5%	0	0	0	-	-
2004	HDGV	4	0	3	0.0%	75.0%	0	0	0	-	-	4	0	3	0.0%	75.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	7	0	5	0.0%	71.4%	7	0	5	0.0%	71.4%	0	0	0	-	-
2004	LDGT	4,859	993	2,579	20.4%	53.1%	4,831	984	2,567	20.4%	53.1%	0	0	0	-	-
2004	LDGV	3,848	788	2,107	20.5%	54.8%	3,820	780	2,095	20.4%	54.8%	0	0	0	-	-
2005	HDGV	3	0	2	0.0%	66.7%	0	0	0	-	-	3	0	2	0.0%	66.7%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	11	0	9	0.0%	81.8%	11	0	9	0.0%	81.8%	0	0	0	-	-
2005	LDGT	4,122	873	2,048	21.2%	49.7%	4,102	869	2,037	21.2%	49.7%	0	0	0	-	-
2005	LDGV	3,442	683	1,809	19.8%	52.6%	3,422	680	1,801	19.9%	52.6%	0	0	0	-	-
2006	HDGV	8	0	7	0.0%	87.5%	0	0	0	-	-	8	0	7	0.0%	87.5%
2006	LDDT	5	1	1	20.0%	20.0%	5	1	1	20.0%	20.0%	0	0	0	-	-
2006	LDDV	10	1	5	10.0%	50.0%	10	0	6	0.0%	60.0%	0	0	0	-	-
2006	LDGT	4,766	889	2,639	18.7%	55.4%	4,734	882	2,620	18.6%	55.3%	0	0	0	-	-
2006	LDGV	4,504	878	2,522	19.5%	56.0%	4,471	873	2,502	19.5%	56.0%	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 2022

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
2007	HDGV	3	0	2	0.0%	66.7%	0	0	0	-	-	3	0	2	0.0%	66.7%
2007	LDDT	2	0	1	0.0%	50.0%	2	0	1	0.0%	50.0%	0	0	0	-	-
2007	LDDV	2	0	1	0.0%	50.0%	2	0	1	0.0%	50.0%	0	0	0	-	-
2007	LDGT	5,006	939	2,864	18.8%	57.2%	4,980	934	2,852	18.8%	57.3%	0	0	0	-	-
2007	LDGV	5,067	922	2,954	18.2%	58.3%	5,017	909	2,932	18.1%	58.4%	0	0	0	-	-
2008	HDGV	486	135	245	27.8%	50.4%	484	135	243	27.9%	50.2%	2	0	2	0.0%	100.0%
2008	LDDT	2	0	1	0.0%	50.0%	2	0	1	0.0%	50.0%	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	3,656	722	1,906	19.7%	52.1%	3,637	717	1,899	19.7%	52.2%	0	0	0	-	-
2008	LDGV	3,429	623	1,829	18.2%	53.3%	3,404	619	1,819	18.2%	53.4%	0	0	0	-	-
2009	HDGV	463	119	250	25.7%	54.0%	462	119	249	25.8%	53.9%	0	0	0	-	-
2009	LDDT	17	11	3	64.7%	17.6%	17	11	3	64.7%	17.6%	0	0	0	-	-
2009	LDDV	10	3	5	30.0%	50.0%	10	3	5	30.0%	50.0%	0	0	0	-	-
2009	LDGT	3,722	723	2,248	19.4%	60.4%	3,699	718	2,233	19.4%	60.4%	0	0	0	-	-
2009	LDGV	4,441	850	2,754	19.1%	62.0%	4,404	844	2,731	19.2%	62.0%	0	0	0	-	-
2010	HDGV	394	114	225	28.9%	57.1%	391	114	222	29.2%	56.8%	2	0	2	0.0%	100.0%
2010	LDDT	18	10	4	55.6%	22.2%	18	10	4	55.6%	22.2%	0	0	0	-	-
2010	LDDV	17	8	7	47.1%	41.2%	17	8	7	47.1%	41.2%	0	0	0	-	-
2010	LDGT	3,280	652	1,911	19.9%	58.3%	3,265	651	1,898	19.9%	58.1%	0	0	0	-	-
2010	LDGV	3,208	579	1,857	18.0%	57.9%	3,190	577	1,845	18.1%	57.8%	0	0	0	-	-
2011	HDGV	659	163	384	24.7%	58.3%	646	163	371	25.2%	57.4%	9	0	9	0.0%	100.0%
2011	LDDT	60	25	20	41.7%	33.3%	60	25	20	41.7%	33.3%	0	0	0	-	-
2011	LDDV	29	10	11	34.5%	37.9%	29	10	11	34.5%	37.9%	0	0	0	-	-
2011	LDGT	4,895	866	3,121	17.7%	63.8%	4,880	865	3,109	17.7%	63.7%	0	0	0	-	-
2011	LDGV	3,835	724	2,449	18.9%	63.9%	3,814	721	2,437	18.9%	63.9%	0	0	0	-	-
2012	HDGV	657	140	425	21.3%	64.7%	656	140	424	21.3%	64.6%	0	0	0	-	-
2012	LDDT	60	26	20	43.3%	33.3%	60	26	20	43.3%	33.3%	0	0	0	-	-
2012	LDDV	23	4	11	17.4%	47.8%	23	4	11	17.4%	47.8%	0	0	0	-	-
2012	LDGT	3,031	665	1,800	21.9%	59.4%	3,022	664	1,793	22.0%	59.3%	0	0	0	-	-
2012	LDGV	3,016	631	1,813	20.9%	60.1%	3,002	627	1,806	20.9%	60.2%	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 2022

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
2013	HDGV	540	118	365	21.9%	67.6%	534	117	360	21.9%	67.4%	2	0	2	0.0%	100.0%
2013	LDDT	58	21	24	36.2%	41.4%	57	21	23	36.8%	40.4%	0	0	0	-	-
2013	LDDV	41	12	20	29.3%	48.8%	40	12	19	30.0%	47.5%	0	0	0	-	-
2013	LDGT	4,187	839	2,749	20.0%	65.7%	4,175	839	2,738	20.1%	65.6%	0	0	0	-	-
2013	LDGV	4,799	1,010	3,031	21.0%	63.2%	4,770	1,010	3,010	21.2%	63.1%	0	0	0	-	-
2014	HDGV	543	135	355	24.9%	65.4%	529	134	342	25.3%	64.7%	12	1	11	8.3%	91.7%
2014	LDDT	40	12	24	30.0%	60.0%	40	12	24	30.0%	60.0%	0	0	0	-	-
2014	LDDV	60	16	34	26.7%	56.7%	60	16	34	26.7%	56.7%	0	0	0	-	-
2014	LDGT	2,662	570	1,630	21.4%	61.2%	2,650	568	1,621	21.4%	61.2%	0	0	0	-	-
2014	LDGV	2,127	445	1,304	20.9%	61.3%	2,109	441	1,294	20.9%	61.4%	0	0	0	-	-
2015	HDGV	705	149	469	21.1%	66.5%	696	149	461	21.4%	66.2%	9	0	8	0.0%	88.9%
2015	LDDT	97	35	51	36.1%	52.6%	97	35	51	36.1%	52.6%	0	0	0	-	-
2015	LDDV	46	11	29	23.9%	63.0%	46	11	29	23.9%	63.0%	0	0	0	-	-
2015	LDGT	4,080	735	2,813	18.0%	68.9%	4,069	734	2,803	18.0%	68.9%	0	0	0	-	-
2015	LDGV	3,987	968	2,483	24.3%	62.3%	3,962	965	2,467	24.4%	62.3%	0	0	0	-	-
2016	HDGV	570	95	393	16.7%	68.9%	548	95	376	17.3%	68.6%	21	0	16	0.0%	76.2%
2016	LDDT	25	11	11	44.0%	44.0%	25	11	11	44.0%	44.0%	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	1,809	317	1,247	17.5%	68.9%	1,804	316	1,244	17.5%	69.0%	0	0	0	-	-
2016	LDGV	1,644	356	1,021	21.7%	62.1%	1,626	354	1,011	21.8%	62.2%	0	0	0	-	-
2017	HDGV	544	108	375	19.9%	68.9%	526	105	361	20.0%	68.6%	15	3	11	20.0%	73.3%
2017	LDDT	35	10	22	28.6%	62.9%	35	10	22	28.6%	62.9%	0	0	0	-	-
2017	LDDV	11	1	9	9.1%	81.8%	11	1	9	9.1%	81.8%	0	0	0	-	-
2017	LDGT	3,375	571	2,500	16.9%	74.1%	3,362	571	2,487	17.0%	74.0%	0	0	0	-	-
2017	LDGV	3,266	815	2,062	25.0%	63.1%	3,227	809	2,034	25.1%	63.0%	0	0	0	-	-
2018	HDGV	245	44	178	18.0%	72.7%	233	42	169	18.0%	72.5%	10	1	8	10.0%	80.0%
2018	LDDT	12	1	11	8.3%	91.7%	12	1	11	8.3%	91.7%	0	0	0	-	-
2018	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2018	LDGT	475	79	355	16.6%	74.7%	475	78	356	16.4%	74.9%	0	0	0	-	-
2018	LDGV	395	132	222	33.4%	56.2%	393	132	220	33.6%	56.0%	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 2022

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
2019	HDGV	289	46	222	15.9%	76.8%	272	46	207	16.9%	76.1%	15	0	13	0.0%	86.7%
2019	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	183	18	144	9.8%	78.7%	182	18	143	9.9%	78.6%	0	0	0	-	-
2019	LDGV	36	9	23	25.0%	63.9%	36	9	23	25.0%	63.9%	0	0	0	-	-
2020	HDGV	356	62	271	17.4%	76.1%	340	60	258	17.6%	75.9%	15	2	12	13.3%	80.0%
2020	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDGT	127	21	94	16.5%	74.0%	127	21	94	16.5%	74.0%	0	0	0	-	-
2020	LDGV	13	1	11	7.7%	84.6%	13	1	11	7.7%	84.6%	0	0	0	-	-
2021	HDGV	281	55	195	19.6%	69.4%	270	54	187	20.0%	69.3%	11	1	8	9.1%	72.7%
2021	LDDT	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGT	89	21	63	23.6%	70.8%	89	21	63	23.6%	70.8%	0	0	0	-	-
2021	LDGV	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
2022	HDGV	6	2	3	33.3%	50.0%	5	2	2	40.0%	40.0%	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	5	1	3	20.0%	60.0%	5	1	3	20.0%	60.0%	0	0	0	-	-
2022	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2023	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDGV	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
Totals		**136,650**	**27,546**	**79,450**	**20.2%**	**58.1%**	**135,639**	**27,395**	**78,812**	**20.2%**	**58.1%**	**159**	**8**	**129**	**5.0%**	**81.1%**

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 2022

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
Pre 96/Unknown	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0
Pre 96/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
Pre 96/Unknown	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0
Pre 96/Unknown	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0
1996	HDGV	0	0	0	-	-	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	-	-	6	0	4	0.0%	66.7%	1	0	1
1996	LDGV	0	0	0	-	-	8	0	4	0.0%	50.0%	5	0	4
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	-	-	3	1	0	33.3%	0.0%	5	1	1
1997	LDGV	0	0	0	-	-	8	0	4	0.0%	50.0%	5	0	4
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	-	-	6	0	2	0.0%	33.3%	3	0	2
1998	LDGV	0	0	0	-	-	14	0	5	0.0%	35.7%	3	0	3
1999	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
1999	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
1999	LDGT	0	0	0	-	-	4	0	3	0.0%	75.0%	7	0	3
1999	LDGV	0	0	0	-	-	15	1	4	6.7%	26.7%	1	0	1
2000	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2000	LDGT	0	0	0	-	-	10	0	6	0.0%	60.0%	18	1	11
2000	LDGV	0	0	0	-	-	15	0	6	0.0%	40.0%	9	0	5

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 2022

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
2001	HDGV	0	0	0	-	-	1	0	0	0.0%	0.0%	2	0	2
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	-	-	10	0	6	0.0%	60.0%	10	0	2
2001	LDGV	0	0	0	-	-	16	2	9	12.5%	56.3%	11	1	10
2002	HDGV	0	0	0	-	-	3	0	1	0.0%	33.3%	0	0	0
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2002	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1
2002	LDGT	0	0	0	-	-	9	1	5	11.1%	55.6%	12	0	7
2002	LDGV	0	0	0	-	-	29	2	12	6.9%	41.4%	11	1	6
2003	HDGV	0	0	0	-	-	4	0	2	0.0%	50.0%	1	0	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	0	0	0	-	-	19	0	3	0.0%	15.8%	18	1	8
2003	LDGV	0	0	0	-	-	27	1	11	3.7%	40.7%	11	1	8
2004	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	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	-	-	17	1	6	5.9%	35.3%	26	2	17
2004	LDGV	0	0	0	-	-	29	0	11	0.0%	37.9%	4	0	3
2005	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2005	LDGT	0	0	0	-	-	7	0	0	0.0%	0.0%	23	2	16
2005	LDGV	0	0	0	-	-	15	0	6	0.0%	40.0%	7	1	2
2006	HDGV	0	0	0	-	-	0	0	0	-	-	4	0	3
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2006	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1
2006	LDGT	0	0	0	-	-	13	0	10	0.0%	76.9%	28	3	14
2006	LDGV	0	0	0	-	-	31	2	15	6.5%	48.4%	13	1	9

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2022

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
2007	HDGV	0	0	0	-	-	0	0	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	-	-	13	0	8	0.0%	61.5%	19	3	7
2007	LDGV	0	0	0	-	-	37	2	22	5.4%	59.5%	21	1	13
2008	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2008	LDGT	0	0	0	-	-	6	0	4	0.0%	66.7%	16	2	6
2008	LDGV	0	0	0	-	-	32	1	15	3.1%	46.9%	11	0	7
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	1	4	16.7%	66.7%	16	2	10
2009	LDGV	0	0	0	-	-	22	2	13	9.1%	59.1%	13	2	9
2010	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2010	LDGT	0	0	0	-	-	7	0	7	0.0%	100.0%	6	0	5
2010	LDGV	0	0	0	-	-	21	1	10	4.8%	47.6%	5	0	4
2011	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	2	0	2
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	-	-	9	0	7	0.0%	77.8%	7	0	4
2011	LDGV	0	0	0	-	-	13	0	6	0.0%	46.2%	10	0	7
2012	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2012	LDGT	0	0	0	-	-	3	0	1	0.0%	33.3%	4	0	4
2012	LDGV	0	0	0	-	-	16	0	7	0.0%	43.8%	6	0	5

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 2022

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
2013	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	3	0	3
2013	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2013	LDGT	0	0	0	-	-	3	0	2	0.0%	66.7%	4	0	3
2013	LDGV	0	0	0	-	-	31	0	17	0.0%	54.8%	5	0	3
2014	HDGV	11	1	10	9.1%	90.9%	2	0	0	0.0%	0.0%	0	0	0
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2014	LDGT	0	0	0	-	-	7	1	5	14.3%	71.4%	4	0	4
2014	LDGV	0	0	0	-	-	17	1	9	5.9%	52.9%	5	0	4
2015	HDGV	8	0	7	0.0%	87.5%	1	0	1	0.0%	100.0%	0	0	0
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2015	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	4	0	3
2015	LDGV	0	0	0	-	-	25	1	12	4.0%	48.0%	9	0	7
2016	HDGV	20	0	15	0.0%	75.0%	1	0	1	0.0%	100.0%	1	0	1
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	-	-	3	0	1	0.0%	33.3%	3	0	3
2016	LDGV	0	0	0	-	-	20	2	9	10.0%	45.0%	3	0	3
2017	HDGV	13	3	9	23.1%	69.2%	1	0	1	0.0%	100.0%	1	0	1
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	-	-	1	0	1	0.0%	100.0%	3	0	3
2017	LDGV	0	0	0	-	-	45	3	29	6.7%	64.4%	7	0	5
2018	HDGV	7	0	6	0.0%	85.7%	0	0	0	-	-	1	0	1
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	0	0.0%	0.0%	0	0	0
2018	LDGV	0	0	0	-	-	0	0	0	-	-	1	0	1

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 2022

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
2019	HDGV	13	0	11	0.0%	84.6%	1	0	1	0.0%	100.0%	1	0	1
2019	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2019	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0
2019	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0
2020	HDGV	13	2	10	15.4%	76.9%	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	11	1	8	9.1%	72.7%	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
2023	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0
2023	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2023	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2023	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0
2023	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0
Totals		**97**	**7**	**77**	**7.2%**	**79.4%**	**674**	**26**	**339**	**3.9%**	**50.3%**	**432**	**25**	**275**

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 2022

Model Yr	Veh Type	% Smoke Fail R1	% Smoke Pass R1	Liquid Leak Initial Fails	# Liquid Leak Fail R1	# Liquid Leak Pass R1	% Liquid Leak Fail R1	% Liquid Leak Pass R1	Misc Emiss Initial Fails	# Misc Emiss Fail R1	# Misc Emiss Pass R1	% Misc Emiss Fail R1	% Misc Emiss Pass R1
Pre 96/Unknown	HDGV	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGV	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1996	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1996	LDGV	0.0%	80.0%	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	20.0%	20.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1997	LDGV	0.0%	80.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
1998	HDGV	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	0.0%	66.7%	0	0	0	-	-	2	0	2	0.0%	100.0%
1998	LDGV	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
1999	HDGV	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGT	0.0%	42.9%	1	0	1	0.0%	100.0%	4	0	1	0.0%	25.0%
1999	LDGV	0.0%	100.0%	0	0	0	-	-	4	0	2	0.0%	50.0%
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	5.6%	61.1%	1	0	1	0.0%	100.0%	4	0	2	0.0%	50.0%
2000	LDGV	0.0%	55.6%	1	0	1	0.0%	100.0%	5	0	4	0.0%	80.0%

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2022

Model Yr	Veh Type	% Smoke Fail R1	% Smoke Pass R1	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
2001	HDGV	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2001	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0.0%	20.0%	2	0	2	0.0%	100.0%	3	1	1	33.3%	33.3%
2001	LDGV	9.1%	90.9%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2002	HDGV	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2002	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0.0%	58.3%	0	0	0	-	-	5	0	5	0.0%	100.0%
2002	LDGV	9.1%	54.5%	4	0	3	0.0%	75.0%	3	0	3	0.0%	100.0%
2003	HDGV	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2003	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	5.6%	44.4%	2	0	2	0.0%	100.0%	10	0	9	0.0%	90.0%
2003	LDGV	9.1%	72.7%	1	0	1	0.0%	100.0%	5	0	3	0.0%	60.0%
2004	HDGV	-	-	1	0	0	0.0%	0.0%	2	0	2	0.0%	100.0%
2004	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	7.7%	65.4%	1	0	1	0.0%	100.0%	10	0	9	0.0%	90.0%
2004	LDGV	0.0%	75.0%	1	0	1	0.0%	100.0%	14	0	11	0.0%	78.6%
2005	HDGV	-	-	2	0	2	0.0%	100.0%	1	0	0	0.0%	0.0%
2005	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	8.7%	69.6%	1	0	0	0.0%	0.0%	6	0	5	0.0%	83.3%
2005	LDGV	14.3%	28.6%	3	0	2	0.0%	66.7%	7	0	4	0.0%	57.1%
2006	HDGV	0.0%	75.0%	2	0	1	0.0%	50.0%	3	0	3	0.0%	100.0%
2006	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT	10.7%	50.0%	1	0	1	0.0%	100.0%	12	0	8	0.0%	66.7%
2006	LDGV	7.7%	69.2%	0	0	0	-	-	11	0	8	0.0%	72.7%

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 2022

Model Yr	Veh Type	% Smoke Fail R1	% Smoke Pass R1	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
2007	HDGV	-	-	1	0	1	0.0%	100.0%	2	0	1	0.0%	50.0%
2007	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	15.8%	36.8%	1	0	1	0.0%	100.0%	9	0	6	0.0%	66.7%
2007	LDGV	4.8%	61.9%	3	0	2	0.0%	66.7%	13	0	10	0.0%	76.9%
2008	HDGV	-	-	4	0	4	0.0%	100.0%	3	0	2	0.0%	66.7%
2008	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	12.5%	37.5%	2	0	1	0.0%	50.0%	7	1	3	14.3%	42.9%
2008	LDGV	0.0%	63.6%	1	0	0	0.0%	0.0%	3	0	2	0.0%	66.7%
2009	HDGV	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	12.5%	62.5%	1	0	1	0.0%	100.0%	9	1	8	11.1%	88.9%
2009	LDGV	15.4%	69.2%	4	0	4	0.0%	100.0%	11	0	9	0.0%	81.8%
2010	HDGV	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
2010	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0.0%	83.3%	1	0	0	0.0%	0.0%	6	0	6	0.0%	100.0%
2010	LDGV	0.0%	80.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2011	HDGV	0.0%	100.0%	5	0	4	0.0%	80.0%	10	0	10	0.0%	100.0%
2011	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0.0%	57.1%	2	0	2	0.0%	100.0%	4	0	3	0.0%	75.0%
2011	LDGV	0.0%	70.0%	0	0	0	-	-	10	0	9	0.0%	90.0%
2012	HDGV	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2012	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0.0%	100.0%	1	0	1	0.0%	100.0%	10	1	7	10.0%	70.0%
2012	LDGV	0.0%	83.3%	0	0	0	-	-	7	2	4	28.6%	57.1%

