The State of New Jersey
Department of Environmental Protection

2023 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 2023 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 2020 through 2023 is presented in Table 1.

Table 1: Key Statistics: Years 2020 – 2023 Comparison

Key Statistics	2020	2021	2022	2023
Number of Total Emission Inspections	1,718,799	2,148,283	2,087,444	2,235,804
Total Emission Inspections – Centralized/Decentralized* Split	83.4%/16.6%	86.5%/13.5%	87.3%/12.7%	88.3%/11.7%
Total Emission Inspections – Initial/Re-inspection Split	92.6%/7.4%	91.5%/8.5%	91.6%/8.4%	91.7%/8.3%
Number of Initial Emission Inspections	1,590,889	1,965,278	1,912,699	2,050,023
Overall Initial Emission Failure Rate	7.0%	7.4%	7.1%	7.2%
Centralized Initial Emission Failure Rate	7.5%	7.8%	7.6%	7.5%
Decentralized Initial Emission Failure Rate	4.2%	4.5%	4.3%	4.3%
Overall Emission Inspection 1st Retest Pass Rate	76.4%	74.9%	74.3%	73.4%
OBD 1st Retest Pass Rate	76.3%	74.9%	74.2%	73.3%
Number of Vehicles with No Known Final Outcome**	14,698	40,444	38,604	30,554
As Percentage of Initial Inspections	0.9%	2.1%	2.0%	1.5%
As Percentage of Initial Failures	13.3%	27.9%	28.3%	20.8%
Sticker Compliance Rate	94.6%	92.8%	92.2%	91.2%
Emissions-Only CIF Covert Performance Audit Fail Rate	5.4%	4.8%	4.1%	6.0%
Emissions-Only PIF Covert Performance Audit Fail Rate	1.5%	3.0%	4.5%	2.5%
CIF Equipment Audit Fail Rate	0.9%	0.7%	0.6%	0.4%
PIF Equipment Audit Fail Rate	0.9%	1.0%	0.2%	0.2%
# CIF Full Inspection Lanes	105	105	105	104
# PIFs	954	904	887	851
# Emission Repair Facilities (ERFs)	770	773	562	539

* 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-fourth 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 2023 is the seventh 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

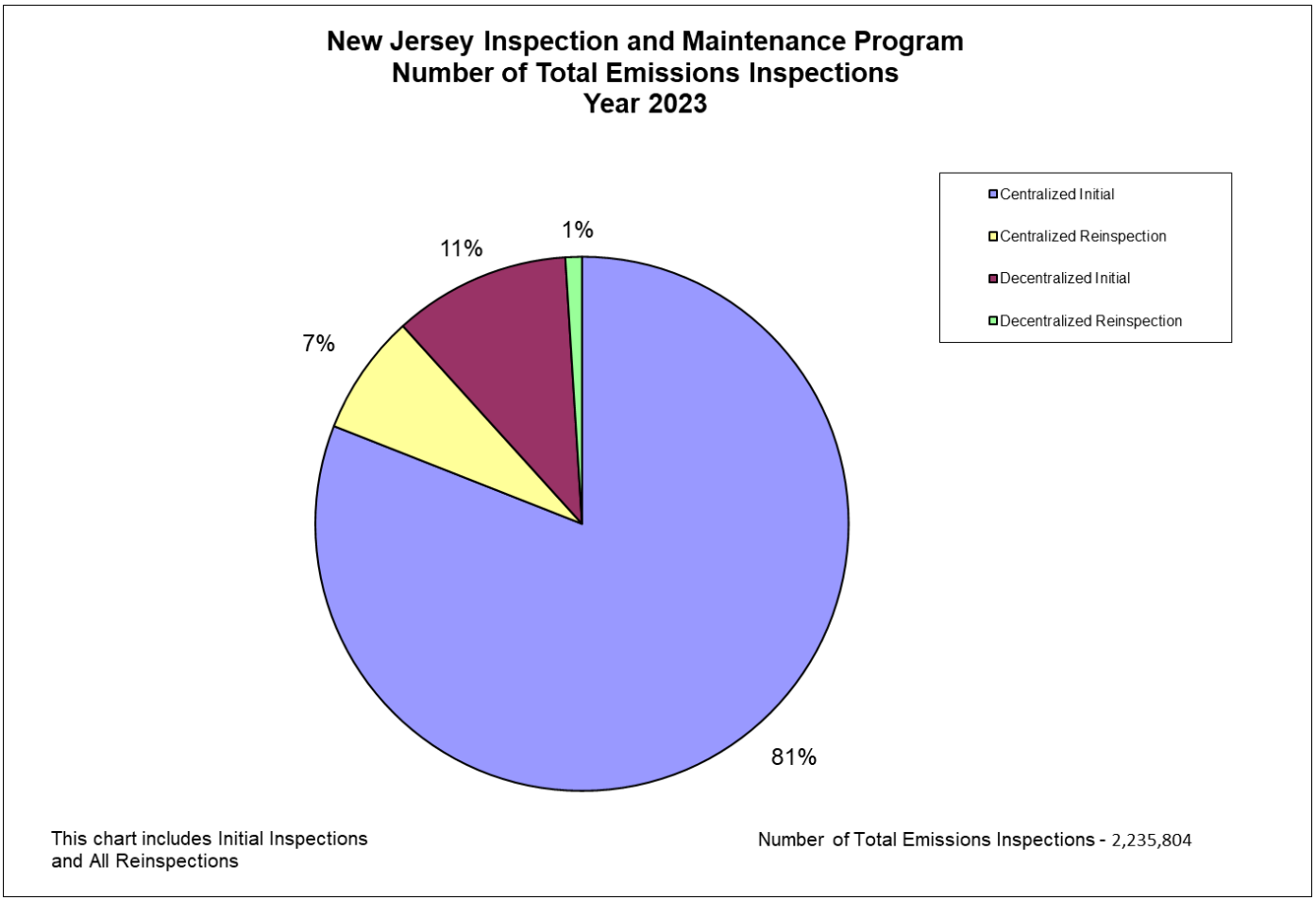
Test Station	Data	Initial Insps	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility (CIF)*	Total	1,781,653		153,743		1,935,396	
	Fail	131,673	7.4%	44,207	28.8%	175,880	9.1%
	Pass	1,649,980	92.6%	109,536	71.2%	1,759,516	90.9%
Private Inspection Facility (PIF)	Total	234,775		21,765		256,540	
	Fail	10,098	4.3%	1,383	6.4%	11,481	4.5%
	Pass	224,677	95.7%	20,382	93.6%	245,059	95.5%
Private Fleet Facility (PFF)	Total	5,056		588		5,644	
	Fail	124	2.5%	17	2.9%	141	2.5%
	Pass	4,932	97.5%	571	97.1%	5,503	97.5%
Specialty Inspection Facility (SIF)	Total	98		109		207	
	Fail	3	3.1%	15	13.8%	18	8.7%
	Pass	95	96.9%	94	86.2%	189	91.3%
Mobile Inspection Team (MIT)	Total	28,441		9,576		38,017	
	Fail	4,777	16.8%	1,557	16.3%	6,334	16.7%
	Pass	23,664	83.2%	8,019	83.7%	31,683	83.3%
Total		**2,050,023**		**185,781**		**2,235,804**	
Total Fail		**146,675**	**7.2%**	**47,179**	**25.4%**	**193,854**	**8.7%**
Total Pass		**1,903,348**	**92.8%**	**138,602**	**74.6%**	**2,041,950**	**91.3%**
% of Grand Total # of Inspections			**91.7%**		**8.3%**		

*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, 1,973,620 (88.3 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 262,184 (11.7 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 2023 are shown in Appendix I Part B. There were 2,050,023 initial overall emission inspections conducted in New Jersey in the year 2023. The initial overall emission failure rate for the entire network was 7.2%. The centralized initial overall emission failure rate was 7.5% 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:

892,200	(43.5%) LDGVs,
1,047,190	(51.1%) LDGTs,
3,030	(0.15%) LDDTs,
2,323	(0.1%) LDDVs, and
105,280	(5.1%) HDGVs
2,050,023	Total

Of the 2,050,023 initial overall emission inspections, 1,903,348 (92.8%) passed, while 146,675 (7.2%) 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	1,877,197	92.80%	145,581	7.20%
No Primary Test	27,066	99.34%	179	0.66%
MIL Check w/o OBD Test	12,972	99.03%	127	0.97%
Catalytic Converter	2,043,911	99.96%	740	0.04%
Visible Smoke	2,049,497	99.97%	526	0.03%
Liquid Leak	2,049,938	100.00%	85	0.004%
Miscellaneous Emissions	2,049,740	99.99%	283	0.01%

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

C. OBD Inspections

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

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

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

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

New Jersey maintains a stringent review process for OBD bypasses that was implemented with the dropping of tailpipe testing in 2016. Bypass review requests are generally received via telephone call from motorists, PIF Inspectors, or ERF technicians directly to NJDEP or NJMVC staff. An attempt using the standard inspection OBD test at a CIF or PIF with a failed result is required before a bypass can occur, and all bypass requests must be reviewed and authorized by NJDEP. During the review process, motorists may use ERFs, PIFs, or CIFs of their choice for repairs and reinspections, and these facilities may contact NJDEP for assistance as needed. For approved bypasses, NJMVC conducts the subsequent reinspection at a state-run specialty site (SIF). The authorized vehicle must go to a SIF and be checked offline (i.e. not connected to the official NJ OBD inspection test equipment) by a handheld OBD scanner as well as receive all secondary visual tests in order to receive a passing sticker. There were 16 authorized bypasses performed in the year 2023. Of these authorized bypasses, 15 were grey market vehicles that submitted the EPA Form 3520-1, indicating that they were imported legally.

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 2023, there were 48 of these unauthorized bypasses, 20 of which were at Bus Inspection Team (BIT) facilities, 27 were at PIFs, and 1 at a SIF. 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 2,022,778 initial OBD inspections in the year 2023. Of these, 1,979,385 (97.9%) passed either initially or a first or subsequent retest, and 43,393 (2.1%) failed without a subsequent passing inspection. There were 16 authorized OBD bypasses in 2023. 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 2,022,778 initial overall OBD inspections, 1,877,197 (92.8%) passed initially, while 145,581 (7.2%) failed at least one OBD test component. The 7.2% fail rate is the same as the fail rate in 2022.

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	**2,022,778**	**1,877,197**	**92.8%**	**145,581**	**7.2%**
Bulb Check	2,022,778	2,020,059	99.9%	2,719	0.1%
KOER MIL Check	2,020,059	1,979,447	98.0%	40,612	2.0%
DLC Check	2,022,778	2,021,096	99.9%	1,682	0.1%
Communication	2,021,096	2,016,469	99.8%	4,627	0.2%
Readiness Status	2,014,793	1,918,447	95.2%	96,346	4.8%
MIL Command Status	2,016,469	1,964,129	97.4%	52,340	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 2023 there were 6,309 vehicles that had damaged, missing, or obstructed DLCs, or which failed to communicate with the inspection workstation. There were 1,676 vehicles 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 2,016,469 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)	1,964,129	97.40%
MIL Off with DTCs (pass inspection)	0	0.00%
MIL On with No DTCs (fail inspection)	83	0.004%
MIL On with DTCs (fail inspection)	52,257	2.59%
Totals	**2,016,469**	**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 2,014,793 initial readiness checks. Of these, 1,757,398 (87.2%) had all monitors set, while 257,395 (12.8%) had at least one unset monitor. This number with not ready

monitors are not necessarily failures, as model year 1996 through 2000 vehicles are allowed up to two not ready monitors, while model year 2001 and newer vehicles are allowed up to one not ready monitor. Taking these allowances into consideration, there was a readiness failure rate of 4.8% (96,346). 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 2023 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	28,441	23,664	4,777	16.8%
MIT Roadside Re-inspection	9,576	8,019	1,557	16.3%
MIT Roadside Total	**38,017**	**31,683**	**6,334**	**16.7%**

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 146,675 (7.2%) overall initial emission inspection failures out of the 2,050,023 total initial overall emission inspections conducted in the year 2023. 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 147,521 initially failed emission tests in the year 2023. 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 (146,675) 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	145,581	30,032	82,538	20.6%	56.7%
No Primary Test	179	11	150	6.1%	83.8%
MIL Check without OBD Test	127	5	110	3.9%	86.6%
Catalytic Converter	740	37	369	5.0%	49.9%
Visible Smoke	526	26	332	4.9%	63.1%
Liquid Leak	85	3	70	3.5%	82.4%
Miscellaneous Emissions	283	14	214	4.9%	75.6%
Overall Tests	**147,521**	**30,128**	**83,783**	**20.4%**	**56.8%**
Overall Vehicles	**146,675**	**30,186**	**83,265**	**20.6%**	**56.8%**

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 2023.

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	145,581	19,650	13.5%
No Primary Test	179	8	4.5%
MIL Check without OBD Test	127	3	2.4%
Catalytic Converter	740	22	3.0%
Visible Smoke	526	18	3.4%
Liquid Leak	85	3	3.5%
Miscellaneous Emissions	283	12	4.2%
Overall Tests	**147,521**	**19,716**	**13.4%**
Overall Vehicles	**146,675**	**19,748**	**13.5%**

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 146,675 overall initial emission inspection failures in the year 2023, by the end of April of 2024, 83,265 (56.8%) passed a first retest, 19,748 (13.5%) passed a second or subsequent retest, and 13,108 (8.94%) dropped out of the registration database (i.e. no longer in fleet), leaving 30,554 (20.8%) 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 2023 is slightly lower than the number with no known final outcome in both 2021 and 2022. The lower amount of vehicles in 2020 with no known final outcome 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 2023 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	2,022,778	145,581	30,368	20.9%	1.50%
No Primary Test	27,245	179	17	9.5%	0.06%
MIL Check without OBD Test	13,099	127	12	9.4%	0.09%
Catalytic Converter	2,044,651	740	228	30.8%	0.01%
Visible Smoke	2,050,023	526	104	19.8%	0.01%
Liquid Leak	2,050,023	85	9	10.6%	0.00%
Miscellaneous Emissions	2,050,023	283	38	13.4%	0.00%
Overall Tests	**2,050,023**	**147,521**	**30,776**	**20.9%**	**1.50%**
Overall Vehicles	**2,050,023**	**146,675**	**30,554**	**20.8%**	**1.49%**

This analysis takes into consideration vehicles inspected late in the year 2023 that returned for inspection through April of 2024, and also includes registration data through April of 2024. As such, the overall no known final outcome rate as a percentage of total initial emissions inspections is 1.49%.

Table 10 presents a detailed breakdown of this data by model year and vehicle type. It can be seen that vehicles in the 2003 – 2008 model year range (age 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
Pre96/Unknown	0	-	0	0	0	0	0
1996	127	0.4%	0	0	0	60	67
1997	252	0.8%	0	0	0	126	126
1998	318	1.0%	0	1	0	154	163
1999	467	1.5%	0	0	1	230	236
2000	655	2.1%	2	0	0	329	324
2001	1,222	4.0%	0	0	0	599	623
2002	1,306	4.3%	2	0	0	680	624
2003	1,765	5.8%	0	0	0	908	857
2004	1,839	6.0%	0	0	1	1,049	789
2005	2,219	7.3%	1	1	7	1,242	968
2006	2,068	6.8%	0	0	2	1,089	977
2007	1,874	6.1%	0	0	0	991	883
2008	2,429	7.9%	124	0	2	1,258	1,045
2009	1,426	4.7%	72	5	0	646	703
2010	1,944	6.4%	87	7	2	971	877
2011	1,681	5.5%	125	5	8	925	618
2012	1,947	6.4%	118	14	7	900	908
2013	1,457	4.8%	94	7	7	635	714
2014	1,615	5.3%	93	7	15	795	705
2015	1,129	3.7%	121	9	2	478	519
2016	1,117	3.7%	86	6	0	462	563
2017	643	2.1%	82	1	2	251	307
2018	842	2.8%	50	6	1	363	422
2019	113	0.4%	36	1	0	50	26
2020	39	0.1%	21	3	0	12	3
2021	35	0.1%	23	2	0	10	0
2022	24	0.1%	12	0	0	11	1
2023	1	0.0%	1	0	0	0	0
2024	0	-	0	0	0	0	0
Totals	**30,554**	**100%**	**1,150**	**75**	**57**	**15,224**	**14,048**
% of Total Vehicles With No Known Final Outcome			**3.8%**	**0.2%**	**0.2%**	**49.8%**	**46.0%**

More detailed information on vehicles with no known final outcome for 2023 is presented by test type, model year, and vehicle type in Appendix I Part I.

G. Emissions Repair

An analysis of the first retest pass rate is presented here as an indicator of repair effectiveness. The data is presented as a fraction of the actual number of first retests conducted, rather than the number of initially failing tests. The first retest pass rate is an indicator of repair effectiveness and reflects the training and abilities of certified Emission Repair Technicians. A higher first retest pass rate could indicate a more effective repair.

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

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

Test Type	# First Retest Insps	# Fail	# Pass	Fail Rate	Pass Rate
OBD	112,570	30,032	82,538	26.7%	73.3%
No Primary Test	161	11	150	6.8%	93.2%
MIL Check without OBD Test	115	5	110	4.3%	95.7%
Catalytic Converter	406	37	369	9.1%	90.9%
Visible Smoke	358	26	332	7.3%	92.7%
Liquid Leak	73	3	70	4.1%	95.9%
Miscellaneous Emissions	228	14	214	6.1%	93.9%
Overall Tests	**113,911**	**30,128**	**83,783**	**26.4%**	**73.6%**
Overall Vehicles	**113,451**	**30,186**	**83,265**	**26.6%**	**73.4%**

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

III. Quality Assurance Report

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

A. Overt Performance Audits

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

For the year 2023, NJDEP was able to identify 309 (80 CIF/SIF and 229 PIF/PFF) inspector performance audits at 185 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	10	175
# not receiving overt performance audits	14	676
# 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 2023 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 2023 the NJMVC had 125 covert auditors and 8 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	30	16
# of audits resulting in a false pass for the OBD test	1	1
# conducted with the vehicle set to fail the component check (catalyst)	37	29
# of audits resulting in a false pass for the component check (catalyst)	7	2
# conducted with the vehicle set to fail visual gas cap test	0	0
# of audits resulting in a false pass for the visual gas cap test	0	0
# conducted with the vehicle set to fail any combination of two or more of the above tests	1	2
# 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	52	37
# of audits resulting in a false pass for any emissions related component	7	2
# 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)	109	77
Total # of Covert Emissions-Related Performance Audits	116	79
Total # of Stations receiving a Covert Emissions-Related Performance Audit	24	75
Total # of Stations not receiving a Covert Emissions-Related Performance Audit	0	776

In 2023, the overall emission covert performance audit failure rate for the entire network was 4.61%. The overall emissions covert audit failure rate for the centralized network was 6.03% while that for the decentralized network was 2.53%. 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	116	7	6.03%	109	93.97%
Decentralized	79	2	2.53%	77	97.47%
Total	**195**	**9**	**4.61%**	**187**	**96.89%**

C. Fines and Hearings

New Jersey had 3,335 licensed inspectors in 2023, of which 3,320 had an active status, 252 at some point were revoked, and 63 had been suspended. There were 1,967 inspectors who conducted an emission inspection during the year 2023. The NJMVC conducted 66 hearings to consider adverse actions against inspectors and inspection facilities, and 66 of these hearings resulted in adverse actions against inspectors and inspection facilities. An increased number of hearings were conducted and fines were collected in 2023 as compared to 2022. Table 15 summarizes the results of all adjudicated actions only during the year 2023.

Table 15: Fines and Hearings – Centralized and Decentralized Networks

	Inspectors	Facilities
# suspended, fined, or otherwise prohibited from testing as a result of covert audits	19	6
# suspended, fined, or otherwise prohibited from testing for other causes	0	0
# that received fines	46	9
# of hearings held to consider adverse actions	55	11
# of hearings held resulting in adverse actions	46	9
Total amount collected in fines	$15,050	$8,050

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 2023.

Table 16: PIF OBD Workstation Audit Summary

PIF OBD Workstations Audited	2023		
	#	%	
# of PIFs	851	N/A	
# of PIFs receiving audits	437	51.4%	
# of Full year active PIFs	775	91.1%	
# of Full year active PIFs receiving audits	404	52.1%	
# of Full year active PIFs receiving two or more audits	368	47.5%	
PIF OBD Workstation Audits Performed	**#**	**%**	
Total	830	N/A	
Initial Audits	828	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 2023, the NJDEP performed 1,235 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 29 centralized stations, including the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2023. This is equal to the number of failures in 2022.

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 2023.

Table 17: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	29
# of initial equipment audits	1235
# of stations that failed equipment audits	5
% of stations that failed equipment audits	17%
# 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	0.4%

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	1	0	-	1	-
BAKERS BASIN	62	0	0%	62	100%
CAPE MAY	12	0	0%	12	100%
CHERRY HILL	60	1	2%	59	98%
DEPTFORD	48	1	2%	47	98%
EATONTOWN	57	0	0%	57	100%
EATONTOWN SPECIALTY	1	0	-	1	-
FLEMINGTON	36	0	0%	36	100%
FREEHOLD	72	0	0%	72	100%
KILMER	74	1	1%	73	99%
LAKEWOOD	72	0	0%	72	100%
LODI	49	0	0%	49	100%
MANAHAWKIN	35	0	0%	35	100%
MAYS LANDING	48	0	0%	48	100%
MILLVILLE	24	0	0%	24	100%
NEWARK	62	0	0%	62	100%
NEWTON	24	0	0%	24	100%
PARAMUS	61	1	2%	60	98%
RAHWAY	73	0	0%	73	100%
RANDOLPH	72	1	1%	71	99%
SALEM	12	0	0%	12	100%
SECAUCUS	48	0	0%	48	100%
SOUTH BRUNSWICK	72	0	0%	72	100%
SOUTHAMPTON	48	0	0%	48	100%
WASHINGTON	12	0	0%	12	100%
WAYNE	60	0	0%	60	100%
WESTFIELD SPECIALTY	2	0	-	2	-
WINSLOW	36	0	0%	36	100%
WINSLOW SPECIALTY	2	0	-	2	-
Totals	**1235**	**5**	**0.4%**	**1230**	**99.6%**

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 3,445 vehicles per month in the year 2023) in various random areas throughout the northern, central, and southern portions of the State.

A total of 41,338 vehicles were surveyed in the year 2023. Of these, 37,694 (91.2%) 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 2023.

Table 19: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations	2,666,999
# of missing compliance documents (stickers)	72
# of time extensions & other exemptions granted to motorists	1,327

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 2023 that have been criminally prosecuted, concluded, and can be presented here. However, it can be noted that 17 clean scan cases (conducted by 15 different PIFs) were referred by NJDEP to NJMVC for further investigation. This is lower than the amount referred in 2022 (25 cases) and similar to the amount referred in 2021 (16 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 2023 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 2023 inspection activity volume (testing, compliance, and auditing); however, inspection activity continues to return to pre-pandemic volume.
- Lodi CIF closed one (1) inspection lane in 2023. Reducing their inspection lanes from five (5) to four (4).
- The SIF at Asbury Park was moved to Eatontown in Lanes 5 and 6.

B. Inspectable Vehicles Summary

An analysis of the 2023 registration data revealed that 2,373,231 vehicles were eligible for inspection. Of these, 2,050,023 vehicles were inspected, indicating an inspection rate of 86%. This percentage of inspectable vehicles that were inspected is the same as it was in 2022 (86%). However, the following operational characteristics of the NJ inspection program should be considered in order to understand why the 86% compliance rate is still not as high as would be expected:

- NJ has a 5-year new car inspection exemption. This skews the match up between odd/even calendar year and model year of the vehicle being inspected and can lead to difficulty in enforcement for law officers.
- NJ registration and inspection are decoupled which tends to cause confusion to motorists over inspection due dates.
- There continues to be lingering effects of the covid health pandemic.

C. 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 > 2007 to not receive an OBD Test at PIF/PFFs, MITs and BITs. (impacts approximately 2,280 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 880 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 48 times in the year 2023 – 1 at SIFs, 20 at BITs and 27 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 2023

Test Station	Data	Initial Insps	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility	Total	1,781,653		153,743		1,935,396	
	Fail	131,673	7.4%	44,207	28.8%	175,880	9.1%
	Pass	1,649,980	92.6%	109,536	71.2%	1,759,516	90.9%
Private Inspection Facility	Total	234,775		21,765		256,540	
	Fail	10,098	4.3%	1,383	6.4%	11,481	4.5%
	Pass	224,677	95.7%	20,382	93.6%	245,059	95.5%
Private Fleet Facility	Total	5,056		588		5,644	
	Fail	124	2.5%	17	2.9%	141	2.5%
	Pass	4,932	97.5%	571	97.1%	5,503	97.5%
Specialty Inspection Facility	Total	98		109		207	
	Fail	3	3.1%	15	13.8%	18	8.7%
	Pass	95	96.9%	94	86.2%	189	91.3%
Mobile Inspection Team	Total	28,441		9,576		38,017	
*Initial - 1st Inspection of cycle	Fail	4,777	16.8%	1,557	16.3%	6,334	16.7%
	Pass	23,664	83.2%	8,019	83.7%	31,683	83.3%
Total # of Inspections		**2,050,023**		**185,781**		**2,235,804**	
Total # Fail		**146,675**	**7.2%**	**47,179**	**25.4%**	**193,854**	**8.7%**
Total # Pass		**1,903,348**	**92.8%**	**138,602**	**74.6%**	**2,041,950**	**91.3%**
Inspections			**91.7%**		**8.3%**		

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	1,973,620	88.3%
Decentralized	262,184	11.7%
Total	**2,235,804**	

Table A-1

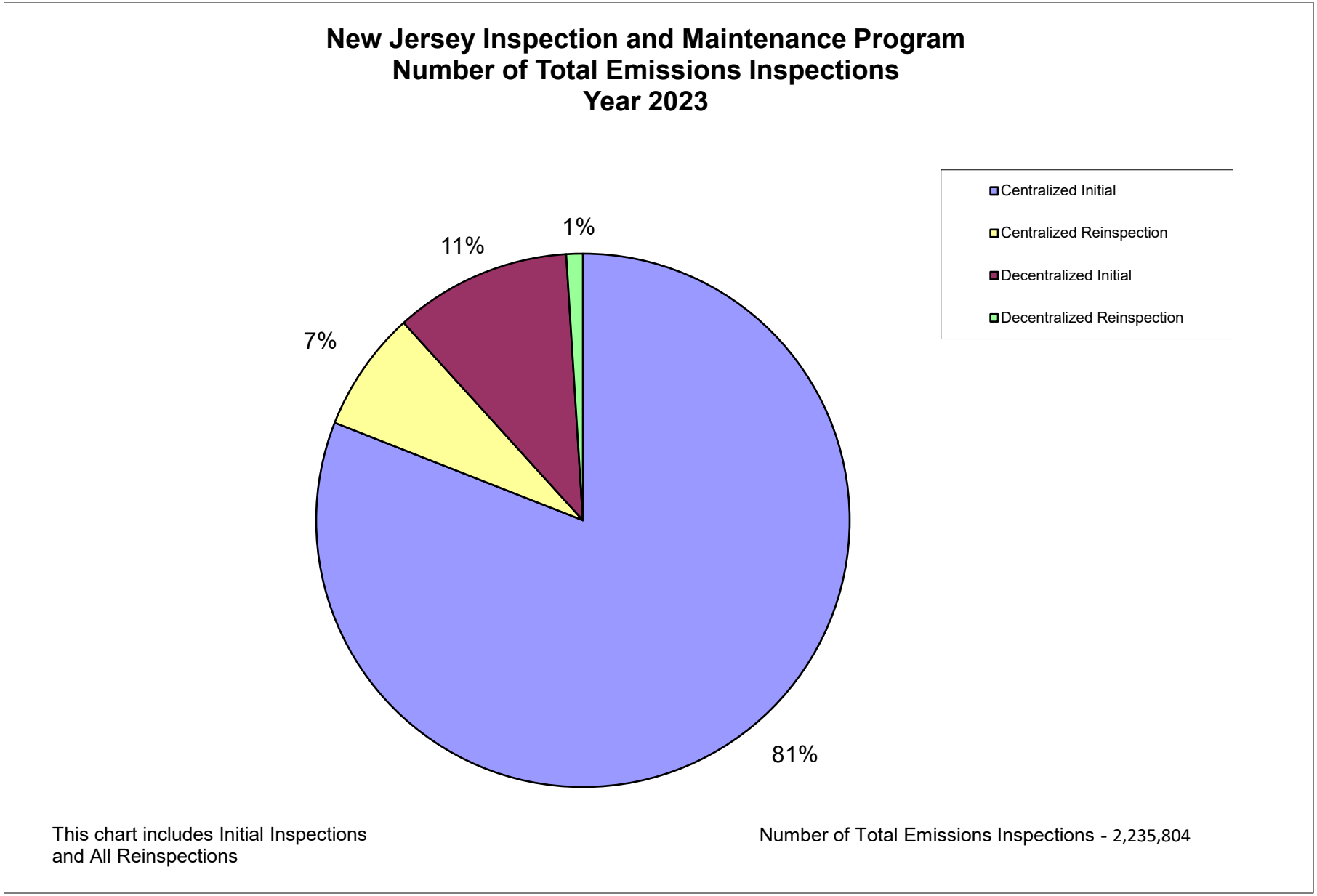

New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2023
Centralized Initial
Centralized Reinspection
Decentralized Initial
Decentralized Reinspection
1%
11%
7%
81%
This chart includes Initial Inspections and All Reinspections
Number of Total Emissions Inspections - 2,235,804

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 2023

Model Yr	Station Type	# Initial Insps	# Initial Fail	Fail Rate	# Initial Pass	Pass Rate
Pre96/Unknown	Centralized	158	2	1.3%	156	98.7%
Pre96/Unknown	Decentralized	431	0	0.0%	431	100.0%
1996	Centralized	2,383	353	14.8%	2,030	85.2%
1996	Decentralized	584	24	4.1%	560	95.9%
1997	Centralized	5,879	805	13.7%	5,074	86.3%
1997	Decentralized	1,265	66	5.2%	1,199	94.8%
1998	Centralized	5,783	930	16.1%	4,853	83.9%
1998	Decentralized	1,279	78	6.1%	1,201	93.9%
1999	Centralized	11,109	1,574	14.2%	9,535	85.8%
1999	Decentralized	2,295	123	5.4%	2,172	94.6%
2000	Centralized	12,009	2,037	17.0%	9,972	83.0%
2000	Decentralized	2,693	144	5.3%	2,549	94.7%
2001	Centralized	19,176	4,157	21.7%	15,019	78.3%
2001	Decentralized	3,847	325	8.4%	3,522	91.6%
2002	Centralized	20,519	4,426	21.6%	16,093	78.4%
2002	Decentralized	4,188	284	6.8%	3,904	93.2%
2003	Centralized	38,522	6,599	17.1%	31,923	82.9%
2003	Decentralized	6,915	430	6.2%	6,485	93.8%
2004	Centralized	34,705	6,286	18.1%	28,419	81.9%
2004	Decentralized	6,429	439	6.8%	5,990	93.2%
2005	Centralized	57,651	8,634	15.0%	49,017	85.0%
2005	Decentralized	9,523	553	5.8%	8,970	94.2%
2006	Centralized	50,478	7,553	15.0%	42,925	85.0%
2006	Decentralized	8,469	476	5.6%	7,993	94.4%
2007	Centralized	50,432	7,018	13.9%	43,414	86.1%
2007	Decentralized	8,569	481	5.6%	8,088	94.4%
2008	Centralized	101,187	10,527	10.4%	90,660	89.6%
2008	Decentralized	13,359	730	5.5%	12,629	94.5%
2009	Centralized	43,273	5,762	13.3%	37,511	86.7%
2009	Decentralized	7,060	371	5.3%	6,689	94.7%
2010	Centralized	104,234	9,286	8.9%	94,948	91.1%
2010	Decentralized	12,681	638	5.0%	12,043	95.0%
2011	Centralized	70,711	7,064	10.0%	63,647	90.0%
2011	Decentralized	10,430	586	5.6%	9,844	94.4%
2012	Centralized	148,048	10,550	7.1%	137,498	92.9%
2012	Decentralized	16,747	754	4.5%	15,993	95.5%
2013	Centralized	91,528	7,245	7.9%	84,283	92.1%
2013	Decentralized	12,729	557	4.4%	12,172	95.6%
2014	Centralized	181,370	9,349	5.2%	172,021	94.8%
2014	Decentralized	19,327	747	3.9%	18,580	96.1%
2015	Centralized	102,726	6,017	5.9%	96,709	94.1%
2015	Decentralized	14,245	562	3.9%	13,683	96.1%

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2023

Model Yr	Station Type	# Initial Insps	# Initial Fail	Fail Rate	# Initial Pass	Pass Rate
2016	Centralized	221,270	7,594	3.4%	213,676	96.6%
2016	Decentralized	23,522	655	2.8%	22,867	97.2%
2017	Centralized	99,175	3,945	4.0%	95,230	96.0%
2017	Decentralized	14,439	415	2.9%	14,024	97.1%
2018	Centralized	274,567	6,740	2.5%	267,827	97.5%
2018	Decentralized	28,097	569	2.0%	27,528	98.0%
2019	Centralized	43,737	1,066	2.4%	42,671	97.6%
2019	Decentralized	6,199	126	2.0%	6,073	98.0%
2020	Centralized	7,383	385	5.2%	6,998	94.8%
2020	Decentralized	1,994	44	2.2%	1,950	97.8%
2021	Centralized	5,681	281	4.9%	5,400	95.1%
2021	Decentralized	1,399	22	1.6%	1,377	98.4%
2022	Centralized	5,253	258	4.9%	4,995	95.1%
2022	Decentralized	849	18	2.1%	831	97.9%
2023	Centralized	1,001	8	0.8%	993	99.2%
2023	Decentralized	241	5	2.1%	236	97.9%
2024	Centralized	244	2	0.8%	242	99.2%
2024	Decentralized	26	0	0.0%	26	100.0%
Total	**Centralized**	**1,810,192**	**136,453**	**7.5%**	**1,673,739**	**92.5%**
Total	**Decentralized**	**239,831**	**10,222**	**4.3%**	**229,609**	**95.7%**
Grand Total		**2,050,023**	**146,675**	**7.2%**	**1,903,348**	**92.8%**