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 2022

Model Yr	Veh Type	% Smoke Fail R1	% Smoke Pass R1	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
2013	HDGV	0.0%	100.0%	0	0	0	-	-	3	1	2	33.3%	66.7%
2013	LDDT	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2013	LDDV	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2013	LDGT	0.0%	75.0%	2	0	2	0.0%	100.0%	9	0	9	0.0%	100.0%
2013	LDGV	0.0%	60.0%	1	0	1	0.0%	100.0%	7	1	6	14.3%	85.7%
2014	HDGV	-	-	0	0	0	-	-	5	0	4	0.0%	80.0%
2014	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0.0%	100.0%	1	0	1	0.0%	100.0%	3	1	2	33.3%	66.7%
2014	LDGV	0.0%	80.0%	2	0	1	0.0%	50.0%	4	1	3	25.0%	75.0%
2015	HDGV	-	-	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2015	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0.0%	75.0%	0	0	0	-	-	6	1	5	16.7%	83.3%
2015	LDGV	0.0%	77.8%	1	0	1	0.0%	100.0%	5	0	4	0.0%	80.0%
2016	HDGV	0.0%	100.0%	3	0	3	0.0%	100.0%	1	0	1	0.0%	100.0%
2016	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2016	LDGV	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2017	HDGV	0.0%	100.0%	2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%
2017	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0.0%	100.0%	0	0	0	-	-	12	0	12	0.0%	100.0%
2017	LDGV	0.0%	71.4%	0	0	0	-	-	6	0	6	0.0%	100.0%
2018	HDGV	0.0%	100.0%	1	0	1	0.0%	100.0%	5	1	4	20.0%	80.0%
2018	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGV	0.0%	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 2022

Model Yr	Veh Type	% Smoke Fail R1	% Smoke Pass R1	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
2019	HDGV	0.0%	100.0%	3	0	3	0.0%	100.0%	1	0	1	0.0%	100.0%
2019	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2019	LDGV	-	-	0	0	0	-	-	0	0	0	-	-
2020	HDGV	-	-	2	0	2	0.0%	100.0%	1	0	1	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	-	-	0	0	0	-	-
2020	LDGV	-	-	0	0	0	-	-	0	0	0	-	-
2021	HDGV	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGT	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGV	-	-	0	0	0	-	-	0	0	0	-	-
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	-	-
2023	HDGV	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDGT	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDGV	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**5.8%**	**63.7%**	**73**	**0**	**62**	**0.0%**	**84.9%**	**318**	**12**	**257**	**3.8%**	**80.8%**

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 2022

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	0	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	-	0	0	-	0	0	-	0	0	-
Pre 96/Unknown	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
1996	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	0	0	-
1996	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDGT	247	24	9.7%	241	24	10.0%	0	0	-	0	0	-
1996	LDGV	320	29	9.1%	311	29	9.3%	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	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
1997	LDGT	358	30	8.4%	352	29	8.2%	0	0	-	0	0	-
1997	LDGV	426	34	8.0%	416	33	7.9%	0	0	-	0	0	-
1998	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
1998	LDDV	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-
1998	LDGT	622	64	10.3%	614	63	10.3%	0	0	-	0	0	-
1998	LDGV	802	74	9.2%	788	74	9.4%	0	0	-	0	0	-
1999	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	0	0	-
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
1999	LDGT	732	64	8.7%	723	64	8.9%	0	0	-	0	0	-
1999	LDGV	865	79	9.1%	858	79	9.2%	0	0	-	0	0	-
2000	HDGV	2	0	0.0%	0	0	-	2	0	0.0%	0	0	-
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2000	LDGT	1,199	115	9.6%	1,178	112	9.5%	0	0	-	0	0	-
2000	LDGV	1,650	152	9.2%	1,635	152	9.3%	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 2022

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
2001	HDGV	3	0	0.0%	0	0	-	3	0	0.0%	0	0	-
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2001	LDGT	2,021	260	12.9%	2,012	259	12.9%	0	0	-	0	0	-
2001	LDGV	2,087	283	13.6%	2,072	281	13.6%	0	0	-	0	0	-
2002	HDGV	5	0	0.0%	0	0	-	5	0	0.0%	0	0	-
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	5	0	0.0%	4	0	0.0%	0	0	-	0	0	-
2002	LDGT	3,212	423	13.2%	3,199	418	13.1%	0	0	-	0	0	-
2002	LDGV	3,139	402	12.8%	3,114	402	12.9%	0	0	-	0	0	-
2003	HDGV	5	0	0.0%	0	0	-	5	0	0.0%	0	0	-
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	2	1	50.0%	2	1	50.0%	0	0	-	0	0	-
2003	LDGT	3,044	348	11.4%	3,020	346	11.5%	0	0	-	0	0	-
2003	LDGV	3,049	399	13.1%	3,031	397	13.1%	0	0	-	0	0	-
2004	HDGV	4	0	0.0%	0	0	-	4	0	0.0%	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	4,859	588	12.1%	4,831	584	12.1%	0	0	-	0	0	-
2004	LDGV	3,848	507	13.2%	3,820	502	13.1%	0	0	-	0	0	-
2005	HDGV	3	0	0.0%	0	0	-	3	0	0.0%	0	0	-
2005	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDDV	11	0	0.0%	11	0	0.0%	0	0	-	0	0	-
2005	LDGT	4,122	508	12.3%	4,102	506	12.3%	0	0	-	0	0	-
2005	LDGV	3,442	393	11.4%	3,422	392	11.5%	0	0	-	0	0	-
2006	HDGV	8	0	0.0%	0	0	-	8	0	0.0%	0	0	-
2006	LDDT	5	1	20.0%	5	1	20.0%	0	0	-	0	0	-
2006	LDDV	10	1	10.0%	10	0	0.0%	0	0	-	0	0	-
2006	LDGT	4,766	531	11.1%	4,734	527	11.1%	0	0	-	0	0	-
2006	LDGV	4,504	560	12.4%	4,471	559	12.5%	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 2022

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
2007	HDGV	3	0	0.0%	0	0	-	3	0	0.0%	0	0	-
2007	LDDT	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2007	LDDV	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2007	LDGT	5,006	586	11.7%	4,980	582	11.7%	0	0	-	0	0	-
2007	LDGV	5,067	570	11.2%	5,017	559	11.1%	0	0	-	0	0	-
2008	HDGV	486	95	19.5%	484	95	19.6%	2	0	0.0%	0	0	-
2008	LDDT	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2008	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGT	3,656	420	11.5%	3,637	417	11.5%	0	0	-	0	0	-
2008	LDGV	3,429	395	11.5%	3,404	393	11.5%	0	0	-	0	0	-
2009	HDGV	463	90	19.4%	462	90	19.5%	0	0	-	0	0	-
2009	LDDT	17	7	41.2%	17	7	41.2%	0	0	-	0	0	-
2009	LDDV	10	2	20.0%	10	2	20.0%	0	0	-	0	0	-
2009	LDGT	3,722	473	12.7%	3,699	471	12.7%	0	0	-	0	0	-
2009	LDGV	4,441	575	12.9%	4,404	570	12.9%	0	0	-	0	0	-
2010	HDGV	394	84	21.3%	391	84	21.5%	2	0	0.0%	0	0	-
2010	LDDT	18	8	44.4%	18	8	44.4%	0	0	-	0	0	-
2010	LDDV	17	4	23.5%	17	4	23.5%	0	0	-	0	0	-
2010	LDGT	3,280	442	13.5%	3,265	441	13.5%	0	0	-	0	0	-
2010	LDGV	3,208	364	11.3%	3,190	363	11.4%	0	0	-	0	0	-
2011	HDGV	659	120	18.2%	646	120	18.6%	9	0	0.0%	0	0	-
2011	LDDT	60	18	30.0%	60	18	30.0%	0	0	-	0	0	-
2011	LDDV	29	7	24.1%	29	7	24.1%	0	0	-	0	0	-
2011	LDGT	4,895	607	12.4%	4,880	606	12.4%	0	0	-	0	0	-
2011	LDGV	3,835	506	13.2%	3,814	505	13.2%	0	0	-	0	0	-
2012	HDGV	657	103	15.7%	656	103	15.7%	0	0	-	0	0	-
2012	LDDT	60	19	31.7%	60	19	31.7%	0	0	-	0	0	-
2012	LDDV	23	3	13.0%	23	3	13.0%	0	0	-	0	0	-
2012	LDGT	3,031	459	15.1%	3,022	459	15.2%	0	0	-	0	0	-
2012	LDGV	3,016	453	15.0%	3,002	452	15.1%	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 2022

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
2013	HDGV	540	98	18.1%	534	97	18.2%	2	0	0.0%	0	0	-
2013	LDDT	58	19	32.8%	57	19	33.3%	0	0	-	0	0	-
2013	LDDV	41	7	17.1%	40	7	17.5%	0	0	-	0	0	-
2013	LDGT	4,187	634	15.1%	4,175	634	15.2%	0	0	-	0	0	-
2013	LDGV	4,799	728	15.2%	4,770	728	15.3%	0	0	-	0	0	-
2014	HDGV	543	111	20.4%	529	110	20.8%	12	1	8.3%	11	1	9.1%
2014	LDDT	40	11	27.5%	40	11	27.5%	0	0	-	0	0	-
2014	LDDV	60	12	20.0%	60	12	20.0%	0	0	-	0	0	-
2014	LDGT	2,662	403	15.1%	2,650	401	15.1%	0	0	-	0	0	-
2014	LDGV	2,127	307	14.4%	2,109	305	14.5%	0	0	-	0	0	-
2015	HDGV	705	122	17.3%	696	122	17.5%	9	0	0.0%	8	0	0.0%
2015	LDDT	97	29	29.9%	97	29	29.9%	0	0	-	0	0	-
2015	LDDV	46	11	23.9%	46	11	23.9%	0	0	-	0	0	-
2015	LDGT	4,080	576	14.1%	4,069	575	14.1%	0	0	-	0	0	-
2015	LDGV	3,987	746	18.7%	3,962	743	18.8%	0	0	-	0	0	-
2016	HDGV	570	73	12.8%	548	73	13.3%	21	0	0.0%	20	0	0.0%
2016	LDDT	25	10	40.0%	25	10	40.0%	0	0	-	0	0	-
2016	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDGT	1,809	263	14.5%	1,804	262	14.5%	0	0	-	0	0	-
2016	LDGV	1,644	262	15.9%	1,626	261	16.1%	0	0	-	0	0	-
2017	HDGV	544	86	15.8%	526	84	16.0%	15	2	13.3%	13	2	15.4%
2017	LDDT	35	10	28.6%	35	10	28.6%	0	0	-	0	0	-
2017	LDDV	11	0	0.0%	11	0	0.0%	0	0	-	0	0	-
2017	LDGT	3375	486	14.4%	3362	486	14.5%	0	0	-	0	0	-
2017	LDGV	3266	627	19.2%	3227	624	19.3%	0	0	-	0	0	-
2018	HDGV	245	35	14.3%	233	33	14.2%	10	1	10.0%	7	0	0.0%
2018	LDDT	12	1	8.3%	12	1	8.3%	0	0	-	0	0	-
2018	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2018	LDGT	475	72	15.2%	475	71	14.9%	0	0	-	0	0	-
2018	LDGV	395	106	26.8%	393	106	27.0%	0	0	-	0	0	-

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R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2022

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
2019	HDGV	289	42	14.5%	272	42	15.4%	15	0	0.0%	13	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	183	15	8.2%	182	15	8.2%	0	0	-	0	0	-
2019	LDGV	36	9	25.0%	36	9	25.0%	0	0	-	0	0	-
2020	HDGV	356	58	16.3%	340	56	16.5%	15	2	13.3%	13	2	15.4%
2020	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2020	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2020	LDGT	127	19	15.0%	127	19	15.0%	0	0	-	0	0	-
2020	LDGV	13	1	7.7%	13	1	7.7%	0	0	-	0	0	-
2021	HDGV	281	46	16.4%	270	45	16.7%	11	1	9.1%	11	1	9.1%
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	89	18	20.2%	89	18	20.2%	0	0	-	0	0	-
2021	LDGV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2022	HDGV	6	2	33.3%	5	2	40.0%	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	5	1	20.0%	5	1	20.0%	0	0	-	0	0	-
2022	LDGV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2023	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2023	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2023	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2023	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2023	LDGV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
Totals		**136,650**	**18,336**	**13.4%**	**135,639**	**18,245**	**13.5%**	**159**	**7**	**4.4%**	**97**	**6**	**6.2%**

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2022

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	0	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	-	0	0	-	0	0	-	0	0	-
Pre 96/Unknown	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
1996	HDGV	0	0	-	0	0	-	0	0	-	1	0	0.0%
1996	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDGT	6	0	0.0%	1	0	0.0%	0	0	-	1	0	0.0%
1996	LDGV	8	0	0.0%	5	0	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	3	0	0.0%	5	0	0.0%	0	0	-	1	0	0.0%
1997	LDGV	8	0	0.0%	5	0	0.0%	0	0	-	3	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	6	0	0.0%	3	0	0.0%	0	0	-	2	0	0.0%
1998	LDGV	14	0	0.0%	3	0	0.0%	0	0	-	3	0	0.0%
1999	HDGV	1	0	0.0%	0	0	-	0	0	-	0	0	-
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDGT	4	0	0.0%	7	0	0.0%	1	0	0.0%	4	0	0.0%
1999	LDGV	15	0	0.0%	1	0	0.0%	0	0	-	4	0	0.0%
2000	HDGV	0	0	-	0	0	-	0	0	-	2	0	0.0%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDGT	10	0	0.0%	18	1	5.6%	1	0	0.0%	4	0	0.0%
2000	LDGV	15	0	0.0%	9	0	0.0%	1	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 2022

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
2001	HDGV	1	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDGT	10	0	0.0%	10	0	0.0%	2	0	0.0%	3	0	0.0%
2001	LDGV	16	1	6.3%	11	1	9.1%	1	0	0.0%	1	0	0.0%
2002	HDGV	3	0	0.0%	0	0	-	0	0	-	2	0	0.0%
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
2002	LDGT	9	1	11.1%	12	0	0.0%	0	0	-	5	0	0.0%
2002	LDGV	29	0	0.0%	11	0	0.0%	4	0	0.0%	3	0	0.0%
2003	HDGV	4	0	0.0%	1	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	19	0	0.0%	18	0	0.0%	2	0	0.0%	10	0	0.0%
2003	LDGV	27	0	0.0%	11	1	9.1%	1	0	0.0%	5	0	0.0%
2004	HDGV	1	0	0.0%	0	0	-	1	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	17	1	5.9%	26	1	3.8%	1	0	0.0%	10	0	0.0%
2004	LDGV	29	0	0.0%	4	0	0.0%	1	0	0.0%	14	0	0.0%
2005	HDGV	0	0	-	0	0	-	2	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	7	0	0.0%	23	0	0.0%	1	0	0.0%	6	0	0.0%
2005	LDGV	15	0	0.0%	7	0	0.0%	3	0	0.0%	7	0	0.0%
2006	HDGV	0	0	-	4	0	0.0%	2	0	0.0%	3	0	0.0%
2006	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2006	LDDV	0	0	-	1	0	0.0%	0	0	-	1	0	0.0%
2006	LDGT	13	0	0.0%	28	2	7.1%	1	0	0.0%	12	0	0.0%
2006	LDGV	31	1	3.2%	13	0	0.0%	0	0	-	11	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 2022

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
2007	HDGV	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	13	0	0.0%	19	3	15.8%	1	0	0.0%	9	0	0.0%
2007	LDGV	37	2	5.4%	21	0	0.0%	3	0	0.0%	13	0	0.0%
2008	HDGV	0	0	-	0	0	-	4	0	0.0%	3	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	6	0	0.0%	16	1	6.3%	2	0	0.0%	7	1	14.3%
2008	LDGV	32	0	0.0%	11	0	0.0%	1	0	0.0%	3	0	0.0%
2009	HDGV	0	0	-	0	0	-	1	0	0.0%	1	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%	16	0	0.0%	1	0	0.0%	9	1	11.1%
2009	LDGV	22	1	4.5%	13	2	15.4%	4	0	0.0%	11	0	0.0%
2010	HDGV	0	0	-	0	0	-	0	0	-	3	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	7	0	0.0%	6	0	0.0%	1	0	0.0%	6	0	0.0%
2010	LDGV	21	0	0.0%	5	0	0.0%	0	0	-	2	0	0.0%
2011	HDGV	2	0	0.0%	2	0	0.0%	5	0	0.0%	10	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	9	0	0.0%	7	0	0.0%	2	0	0.0%	4	0	0.0%
2011	LDGV	13	0	0.0%	10	0	0.0%	0	0	-	10	0	0.0%
2012	HDGV	2	0	0.0%	0	0	-	1	0	0.0%	1	0	0.0%
2012	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDGT	3	0	0.0%	4	0	0.0%	1	0	0.0%	10	1	10.0%
2012	LDGV	16	0	0.0%	6	0	0.0%	0	0	-	7	2	28.6%

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 2022

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
2013	HDGV	1	0	0.0%	3	0	0.0%	0	0	-	3	1	33.3%
2013	LDDT	0	0	-	1	0	0.0%	0	0	-	0	0	-
2013	LDDV	0	0	-	0	0	-	0	0	-	1	0	0.0%
2013	LDGT	3	0	0.0%	4	0	0.0%	2	0	0.0%	9	0	0.0%
2013	LDGV	31	0	0.0%	5	0	0.0%	1	0	0.0%	7	1	14.3%
2014	HDGV	2	0	0.0%	0	0	-	0	0	-	5	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	1	14.3%	4	0	0.0%	1	0	0.0%	3	1	33.3%
2014	LDGV	17	0	0.0%	5	0	0.0%	2	0	0.0%	4	1	25.0%
2015	HDGV	1	0	0.0%	0	0	-	2	0	0.0%	1	0	0.0%
2015	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDGT	3	0	0.0%	4	0	0.0%	0	0	-	6	1	16.7%
2015	LDGV	25	1	4.0%	9	0	0.0%	1	0	0.0%	5	0	0.0%
2016	HDGV	1	0	0.0%	1	0	0.0%	3	0	0.0%	1	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	3	0	0.0%	3	0	0.0%	0	0	-	1	0	0.0%
2016	LDGV	20	1	5.0%	3	0	0.0%	0	0	-	1	0	0.0%
2017	HDGV	1	0	0.0%	1	0	0.0%	2	0	0.0%	5	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	1	0	0.0%	3	0	0.0%	0	0	-	12	0	0.0%
2017	LDGV	45	1	2.2%	7	0	0.0%	0	0	-	6	0	0.0%
2018	HDGV	0	0	-	1	0	0.0%	1	0	0.0%	5	1	20.0%
2018	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDGT	1	0	0.0%	0	0	-	0	0	-	0	0	-
2018	LDGV	0	0	-	1	0	0.0%	0	0	-	1	0	0.0%

Table H (Page 9 of 10)

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 2022

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
2019	HDGV	1	0	0.0%	1	0	0.0%	3	0	0.0%	1	0	0.0%
2019	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2019	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2019	LDGT	0	0	-	0	0	-	0	0	-	1	0	0.0%
2019	LDGV	1	0	0.0%	0	0	-	0	0	-	0	0	-
2020	HDGV	0	0	-	0	0	-	2	0	0.0%	1	0	0.0%
2020	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2020	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2020	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2020	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2021	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2021	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2021	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2021	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2021	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
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	-
2023	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2023	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2023	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2023	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2023	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
Totals		**674**	**11**	**1.6%**	**432**	**12**	**2.8%**	**73**	**0**	**0.0%**	**318**	**11**	**3.5%**