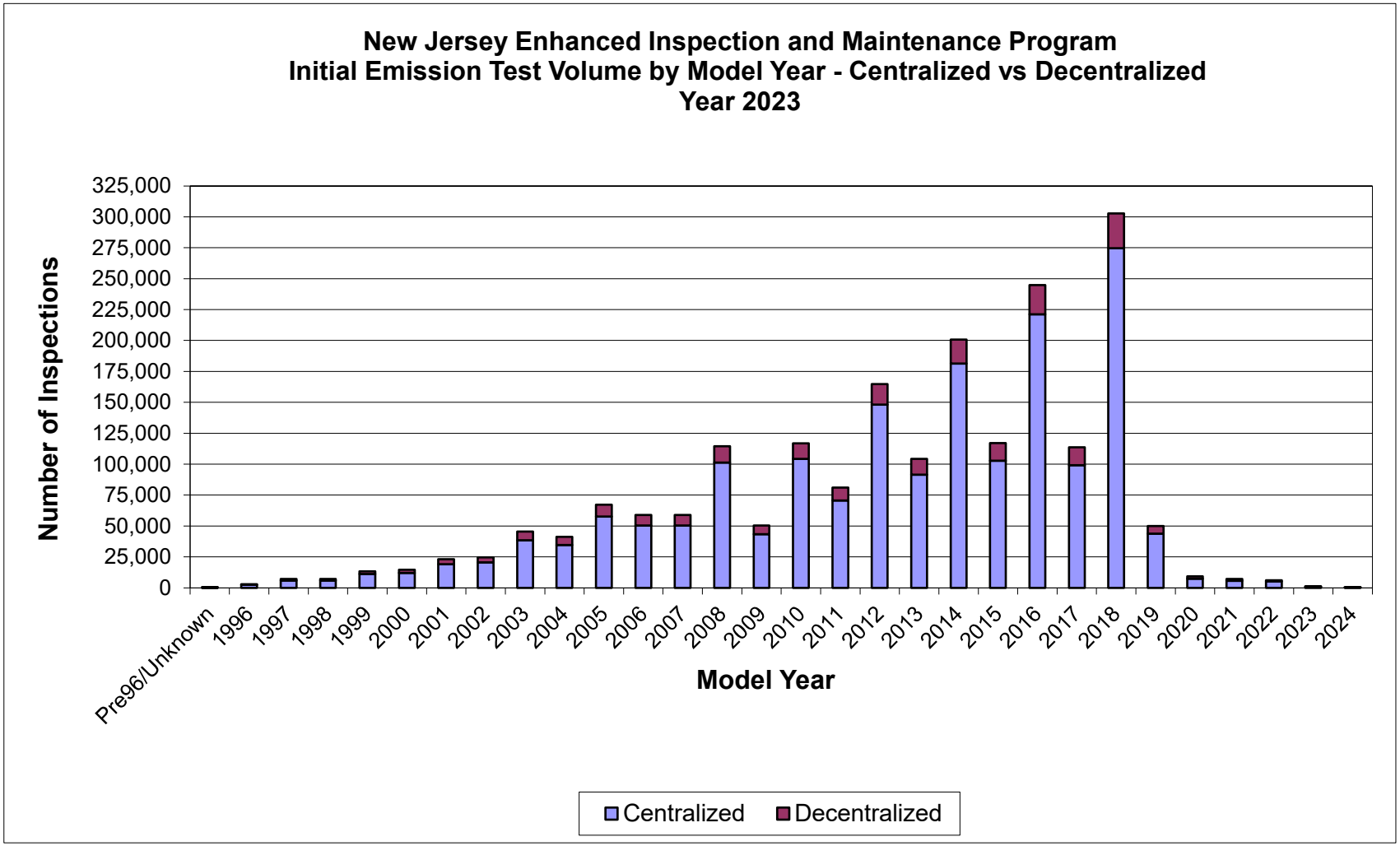

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2023
Number of Inspections
325,000
300,000
275,000
250,000
225,000
200,000
175,000
150,000
125,000
100,000
75,000
50,000
25,000
0
Pre96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Model Year
Centralized
Decentralized

Figure B-1

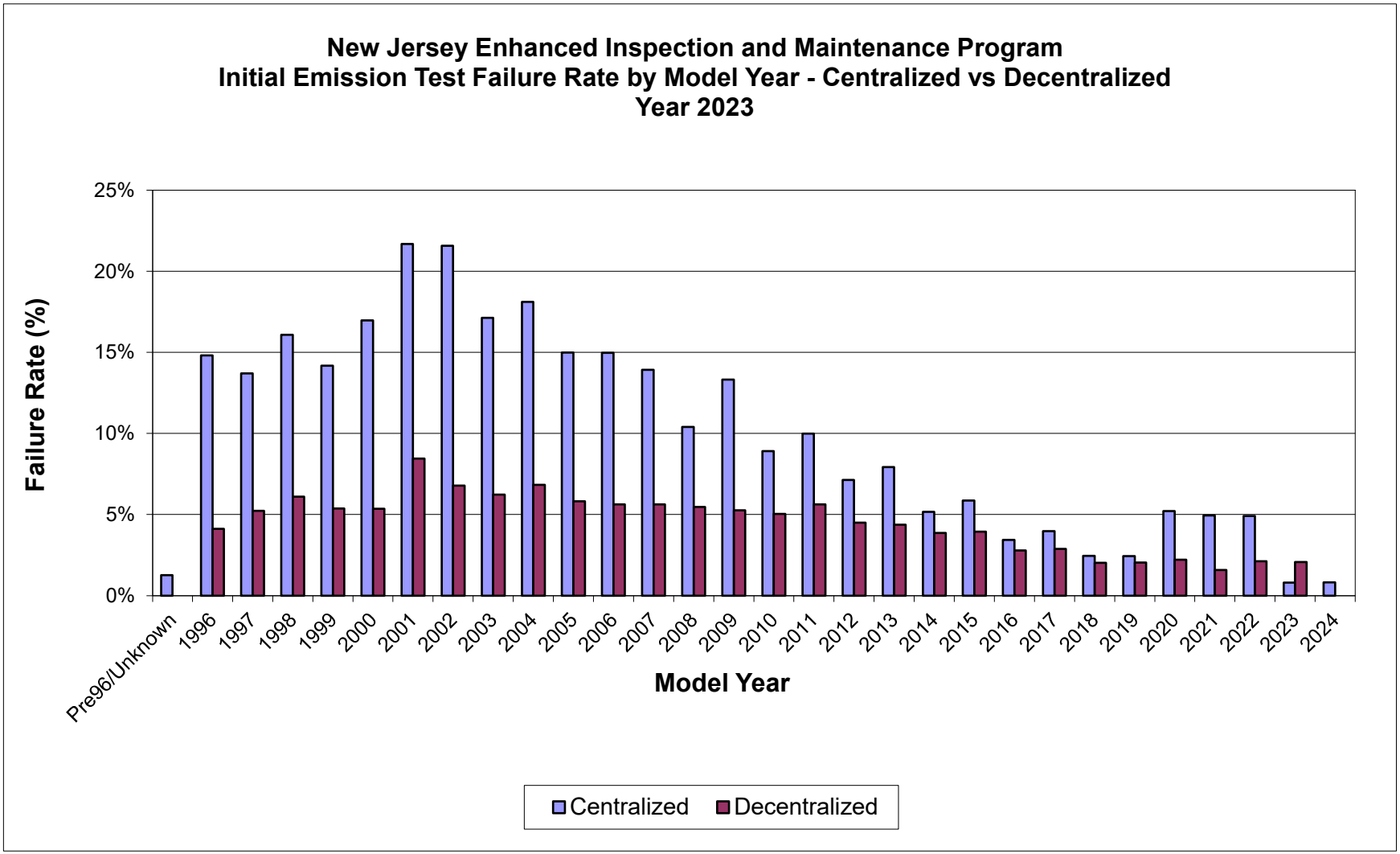

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2023
Failure Rate (%)
25%
20%
15%
10%
5%
0%
Pre96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Model Year
Centralized
Decentralized

Figure B-2

APPENDIX I -
PART C

INITIAL EMISSION TEST VOLUME & FAILURE RATE BY CENTRALIZED INSPECTION FACILITY

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspections - Centralized Inspection Facilities (CIFs)
Year 2023

STATION NAME	# of Lanes/ Consoles	# Initial Inspections	# Initial Pass	# Initial Fail	% Fail
BAKERS BASIN	5	93,306	86,465	6,841	7.3%
CAPE MAY	1	17,667	16,704	963	5.5%
CHERRY HILL	6	98,665	90,730	7,935	8.0%
DEPTFORD	4	84,793	79,166	5,627	6.6%
EATONTOWN	6	79,276	74,105	5,171	6.5%
FLEMINGTON	3	60,278	57,433	2,845	4.7%
FREEHOLD	6	66,269	62,600	3,669	5.5%
KILMER	6	113,875	105,304	8,571	7.5%
LAKEWOOD	6	94,123	88,350	5,773	6.1%
LODI	4	84,097	76,100	7,997	9.5%
MANAHAWKIN	3	35,346	33,293	2,053	5.8%
MAYS LANDING	4	53,106	49,279	3,827	7.2%
MILLVILLE	2	38,714	35,155	3,559	9.2%
NEWARK	5	95,449	83,155	12,294	12.9%
NEWTON	2	39,081	36,685	2,396	6.1%
PARAMUS	5	107,940	101,285	6,655	6.2%
RAHWAY	6	102,928	93,544	9,384	9.1%
RANDOLPH	6	98,491	92,602	5,889	6.0%
SALEM	1	18,645	17,229	1,416	7.6%
SECAUCUS	4	78,507	71,260	7,247	9.2%
SOUTH BRUNSWICK	6	70,415	65,874	4,541	6.4%
SOUTHAMPTON	4	73,256	68,525	4,731	6.5%
WASHINGTON	1	25,366	23,982	1,384	5.5%
WAYNE	5	114,121	105,964	8,157	7.1%
WINSLOW CIF	3	37,939	35,191	2,748	7.2%
TOTAL 2023	**104**	**1,781,653**	**1,649,980**	**131,673**	**7.4%**

Table C-1

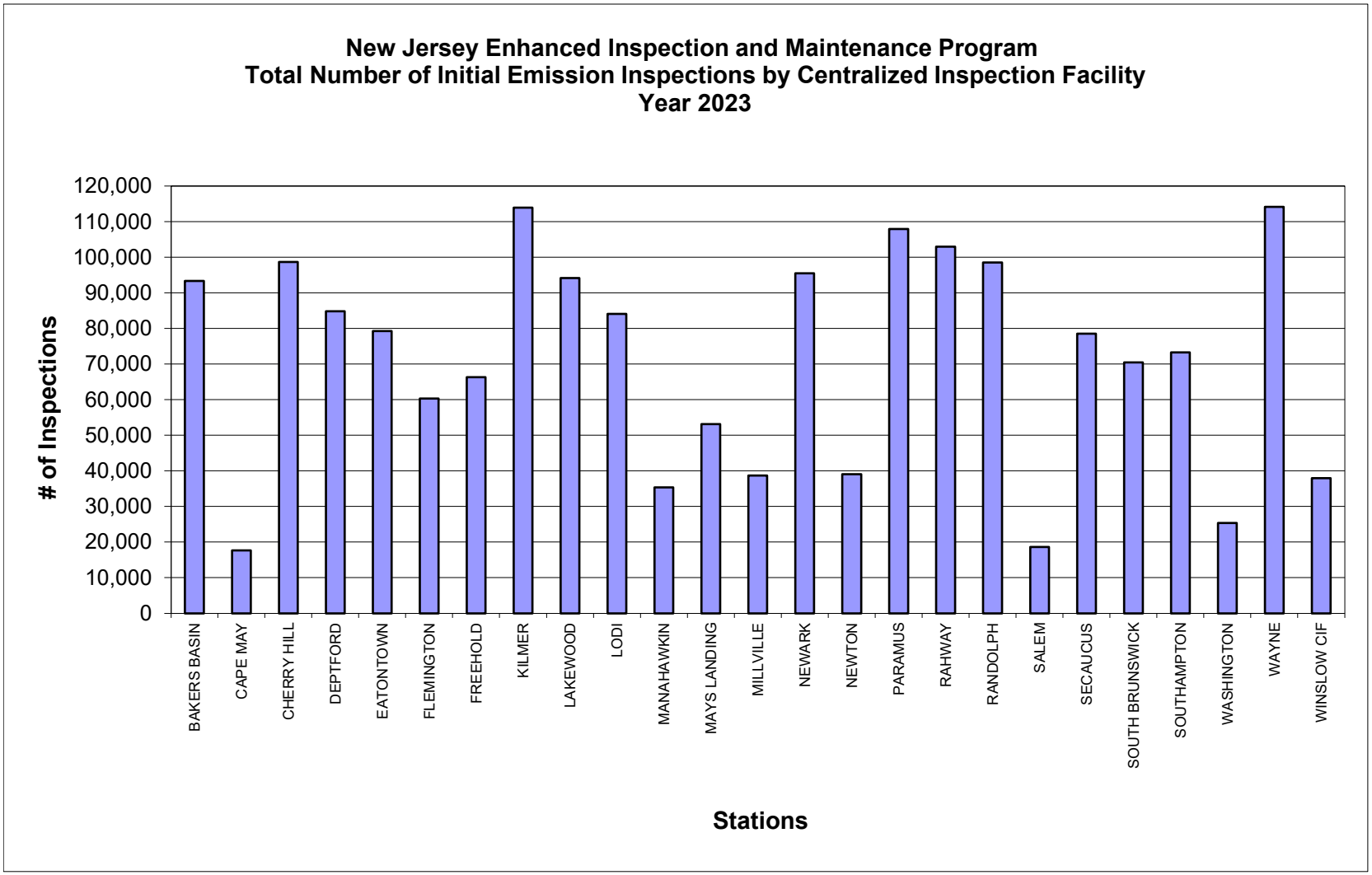

New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2023
# of Inspections
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
BAKERS BASIN
CAPE MAY
CHERRY HILL
DEPTFORD
EATONTOWN
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

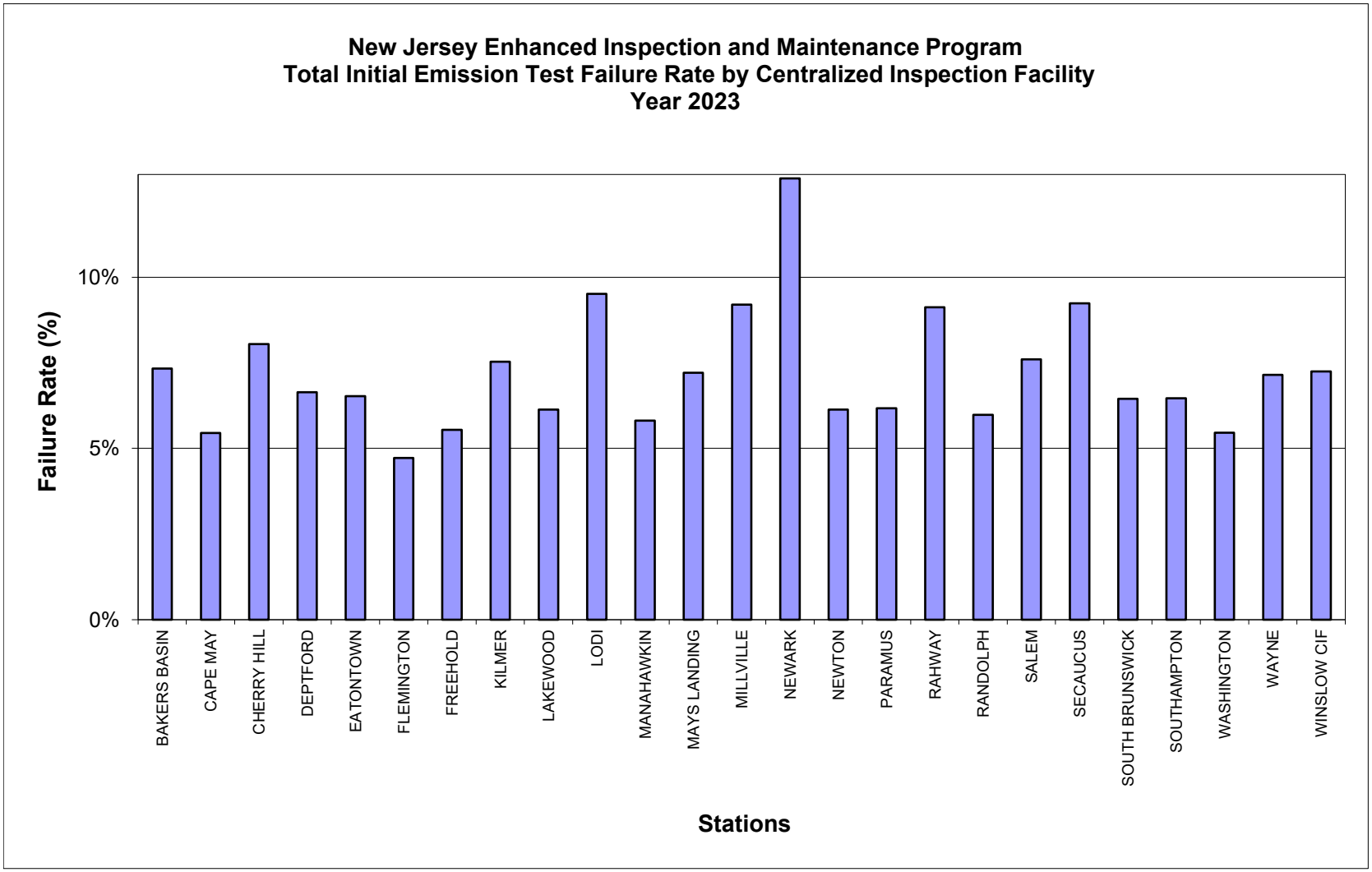

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2023
Failure Rate (%)
10%
5%
0%
BAKERS BASIN
CAPE MAY
CHERRY HILL
DEPTFORD
EATONTOWN
FLEMINGTON
FREEHOLD
KILMER
LAKEWOOD
LODI
MANAHAWKIN
MAYS LANDING
MILLVILLE
NEWARK
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 2023

Model Year	# of Vehicles Tested					
	HDGV	LDDT	LDDV	LDGT	LDGV	Total
Pre96/Unknown	438	2	0	140	9	589
1996	106	0	0	1,260	1,601	2,967
1997	194	2	11	3,227	3,710	7,144
1998	141	3	22	3,219	3,677	7,062
1999	384	3	42	5,600	7,375	13,404
2000	557	1	21	6,316	7,807	14,702
2001	668	1	15	10,466	11,873	23,023
2002	739	0	27	11,607	12,334	24,707
2003	1,160	1	55	21,416	22,805	45,437
2004	1,374	1	33	21,114	18,612	41,134
2005	1,596	18	163	33,539	31,858	67,174
2006	2,267	19	146	28,130	28,385	58,947
2007	2,021	41	13	27,381	29,545	59,001
2008	4,008	95	44	55,080	55,319	114,546
2009	2,330	48	21	20,397	27,537	50,333
2010	2,893	98	51	53,607	60,266	116,915
2011	4,690	122	107	41,379	34,843	81,141
2012	6,031	283	199	76,845	81,437	164,795
2013	5,296	161	224	46,954	51,622	104,257
2014	6,198	607	683	104,988	88,221	200,697
2015	8,000	366	259	61,477	46,869	116,971
2016	10,745	475	73	133,368	100,131	244,792
2017	9,979	214	45	59,188	44,188	113,614
2018	9,655	412	69	184,665	107,863	302,664
2019	7,998	10	0	28,410	13,518	49,936
2020	6,252	6	0	2,628	491	9,377
2021	4,732	23	0	2,165	160	7,080
2022	3,514	16	0	2,449	123	6,102
2023	1,056	2	0	163	21	1,242
2024	258	0	0	12	0	270
Totals	**105,280**	**3,030**	**2,323**	**1,047,190**	**892,200**	**2,050,023**
% of Grand Total	**5.1%**	**0.1%**	**0.1%**	**51.1%**	**43.5%**	

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

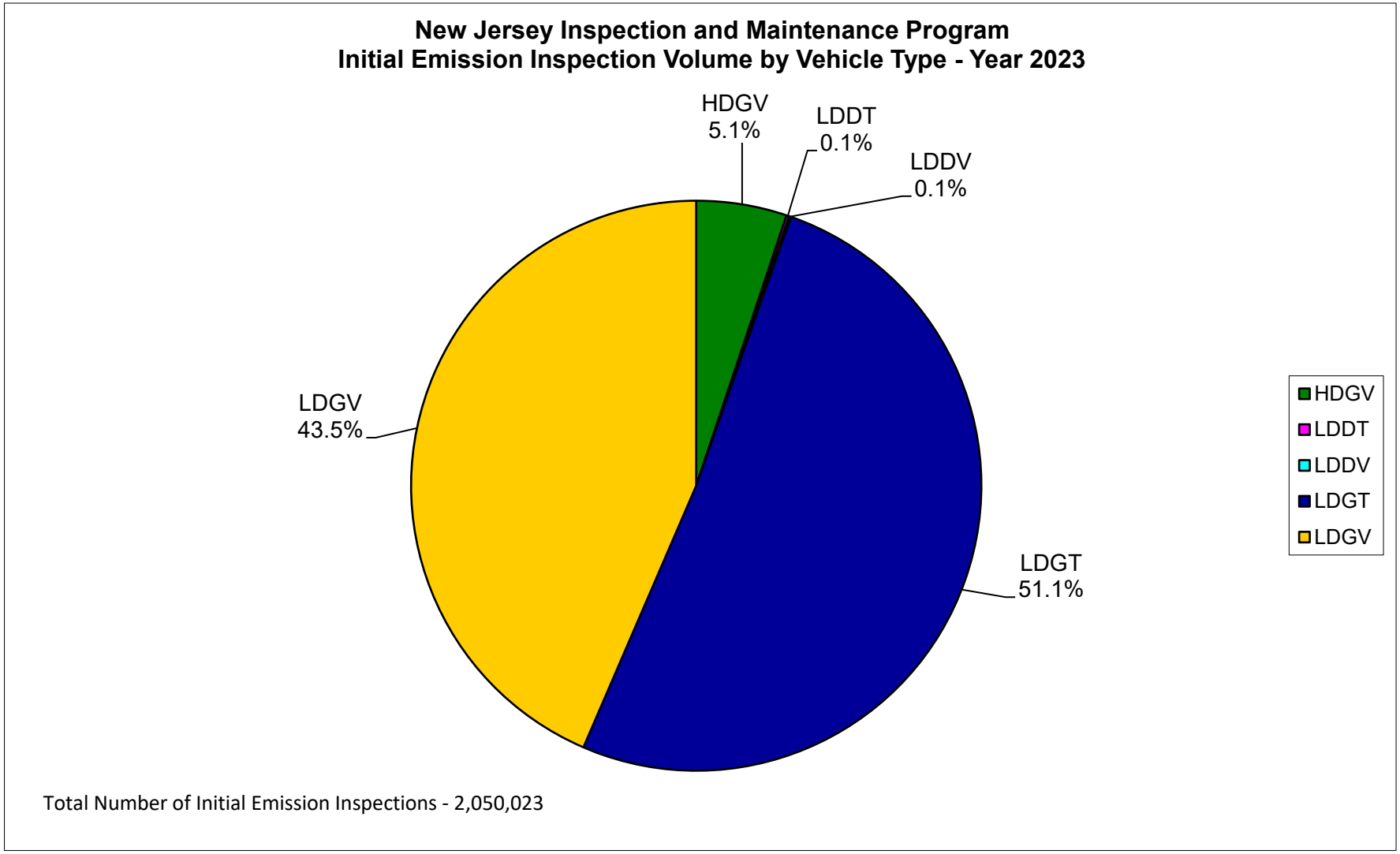

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type - Year 2023
HDGV
5.1%
LDDT
0.1%
LDDV
0.1%
LDGV
43.5%
LDGT
51.1%
HDGV
LDDT
LDDV
LDGT
LDGV
Total Number of Initial Emission Inspections - 2,050,023

Figure D-1

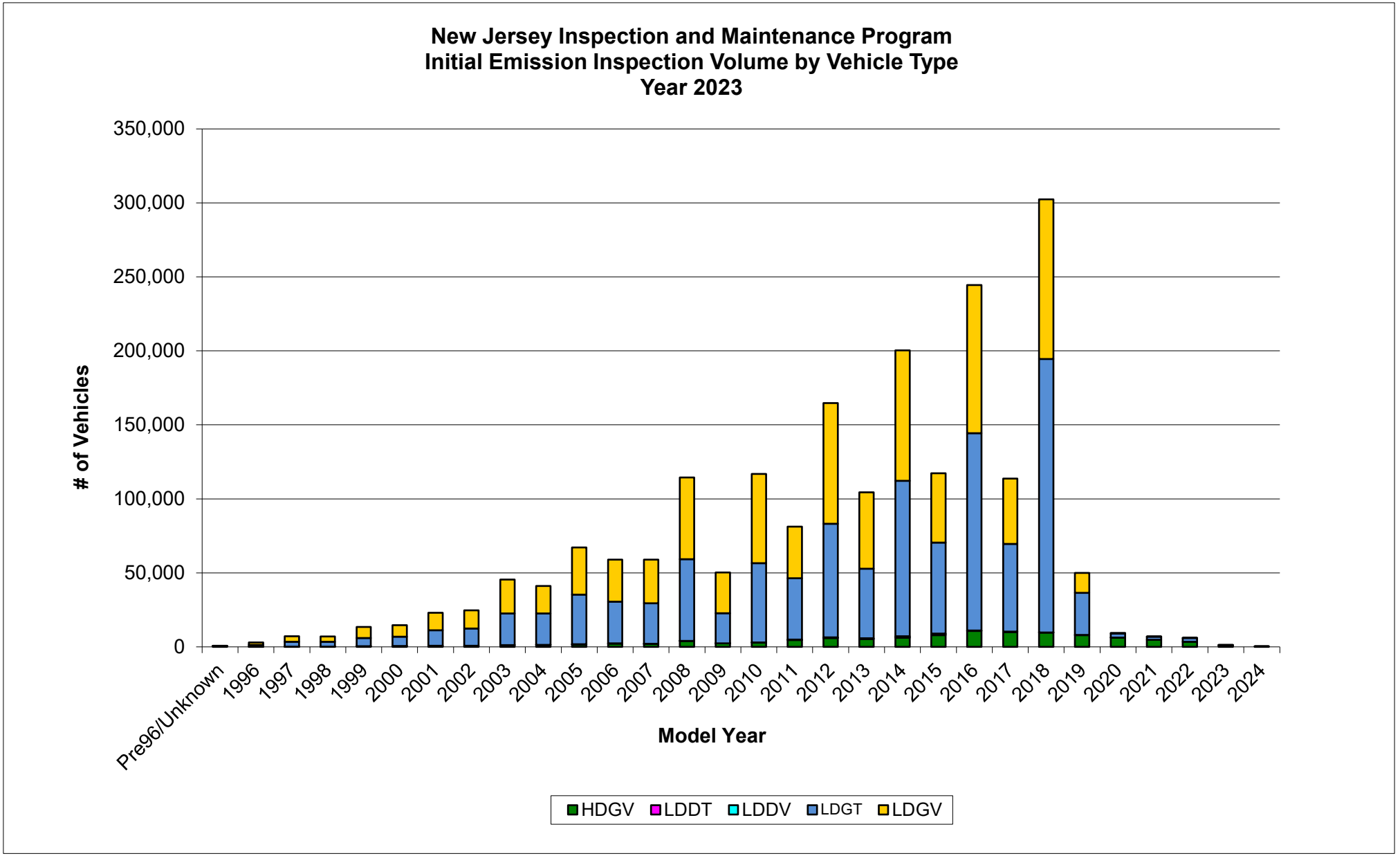

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2023
# of Vehicles
350,000
300,000
250,000
200,000
150,000
100,000
50,000
0
Pre96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
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 2023

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	438	2	436	0.5%	0	0	0	-	438	2	436	0.5%
Pre 96/Unknown	LDDT	2	0	2	0.0%	0	0	0	-	2	0	2	0.0%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	140	0	140	0.0%	0	0	0	-	140	0	140	0.0%
Pre 96/Unknown	LDGV	9	0	9	0.0%	0	0	0	-	9	0	9	0.0%
1996	HDGV	106	0	106	0.0%	0	0	0	-	106	0	106	0.0%
1996	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGT	1,260	168	1,092	13.3%	1,259	166	1,093	13.2%	1	0	1	0.0%
1996	LDGV	1,601	209	1,392	13.1%	1,599	207	1,392	12.9%	2	0	2	0.0%
1997	HDGV	194	1	193	0.5%	0	0	0	-	194	1	193	0.5%
1997	LDDT	2	0	2	0.0%	1	0	1	0.0%	1	0	1	0.0%
1997	LDDV	11	1	10	9.1%	11	1	10	9.1%	0	0	0	-
1997	LDGT	3,227	401	2,826	12.4%	3,226	394	2,832	12.2%	1	0	1	0.0%
1997	LDGV	3,710	468	3,242	12.6%	3,705	460	3,245	12.4%	5	0	5	0.0%
1998	HDGV	141	0	141	0.0%	0	0	0	-	141	0	141	0.0%
1998	LDDT	3	1	2	33.3%	1	1	0	100.0%	2	0	2	0.0%
1998	LDDV	22	2	20	9.1%	22	2	20	9.1%	0	0	0	-
1998	LDGT	3,219	487	2,732	15.1%	3,218	483	2,735	15.0%	1	0	1	0.0%
1998	LDGV	3,677	518	3,159	14.1%	3,675	509	3,166	13.9%	2	0	2	0.0%
1999	HDGV	384	2	382	0.5%	0	0	0	-	384	2	382	0.5%
1999	LDDT	3	0	3	0.0%	3	0	3	0.0%	0	0	0	-
1999	LDDV	42	2	40	4.8%	42	1	41	2.4%	0	0	0	-
1999	LDGT	5,600	780	4,820	13.9%	5,600	766	4,834	13.7%	0	0	0	-
1999	LDGV	7,375	913	6,462	12.4%	7,375	903	6,472	12.2%	0	0	0	-

Table E (Page 1 of 18)

[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 2023

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	557	3	554	0.5%	0	0	0	-	557	3	554	0.5%
2000	LDDT	1	0	1	0.0%	1	0	1	0.0%	0	0	0	-
2000	LDDV	21	1	20	4.8%	21	1	20	4.8%	0	0	0	-
2000	LDGT	6,316	990	5,326	15.7%	6,316	982	5,334	15.5%	0	0	0	-
2000	LDGV	7,807	1,187	6,620	15.2%	7,807	1,175	6,632	15.1%	0	0	0	-
2001	HDGV	668	2	666	0.3%	0	0	0	-	668	2	666	0.3%
2001	LDDT	1	0	1	0.0%	1	0	1	0.0%	0	0	0	-
2001	LDDV	15	1	14	6.7%	15	1	14	6.7%	0	0	0	-
2001	LDGT	10,466	2,221	8,245	21.2%	10,466	2,207	8,259	21.1%	0	0	0	-
2001	LDGV	11,873	2,258	9,615	19.0%	11,873	2,246	9,627	18.9%	0	0	0	-
2002	HDGV	739	8	731	1.1%	0	0	0	-	739	8	731	1.1%
2002	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2002	LDDV	27	1	26	3.7%	27	1	26	3.7%	0	0	0	-
2002	LDGT	11,607	2,363	9,244	20.4%	11,607	2,347	9,260	20.2%	0	0	0	-
2002	LDGV	12,334	2,338	9,996	19.0%	12,333	2,321	10,012	18.8%	1	0	1	0.0%
2003	HDGV	1,160	3	1,157	0.3%	0	0	0	-	1,160	3	1,157	0.3%
2003	LDDT	1	0	1	0.0%	1	0	1	0.0%	0	0	0	-
2003	LDDV	55	1	54	1.8%	55	1	54	1.8%	0	0	0	-
2003	LDGT	21,416	3,588	17,828	16.8%	21,416	3,564	17,852	16.6%	0	0	0	-
2003	LDGV	22,805	3,437	19,368	15.1%	22,805	3,424	19,381	15.0%	0	0	0	-
2004	HDGV	1,374	1	1,373	0.1%	0	0	0	-	1,374	1	1,373	0.1%
2004	LDDT	1	1	0	100.0%	1	1	0	100.0%	0	0	0	-
2004	LDDV	33	3	30	9.1%	33	3	30	9.1%	0	0	0	-
2004	LDGT	21,114	3,672	17,442	17.4%	21,114	3,635	17,479	17.2%	0	0	0	-
2004	LDGV	18,612	3,048	15,564	16.4%	18,612	3,021	15,591	16.2%	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 2023

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	1,596	3	1,593	0.2%	0	0	0	-	1,596	3	1,593	0.2%
2005	LDDT	18	1	17	5.6%	18	1	17	5.6%	0	0	0	-
2005	LDDV	163	22	141	13.5%	163	22	141	13.5%	0	0	0	-
2005	LDGT	33,539	4,958	28,581	14.8%	33,539	4,922	28,617	14.7%	0	0	0	-
2005	LDGV	31,858	4,203	27,655	13.2%	31,858	4,172	27,686	13.1%	0	0	0	-
2006	HDGV	2,267	7	2,260	0.3%	0	0	0	-	2,267	7	2,260	0.3%
2006	LDDT	19	1	18	5.3%	19	1	18	5.3%	0	0	0	-
2006	LDDV	146	13	133	8.9%	146	12	134	8.2%	0	0	0	-
2006	LDGT	28,130	4,167	23,963	14.8%	28,130	4,141	23,989	14.7%	0	0	0	-
2006	LDGV	28,385	3,841	24,544	13.5%	28,385	3,820	24,565	13.5%	0	0	0	-
2007	HDGV	2,021	2	2,019	0.1%	0	0	0	-	2,021	2	2,019	0.1%
2007	LDDT	41	2	39	4.9%	41	2	39	4.9%	0	0	0	-
2007	LDDV	13	1	12	7.7%	13	1	12	7.7%	0	0	0	-
2007	LDGT	27,381	3,846	23,535	14.0%	27,381	3,824	23,557	14.0%	0	0	0	-
2007	LDGV	29,545	3,648	25,897	12.3%	29,545	3,621	25,924	12.3%	0	0	0	-
2008	HDGV	4,008	524	3,484	13.1%	3,821	520	3,301	13.6%	187	1	186	0.5%
2008	LDDT	95	4	91	4.2%	95	4	91	4.2%	0	0	0	-
2008	LDDV	44	5	39	11.4%	44	5	39	11.4%	0	0	0	-
2008	LDGT	55,080	5,556	49,524	10.1%	55,080	5,512	49,568	10.0%	0	0	0	-
2008	LDGV	55,319	5,168	50,151	9.3%	55,319	5,144	50,175	9.3%	0	0	0	-
2009	HDGV	2,330	386	1,944	16.6%	2,241	386	1,855	17.2%	89	0	89	0.0%
2009	LDDT	48	18	30	37.5%	48	18	30	37.5%	0	0	0	-
2009	LDDV	21	6	15	28.6%	21	6	15	28.6%	0	0	0	-
2009	LDGT	20,397	2,707	17,690	13.3%	20,397	2,691	17,706	13.2%	0	0	0	-
2009	LDGV	27,537	3,016	24,521	11.0%	27,530	2,998	24,532	10.9%	7	0	7	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 2023