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 2022

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	512	0	0	0	0	0.00%	-	0	0	0	-	-
Pre 96/Unknown	LDDT	1	0	0	0	0	0.00%	-	0	0	0	-	-
Pre 96/Unknown	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	168	0	0	0	0	0.00%	-	0	0	0	-	-
Pre 96/Unknown	LDGV	15	0	0	0	0	0.00%	-	0	0	0	-	-
1996	HDGV	116	1	1	0	0	0.00%	0.00%	0	0	0	-	-
1996	LDDT	1	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
1996	LDGT	2,021	247	145	0	102	5.05%	41.30%	2,021	241	102	5.05%	42.32%
1996	LDGV	2,666	320	189	0	131	4.91%	40.94%	2,666	311	127	4.76%	40.84%
1997	HDGV	237	0	0	0	0	0.00%	-	0	0	0	-	-
1997	LDDT	3	0	0	0	0	0.00%	-	3	0	0	0.00%	-
1997	LDDV	6	1	1	0	0	0.00%	0.00%	6	1	0	0.00%	0.00%
1997	LDGT	2,710	358	189	0	169	6.24%	47.21%	2,710	352	164	6.05%	46.59%
1997	LDGV	2,779	426	234	1	191	6.87%	44.84%	2,779	416	188	6.77%	45.19%
1998	HDGV	186	0	0	0	0	0.00%	-	0	0	0	-	-
1998	LDDT	2	1	1	0	0	0.00%	0.00%	2	1	0	0.00%	0.00%
1998	LDDV	29	2	1	0	1	3.45%	50.00%	29	2	1	3.45%	50.00%
1998	LDGT	4,753	622	380	1	241	5.07%	38.75%	4,753	614	237	4.99%	38.60%
1998	LDGV	6,047	802	502	1	299	4.94%	37.28%	6,047	788	295	4.88%	37.44%
1999	HDGV	449	1	1	0	0	0.00%	0.00%	0	0	0	-	-
1999	LDDT	2	0	0	0	0	0.00%	-	2	0	0	0.00%	-
1999	LDDV	31	1	1	0	0	0.00%	0.00%	31	1	0	0.00%	0.00%
1999	LDGT	4,889	732	412	4	316	6.46%	43.17%	4,889	723	313	6.40%	43.29%
1999	LDGV	5,924	865	518	0	347	5.86%	40.12%	5,924	858	344	5.81%	40.09%

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2022

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
2000	HDGV	645	2	2	0	0	0.00%	0.00%	0	0	0	-	-
2000	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
2000	LDDV	31	1	0	0	1	3.23%	100.00%	31	1	1	3.23%	100.00%
2000	LDGT	9,064	1,199	745	3	451	4.98%	37.61%	9,064	1,178	445	4.91%	37.78%
2000	LDGV	12,175	1,650	993	3	654	5.37%	39.64%	12,175	1,635	648	5.32%	39.63%
2001	HDGV	802	3	2	0	1	0.12%	33.33%	0	0	0	-	-
2001	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
2001	LDDV	24	2	2	0	0	0.00%	0.00%	24	2	0	0.00%	0.00%
2001	LDGT	8,759	2,021	1,198	7	816	9.32%	40.38%	8,759	2,012	811	9.26%	40.31%
2001	LDGV	9,915	2,087	1,260	8	819	8.26%	39.24%	9,915	2,072	815	8.22%	39.33%
2002	HDGV	873	5	3	0	2	0.23%	40.00%	0	0	0	-	-
2002	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
2002	LDDV	53	5	4	0	1	1.89%	20.00%	53	4	1	1.89%	25.00%
2002	LDGT	17,863	3,212	2,033	4	1,175	6.58%	36.58%	17,863	3,199	1,169	6.54%	36.54%
2002	LDGV	18,570	3,139	2,001	4	1,134	6.11%	36.13%	18,570	3,114	1,127	6.07%	36.19%
2003	HDGV	1,373	5	3	0	2	0.15%	40.00%	0	0	0	-	-
2003	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
2003	LDDV	43	2	2	0	0	0.00%	0.00%	43	2	0	0.00%	0.00%
2003	LDGT	16,584	3,044	1,825	4	1,215	7.33%	39.91%	16,584	3,020	1,210	7.30%	40.07%
2003	LDGV	17,996	3,049	1,908	5	1,136	6.31%	37.26%	17,996	3,031	1,130	6.28%	37.28%
2004	HDGV	1,620	4	3	0	1	0.06%	25.00%	0	0	0	-	-
2004	LDDT	3	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2004	LDDV	74	7	5	0	2	2.70%	28.57%	74	7	2	2.70%	28.57%
2004	LDGT	33,017	4,859	3,167	10	1,682	5.09%	34.62%	33,017	4,831	1,670	5.06%	34.57%
2004	LDGV	28,673	3,848	2,614	6	1,228	4.28%	31.91%	28,673	3,820	1,217	4.24%	31.86%

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2022

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
2005	HDGV	1,924	3	2	0	1	0.05%	33.33%	0	0	0	-	-
2005	LDDT	11	0	0	0	0	0.00%	-	11	0	0	0.00%	-
2005	LDDV	127	11	9	0	2	1.57%	18.18%	127	11	2	1.57%	18.18%
2005	LDGT	25,092	4,122	2,556	6	1,560	6.22%	37.85%	25,092	4,102	1,553	6.19%	37.86%
2005	LDGV	24,059	3,442	2,202	10	1,230	5.11%	35.74%	24,059	3,422	1,219	5.07%	35.62%
2006	HDGV	2,683	8	7	0	1	0.04%	12.50%	0	0	0	-	-
2006	LDDT	24	5	2	0	3	12.50%	60.00%	24	5	3	12.50%	60.00%
2006	LDDV	207	10	6	0	4	1.93%	40.00%	207	10	4	1.93%	40.00%
2006	LDGT	35,928	4,766	3,170	10	1,586	4.41%	33.28%	35,928	4,734	1,577	4.39%	33.31%
2006	LDGV	36,865	4,504	3,082	8	1,414	3.84%	31.39%	36,865	4,471	1,402	3.80%	31.36%
2007	HDGV	2,359	3	2	0	1	0.04%	33.33%	0	0	0	-	-
2007	LDDT	63	2	1	0	1	1.59%	50.00%	63	2	1	1.59%	50.00%
2007	LDDV	26	2	1	0	1	3.85%	50.00%	26	2	1	3.85%	50.00%
2007	LDGT	48,801	5,006	3,450	8	1,548	3.17%	30.92%	48,801	4,980	1,538	3.15%	30.88%
2007	LDGV	54,214	5,067	3,524	11	1,532	2.83%	30.23%	54,214	5,017	1,515	2.79%	30.20%
2008	HDGV	4,018	486	340	0	146	3.63%	30.04%	3,822	484	146	3.82%	30.17%
2008	LDDT	54	2	1	0	1	1.85%	50.00%	54	2	1	1.85%	50.00%
2008	LDDV	16	0	0	0	0	0.00%	-	16	0	0	0.00%	-
2008	LDGT	31,071	3,656	2,326	10	1,320	4.25%	36.11%	31,071	3,637	1,311	4.22%	36.05%
2008	LDGV	29,164	3,429	2,224	9	1,196	4.10%	34.88%	29,164	3,404	1,183	4.06%	34.75%
2009	HDGV	2,872	463	340	4	119	4.14%	25.70%	2,787	462	119	4.27%	25.76%
2009	LDDT	57	17	10	0	7	12.28%	41.18%	57	17	7	12.28%	41.18%
2009	LDDV	67	10	7	0	3	4.48%	30.00%	67	10	3	4.48%	30.00%
2009	LDGT	42,604	3,722	2,721	7	994	2.33%	26.71%	42,604	3,699	988	2.32%	26.71%
2009	LDGV	60,600	4,441	3,329	5	1,107	1.83%	24.93%	60,586	4,404	1,098	1.81%	24.93%

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2022

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
2010	HDGV	2,827	394	309	0	85	3.01%	21.57%	2,693	391	85	3.16%	21.74%
2010	LDDT	63	18	12	1	5	7.94%	27.78%	63	18	5	7.94%	27.78%
2010	LDDV	42	17	11	0	6	14.29%	35.29%	42	17	6	14.29%	35.29%
2010	LDGT	35,004	3,280	2,353	7	920	2.63%	28.05%	35,004	3,265	919	2.63%	28.15%
2010	LDGV	40,835	3,208	2,221	9	978	2.40%	30.49%	40,835	3,190	973	2.38%	30.50%
2011	HDGV	5,309	659	504	4	151	2.84%	22.91%	4,752	646	151	3.18%	23.37%
2011	LDDT	155	60	38	1	21	13.55%	35.00%	155	60	21	13.55%	35.00%
2011	LDDV	147	29	18	0	11	7.48%	37.93%	147	29	11	7.48%	37.93%
2011	LDGT	75,532	4,895	3,728	6	1,161	1.54%	23.72%	75,532	4,880	1,159	1.53%	23.75%
2011	LDGV	63,503	3,835	2,955	10	870	1.37%	22.69%	63,503	3,814	862	1.36%	22.60%
2012	HDGV	5,822	657	528	0	129	2.22%	19.63%	5,217	656	129	2.47%	19.66%
2012	LDDT	179	60	39	1	20	11.17%	33.33%	179	60	20	11.17%	33.33%
2012	LDDV	156	23	14	0	9	5.77%	39.13%	156	23	9	5.77%	39.13%
2012	LDGT	38,186	3,031	2,259	3	769	2.01%	25.37%	38,186	3,022	767	2.01%	25.38%
2012	LDGV	43,676	3,016	2,266	9	741	1.70%	24.57%	43,676	3,002	735	1.68%	24.48%
2013	HDGV	6,178	540	463	0	77	1.25%	14.26%	5,434	534	77	1.42%	14.42%
2013	LDDT	307	58	43	0	15	4.89%	25.86%	307	57	15	4.89%	26.32%
2013	LDDV	310	41	27	0	14	4.52%	34.15%	310	40	14	4.52%	35.00%
2013	LDGT	89,106	4,187	3,383	8	796	0.89%	19.01%	89,106	4,175	795	0.89%	19.04%
2013	LDGV	96,736	4,799	3,759	10	1,030	1.06%	21.46%	96,736	4,770	1,022	1.06%	21.43%
2014	HDGV	5,798	543	466	0	77	1.33%	14.18%	4,829	529	77	1.59%	14.56%
2014	LDDT	320	40	35	0	5	1.56%	12.50%	320	40	5	1.56%	12.50%
2014	LDDV	405	60	46	0	14	3.46%	23.33%	405	60	14	3.46%	23.33%
2014	LDGT	51,526	2,662	2,033	7	622	1.21%	23.37%	51,526	2,650	621	1.21%	23.43%
2014	LDGV	40,092	2,127	1,611	6	510	1.27%	23.98%	40,092	2,109	504	1.26%	23.90%

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2022

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2015	HDGV	9,232	705	591	2	112	1.21%	15.89%	8,267	696	111	1.34%	15.95%
2015	LDDT	693	97	80	0	17	2.45%	17.53%	693	97	17	2.45%	17.53%
2015	LDDV	744	46	40	0	6	0.81%	13.04%	744	46	6	0.81%	13.04%
2015	LDGT	127,840	4,080	3,389	5	686	0.54%	16.81%	127,840	4,069	686	0.54%	16.86%
2015	LDGV	99,158	3,987	3,229	5	753	0.76%	18.89%	99,158	3,962	747	0.75%	18.85%
2016	HDGV	9,653	570	466	0	104	1.08%	18.25%	8,145	548	99	1.22%	18.07%
2016	LDDT	235	25	21	0	4	1.70%	16.00%	235	25	4	1.70%	16.00%
2016	LDDV	27	0	0	0	0	0.00%	-	27	0	0	0.00%	-
2016	LDGT	55,470	1,809	1,510	7	292	0.53%	16.14%	55,470	1,804	291	0.52%	16.13%
2016	LDGV	42,301	1,644	1,283	1	360	0.85%	21.90%	42,301	1,626	353	0.83%	21.71%
2017	HDGV	11,385	544	461	0	83	0.73%	15.26%	10,060	526	81	0.81%	15.40%
2017	LDDT	338	35	32	0	3	0.89%	8.57%	338	35	3	0.89%	8.57%
2017	LDDV	95	11	9	0	2	2.11%	18.18%	95	11	2	2.11%	18.18%
2017	LDGT	156,475	3,375	2,986	5	384	0.25%	11.38%	156,475	3,362	384	0.25%	11.42%
2017	LDGV	115,581	3,266	2,689	2	575	0.50%	17.61%	115,581	3,227	567	0.49%	17.57%
2018	HDGV	6,230	245	213	0	32	0.51%	13.06%	5,145	233	31	0.60%	13.30%
2018	LDDT	70	12	12	0	0	0.00%	0.00%	70	12	0	0.00%	0.00%
2018	LDDV	8	1	1	0	0	0.00%	0.00%	8	1	0	0.00%	0.00%
2018	LDGT	21,479	475	427	1	47	0.22%	9.89%	21,479	475	47	0.22%	9.89%
2018	LDGV	12,453	395	328	1	66	0.53%	16.71%	12,453	393	66	0.53%	16.79%
2019	HDGV	7,391	289	264	0	25	0.34%	8.65%	5,881	272	23	0.39%	8.46%
2019	LDDT	3	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2019	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2019	LDGT	3,444	183	159	0	24	0.70%	13.11%	3,444	182	24	0.70%	13.19%
2019	LDGV	719	36	32	0	4	0.56%	11.11%	719	36	4	0.56%	11.11%

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Year 2022

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2020	HDGV	5,713	356	329	0	27	0.47%	7.58%	4,343	340	26	0.60%	7.65%
2020	LDDT	6	0	0	0	0	0.00%	-	6	0	0	0.00%	-
2020	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2020	LDGT	2,087	127	113	0	14	0.67%	11.02%	1,999	127	14	0.70%	11.02%
2020	LDGV	262	13	12	0	1	0.38%	7.69%	262	13	1	0.38%	7.69%
2021	HDGV	3,826	281	241	0	40	1.05%	14.23%	2,561	270	38	1.48%	14.07%
2021	LDDT	26	1	0	0	1	3.85%	100.00%	26	1	1	3.85%	100.00%
2021	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2021	LDGT	1,662	89	81	0	8	0.48%	8.99%	1,554	89	8	0.51%	8.99%
2021	LDGV	75	1	0	0	1	1.33%	100.00%	75	1	1	1.33%	100.00%
2022	HDGV	719	6	5	0	1	0.14%	16.67%	158	5	1	0.63%	20.00%
2022	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
2022	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2022	LDGT	181	5	4	0	1	0.55%	20.00%	181	5	1	0.55%	20.00%
2022	LDGV	12	1	1	0	0	0.00%	0.00%	12	1	0	0.00%	0.00%
2023	HDGV	266	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2023	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
2023	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2023	LDGT	14	0	0	0	0	0.00%	-	14	0	0	0.00%	-
2023	LDGV	2	1	0	0	1	50.00%	100.00%	2	1	1	50.00%	100.00%
Totals		**1,912,699**	**136,650**	**97,786**	**260**	**38,604**	**2.0%**	**28.3%**	**1,885,381**	**135,639**	**38,322**	**2.0%**	**28.3%**

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Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2022

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	512	0	0	0.00%	-	0	0	0	-	-	505	0	0	0.00%	-
Pre 96/Unknown	LDDT	1	0	0	0.00%	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	168	0	0	0.00%	-	0	0	0	-	-	159	0	0	0.00%	-
Pre 96/Unknown	LDGV	15	0	0	0.00%	-	0	0	0	-	-	6	0	0	0.00%	-
1996	HDGV	116	1	0	0.00%	0.00%	0	0	0	-	-	116	0	0	0.00%	-
1996	LDDT	1	0	0	0.00%	-	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	-	-	2,021	6	2	0.10%	33.33%
1996	LDGV	0	0	0	-	-	0	0	0	-	-	2,666	8	4	0.15%	50.00%
1997	HDGV	237	0	0	0.00%	-	0	0	0	-	-	237	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	-	-	2,710	3	3	0.11%	100.00%
1997	LDGV	0	0	0	-	-	0	0	0	-	-	2,779	8	4	0.14%	50.00%
1998	HDGV	186	0	0	0.00%	-	0	0	0	-	-	186	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	-	-	4,753	6	4	0.08%	66.67%
1998	LDGV	0	0	0	-	-	0	0	0	-	-	6,047	14	9	0.15%	64.29%
1999	HDGV	449	1	0	0.00%	0.00%	0	0	0	-	-	449	1	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	-	-	4,889	4	1	0.02%	25.00%
1999	LDGV	0	0	0	-	-	0	0	0	-	-	5,924	15	11	0.19%	73.33%

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 2022

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2000	HDGV	645	2	0	0.00%	0.00%	0	0	0	-	-	645	0	0	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	-	-	9,064	10	4	0.04%	40.00%
2000	LDGV	0	0	0	-	-	0	0	0	-	-	12,175	15	9	0.07%	60.00%
2001	HDGV	802	3	1	0.12%	33.33%	0	0	0	-	-	802	1	1	0.12%	100.00%
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	-	-	8,759	10	4	0.05%	40.00%
2001	LDGV	0	0	0	-	-	0	0	0	-	-	9,915	16	6	0.06%	37.50%
2002	HDGV	873	5	2	0.23%	40.00%	0	0	0	-	-	873	3	2	0.23%	66.67%
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	-	-	17,863	9	3	0.02%	33.33%
2002	LDGV	0	0	0	-	-	0	0	0	-	-	18,570	29	17	0.09%	58.62%
2003	HDGV	1,373	5	2	0.15%	40.00%	0	0	0	-	-	1,373	4	2	0.15%	50.00%
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	-	-	16,584	19	16	0.10%	84.21%
2003	LDGV	0	0	0	-	-	0	0	0	-	-	17,996	27	16	0.09%	59.26%
2004	HDGV	1,620	4	1	0.06%	25.00%	0	0	0	-	-	1,620	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	-	-	33,017	17	10	0.03%	58.82%
2004	LDGV	0	0	0	-	-	0	0	0	-	-	28,673	29	18	0.06%	62.07%

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 2022

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
2005	HDGV	1,924	3	1	0.05%	33.33%	0	0	0	-	-	1,924	0	0	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	-	-	25,092	7	7	0.03%	100.00%
2005	LDGV	0	0	0	-	-	0	0	0	-	-	24,059	15	9	0.04%	60.00%
2006	HDGV	2,683	8	1	0.04%	12.50%	0	0	0	-	-	2,683	0	0	0.00%	-
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	-	-	35,928	13	3	0.01%	23.08%
2006	LDGV	0	0	0	-	-	0	0	0	-	-	36,865	31	15	0.04%	48.39%
2007	HDGV	2,359	3	1	0.04%	33.33%	0	0	0	-	-	2,359	0	0	0.00%	-
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	-	-	48,801	13	5	0.01%	38.46%
2007	LDGV	0	0	0	-	-	0	0	0	-	-	54,214	37	13	0.02%	35.14%
2008	HDGV	196	2	0	0.00%	0.00%	0	0	0	-	-	4,018	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	-	-	31,071	6	2	0.01%	33.33%
2008	LDGV	0	0	0	-	-	0	0	0	-	-	29,164	32	17	0.06%	53.13%
2009	HDGV	85	0	0	0.00%	-	0	0	0	-	-	2,872	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	-	-	42,604	6	2	0.00%	33.33%
2009	LDGV	14	0	0	0.00%	-	0	0	0	-	-	60,600	22	8	0.01%	36.36%

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1 Vehicles that did not receive an OBDII Test.

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2022

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
2010	HDGV	134	2	0	0.00%	0.00%	0	0	0	-	-	2,827	0	0	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	-	-	35,004	7	0	0.00%	0.00%
2010	LDGV	0	0	0	-	-	0	0	0	-	-	40,835	21	11	0.03%	52.38%
2011	HDGV	557	9	0	0.00%	0.00%	0	0	0	-	-	5,309	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	-	-	75,532	9	2	0.00%	22.22%
2011	LDGV	0	0	0	-	-	0	0	0	-	-	63,503	13	7	0.01%	53.85%
2012	HDGV	605	0	0	0.00%	-	0	0	0	-	-	5,822	2	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	-	-	38,186	3	2	0.01%	66.67%
2012	LDGV	0	0	0	-	-	0	0	0	-	-	43,676	16	9	0.02%	56.25%
2013	HDGV	744	2	0	0.00%	0.00%	0	0	0	-	-	6,178	1	0	0.00%	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	-	-	89,106	3	1	0.00%	33.33%
2013	LDGV	0	0	0	-	-	0	0	0	-	-	96,736	31	14	0.01%	45.16%
2014	HDGV	969	12	0	0.00%	0.00%	969	11	0	0.00%	0.00%	5,798	2	2	0.03%	100.00%
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	-	-	51,526	7	1	0.00%	14.29%
2014	LDGV	0	0	0	-	-	0	0	0	-	-	40,092	17	8	0.02%	47.06%

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 2022

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
2015	HDGV	965	9	1	0.10%	11.11%	965	8	1	0.10%	12.50%	9,232	1	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	-	-	127,840	3	0	0.00%	0.00%
2015	LDGV	0	0	0	-	-	0	0	0	-	-	99,158	25	12	0.01%	48.00%
2016	HDGV	1,508	21	5	0.33%	23.81%	1,508	20	5	0.33%	25.00%	9,653	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	-	-	55,470	3	2	0.00%	66.67%
2016	LDGV	0	0	0	-	-	0	0	0	-	-	42,301	20	10	0.02%	50.00%
2017	HDGV	1,325	15	2	0.15%	13.33%	1,325	13	2	0.15%	15.38%	11,385	1	0	0.00%	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	-	-	156,475	1	0	0.00%	0.00%
2017	LDGV	0	0	0	-	-	0	0	0	-	-	115,581	45	15	0.01%	33.33%
2018	HDGV	1,085	10	1	0.09%	10.00%	1,085	7	1	0.09%	14.29%	6,230	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	-	-	21,479	1	1	0.00%	100.00%
2018	LDGV	0	0	0	-	-	0	0	0	-	-	12,453	0	0	0.00%	-
2019	HDGV	1,510	15	2	0.13%	13.33%	1,510	13	2	0.13%	15.38%	7,391	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	-	-	3,444	0	0	0.00%	-
2019	LDGV	0	0	0	-	-	0	0	0	-	-	719	1	0	0.00%	0.00%

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1 Vehicles that did not receive an OBDII Test.