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	2,893	447	2,446	15.5%	2,764	441	2,323	16.0%	129	1	128	0.8%
2010	LDDT	98	26	72	26.5%	98	26	72	26.5%	0	0	0	-
2010	LDDV	51	12	39	23.5%	51	12	39	23.5%	0	0	0	-
2010	LDGT	53,607	4,836	48,771	9.0%	53,607	4,809	48,798	9.0%	0	0	0	-
2010	LDGV	60,266	4,603	55,663	7.6%	60,266	4,583	55,683	7.6%	0	0	0	-
2011	HDGV	4,690	635	4,055	13.5%	4,132	628	3,504	15.2%	558	1	557	0.2%
2011	LDDT	122	32	90	26.2%	122	32	90	26.2%	0	0	0	-
2011	LDDV	107	31	76	29.0%	107	31	76	29.0%	0	0	0	-
2011	LDGT	41,379	4,084	37,295	9.9%	41,379	4,072	37,307	9.8%	0	0	0	-
2011	LDGV	34,843	2,868	31,975	8.2%	34,843	2,846	31,997	8.2%	0	0	0	-
2012	HDGV	6,031	706	5,325	11.7%	5,384	702	4,682	13.0%	647	2	645	0.3%
2012	LDDT	283	70	213	24.7%	283	70	213	24.7%	0	0	0	-
2012	LDDV	199	31	168	15.6%	199	30	169	15.1%	0	0	0	-
2012	LDGT	76,845	5,282	71,563	6.9%	76,845	5,263	71,582	6.8%	0	0	0	-
2012	LDGV	81,437	5,215	76,222	6.4%	81,437	5,189	76,248	6.4%	0	0	0	-
2013	HDGV	5,296	530	4,766	10.0%	4,556	527	4,029	11.6%	740	1	739	0.1%
2013	LDDT	161	36	125	22.4%	161	36	125	22.4%	0	0	0	-
2013	LDDV	224	38	186	17.0%	224	38	186	17.0%	0	0	0	-
2013	LDGT	46,954	3,416	43,538	7.3%	46,954	3,405	43,549	7.3%	0	0	0	-
2013	LDGV	51,622	3,782	47,840	7.3%	51,622	3,761	47,861	7.3%	0	0	0	-
2014	HDGV	6,198	598	5,600	9.6%	5,259	583	4,676	11.1%	939	12	927	1.3%
2014	LDDT	607	80	527	13.2%	607	80	527	13.2%	0	0	0	-
2014	LDDV	683	102	581	14.9%	683	101	582	14.8%	0	0	0	-
2014	LDGT	104,988	5,027	99,961	4.8%	104,988	5,001	99,987	4.8%	0	0	0	-
2014	LDGV	88,221	4,289	83,932	4.9%	88,221	4,257	83,964	4.8%	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 2023

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	8,000	695	7,305	8.7%	7,018	676	6,342	9.6%	982	15	967	1.5%
2015	LDDT	366	49	317	13.4%	366	49	317	13.4%	0	0	0	-
2015	LDDV	259	24	235	9.3%	259	24	235	9.3%	0	0	0	-
2015	LDGT	61,477	2,986	58,491	4.9%	61,477	2,973	58,504	4.8%	0	0	0	-
2015	LDGV	46,869	2,825	44,044	6.0%	46,869	2,808	44,061	6.0%	0	0	0	-
2016	HDGV	10,745	677	10,068	6.3%	9,167	661	8,506	7.2%	1,578	15	1,563	1.0%
2016	LDDT	475	61	414	12.8%	475	60	415	12.6%	0	0	0	-
2016	LDDV	73	4	69	5.5%	73	4	69	5.5%	0	0	0	-
2016	LDGT	133,368	3,942	129,426	3.0%	133,367	3,928	129,439	2.9%	1	0	1	0.0%
2016	LDGV	100,131	3,565	96,566	3.6%	100,131	3,532	96,599	3.5%	0	0	0	-
2017	HDGV	9,979	524	9,455	5.3%	8,604	504	8,100	5.9%	1,375	17	1,358	1.2%
2017	LDDT	214	18	196	8.4%	214	18	196	8.4%	0	0	0	-
2017	LDDV	45	13	32	28.9%	45	13	32	28.9%	0	0	0	-
2017	LDGT	59,188	2,043	57,145	3.5%	59,188	2,039	57,149	3.4%	0	0	0	-
2017	LDGV	44,188	1,762	42,426	4.0%	44,188	1,749	42,439	4.0%	0	0	0	-
2018	HDGV	9,655	438	9,217	4.5%	8,447	418	8,029	4.9%	1,208	18	1,190	1.5%
2018	LDDT	412	39	373	9.5%	412	39	373	9.5%	0	0	0	-
2018	LDDV	69	2	67	2.9%	69	2	67	2.9%	0	0	0	-
2018	LDGT	184,665	3,737	180,928	2.0%	184,665	3,720	180,945	2.0%	0	0	0	-
2018	LDGV	107,863	3,093	104,770	2.9%	107,863	3,056	104,807	2.8%	0	0	0	-
2019	HDGV	7,998	297	7,701	3.7%	6,381	272	6,109	4.3%	1,617	22	1,595	1.4%
2019	LDDT	10	1	9	10.0%	10	1	9	10.0%	0	0	0	-
2019	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2019	LDGT	28,410	569	27,841	2.0%	28,410	566	27,844	2.0%	0	0	0	-
2019	LDGV	13,518	325	13,193	2.4%	13,518	320	13,198	2.4%	0	0	0	-

[1] Vehicles that did not receive an OBDII Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2023

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	6,252	302	5,950	4.8%	4,817	286	4,531	5.9%	1,435	15	1,420	1.0%
2020	LDDT	6	3	3	50.0%	6	3	3	50.0%	0	0	0	-
2020	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2020	LDGT	2,628	102	2,526	3.9%	2,524	102	2,422	4.0%	104	0	104	0.0%
2020	LDGV	491	22	469	4.5%	491	22	469	4.5%	0	0	0	-
2021	HDGV	4,732	229	4,503	4.8%	3,320	218	3,102	6.6%	1,412	11	1,401	0.8%
2021	LDDT	23	3	20	13.0%	23	3	20	13.0%	0	0	0	-
2021	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2021	LDGT	2,165	68	2,097	3.1%	1,933	67	1,866	3.5%	232	0	232	0.0%
2021	LDGV	160	3	157	1.9%	160	3	157	1.9%	0	0	0	-
2022	HDGV	3,514	163	3,351	4.6%	2,325	154	2,171	6.6%	1,189	9	1,180	0.8%
2022	LDDT	16	3	13	18.8%	16	3	13	18.8%	0	0	0	-
2022	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2022	LDGT	2,449	105	2,344	4.3%	2,449	104	2,345	4.2%	0	0	0	-
2022	LDGV	123	5	118	4.1%	123	5	118	4.1%	0	0	0	-
2023	HDGV	1,056	8	1,048	0.8%	310	5	305	1.6%	746	3	743	0.4%
2023	LDDT	2	0	2	0.0%	2	0	2	0.0%	0	0	0	-
2023	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2023	LDGT	163	5	158	3.1%	163	5	158	3.1%	0	0	0	-
2023	LDGV	21	0	21	0.0%	21	0	21	0.0%	0	0	0	-
2024	HDGV	258	2	256	0.8%	0	0	0	-	258	2	256	0.8%
2024	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2024	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2024	LDGT	12	0	12	0.0%	12	0	12	0.0%	0	0	0	-
2024	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
Totals		**2,050,023**	**146,675**	**1,903,348**	**7.2%**	**2,022,778**	**145,581**	**1,877,197**	**7.2%**	**27,245**	**179**	**27,066**	**0.7%**

[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 2023

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	-	432	1	431	0.23%	438	1	437	0.23%
Pre 96/Unknown	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	0	0	0	-	131	0	131	0.00%	140	0	140	0.00%
Pre 96/Unknown	LDGV	0	0	0	-	2	0	2	0.00%	9	0	9	0.00%
1996	HDGV	0	0	0	-	106	0	106	0.00%	106	0	106	0.00%
1996	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGT	1	0	1	0.00%	1,260	1	1,259	0.08%	1,260	0	1,260	0.00%
1996	LDGV	2	0	2	0.00%	1,601	3	1,598	0.19%	1,601	1	1,600	0.06%
1997	HDGV	0	0	0	-	194	1	193	0.52%	194	0	194	0.00%
1997	LDDT	1	0	1	0.00%	1	0	1	0.00%	2	0	2	0.00%
1997	LDDV	0	0	0	-	0	0	0	-	11	0	11	0.00%
1997	LDGT	1	0	1	0.00%	3,227	9	3,218	0.28%	3,227	4	3,223	0.12%
1997	LDGV	5	0	5	0.00%	3,710	8	3,702	0.22%	3,710	2	3,708	0.05%
1998	HDGV	0	0	0	-	141	0	141	0.00%	141	0	141	0.00%
1998	LDDT	2	0	2	0.00%	2	0	2	0.00%	3	0	3	0.00%
1998	LDDV	0	0	0	-	0	0	0	-	22	0	22	0.00%
1998	LDGT	1	0	1	0.00%	3,219	7	3,212	0.22%	3,219	2	3,217	0.06%
1998	LDGV	2	0	2	0.00%	3,677	10	3,667	0.27%	3,677	2	3,675	0.05%
1999	HDGV	0	0	0	-	384	1	383	0.26%	384	0	384	0.00%
1999	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
1999	LDDV	0	0	0	-	0	0	0	-	42	1	41	2.38%
1999	LDGT	0	0	0	-	5,600	7	5,593	0.13%	5,600	6	5,594	0.11%
1999	LDGV	0	0	0	-	7,375	7	7,368	0.09%	7,375	5	7,370	0.07%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2023

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	-	557	3	554	0.54%	557	0	557	0.00%
2000	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
2000	LDDV	0	0	0	-	0	0	0	-	21	0	21	0.00%
2000	LDGT	0	0	0	-	6,316	11	6,305	0.17%	6,316	11	6,305	0.17%
2000	LDGV	0	0	0	-	7,807	15	7,792	0.19%	7,807	8	7,799	0.10%
2001	HDGV	0	0	0	-	668	1	667	0.15%	668	0	668	0.00%
2001	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
2001	LDDV	0	0	0	-	0	0	0	-	15	0	15	0.00%
2001	LDGT	0	0	0	-	10,466	6	10,460	0.06%	10,466	14	10,452	0.13%
2001	LDGV	0	0	0	-	11,873	22	11,851	0.19%	11,873	6	11,867	0.05%
2002	HDGV	0	0	0	-	739	6	733	0.81%	739	1	738	0.14%
2002	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2002	LDDV	0	0	0	-	0	0	0	-	27	0	27	0.00%
2002	LDGT	0	0	0	-	11,607	12	11,595	0.10%	11,607	13	11,594	0.11%
2002	LDGV	1	0	1	0.00%	12,334	29	12,305	0.24%	12,334	12	12,322	0.10%
2003	HDGV	0	0	0	-	1,160	1	1,159	0.09%	1,160	2	1,158	0.17%
2003	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
2003	LDDV	0	0	0	-	0	0	0	-	55	0	55	0.00%
2003	LDGT	0	0	0	-	21,416	22	21,394	0.10%	21,416	30	21,386	0.14%
2003	LDGV	0	0	0	-	22,805	22	22,783	0.10%	22,805	12	22,793	0.05%
2004	HDGV	0	0	0	-	1,374	0	1,374	0.00%	1,374	0	1,374	0.00%
2004	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
2004	LDDV	0	0	0	-	0	0	0	-	33	0	33	0.00%
2004	LDGT	0	0	0	-	21,114	19	21,095	0.09%	21,114	40	21,074	0.19%
2004	LDGV	0	0	0	-	18,612	35	18,577	0.19%	18,612	12	18,600	0.06%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2023

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	-	1,596	0	1,596	0.00%	1,596	1	1,595	0.06%
2005	LDDT	0	0	0	-	0	0	0	-	18	0	18	0.00%
2005	LDDV	0	0	0	-	0	0	0	-	163	0	163	0.00%
2005	LDGT	0	0	0	-	33,539	17	33,522	0.05%	33,539	33	33,506	0.10%
2005	LDGV	0	0	0	-	31,858	32	31,826	0.10%	31,858	18	31,840	0.06%
2006	HDGV	0	0	0	-	2,267	1	2,266	0.04%	2,267	2	2,265	0.09%
2006	LDDT	0	0	0	-	0	0	0	-	19	0	19	0.00%
2006	LDDV	0	0	0	-	0	0	0	-	146	1	145	0.68%
2006	LDGT	0	0	0	-	28,130	11	28,119	0.04%	28,130	27	28,103	0.10%
2006	LDGV	0	0	0	-	28,385	21	28,364	0.07%	28,385	17	28,368	0.06%
2007	HDGV	0	0	0	-	2,021	0	2,021	0.00%	2,021	0	2,021	0.00%
2007	LDDT	0	0	0	-	0	0	0	-	41	0	41	0.00%
2007	LDDV	0	0	0	-	0	0	0	-	13	0	13	0.00%
2007	LDGT	0	0	0	-	27,381	10	27,371	0.04%	27,381	26	27,355	0.09%
2007	LDGV	0	0	0	-	29,545	27	29,518	0.09%	29,545	15	29,530	0.05%
2008	HDGV	0	0	0	-	4,008	2	4,006	0.05%	4,008	2	4,006	0.05%
2008	LDDT	0	0	0	-	0	0	0	-	95	0	95	0.00%
2008	LDDV	0	0	0	-	0	0	0	-	44	0	44	0.00%
2008	LDGT	0	0	0	-	55,080	13	55,067	0.02%	55,080	39	55,041	0.07%
2008	LDGV	0	0	0	-	55,319	20	55,299	0.04%	55,319	14	55,305	0.03%
2009	HDGV	0	0	0	-	2,330	1	2,329	0.04%	2,330	0	2,330	0.00%
2009	LDDT	0	0	0	-	0	0	0	-	48	0	48	0.00%
2009	LDDV	0	0	0	-	0	0	0	-	21	0	21	0.00%
2009	LDGT	0	0	0	-	20,397	15	20,382	0.07%	20,397	16	20,381	0.08%
2009	LDGV	7	0	7	0.00%	27,537	18	27,519	0.07%	27,537	10	27,527	0.04%

Table E

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2023

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	-	2,893	0	2,893	0.00%	2,893	0	2,893	0.00%
2010	LDDT	0	0	0	-	0	0	0	-	98	0	98	0.00%
2010	LDDV	0	0	0	-	0	0	0	-	51	0	51	0.00%
2010	LDGT	0	0	0	-	53,607	9	53,598	0.02%	53,607	17	53,590	0.03%
2010	LDGV	0	0	0	-	60,266	17	60,249	0.03%	60,266	3	60,263	0.00%
2011	HDGV	0	0	0	-	4,690	3	4,687	0.06%	4,690	1	4,689	0.02%
2011	LDDT	0	0	0	-	0	0	0	-	122	0	122	0.00%
2011	LDDV	0	0	0	-	0	0	0	-	107	0	107	0.00%
2011	LDGT	0	0	0	-	41,379	5	41,374	0.01%	41,379	5	41,374	0.01%
2011	LDGV	0	0	0	-	34,843	19	34,824	0.05%	34,843	8	34,835	0.02%
2012	HDGV	0	0	0	-	6,031	2	6,029	0.03%	6,031	2	6,029	0.03%
2012	LDDT	0	0	0	-	0	0	0	-	283	0	283	0.00%
2012	LDDV	0	0	0	-	0	0	0	-	199	0	199	0.00%
2012	LDGT	0	0	0	-	76,845	8	76,837	0.01%	76,845	6	76,839	0.01%
2012	LDGV	0	0	0	-	81,437	21	81,416	0.03%	81,437	9	81,428	0.01%
2013	HDGV	0	0	0	-	5,296	1	5,295	0.02%	5,296	0	5,296	0.00%
2013	LDDT	0	0	0	-	0	0	0	-	161	0	161	0.00%
2013	LDDV	0	0	0	-	0	0	0	-	224	0	224	0.00%
2013	LDGT	0	0	0	-	46,954	8	46,946	0.02%	46,954	2	46,952	0.00%
2013	LDGV	0	0	0	-	51,622	24	51,598	0.05%	51,622	8	51,614	0.02%
2014	HDGV	939	11	928	1.17%	6,198	0	6,198	0.00%	6,198	0	6,198	0.00%
2014	LDDT	0	0	0	-	0	0	0	-	607	0	607	0.00%
2014	LDDV	0	0	0	-	0	0	0	-	683	0	683	0.00%
2014	LDGT	0	0	0	-	104,988	8	104,980	0.01%	104,988	10	104,978	0.01%
2014	LDGV	0	0	0	-	88,221	31	88,190	0.04%	88,221	4	88,217	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2023

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	982	12	970	1.22%	8,000	0	8,000	0.00%	8,000	2	7,998	0.03%
2015	LDDT	0	0	0	-	0	0	0	-	366	0	366	0.00%
2015	LDDV	0	0	0	-	0	0	0	-	259	0	259	0.00%
2015	LDGT	0	0	0	-	61,477	8	61,469	0.01%	61,477	2	61,475	0.00%
2015	LDGV	0	0	0	-	46,869	28	46,841	0.06%	46,869	2	46,867	0.00%
2016	HDGV	1,578	14	1,564	0.89%	10,745	0	10,745	0.00%	10,745	0	10,745	0.00%
2016	LDDT	0	0	0	-	0	0	0	-	475	1	474	0.21%
2016	LDDV	0	0	0	-	0	0	0	-	73	0	73	0.00%
2016	LDGT	1	0	1	0.00%	133,368	5	133,363	0.00%	133,368	4	133,364	0.00%
2016	LDGV	0	0	0	-	100,131	26	100,105	0.03%	100,131	5	100,126	0.00%
2017	HDGV	1,375	17	1,358	1.24%	9,979	0	9,979	0.00%	9,979	1	9,978	0.01%
2017	LDDT	0	0	0	-	0	0	0	-	214	0	214	0.00%
2017	LDDV	0	0	0	-	0	0	0	-	45	0	45	0.00%
2017	LDGT	0	0	0	-	59,188	3	59,185	0.01%	59,188	0	59,188	0.00%
2017	LDGV	0	0	0	-	44,188	21	44,167	0.05%	44,188	5	44,183	0.01%
2018	HDGV	1,208	15	1,193	1.24%	9,655	2	9,653	0.02%	9,655	0	9,655	0.00%
2018	LDDT	0	0	0	-	0	0	0	-	412	0	412	0.00%
2018	LDDV	0	0	0	-	0	0	0	-	69	0	69	0.00%
2018	LDGT	0	0	0	-	184,665	3	184,662	0.00%	184,665	10	184,655	0.01%
2018	LDGV	0	0	0	-	107,863	34	107,829	0.03%	107,863	9	107,854	0.01%
2019	HDGV	1,617	20	1,597	1.24%	7,998	2	7,996	0.03%	7,998	0	7,998	0.00%
2019	LDDT	0	0	0	-	0	0	0	-	10	0	10	0.00%
2019	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2019	LDGT	0	0	0	-	28,410	1	28,409	0.00%	28,410	2	28,408	0.01%
2019	LDGV	0	0	0	-	13,518	3	13,515	0.02%	13,518	2	13,516	0.01%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2023

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	1,435	14	1,421	0.98%	6,252	0	6,252	0.00%	6,252	0	6,252	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	104	0	104	0.00%	2,628	0	2,628	0.00%	2,628	0	2,628	0.00%
2020	LDGV	0	0	0	-	491	0	491	0.00%	491	0	491	0.00%
2021	HDGV	1,412	11	1,401	0.78%	4,732	0	4,732	0.00%	4,732	0	4,732	0.00%
2021	LDDT	0	0	0	-	0	0	0	-	23	0	23	0.00%
2021	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2021	LDGT	232	0	232	0.00%	2,165	0	2,165	0.00%	2,165	0	2,165	0.00%
2021	LDGV	0	0	0	-	160	0	160	0.00%	160	0	160	0.00%
2022	HDGV	1,189	8	1,181	0.67%	3,514	0	3,514	0.00%	3,514	0	3,514	0.00%
2022	LDDT	0	0	0	-	0	0	0	-	16	0	16	0.00%
2022	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2022	LDGT	0	0	0	-	2,449	1	2,448	0.04%	2,449	0	2,449	0.00%
2022	LDGV	0	0	0	-	123	0	123	0.00%	123	0	123	0.00%
2023	HDGV	746	3	743	0.40%	1,056	0	1,056	0.00%	1,056	0	1,056	0.00%
2023	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
2023	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2023	LDGT	0	0	0	-	163	0	163	0.00%	163	0	163	0.00%
2023	LDGV	0	0	0	-	21	0	21	0.00%	21	0	21	0.00%
2024	HDGV	258	2	256	0.78%	258	0	258	0.00%	258	0	258	0.00%
2024	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2024	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2024	LDGT	0	0	0	-	12	0	12	0.00%	12	0	12	0.00%
2024	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
Totals		**13,099**	**127**	**12,972**	**0.97%**	**2,044,651**	**740**	**2,043,911**	**0.04%**	**2,050,023**	**526**	**2,049,497**	**0.03%**

Table E (Page 12 of 18)

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2023

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	438	0	438	0.00%	438	0	438	0.00%
Pre 96/Unknown	LDDT	2	0	2	0.00%	2	0	2	0.00%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	140	0	140	0.00%	140	0	140	0.00%
Pre 96/Unknown	LDGV	9	0	9	0.00%	9	0	9	0.00%
1996	HDGV	106	0	106	0.00%	106	0	106	0.00%
1996	LDDT	0	0	0	-	0	0	0	-
1996	LDDV	0	0	0	-	0	0	0	-
1996	LDGT	1,260	0	1,260	0.00%	1,260	1	1,259	0.08%
1996	LDGV	1,601	0	1,601	0.00%	1,601	0	1,601	0.00%
1997	HDGV	194	0	194	0.00%	194	0	194	0.00%
1997	LDDT	2	0	2	0.00%	2	0	2	0.00%
1997	LDDV	11	0	11	0.00%	11	0	11	0.00%
1997	LDGT	3,227	1	3,226	0.03%	3,227	2	3,225	0.06%
1997	LDGV	3,710	0	3,710	0.00%	3,710	0	3,710	0.00%
1998	HDGV	141	0	141	0.00%	141	0	141	0.00%
1998	LDDT	3	0	3	0.00%	3	0	3	0.00%
1998	LDDV	22	0	22	0.00%	22	0	22	0.00%
1998	LDGT	3,219	0	3,219	0.00%	3,219	4	3,215	0.12%
1998	LDGV	3,677	0	3,677	0.00%	3,677	0	3,677	0.00%
1999	HDGV	384	0	384	0.00%	384	1	383	0.26%
1999	LDDT	3	0	3	0.00%	3	0	3	0.00%
1999	LDDV	42	0	42	0.00%	42	0	42	0.00%
1999	LDGT	5,600	2	5,598	0.04%	5,600	4	5,596	0.07%
1999	LDGV	7,375	2	7,373	0.03%	7,375	4	7,371	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 2023

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	557	0	557	0.00%	557	0	557	0.00%
2000	LDDT	1	0	1	0.00%	1	0	1	0.00%
2000	LDDV	21	0	21	0.00%	21	0	21	0.00%
2000	LDGT	6,316	0	6,316	0.00%	6,316	3	6,313	0.05%
2000	LDGV	7,807	0	7,807	0.00%	7,807	2	7,805	0.03%
2001	HDGV	668	0	668	0.00%	668	1	667	0.15%
2001	LDDT	1	0	1	0.00%	1	0	1	0.00%
2001	LDDV	15	0	15	0.00%	15	0	15	0.00%
2001	LDGT	10,466	0	10,466	0.00%	10,466	6	10,460	0.06%
2001	LDGV	11,873	1	11,872	0.01%	11,873	1	11,872	0.01%
2002	HDGV	739	0	739	0.00%	739	2	737	0.27%
2002	LDDT	0	0	0	-	0	0	0	-
2002	LDDV	27	0	27	0.00%	27	0	27	0.00%
2002	LDGT	11,607	2	11,605	0.02%	11,607	3	11,604	0.03%
2002	LDGV	12,334	0	12,334	0.00%	12,334	3	12,331	0.02%
2003	HDGV	1,160	0	1,160	0.00%	1,160	0	1,160	0.00%
2003	LDDT	1	0	1	0.00%	1	0	1	0.00%
2003	LDDV	55	0	55	0.00%	55	0	55	0.00%
2003	LDGT	21,416	0	21,416	0.00%	21,416	5	21,411	0.02%
2003	LDGV	22,805	0	22,805	0.00%	22,805	3	22,802	0.01%
2004	HDGV	1,374	0	1,374	0.00%	1,374	1	1,373	0.07%
2004	LDDT	1	0	1	0.00%	1	0	1	0.00%
2004	LDDV	33	0	33	0.00%	33	0	33	0.00%
2004	LDGT	21,114	2	21,112	0.01%	21,114	10	21,104	0.05%
2004	LDGV	18,612	1	18,611	0.01%	18,612	6	18,606	0.03%

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2023

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	1,596	1	1,595	0.06%	1,596	1	1,595	0.06%
2005	LDDT	18	0	18	0.00%	18	0	18	0.00%
2005	LDDV	163	0	163	0.00%	163	0	163	0.00%
2005	LDGT	33,539	3	33,536	0.01%	33,539	9	33,530	0.03%
2005	LDGV	31,858	1	31,857	0.00%	31,858	4	31,854	0.01%
2006	HDGV	2,267	0	2,267	0.00%	2,267	4	2,263	0.18%
2006	LDDT	19	0	19	0.00%	19	0	19	0.00%
2006	LDDV	146	0	146	0.00%	146	1	145	0.68%
2006	LDGT	28,130	3	28,127	0.01%	28,130	6	28,124	0.02%
2006	LDGV	28,385	1	28,384	0.00%	28,385	2	28,383	0.01%
2007	HDGV	2,021	2	2,019	0.10%	2,021	0	2,021	0.00%
2007	LDDT	41	0	41	0.00%	41	0	41	0.00%
2007	LDDV	13	0	13	0.00%	13	0	13	0.00%
2007	LDGT	27,381	1	27,380	0.00%	27,381	9	27,372	0.03%
2007	LDGV	29,545	1	29,544	0.00%	29,545	9	29,536	0.03%
2008	HDGV	4,008	2	4,006	0.05%	4,008	8	4,000	0.20%
2008	LDDT	95	0	95	0.00%	95	0	95	0.00%
2008	LDDV	44	0	44	0.00%	44	0	44	0.00%
2008	LDGT	55,080	0	55,080	0.00%	55,080	12	55,068	0.02%
2008	LDGV	55,319	1	55,318	0.00%	55,319	8	55,311	0.01%
2009	HDGV	2,330	0	2,330	0.00%	2,330	1	2,329	0.04%
2009	LDDT	48	0	48	0.00%	48	0	48	0.00%
2009	LDDV	21	0	21	0.00%	21	0	21	0.00%
2009	LDGT	20,397	1	20,396	0.00%	20,397	3	20,394	0.01%
2009	LDGV	27,537	0	27,537	0.00%	27,537	4	27,533	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 2023

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	2,893	4	2,889	0.14%	2,893	4	2,889	0.14%
2010	LDDT	98	0	98	0.00%	98	0	98	0.00%
2010	LDDV	51	0	51	0.00%	51	0	51	0.00%
2010	LDGT	53,607	9	53,598	0.02%	53,607	9	53,598	0.02%
2010	LDGV	60,266	0	60,266	0.00%	60,266	7	60,259	0.01%
2011	HDGV	4,690	3	4,687	0.06%	4,690	3	4,687	0.06%
2011	LDDT	122	0	122	0.00%	122	0	122	0.00%
2011	LDDV	107	0	107	0.00%	107	0	107	0.00%
2011	LDGT	41,379	1	41,378	0.00%	41,379	6	41,373	0.01%
2011	LDGV	34,843	3	34,840	0.01%	34,843	3	34,840	0.01%
2012	HDGV	6,031	0	6,031	0.00%	6,031	3	6,028	0.05%
2012	LDDT	283	0	283	0.00%	283	0	283	0.00%
2012	LDDV	199	0	199	0.00%	199	1	198	0.50%
2012	LDGT	76,845	4	76,841	0.01%	76,845	4	76,841	0.01%
2012	LDGV	81,437	2	81,435	0.00%	81,437	6	81,431	0.01%
2013	HDGV	5,296	2	5,294	0.04%	5,296	1	5,295	0.02%
2013	LDDT	161	0	161	0.00%	161	0	161	0.00%
2013	LDDV	224	0	224	0.00%	224	0	224	0.00%
2013	LDGT	46,954	3	46,951	0.01%	46,954	4	46,950	0.01%
2013	LDGV	51,622	1	51,621	0.00%	51,622	4	51,618	0.01%
2014	HDGV	6,198	1	6,197	0.02%	6,198	5	6,193	0.08%
2014	LDDT	607	0	607	0.00%	607	0	607	0.00%
2014	LDDV	683	0	683	0.00%	683	1	682	0.15%
2014	LDGT	104,988	4	104,984	0.00%	104,988	9	104,979	0.01%
2014	LDGV	88,221	3	88,218	0.00%	88,221	5	88,216	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 2023

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	8,000	2	7,998	0.03%	8,000	4	7,996	0.05%
2015	LDDT	366	0	366	0.00%	366	0	366	0.00%
2015	LDDV	259	0	259	0.00%	259	0	259	0.00%
2015	LDGT	61,477	3	61,474	0.00%	61,477	5	61,472	0.01%
2015	LDGV	46,869	0	46,869	0.00%	46,869	4	46,865	0.01%
2016	HDGV	10,745	0	10,745	0.00%	10,745	4	10,741	0.04%
2016	LDDT	475	0	475	0.00%	475	0	475	0.00%
2016	LDDV	73	0	73	0.00%	73	0	73	0.00%
2016	LDGT	133,368	2	133,366	0.00%	133,368	8	133,360	0.01%
2016	LDGV	100,131	2	100,129	0.00%	100,131	7	100,124	0.01%
2017	HDGV	9,979	0	9,979	0.00%	9,979	4	9,975	0.04%
2017	LDDT	214	0	214	0.00%	214	0	214	0.00%
2017	LDDV	45	0	45	0.00%	45	0	45	0.00%
2017	LDGT	59,188	0	59,188	0.00%	59,188	3	59,185	0.01%
2017	LDGV	44,188	0	44,188	0.00%	44,188	0	44,188	0.00%
2018	HDGV	9,655	2	9,653	0.02%	9,655	1	9,654	0.01%
2018	LDDT	412	0	412	0.00%	412	0	412	0.00%
2018	LDDV	69	0	69	0.00%	69	0	69	0.00%
2018	LDGT	184,665	1	184,664	0.00%	184,665	9	184,656	0.00%
2018	LDGV	107,863	2	107,861	0.00%	107,863	8	107,855	0.01%
2019	HDGV	7,998	1	7,997	0.01%	7,998	4	7,994	0.05%
2019	LDDT	10	0	10	0.00%	10	0	10	0.00%
2019	LDDV	0	0	0	-	0	0	0	-
2019	LDGT	28,410	0	28,410	0.00%	28,410	0	28,410	0.00%
2019	LDGV	13,518	0	13,518	0.00%	13,518	1	13,517	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 2023

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	6,252	1	6,251	0.02%	6,252	1	6,251	0.02%
2020	LDDT	6	0	6	0.00%	6	0	6	0.00%
2020	LDDV	0	0	0	-	0	0	0	-
2020	LDGT	2,628	0	2,628	0.00%	2,628	0	2,628	0.00%
2020	LDGV	491	0	491	0.00%	491	0	491	0.00%
2021	HDGV	4,732	0	4,732	0.00%	4,732	1	4,731	0.02%
2021	LDDT	23	0	23	0.00%	23	0	23	0.00%
2021	LDDV	0	0	0	-	0	0	0	-
2021	LDGT	2,165	0	2,165	0.00%	2,165	1	2,164	0.05%
2021	LDGV	160	0	160	0.00%	160	0	160	0.00%
2022	HDGV	3,514	1	3,513	0.03%	3,514	0	3,514	0.00%
2022	LDDT	16	0	16	0.00%	16	0	16	0.00%
2022	LDDV	0	0	0	-	0	0	0	-
2022	LDGT	2,449	0	2,449	0.00%	2,449	0	2,449	0.00%
2022	LDGV	123	0	123	0.00%	123	0	123	0.00%
2023	HDGV	1,056	0	1,056	0.00%	1,056	0	1,056	0.00%
2023	LDDT	2	0	2	0.00%	2	0	2	0.00%
2023	LDDV	0	0	0	-	0	0	0	-
2023	LDGT	163	0	163	0.00%	163	0	163	0.00%
2023	LDGV	21	0	21	0.00%	21	0	21	0.00%
2024	HDGV	258	0	258	0.00%	258	0	258	0.00%
2024	LDDT	0	0	0	-	0	0	0	-
2024	LDDV	0	0	0	-	0	0	0	-
2024	LDGT	12	0	12	0.00%	12	0	12	0.00%
2024	LDGV	0	0	0	-	0	0	0	-
Totals		**2,050,023**	**85**	**2,049,938**	**0.004%**	**2,050,023**	**283**	**2,049,740**	**0.01%**