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2022

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
2020	HDGV	1,370	15	1	0.07%	6.67%	1,370	13	1	0.07%	7.69%	5,713	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	88	0	0	0.00%	-	0	0	0	-	-	2,087	0	0	0.00%	-
2020	LDGV	0	0	0	-	-	0	0	0	-	-	262	0	0	0.00%	-
2021	HDGV	1,265	11	2	0.16%	18.18%	1,137	11	2	0.18%	18.18%	3,826	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	108	0	0	0.00%	-	0	0	0	-	-	1,662	0	0	0.00%	-
2021	LDGV	0	0	0	-	-	0	0	0	-	-	75	0	0	0.00%	-
2022	HDGV	561	1	0	0.00%	0.00%	549	1	0	0.00%	0.00%	719	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	-	-	181	0	0	0.00%	-
2022	LDGV	0	0	0	-	-	0	0	0	-	-	12	0	0	0.00%	-
2023	HDGV	265	0	0	0.00%	-	265	0	0	0.00%	-	266	0	0	0.00%	-
2023	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDGT	0	0	0	-	-	0	0	0	-	-	14	0	0	0.00%	-
2023	LDGV	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
Totals		**27,318**	**159**	**23**	**0.08%**	**14.47%**	**10,683**	**97**	**14**	**0.13%**	**14.43%**	**1,907,390**	**674**	**324**	**0.02%**	**48.1%**

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 2022

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	512	0	0	0.00%	-	512	0	0	0.00%	-	512	0	0	0.00%	-
Pre 96/Unknown	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-	1	0	0	0.00%	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	168	0	0	0.00%	-	168	0	0	0.00%	-	168	0	0	0.00%	-
Pre 96/Unknown	LDGV	15	0	0	0.00%	-	15	0	0	0.00%	-	15	0	0	0.00%	-
1996	HDGV	116	0	0	0.00%	-	116	0	0	0.00%	-	116	1	0	0.00%	0.00%
1996	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-	1	0	0	0.00%	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	2,021	1	0	0.00%	0.00%	2,021	0	0	0.00%	-	2,021	1	0	0.00%	0.00%
1996	LDGV	2,666	5	1	0.04%	20.00%	2,666	0	0	0.00%	-	2,666	2	0	0.00%	0.00%
1997	HDGV	237	0	0	0.00%	-	237	0	0	0.00%	-	237	0	0	0.00%	-
1997	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-	3	0	0	0.00%	-
1997	LDDV	6	0	0	0.00%	-	6	0	0	0.00%	-	6	0	0	0.00%	-
1997	LDGT	2,710	5	4	0.15%	80.00%	2,710	0	0	0.00%	-	2,710	1	0	0.00%	0.00%
1997	LDGV	2,779	5	1	0.04%	20.00%	2,779	0	0	0.00%	-	2,779	3	0	0.00%	0.00%
1998	HDGV	186	0	0	0.00%	-	186	0	0	0.00%	-	186	0	0	0.00%	-
1998	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-	2	0	0	0.00%	-
1998	LDDV	29	0	0	0.00%	-	29	0	0	0.00%	-	29	0	0	0.00%	-
1998	LDGT	4,753	3	1	0.02%	33.33%	4,753	0	0	0.00%	-	4,753	2	0	0.00%	0.00%
1998	LDGV	6,047	3	0	0.00%	0.00%	6,047	0	0	0.00%	-	6,047	3	0	0.00%	0.00%
1999	HDGV	449	0	0	0.00%	-	449	0	0	0.00%	-	449	0	0	0.00%	-
1999	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-	2	0	0	0.00%	-
1999	LDDV	31	0	0	0.00%	-	31	0	0	0.00%	-	31	0	0	0.00%	-
1999	LDGT	4,889	7	4	0.08%	57.14%	4,889	1	0	0.00%	0.00%	4,889	4	3	0.06%	75.00%
1999	LDGV	5,924	1	0	0.00%	0.00%	5,924	0	0	0.00%	-	5,924	4	2	0.03%	50.00%

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Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2022

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
2000	HDGV	645	0	0	0.00%	-	645	0	0	0.00%	-	645	2	0	0.00%	0.00%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	31	0	0	0.00%	-	31	0	0	0.00%	-	31	0	0	0.00%	-
2000	LDGT	9,064	18	6	0.07%	33.33%	9,064	1	0	0.00%	0.00%	9,064	4	2	0.02%	50.00%
2000	LDGV	12,175	9	4	0.03%	44.44%	12,175	1	0	0.00%	0.00%	12,175	5	1	0.01%	20.00%
2001	HDGV	802	2	0	0.00%	0.00%	802	0	0	0.00%	-	802	0	0	0.00%	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	24	0	0	0.00%	-	24	0	0	0.00%	-	24	0	0	0.00%	-
2001	LDGT	8,759	10	7	0.08%	70.00%	8,759	2	0	0.00%	0.00%	8,759	3	2	0.02%	66.67%
2001	LDGV	9,915	11	0	0.00%	0.00%	9,915	1	0	0.00%	0.00%	9,915	1	0	0.00%	0.00%
2002	HDGV	873	0	0	0.00%	-	873	0	0	0.00%	-	873	2	0	0.00%	0.00%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	53	1	0	0.00%	0.00%	53	0	0	0.00%	-	53	0	0	0.00%	-
2002	LDGT	17,863	12	5	0.03%	41.67%	17,863	0	0	0.00%	-	17,863	5	0	0.00%	0.00%
2002	LDGV	18,570	11	4	0.02%	36.36%	18,570	4	1	0.01%	25.00%	18,570	3	0	0.00%	0.00%
2003	HDGV	1,373	1	0	0.00%	0.00%	1,373	0	0	0.00%	-	1,373	0	0	0.00%	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	43	0	0	0.00%	-	43	0	0	0.00%	-	43	0	0	0.00%	-
2003	LDGT	16,584	18	10	0.06%	55.56%	16,584	2	0	0.00%	0.00%	16,584	10	1	0.01%	10.00%
2003	LDGV	17,996	11	2	0.01%	18.18%	17,996	1	0	0.00%	0.00%	17,996	5	2	0.01%	40.00%
2004	HDGV	1,620	0	0	0.00%	-	1,620	1	1	0.06%	100.00%	1,620	2	0	0.00%	0.00%
2004	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-	3	0	0	0.00%	-
2004	LDDV	74	0	0	0.00%	-	74	0	0	0.00%	-	74	0	0	0.00%	-
2004	LDGT	33,017	26	8	0.02%	30.77%	33,017	1	0	0.00%	0.00%	33,017	10	1	0.00%	10.00%
2004	LDGV	28,673	4	1	0.00%	25.00%	28,673	1	0	0.00%	0.00%	28,673	14	3	0.01%	21.43%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2022

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
2005	HDGV	1,924	0	0	0.00%	-	1,924	2	0	0.00%	0.00%	1,924	1	1	0.05%	100.00%
2005	LDDT	11	0	0	0.00%	-	11	0	0	0.00%	-	11	0	0	0.00%	-
2005	LDDV	127	0	0	0.00%	-	127	0	0	0.00%	-	127	0	0	0.00%	-
2005	LDGT	25,092	23	7	0.03%	30.43%	25,092	1	1	0.00%	100.00%	25,092	6	1	0.00%	16.67%
2005	LDGV	24,059	7	5	0.02%	71.43%	24,059	3	1	0.00%	33.33%	24,059	7	3	0.01%	42.86%
2006	HDGV	2,683	4	1	0.04%	25.00%	2,683	2	1	0.04%	50.00%	2,683	3	0	0.00%	0.00%
2006	LDDT	24	0	0	0.00%	-	24	0	0	0.00%	-	24	0	0	0.00%	-
2006	LDDV	207	1	0	0.00%	0.00%	207	0	0	0.00%	-	207	1	0	0.00%	0.00%
2006	LDGT	35,928	28	12	0.03%	42.86%	35,928	1	0	0.00%	0.00%	35,928	12	4	0.01%	33.33%
2006	LDGV	36,865	13	4	0.01%	30.77%	36,865	0	0	0.00%	-	36,865	11	3	0.01%	27.27%
2007	HDGV	2,359	0	0	0.00%	-	2,359	1	0	0.00%	0.00%	2,359	2	1	0.04%	50.00%
2007	LDDT	63	0	0	0.00%	-	63	0	0	0.00%	-	63	0	0	0.00%	-
2007	LDDV	26	0	0	0.00%	-	26	0	0	0.00%	-	26	0	0	0.00%	-
2007	LDGT	48,801	19	9	0.02%	47.37%	48,801	1	0	0.00%	0.00%	48,801	9	3	0.01%	33.33%
2007	LDGV	54,214	21	8	0.01%	38.10%	54,214	3	1	0.00%	33.33%	54,214	13	3	0.01%	23.08%
2008	HDGV	4,018	0	0	0.00%	-	4,018	4	0	0.00%	0.00%	4,018	3	1	0.02%	33.33%
2008	LDDT	54	0	0	0.00%	-	54	0	0	0.00%	-	54	0	0	0.00%	-
2008	LDDV	16	0	0	0.00%	-	16	0	0	0.00%	-	16	0	0	0.00%	-
2008	LDGT	31,071	16	9	0.03%	56.25%	31,071	2	1	0.00%	50.00%	31,071	7	3	0.01%	42.86%
2008	LDGV	29,164	11	4	0.01%	36.36%	29,164	1	1	0.00%	100.00%	29,164	3	1	0.00%	33.33%
2009	HDGV	2,872	0	0	0.00%	-	2,872	1	0	0.00%	0.00%	2,872	1	0	0.00%	0.00%
2009	LDDT	57	0	0	0.00%	-	57	0	0	0.00%	-	57	0	0	0.00%	-
2009	LDDV	67	0	0	0.00%	-	67	0	0	0.00%	-	67	0	0	0.00%	-
2009	LDGT	42,604	16	6	0.01%	37.50%	42,604	1	0	0.00%	0.00%	42,604	9	0	0.00%	0.00%
2009	LDGV	60,600	13	2	0.00%	15.38%	60,600	4	0	0.00%	0.00%	60,600	11	2	0.00%	18.18%

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Year 2022

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
2010	HDGV	2,827	0	0	0.00%	-	2,827	0	0	0.00%	-	2,827	3	0	0.00%	0.00%
2010	LDDT	63	0	0	0.00%	-	63	0	0	0.00%	-	63	0	0	0.00%	-
2010	LDDV	42	0	0	0.00%	-	42	0	0	0.00%	-	42	0	0	0.00%	-
2010	LDGT	35,004	6	1	0.00%	16.67%	35,004	1	1	0.00%	100.00%	35,004	6	0	0.00%	0.00%
2010	LDGV	40,835	5	1	0.00%	20.00%	40,835	0	0	0.00%	-	40,835	2	0	0.00%	0.00%
2011	HDGV	5,309	2	0	0.00%	0.00%	5,309	5	1	0.02%	20.00%	5,309	10	0	0.00%	0.00%
2011	LDDT	155	0	0	0.00%	-	155	0	0	0.00%	-	155	0	0	0.00%	-
2011	LDDV	147	0	0	0.00%	-	147	0	0	0.00%	-	147	0	0	0.00%	-
2011	LDGT	75,532	7	3	0.00%	42.86%	75,532	2	0	0.00%	0.00%	75,532	4	1	0.00%	25.00%
2011	LDGV	63,503	10	3	0.00%	30.00%	63,503	0	0	0.00%	-	63,503	10	1	0.00%	10.00%
2012	HDGV	5,822	0	0	0.00%	-	5,822	1	0	0.00%	0.00%	5,822	1	0	0.00%	0.00%
2012	LDDT	179	0	0	0.00%	-	179	0	0	0.00%	-	179	0	0	0.00%	-
2012	LDDV	156	0	0	0.00%	-	156	0	0	0.00%	-	156	0	0	0.00%	-
2012	LDGT	38,186	4	0	0.00%	0.00%	38,186	1	0	0.00%	0.00%	38,186	10	2	0.01%	20.00%
2012	LDGV	43,676	6	1	0.00%	16.67%	43,676	0	0	0.00%	-	43,676	7	1	0.00%	14.29%
2013	HDGV	6,178	3	0	0.00%	0.00%	6,178	0	0	0.00%	-	6,178	3	0	0.00%	0.00%
2013	LDDT	307	1	0	0.00%	0.00%	307	0	0	0.00%	-	307	0	0	0.00%	-
2013	LDDV	310	0	0	0.00%	-	310	0	0	0.00%	-	310	1	0	0.00%	0.00%
2013	LDGT	89,106	4	1	0.00%	25.00%	89,106	2	0	0.00%	0.00%	89,106	9	0	0.00%	0.00%
2013	LDGV	96,736	5	2	0.00%	40.00%	96,736	1	0	0.00%	0.00%	96,736	7	0	0.00%	0.00%
2014	HDGV	5,798	0	0	0.00%	-	5,798	0	0	0.00%	-	5,798	5	1	0.02%	20.00%
2014	LDDT	320	0	0	0.00%	-	320	0	0	0.00%	-	320	0	0	0.00%	-
2014	LDDV	405	0	0	0.00%	-	405	0	0	0.00%	-	405	0	0	0.00%	-
2014	LDGT	51,526	4	0	0.00%	0.00%	51,526	1	0	0.00%	0.00%	51,526	3	0	0.00%	0.00%
2014	LDGV	40,092	5	1	0.00%	20.00%	40,092	2	1	0.00%	50.00%	40,092	4	0	0.00%	0.00%

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Year 2022

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2015	HDGV	9,232	0	0	0.00%	-	9,232	2	0	0.00%	0.00%	9,232	1	0	0.00%	0.00%
2015	LDDT	693	0	0	0.00%	-	693	0	0	0.00%	-	693	0	0	0.00%	-
2015	LDDV	744	0	0	0.00%	-	744	0	0	0.00%	-	744	0	0	0.00%	-
2015	LDGT	127,840	4	1	0.00%	25.00%	127,840	0	0	0.00%	-	127,840	6	0	0.00%	0.00%
2015	LDGV	99,158	9	2	0.00%	22.22%	99,158	1	0	0.00%	0.00%	99,158	5	1	0.00%	20.00%
2016	HDGV	9,653	1	0	0.00%	0.00%	9,653	3	0	0.00%	0.00%	9,653	1	0	0.00%	0.00%
2016	LDDT	235	0	0	0.00%	-	235	0	0	0.00%	-	235	0	0	0.00%	-
2016	LDDV	27	0	0	0.00%	-	27	0	0	0.00%	-	27	0	0	0.00%	-
2016	LDGT	55,470	3	0	0.00%	0.00%	55,470	0	0	0.00%	-	55,470	1	0	0.00%	0.00%
2016	LDGV	42,301	3	0	0.00%	0.00%	42,301	0	0	0.00%	-	42,301	1	0	0.00%	0.00%
2017	HDGV	11,385	1	0	0.00%	0.00%	11,385	2	0	0.00%	0.00%	11,385	5	0	0.00%	0.00%
2017	LDDT	338	0	0	0.00%	-	338	0	0	0.00%	-	338	0	0	0.00%	-
2017	LDDV	95	0	0	0.00%	-	95	0	0	0.00%	-	95	0	0	0.00%	-
2017	LDGT	156,475	3	0	0.00%	0.00%	156,475	0	0	0.00%	-	156,475	12	0	0.00%	0.00%
2017	LDGV	115,581	7	2	0.00%	28.57%	115,581	0	0	0.00%	-	115,581	6	0	0.00%	0.00%
2018	HDGV	6,230	1	0	0.00%	0.00%	6,230	1	0	0.00%	0.00%	6,230	5	0	0.00%	0.00%
2018	LDDT	70	0	0	0.00%	-	70	0	0	0.00%	-	70	0	0	0.00%	-
2018	LDDV	8	0	0	0.00%	-	8	0	0	0.00%	-	8	0	0	0.00%	-
2018	LDGT	21,479	0	0	0.00%	-	21,479	0	0	0.00%	-	21,479	0	0	0.00%	-
2018	LDGV	12,453	1	0	0.00%	0.00%	12,453	0	0	0.00%	-	12,453	1	0	0.00%	0.00%
2019	HDGV	7,391	1	0	0.00%	0.00%	7,391	3	0	0.00%	0.00%	7,391	1	0	0.00%	0.00%
2019	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-	3	0	0	0.00%	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	3,444	0	0	0.00%	-	3,444	0	0	0.00%	-	3,444	1	0	0.00%	0.00%
2019	LDGV	719	0	0	0.00%	-	719	0	0	0.00%	-	719	0	0	0.00%	-

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Year 2022

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2020	HDGV	5,713	0	0	0.00%	-	5,713	2	0	0.00%	0.00%	5,713	1	0	0.00%	0.00%
2020	LDDT	6	0	0	0.00%	-	6	0	0	0.00%	-	6	0	0	0.00%	-
2020	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDGT	2,087	0	0	0.00%	-	2,087	0	0	0.00%	-	2,087	0	0	0.00%	-
2020	LDGV	262	0	0	0.00%	-	262	0	0	0.00%	-	262	0	0	0.00%	-
2021	HDGV	3,826	0	0	0.00%	-	3,826	0	0	0.00%	-	3,826	0	0	0.00%	-
2021	LDDT	26	0	0	0.00%	-	26	0	0	0.00%	-	26	0	0	0.00%	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGT	1,662	0	0	0.00%	-	1,662	0	0	0.00%	-	1,662	0	0	0.00%	-
2021	LDGV	75	0	0	0.00%	-	75	0	0	0.00%	-	75	0	0	0.00%	-
2022	HDGV	719	0	0	0.00%	-	719	0	0	0.00%	-	719	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	181	0	0	0.00%	-	181	0	0	0.00%	-	181	0	0	0.00%	-
2022	LDGV	12	0	0	0.00%	-	12	0	0	0.00%	-	12	0	0	0.00%	-
2023	HDGV	266	0	0	0.00%	-	266	0	0	0.00%	-	266	0	0	0.00%	-
2023	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDGT	14	0	0	0.00%	-	14	0	0	0.00%	-	14	0	0	0.00%	-
2023	LDGV	2	0	0	0.00%	-	2	0	0	0.00%	-	2	0	0	0.00%	-
Totals		**1,912,699**	**432**	**143**	**0.01%**	**33.1%**	**1,912,699**	**73**	**11**	**0.001%**	**15.1%**	**1,912,699**	**318**	**50**	**0.00%**	**15.7%**

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 2022

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	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	160	39	121	24.4%	75.6%	154	39	115	25.3%	74.7%	0	0	0	-	-
1996	LDGV	218	58	160	26.6%	73.4%	212	57	155	26.9%	73.1%	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	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	LDGT	223	64	159	28.7%	71.3%	220	61	159	27.7%	72.3%	0	0	0	-	-
1997	LDGV	275	75	200	27.3%	72.7%	267	73	194	27.3%	72.7%	0	0	0	-	-
1998	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1998	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1998	LDGT	433	117	316	27.0%	73.0%	428	115	313	26.9%	73.1%	0	0	0	-	-
1998	LDGV	565	137	428	24.2%	75.8%	554	136	418	24.5%	75.5%	0	0	0	-	-
1999	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	LDGT	469	121	348	25.8%	74.2%	462	120	342	26.0%	74.0%	0	0	0	-	-
1999	LDGV	585	146	439	25.0%	75.0%	581	146	435	25.1%	74.9%	0	0	0	-	-

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First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2022