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

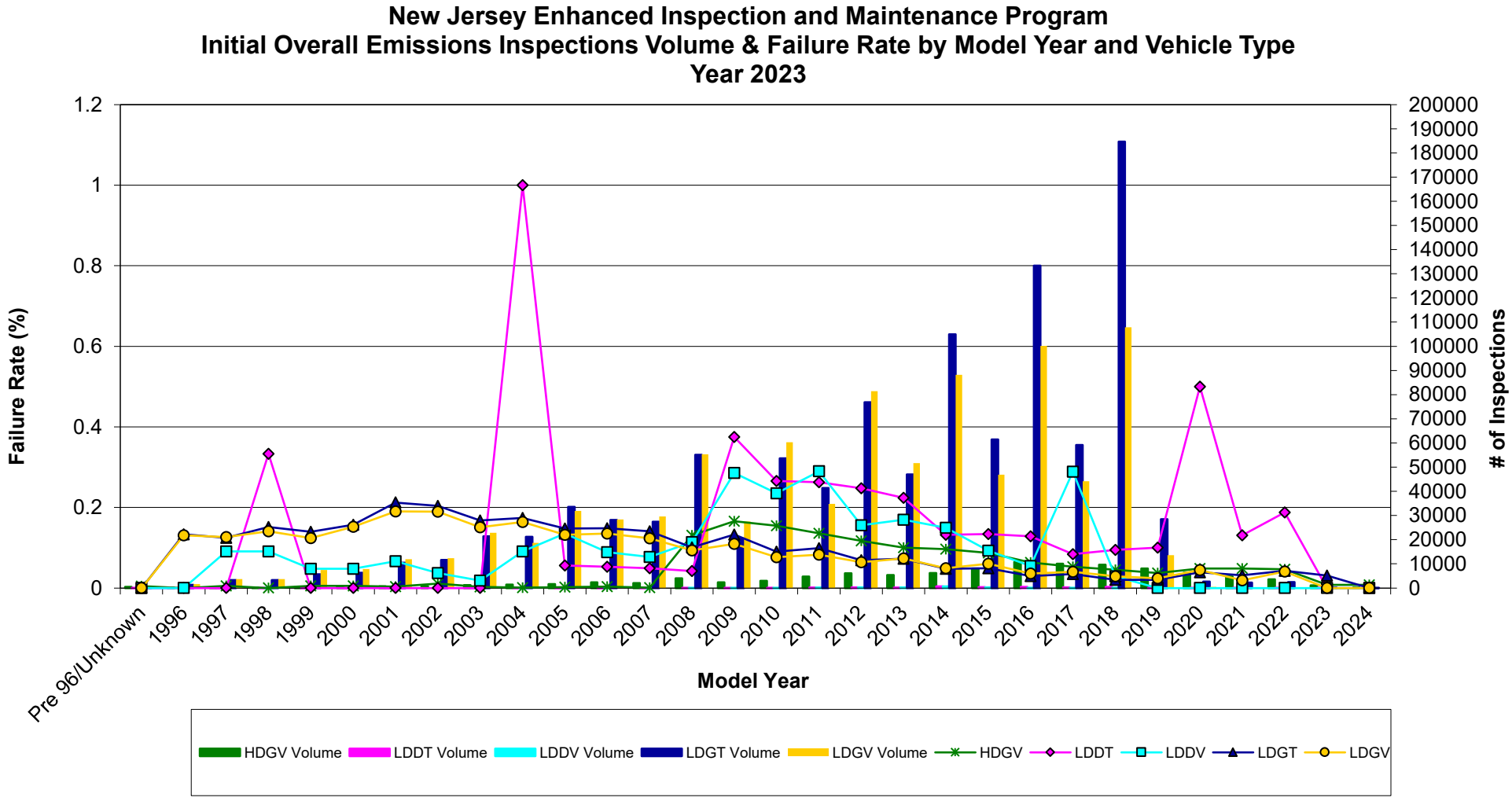

New Jersey Enhanced Inspection and Maintenance Program
Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2023
Failure Rate (%)
# of Inspections
Model Year
Pre 96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGV
LDDT
LDDV
LDGT
LDGV

Figure E-1

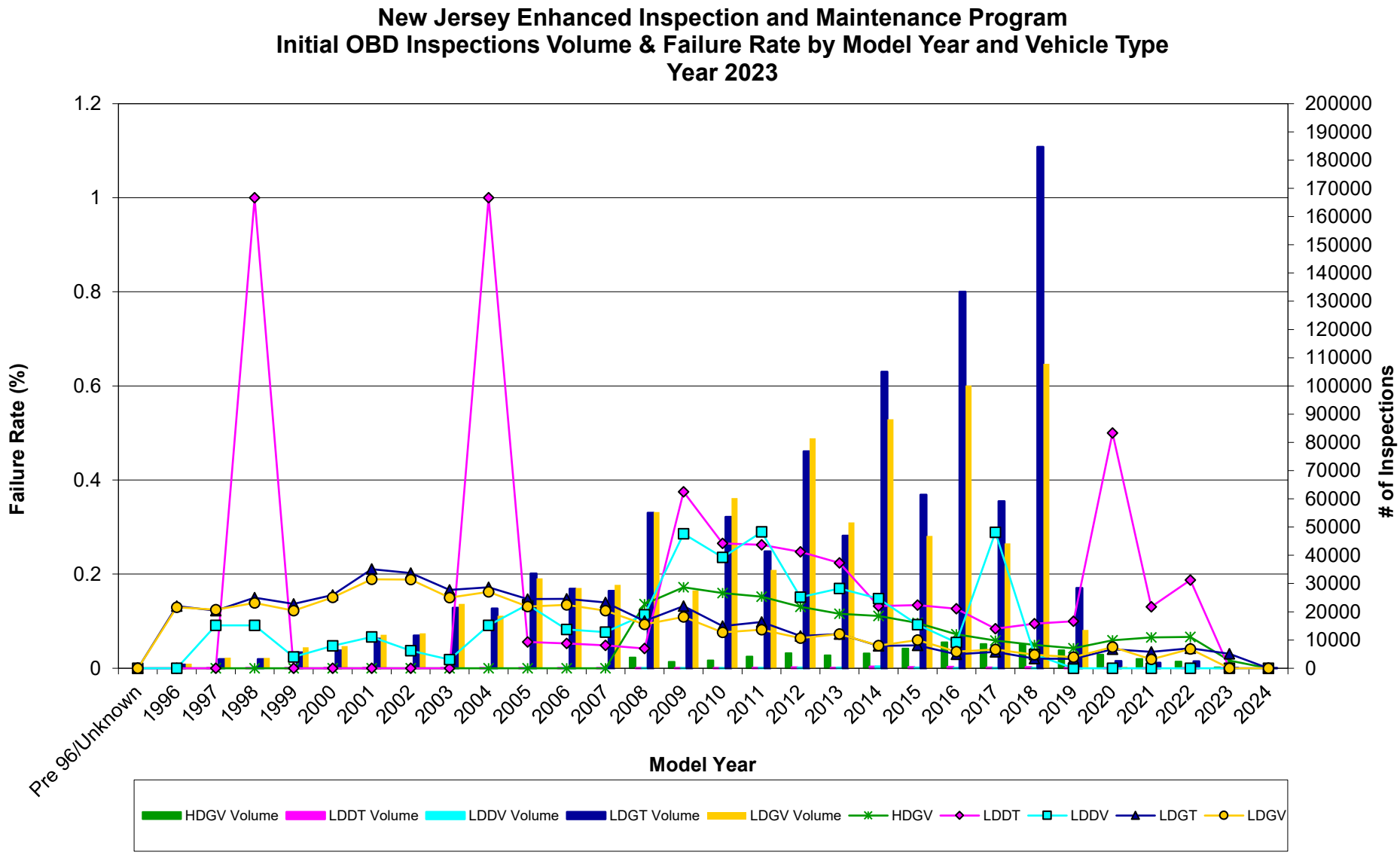

New Jersey Enhanced Inspection and Maintenance Program
Initial OBD Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2023
Failure Rate (%)
# of Inspections
Model Year
Pre 96/Unknown
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGV
LDDT
LDDV
LDGT
LDGV

Figure E-2

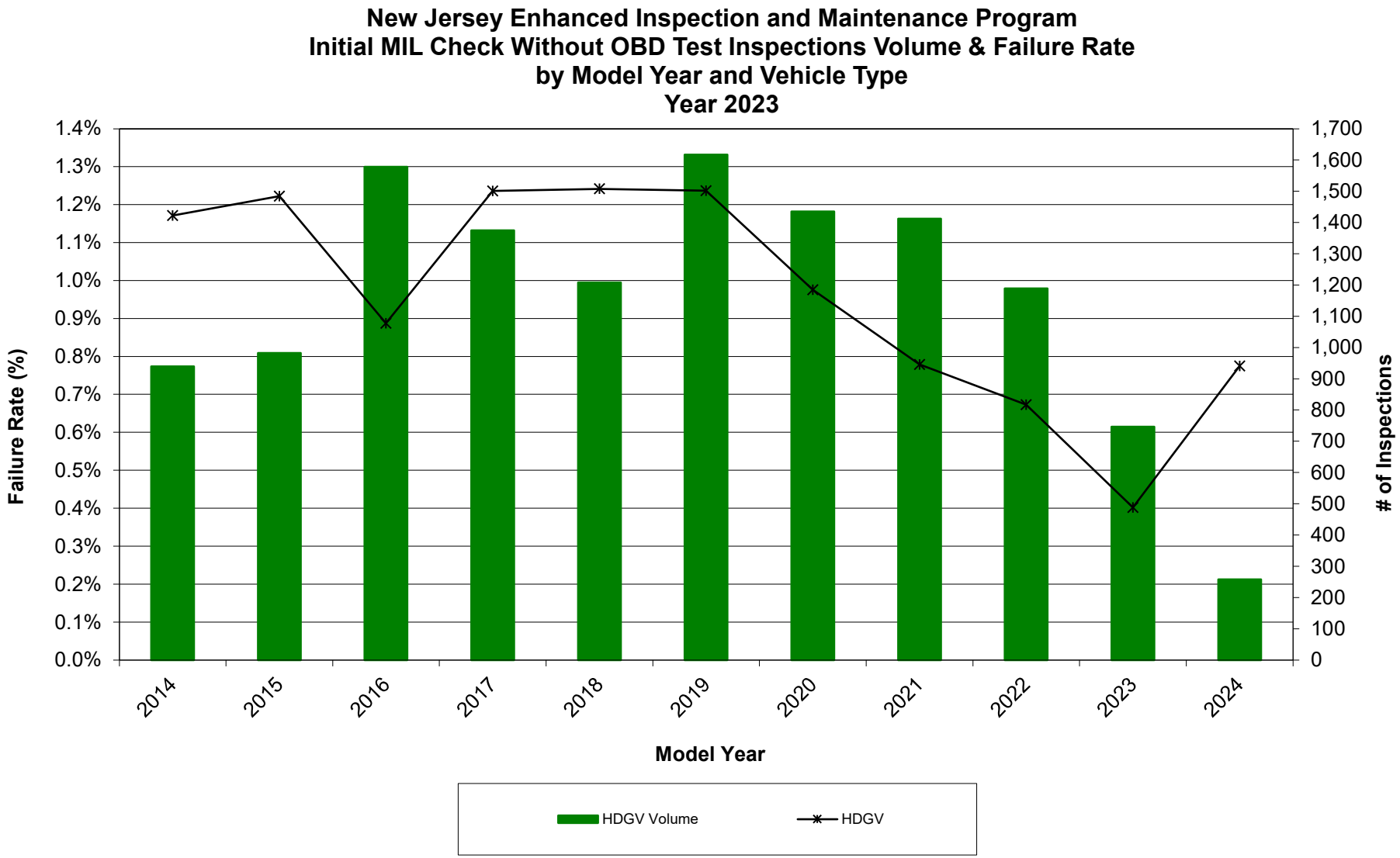

New Jersey Enhanced Inspection and Maintenance Program
Initial MIL Check Without OBD Test Inspections Volume & Failure Rate
by Model Year and Vehicle Type
Year 2023
Failure Rate (%)
1.4%
1.3%
1.2%
1.1%
1.0%
0.9%
0.8%
0.7%
0.6%
0.5%
0.4%
0.3%
0.2%
0.1%
0.0%
# of Inspections
1,700
1,600
1,500
1,400
1,300
1,200
1,100
1,000
900
800
700
600
500
400
300
200
100
0
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
Model Year
HDGV Volume
HDGV

Figure E-3

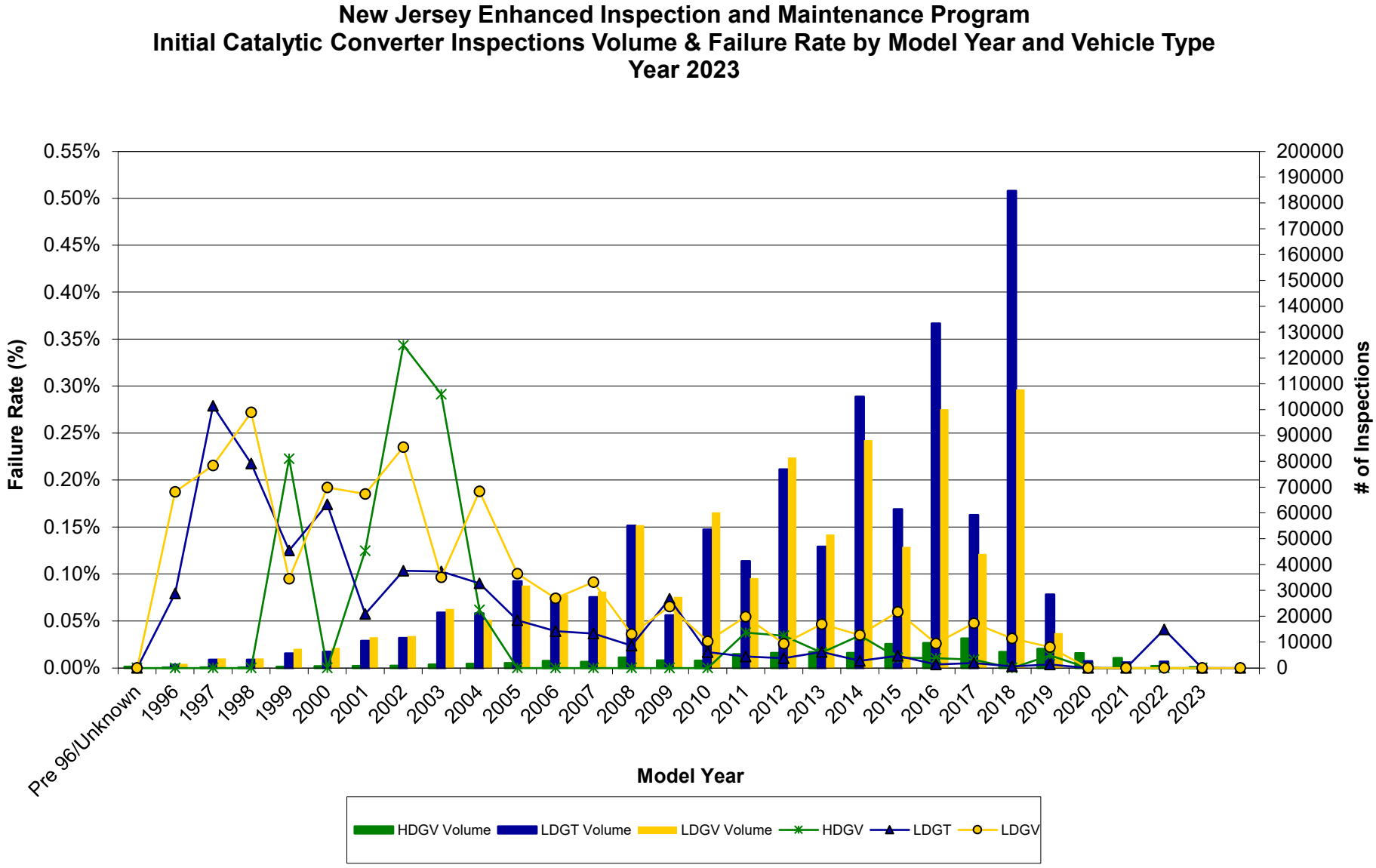

New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2023
Failure Rate (%)
# of Inspections
Model Year
0.55%
0.50%
0.45%
0.40%
0.35%
0.30%
0.25%
0.20%
0.15%
0.10%
0.05%
0.00%
200000
190000
180000
170000
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

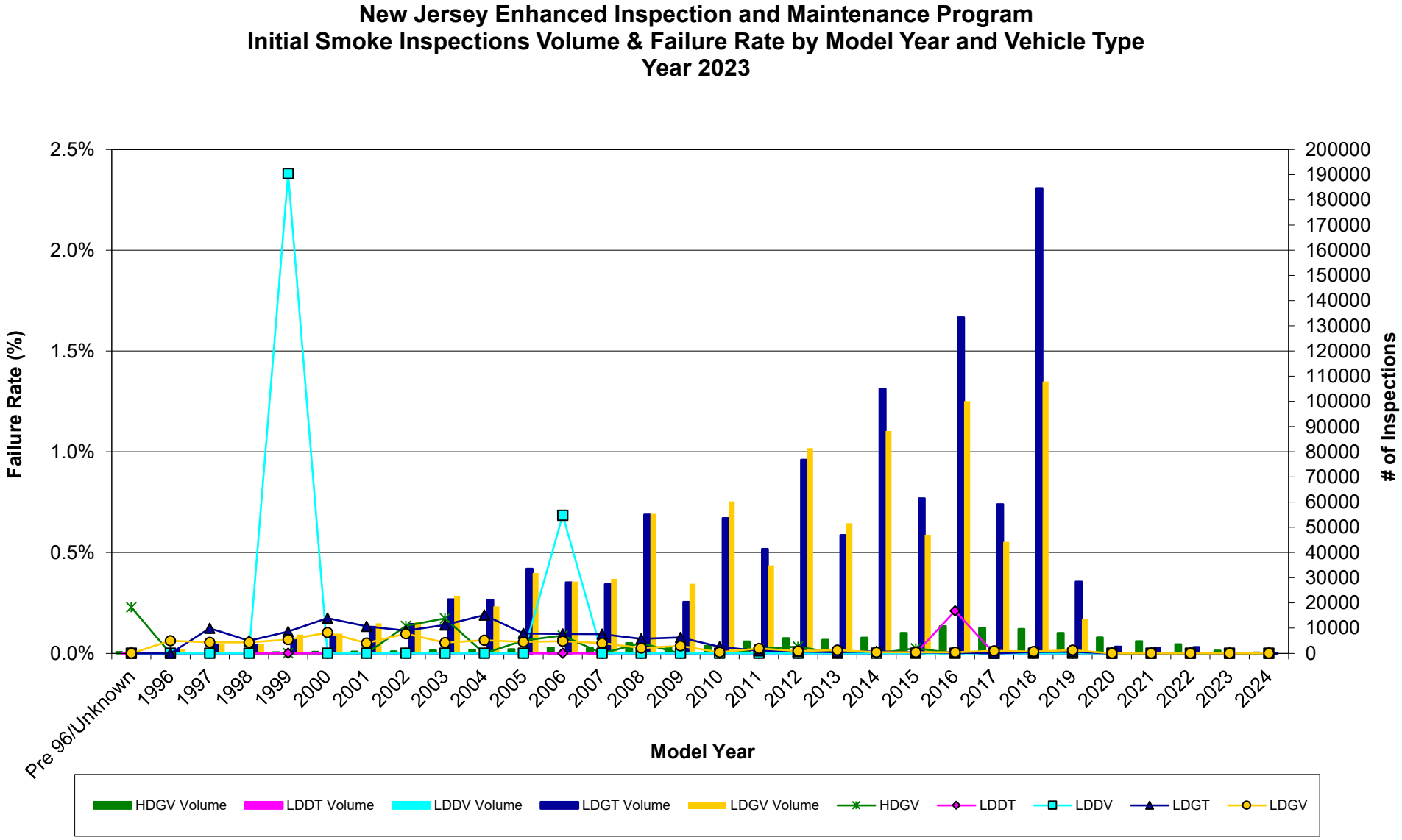

New Jersey Enhanced Inspection and Maintenance Program
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2023
Failure Rate (%)
2.5%
2.0%
1.5%
1.0%
0.5%
0.0%
# of Inspections
200000
190000
180000
170000
160000
150000
140000
130000
120000
110000
100000
90000
80000
70000
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
2024
Model Year
HDGV Volume
LDDT Volume
LDDV Volume
LDGT Volume
LDGV Volume
HDGV
LDDT
LDDV
LDGT
LDGV

Figure E-5

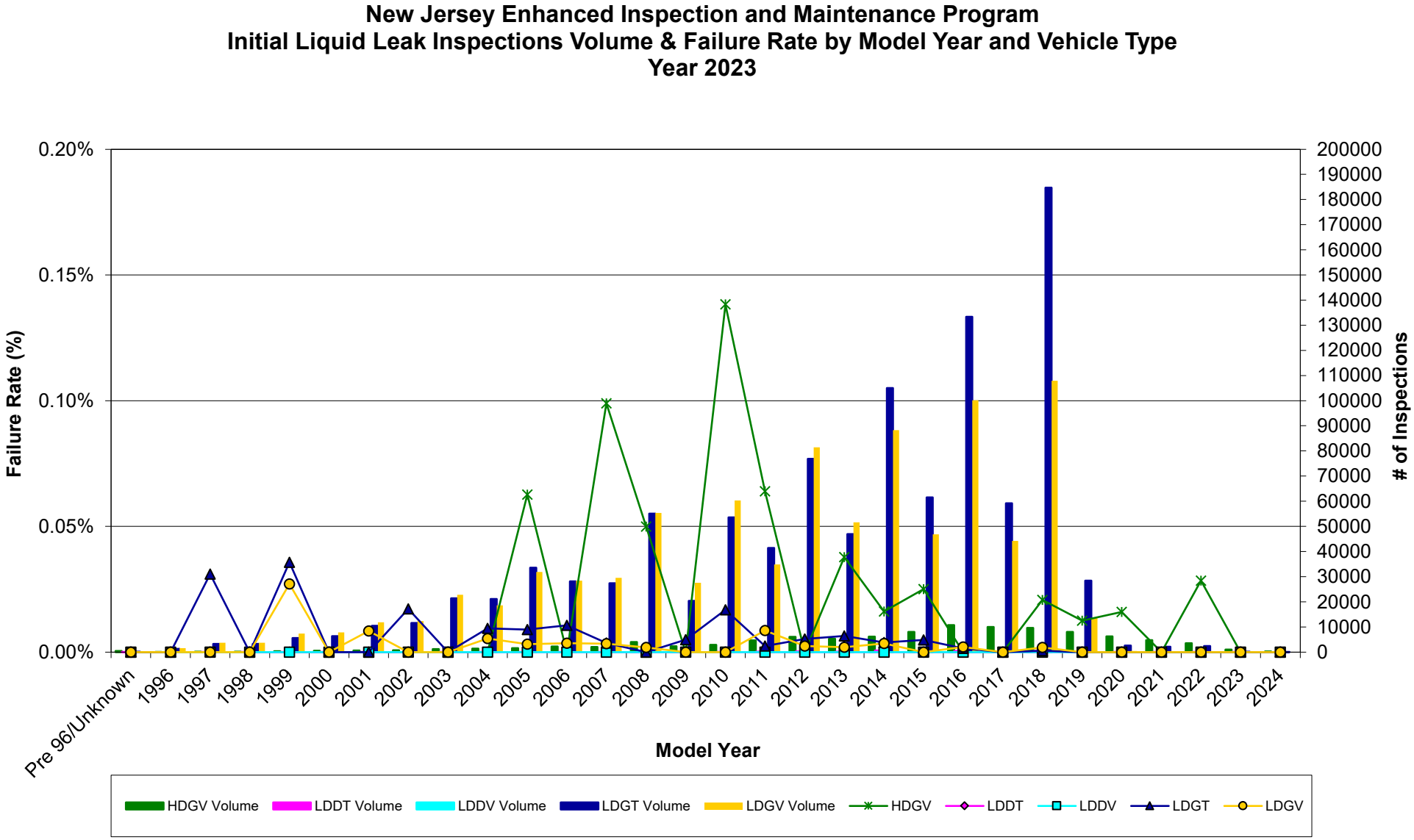

New Jersey Enhanced Inspection and Maintenance Program
Initial Liquid Leak Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2023
Failure Rate (%)
0.20%
0.15%
0.10%
0.05%
0.00%
# of Inspections
200000
190000
180000
170000
160000
150000
140000
130000
120000
110000
100000
90000
80000
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
2024
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 2023

Model Year	Veh Type	OBD Initial Insps	Initial and 1st or Subsequent Retest Passes	Overall OBD Pass Rate	Overall OBD Failed (Dropped)*	Overall OBD Fail Rate*
1996	LDDT	0	0	-	0	-
1996	LDDV	0	0	-	0	-
1996	LDGT	1,259	1,184	94.0%	75	6.0%
1996	LDGV	1,599	1,505	94.1%	94	5.9%
1997	LDDT	1	1	100.0%	0	0.0%
1997	LDDV	11	11	100.0%	0	0.0%
1997	LDGT	3,226	3,054	94.7%	172	5.3%
1997	LDGV	3,705	3,539	95.5%	166	4.5%
1998	LDDT	1	0	0.0%	1	100.0%
1998	LDDV	22	21	95.5%	1	4.5%
1998	LDGT	3,218	3,010	93.5%	208	6.5%
1998	LDGV	3,675	3,463	94.2%	212	5.8%
1999	LDDT	3	3	100.0%	0	0.0%
1999	LDDV	42	42	100.0%	0	0.0%
1999	LDGT	5,600	5,284	94.4%	316	5.6%
1999	LDGV	7,375	7,009	95.0%	366	5.0%
2000	LDDT	1	1	100.0%	0	0.0%
2000	LDDV	21	21	100.0%	0	0.0%
2000	LDGT	6,316	5,877	93.0%	439	7.0%
2000	LDGV	7,807	7,305	93.6%	502	6.4%
2001	LDDT	1	1	100.0%	0	0.0%
2001	LDDV	15	15	100.0%	0	0.0%
2001	LDGT	10,466	9,586	91.6%	880	8.4%
2001	LDGV	11,873	10,976	92.4%	897	7.6%
2002	LDDT	0	0	-	0	-
2002	LDDV	27	27	100.0%	0	0.0%
2002	LDGT	11,607	10,617	91.5%	990	8.5%
2002	LDGV	12,333	11,414	92.5%	919	7.5%
2003	LDDT	1	1	100.0%	0	0.0%
2003	LDDV	55	55	100.0%	0	0.0%
2003	LDGT	21,416	20,059	93.7%	1,357	6.3%
2003	LDGV	22,805	21,516	94.3%	1,289	5.7%
2004	LDDT	1	0	0.0%	1	100.0%
2004	LDDV	33	32	97.0%	1	3.0%
2004	LDGT	21,114	19,648	93.1%	1,466	6.9%
2004	LDGV	18,612	17,469	93.9%	1,143	6.1%
2005	LDDT	18	17	94.4%	1	5.6%
2005	LDDV	163	156	95.7%	7	4.3%
2005	LDGT	33,539	31,751	94.7%	1,788	5.3%
2005	LDGV	31,858	30,432	95.5%	1,426	4.5%
2006	LDDT	19	19	100.0%	0	0.0%
2006	LDDV	146	141	96.6%	5	3.4%
2006	LDGT	28,130	26,595	94.5%	1,535	5.5%

* Includes vehicles that are no longer registered.

NOTE: 0.0001% Bypassed OBD Tests- 16 Authorized Bypasses in 2023

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2023

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*
2006	LDGV	28,385	26,972	95.0%	1,413	5.0%
2007	LDDT	41	41	100.0%	0	0.0%
2007	LDDV	13	13	100.0%	0	0.0%
2007	LDGT	27,381	25,880	94.5%	1,501	5.5%
2007	LDGV	29,545	28,198	95.4%	1,347	4.6%
2008	HDGV	3,821	3,664	95.9%	157	4.1%
2008	LDDT	95	94	98.9%	1	1.1%
2008	LDDV	44	41	93.2%	3	6.8%
2008	LDGT	55,080	53,282	96.7%	1,798	3.3%
2008	LDGV	55,319	53,753	97.2%	1,566	2.8%
2009	HDGV	2,241	2,145	95.7%	96	4.3%
2009	LDDT	48	42	87.5%	6	12.5%
2009	LDDV	21	19	90.5%	2	9.5%
2009	LDGT	20,397	19,421	95.2%	976	4.8%
2009	LDGV	27,530	26,515	96.3%	1,015	3.7%
2010	HDGV	2,764	2,661	96.3%	103	3.7%
2010	LDDT	98	89	90.8%	9	9.2%
2010	LDDV	51	48	94.1%	3	5.9%
2010	LDGT	53,607	52,249	97.5%	1,358	2.5%
2010	LDGV	60,266	58,993	97.9%	1,273	2.1%
2011	HDGV	4,132	3,963	95.9%	169	4.1%
2011	LDDT	122	112	91.8%	10	8.2%
2011	LDDV	107	89	83.2%	18	16.8%
2011	LDGT	41,379	40,118	97.0%	1,261	3.0%
2011	LDGV	34,843	33,945	97.4%	898	2.6%
2012	HDGV	5,384	5,243	97.4%	141	2.6%
2012	LDDT	283	263	92.9%	20	7.1%
2012	LDDV	199	187	94.0%	12	6.0%
2012	LDGT	76,845	75,605	98.4%	1,240	1.6%
2012	LDGV	81,437	80,133	98.4%	1,304	1.6%
2013	HDGV	4,556	4,444	97.5%	112	2.5%
2013	LDDT	161	152	94.4%	9	5.6%
2013	LDDV	224	214	95.5%	10	4.5%
2013	LDGT	46,954	46,063	98.1%	891	1.9%
2013	LDGV	51,622	50,606	98.0%	1,016	2.0%
2014	HDGV	5,259	5,141	97.8%	118	2.2%
2014	LDDT	607	595	98.0%	12	2.0%
2014	LDDV	683	663	97.1%	20	2.9%
2014	LDGT	104,988	103,904	99.0%	1,084	1.0%
2014	LDGV	88,221	87,264	98.9%	957	1.1%
2015	HDGV	7,018	6,878	98.0%	140	2.0%
2015	LDDT	366	353	96.4%	13	3.6%
2015	LDDV	259	255	98.5%	4	1.5%

Table F-1 (page 2 of 4)

* Includes vehicles that are no longer registered.

NOTE: 0.0001% Bypassed OBD Tests- 16 Authorized Bypasses in 2023

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2023

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*
2015	LDGT	61,477	60,826	98.9%	651	1.1%
2015	LDGV	46,869	46,159	98.5%	710	1.5%
2016	HDGV	9,167	9,069	98.9%	98	1.1%
2016	LDDT	475	466	98.1%	9	1.9%
2016	LDDV	73	73	100.0%	0	0.0%
2016	LDGT	133,367	132,730	99.5%	637	0.5%
2016	LDGV	100,131	99,404	99.3%	727	0.7%
2017	HDGV	8,604	8,508	98.9%	96	1.1%
2017	LDDT	214	213	99.5%	1	0.5%
2017	LDDV	45	43	95.6%	2	4.4%
2017	LDGT	59,188	58,843	99.4%	345	0.6%
2017	LDGV	44,188	43,754	99.0%	434	1.0%
2018	HDGV	8,447	8,389	99.3%	58	0.7%
2018	LDDT	412	405	98.3%	7	1.7%
2018	LDDV	69	68	98.6%	1	1.4%
2018	LDGT	184,665	184,199	99.7%	466	0.3%
2018	LDGV	107,863	107,305	99.5%	558	0.5%
2019	HDGV	6,381	6,344	99.4%	37	0.6%
2019	LDDT	10	9	90.0%	1	10.0%
2019	LDDV	0	0	-	0	-
2019	LDGT	28,410	28,342	99.8%	68	0.2%
2019	LDGV	13,518	13,488	99.8%	30	0.2%
2020	HDGV	4,817	4,793	99.5%	24	0.5%
2020	LDDT	6	3	50.0%	3	50.0%
2020	LDDV	0	0	-	0	-
2020	LDGT	2,524	2,506	99.3%	18	0.7%
2020	LDGV	491	487	99.2%	4	0.8%
2021	HDGV	3,320	3,294	99.2%	26	0.8%
2021	LDDT	23	21	91.3%	2	8.7%
2021	LDDV	0	0	-	0	-
2021	LDGT	1,933	1,923	99.5%	10	0.5%
2021	LDGV	160	159	99.4%	1	0.6%
2022	HDGV	2,325	2,314	99.5%	11	0.5%
2022	LDDT	16	16	100.0%	0	0.0%
2022	LDDV	0	0	-	0	-
2022	LDGT	2,449	2,436	99.5%	13	0.5%
2022	LDGV	123	122	99.2%	1	0.8%
2023	HDGV	310	309	99.7%	1	0.3%
2023	LDDT	2	2	100.0%	0	0.0%
2023	LDDV	0	0	-	0	-
2023	LDGT	163	163	100.0%	0	0.0%
2023	LDGV	21	21	100.0%	0	0.0%

Table F-1 (page 3 of 4)

* Includes vehicles that are no longer registered.

NOTE: 0.0001% Bypassed OBD Tests- 16 Authorized Bypasses in 2023

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2023

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*
2024	HDGV	0	0	-	0	-
2024	LDDT	0	0	-	0	-
2024	LDDV	0	0	-	0	-
2024	LDGT	12	12	100.0%	0	0.0%
2024	LDGV	0	0	-	0	-
Totals		**2,022,778**	**1,979,385**	**97.9%**	**43,393**	**2.1%**

Table F-1 (page 4 of 4)

* Includes vehicles that are no longer registered.

NOTE: 0.0001% Bypassed OBD Tests- 16 Authorized Bypasses in 2023

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2023

Model Yr	Veh Type	OBD Initial Insps	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	1,259	1,217	42	3.3%	1,173	44	3.6%
1996	LDGV	1,599	1,576	23	1.4%	1,509	67	4.3%
1997	LDDT	1	1	0	0.0%	1	0	0.0%
1997	LDDV	11	11	0	0.0%	10	1	9.1%
1997	LDGT	3,226	3,161	65	2.0%	3,039	122	3.9%
1997	LDGV	3,705	3,671	34	0.9%	3,536	135	3.7%
1998	LDDT	1	1	0	0.0%	1	0	0.0%
1998	LDDV	22	22	0	0.0%	22	0	0.0%
1998	LDGT	3,218	3,158	60	1.9%	3,015	143	4.5%
1998	LDGV	3,675	3,635	40	1.1%	3,498	137	3.8%
1999	LDDT	3	3	0	0.0%	3	0	0.0%
1999	LDDV	42	42	0	0.0%	41	1	2.4%
1999	LDGT	5,600	5,495	105	1.9%	5,269	226	4.1%
1999	LDGV	7,375	7,318	57	0.8%	7,040	278	3.8%
2000	LDDT	1	1	0	0.0%	1	0	0.0%
2000	LDDV	21	21	0	0.0%	21	0	0.0%
2000	LDGT	6,316	6,193	123	1.9%	5,868	325	5.2%
2000	LDGV	7,807	7,707	100	1.3%	7,280	427	5.5%
2001	LDDT	1	1	0	0.0%	1	0	0.0%
2001	LDDV	15	15	0	0.0%	15	0	0.0%
2001	LDGT	10,466	10,318	148	1.4%	9,753	565	5.5%
2001	LDGV	11,873	11,767	106	0.9%	11,153	614	5.2%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	27	27	0	0.0%	27	0	0.0%
2002	LDGT	11,607	11,506	101	0.9%	10,822	684	5.9%
2002	LDGV	12,333	12,254	79	0.6%	11,559	695	5.7%
2003	LDDT	1	1	0	0.0%	1	0	0.0%
2003	LDDV	55	55	0	0.0%	55	0	0.0%
2003	LDGT	21,416	21,246	170	0.8%	20,112	1,134	5.3%
2003	LDGV	22,805	22,711	94	0.4%	21,700	1,011	4.5%
2004	LDDT	1	1	0	0.0%	1	0	0.0%
2004	LDDV	33	33	0	0.0%	33	0	0.0%
2004	LDGT	21,114	20,975	139	0.7%	19,803	1,172	5.6%
2004	LDGV	18,612	18,542	70	0.4%	17,666	876	4.7%
2005	LDDT	18	18	0	0.0%	17	1	5.6%
2005	LDDV	163	162	1	0.6%	153	9	5.6%
2005	LDGT	33,539	33,468	71	0.2%	31,918	1,550	4.6%
2005	LDGV	31,858	31,776	82	0.3%	30,484	1,292	4.1%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2023

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
2006	LDDT	19	19	0	0.0%	18	1	5.3%
2006	LDDV	146	146	0	0.0%	137	9	6.2%
2006	LDGT	28,130	28,055	75	0.3%	26,651	1,404	5.0%
2006	LDGV	28,385	28,302	83	0.3%	27,058	1,244	4.4%
2007	LDDT	41	41	0	0.0%	41	0	0.0%
2007	LDDV	13	13	0	0.0%	13	0	0.0%
2007	LDGT	27,381	27,311	70	0.3%	25,994	1,317	4.8%
2007	LDGV	29,545	29,471	74	0.3%	28,300	1,171	4.0%
2008	HDGV	3,821	3,819	2	0.1%	3,688	131	3.4%
2008	LDDT	95	94	1	1.1%	92	2	2.1%
2008	LDDV	44	44	0	0.0%	41	3	6.8%
2008	LDGT	55,080	55,025	55	0.1%	53,123	1,902	3.5%
2008	LDGV	55,319	55,235	84	0.2%	53,625	1,610	2.9%
2009	HDGV	2,241	2,237	4	0.2%	2,163	74	3.3%
2009	LDDT	48	48	0	0.0%	48	0	0.0%
2009	LDDV	21	21	0	0.0%	20	1	4.8%
2009	LDGT	20,397	20,360	37	0.2%	19,549	811	4.0%
2009	LDGV	27,530	27,455	75	0.3%	26,575	880	3.2%
2010	HDGV	2,764	2,762	2	0.1%	2,684	78	2.8%
2010	LDDT	98	98	0	0.0%	93	5	5.1%
2010	LDDV	51	51	0	0.0%	50	1	2.0%
2010	LDGT	53,607	53,560	47	0.1%	52,058	1,502	2.8%
2010	LDGV	60,266	60,201	65	0.1%	58,831	1,370	2.3%
2011	HDGV	4,132	4,131	1	0.0%	4,020	111	2.7%
2011	LDDT	122	122	0	0.0%	116	6	4.9%
2011	LDDV	107	107	0	0.0%	102	5	4.7%
2011	LDGT	41,379	41,333	46	0.1%	40,166	1,167	2.8%
2011	LDGV	34,843	34,808	35	0.1%	33,974	834	2.4%
2012	HDGV	5,384	5,383	1	0.0%	5,274	109	2.0%
2012	LDDT	283	283	0	0.0%	268	15	5.3%
2012	LDDV	199	199	0	0.0%	195	4	2.0%
2012	LDGT	76,845	76,818	27	0.0%	75,390	1,428	1.9%
2012	LDGV	81,437	81,407	30	0.0%	80,052	1,355	1.7%
2013	HDGV	4,556	4,555	1	0.0%	4,464	91	2.0%
2013	LDDT	161	161	0	0.0%	156	5	3.1%
2013	LDDV	224	224	0	0.0%	215	9	4.0%
2013	LDGT	46,954	46,938	16	0.0%	46,066	872	1.9%
2013	LDGV	51,622	51,593	29	0.1%	50,636	957	1.9%
2014	HDGV	5,259	5,257	2	0.0%	5,163	94	1.8%
2014	LDDT	607	607	0	0.0%	592	15	2.5%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2023

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
2014	LDDV	683	683	0	0.0%	658	25	3.7%
2014	LDGT	104,988	104,971	17	0.0%	103,606	1,365	1.3%
2014	LDGV	88,221	88,193	28	0.0%	87,193	1,000	1.1%
2015	HDGV	7,018	7,015	3	0.0%	6,873	142	2.0%
2015	LDDT	366	366	0	0.0%	359	7	1.9%
2015	LDDV	259	259	0	0.0%	255	4	1.5%
2015	LDGT	61,477	61,469	8	0.0%	60,675	794	1.3%
2015	LDGV	46,869	46,861	8	0.0%	46,227	634	1.4%
2016	HDGV	9,167	9,167	0	0.0%	9,008	159	1.7%
2016	LDDT	475	475	0	0.0%	469	6	1.3%
2016	LDDV	73	73	0	0.0%	72	1	1.4%
2016	LDGT	133,367	133,357	10	0.0%	132,321	1,036	0.8%
2016	LDGV	100,131	100,120	11	0.0%	99,272	848	0.8%
2017	HDGV	8,604	8,604	0	0.0%	8,486	118	1.4%
2017	LDDT	214	214	0	0.0%	210	4	1.9%
2017	LDDV	45	45	0	0.0%	44	1	2.2%
2017	LDGT	59,188	59,176	12	0.0%	58,710	466	0.8%
2017	LDGV	44,188	44,177	11	0.0%	43,861	316	0.7%
2018	HDGV	8,447	8,445	2	0.0%	8,356	89	1.1%
2018	LDDT	412	412	0	0.0%	406	6	1.5%
2018	LDDV	69	69	0	0.0%	69	0	0.0%
2018	LDGT	184,665	184,650	15	0.0%	183,884	766	0.4%
2018	LDGV	107,863	107,844	19	0.0%	107,391	453	0.4%
2019	HDGV	6,381	6,381	0	0.0%	6,333	48	0.8%
2019	LDDT	10	10	0	0.0%	10	0	0.0%
2019	LDDV	0	0	0	-	0	0	-
2019	LDGT	28,410	28,409	1	0.0%	28,308	101	0.4%
2019	LDGV	13,518	13,518	0	0.0%	13,460	58	0.4%
2020	HDGV	4,817	4,816	1	0.0%	4,793	23	0.5%
2020	LDDT	6	6	0	0.0%	6	0	0.0%
2020	LDDV	0	0	0	-	0	0	-
2020	LDGT	2,524	2,524	0	0.0%	2,514	10	0.4%
2020	LDGV	491	491	0	0.0%	489	2	0.4%
2021	HDGV	3,320	3,320	0	0.0%	3,308	12	0.4%
2021	LDDT	23	23	0	0.0%	22	1	4.3%
2021	LDDV	0	0	0	-	0	0	-
2021	LDGT	1,933	1,932	1	0.1%	1,929	3	0.2%
2021	LDGV	160	160	0	0.0%	159	1	0.6%
2022	HDGV	2,325	2,325	0	0.0%	2,320	5	0.2%
2022	LDDT	16	16	0	0.0%	16	0	0.0%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2023

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
2022	LDDV	0	0	0	-	0	0	-
2022	LDGT	2,449	2,449	0	0.0%	2,443	6	0.2%
2022	LDGV	123	123	0	0.0%	123	0	0.0%
2023	HDGV	310	310	0	0.0%	310	0	0.0%
2023	LDDT	2	2	0	0.0%	2	0	0.0%
2023	LDDV	0	0	0	-	0	0	-
2023	LDGT	163	163	0	0.0%	163	0	0.0%
2023	LDGV	21	21	0	0.0%	21	0	0.0%
2024	HDGV	0	0	0	-	0	0	-
2024	LDDT	0	0	0	-	0	0	-
2024	LDDV	0	0	0	-	0	0	-
2024	LDGT	12	12	0	0.0%	12	0	0.0%
2024	LDGV	0	0	0	-	0	0	-
Totals		**2,022,778**	**2,020,059**	**2,719**	**0.1%**	**1,979,447**	**40,612**	**2.0%**

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2023

Model Yr	Veh Type	OBD Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	1,259	1,258	1	0.08%	1,257	1	0.08%
1996	LDGV	1,599	1,594	5	0.31%	1,583	11	0.69%
1997	LDDT	1	1	0	0.00%	1	0	0.00%
1997	LDDV	11	11	0	0.00%	11	0	0.00%
1997	LDGT	3,226	3,220	6	0.19%	3,200	20	0.62%
1997	LDGV	3,705	3,701	4	0.11%	3,664	37	1.00%
1998	LDDT	1	0	1	100.00%	0	0	0.00%
1998	LDDV	22	22	0	0.00%	22	0	0.00%
1998	LDGT	3,218	3,213	5	0.16%	3,197	16	0.50%
1998	LDGV	3,675	3,671	4	0.11%	3,630	41	1.12%
1999	LDDT	3	3	0	0.00%	3	0	0.00%
1999	LDDV	42	42	0	0.00%	42	0	0.00%
1999	LDGT	5,600	5,595	5	0.09%	5,568	27	0.48%
1999	LDGV	7,375	7,369	6	0.08%	7,307	62	0.84%
2000	LDDT	1	1	0	0.00%	1	0	0.00%
2000	LDDV	21	21	0	0.00%	20	1	4.76%
2000	LDGT	6,316	6,311	5	0.08%	6,282	29	0.46%
2000	LDGV	7,807	7,795	12	0.15%	7,759	36	0.46%
2001	LDDT	1	1	0	0.00%	1	0	0.00%
2001	LDDV	15	15	0	0.00%	15	0	0.00%
2001	LDGT	10,466	10,458	8	0.08%	10,402	56	0.54%
2001	LDGV	11,873	11,863	10	0.08%	11,805	58	0.49%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	27	27	0	0.00%	27	0	0.00%
2002	LDGT	11,607	11,603	4	0.03%	11,550	53	0.46%
2002	LDGV	12,333	12,324	9	0.07%	12,274	50	0.41%
2003	LDDT	1	1	0	0.00%	1	0	0.00%
2003	LDDV	55	55	0	0.00%	55	0	0.00%
2003	LDGT	21,416	21,406	10	0.05%	21,302	104	0.49%
2003	LDGV	22,805	22,781	24	0.11%	22,706	75	0.33%
2004	LDDT	1	1	0	0.00%	1	0	0.00%
2004	LDDV	33	33	0	0.00%	33	0	0.00%
2004	LDGT	21,114	21,101	13	0.06%	21,004	97	0.46%
2004	LDGV	18,612	18,581	31	0.17%	18,510	71	0.38%
2005	LDDT	18	18	0	0.00%	18	0	0.00%
2005	LDDV	163	162	1	0.61%	160	2	1.23%
2005	LDGT	33,539	33,506	33	0.10%	33,358	148	0.44%
2005	LDGV	31,858	31,785	73	0.23%	31,682	103	0.32%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2023

Model Yr	Veh Type	OBD Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2006	LDDT	19	19	0	0.00%	19	0	0.00%
2006	LDDV	146	145	1	0.68%	145	0	0.00%
2006	LDGT	28,130	28,103	27	0.10%	27,998	105	0.37%
2006	LDGV	28,385	28,316	69	0.24%	28,209	107	0.38%
2007	LDDT	41	40	1	2.44%	40	0	0.00%
2007	LDDV	13	13	0	0.00%	13	0	0.00%
2007	LDGT	27,381	27,361	20	0.07%	27,285	76	0.28%
2007	LDGV	29,545	29,454	91	0.31%	29,334	120	0.41%
2008	HDGV	3,821	3,814	7	0.18%	3,800	14	0.37%
2008	LDDT	95	95	0	0.00%	95	0	0.00%
2008	LDDV	44	44	0	0.00%	43	1	2.27%
2008	LDGT	55,080	55,055	25	0.05%	54,964	91	0.17%
2008	LDGV	55,319	55,197	122	0.22%	55,083	114	0.21%
2009	HDGV	2,241	2,238	3	0.13%	2,234	4	0.18%
2009	LDDT	48	48	0	0.00%	48	0	0.00%
2009	LDDV	21	21	0	0.00%	21	0	0.00%
2009	LDGT	20,397	20,383	14	0.07%	20,348	35	0.17%
2009	LDGV	27,530	27,478	52	0.19%	27,425	53	0.19%
2010	HDGV	2,764	2,753	11	0.40%	2,747	6	0.22%
2010	LDDT	98	98	0	0.00%	97	1	1.02%
2010	LDDV	51	51	0	0.00%	51	0	0.00%
2010	LDGT	53,607	53,592	15	0.03%	53,517	75	0.14%
2010	LDGV	60,266	60,217	49	0.08%	60,115	102	0.17%
2011	HDGV	4,132	4,121	11	0.27%	4,103	18	0.44%
2011	LDDT	122	122	0	0.00%	122	0	0.00%
2011	LDDV	107	107	0	0.00%	107	0	0.00%
2011	LDGT	41,379	41,369	10	0.02%	41,300	69	0.17%
2011	LDGV	34,843	34,820	23	0.07%	34,742	78	0.22%
2012	HDGV	5,384	5,371	13	0.24%	5,353	18	0.34%
2012	LDDT	283	283	0	0.00%	281	2	0.71%
2012	LDDV	199	199	0	0.00%	199	0	0.00%
2012	LDGT	76,845	76,824	21	0.03%	76,749	75	0.10%
2012	LDGV	81,437	81,405	32	0.04%	81,273	132	0.16%
2013	HDGV	4,556	4,543	13	0.29%	4,523	20	0.44%
2013	LDDT	161	161	0	0.00%	161	0	0.00%
2013	LDDV	224	224	0	0.00%	223	1	0.45%
2013	LDGT	46,954	46,937	17	0.04%	46,871	66	0.14%
2013	LDGV	51,622	51,595	27	0.05%	51,533	62	0.12%
2014	HDGV	5,259	5,250	9	0.17%	5,229	21	0.40%
2014	LDDT	607	607	0	0.00%	607	0	0.00%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2023

Model Yr	Veh Type	OBD Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2014	LDDV	683	683	0	0.00%	682	1	0.15%
2014	LDGT	104,988	104,944	44	0.04%	104,855	89	0.08%
2014	LDGV	88,221	88,171	50	0.06%	88,079	92	0.10%
2015	HDGV	7,018	6,996	22	0.31%	6,970	26	0.37%
2015	LDDT	366	366	0	0.00%	366	0	0.00%
2015	LDDV	259	259	0	0.00%	259	0	0.00%
2015	LDGT	61,477	61,436	41	0.07%	61,367	69	0.11%
2015	LDGV	46,869	46,836	33	0.07%	46,764	72	0.15%
2016	HDGV	9,167	9,146	21	0.23%	9,103	43	0.47%
2016	LDDT	475	475	0	0.00%	475	0	0.00%
2016	LDDV	73	73	0	0.00%	73	0	0.00%
2016	LDGT	133,367	133,300	67	0.05%	133,139	161	0.12%
2016	LDGV	100,131	100,094	37	0.04%	99,950	144	0.14%
2017	HDGV	8,604	8,578	26	0.30%	8,512	66	0.77%
2017	LDDT	214	214	0	0.00%	213	1	0.47%
2017	LDDV	45	45	0	0.00%	45	0	0.00%
2017	LDGT	59,188	59,142	46	0.08%	59,024	118	0.20%
2017	LDGV	44,188	44,163	25	0.06%	44,103	60	0.14%
2018	HDGV	8,447	8,416	31	0.37%	8,356	60	0.71%
2018	LDDT	412	412	0	0.00%	411	1	0.24%
2018	LDDV	69	69	0	0.00%	69	0	0.00%
2018	LDGT	184,665	184,586	79	0.04%	184,246	340	0.18%
2018	LDGV	107,863	107,803	60	0.06%	107,638	165	0.15%
2019	HDGV	6,381	6,361	20	0.31%	6,313	48	0.75%
2019	LDDT	10	10	0	0.00%	10	0	0.00%
2019	LDDV	0	0	0	-	0	0	-
2019	LDGT	28,410	28,388	22	0.08%	28,302	86	0.30%
2019	LDGV	13,518	13,507	11	0.08%	13,485	22	0.16%
2020	HDGV	4,817	4,794	23	0.48%	4,660	134	2.80%
2020	LDDT	6	6	0	0.00%	6	0	0.00%
2020	LDDV	0	0	0	-	0	0	-
2020	LDGT	2,524	2,520	4	0.16%	2,471	49	1.94%
2020	LDGV	491	491	0	0.00%	483	8	1.63%
2021	HDGV	3,320	3,291	29	0.87%	3,184	107	3.25%
2021	LDDT	23	23	0	0.00%	23	0	0.00%
2021	LDDV	0	0	0	-	0	0	-
2021	LDGT	1,933	1,926	7	0.36%	1,903	23	1.19%
2021	LDGV	160	159	1	0.63%	159	0	0.00%
2022	HDGV	2,325	2,320	5	0.22%	2,274	46	1.98%
2022	LDDT	16	16	0	0.00%	16	0	0.00%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2023

Model Yr	Veh Type	OBD Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2022	LDDV	0	0	0	-	0	0	-
2022	LDGT	2,449	2,427	22	0.90%	2,399	28	1.15%
2022	LDGV	123	122	1	0.81%	120	2	1.64%
2023	HDGV	310	310	0	0.00%	309	1	0.32%
2023	LDDT	2	2	0	0.00%	2	0	0.00%
2023	LDDV	0	0	0	-	0	0	-
2023	LDGT	163	161	2	1.23%	160	1	0.62%
2023	LDGV	21	21	0	0.00%	21	0	0.00%
2024	HDGV	0	0	0	-	0	0	-
2024	LDDT	0	0	0	-	0	0	-
2024	LDDV	0	0	0	-	0	0	-
2024	LDGT	12	12	0	0.00%	12	0	0.00%
2024	LDGV	0	0	0	-	0	0	-
Totals		**2,022,778**	**2,021,096**	**1,682**	**0.08%**	**2,016,469**	**4,627**	**0.23%**

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2023

Model Yr	Veh Type	OBD Initial Insps	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	1,259	1,170	87	6.9%	808	74	5.9%
1996	LDGV	1,599	1,483	100	6.3%	1,329	97	6.1%
1997	LDDT	1	1	0	0.0%	1	0	0.0%
1997	LDDV	11	10	1	9.1%	11	0	0.0%
1997	LDGT	3,226	2,994	206	6.4%	3,002	180	5.6%
1997	LDGV	3,705	3,466	198	5.3%	3,287	249	6.7%
1998	LDDT	1	0	0	0.0%	0	0	0.0%
1998	LDDV	22	20	2	9.1%	22	0	0.0%
1998	LDGT	3,218	2,954	243	7.6%	2,947	237	7.4%
1998	LDGV	3,675	3,406	224	6.1%	3,254	264	7.2%
1999	LDDT	3	3	0	0.0%	3	0	0.0%
1999	LDDV	42	41	1	2.4%	42	0	0.0%
1999	LDGT	5,600	5,190	378	6.8%	5,151	417	7.4%
1999	LDGV	7,375	6,894	413	5.6%	6,847	460	6.2%
2000	LDDT	1	1	0	0.0%	1	0	0.0%
2000	LDDV	21	20	0	0.0%	20	0	0.0%
2000	LDGT	6,316	5,786	496	7.9%	5,801	481	7.6%
2000	LDGV	7,807	7,148	611	7.8%	7,155	604	7.7%
2001	LDDT	1	1	0	0.0%	1	0	0.0%
2001	LDDV	15	14	1	6.7%	15	0	0.0%
2001	LDGT	10,466	9,600	802	7.7%	8,872	1,530	14.6%
2001	LDGV	11,873	10,912	893	7.5%	10,295	1,510	12.7%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	27	26	1	3.7%	27	0	0.0%
2002	LDGT	11,607	10,616	934	8.0%	9,972	1,578	13.6%
2002	LDGV	12,333	11,355	919	7.5%	10,723	1,551	12.6%
2003	LDDT	1	1	0	0.0%	1	0	0.0%
2003	LDDV	55	54	1	1.8%	55	0	0.0%
2003	LDGT	21,416	19,771	1,531	7.1%	19,024	2,278	10.6%
2003	LDGV	22,805	21,401	1,305	5.7%	20,397	2,309	10.1%
2004	LDDT	1	1	0	0.0%	0	1	100.0%
2004	LDDV	33	32	1	3.0%	31	2	6.1%
2004	LDGT	21,114	19,473	1,531	7.3%	18,625	2,379	11.3%
2004	LDGV	18,612	17,346	1,164	6.3%	16,486	2,024	10.9%
2005	LDDT	18	17	1	5.6%	18	0	0.0%
2005	LDDV	163	151	9	5.5%	154	6	3.7%
2005	LDGT	33,539	31,426	1,932	5.8%	30,040	3,318	9.9%
2005	LDGV	31,858	30,029	1,653	5.2%	29,012	2,670	8.4%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2023

Model Yr	Veh Type	OBD Initial Insps	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2006	LDDT	19	18	1	5.3%	19	0	0.0%
2006	LDDV	146	135	10	6.8%	142	3	2.1%
2006	LDGT	28,130	26,213	1,785	6.3%	25,232	2,766	9.8%
2006	LDGV	28,385	26,608	1,601	5.6%	25,870	2,339	8.2%
2007	LDDT	41	39	1	2.4%	40	0	0.0%
2007	LDDV	13	13	0	0.0%	12	1	7.7%
2007	LDGT	27,381	25,663	1,622	5.9%	24,790	2,495	9.1%
2007	LDGV	29,545	27,845	1,489	5.0%	27,147	2,187	7.4%
2008	HDGV	3,821	3,619	181	4.7%	3,440	356	9.3%
2008	LDDT	95	91	4	4.2%	95	0	0.0%
2008	LDDV	44	40	3	6.8%	41	2	4.5%
2008	LDGT	55,080	52,640	2,324	4.2%	51,414	3,550	6.4%
2008	LDGV	55,319	53,033	2,050	3.7%	51,941	3,142	5.7%
2009	HDGV	2,241	2,134	100	4.5%	1,903	312	13.9%
2009	LDDT	48	48	0	0.0%	30	18	37.5%
2009	LDDV	21	19	2	9.5%	15	6	28.6%
2009	LDGT	20,397	19,332	1,016	5.0%	18,475	1,872	9.2%
2009	LDGV	27,530	26,293	1,132	4.1%	25,458	1,967	7.1%
2010	HDGV	2,764	2,636	111	4.0%	2,383	353	12.8%
2010	LDDT	98	94	3	3.1%	77	20	20.4%
2010	LDDV	51	49	2	3.9%	40	11	21.6%
2010	LDGT	53,607	51,649	1,868	3.5%	50,322	3,193	6.0%
2010	LDGV	60,266	58,386	1,729	2.9%	57,161	2,954	4.9%
2011	HDGV	4,132	3,951	152	3.7%	3,597	489	11.8%
2011	LDDT	122	115	7	5.7%	92	30	24.6%
2011	LDDV	107	97	10	9.3%	82	25	23.4%
2011	LDGT	41,379	39,817	1,483	3.6%	38,512	2,785	6.7%
2011	LDGV	34,843	33,659	1,083	3.1%	32,894	1,848	5.3%
2012	HDGV	5,384	5,212	141	2.6%	4,774	561	10.4%
2012	LDDT	283	261	20	7.1%	225	56	19.8%
2012	LDDV	199	195	4	2.0%	173	26	13.1%
2012	LDGT	76,845	74,965	1,784	2.3%	73,040	3,693	4.8%
2012	LDGV	81,437	79,552	1,721	2.1%	77,710	3,562	4.4%
2013	HDGV	4,556	4,413	110	2.4%	4,104	404	8.9%
2013	LDDT	161	155	6	3.7%	128	33	20.5%
2013	LDDV	224	209	14	6.3%	196	27	12.1%
2013	LDGT	46,954	45,780	1,091	2.3%	44,414	2,428	5.2%
2013	LDGV	51,622	50,385	1,148	2.2%	48,824	2,708	5.2%
2014	HDGV	5,259	5,111	118	2.2%	4,753	458	8.7%
2014	LDDT	607	594	13	2.1%	538	69	11.4%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2023

Model Yr	Veh Type	OBD Initial Insps	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2014	LDDV	683	649	33	4.8%	608	74	10.8%
2014	LDGT	104,988	103,107	1,748	1.7%	101,443	3,352	3.2%
2014	LDGV	88,221	86,825	1,254	1.4%	85,065	3,012	3.4%
2015	HDGV	7,018	6,802	168	2.4%	6,462	491	7.0%
2015	LDDT	366	356	10	2.7%	322	44	12.0%
2015	LDDV	259	253	6	2.3%	239	20	7.7%
2015	LDGT	61,477	60,338	1,029	1.7%	59,320	1,969	3.2%
2015	LDGV	46,869	45,966	798	1.7%	44,750	2,012	4.3%
2016	HDGV	9,167	8,905	198	2.2%	8,658	430	4.7%
2016	LDDT	475	467	8	1.7%	422	53	11.2%
2016	LDDV	73	72	1	1.4%	70	3	4.1%
2016	LDGT	133,367	131,833	1,306	1.0%	130,547	2,502	1.9%
2016	LDGV	100,131	98,928	1,022	1.0%	97,509	2,440	2.4%
2017	HDGV	8,604	8,361	151	1.8%	8,227	278	3.2%
2017	LDDT	214	208	5	2.3%	199	14	6.5%
2017	LDDV	45	42	3	6.7%	34	11	24.4%
2017	LDGT	59,188	58,409	615	1.0%	57,626	1,327	2.2%
2017	LDGV	44,188	43,709	394	0.9%	42,800	1,302	2.9%
2018	HDGV	8,447	8,252	104	1.2%	8,126	226	2.7%
2018	LDDT	412	400	11	2.7%	382	29	7.0%
2018	LDDV	69	69	0	0.0%	67	2	2.9%
2018	LDGT	184,665	183,223	1,023	0.6%	181,859	2,340	1.3%
2018	LDGV	107,863	107,104	534	0.5%	105,312	2,326	2.2%
2019	HDGV	6,381	6,249	64	1.0%	6,157	149	2.3%
2019	LDDT	10	10	0	0.0%	9	1	10.0%
2019	LDDV	0	0	0	-	0	0	-
2019	LDGT	28,410	28,172	130	0.5%	27,887	339	1.2%
2019	LDGV	13,518	13,413	72	0.5%	13,267	218	1.6%
2020	HDGV	4,817	4,635	25	0.5%	4,553	105	2.2%
2020	LDDT	6	6	0	0.0%	3	3	50.0%
2020	LDDV	0	0	0	-	0	0	-
2020	LDGT	2,524	2,461	10	0.4%	2,412	38	1.5%
2020	LDGV	491	481	2	0.4%	472	11	2.2%
2021	HDGV	3,320	3,165	19	0.6%	3,114	69	2.1%
2021	LDDT	23	22	1	4.3%	20	3	13.0%
2021	LDDV	0	0	0	-	0	0	-
2021	LDGT	1,933	1,898	5	0.3%	1,843	31	1.6%
2021	LDGV	160	158	1	0.6%	159	0	0.0%
2022	HDGV	2,325	2,268	6	0.3%	2,166	97	4.2%
2022	LDDT	16	16	0	0.0%	13	3	18.8%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2023

Model Yr	Veh Type	OBD Initial Insps	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2022	LDDV	0	0	0	-	0	0	-
2022	LDGT	2,449	2,392	7	0.3%	2,345	46	1.9%
2022	LDGV	123	120	0	0.0%	117	2	1.6%
2023	HDGV	310	309	0	0.0%	190	4	1.3%
2023	LDDT	2	2	0	0.0%	2	0	0.0%
2023	LDDV	0	0	0	-	0	0	-
2023	LDGT	163	160	0	0.0%	117	2	1.2%
2023	LDGV	21	21	0	0.0%	21	0	0.0%
2024	HDGV	0	0	0	-	0	0	-
2024	LDDT	0	0	0	-	0	0	-
2024	LDDV	0	0	0	-	0	0	-
2024	LDGT	12	12	0	0.0%	1	0	0.0%
2024	LDGV	0	0	0	-	0	0	-
Totals		**2,022,778**	**1,964,129**	**52,340**	**2.6%**	**1,918,447**	**96,346**	**4.8%**

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2023

Model Yr	Veh Type	# Initial MIL Insps	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
1996	LDDT	0	0	-	0	-	0	-	0	-
1996	LDDV	0	0	-	0	-	0	-	0	-
1996	LDGT	1,257	1,170	93.1%	0	0.00%	0	0.00%	87	6.9%
1996	LDGV	1,583	1,483	93.7%	0	0.00%	0	0.00%	100	6.3%
1997	LDDT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
1997	LDDV	11	10	90.9%	0	0.00%	0	0.00%	1	9.1%
1997	LDGT	3,200	2,994	93.6%	0	0.00%	0	0.00%	206	6.4%
1997	LDGV	3,664	3,466	94.6%	0	0.00%	0	0.00%	198	5.4%
1998	LDDT	0	0	-	0	-	0	-	0	-
1998	LDDV	22	20	90.9%	0	0.00%	0	0.00%	2	9.1%
1998	LDGT	3,197	2,954	92.4%	0	0.00%	0	0.00%	243	7.6%
1998	LDGV	3,630	3,406	93.8%	0	0.00%	0	0.00%	224	6.2%
1999	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
1999	LDDV	42	41	97.6%	0	0.00%	0	0.00%	1	2.4%
1999	LDGT	5,568	5,190	93.2%	0	0.00%	0	0.00%	378	6.8%
1999	LDGV	7,307	6,894	94.3%	0	0.00%	0	0.00%	413	5.7%
2000	LDDT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2000	LDDV	20	20	100.0%	0	0.00%	0	0.00%	0	0.0%
2000	LDGT	6,282	5,786	92.1%	0	0.00%	0	0.00%	496	7.9%
2000	LDGV	7,759	7,148	92.1%	0	0.00%	0	0.00%	611	7.9%
2001	LDDT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2001	LDDV	15	14	93.3%	0	0.00%	0	0.00%	1	6.7%
2001	LDGT	10,402	9,600	92.3%	0	0.00%	0	0.00%	802	7.7%
2001	LDGV	11,805	10,912	92.4%	0	0.00%	1	0.01%	892	7.6%
2002	LDDT	0	0	-	0	-	0	-	0	-
2002	LDDV	27	26	96.3%	0	0.00%	0	0.00%	1	3.7%
2002	LDGT	11,550	10,616	91.9%	0	0.00%	0	0.00%	934	8.1%
2002	LDGV	12,274	11,355	92.5%	0	0.00%	0	0.00%	919	7.5%
2003	LDDT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2003	LDDV	55	54	98.2%	0	0.00%	0	0.00%	1	1.8%
2003	LDGT	21,302	19,771	92.8%	0	0.00%	0	0.00%	1,531	7.2%
2003	LDGV	22,706	21,401	94.3%	0	0.00%	2	0.01%	1,303	5.7%
2004	LDDT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2004	LDDV	33	32	97.0%	0	0.00%	0	0.00%	1	3.0%
2004	LDGT	21,004	19,473	92.7%	0	0.00%	0	0.00%	1,531	7.3%
2004	LDGV	18,510	17,346	93.7%	0	0.00%	0	0.00%	1,164	6.3%
2005	LDDT	18	17	94.4%	0	0.00%	0	0.00%	1	5.6%
2005	LDDV	160	151	94.4%	0	0.00%	0	0.00%	9	5.6%
2005	LDGT	33,358	31,426	94.2%	0	0.00%	8	0.02%	1,924	5.8%
2005	LDGV	31,682	30,029	94.8%	0	0.00%	4	0.01%	1,649	5.2%
2006	LDDT	19	18	94.7%	0	0.00%	0	0.00%	1	5.3%
2006	LDDV	145	135	93.1%	0	0.00%	0	0.00%	10	6.9%
2006	LDGT	27,998	26,213	93.6%	0	0.00%	5	0.02%	1,780	6.4%
2006	LDGV	28,209	26,608	94.3%	0	0.00%	0	0.00%	1,601	5.7%