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
2000	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2000	LDGT	839	209	630	24.9%	75.1%	824	206	618	25.0%	75.0%	0	0	0	-	-
2000	LDGV	1,127	286	841	25.4%	74.6%	1,117	285	832	25.5%	74.5%	0	0	0	-	-
2001	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	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	1,409	471	938	33.4%	66.6%	1,403	468	935	33.4%	66.6%	0	0	0	-	-
2001	LDGV	1,453	476	977	32.8%	67.2%	1,442	474	968	32.9%	67.1%	0	0	0	-	-
2002	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	4	0	4	0.0%	100.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2002	LDGT	2,344	734	1,610	31.3%	68.7%	2,332	724	1,608	31.0%	69.0%	0	0	0	-	-
2002	LDGV	2,288	689	1,599	30.1%	69.9%	2,270	689	1,581	30.4%	69.6%	0	0	0	-	-
2003	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2003	LDGT	2,111	634	1,477	30.0%	70.0%	2,091	631	1,460	30.2%	69.8%	0	0	0	-	-
2003	LDGV	2,174	665	1,509	30.6%	69.4%	2,162	663	1,499	30.7%	69.3%	0	0	0	-	-
2004	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	5	0	5	0.0%	100.0%	5	0	5	0.0%	100.0%	0	0	0	-	-
2004	LDGT	3,572	993	2,579	27.8%	72.2%	3,551	984	2,567	27.7%	72.3%	0	0	0	-	-
2004	LDGV	2,895	788	2,107	27.2%	72.8%	2,875	780	2,095	27.1%	72.9%	0	0	0	-	-

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Year 2022

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
2005	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	9	0	9	0.0%	100.0%	9	0	9	0.0%	100.0%	0	0	0	-	-
2005	LDGT	2,921	873	2,048	29.9%	70.1%	2,906	869	2,037	29.9%	70.1%	0	0	0	-	-
2005	LDGV	2,492	683	1,809	27.4%	72.6%	2,481	680	1,801	27.4%	72.6%	0	0	0	-	-
2006	HDGV	7	0	7	0.0%	100.0%	0	0	0	-	-	7	0	7	0.0%	100.0%
2006	LDDT	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2006	LDDV	6	1	5	16.7%	83.3%	6	0	6	0.0%	100.0%	0	0	0	-	-
2006	LDGT	3,528	889	2,639	25.2%	74.8%	3,502	882	2,620	25.2%	74.8%	0	0	0	-	-
2006	LDGV	3,400	878	2,522	25.8%	74.2%	3,375	873	2,502	25.9%	74.1%	0	0	0	-	-
2007	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	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	3,803	939	2,864	24.7%	75.3%	3,786	934	2,852	24.7%	75.3%	0	0	0	-	-
2007	LDGV	3,876	922	2,954	23.8%	76.2%	3,841	909	2,932	23.7%	76.3%	0	0	0	-	-
2008	HDGV	380	135	245	35.5%	64.5%	378	135	243	35.7%	64.3%	2	0	2	0.0%	100.0%
2008	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	2,628	722	1,906	27.5%	72.5%	2,616	717	1,899	27.4%	72.6%	0	0	0	-	-
2008	LDGV	2,452	623	1,829	25.4%	74.6%	2,438	619	1,819	25.4%	74.6%	0	0	0	-	-
2009	HDGV	369	119	250	32.2%	67.8%	368	119	249	32.3%	67.7%	0	0	0	-	-
2009	LDDT	14	11	3	78.6%	21.4%	14	11	3	78.6%	21.4%	0	0	0	-	-
2009	LDDV	8	3	5	37.5%	62.5%	8	3	5	37.5%	62.5%	0	0	0	-	-
2009	LDGT	2,971	723	2,248	24.3%	75.7%	2,951	718	2,233	24.3%	75.7%	0	0	0	-	-
2009	LDGV	3,604	850	2,754	23.6%	76.4%	3,575	844	2,731	23.6%	76.4%	0	0	0	-	-

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Year 2022

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
2010	HDGV	339	114	225	33.6%	66.4%	336	114	222	33.9%	66.1%	2	0	2	0.0%	100.0%
2010	LDDT	14	10	4	71.4%	28.6%	14	10	4	71.4%	28.6%	0	0	0	-	-
2010	LDDV	15	8	7	53.3%	46.7%	15	8	7	53.3%	46.7%	0	0	0	-	-
2010	LDGT	2,563	652	1,911	25.4%	74.6%	2,549	651	1,898	25.5%	74.5%	0	0	0	-	-
2010	LDGV	2,436	579	1,857	23.8%	76.2%	2,422	577	1,845	23.8%	76.2%	0	0	0	-	-
2011	HDGV	547	163	384	29.8%	70.2%	534	163	371	30.5%	69.5%	9	0	9	0.0%	100.0%
2011	LDDT	45	25	20	55.6%	44.4%	45	25	20	55.6%	44.4%	0	0	0	-	-
2011	LDDV	21	10	11	47.6%	52.4%	21	10	11	47.6%	52.4%	0	0	0	-	-
2011	LDGT	3,987	866	3,121	21.7%	78.3%	3,974	865	3,109	21.8%	78.2%	0	0	0	-	-
2011	LDGV	3,173	724	2,449	22.8%	77.2%	3,158	721	2,437	22.8%	77.2%	0	0	0	-	-
2012	HDGV	565	140	425	24.8%	75.2%	564	140	424	24.8%	75.2%	0	0	0	-	-
2012	LDDT	46	26	20	56.5%	43.5%	46	26	20	56.5%	43.5%	0	0	0	-	-
2012	LDDV	15	4	11	26.7%	73.3%	15	4	11	26.7%	73.3%	0	0	0	-	-
2012	LDGT	2,465	665	1,800	27.0%	73.0%	2,457	664	1,793	27.0%	73.0%	0	0	0	-	-
2012	LDGV	2,444	631	1,813	25.8%	74.2%	2,433	627	1,806	25.8%	74.2%	0	0	0	-	-
2013	HDGV	483	118	365	24.4%	75.6%	477	117	360	24.5%	75.5%	2	0	2	0.0%	100.0%
2013	LDDT	45	21	24	46.7%	53.3%	44	21	23	47.7%	52.3%	0	0	0	-	-
2013	LDDV	32	12	20	37.5%	62.5%	31	12	19	38.7%	61.3%	0	0	0	-	-
2013	LDGT	3,588	839	2,749	23.4%	76.6%	3,577	839	2,738	23.5%	76.5%	0	0	0	-	-
2013	LDGV	4,041	1,010	3,031	25.0%	75.0%	4,020	1,010	3,010	25.1%	74.9%	0	0	0	-	-
2014	HDGV	490	135	355	27.6%	72.4%	476	134	342	28.2%	71.8%	12	1	11	8.3%	91.7%
2014	LDDT	36	12	24	33.3%	66.7%	36	12	24	33.3%	66.7%	0	0	0	-	-
2014	LDDV	50	16	34	32.0%	68.0%	50	16	34	32.0%	68.0%	0	0	0	-	-
2014	LDGT	2,200	570	1,630	25.9%	74.1%	2,189	568	1,621	25.9%	74.1%	0	0	0	-	-
2014	LDGV	1,749	445	1,304	25.4%	74.6%	1,735	441	1,294	25.4%	74.6%	0	0	0	-	-

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Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	No Primary Test First Retest Insps	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate	No Primary Test Pass Rate
2015	HDGV	618	149	469	24.1%	75.9%	610	149	461	24.4%	75.6%	8	0	8	0.0%	100.0%
2015	LDDT	86	35	51	40.7%	59.3%	86	35	51	40.7%	59.3%	0	0	0	-	-
2015	LDDV	40	11	29	27.5%	72.5%	40	11	29	27.5%	72.5%	0	0	0	-	-
2015	LDGT	3,548	735	2,813	20.7%	79.3%	3,537	734	2,803	20.8%	79.2%	0	0	0	-	-
2015	LDGV	3,451	968	2,483	28.0%	72.0%	3,432	965	2,467	28.1%	71.9%	0	0	0	-	-
2016	HDGV	488	95	393	19.5%	80.5%	471	95	376	20.2%	79.8%	16	0	16	0.0%	100.0%
2016	LDDT	22	11	11	50.0%	50.0%	22	11	11	50.0%	50.0%	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	1,564	317	1,247	20.3%	79.7%	1,560	316	1,244	20.3%	79.7%	0	0	0	-	-
2016	LDGV	1,377	356	1,021	25.9%	74.1%	1,365	354	1,011	25.9%	74.1%	0	0	0	-	-
2017	HDGV	483	108	375	22.4%	77.6%	466	105	361	22.5%	77.5%	14	3	11	21.4%	78.6%
2017	LDDT	32	10	22	31.3%	68.8%	32	10	22	31.3%	68.8%	0	0	0	-	-
2017	LDDV	10	1	9	10.0%	90.0%	10	1	9	10.0%	90.0%	0	0	0	-	-
2017	LDGT	3,071	571	2,500	18.6%	81.4%	3,058	571	2,487	18.7%	81.3%	0	0	0	-	-
2017	LDGV	2,877	815	2,062	28.3%	71.7%	2,843	809	2,034	28.5%	71.5%	0	0	0	-	-
2018	HDGV	222	44	178	19.8%	80.2%	211	42	169	19.9%	80.1%	9	1	8	11.1%	88.9%
2018	LDDT	12	1	11	8.3%	91.7%	12	1	11	8.3%	91.7%	0	0	0	-	-
2018	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2018	LDGT	434	79	355	18.2%	81.8%	434	78	356	18.0%	82.0%	0	0	0	-	-
2018	LDGV	354	132	222	37.3%	62.7%	352	132	220	37.5%	62.5%	0	0	0	-	-
2019	HDGV	268	46	222	17.2%	82.8%	253	46	207	18.2%	81.8%	13	0	13	0.0%	100.0%
2019	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	162	18	144	11.1%	88.9%	161	18	143	11.2%	88.8%	0	0	0	-	-
2019	LDGV	32	9	23	28.1%	71.9%	32	9	23	28.1%	71.9%	0	0	0	-	-

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Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	No Primary Test First Retest Insps	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate	No Primary Test Pass Rate
2020	HDGV	333	62	271	18.6%	81.4%	318	60	258	18.9%	81.1%	14	2	12	14.3%	85.7%
2020	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDGT	115	21	94	18.3%	81.7%	115	21	94	18.3%	81.7%	0	0	0	-	-
2020	LDGV	12	1	11	8.3%	91.7%	12	1	11	8.3%	91.7%	0	0	0	-	-
2021	HDGV	250	55	195	22.0%	78.0%	241	54	187	22.4%	77.6%	9	1	8	11.1%	88.9%
2021	LDDT	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGT	84	21	63	25.0%	75.0%	84	21	63	25.0%	75.0%	0	0	0	-	-
2021	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	HDGV	5	2	3	40.0%	60.0%	4	2	2	50.0%	50.0%	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	4	1	3	25.0%	75.0%	4	1	3	25.0%	75.0%	0	0	0	-	-
2022	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2023	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**106,996**	**27,546**	**79,450**	**25.7%**	**74.3%**	**106,207**	**27,395**	**78,812**	**25.8%**	**74.2%**	**137**	**8**	**129**	**5.8%**	**94.2%**

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First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2022

Model Yr	Veh Type	MIL Check Without OBD Test First Retest Insps	MIL Check Without OBD Test Fail	MIL Check Without OBD Test Pass	MIL Check Without OBD Test Fail Rate	MIL Check Without OBD Test Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
Pre96/Unk	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	0	0	0	-	-	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	-	-	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%
1996	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%	4	0	4	0.0%	100.0%
1997	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	1	1	0	100.0%	0.0%	2	1	1	50.0%	50.0%
1997	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%	4	0	4	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	-	-	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
1998	LDGV	0	0	0	-	-	5	0	5	0.0%	100.0%	3	0	3	0.0%	100.0%
1999	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%
1999	LDGV	0	0	0	-	-	5	1	4	20.0%	80.0%	1	0	1	0.0%	100.0%

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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
2000	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	6	0	6	0.0%	100.0%	12	1	11	8.3%	91.7%
2000	LDGV	0	0	0	-	-	6	0	6	0.0%	100.0%	5	0	5	0.0%	100.0%
2001	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	6	0	6	0.0%	100.0%	2	0	2	0.0%	100.0%
2001	LDGV	0	0	0	-	-	11	2	9	18.2%	81.8%	11	1	10	9.1%	90.9%
2002	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2002	LDGT	0	0	0	-	-	6	1	5	16.7%	83.3%	7	0	7	0.0%	100.0%
2002	LDGV	0	0	0	-	-	14	2	12	14.3%	85.7%	7	1	6	14.3%	85.7%
2003	HDGV	0	0	0	-	-	2	0	2	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	-	-	3	0	3	0.0%	100.0%	9	1	8	11.1%	88.9%
2003	LDGV	0	0	0	-	-	12	1	11	8.3%	91.7%	9	1	8	11.1%	88.9%
2004	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	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	-	-	7	1	6	14.3%	85.7%	19	2	17	10.5%	89.5%
2004	LDGV	0	0	0	-	-	11	0	11	0.0%	100.0%	3	0	3	0.0%	100.0%

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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
2005	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	0	0	0	-	-	18	2	16	11.1%	88.9%
2005	LDGV	0	0	0	-	-	6	0	6	0.0%	100.0%	3	1	2	33.3%	66.7%
2006	HDGV	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT	0	0	0	-	-	10	0	10	0.0%	100.0%	17	3	14	17.6%	82.4%
2006	LDGV	0	0	0	-	-	17	2	15	11.8%	88.2%	10	1	9	10.0%	90.0%
2007	HDGV	0	0	0	-	-	0	0	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%	10	3	7	30.0%	70.0%
2007	LDGV	0	0	0	-	-	24	2	22	8.3%	91.7%	14	1	13	7.1%	92.9%
2008	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%	8	2	6	25.0%	75.0%
2008	LDGV	0	0	0	-	-	16	1	15	6.3%	93.8%	7	0	7	0.0%	100.0%
2009	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	5	1	4	20.0%	80.0%	12	2	10	16.7%	83.3%
2009	LDGV	0	0	0	-	-	15	2	13	13.3%	86.7%	11	2	9	18.2%	81.8%

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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
2010	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	7	0	7	0.0%	100.0%	5	0	5	0.0%	100.0%
2010	LDGV	0	0	0	-	-	11	1	10	9.1%	90.9%	4	0	4	0.0%	100.0%
2011	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	7	0	7	0.0%	100.0%	4	0	4	0.0%	100.0%
2011	LDGV	0	0	0	-	-	6	0	6	0.0%	100.0%	7	0	7	0.0%	100.0%
2012	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2012	LDGV	0	0	0	-	-	7	0	7	0.0%	100.0%	5	0	5	0.0%	100.0%
2013	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2013	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
2013	LDGV	0	0	0	-	-	17	0	17	0.0%	100.0%	3	0	3	0.0%	100.0%
2014	HDGV	11	1	10	9.1%	90.9%	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	-	-	6	1	5	16.7%	83.3%	4	0	4	0.0%	100.0%
2014	LDGV	0	0	0	-	-	10	1	9	10.0%	90.0%	4	0	4	0.0%	100.0%

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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
2015	HDGV	7	0	7	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%
2015	LDGV	0	0	0	-	-	13	1	12	7.7%	92.3%	7	0	7	0.0%	100.0%
2016	HDGV	15	0	15	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2016	LDGV	0	0	0	-	-	11	2	9	18.2%	81.8%	3	0	3	0.0%	100.0%
2017	HDGV	12	3	9	25.0%	75.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2017	LDGV	0	0	0	-	-	32	3	29	9.4%	90.6%	5	0	5	0.0%	100.0%
2018	HDGV	6	0	6	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2018	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2019	HDGV	11	0	11	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2019	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-

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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
2020	HDGV	12	2	10	16.7%	83.3%	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	9	1	8	11.1%	88.9%	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	-	-
2023	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**84**	**7**	**77**	**8.3%**	**91.7%**	**365**	**26**	**339**	**7.1%**	**92.9%**	**300**	**25**	**275**	**8.3%**	**91.7%**

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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	-	-	0	0	0	-	-
Pre96/Unk	LDGV	0	0	0	-	-	0	0	0	-	-
1996	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
1996	LDGV	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	-	-	1	0	1	0.0%	100.0%
1997	LDGV	0	0	0	-	-	3	0	3	0.0%	100.0%
1998	HDGV	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-
1998	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%
1998	LDGV	0	0	0	-	-	3	0	3	0.0%	100.0%
1999	HDGV	0	0	0	-	-	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1999	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%

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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
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	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2000	LDGV	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2001	HDGV	0	0	0	-	-	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	2	0	2	0.0%	100.0%	2	1	1	50.0%	50.0%
2001	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2002	HDGV	0	0	0	-	-	2	0	2	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	-	-	5	0	5	0.0%	100.0%
2002	LDGV	3	0	3	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	2	0	2	0.0%	100.0%	9	0	9	0.0%	100.0%
2003	LDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2004	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	1	0	1	0.0%	100.0%	9	0	9	0.0%	100.0%
2004	LDGV	1	0	1	0.0%	100.0%	11	0	11	0.0%	100.0%

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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
2005	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	5	0	5	0.0%	100.0%
2005	LDGV	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
2006	HDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT	1	0	1	0.0%	100.0%	8	0	8	0.0%	100.0%
2006	LDGV	0	0	0	-	-	8	0	8	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	1	0	1	0.0%	100.0%	6	0	6	0.0%	100.0%
2007	LDGV	2	0	2	0.0%	100.0%	10	0	10	0.0%	100.0%
2008	HDGV	4	0	4	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	1	0	1	0.0%	100.0%	4	1	3	25.0%	75.0%
2008	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
2009	HDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	1	0	1	0.0%	100.0%	9	1	8	11.1%	88.9%
2009	LDGV	4	0	4	0.0%	100.0%	9	0	9	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 2022

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
2010	HDGV	0	0	0	-	-	3	0	3	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	6	0	6	0.0%	100.0%
2010	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
2011	HDGV	4	0	4	0.0%	100.0%	10	0	10	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
2011	LDGV	0	0	0	-	-	9	0	9	0.0%	100.0%
2012	HDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	1	0	1	0.0%	100.0%	8	1	7	12.5%	87.5%
2012	LDGV	0	0	0	-	-	6	2	4	33.3%	66.7%
2013	HDGV	0	0	0	-	-	3	1	2	33.3%	66.7%
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%
2013	LDGT	2	0	2	0.0%	100.0%	9	0	9	0.0%	100.0%
2013	LDGV	1	0	1	0.0%	100.0%	7	1	6	14.3%	85.7%
2014	HDGV	0	0	0	-	-	4	0	4	0.0%	100.0%
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%	3	1	2	33.3%	66.7%
2014	LDGV	1	0	1	0.0%	100.0%	4	1	3	25.0%	75.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2022

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
2015	HDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2015	LDDT	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	6	1	5	16.7%	83.3%
2015	LDGV	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2016	HDGV	3	0	3	0.0%	100.0%	1	0	1	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	-	-	1	0	1	0.0%	100.0%
2016	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2017	HDGV	2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%
2017	LDDT	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	12	0	12	0.0%	100.0%
2017	LDGV	0	0	0	-	-	6	0	6	0.0%	100.0%
2018	HDGV	1	0	1	0.0%	100.0%	5	1	4	20.0%	80.0%
2018	LDDT	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	0	0	0	-	-
2018	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2019	HDGV	3	0	3	0.0%	100.0%	1	0	1	0.0%	100.0%
2019	LDDT	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-
2019	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
2019	LDGV	0	0	0	-	-	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2022

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
2020	HDGV	2	0	2	0.0%	100.0%	1	0	1	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	-	-	0	0	0	-	-
2020	LDGV	0	0	0	-	-	0	0	0	-	-
2021	HDGV	0	0	0	-	-	0	0	0	-	-
2021	LDDT	0	0	0	-	-	0	0	0	-	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-
2021	LDGT	0	0	0	-	-	0	0	0	-	-
2021	LDGV	0	0	0	-	-	0	0	0	-	-
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	-	-
2023	HDGV	0	0	0	-	-	0	0	0	-	-
2023	LDDT	0	0	0	-	-	0	0	0	-	-
2023	LDDV	0	0	0	-	-	0	0	0	-	-
2023	LDGT	0	0	0	-	-	0	0	0	-	-
2023	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		**62**	**0**	**62**	**0.0%**	**100.0%**	**269**	**12**	**257**	**4.5%**	**95.5%**

APPENDIX II

INSPECTION FACILITY EQUIPMENT AUDIT REPORT

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Station
Year 2022

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	0	-	2	-
Bakers Basin	60	0	0%	60	100%
Cape May	11	0	0%	11	100%
Cherry Hill	67	0	0%	67	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	73	2	3%	71	97%
Lakewood	72	0	0%	72	100%
Lodi	59	0	0%	59	100%
Manahawkin	35	1	3%	34	97%
Mays Landing	52	0	0%	52	100%
Millville	24	1	4%	23	96%
Newark	62	2	3%	60	97%
Newton	24	1	4%	23	96%
Paramus	60	0	0%	60	100%
Rahway	72	0	0%	72	100%
Randolph	73	0	0%	73	100%
Salem	12	0	0%	12	100%
Secaucus	48	0	0%	48	100%
South Brunswick	71	0	0%	71	100%
Southampton	48	0	0%	48	100%
Washington	12	0	0%	12	100%
Wayne	60	0	0%	60	100%
Westfield Specialty	2	0	-	2	-
Winslow	36	0	0%	36	100%
Winslow Specialty	2	0	-	2	-
Totals	**1,265**	**7**	**0.6%**	**1,258**	**99.4%**

Table II-1

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2022

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	0	0%	12	100%
		5	12	0	0%	12	100%
Cape May	11	1	11	0	0%	11	100%
Cherry Hill	67	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	7	0	0%	7	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	73	1	13	1	8%	12	92%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	1	8%	11	92%
		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%

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2022

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Lodi	59	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	11	0	0%	11	100%
Manahawkin	35	1	12	1	8%	11	92%
		2	12	0	0%	12	100%
		3	11	0	0%	11	100%
Mays Landing	52	1	13	0	0%	13	100%
		2	13	0	0%	13	100%
		3	13	0	0%	13	100%
		4	13	0	0%	13	100%
Millville	24	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
Newark	62	1	12	1	8%	11	92%
		2	13	0	0%	13	100%
		3	13	0	0%	13	100%
		4	12	1	8%	11	92%
		5	12	0	0%	12	100%
Newton	24	1	12	1	8%	11	92%
		2	12	0	0%	12	100%
Paramus	60	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
Rahway	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%
Randolph	73	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	13	0	0%	13	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 2022

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Salem	12	1	12	0	0%	12	100%
Secaucus	48	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
South Brunswick	71	1	11	0	0%	11	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Southampton	48	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
Washington	12	1	12	0	0%	12	100%
Wayne	60	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
Westfield Specialty	2	1	2	0	-	2	-
Winslow	36	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
Winslow Specialty	2	1	2	0	-	2	-
Totals	**1,265**	**108**	**1,265**	**7**	**0.6%**	**1,258**	**99.4%**

Table II-2

APPENDIX III

COMPLIANCE STICKER SURVEY REPORT

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Summary
Year 2022

2022	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	2,518	260	44	25	38	153	239	16	5	89.7%
February	2,533	214	26	10	38	140	190	20	4	91.6%
March	2512	248	35	10	26	177	215	25	8	90.1%
April	3000	225	32	18	24	151	195	28	2	92.5%
May	3500	248	49	14	39	146	190	54	4	92.9%
June	2004	159	38	13	13	95	156	3	0	92.1%
July	3012	259	45	17	24	173	221	37	1	91.4%
August	3,003	201	42	22	23	114	171	26	4	93.3%
September	2,003	142	27	13	17	85	91	49	2	92.9%
October	1,516	82	12	9	6	55	54	27	1	94.6%
November	2,009	156	26	20	29	81	101	52	3	92.2%
December	4,057	293	48	23	44	178	221	61	11	92.8%
Totals	31,667	2,487	424	194	321	1,548	2,044	398	45	92.1%

Table III-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2022

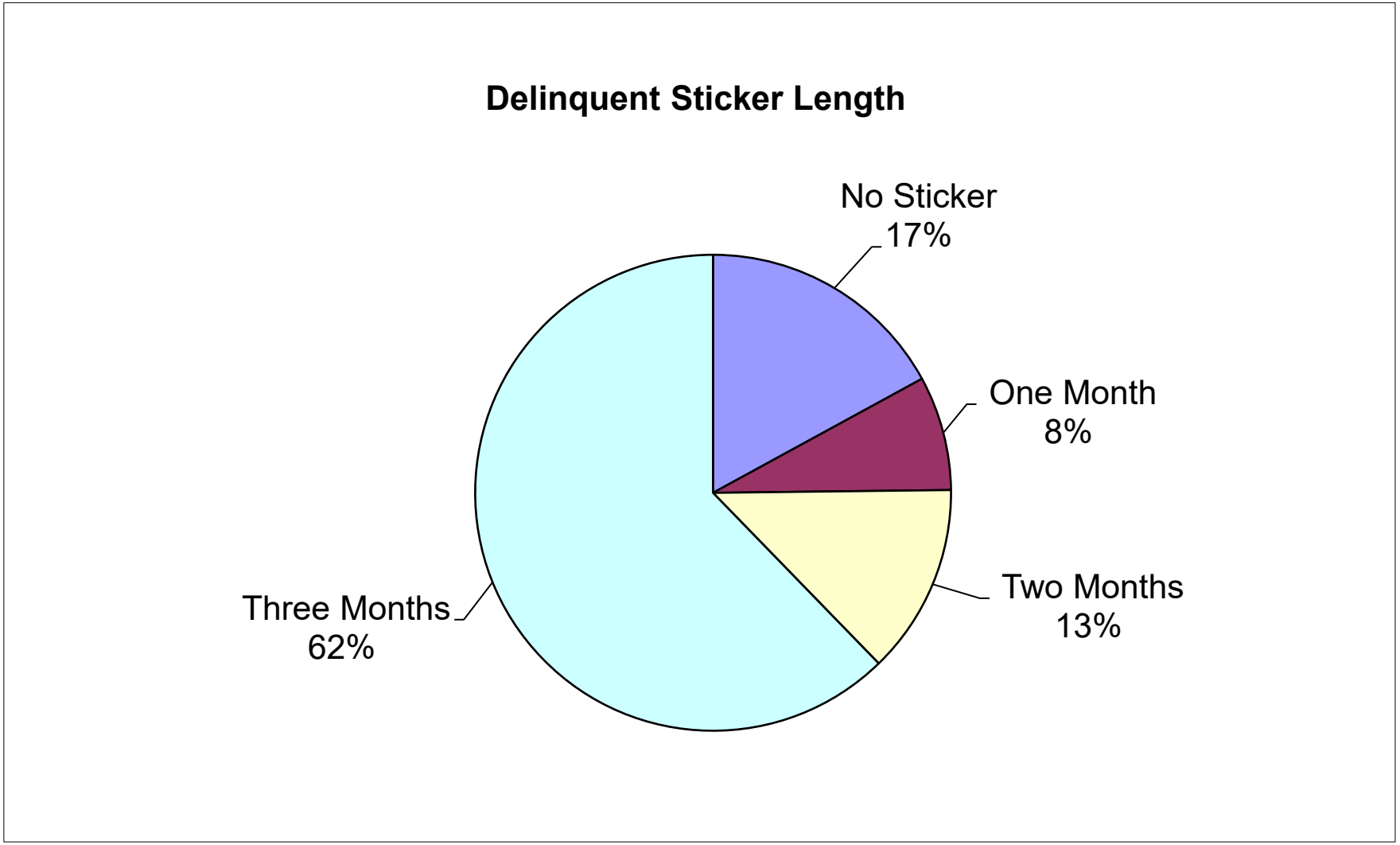


Figure III-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2022

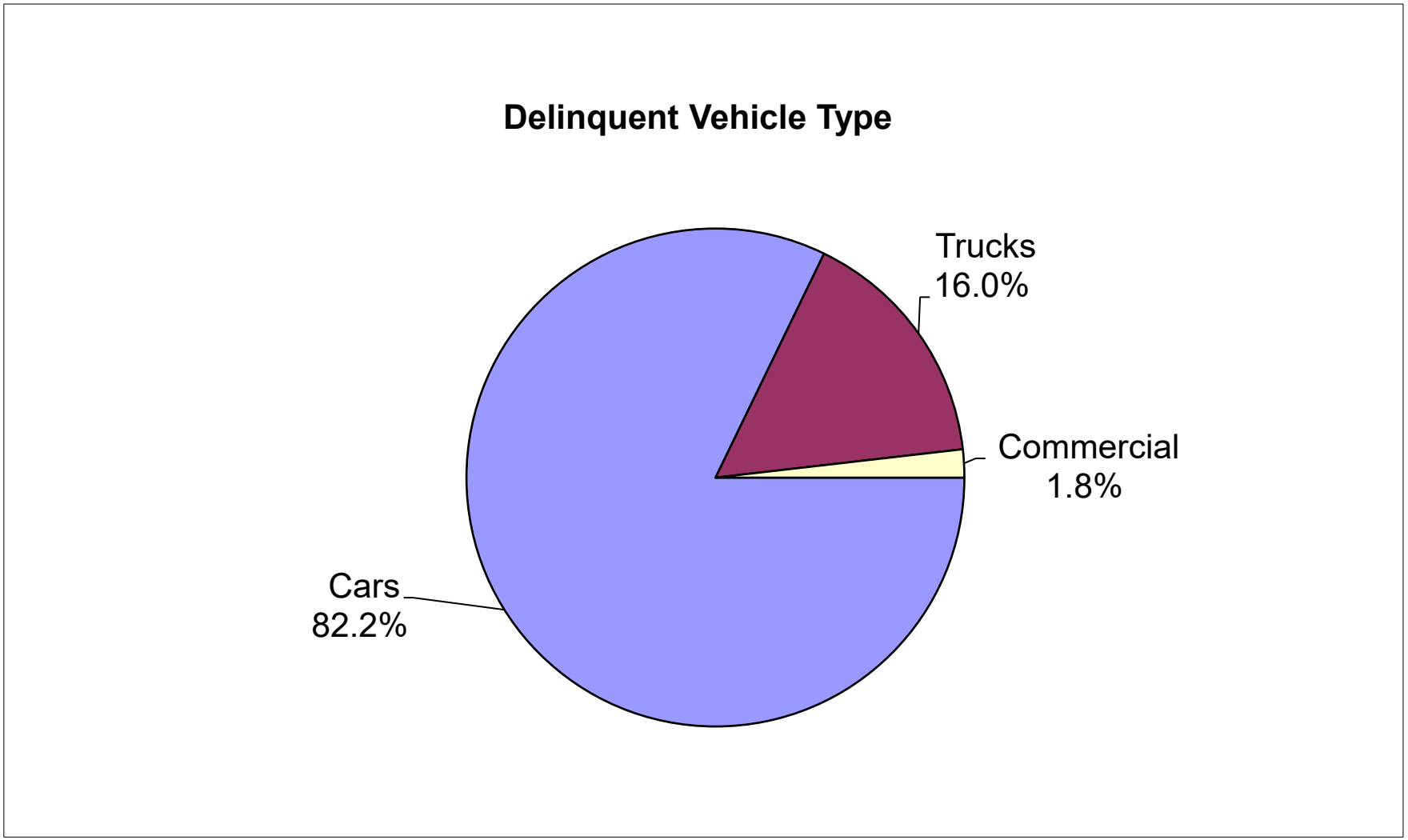


Figure III-2

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 https://dep.nj.gov/wp-content/uploads/stopthesoot/obdexclusions.pdf.

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 179 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, 10 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	FORD	ESCAPE HYBRID	*	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	FORD	ESCAPE HYBRID	*	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 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 179 entries on the table.

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

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

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

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

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

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

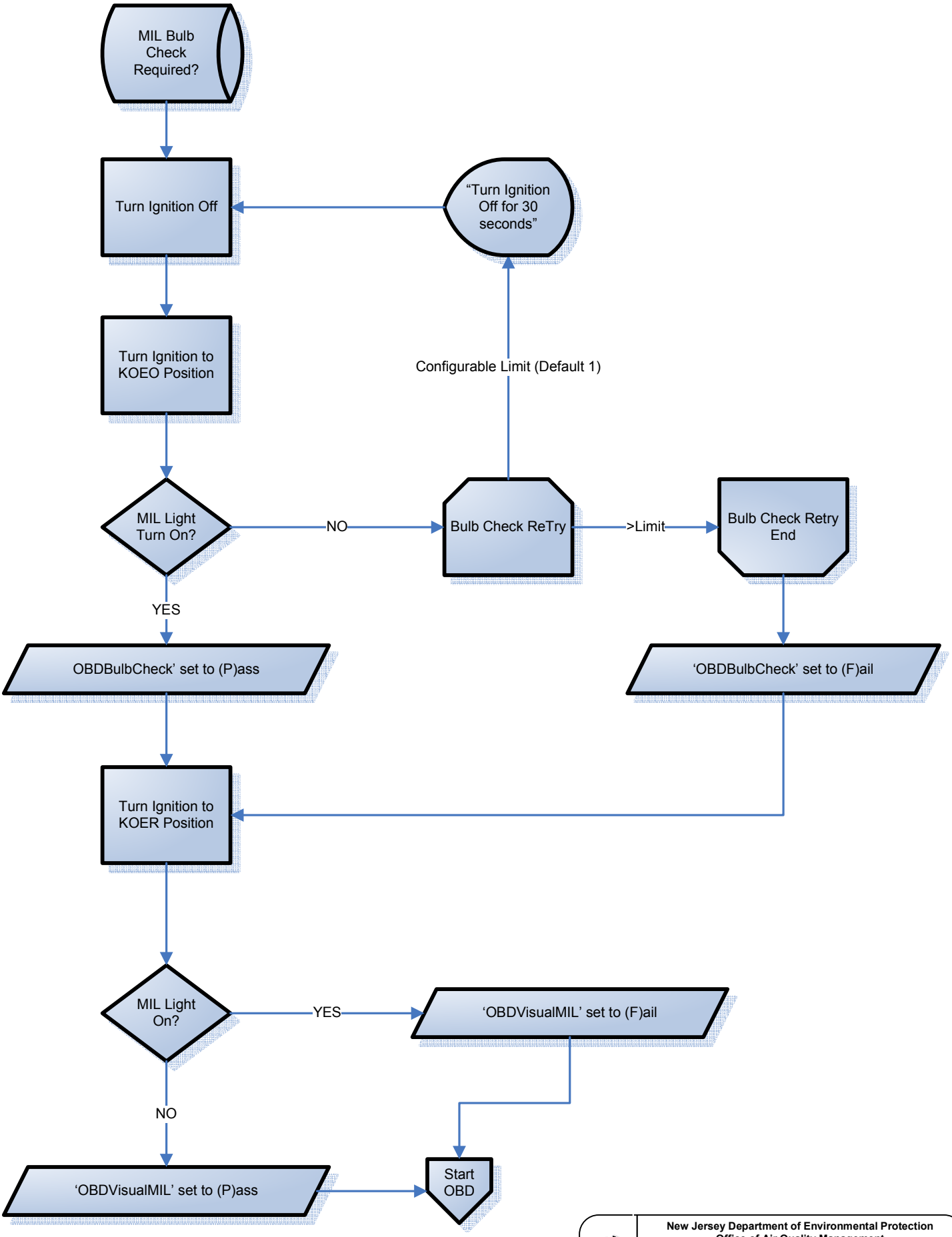
Vehicles were required to store the VIN number of the vehicle in the PCM starting in model year 2005, and some vehicle manufacturers started populating this data element early. As such, in the upgraded system electronic VIN information is recorded starting in model year 1998. Even if the electronic VIN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

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

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

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

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



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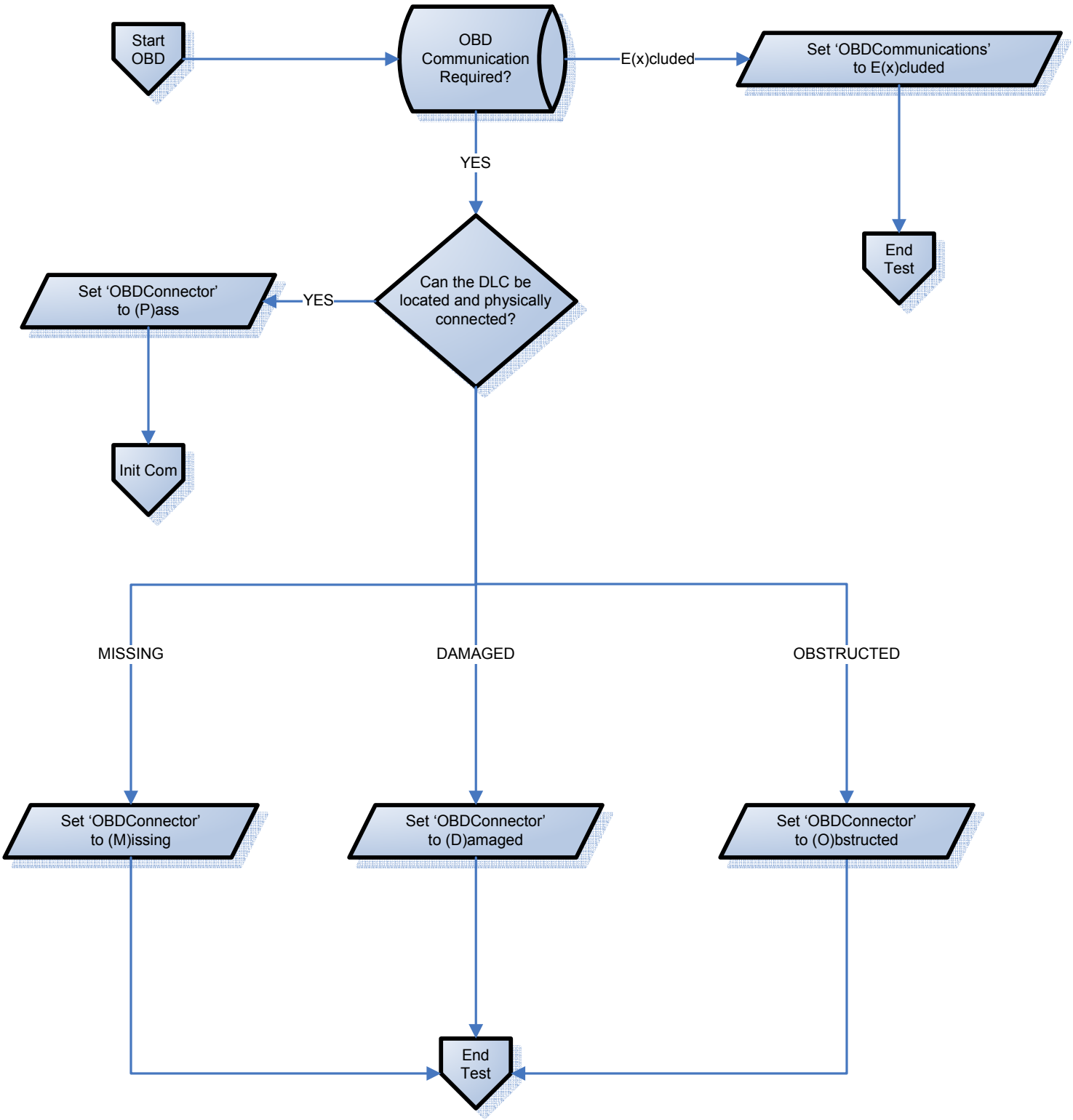
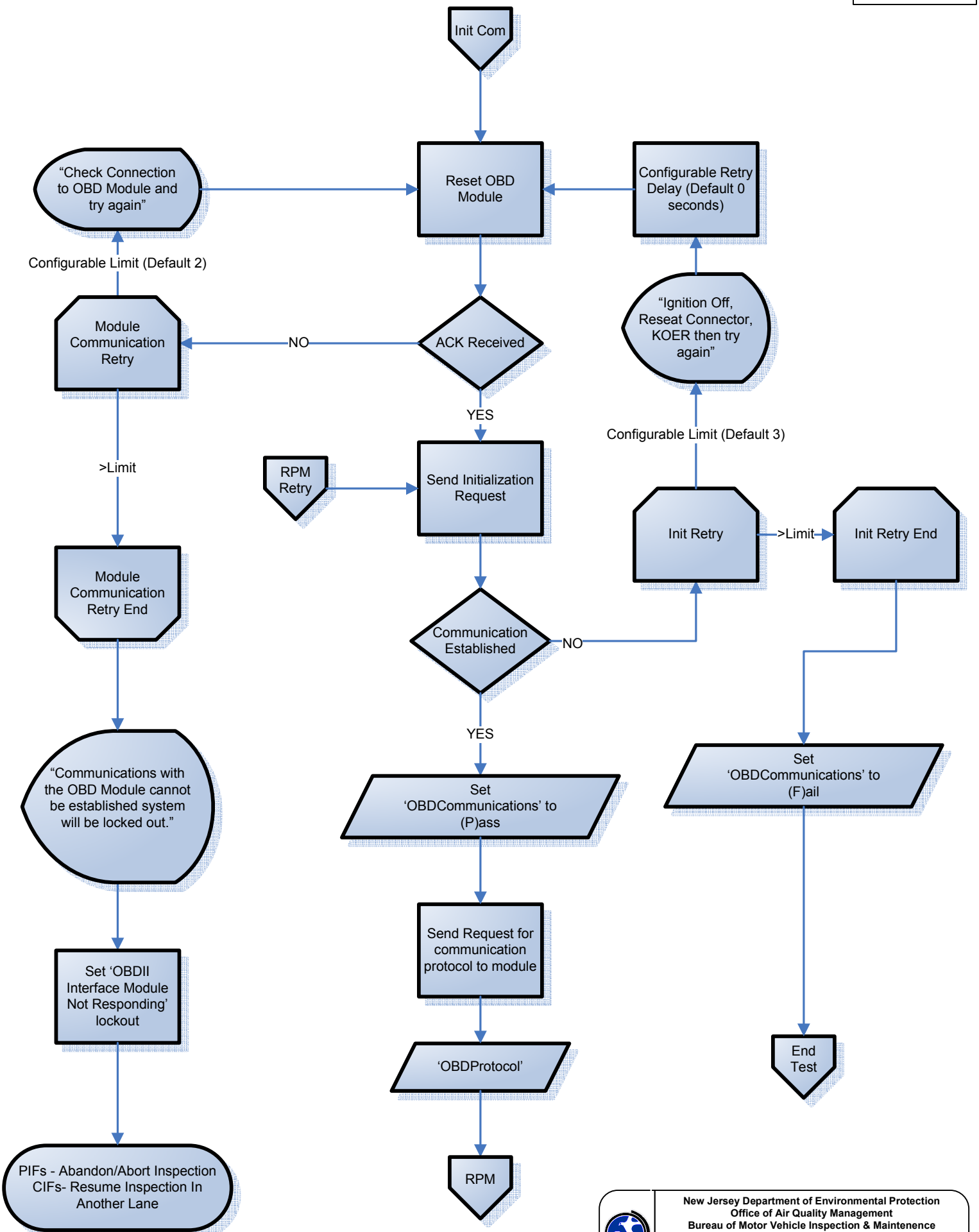