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2023

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	40	39	97.5%	0	0.00%	0	0.00%	1	2.5%
2007	LDDV	13	13	100.0%	0	0.00%	0	0.00%	0	0.0%
2007	LDGT	27,285	25,663	94.1%	0	0.00%	8	0.03%	1,614	5.9%
2007	LDGV	29,334	27,845	94.9%	0	0.00%	3	0.01%	1,486	5.1%
2008	HDGV	3,800	3,619	95.2%	0	0.00%	0	0.00%	181	4.8%
2008	LDDT	95	91	95.8%	0	0.00%	0	0.00%	4	4.2%
2008	LDDV	43	40	93.0%	0	0.00%	0	0.00%	3	7.0%
2008	LDGT	54,964	52,640	95.8%	0	0.00%	1	0.00%	2,323	4.2%
2008	LDGV	55,083	53,033	96.3%	0	0.00%	8	0.01%	2,042	3.7%
2009	HDGV	2,234	2,134	95.5%	0	0.00%	0	0.00%	100	4.5%
2009	LDDT	48	48	100.0%	0	0.00%	0	0.00%	0	0.0%
2009	LDDV	21	19	90.5%	0	0.00%	0	0.00%	2	9.5%
2009	LDGT	20,348	19,332	95.0%	0	0.00%	2	0.01%	1,014	5.0%
2009	LDGV	27,425	26,293	95.9%	0	0.00%	3	0.01%	1,129	4.1%
2010	HDGV	2,747	2,636	96.0%	0	0.00%	1	0.04%	110	4.0%
2010	LDDT	97	94	96.9%	0	0.00%	0	0.00%	3	3.1%
2010	LDDV	51	49	96.1%	0	0.00%	0	0.00%	2	3.9%
2010	LDGT	53,517	51,649	96.5%	0	0.00%	3	0.01%	1,865	3.5%
2010	LDGV	60,115	58,386	97.1%	0	0.00%	1	0.00%	1,728	2.9%
2011	HDGV	4,103	3,951	96.3%	0	0.00%	0	0.00%	152	3.7%
2011	LDDT	122	115	94.3%	0	0.00%	0	0.00%	7	5.7%
2011	LDDV	107	97	90.7%	0	0.00%	0	0.00%	10	9.3%
2011	LDGT	41,300	39,817	96.4%	0	0.00%	0	0.00%	1,483	3.6%
2011	LDGV	34,742	33,659	96.9%	0	0.00%	1	0.00%	1,082	3.1%
2012	HDGV	5,353	5,212	97.4%	0	0.00%	0	0.00%	141	2.6%
2012	LDDT	281	261	92.9%	0	0.00%	0	0.00%	20	7.1%
2012	LDDV	199	195	98.0%	0	0.00%	0	0.00%	4	2.0%
2012	LDGT	76,749	74,965	97.7%	0	0.00%	2	0.00%	1,782	2.3%
2012	LDGV	81,273	79,552	97.9%	0	0.00%	3	0.00%	1,718	2.1%
2013	HDGV	4,523	4,413	97.6%	0	0.00%	2	0.04%	108	2.4%
2013	LDDT	161	155	96.3%	0	0.00%	0	0.00%	6	3.7%
2013	LDDV	223	209	93.7%	0	0.00%	0	0.00%	14	6.3%
2013	LDGT	46,871	45,780	97.7%	0	0.00%	0	0.00%	1,091	2.3%
2013	LDGV	51,533	50,385	97.8%	0	0.00%	2	0.00%	1,146	2.2%
2014	HDGV	5,229	5,111	97.7%	0	0.00%	0	0.00%	118	2.3%
2014	LDDT	607	594	97.9%	0	0.00%	0	0.00%	13	2.1%
2014	LDDV	682	649	95.2%	0	0.00%	0	0.00%	33	4.8%
2014	LDGT	104,855	103,107	98.3%	0	0.00%	0	0.00%	1,748	1.7%
2014	LDGV	88,079	86,825	98.6%	0	0.00%	0	0.00%	1,254	1.4%
2015	HDGV	6,970	6,802	97.6%	0	0.00%	0	0.00%	168	2.4%
2015	LDDT	366	356	97.3%	0	0.00%	0	0.00%	10	2.7%
2015	LDDV	259	253	97.7%	0	0.00%	0	0.00%	6	2.3%
2015	LDGT	61,367	60,338	98.3%	0	0.00%	2	0.00%	1,027	1.7%
2015	LDGV	46,764	45,966	98.3%	0	0.00%	1	0.00%	797	1.7%

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2023

Model Yr	Veh Type	# Initial MIL Insps	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
2016	HDGV	9,103	8,905	97.8%	0	0.00%	0	0.00%	198	2.2%
2016	LDDT	475	467	98.3%	0	0.00%	0	0.00%	8	1.7%
2016	LDDV	73	72	98.6%	0	0.00%	0	0.00%	1	1.4%
2016	LDGT	133,139	131,833	99.0%	0	0.00%	2	0.00%	1,304	1.0%
2016	LDGV	99,950	98,928	99.0%	0	0.00%	0	0.00%	1,022	1.0%
2017	HDGV	8,512	8,361	98.2%	0	0.00%	0	0.00%	151	1.8%
2017	LDDT	213	208	97.7%	0	0.00%	0	0.00%	5	2.3%
2017	LDDV	45	42	93.3%	0	0.00%	0	0.00%	3	6.7%
2017	LDGT	59,024	58,409	99.0%	0	0.00%	3	0.01%	612	1.0%
2017	LDGV	44,103	43,709	99.1%	0	0.00%	1	0.00%	393	0.9%
2018	HDGV	8,356	8,252	98.8%	0	0.00%	0	0.00%	104	1.2%
2018	LDDT	411	400	97.3%	0	0.00%	0	0.00%	11	2.7%
2018	LDDV	69	69	100.0%	0	0.00%	0	0.00%	0	0.0%
2018	LDGT	184,246	183,223	99.4%	0	0.00%	12	0.01%	1,011	0.5%
2018	LDGV	107,638	107,104	99.5%	0	0.00%	0	0.00%	534	0.5%
2019	HDGV	6,313	6,249	99.0%	0	0.00%	0	0.00%	64	1.0%
2019	LDDT	10	10	100.0%	0	0.00%	0	0.00%	0	0.0%
2019	LDDV	0	0	-	0	-	0	-	0	-
2019	LDGT	28,302	28,172	99.5%	0	0.00%	1	0.00%	129	0.5%
2019	LDGV	13,485	13,413	99.5%	0	0.00%	0	0.00%	72	0.5%
2020	HDGV	4,660	4,635	99.5%	0	0.00%	0	0.00%	25	0.5%
2020	LDDT	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
2020	LDDV	0	0	-	0	-	0	-	0	-
2020	LDGT	2,471	2,461	99.6%	0	0.00%	0	0.00%	10	0.4%
2020	LDGV	483	481	99.6%	0	0.00%	0	0.00%	2	0.4%
2021	HDGV	3,184	3,165	99.4%	0	0.00%	0	0.00%	19	0.6%
2021	LDDT	23	22	95.7%	0	0.00%	0	0.00%	1	4.3%
2021	LDDV	0	0	-	0	-	0	-	0	-
2021	LDGT	1,903	1,898	99.7%	0	0.00%	1	0.05%	4	0.2%
2021	LDGV	159	158	99.4%	0	0.00%	0	0.00%	1	0.6%
2022	HDGV	2,274	2,268	99.7%	0	0.00%	0	0.00%	6	0.3%
2022	LDDT	16	16	100.0%	0	0.00%	0	0.00%	0	0.0%
2022	LDDV	0	0	-	0	-	0	-	0	-
2022	LDGT	2,399	2,392	99.7%	0	0.00%	0	0.00%	7	0.3%
2022	LDGV	120	120	100.0%	0	0.00%	0	0.00%	0	0.0%
2023	HDGV	309	309	100.0%	0	0.00%	0	0.00%	0	0.0%
2023	LDDT	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2023	LDDV	0	0	-	0	-	0	-	0	-
2023	LDGT	160	160	100.0%	0	0.00%	0	0.00%	0	0.0%
2023	LDGV	21	21	100.0%	0	0.00%	0	0.00%	0	0.0%
2024	HDGV	0	0	-	0	-	0	-	0	-
2024	LDDT	0	0	-	0	-	0	-	0	-
2024	LDDV	0	0	-	0	-	0	-	0	-
2024	LDGT	12	12	100.0%	0	0.00%	0	0.00%	0	0.0%
2024	LDGV	0	0	-	0	-	0	-	0	-
Totals		**2,016,469**	**1,964,129**	**97.4%**	**0**	**0.00%**	**83**	**0.004%**	**52,257**	**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 2023

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	882	442	440	50.1%
1996	LDGV	1,426	585	841	41.0%
1997	LDDT	1	0	1	0.0%
1997	LDDV	11	3	8	27.3%
1997	LDGT	3,182	1,465	1,717	46.0%
1997	LDGV	3,536	1,388	2,148	39.3%
1998	LDDT	0	0	0	-
1998	LDDV	22	7	15	31.8%
1998	LDGT	3,184	1,590	1,594	49.9%
1998	LDGV	3,518	1,360	2,158	38.7%
1999	LDDT	3	0	3	0.0%
1999	LDDV	42	12	30	28.6%
1999	LDGT	5,568	2,619	2,949	47.0%
1999	LDGV	7,307	2,542	4,765	34.8%
2000	LDDT	1	0	1	0.0%
2000	LDDV	20	4	16	20.0%
2000	LDGT	6,282	2,890	3,392	46.0%
2000	LDGV	7,759	3,095	4,664	39.9%
2001	LDDT	1	0	1	0.0%
2001	LDDV	15	1	14	6.7%
2001	LDGT	10,402	4,215	6,187	40.5%
2001	LDGV	11,805	4,004	7,801	33.9%
2002	LDDT	0	0	0	-
2002	LDDV	27	4	23	14.8%
2002	LDGT	11,550	4,484	7,066	38.8%
2002	LDGV	12,274	4,172	8,102	34.0%
2003	LDDT	1	1	0	100.0%
2003	LDDV	55	3	52	5.5%
2003	LDGT	21,302	7,751	13,551	36.4%
2003	LDGV	22,706	6,311	16,395	27.8%
2004	LDDT	1	1	0	100.0%
2004	LDDV	33	5	28	15.2%
2004	LDGT	21,004	7,140	13,864	34.0%
2004	LDGV	18,510	5,331	13,179	28.8%
2005	LDDT	18	3	15	16.7%
2005	LDDV	160	14	146	8.8%
2005	LDGT	33,358	9,715	23,643	29.1%
2005	LDGV	31,682	7,146	24,536	22.6%
2006	LDDT	19	0	19	0.0%
2006	LDDV	145	9	136	6.2%
2006	LDGT	27,998	8,106	19,892	29.0%

New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2023

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2006	LDGV	28,209	6,446	21,763	22.9%
2007	LDDT	40	1	39	2.5%
2007	LDDV	13	3	10	23.1%
2007	LDGT	27,285	7,272	20,013	26.7%
2007	LDGV	29,334	5,962	23,372	20.3%
2008	HDGV	3,796	1,108	2,688	29.2%
2008	LDDT	95	4	91	4.2%
2008	LDDV	43	9	34	20.9%
2008	LDGT	54,964	9,955	45,009	18.1%
2008	LDGV	55,083	8,729	46,354	15.8%
2009	HDGV	2,215	709	1,506	32.0%
2009	LDDT	48	24	24	50.0%
2009	LDDV	21	7	14	33.3%
2009	LDGT	20,347	4,598	15,749	22.6%
2009	LDGV	27,425	4,977	22,448	18.1%
2010	HDGV	2,736	827	1,909	30.2%
2010	LDDT	97	41	56	42.3%
2010	LDDV	51	15	36	29.4%
2010	LDGT	53,515	8,368	45,147	15.6%
2010	LDGV	60,115	7,608	52,507	12.7%
2011	HDGV	4,086	1,095	2,991	26.8%
2011	LDDT	122	52	70	42.6%
2011	LDDV	107	35	72	32.7%
2011	LDGT	41,297	7,173	34,124	17.4%
2011	LDGV	34,742	4,815	29,927	13.9%
2012	HDGV	5,335	1,157	4,178	21.7%
2012	LDDT	281	93	188	33.1%
2012	LDDV	199	39	160	19.6%
2012	LDGT	76,733	8,902	67,831	11.6%
2012	LDGV	81,272	8,011	73,261	9.9%
2013	HDGV	4,508	888	3,620	19.7%
2013	LDDT	161	55	106	34.2%
2013	LDDV	223	36	187	16.1%
2013	LDGT	46,842	5,680	41,162	12.1%
2013	LDGV	51,532	5,286	46,246	10.3%
2014	HDGV	5,211	939	4,272	18.0%
2014	LDDT	607	124	483	20.4%
2014	LDDV	682	127	555	18.6%
2014	LDGT	104,795	8,077	96,718	7.7%
2014	LDGV	88,077	6,259	81,818	7.1%
2015	HDGV	6,953	1,217	5,736	17.5%
2015	LDDT	366	77	289	21.0%
2015	LDDV	259	29	230	11.2%

New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2023

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2015	LDGT	61,289	4,828	56,461	7.9%
2015	LDGV	46,762	3,600	43,162	7.7%
2016	HDGV	9,088	1,177	7,911	13.0%
2016	LDDT	475	80	395	16.8%
2016	LDDV	73	12	61	16.4%
2016	LDGT	133,049	6,253	126,796	4.7%
2016	LDGV	99,949	5,172	94,777	5.2%
2017	HDGV	8,505	881	7,624	10.4%
2017	LDDT	213	36	177	16.9%
2017	LDDV	45	16	29	35.6%
2017	LDGT	58,953	3,061	55,892	5.2%
2017	LDGV	44,102	2,762	41,340	6.3%
2018	HDGV	8,352	731	7,621	8.8%
2018	LDDT	411	62	349	15.1%
2018	LDDV	69	10	59	14.5%
2018	LDGT	184,199	5,930	178,269	3.2%
2018	LDGV	107,638	4,327	103,311	4.0%
2019	HDGV	6,306	499	5,807	7.9%
2019	LDDT	10	2	8	20.0%
2019	LDDV	0	0	0	-
2019	LDGT	28,226	2,604	25,622	9.2%
2019	LDGV	13,485	829	12,656	6.1%
2020	HDGV	4,658	321	4,337	6.9%
2020	LDDT	6	3	3	50.0%
2020	LDDV	0	0	0	-
2020	LDGT	2,450	136	2,314	5.6%
2020	LDGV	483	28	455	5.8%
2021	HDGV	3,183	240	2,943	7.5%
2021	LDDT	23	4	19	17.4%
2021	LDDV	0	0	0	-
2021	LDGT	1,874	89	1,785	4.7%
2021	LDGV	159	8	151	5.0%
2022	HDGV	2,263	244	2,019	10.8%
2022	LDDT	16	3	13	18.8%
2022	LDDV	0	0	0	-
2022	LDGT	2,391	161	2,230	6.7%
2022	LDGV	119	5	114	4.2%
2023	HDGV	194	19	175	9.8%
2023	LDDT	2	0	2	0.0%
2023	LDDV	0	0	0	-
2023	LDGT	119	14	105	11.8%
2023	LDGV	21	0	21	0.0%

New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2023

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2024	HDGV	0	0	0	-
2024	LDDT	0	0	0	-
2024	LDDV	0	0	0	-
2024	LDGT	1	1	0	100.0%
2024	LDGV	0	0	0	-
Totals		**2,014,793**	**257,395**	**1,757,398**	**12.8%**

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 2023

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail R1	# Overall Pass R1	% Overall Fail R1	% Overall Pass R1	OBD Initial Fails	# OBD Fail R1	# OBD Pass R1	% OBD Fail R1	% OBD Pass R1	No Primary Test Initial Fails	# No Primary Test Fail R1	# No Primary Test Pass R1	% No Primary Test Fail R1	% No Primary Test Pass R1
Pre 96/Unknown	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
Pre 96/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	0	0	0	-	-	0	0	0	-	-	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	168	28	79	16.7%	47.0%	166	28	78	16.9%	47.0%	0	0	0	-	-
1996	LDGV	209	37	97	17.7%	46.4%	207	35	97	16.9%	46.9%	0	0	0	-	-
1997	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	LDGT	401	63	194	15.7%	48.4%	394	62	192	15.7%	48.7%	0	0	0	-	-
1997	LDGV	468	81	255	17.3%	54.5%	460	77	255	16.7%	55.4%	0	0	0	-	-
1998	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDT	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
1998	LDDV	2	1	0	50.0%	0.0%	2	1	0	50.0%	0.0%	0	0	0	-	-
1998	LDGT	487	88	228	18.1%	46.8%	483	85	227	17.6%	47.0%	0	0	0	-	-
1998	LDGV	518	106	257	20.5%	49.6%	509	104	252	20.4%	49.5%	0	0	0	-	-
1999	HDGV	2	0	1	0.0%	50.0%	0	0	0	-	-	2	0	1	0.0%	50.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	2	0	1	0.0%	50.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	LDGT	780	149	393	19.1%	50.4%	766	147	384	19.2%	50.1%	0	0	0	-	-
1999	LDGV	913	148	473	16.2%	51.8%	903	146	467	16.2%	51.7%	0	0	0	-	-
2000	HDGV	3	0	1	0.0%	33.3%	0	0	0	-	-	3	0	1	0.0%	33.3%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2000	LDGT	990	174	455	17.6%	46.0%	982	172	451	17.5%	45.9%	0	0	0	-	-
2000	LDGV	1,187	205	575	17.3%	48.4%	1,175	201	572	17.1%	48.7%	0	0	0	-	-

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2023

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	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	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2001	LDGT	2,221	576	1,014	25.9%	45.7%	2,207	573	1,009	26.0%	45.7%	0	0	0	-	-
2001	LDGV	2,258	542	1,052	24.0%	46.6%	2,246	540	1,046	24.0%	46.6%	0	0	0	-	-
2002	HDGV	8	2	4	25.0%	50.0%	0	0	0	-	-	8	2	4	25.0%	50.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2002	LDGT	2,363	522	1,080	22.1%	45.7%	2,347	519	1,071	22.1%	45.6%	0	0	0	-	-
2002	LDGV	2,338	528	1,102	22.6%	47.1%	2,321	524	1,096	22.6%	47.2%	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	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2003	LDGT	3,588	738	1,798	20.6%	50.1%	3,564	735	1,783	20.6%	50.0%	0	0	0	-	-
2003	LDGV	3,437	727	1,754	21.2%	51.0%	3,424	724	1,746	21.1%	51.0%	0	0	0	-	-
2004	HDGV	1	1	0	100.0%	0.0%	0	0	0	-	-	1	1	0	100.0%	0.0%
2004	LDDT	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
2004	LDDV	3	0	2	0.0%	66.7%	3	0	2	0.0%	66.7%	0	0	0	-	-
2004	LDGT	3,672	761	1,761	20.7%	48.0%	3,635	754	1,736	20.7%	47.8%	0	0	0	-	-
2004	LDGV	3,048	675	1,520	22.1%	49.9%	3,021	670	1,505	22.2%	49.8%	0	0	0	-	-
2005	HDGV	3	0	2	0.0%	66.7%	0	0	0	-	-	3	0	2	0.0%	66.7%
2005	LDDT	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
2005	LDDV	22	3	13	13.6%	59.1%	22	3	13	13.6%	59.1%	0	0	0	-	-
2005	LDGT	4,958	1,043	2,566	21.0%	51.8%	4,922	1,034	2,549	21.0%	51.8%	0	0	0	-	-
2005	LDGV	4,203	821	2,302	19.5%	54.8%	4,172	815	2,284	19.5%	54.7%	0	0	0	-	-
2006	HDGV	7	0	7	0.0%	100.0%	0	0	0	-	-	7	0	7	0.0%	100.0%
2006	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2006	LDDV	13	0	8	0.0%	61.5%	12	0	7	0.0%	58.3%	0	0	0	-	-
2006	LDGT	4,167	849	2,153	20.4%	51.7%	4,141	849	2,131	20.5%	51.5%	0	0	0	-	-
2006	LDGV	3,841	713	1,997	18.6%	52.0%	3,820	711	1,983	18.6%	51.9%	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 2023

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	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2007	LDDT	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2007	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	LDGT	3,846	756	1,912	19.7%	49.7%	3,824	751	1,900	19.6%	49.7%	0	0	0	-	-
2007	LDGV	3,648	729	1,880	20.0%	51.5%	3,621	726	1,867	20.0%	51.6%	0	0	0	-	-
2008	HDGV	524	123	273	23.5%	52.1%	520	122	270	23.5%	51.9%	1	0	1	0.0%	100.0%
2008	LDDT	4	0	3	0.0%	75.0%	4	0	3	0.0%	75.0%	0	0	0	-	-
2008	LDDV	5	2	2	40.0%	40.0%	5	2	2	40.0%	40.0%	0	0	0	-	-
2008	LDGT	5,556	1,090	3,077	19.6%	55.4%	5,512	1,085	3,042	19.7%	55.2%	0	0	0	-	-
2008	LDGV	5,168	964	2,969	18.7%	57.4%	5,144	960	2,959	18.7%	57.5%	0	0	0	-	-
2009	HDGV	386	124	193	32.1%	50.0%	386	124	193	32.1%	50.0%	0	0	0	-	-
2009	LDDT	18	8	8	44.4%	44.4%	18	8	8	44.4%	44.4%	0	0	0	-	-
2009	LDDV	6	1	3	16.7%	50.0%	6	1	3	16.7%	50.0%	0	0	0	-	-
2009	LDGT	2,707	564	1,391	20.8%	51.4%	2,691	562	1,381	20.9%	51.3%	0	0	0	-	-
2009	LDGV	3,016	593	1,618	19.7%	53.6%	2,998	592	1,604	19.7%	53.5%	0	0	0	-	-
2010	HDGV	447	124	237	27.7%	53.0%	441	122	234	27.7%	53.1%	1	0	1	0.0%	100.0%
2010	LDDT	26	11	12	42.3%	46.2%	26	11	12	42.3%	46.2%	0	0	0	-	-
2010	LDDV	12	2	7	16.7%	58.3%	12	2	7	16.7%	58.3%	0	0	0	-	-
2010	LDGT	4,836	966	2,814	20.0%	58.2%	4,809	962	2,797	20.0%	58.2%	0	0	0	-	-
2010	LDGV	4,603	915	2,703	19.9%	58.7%	4,583	909	2,692	19.8%	58.7%	0	0	0	-	-
2011	HDGV	635	158	348	24.9%	54.8%	628	155	344	24.7%	54.8%	1	0	1	0.0%	100.0%
2011	LDDT	32	7	17	21.9%	53.1%	32	7	17	21.9%	53.1%	0	0	0	-	-
2011	LDDV	31	7	11	22.6%	35.5%	31	7	11	22.6%	35.5%	0	0	0	-	-
2011	LDGT	4,084	817	2,287	20.0%	56.0%	4,072	815	2,278	20.0%	55.9%	0	0	0	-	-
2011	LDGV	2,868	545	1,634	19.0%	57.0%	2,846	543	1,617	19.1%	56.8%	0	0	0	-	-
2012	HDGV	706	173	425	24.5%	60.2%	702	173	421	24.6%	60.0%	2	0	2	0.0%	100.0%
2012	LDDT	70	26	31	37.1%	44.3%	70	26	31	37.1%	44.3%	0	0	0	-	-
2012	LDDV	31	10	14	32.3%	45.2%	30	10	14	33.3%	46.7%	0	0	0	-	-
2012	LDGT	5,282	1,078	3,253	20.4%	61.6%	5,263	1,076	3,239	20.4%	61.5%	0	0	0	-	-
2012	LDGV	5,215	1,196	3,065	22.9%	58.8%	5,189	1,190	3,049	22.9%	58.8%	0	0	0	-	-

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2023

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	530	108	335	20.4%	63.2%	527	108	333	20.5%	63.2%	1	0	1	0.0%	100.0%
2013	LDDT	36	15	14	41.7%	38.9%	36	15	14	41.7%	38.9%	0	0	0	-	-
2013	LDDV	38	9	19	23.7%	50.0%	38	9	19	23.7%	50.0%	0	0	0	-	-
2013	LDGT	3,416	746	2,004	21.8%	58.7%	3,405	746	1,995	21.9%	58.6%	0	0	0	-	-
2013	LDGV	3,782	822	2,195	21.7%	58.0%	3,761	817	2,184	21.7%	58.1%	0	0	0	-	-
2014	HDGV	598	144	365	24.1%	61.0%	583	144	351	24.7%	60.2%	12	0	11	0.0%	91.7%
2014	LDDT	80	24	47	30.0%	58.8%	80	24	47	30.0%	58.8%	0	0	0	-	-
2014	LDDV	102	32	55	31.4%	53.9%	101	32	54	31.7%	53.5%	0	0	0	-	-
2014	LDGT	5,027	1,014	3,212	20.2%	63.9%	5,001	1,013	3,188	20.3%	63.7%	0	0	0	-	-
2014	LDGV	4,289	928	2,665	21.6%	62.1%	4,257	924	2,645	21.7%	62.1%	0	0	0	-	-
2015	HDGV	695	142	439	20.4%	63.2%	676	140	424	20.7%	62.7%	15	2	11	13.3%	73.3%
2015	LDDT	49	17	23	34.7%	46.9%	49	17	23	34.7%	46.9%	0	0	0	-	-
2015	LDDV	24	5	15	20.8%	62.5%	24	5	15	20.8%	62.5%	0	0	0	-	-
2015	LDGT	2,986	525	1,943	17.6%	65.1%	2,973	524	1,934	17.6%	65.1%	0	0	0	-	-
2015	LDGV	2,825	649	1,652	23.0%	58.5%	2,808	646	1,644	23.0%	58.5%	0	0	0	-	-
2016	HDGV	677	121	479	17.9%	70.8%	661	120	466	18.2%	70.5%	15	1	12	6.7%	80.0%
2016	LDDT	61	15	39	24.6%	63.9%	60	15	38	25.0%	63.3%	0	0	0	-	-
2016	LDDV	4	1	3	25.0%	75.0%	4	1	3	25.0%	75.0%	0	0	0	-	-
2016	LDGT	3,942	685	2,772	17.4%	70.3%	3,928	684	2,759	17.4%	70.2%	0	0	0	-	-
2016	LDGV	3,565	763	2,277	21.4%	63.9%	3,532	760	2,253	21.5%	63.8%	0	0	0	-	-
2017	HDGV	524	100	344	19.1%	65.6%	504	99	328	19.6%	65.1%	17	1	14	5.9%	82.4%
2017	LDDT	18	4	13	22.2%	72.2%	18	4	13	22.2%	72.2%	0	0	0	-	-
2017	LDDV	13	5	7	38.5%	53.8%	13	5	7	38.5%	53.8%	0	0	0	-	-
2017	LDGT	2,043	380	1,382	18.6%	67.6%	2,039	380	1,380	18.6%	67.7%	0	0	0	-	-
2017	LDGV	1,762	401	1,045	22.8%	59.3%	1,749	397	1,037	22.7%	59.3%	0	0	0	-	-
2018	HDGV	438	82	310	18.7%	70.8%	418	81	291	19.4%	69.6%	18	1	17	5.6%	94.4%
2018	LDDT	39	17	19	43.6%	48.7%	39	17	19	43.6%	48.7%	0	0	0	-	-
2018	LDDV	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2018	LDGT	3,737	641	2,729	17.2%	73.0%	3,720	641	2,713	17.2%	72.9%	0	0	0	-	-
2018	LDGV	3,093	845	1,884	27.3%	60.9%	3,056	842	1,857	27.6%	60.8%	0	0	0	-	-

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2023

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	297	64	200	21.5%	67.3%	272	64	177	23.5%	65.1%	22	0	20	0.0%	90.9%
2019	LDDT	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	569	89	421	15.6%	74.0%	566	89	418	15.7%	73.9%	0	0	0	-	-
2019	LDGV	325	68	238	20.9%	73.2%	320	67	235	20.9%	73.4%	0	0	0	-	-
2020	HDGV	302	45	237	14.9%	78.5%	286	44	222	15.4%	77.6%	15	1	14	6.7%	93.3%
2020	LDDT	3	1	0	33.3%	0.0%	3	1	0	33.3%	0.0%	0	0	0	-	-
2020	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDGT	102	15	72	14.7%	70.6%	102	15	72	14.7%	70.6%	0	0	0	-	-
2020	LDGV	22	3	17	13.6%	77.3%	22	3	17	13.6%	77.3%	0	0	0	-	-
2021	HDGV	229	42	165	18.3%	72.1%	218	41	156	18.8%	71.6%	11	1	9	9.1%	81.8%
2021	LDDT	3	1	0	33.3%	0.0%	3	1	0	33.3%	0.0%	0	0	0	-	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGT	68	12	46	17.6%	67.6%	67	12	45	17.9%	67.2%	0	0	0	-	-
2021	LDGV	3	0	2	0.0%	66.7%	3	0	2	0.0%	66.7%	0	0	0	-	-
2022	HDGV	163	20	132	12.3%	81.0%	154	19	126	12.3%	81.8%	9	1	6	11.1%	66.7%
2022	LDDT	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%	0	0	0	-	-
2022	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDGT	105	12	80	11.4%	76.2%	104	12	79	11.5%	76.0%	0	0	0	-	-
2022	LDGV	5	0	4	0.0%	80.0%	5	0	4	0.0%	80.0%	0	0	0	-	-
2023	HDGV	8	1	6	12.5%	75.0%	5	1	3	20.0%	60.0%	3	0	3	0.0%	100.0%
2023	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDGT	5	0	5	0.0%	100.0%	5	0	5	0.0%	100.0%	0	0	0	-	-
2023	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2024	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2024	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**146,675**	**30,186**	**83,265**	**20.6%**	**56.8%**	**145,581**	**30,032**	**82,538**	**20.6%**	**56.7%**	**179**	**11**	**150**	**6.1%**	**83.8%**

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 2023

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	-	-	1	0	1	0.0%	100.0%	1	0	1
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	-	-	1	0	0	0.0%	0.0%	0	0	0
1996	LDGV	0	0	0	-	-	3	0	2	0.0%	66.7%	1	0	0
1997	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
1997	LDGT	0	0	0	-	-	9	0	2	0.0%	22.2%	4	0	3
1997	LDGV	0	0	0	-	-	8	0	4	0.0%	50.0%	2	1	1
1998	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
1998	LDGT	0	0	0	-	-	7	0	3	0.0%	42.9%	2	0	1
1998	LDGV	0	0	0	-	-	10	1	4	10.0%	40.0%	2	0	2
1999	HDGV	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
1999	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0
1999	LDGT	0	0	0	-	-	7	0	3	0.0%	42.9%	6	0	4
1999	LDGV	0	0	0	-	-	7	0	3	0.0%	42.9%	5	0	4
2000	HDGV	0	0	0	-	-	3	0	1	0.0%	33.3%	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	-	-	11	0	5	0.0%	45.5%	11	1	4
2000	LDGV	0	0	0	-	-	15	0	4	0.0%	26.7%	8	3	2

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 2023

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	1	0.0%	100.0%	0	0	0
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2001	LDGT	0	0	0	-	-	6	0	4	0.0%	66.7%	14	0	5
2001	LDGV	0	0	0	-	-	22	2	10	9.1%	45.5%	6	0	5
2002	HDGV	0	0	0	-	-	6	1	3	16.7%	50.0%	1	0	1
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	-	-	12	0	5	0.0%	41.7%	13	2	5
2002	LDGV	0	0	0	-	-	29	1	10	3.4%	34.5%	12	2	7
2003	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2
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	-	-	22	0	9	0.0%	40.9%	30	1	17
2003	LDGV	0	0	0	-	-	22	1	7	4.5%	31.8%	12	1	6
2004	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2004	LDGT	0	0	0	-	-	19	0	11	0.0%	57.9%	40	2	25
2004	LDGV	0	0	0	-	-	35	4	17	11.4%	48.6%	12	0	5
2005	HDGV	0	0	0	-	-	0	0	0	-	-	1	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	-	-	17	0	9	0.0%	52.9%	33	4	18
2005	LDGV	0	0	0	-	-	32	1	16	3.1%	50.0%	18	1	13
2006	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2
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	-	-	11	0	5	0.0%	45.5%	27	0	20
2006	LDGV	0	0	0	-	-	21	1	12	4.8%	57.1%	17	0	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 2023

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	-	-	10	0	5	0.0%	50.0%	26	2	16
2007	LDGV	0	0	0	-	-	27	0	9	0.0%	33.3%	15	0	11
2008	HDGV	0	0	0	-	-	2	0	1	0.0%	50.0%	2	0	2
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2008	LDGT	0	0	0	-	-	13	2	9	15.4%	69.2%	39	1	27
2008	LDGV	0	0	0	-	-	20	1	7	5.0%	35.0%	14	0	8
2009	HDGV	0	0	0	-	-	1	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	-	-	15	2	8	13.3%	53.3%	16	1	11
2009	LDGV	0	0	0	-	-	18	0	10	0.0%	55.6%	10	0	5
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	-	-	9	0	8	0.0%	88.9%	17	0	9
2010	LDGV	0	0	0	-	-	17	2	8	11.8%	47.1%	3	0	2
2011	HDGV	0	0	0	-	-	3	0	1	0.0%	33.3%	1	0	1
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2011	LDGT	0	0	0	-	-	5	0	5	0.0%	100.0%	5	0	3
2011	LDGV	0	0	0	-	-	19	1	10	5.3%	52.6%	8	0	6
2012	HDGV	0	0	0	-	-	2	0	1	0.0%	50.0%	2	0	1
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	-	-	8	0	7	0.0%	87.5%	6	1	3
2012	LDGV	0	0	0	-	-	21	1	10	4.8%	47.6%	9	1	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 2023