Start OBD
OBD Communication Required?
E(x)cluded
Set 'OBDCommunications' to E(x)cluded
End Test
YES
Can the DLC be located and physically connected?
YES
Set 'OBDConnector' to (P)ass
Init Com
MISSING
DAMAGED
OBSTRUCTED
Set 'OBDConnector' to (M)issing
Set 'OBDConnector' to (D)amaged
Set 'OBDConnector'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



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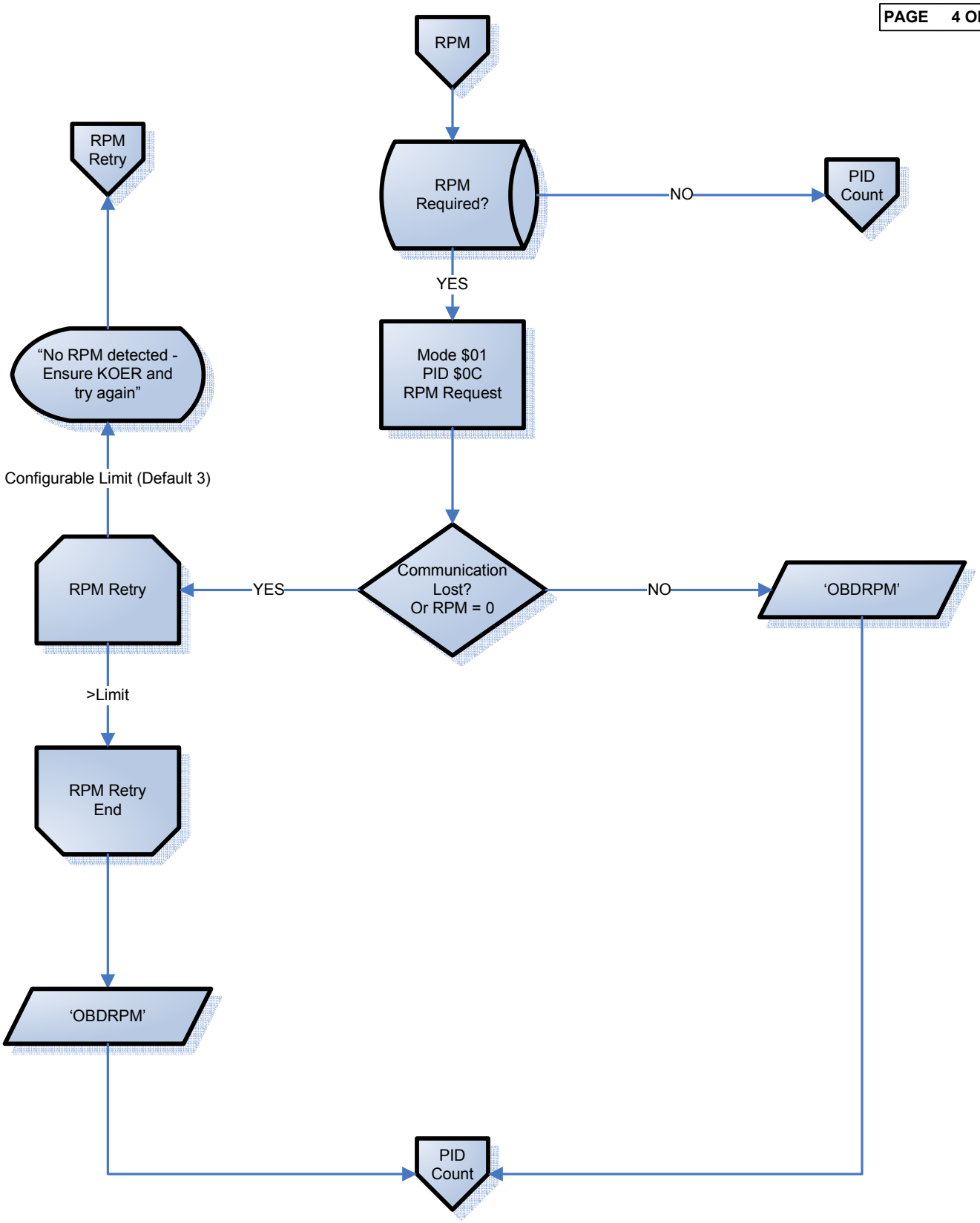
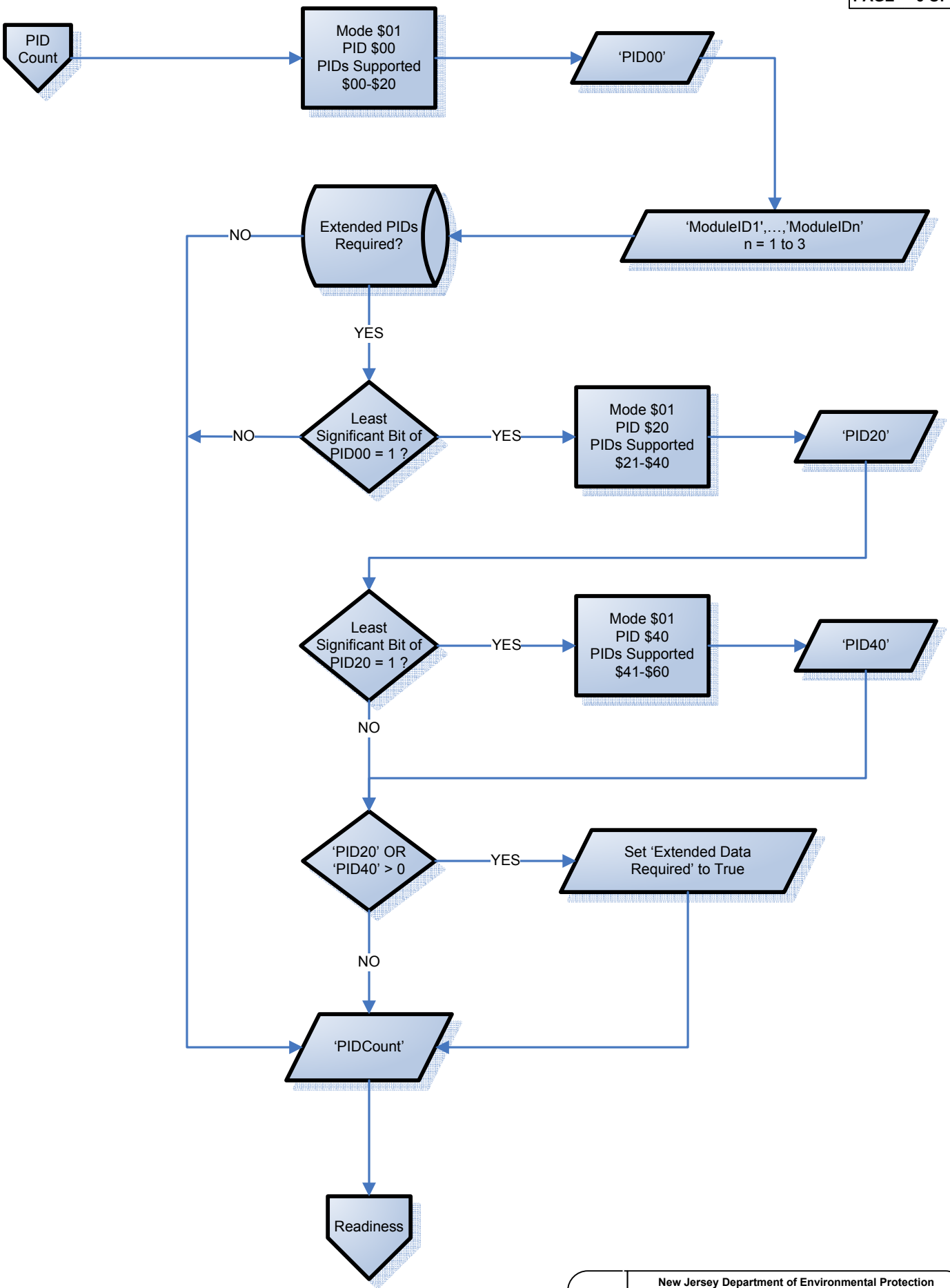

RPM
RPM Required?
NO
PID Count
YES
Mode $01
PID $0C
RPM Request
Communication Lost?
Or RPM = 0
YES
RPM Retry
NO
'OBDRPM'
>Limit
RPM Retry End
'OBDRPM'
PID Count
Configurable Limit (Default 3)
"No RPM detected - Ensure KOER and try again"
RPM Retry



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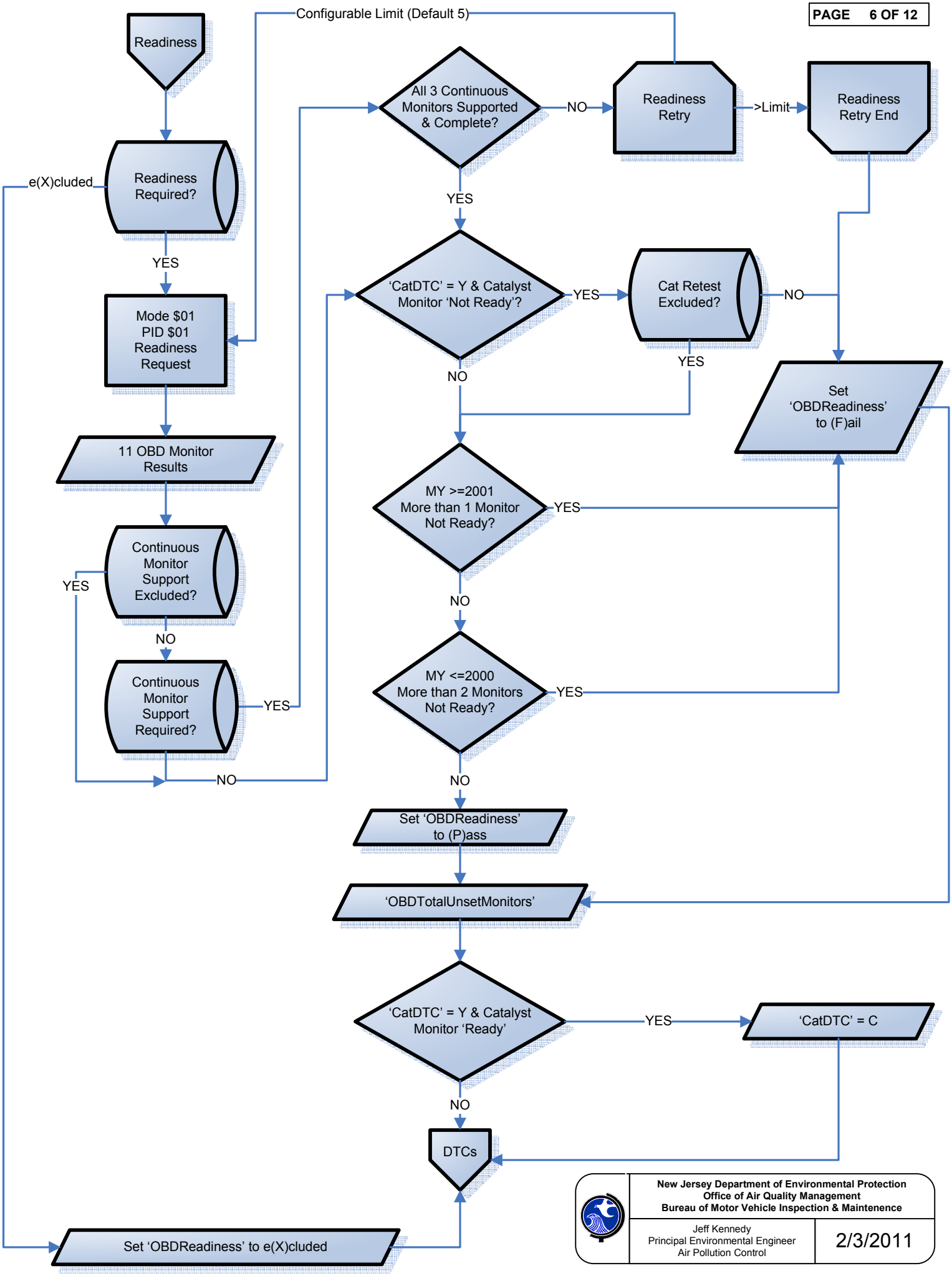

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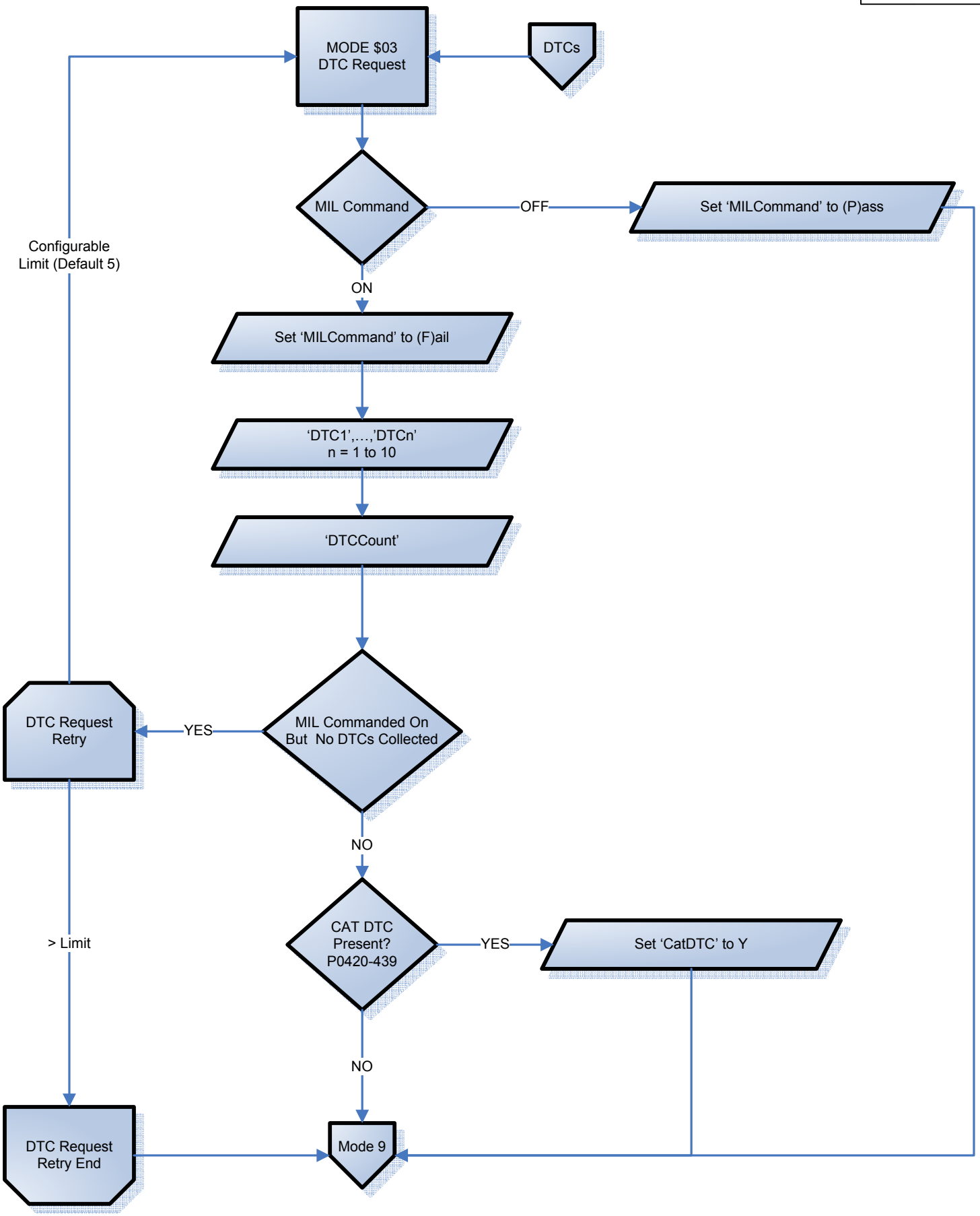
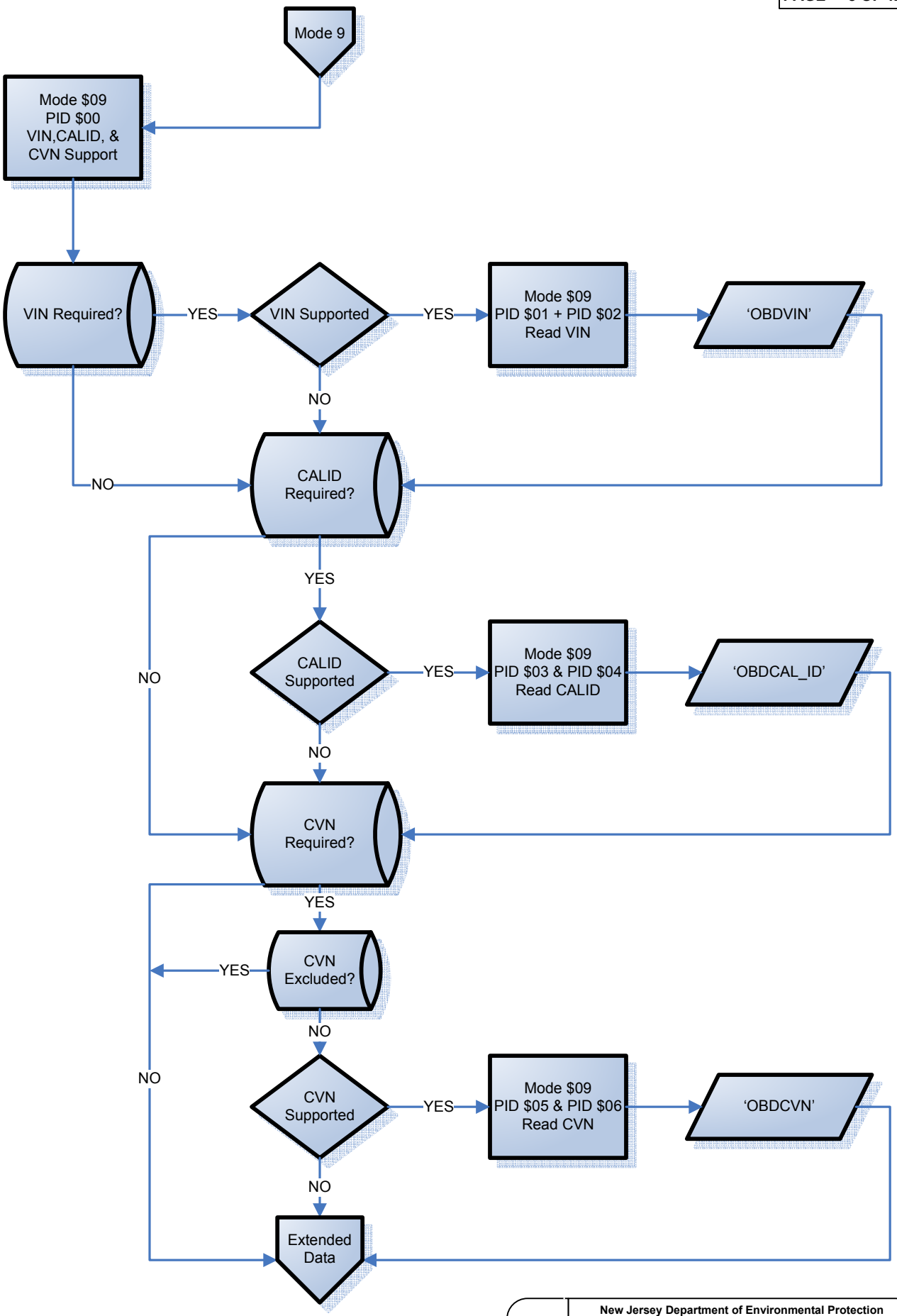

MODE $03
DTC Request
DTCs
MIL Command
OFF
Set 'MILCommand' to (P)ass
Configurable
Limit (Default 5)
ON
Set 'MILCommand' to (F)ail
'DTC1',…,'DTCn'
n = 1 to 10
'DTCCount'
DTC Request
Retry
YES
MIL Commanded On
But No DTCs Collected
NO
> Limit
CAT DTC
Present?
P0420-439
YES
Set 'CatDTC' to Y
NO
DTC Request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



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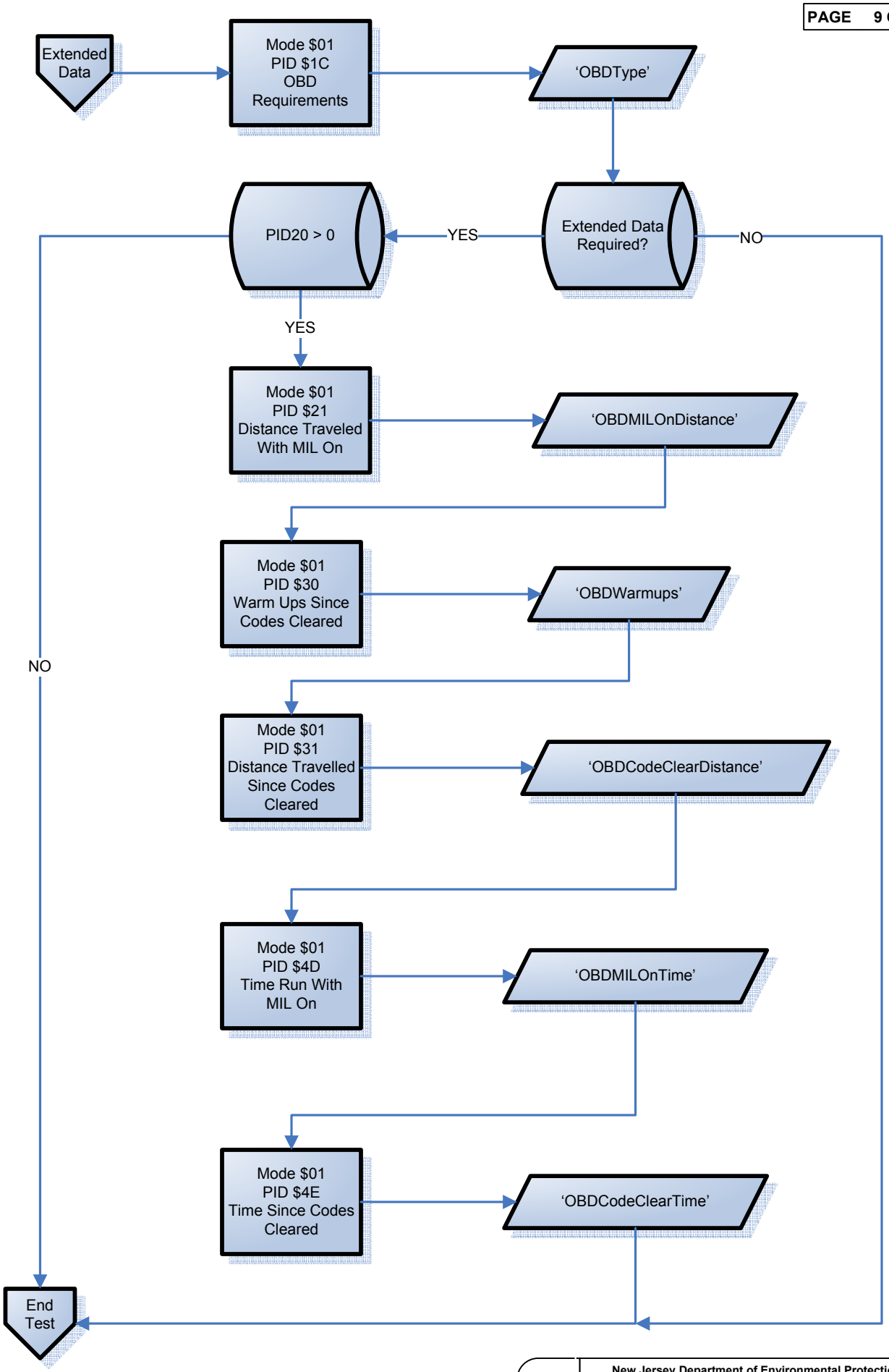
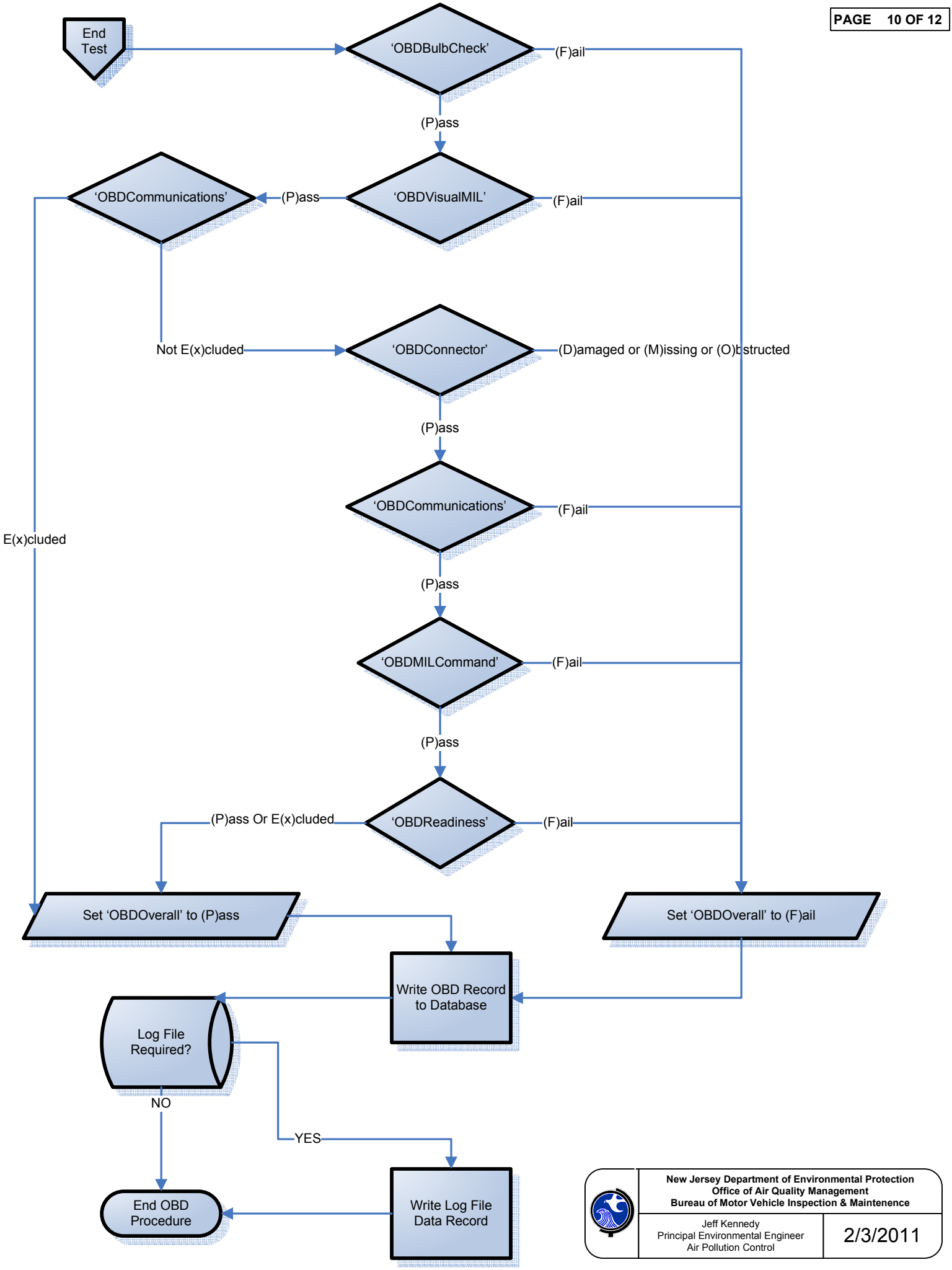
2/3/2011

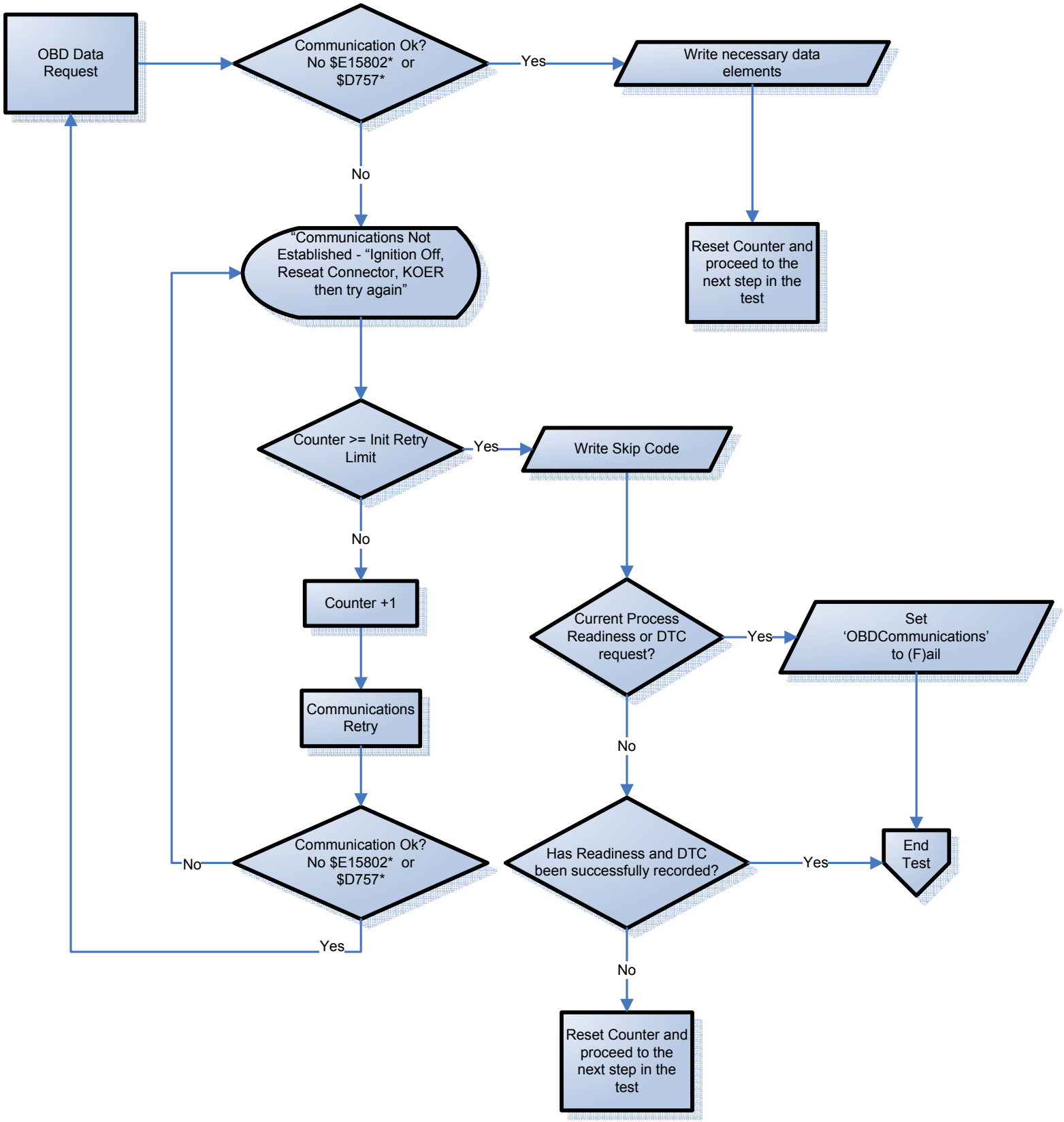

Extended Data
Mode $01 PID $1C OBD Requirements
'OBDType'
Extended Data Required?
YES
NO
PID20 > 0
YES
NO
Mode $01 PID $21 Distance Traveled With MIL On
'OBDMILOnDistance'
Mode $01 PID $30 Warm Ups Since Codes Cleared
'OBDWarmups'
Mode $01 PID $31 Distance Travelled Since Codes Cleared
'OBDCodeClearDistance'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



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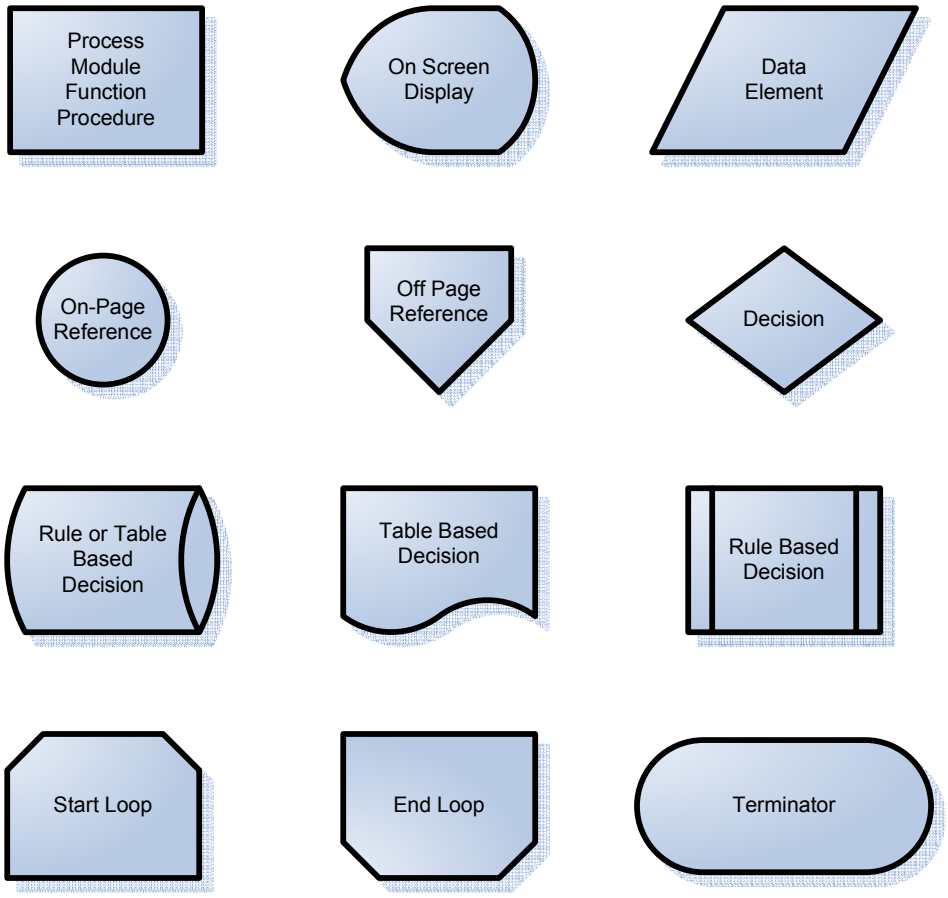

Process
Module
Function
Procedure
On Screen
Display
Data
Element
On-Page
Reference
Off Page
Reference
Decision
Rule or Table
Based
Decision
Table Based
Decision
Rule Based
Decision
Start Loop
End Loop
Terminator

APPENDIX VII

Program Structure

Vehicle Types Subject to Inspection

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

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

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

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

In addition, the two diesel vehicle categories are:

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

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

Emission-Related Test Types Performed in New Jersey

The primary emission test performed in New Jersey in the year 2022 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 – 2022

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 2022, there were 3,082 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 2022, there were 1,138 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 0.22% (4,220/1,912,699) of the total initial 2022 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 2021 Annual Reports, as well as this year 2022 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 2021

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.

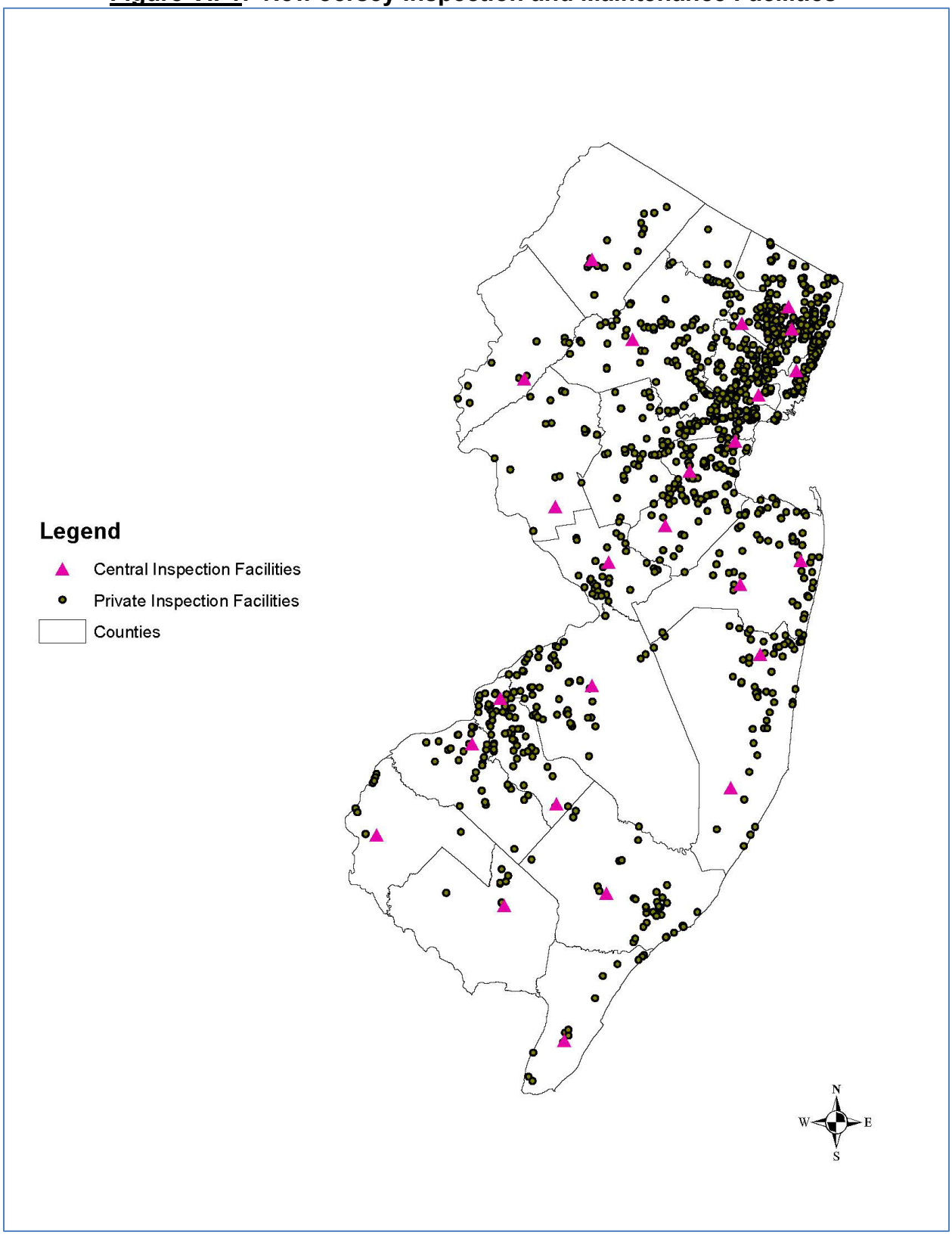
Table VII-1: New Jersey's Centralized Inspection Facilities

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 2022, there were 887 PIFs that performed at least one inspection during the entire year; of these, 99 PIFs only performed inspections for a portion of the year (at least three months with no inspections).

Figure VII-1 shows the locations of the CIFs and PIFs in New Jersey in the year 2022.

Figure VII-1: New Jersey Inspection and Maintenance Facilities



New Jersey has 562 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 2022 Annual Report Section

Reporting Requirement	2022 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 2022 Annual Report Section

Reporting Requirement	2022 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 2022 Annual Report Section

Reporting Requirement	2022 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 2022 Annual Report Section

Reporting Requirement	2022 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.