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%	0	0	0
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2013	LDGT	0	0	0	-	-	8	0	7	0.0%	87.5%	2	0	0
2013	LDGV	0	0	0	-	-	24	4	11	16.7%	45.8%	8	1	7
2014	HDGV	11	0	10	0.0%	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	-	-	8	2	5	25.0%	62.5%	10	0	8
2014	LDGV	0	0	0	-	-	31	2	17	6.5%	54.8%	4	0	4
2015	HDGV	12	0	10	0.0%	83.3%	0	0	0	-	-	2	0	2
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	-	-	8	1	6	12.5%	75.0%	2	0	2
2015	LDGV	0	0	0	-	-	28	1	10	3.6%	35.7%	2	0	0
2016	HDGV	14	0	12	0.0%	85.7%	0	0	0	-	-	0	0	0
2016	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2016	LDGT	0	0	0	-	-	5	0	5	0.0%	100.0%	4	0	3
2016	LDGV	0	0	0	-	-	26	3	13	11.5%	50.0%	5	0	5
2017	HDGV	17	1	14	5.9%	82.4%	0	0	0	-	-	1	0	0
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2017	LDGT	0	0	0	-	-	3	0	0	0.0%	0.0%	0	0	0
2017	LDGV	0	0	0	-	-	21	2	13	9.5%	61.9%	5	1	4
2018	HDGV	15	1	14	6.7%	93.3%	2	0	2	0.0%	100.0%	0	0	0
2018	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2018	LDGT	0	0	0	-	-	3	0	2	0.0%	66.7%	10	0	9
2018	LDGV	0	0	0	-	-	34	1	19	2.9%	55.9%	9	0	8

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 2023

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	20	0	18	0.0%	90.0%	2	0	1	0.0%	50.0%	0	0	0
2019	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2019	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2
2019	LDGV	0	0	0	-	-	3	0	2	0.0%	66.7%	2	0	2
2020	HDGV	14	1	13	7.1%	92.9%	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	9	9.1%	81.8%	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	8	1	5	12.5%	62.5%	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	-	-	1	0	1	0.0%	100.0%	0	0	0
2022	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0
2023	HDGV	3	0	3	0.0%	100.0%	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
2024	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0
2024	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0
2024	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0
2024	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0
2024	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0
Totals		**127**	**5**	**110**	**3.9%**	**86.6%**	**740**	**37**	**369**	**5.0%**	**49.9%**	**526**	**26**	**332**

Table G (Page 10 of 15)

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 2023

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%	100.0%	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	-	-	0	0	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%	0.0%	0	0	0	-	-	0	0	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%	75.0%	1	0	0	0.0%	0.0%	2	0	0	0.0%	0.0%
1997	LDGV	50.0%	50.0%	0	0	0	-	-	0	0	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%	50.0%	0	0	0	-	-	4	0	2	0.0%	50.0%
1998	LDGV	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1999	HDGV	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1999	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
1999	LDGT	0.0%	66.7%	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
1999	LDGV	0.0%	80.0%	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
2000	HDGV	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	9.1%	36.4%	0	0	0	-	-	3	0	2	0.0%	66.7%
2000	LDGV	37.5%	25.0%	0	0	0	-	-	2	0	1	0.0%	50.0%

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2023

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	0	-	-	1	0	1	0.0%	100.0%
2001	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0.0%	35.7%	0	0	0	-	-	6	0	4	0.0%	66.7%
2001	LDGV	0.0%	83.3%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2002	HDGV	0.0%	100.0%	0	0	0	-	-	2	1	1	50.0%	50.0%
2002	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	15.4%	38.5%	2	0	1	0.0%	50.0%	3	0	3	0.0%	100.0%
2002	LDGV	16.7%	58.3%	0	0	0	-	-	3	0	1	0.0%	33.3%
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	3.3%	56.7%	0	0	0	-	-	5	0	5	0.0%	100.0%
2003	LDGV	8.3%	50.0%	0	0	0	-	-	3	1	1	33.3%	33.3%
2004	HDGV	-	-	0	0	0	-	-	1	1	0	100.0%	0.0%
2004	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	5.0%	62.5%	2	0	2	0.0%	100.0%	10	2	4	20.0%	40.0%
2004	LDGV	0.0%	41.7%	1	0	1	0.0%	100.0%	6	0	4	0.0%	66.7%
2005	HDGV	0.0%	0.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2005	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	12.1%	54.5%	3	0	3	0.0%	100.0%	9	1	7	11.1%	77.8%
2005	LDGV	5.6%	72.2%	1	0	0	0.0%	0.0%	4	0	2	0.0%	50.0%
2006	HDGV	0.0%	100.0%	0	0	0	-	-	4	0	4	0.0%	100.0%
2006	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0.0%	100.0%	0	0	0	-	-	1	0	0	0.0%	0.0%
2006	LDGT	0.0%	74.1%	3	0	0	0.0%	0.0%	6	0	4	0.0%	66.7%
2006	LDGV	0.0%	52.9%	1	0	1	0.0%	100.0%	2	0	1	0.0%	50.0%

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2023

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	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2007	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	7.7%	61.5%	1	0	0	0.0%	0.0%	9	0	7	0.0%	77.8%
2007	LDGV	0.0%	73.3%	1	0	0	0.0%	0.0%	9	0	7	0.0%	77.8%
2008	HDGV	0.0%	100.0%	2	0	2	0.0%	100.0%	8	1	5	12.5%	62.5%
2008	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	2.6%	69.2%	0	0	0	-	-	12	0	10	0.0%	83.3%
2008	LDGV	0.0%	57.1%	1	0	1	0.0%	100.0%	8	0	7	0.0%	87.5%
2009	HDGV	-	-	0	0	0	-	-	1	1	0	100.0%	0.0%
2009	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	6.3%	68.8%	1	0	1	0.0%	100.0%	3	0	2	0.0%	66.7%
2009	LDGV	0.0%	50.0%	0	0	0	-	-	4	0	4	0.0%	100.0%
2010	HDGV	-	-	4	2	2	50.0%	50.0%	4	0	3	0.0%	75.0%
2010	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0.0%	52.9%	9	1	7	11.1%	77.8%	9	0	6	0.0%	66.7%
2010	LDGV	0.0%	66.7%	0	0	0	-	-	7	0	5	0.0%	71.4%
2011	HDGV	0.0%	100.0%	3	0	3	0.0%	100.0%	3	0	2	0.0%	66.7%
2011	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0.0%	60.0%	1	0	1	0.0%	100.0%	6	1	4	16.7%	66.7%
2011	LDGV	0.0%	75.0%	3	0	2	0.0%	66.7%	3	0	3	0.0%	100.0%
2012	HDGV	0.0%	50.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
2012	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
2012	LDGT	16.7%	50.0%	4	0	4	0.0%	100.0%	4	0	4	0.0%	100.0%
2012	LDGV	11.1%	77.8%	2	0	2	0.0%	100.0%	6	0	5	0.0%	83.3%

R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2023

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	-	-	2	0	2	0.0%	100.0%	1	0	0	0.0%	0.0%
2013	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0.0%	0.0%	3	0	3	0.0%	100.0%	4	0	4	0.0%	100.0%
2013	LDGV	12.5%	87.5%	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2014	HDGV	-	-	1	0	1	0.0%	100.0%	5	0	4	0.0%	80.0%
2014	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2014	LDGT	0.0%	80.0%	4	0	4	0.0%	100.0%	9	0	9	0.0%	100.0%
2014	LDGV	0.0%	100.0%	3	0	3	0.0%	100.0%	5	0	4	0.0%	80.0%
2015	HDGV	0.0%	100.0%	2	0	2	0.0%	100.0%	4	2	2	50.0%	50.0%
2015	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0.0%	100.0%	3	0	1	0.0%	33.3%	5	0	3	0.0%	60.0%
2015	LDGV	0.0%	0.0%	0	0	0	-	-	4	1	3	25.0%	75.0%
2016	HDGV	-	-	0	0	0	-	-	4	1	2	25.0%	50.0%
2016	LDDT	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2016	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0.0%	75.0%	2	0	2	0.0%	100.0%	8	0	7	0.0%	87.5%
2016	LDGV	0.0%	100.0%	2	0	2	0.0%	100.0%	7	0	7	0.0%	100.0%
2017	HDGV	0.0%	0.0%	0	0	0	-	-	4	0	3	0.0%	75.0%
2017	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	-	-	0	0	0	-	-	3	0	2	0.0%	66.7%
2017	LDGV	20.0%	80.0%	0	0	0	-	-	0	0	0	-	-
2018	HDGV	-	-	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2018	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0.0%	90.0%	1	0	1	0.0%	100.0%	9	0	9	0.0%	100.0%
2018	LDGV	0.0%	88.9%	2	0	2	0.0%	100.0%	8	0	7	0.0%	87.5%

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 2023

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	-	-	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2019	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2019	LDGV	0.0%	100.0%	0	0	0	-	-	1	1	0	100.0%	0.0%
2020	HDGV	-	-	1	0	1	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	-	-	1	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	-	-	1	0	1	0.0%	100.0%
2021	LDGV	-	-	0	0	0	-	-	0	0	0	-	-
2022	HDGV	-	-	1	0	1	0.0%	100.0%	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	-	-
2024	HDGV	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDDT	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDDV	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDGT	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDGV	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**4.9%**	**63.1%**	**85**	**3**	**70**	**3.5%**	**82.4%**	**283**	**14**	**214**	**4.9%**	**75.6%**

Table G (Page 15 of 15)

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 2023

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	No Primary Test Initial Fails	# No Primary Test Pass R2	% No Primary Test Pass R2	MIL Check Without OBD Test Initial Fails	# MIL Check Without OBD Test Pass R2	% MIL Check Without OBD Test Pass R2
Pre 96/Unknown	HDGV	2	0	0.0%	0	0	-	2	0	0.0%	0	0	-
Pre 96/Unknown	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
Pre 96/Unknown	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
Pre 96/Unknown	LDGT	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	-	0	0	-
1996	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDGT	168	13	7.7%	166	13	7.8%	0	0	-	0	0	-
1996	LDGV	209	16	7.7%	207	16	7.7%	0	0	-	0	0	-
1997	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	0	0	-
1997	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
1997	LDGT	401	31	7.7%	394	30	7.6%	0	0	-	0	0	-
1997	LDGV	468	41	8.8%	460	39	8.5%	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	1	50.0%	2	1	50.0%	0	0	-	0	0	-
1998	LDGT	487	49	10.1%	483	48	9.9%	0	0	-	0	0	-
1998	LDGV	518	46	8.9%	509	45	8.8%	0	0	-	0	0	-
1999	HDGV	2	0	0.0%	0	0	-	2	0	0.0%	0	0	-
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	2	0	0.0%	1	0	0.0%	0	0	-	0	0	-
1999	LDGT	780	67	8.6%	766	66	8.6%	0	0	-	0	0	-
1999	LDGV	913	71	7.8%	903	70	7.8%	0	0	-	0	0	-
2000	HDGV	3	0	0.0%	0	0	-	3	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	990	94	9.5%	982	92	9.4%	0	0	-	0	0	-
2000	LDGV	1,187	102	8.6%	1,175	101	8.6%	0	0	-	0	0	-

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2023

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	2	0	0.0%	0	0	-	2	0	0.0%	0	0	-
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2001	LDGT	2,221	319	14.4%	2,207	318	14.4%	0	0	-	0	0	-
2001	LDGV	2,258	304	13.5%	2,246	303	13.5%	0	0	-	0	0	-
2002	HDGV	8	1	12.5%	0	0	-	8	1	12.5%	0	0	-
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2002	LDGT	2,363	287	12.1%	2,347	286	12.2%	0	0	-	0	0	-
2002	LDGV	2,338	307	13.1%	2,321	306	13.2%	0	0	-	0	0	-
2003	HDGV	3	0	0.0%	0	0	-	3	0	0.0%	0	0	-
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2003	LDGT	3,588	425	11.8%	3,564	424	11.9%	0	0	-	0	0	-
2003	LDGV	3,437	392	11.4%	3,424	389	11.4%	0	0	-	0	0	-
2004	HDGV	1	1	100.0%	0	0	-	1	1	100.0%	0	0	-
2004	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2004	LDDV	3	0	0.0%	3	0	0.0%	0	0	-	0	0	-
2004	LDGT	3,672	438	11.9%	3,635	433	11.9%	0	0	-	0	0	-
2004	LDGV	3,048	377	12.4%	3,021	373	12.3%	0	0	-	0	0	-
2005	HDGV	3	0	0.0%	0	0	-	3	0	0.0%	0	0	-
2005	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2005	LDDV	22	2	9.1%	22	2	9.1%	0	0	-	0	0	-
2005	LDGT	4,958	589	11.9%	4,922	585	11.9%	0	0	-	0	0	-
2005	LDGV	4,203	466	11.1%	4,172	462	11.1%	0	0	-	0	0	-
2006	HDGV	7	0	0.0%	0	0	-	7	0	0.0%	0	0	-
2006	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2006	LDDV	13	0	0.0%	12	0	0.0%	0	0	-	0	0	-
2006	LDGT	4,167	475	11.4%	4,141	475	11.5%	0	0	-	0	0	-
2006	LDGV	3,841	425	11.1%	3,820	424	11.1%	0	0	-	0	0	-
2007	HDGV	2	0	0.0%	0	0	-	2	0	0.0%	0	0	-

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2023

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	LDDT	2	1	50.0%	2	1	50.0%	0	0	-	0	0	-
2007	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2007	LDGT	3,846	428	11.1%	3,824	423	11.1%	0	0	-	0	0	-
2007	LDGV	3,648	410	11.2%	3,621	407	11.2%	0	0	-	0	0	-
2008	HDGV	524	94	17.9%	520	93	17.9%	1	0	0.0%	0	0	-
2008	LDDT	4	0	0.0%	4	0	0.0%	0	0	-	0	0	-
2008	LDDV	5	0	0.0%	5	0	0.0%	0	0	-	0	0	-
2008	LDGT	5,556	676	12.2%	5,512	672	12.2%	0	0	-	0	0	-
2008	LDGV	5,168	620	12.0%	5,144	619	12.0%	0	0	-	0	0	-
2009	HDGV	386	97	25.1%	386	97	25.1%	0	0	-	0	0	-
2009	LDDT	18	4	22.2%	18	4	22.2%	0	0	-	0	0	-
2009	LDDV	6	1	16.7%	6	1	16.7%	0	0	-	0	0	-
2009	LDGT	2,707	336	12.4%	2,691	334	12.4%	0	0	-	0	0	-
2009	LDGV	3,016	379	12.6%	2,998	379	12.6%	0	0	-	0	0	-
2010	HDGV	447	106	23.7%	441	104	23.6%	1	0	0.0%	0	0	-
2010	LDDT	26	5	19.2%	26	5	19.2%	0	0	-	0	0	-
2010	LDDV	12	2	16.7%	12	2	16.7%	0	0	-	0	0	-
2010	LDGT	4,836	658	13.6%	4,809	654	13.6%	0	0	-	0	0	-
2010	LDGV	4,603	622	13.5%	4,583	618	13.5%	0	0	-	0	0	-
2011	HDGV	635	117	18.4%	628	115	18.3%	1	0	0.0%	0	0	-
2011	LDDT	32	5	15.6%	32	5	15.6%	0	0	-	0	0	-
2011	LDDV	31	2	6.5%	31	2	6.5%	0	0	-	0	0	-
2011	LDGT	4,084	534	13.1%	4,072	533	13.1%	0	0	-	0	0	-
2011	LDGV	2,868	333	11.6%	2,846	331	11.6%	0	0	-	0	0	-
2012	HDGV	706	140	19.8%	702	140	19.9%	2	0	0.0%	0	0	-
2012	LDDT	70	19	27.1%	70	19	27.1%	0	0	-	0	0	-
2012	LDDV	31	4	12.9%	30	4	13.3%	0	0	-	0	0	-
2012	LDGT	5,282	784	14.8%	5,263	784	14.9%	0	0	-	0	0	-
2012	LDGV	5,215	841	16.1%	5,189	836	16.1%	0	0	-	0	0	-
2013	HDGV	530	82	15.5%	527	82	15.6%	1	0	0.0%	0	0	-
2013	LDDT	36	13	36.1%	36	13	36.1%	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 2023

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	LDDV	38	9	23.7%	38	9	23.7%	0	0	-	0	0	-
2013	LDGT	3,416	519	15.2%	3,405	519	15.2%	0	0	-	0	0	-
2013	LDGV	3,782	566	15.0%	3,761	561	14.9%	0	0	-	0	0	-
2014	HDGV	598	114	19.1%	583	114	19.6%	12	0	0.0%	11	0	0.0%
2014	LDDT	80	21	26.3%	80	21	26.3%	0	0	-	0	0	-
2014	LDDV	102	27	26.5%	101	27	26.7%	0	0	-	0	0	-
2014	LDGT	5,027	729	14.5%	5,001	729	14.6%	0	0	-	0	0	-
2014	LDGV	4,289	658	15.3%	4,257	655	15.4%	0	0	-	0	0	-
2015	HDGV	695	114	16.4%	676	112	16.6%	15	2	13.3%	12	0	0.0%
2015	LDDT	49	13	26.5%	49	13	26.5%	0	0	-	0	0	-
2015	LDDV	24	5	20.8%	24	5	20.8%	0	0	-	0	0	-
2015	LDGT	2,986	389	13.0%	2,973	388	13.1%	0	0	-	0	0	-
2015	LDGV	2,825	455	16.1%	2,808	454	16.2%	0	0	-	0	0	-
2016	HDGV	677	98	14.5%	661	97	14.7%	15	1	6.7%	14	0	0.0%
2016	LDDT	61	13	21.3%	60	13	21.7%	0	0	-	0	0	-
2016	LDDV	4	1	25.0%	4	1	25.0%	0	0	-	0	0	-
2016	LDGT	3,942	533	13.5%	3,928	532	13.5%	0	0	-	0	0	-
2016	LDGV	3,565	552	15.5%	3,532	552	15.6%	0	0	-	0	0	-
2017	HDGV	524	80	15.3%	504	80	15.9%	17	0	0.0%	17	0	0.0%
2017	LDDT	18	4	22.2%	18	4	22.2%	0	0	-	0	0	-
2017	LDDV	13	4	30.8%	13	4	30.8%	0	0	-	0	0	-
2017	LDGT	2,043	314	15.4%	2,039	314	15.4%	0	0	-	0	0	-
2017	LDGV	1,762	281	15.9%	1,749	278	15.9%	0	0	-	0	0	-
2018	HDGV	438	69	15.8%	418	69	16.5%	18	0	0.0%	15	0	0.0%
2018	LDDT	39	13	33.3%	39	13	33.3%	0	0	-	0	0	-
2018	LDDV	2	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2018	LDGT	3,737	541	14.5%	3,720	541	14.5%	0	0	-	0	0	-
2018	LDGV	3,093	644	20.8%	3,056	641	21.0%	0	0	-	0	0	-
2019	HDGV	297	58	19.5%	272	58	21.3%	22	0	0.0%	20	0	0.0%
2019	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-
2019	LDDV	0	0	-	0	0	-	0	0	-	0	0	-

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2023

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	LDGT	569	80	14.1%	566	80	14.1%	0	0	-	0	0	-
2019	LDGV	325	56	17.2%	320	55	17.2%	0	0	-	0	0	-
2020	HDGV	302	41	13.6%	286	40	14.0%	15	1	6.7%	14	1	7.1%
2020	LDDT	3	0	0.0%	3	0	0.0%	0	0	-	0	0	-
2020	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2020	LDGT	102	12	11.8%	102	12	11.8%	0	0	-	0	0	-
2020	LDGV	22	1	4.5%	22	1	4.5%	0	0	-	0	0	-
2021	HDGV	229	37	16.2%	218	36	16.5%	11	1	9.1%	11	1	9.1%
2021	LDDT	3	1	33.3%	3	1	33.3%	0	0	-	0	0	-
2021	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2021	LDGT	68	12	17.6%	67	12	17.9%	0	0	-	0	0	-
2021	LDGV	3	0	0.0%	3	0	0.0%	0	0	-	0	0	-
2022	HDGV	163	18	11.0%	154	17	11.0%	9	1	11.1%	8	1	12.5%
2022	LDDT	3	1	33.3%	3	1	33.3%	0	0	-	0	0	-
2022	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2022	LDGT	105	12	11.4%	104	12	11.5%	0	0	-	0	0	-
2022	LDGV	5	0	0.0%	5	0	0.0%	0	0	-	0	0	-
2023	HDGV	8	1	12.5%	5	1	20.0%	3	0	0.0%	3	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	5	0	0.0%	5	0	0.0%	0	0	-	0	0	-
2023	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2024	HDGV	2	0	0.0%	0	0	-	2	0	0.0%	2	0	0.0%
2024	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2024	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2024	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2024	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
Totals		**146,675**	**19,748**	**13.5%**	**145,581**	**19,650**	**13.5%**	**179**	**8**	**4.5%**	**127**	**3**	**2.4%**

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 2023

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
Pre 96/Unknown	HDGV	1	0	0.0%	1	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	-	0	0	-
1996	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDGT	1	0	0.0%	0	0	-	0	0	-	1	0	0.0%
1996	LDGV	3	0	0.0%	1	0	0.0%	0	0	-	0	0	-
1997	HDGV	1	0	0.0%	0	0	-	0	0	-	0	0	-
1997	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDGT	9	0	0.0%	4	0	0.0%	1	0	0.0%	2	0	0.0%
1997	LDGV	8	0	0.0%	2	1	50.0%	0	0	-	0	0	-
1998	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDGT	7	0	0.0%	2	0	0.0%	0	0	-	4	0	0.0%
1998	LDGV	10	0	0.0%	2	0	0.0%	0	0	-	0	0	-
1999	HDGV	1	0	0.0%	0	0	-	0	0	-	1	0	0.0%
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
1999	LDGT	7	0	0.0%	6	0	0.0%	2	0	0.0%	4	0	0.0%
1999	LDGV	7	0	0.0%	5	0	0.0%	2	0	0.0%	4	0	0.0%
2000	HDGV	3	0	0.0%	0	0	-	0	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	11	0	0.0%	11	1	9.1%	0	0	-	3	0	0.0%
2000	LDGV	15	0	0.0%	8	1	12.5%	0	0	-	2	0	0.0%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
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Year 2023

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%	0	0	-	0	0	-	1	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	6	0	0.0%	14	0	0.0%	0	0	-	6	0	0.0%
2001	LDGV	22	1	4.5%	6	0	0.0%	1	0	0.0%	1	0	0.0%
2002	HDGV	6	0	0.0%	1	0	0.0%	0	0	-	2	1	50.0%
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDGT	12	0	0.0%	13	1	7.7%	2	0	0.0%	3	0	0.0%
2002	LDGV	29	0	0.0%	12	1	8.3%	0	0	-	3	0	0.0%
2003	HDGV	1	0	0.0%	2	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	22	0	0.0%	30	1	3.3%	0	0	-	5	0	0.0%
2003	LDGV	22	1	4.5%	12	1	8.3%	0	0	-	3	1	33.3%
2004	HDGV	0	0	-	0	0	-	0	0	-	1	1	100.0%
2004	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDGT	19	0	0.0%	40	1	2.5%	2	0	0.0%	10	1	10.0%
2004	LDGV	35	2	5.7%	12	0	0.0%	1	0	0.0%	6	0	0.0%
2005	HDGV	0	0	-	1	0	0.0%	1	0	0.0%	1	0	0.0%
2005	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDGT	17	0	0.0%	33	3	9.1%	3	0	0.0%	9	1	11.1%
2005	LDGV	32	1	3.1%	18	1	5.6%	1	0	0.0%	4	0	0.0%
2006	HDGV	1	0	0.0%	2	0	0.0%	0	0	-	4	0	0.0%
2006	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2006	LDDV	0	0	-	1	0	0.0%	0	0	-	1	0	0.0%
2006	LDGT	11	0	0.0%	27	0	0.0%	3	0	0.0%	6	0	0.0%
2006	LDGV	21	0	0.0%	17	0	0.0%	1	0	0.0%	2	0	0.0%

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Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
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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	-	2	0	0.0%	0	0	-
2007	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDGT	10	0	0.0%	26	2	7.7%	1	0	0.0%	9	0	0.0%
2007	LDGV	27	0	0.0%	15	0	0.0%	1	0	0.0%	9	0	0.0%
2008	HDGV	2	0	0.0%	2	0	0.0%	2	0	0.0%	8	1	12.5%
2008	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGT	13	1	7.7%	39	1	2.6%	0	0	-	12	0	0.0%
2008	LDGV	20	0	0.0%	14	0	0.0%	1	0	0.0%	8	0	0.0%
2009	HDGV	1	0	0.0%	0	0	-	0	0	-	1	1	100.0%
2009	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDGT	15	2	13.3%	16	0	0.0%	1	0	0.0%	3	0	0.0%
2009	LDGV	18	0	0.0%	10	0	0.0%	0	0	-	4	0	0.0%
2010	HDGV	0	0	-	0	0	-	4	2	50.0%	4	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	9	0	0.0%	17	0	0.0%	9	1	11.1%	9	0	0.0%
2010	LDGV	17	0	0.0%	3	0	0.0%	0	0	-	7	0	0.0%
2011	HDGV	3	0	0.0%	1	0	0.0%	3	0	0.0%	3	0	0.0%
2011	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDGT	5	0	0.0%	5	0	0.0%	1	0	0.0%	6	1	16.7%
2011	LDGV	19	1	5.3%	8	0	0.0%	3	0	0.0%	3	0	0.0%
2012	HDGV	2	0	0.0%	2	0	0.0%	0	0	-	3	0	0.0%
2012	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDDV	0	0	-	0	0	-	0	0	-	1	0	0.0%
2012	LDGT	8	0	0.0%	6	0	0.0%	4	0	0.0%	4	0	0.0%
2012	LDGV	21	0	0.0%	9	1	11.1%	2	0	0.0%	6	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 2023

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%	0	0	-	2	0	0.0%	1	0	0.0%
2013	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDGT	8	0	0.0%	2	0	0.0%	3	0	0.0%	4	0	0.0%
2013	LDGV	24	4	16.7%	8	1	12.5%	1	0	0.0%	4	0	0.0%
2014	HDGV	0	0	-	0	0	-	1	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	-	1	0	0.0%
2014	LDGT	8	0	0.0%	10	0	0.0%	4	0	0.0%	9	0	0.0%
2014	LDGV	31	1	3.2%	4	0	0.0%	3	0	0.0%	5	0	0.0%
2015	HDGV	0	0	-	2	0	0.0%	2	0	0.0%	4	2	50.0%
2015	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDGT	8	1	12.5%	2	0	0.0%	3	0	0.0%	5	0	0.0%
2015	LDGV	28	1	3.6%	2	0	0.0%	0	0	-	4	0	0.0%
2016	HDGV	0	0	-	0	0	-	0	0	-	4	1	25.0%
2016	LDDT	0	0	-	1	0	0.0%	0	0	-	0	0	-
2016	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDGT	5	0	0.0%	4	0	0.0%	2	0	0.0%	8	0	0.0%
2016	LDGV	26	3	11.5%	5	0	0.0%	2	0	0.0%	7	0	0.0%
2017	HDGV	0	0	-	1	0	0.0%	0	0	-	4	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	3	0	0.0%	0	0	-	0	0	-	3	0	0.0%
2017	LDGV	21	2	9.5%	5	1	20.0%	0	0	-	0	0	-
2018	HDGV	2	0	0.0%	0	0	-	2	0	0.0%	1	0	0.0%
2018	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDGT	3	0	0.0%	10	0	0.0%	1	0	0.0%	9	0	0.0%
2018	LDGV	34	1	2.9%	9	0	0.0%	2	0	0.0%	8	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 2023

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	2	0	0.0%	0	0	-	1	0	0.0%	4	0	0.0%
2019	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2019	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2019	LDGT	1	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2019	LDGV	3	0	0.0%	2	0	0.0%	0	0	-	1	1	100.0%
2020	HDGV	0	0	-	0	0	-	1	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	-	1	0	0.0%
2021	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2021	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2021	LDGT	0	0	-	0	0	-	0	0	-	1	0	0.0%
2021	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2022	HDGV	0	0	-	0	0	-	1	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	1	0	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	-
2024	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2024	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2024	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2024	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2024	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
Totals		**740**	**22**	**3.0%**	**526**	**18**	**3.4%**	**85**	**3**	**3.5%**	**283**	**12**	**4.2%**

Table H (Page 10 of 10)

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 2023

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	438	2	2	0	0	0.00%	0.00%	0	0	0	-	-
Pre 96/Unknown	LDDT	2	0	0	0	0	0.00%	-	0	0	0	-	-
Pre 96/Unknown	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	140	0	0	0	0	0.00%	-	0	0	0	-	-
Pre 96/Unknown	LDGV	9	0	0	0	0	0.00%	-	0	0	0	-	-
1996	HDGV	106	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
1996	LDGT	1,260	168	92	16	60	4.76%	35.71%	1,259	166	60	4.77%	36.14%
1996	LDGV	1,601	209	113	29	67	4.18%	32.06%	1,599	207	65	4.07%	31.40%
1997	HDGV	194	1	1	0	0	0.00%	0.00%	0	0	0	-	-
1997	LDDT	2	0	0	0	0	0.00%	-	1	0	0	0.00%	-
1997	LDDV	11	1	1	0	0	0.00%	0.00%	11	1	0	0.00%	0.00%
1997	LDGT	3,227	401	225	50	126	3.90%	31.42%	3,226	394	123	3.81%	31.22%
1997	LDGV	3,710	468	296	46	126	3.40%	26.92%	3,705	460	121	3.27%	26.30%
1998	HDGV	141	0	0	0	0	0.00%	-	0	0	0	-	-
1998	LDDT	3	1	0	0	1	33.33%	100.00%	1	1	1	100.00%	100.00%
1998	LDDV	22	2	1	1	0	0.00%	0.00%	22	2	0	0.00%	0.00%
1998	LDGT	3,219	487	277	56	154	4.78%	31.62%	3,218	483	152	4.72%	31.47%
1998	LDGV	3,677	518	303	52	163	4.43%	31.47%	3,675	509	161	4.38%	31.63%
1999	HDGV	384	2	1	1	0	0.00%	0.00%	0	0	0	-	-
1999	LDDT	3	0	0	0	0	0.00%	-	3	0	0	0.00%	-
1999	LDDV	42	2	1	0	1	2.38%	50.00%	42	1	0	0.00%	0.00%
1999	LDGT	5,600	780	460	90	230	4.11%	29.49%	5,600	766	228	4.07%	29.77%
1999	LDGV	7,375	913	544	133	236	3.20%	25.85%	7,375	903	235	3.19%	26.02%

1 Initially failed, passed reinspection within the 1st third of the following year.
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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 2023

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	557	3	1	0	2	0.36%	66.67%	0	0	0	-	-
2000	LDDT	1	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2000	LDDV	21	1	1	0	0	0.00%	0.00%	21	1	0	0.00%	0.00%
2000	LDGT	6,316	990	549	112	329	5.21%	33.23%	6,316	982	327	5.18%	33.30%
2000	LDGV	7,807	1,187	677	186	324	4.15%	27.30%	7,807	1,175	319	4.09%	27.15%
2001	HDGV	668	2	2	0	0	0.00%	0.00%	0	0	0	-	-
2001	LDDT	1	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2001	LDDV	15	1	1	0	0	0.00%	0.00%	15	1	0	0.00%	0.00%
2001	LDGT	10,466	2,221	1,333	289	599	5.72%	26.97%	10,466	2,207	594	5.68%	26.91%
2001	LDGV	11,873	2,258	1,356	279	623	5.25%	27.59%	11,873	2,246	619	5.21%	27.56%
2002	HDGV	739	8	5	1	2	0.27%	25.00%	0	0	0	-	-
2002	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
2002	LDDV	27	1	1	0	0	0.00%	0.00%	27	1	0	0.00%	0.00%
2002	LDGT	11,607	2,363	1,367	316	680	5.86%	28.78%	11,607	2,347	674	5.81%	28.72%
2002	LDGV	12,334	2,338	1,409	305	624	5.06%	26.69%	12,333	2,321	616	4.99%	26.54%
2003	HDGV	1,160	3	3	0	0	0.00%	0.00%	0	0	0	-	-
2003	LDDT	1	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2003	LDDV	55	1	1	0	0	0.00%	0.00%	55	1	0	0.00%	0.00%
2003	LDGT	21,416	3,588	2,223	457	908	4.24%	25.31%	21,416	3,564	903	4.22%	25.34%
2003	LDGV	22,805	3,437	2,146	434	857	3.76%	24.93%	22,805	3,424	856	3.75%	25.00%
2004	HDGV	1,374	1	1	0	0	0.00%	0.00%	0	0	0	-	-
2004	LDDT	1	1	0	1	0	0.00%	0.00%	1	1	0	0.00%	0.00%
2004	LDDV	33	3	2	0	1	3.03%	33.33%	33	3	1	3.03%	33.33%
2004	LDGT	21,114	3,672	2,199	424	1,049	4.97%	28.57%	21,114	3,635	1,043	4.94%	28.69%
2004	LDGV	18,612	3,048	1,897	362	789	4.24%	25.89%	18,612	3,021	783	4.21%	25.92%

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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 2023

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	1,596	3	2	0	1	0.06%	33.33%	0	0	0	-	-
2005	LDDT	18	1	0	0	1	5.56%	100.00%	18	1	1	5.56%	100.00%
2005	LDDV	163	22	15	0	7	4.29%	31.82%	163	22	7	4.29%	31.82%
2005	LDGT	33,539	4,958	3,155	561	1,242	3.70%	25.05%	33,539	4,922	1,237	3.69%	25.13%
2005	LDGV	31,858	4,203	2,768	467	968	3.04%	23.03%	31,858	4,172	964	3.03%	23.11%
2006	HDGV	2,267	7	7	0	0	0.00%	0.00%	0	0	0	-	-
2006	LDDT	19	1	1	0	0	0.00%	0.00%	19	1	0	0.00%	0.00%
2006	LDDV	146	13	8	3	2	1.37%	15.38%	146	12	2	1.37%	16.67%
2006	LDGT	28,130	4,167	2,628	450	1,089	3.87%	26.13%	28,130	4,141	1,086	3.86%	26.23%
2006	LDGV	28,385	3,841	2,422	442	977	3.44%	25.44%	28,385	3,820	975	3.43%	25.52%
2007	HDGV	2,021	2	2	0	0	0.00%	0.00%	0	0	0	-	-
2007	LDDT	41	2	2	0	0	0.00%	0.00%	41	2	0	0.00%	0.00%
2007	LDDV	13	1	1	0	0	0.00%	0.00%	13	1	0	0.00%	0.00%
2007	LDGT	27,381	3,846	2,340	515	991	3.62%	25.77%	27,381	3,824	987	3.60%	25.81%
2007	LDGV	29,545	3,648	2,290	475	883	2.99%	24.21%	29,545	3,621	876	2.96%	24.19%
2008	HDGV	4,008	524	367	33	124	3.09%	23.66%	3,821	520	124	3.25%	23.85%
2008	LDDT	95	4	3	1	0	0.00%	0.00%	95	4	0	0.00%	0.00%
2008	LDDV	44	5	2	1	2	4.55%	40.00%	44	5	2	4.55%	40.00%
2008	LDGT	55,080	5,556	3,753	545	1,258	2.28%	22.64%	55,080	5,512	1,255	2.28%	22.77%
2008	LDGV	55,319	5,168	3,589	534	1,045	1.89%	20.22%	55,319	5,144	1,037	1.87%	20.16%
2009	HDGV	2,330	386	290	24	72	3.09%	18.65%	2,241	386	72	3.21%	18.65%
2009	LDDT	48	18	12	1	5	10.42%	27.78%	48	18	5	10.42%	27.78%
2009	LDDV	21	6	4	2	0	0.00%	0.00%	21	6	0	0.00%	0.00%
2009	LDGT	20,397	2,707	1,727	334	646	3.17%	23.86%	20,397	2,691	643	3.15%	23.89%
2009	LDGV	27,537	3,016	1,997	316	703	2.55%	23.31%	27,530	2,998	701	2.55%	23.38%

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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 2023

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	2,893	447	343	17	87	3.01%	19.46%	2,764	441	86	3.11%	19.50%
2010	LDDT	98	26	17	2	7	7.14%	26.92%	98	26	7	7.14%	26.92%
2010	LDDV	51	12	9	1	2	3.92%	16.67%	51	12	2	3.92%	16.67%
2010	LDGT	53,607	4,836	3,472	393	971	1.81%	20.08%	53,607	4,809	966	1.80%	20.09%
2010	LDGV	60,266	4,603	3,325	401	877	1.46%	19.05%	60,266	4,583	872	1.45%	19.03%
2011	HDGV	4,690	635	465	45	125	2.67%	19.69%	4,132	628	124	3.00%	19.75%
2011	LDDT	122	32	22	5	5	4.10%	15.63%	122	32	5	4.10%	15.63%
2011	LDDV	107	31	13	10	8	7.48%	25.81%	107	31	8	7.48%	25.81%
2011	LDGT	41,379	4,084	2,821	338	925	2.24%	22.65%	41,379	4,072	923	2.23%	22.67%
2011	LDGV	34,843	2,868	1,967	283	618	1.77%	21.55%	34,843	2,846	616	1.77%	21.64%
2012	HDGV	6,031	706	565	23	118	1.96%	16.71%	5,384	702	118	2.19%	16.81%
2012	LDDT	283	70	50	6	14	4.95%	20.00%	283	70	14	4.95%	20.00%
2012	LDDV	199	31	18	6	7	3.52%	22.58%	199	30	6	3.02%	20.00%
2012	LDGT	76,845	5,282	4,037	345	900	1.17%	17.04%	76,845	5,263	896	1.17%	17.02%
2012	LDGV	81,437	5,215	3,906	401	908	1.11%	17.41%	81,437	5,189	903	1.11%	17.40%
2013	HDGV	5,296	530	417	19	94	1.77%	17.74%	4,556	527	94	2.06%	17.84%
2013	LDDT	161	36	27	2	7	4.35%	19.44%	161	36	7	4.35%	19.44%
2013	LDDV	224	38	28	3	7	3.13%	18.42%	224	38	7	3.13%	18.42%
2013	LDGT	46,954	3,416	2,523	258	635	1.35%	18.59%	46,954	3,405	634	1.35%	18.62%
2013	LDGV	51,622	3,782	2,761	307	714	1.38%	18.88%	51,622	3,761	711	1.38%	18.90%
2014	HDGV	6,198	598	479	26	93	1.50%	15.55%	5,259	583	92	1.75%	15.78%
2014	LDDT	607	80	68	5	7	1.15%	8.75%	607	80	7	1.15%	8.75%
2014	LDDV	683	102	82	5	15	2.20%	14.71%	683	101	15	2.20%	14.85%
2014	LDGT	104,988	5,027	3,941	291	795	0.76%	15.81%	104,988	5,001	793	0.76%	15.86%
2014	LDGV	88,221	4,289	3,323	261	705	0.80%	16.44%	88,221	4,257	699	0.79%	16.42%

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2023

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
2015	HDGV	8,000	695	553	21	121	1.51%	17.41%	7,018	676	119	1.70%	17.60%
2015	LDDT	366	49	36	4	9	2.46%	18.37%	366	49	9	2.46%	18.37%
2015	LDDV	259	24	20	2	2	0.77%	8.33%	259	24	2	0.77%	8.33%
2015	LDGT	61,477	2,986	2,332	176	478	0.78%	16.01%	61,477	2,973	476	0.77%	16.01%
2015	LDGV	46,869	2,825	2,107	199	519	1.11%	18.37%	46,869	2,808	514	1.10%	18.30%
2016	HDGV	10,745	677	577	14	86	0.80%	12.70%	9,167	661	85	0.93%	12.86%
2016	LDDT	475	61	52	3	6	1.26%	9.84%	475	60	6	1.26%	10.00%
2016	LDDV	73	4	4	0	0	0.00%	0.00%	73	4	0	0.00%	0.00%
2016	LDGT	133,368	3,942	3,305	175	462	0.35%	11.72%	133,367	3,928	462	0.35%	11.76%
2016	LDGV	100,131	3,565	2,829	173	563	0.56%	15.79%	100,131	3,532	558	0.56%	15.80%
2017	HDGV	9,979	524	424	18	82	0.82%	15.65%	8,604	504	79	0.92%	15.67%
2017	LDDT	214	18	17	0	1	0.47%	5.56%	214	18	1	0.47%	5.56%
2017	LDDV	45	13	11	0	2	4.44%	15.38%	45	13	2	4.44%	15.38%
2017	LDGT	59,188	2,043	1,696	96	251	0.42%	12.29%	59,188	2,039	249	0.42%	12.21%
2017	LDGV	44,188	1,762	1,326	129	307	0.69%	17.42%	44,188	1,749	305	0.69%	17.44%
2018	HDGV	9,655	438	379	9	50	0.52%	11.42%	8,447	418	49	0.58%	11.72%
2018	LDDT	412	39	32	1	6	1.46%	15.38%	412	39	6	1.46%	15.38%
2018	LDDV	69	2	1	0	1	1.45%	50.00%	69	2	1	1.45%	50.00%
2018	LDGT	184,665	3,737	3,270	104	363	0.20%	9.71%	184,665	3,720	362	0.20%	9.73%
2018	LDGV	107,863	3,093	2,528	143	422	0.39%	13.64%	107,863	3,056	416	0.39%	13.61%
2019	HDGV	7,998	297	258	3	36	0.45%	12.12%	6,381	272	34	0.53%	12.50%
2019	LDDT	10	1	0	0	1	10.00%	100.00%	10	1	1	10.00%	100.00%
2019	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2019	LDGT	28,410	569	501	18	50	0.18%	8.79%	28,410	566	50	0.18%	8.83%
2019	LDGV	13,518	325	294	5	26	0.19%	8.00%	13,518	320	25	0.18%	7.81%

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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 2023

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
2020	HDGV	6,252	302	278	3	21	0.34%	6.95%	4,817	286	21	0.44%	7.34%
2020	LDDT	6	3	0	0	3	50.00%	100.00%	6	3	3	50.00%	100.00%
2020	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2020	LDGT	2,628	102	84	6	12	0.46%	11.76%	2,524	102	12	0.48%	11.76%
2020	LDGV	491	22	18	1	3	0.61%	13.64%	491	22	3	0.61%	13.64%
2021	HDGV	4,732	229	202	4	23	0.49%	10.04%	3,320	218	22	0.66%	10.09%
2021	LDDT	23	3	1	0	2	8.70%	66.67%	23	3	2	8.70%	66.67%
2021	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2021	LDGT	2,165	68	58	0	10	0.46%	14.71%	1,933	67	10	0.52%	14.93%
2021	LDGV	160	3	2	1	0	0.00%	0.00%	160	3	0	0.00%	0.00%
2022	HDGV	3,514	163	150	1	12	0.34%	7.36%	2,325	154	11	0.47%	7.14%
2022	LDDT	16	3	3	0	0	0.00%	0.00%	16	3	0	0.00%	0.00%
2022	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2022	LDGT	2,449	105	92	2	11	0.45%	10.48%	2,449	104	11	0.45%	10.58%
2022	LDGV	123	5	4	0	1	0.81%	20.00%	123	5	1	0.81%	20.00%
2023	HDGV	1,056	8	7	0	1	0.09%	12.50%	310	5	1	0.32%	20.00%
2023	LDDT	2	0	0	0	0	0.00%	-	2	0	0	0.00%	-
2023	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2023	LDGT	163	5	5	0	0	0.00%	0.00%	163	5	0	0.00%	0.00%
2023	LDGV	21	0	0	0	0	0.00%	-	21	0	0	0.00%	-
2024	HDGV	258	2	2	0	0	0.00%	0.00%	0	0	0	-	-
2024	LDDT	0	0	0	0	0	-	-	0	0	0	-	-
2024	LDDV	0	0	0	0	0	-	-	0	0	0	-	-
2024	LDGT	12	0	0	0	0	0.00%	-	12	0	0	0.00%	-
2024	LDGV	0	0	0	0	0	-	-	0	0	0	-	-
Totals		**2,050,023**	**146,675**	**103,013**	**13,108**	**30,554**	**1.5%**	**20.8%**	**2,022,778**	**145,581**	**30,368**	**1.5%**	**20.9%**

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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 2023

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	438	2	0	0.00%	0.00%	0	0	0	-	-	432	1	0	0.00%	0.00%
Pre 96/Unknown	LDDT	2	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	140	0	0	0.00%	-	0	0	0	-	-	131	0	0	0.00%	-
Pre 96/Unknown	LDGV	9	0	0	0.00%	-	0	0	0	-	-	2	0	0	0.00%	-
1996	HDGV	106	0	0	0.00%	-	0	0	0	-	-	106	0	0	0.00%	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	1	0	0	0.00%	-	1	0	0	0.00%	-	1,260	1	0	0.00%	0.00%
1996	LDGV	2	0	0	0.00%	-	2	0	0	0.00%	-	1,601	3	0	0.00%	0.00%
1997	HDGV	194	1	0	0.00%	0.00%	0	0	0	-	-	194	1	0	0.00%	0.00%
1997	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-	1	0	0	0.00%	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	1	0	0	0.00%	-	1	0	0	0.00%	-	3,227	9	4	0.12%	44.44%
1997	LDGV	5	0	0	0.00%	-	5	0	0	0.00%	-	3,710	8	3	0.08%	37.50%
1998	HDGV	141	0	0	0.00%	-	0	0	0	-	-	141	0	0	0.00%	-
1998	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-	2	0	0	0.00%	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	1	0	0	0.00%	-	1	0	0	0.00%	-	3,219	7	4	0.12%	57.14%
1998	LDGV	2	0	0	0.00%	-	2	0	0	0.00%	-	3,677	10	3	0.08%	30.00%
1999	HDGV	384	2	0	0.00%	0.00%	0	0	0	-	-	384	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	-	-	5,600	7	3	0.05%	42.86%
1999	LDGV	0	0	0	-	-	0	0	0	-	-	7,375	7	3	0.04%	42.86%

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 2023

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
2000	HDGV	557	3	2	0.36%	66.67%	0	0	0	-	-	557	3	2	0.36%	66.67%
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	-	-	6,316	11	4	0.06%	36.36%
2000	LDGV	0	0	0	-	-	0	0	0	-	-	7,807	15	6	0.08%	40.00%
2001	HDGV	668	2	0	0.00%	0.00%	0	0	0	-	-	668	1	0	0.00%	0.00%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	0	0	0	-	-	10,466	6	2	0.02%	33.33%
2001	LDGV	0	0	0	-	-	0	0	0	-	-	11,873	22	10	0.08%	45.45%
2002	HDGV	739	8	2	0.27%	25.00%	0	0	0	-	-	739	6	2	0.27%	33.33%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	0	0	0	-	-	11,607	12	4	0.03%	33.33%
2002	LDGV	1	0	0	0.00%	-	1	0	0	0.00%	-	12,334	29	10	0.08%	34.48%
2003	HDGV	1,160	3	0	0.00%	0.00%	0	0	0	-	-	1,160	1	0	0.00%	0.00%
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	-	-	21,416	22	9	0.04%	40.91%
2003	LDGV	0	0	0	-	-	0	0	0	-	-	22,805	22	9	0.04%	40.91%
2004	HDGV	1,374	1	0	0.00%	0.00%	0	0	0	-	-	1,374	0	0	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	-	-	21,114	19	4	0.02%	21.05%
2004	LDGV	0	0	0	-	-	0	0	0	-	-	18,612	35	9	0.05%	25.71%

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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 2023

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	1,596	3	1	0.06%	33.33%	0	0	0	-	-	1,596	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	-	-	33,539	17	6	0.02%	35.29%
2005	LDGV	0	0	0	-	-	0	0	0	-	-	31,858	32	6	0.02%	18.75%
2006	HDGV	2,267	7	0	0.00%	0.00%	0	0	0	-	-	2,267	1	0	0.00%	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	-	-	28,130	11	4	0.01%	36.36%
2006	LDGV	0	0	0	-	-	0	0	0	-	-	28,385	21	4	0.01%	19.05%
2007	HDGV	2,021	2	0	0.00%	0.00%	0	0	0	-	-	2,021	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	-	-	27,381	10	4	0.01%	40.00%
2007	LDGV	0	0	0	-	-	0	0	0	-	-	29,545	27	13	0.04%	48.15%
2008	HDGV	187	1	0	0.00%	0.00%	0	0	0	-	-	4,008	2	0	0.00%	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	-	-	55,080	13	2	0.00%	15.38%
2008	LDGV	0	0	0	-	-	0	0	0	-	-	55,319	20	9	0.02%	45.00%
2009	HDGV	89	0	0	0.00%	-	0	0	0	-	-	2,330	1	0	0.00%	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	-	-	20,397	15	3	0.01%	20.00%
2009	LDGV	7	0	0	0.00%	-	7	0	0	0.00%	-	27,537	18	5	0.02%	27.78%

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2010	HDGV	129	1	0	0.00%	0.00%	0	0	0	-	-	2,893	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	-	-	53,607	9	1	0.00%	11.11%
2010	LDGV	0	0	0	-	-	0	0	0	-	-	60,266	17	8	0.01%	47.06%
2011	HDGV	558	1	0	0.00%	0.00%	0	0	0	-	-	4,690	3	1	0.02%	33.33%
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	-	-	41,379	5	0	0.00%	0.00%
2011	LDGV	0	0	0	-	-	0	0	0	-	-	34,843	19	6	0.02%	31.58%
2012	HDGV	647	2	0	0.00%	0.00%	0	0	0	-	-	6,031	2	1	0.02%	50.00%
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	-	-	76,845	8	1	0.00%	12.50%
2012	LDGV	0	0	0	-	-	0	0	0	-	-	81,437	21	10	0.01%	47.62%
2013	HDGV	740	1	0	0.00%	0.00%	0	0	0	-	-	5,296	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	-	-	46,954	8	1	0.00%	12.50%
2013	LDGV	0	0	0	-	-	0	0	0	-	-	51,622	24	6	0.01%	25.00%
2014	HDGV	939	12	1	0.11%	8.33%	939	11	1	0.11%	9.09%	6,198	0	0	0.00%	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	0	0	0	-	-	104,988	8	1	0.00%	12.50%
2014	LDGV	0	0	0	-	-	0	0	0	-	-	88,221	31	10	0.01%	32.26%

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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 2023

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	982	15	2	0.20%	13.33%	982	12	2	0.20%	16.67%	8,000	0	0	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	-	-	61,477	8	0	0.00%	0.00%
2015	LDGV	0	0	0	-	-	0	0	0	-	-	46,869	28	11	0.02%	39.29%
2016	HDGV	1,578	15	1	0.06%	6.67%	1,578	14	1	0.06%	7.14%	10,745	0	0	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	1	0	0	0.00%	-	1	0	0	0.00%	-	133,368	5	0	0.00%	0.00%
2016	LDGV	0	0	0	-	-	0	0	0	-	-	100,131	26	4	0.00%	15.38%
2017	HDGV	1,375	17	3	0.22%	17.65%	1,375	17	3	0.22%	17.65%	9,979	0	0	0.00%	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-	59,188	3	3	0.01%	100.00%
2017	LDGV	0	0	0	-	-	0	0	0	-	-	44,188	21	2	0.00%	9.52%
2018	HDGV	1,208	18	1	0.08%	5.56%	1,208	15	1	0.08%	6.67%	9,655	2	0	0.00%	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	-	-	184,665	3	1	0.00%	33.33%
2018	LDGV	0	0	0	-	-	0	0	0	-	-	107,863	34	12	0.01%	35.29%
2019	HDGV	1,617	22	2	0.12%	9.09%	1,617	20	2	0.12%	10.00%	7,998	2	1	0.01%	50.00%
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	-	-	28,410	1	0	0.00%	0.00%
2019	LDGV	0	0	0	-	-	0	0	0	-	-	13,518	3	1	0.01%	33.33%

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1 Vehicles that did not receive an OBDII Test.

New Jersey Enhanced Inspection and Maintenance Program
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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	1,435	15	0	0.00%	0.00%	1,435	14	0	0.00%	0.00%	6,252	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	104	0	0	0.00%	-	104	0	0	0.00%	-	2,628	0	0	0.00%	-
2020	LDGV	0	0	0	-	-	0	0	0	-	-	491	0	0	0.00%	-
2021	HDGV	1,412	11	1	0.07%	9.09%	1,412	11	1	0.07%	9.09%	4,732	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	232	0	0	0.00%	-	232	0	0	0.00%	-	2,165	0	0	0.00%	-
2021	LDGV	0	0	0	-	-	0	0	0	-	-	160	0	0	0.00%	-
2022	HDGV	1,189	9	1	0.08%	11.11%	1,189	8	1	0.08%	12.50%	3,514	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	-	-	2,449	1	0	0.00%	0.00%
2022	LDGV	0	0	0	-	-	0	0	0	-	-	123	0	0	0.00%	-
2023	HDGV	746	3	0	0.00%	0.00%	746	3	0	0.00%	0.00%	1,056	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	-	-	163	0	0	0.00%	-
2023	LDGV	0	0	0	-	-	0	0	0	-	-	21	0	0	0.00%	-
2024	HDGV	258	2	0	0.00%	0.00%	258	2	0	0.00%	0.00%	258	0	0	0.00%	-
2024	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDGT	0	0	0	-	-	0	0	0	-	-	12	0	0	0.00%	-
2024	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**27,245**	**179**	**17**	**0.06%**	**9.50%**	**13,099**	**127**	**12**	**0.09%**	**9.45%**	**2,044,651**	**740**	**228**	**0.01%**	**30.8%**

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1 Vehicles that did not receive an OBDII Test.

New Jersey Enhanced Inspection and Maintenance Program
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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	438	1	0	0.00%	0.00%	438	0	0	0.00%	-	438	0	0	0.00%	-
Pre 96/Unknown	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-	2	0	0	0.00%	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	140	0	0	0.00%	-	140	0	0	0.00%	-	140	0	0	0.00%	-
Pre 96/Unknown	LDGV	9	0	0	0.00%	-	9	0	0	0.00%	-	9	0	0	0.00%	-
1996	HDGV	106	0	0	0.00%	-	106	0	0	0.00%	-	106	0	0	0.00%	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	1,260	0	0	0.00%	-	1,260	0	0	0.00%	-	1,260	1	0	0.00%	0.00%
1996	LDGV	1,601	1	0	0.00%	0.00%	1,601	0	0	0.00%	-	1,601	0	0	0.00%	-
1997	HDGV	194	0	0	0.00%	-	194	0	0	0.00%	-	194	0	0	0.00%	-
1997	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-	2	0	0	0.00%	-
1997	LDDV	11	0	0	0.00%	-	11	0	0	0.00%	-	11	0	0	0.00%	-
1997	LDGT	3,227	4	1	0.03%	25.00%	3,227	1	1	0.03%	100.00%	3,227	2	0	0.00%	0.00%
1997	LDGV	3,710	2	0	0.00%	0.00%	3,710	0	0	0.00%	-	3,710	0	0	0.00%	-
1998	HDGV	141	0	0	0.00%	-	141	0	0	0.00%	-	141	0	0	0.00%	-
1998	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-	3	0	0	0.00%	-
1998	LDDV	22	0	0	0.00%	-	22	0	0	0.00%	-	22	0	0	0.00%	-
1998	LDGT	3,219	2	1	0.03%	50.00%	3,219	0	0	0.00%	-	3,219	4	2	0.06%	50.00%
1998	LDGV	3,677	2	0	0.00%	0.00%	3,677	0	0	0.00%	-	3,677	0	0	0.00%	-
1999	HDGV	384	0	0	0.00%	-	384	0	0	0.00%	-	384	1	0	0.00%	0.00%
1999	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-	3	0	0	0.00%	-
1999	LDDV	42	1	1	2.38%	100.00%	42	0	0	0.00%	-	42	0	0	0.00%	-
1999	LDGT	5,600	6	0	0.00%	0.00%	5,600	2	0	0.00%	0.00%	5,600	4	0	0.00%	0.00%
1999	LDGV	7,375	5	0	0.00%	0.00%	7,375	2	0	0.00%	0.00%	7,375	4	0	0.00%	0.00%

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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	557	0	0	0.00%	-	557	0	0	0.00%	-	557	0	0	0.00%	-
2000	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-	1	0	0	0.00%	-
2000	LDDV	21	0	0	0.00%	-	21	0	0	0.00%	-	21	0	0	0.00%	-
2000	LDGT	6,316	11	5	0.08%	45.45%	6,316	0	0	0.00%	-	6,316	3	1	0.02%	33.33%
2000	LDGV	7,807	8	4	0.05%	50.00%	7,807	0	0	0.00%	-	7,807	2	0	0.00%	0.00%
2001	HDGV	668	0	0	0.00%	-	668	0	0	0.00%	-	668	1	0	0.00%	0.00%
2001	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-	1	0	0	0.00%	-
2001	LDDV	15	0	0	0.00%	-	15	0	0	0.00%	-	15	0	0	0.00%	-
2001	LDGT	10,466	14	3	0.03%	21.43%	10,466	0	0	0.00%	-	10,466	6	1	0.01%	16.67%
2001	LDGV	11,873	6	1	0.01%	16.67%	11,873	1	0	0.00%	0.00%	11,873	1	0	0.00%	0.00%
2002	HDGV	739	1	0	0.00%	0.00%	739	0	0	0.00%	-	739	2	0	0.00%	0.00%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	27	0	0	0.00%	-	27	0	0	0.00%	-	27	0	0	0.00%	-
2002	LDGT	11,607	13	4	0.03%	30.77%	11,607	2	0	0.00%	0.00%	11,607	3	0	0.00%	0.00%
2002	LDGV	12,334	12	2	0.02%	16.67%	12,334	0	0	0.00%	-	12,334	3	2	0.02%	66.67%
2003	HDGV	1,160	2	0	0.00%	0.00%	1,160	0	0	0.00%	-	1,160	0	0	0.00%	-
2003	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-	1	0	0	0.00%	-
2003	LDDV	55	0	0	0.00%	-	55	0	0	0.00%	-	55	0	0	0.00%	-
2003	LDGT	21,416	30	7	0.03%	23.33%	21,416	0	0	0.00%	-	21,416	5	0	0.00%	0.00%
2003	LDGV	22,805	12	2	0.01%	16.67%	22,805	0	0	0.00%	-	22,805	3	1	0.00%	33.33%
2004	HDGV	1,374	0	0	0.00%	-	1,374	0	0	0.00%	-	1,374	1	0	0.00%	0.00%
2004	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-	1	0	0	0.00%	-
2004	LDDV	33	0	0	0.00%	-	33	0	0	0.00%	-	33	0	0	0.00%	-
2004	LDGT	21,114	40	10	0.05%	25.00%	21,114	2	0	0.00%	0.00%	21,114	10	2	0.01%	20.00%
2004	LDGV	18,612	12	4	0.02%	33.33%	18,612	1	0	0.00%	0.00%	18,612	6	2	0.01%	33.33%

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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	1,596	1	1	0.06%	100.00%	1,596	1	0	0.00%	0.00%	1,596	1	0	0.00%	0.00%
2005	LDDT	18	0	0	0.00%	-	18	0	0	0.00%	-	18	0	0	0.00%	-
2005	LDDV	163	0	0	0.00%	-	163	0	0	0.00%	-	163	0	0	0.00%	-
2005	LDGT	33,539	33	6	0.02%	18.18%	33,539	3	0	0.00%	0.00%	33,539	9	1	0.00%	11.11%
2005	LDGV	31,858	18	2	0.01%	11.11%	31,858	1	1	0.00%	100.00%	31,858	4	1	0.00%	25.00%
2006	HDGV	2,267	2	0	0.00%	0.00%	2,267	0	0	0.00%	-	2,267	4	0	0.00%	0.00%
2006	LDDT	19	0	0	0.00%	-	19	0	0	0.00%	-	19	0	0	0.00%	-
2006	LDDV	146	1	0	0.00%	0.00%	146	0	0	0.00%	-	146	1	0	0.00%	0.00%
2006	LDGT	28,130	27	5	0.02%	18.52%	28,130	3	3	0.01%	100.00%	28,130	6	1	0.00%	16.67%
2006	LDGV	28,385	17	5	0.02%	29.41%	28,385	1	0	0.00%	0.00%	28,385	2	1	0.00%	50.00%
2007	HDGV	2,021	0	0	0.00%	-	2,021	2	0	0.00%	0.00%	2,021	0	0	0.00%	-
2007	LDDT	41	0	0	0.00%	-	41	0	0	0.00%	-	41	0	0	0.00%	-
2007	LDDV	13	0	0	0.00%	-	13	0	0	0.00%	-	13	0	0	0.00%	-
2007	LDGT	27,381	26	5	0.02%	19.23%	27,381	1	1	0.00%	100.00%	27,381	9	1	0.00%	11.11%
2007	LDGV	29,545	15	0	0.00%	0.00%	29,545	1	0	0.00%	0.00%	29,545	9	1	0.00%	11.11%
2008	HDGV	4,008	2	0	0.00%	0.00%	4,008	2	0	0.00%	0.00%	4,008	8	2	0.05%	25.00%
2008	LDDT	95	0	0	0.00%	-	95	0	0	0.00%	-	95	0	0	0.00%	-
2008	LDDV	44	0	0	0.00%	-	44	0	0	0.00%	-	44	0	0	0.00%	-
2008	LDGT	55,080	39	3	0.01%	7.69%	55,080	0	0	0.00%	-	55,080	12	0	0.00%	0.00%
2008	LDGV	55,319	14	4	0.01%	28.57%	55,319	1	0	0.00%	0.00%	55,319	8	1	0.00%	12.50%
2009	HDGV	2,330	0	0	0.00%	-	2,330	0	0	0.00%	-	2,330	1	0	0.00%	0.00%
2009	LDDT	48	0	0	0.00%	-	48	0	0	0.00%	-	48	0	0	0.00%	-
2009	LDDV	21	0	0	0.00%	-	21	0	0	0.00%	-	21	0	0	0.00%	-
2009	LDGT	20,397	16	3	0.01%	18.75%	20,397	1	0	0.00%	0.00%	20,397	3	1	0.00%	33.33%
2009	LDGV	27,537	10	2	0.01%	20.00%	27,537	0	0	0.00%	-	27,537	4	0	0.00%	0.00%

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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	2,893	0	0	0.00%	-	2,893	4	0	0.00%	0.00%	2,893	4	1	0.03%	25.00%
2010	LDDT	98	0	0	0.00%	-	98	0	0	0.00%	-	98	0	0	0.00%	-
2010	LDDV	51	0	0	0.00%	-	51	0	0	0.00%	-	51	0	0	0.00%	-
2010	LDGT	53,607	17	7	0.01%	41.18%	53,607	9	0	0.00%	0.00%	53,607	9	3	0.01%	33.33%
2010	LDGV	60,266	3	1	0.00%	33.33%	60,266	0	0	0.00%	-	60,266	7	1	0.00%	14.29%
2011	HDGV	4,690	1	0	0.00%	0.00%	4,690	3	0	0.00%	0.00%	4,690	3	1	0.02%	33.33%
2011	LDDT	122	0	0	0.00%	-	122	0	0	0.00%	-	122	0	0	0.00%	-
2011	LDDV	107	0	0	0.00%	-	107	0	0	0.00%	-	107	0	0	0.00%	-
2011	LDGT	41,379	5	2	0.00%	40.00%	41,379	1	0	0.00%	0.00%	41,379	6	1	0.00%	16.67%
2011	LDGV	34,843	8	2	0.01%	25.00%	34,843	3	1	0.00%	33.33%	34,843	3	0	0.00%	0.00%
2012	HDGV	6,031	2	1	0.02%	50.00%	6,031	0	0	0.00%	-	6,031	3	0	0.00%	0.00%
2012	LDDT	283	0	0	0.00%	-	283	0	0	0.00%	-	283	0	0	0.00%	-
2012	LDDV	199	0	0	0.00%	-	199	0	0	0.00%	-	199	1	1	0.50%	100.00%
2012	LDGT	76,845	6	3	0.00%	50.00%	76,845	4	0	0.00%	0.00%	76,845	4	0	0.00%	0.00%
2012	LDGV	81,437	9	0	0.00%	0.00%	81,437	2	0	0.00%	0.00%	81,437	6	1	0.00%	16.67%
2013	HDGV	5,296	0	0	0.00%	-	5,296	2	0	0.00%	0.00%	5,296	1	0	0.00%	0.00%
2013	LDDT	161	0	0	0.00%	-	161	0	0	0.00%	-	161	0	0	0.00%	-
2013	LDDV	224	0	0	0.00%	-	224	0	0	0.00%	-	224	0	0	0.00%	-
2013	LDGT	46,954	2	1	0.00%	50.00%	46,954	3	0	0.00%	0.00%	46,954	4	0	0.00%	0.00%
2013	LDGV	51,622	8	0	0.00%	0.00%	51,622	1	0	0.00%	0.00%	51,622	4	0	0.00%	0.00%
2014	HDGV	6,198	0	0	0.00%	-	6,198	1	0	0.00%	0.00%	6,198	5	1	0.02%	20.00%
2014	LDDT	607	0	0	0.00%	-	607	0	0	0.00%	-	607	0	0	0.00%	-
2014	LDDV	683	0	0	0.00%	-	683	0	0	0.00%	-	683	1	0	0.00%	0.00%
2014	LDGT	104,988	10	2	0.00%	20.00%	104,988	4	0	0.00%	0.00%	104,988	9	0	0.00%	0.00%
2014	LDGV	88,221	4	0	0.00%	0.00%	88,221	3	0	0.00%	0.00%	88,221	5	1	0.00%	20.00%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2023

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
2015	HDGV	8,000	2	0	0.00%	0.00%	8,000	2	0	0.00%	0.00%	8,000	4	0	0.00%	0.00%
2015	LDDT	366	0	0	0.00%	-	366	0	0	0.00%	-	366	0	0	0.00%	-
2015	LDDV	259	0	0	0.00%	-	259	0	0	0.00%	-	259	0	0	0.00%	-
2015	LDGT	61,477	2	0	0.00%	0.00%	61,477	3	2	0.00%	66.67%	61,477	5	1	0.00%	20.00%
2015	LDGV	46,869	2	1	0.00%	50.00%	46,869	0	0	0.00%	-	46,869	4	1	0.00%	25.00%
2016	HDGV	10,745	0	0	0.00%	-	10,745	0	0	0.00%	-	10,745	4	0	0.00%	0.00%
2016	LDDT	475	1	0	0.00%	0.00%	475	0	0	0.00%	-	475	0	0	0.00%	-
2016	LDDV	73	0	0	0.00%	-	73	0	0	0.00%	-	73	0	0	0.00%	-
2016	LDGT	133,368	4	1	0.00%	25.00%	133,368	2	0	0.00%	0.00%	133,368	8	1	0.00%	12.50%
2016	LDGV	100,131	5	0	0.00%	0.00%	100,131	2	0	0.00%	0.00%	100,131	7	0	0.00%	0.00%
2017	HDGV	9,979	1	0	0.00%	0.00%	9,979	0	0	0.00%	-	9,979	4	1	0.01%	25.00%
2017	LDDT	214	0	0	0.00%	-	214	0	0	0.00%	-	214	0	0	0.00%	-
2017	LDDV	45	0	0	0.00%	-	45	0	0	0.00%	-	45	0	0	0.00%	-
2017	LDGT	59,188	0	0	0.00%	-	59,188	0	0	0.00%	-	59,188	3	1	0.00%	33.33%
2017	LDGV	44,188	5	0	0.00%	0.00%	44,188	0	0	0.00%	-	44,188	0	0	0.00%	-
2018	HDGV	9,655	0	0	0.00%	-	9,655	2	0	0.00%	0.00%	9,655	1	0	0.00%	0.00%
2018	LDDT	412	0	0	0.00%	-	412	0	0	0.00%	-	412	0	0	0.00%	-
2018	LDDV	69	0	0	0.00%	-	69	0	0	0.00%	-	69	0	0	0.00%	-
2018	LDGT	184,665	10	1	0.00%	10.00%	184,665	1	0	0.00%	0.00%	184,665	9	0	0.00%	0.00%
2018	LDGV	107,863	9	1	0.00%	11.11%	107,863	2	0	0.00%	0.00%	107,863	8	1	0.00%	12.50%
2019	HDGV	7,998	0	0	0.00%	-	7,998	1	0	0.00%	0.00%	7,998	4	0	0.00%	0.00%
2019	LDDT	10	0	0	0.00%	-	10	0	0	0.00%	-	10	0	0	0.00%	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	28,410	2	0	0.00%	0.00%	28,410	0	0	0.00%	-	28,410	0	0	0.00%	-
2019	LDGV	13,518	2	0	0.00%	0.00%	13,518	0	0	0.00%	-	13,518	1	0	0.00%	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2023

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
2020	HDGV	6,252	0	0	0.00%	-	6,252	1	0	0.00%	0.00%	6,252	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	2,628	0	0	0.00%	-	2,628	0	0	0.00%	-	2,628	0	0	0.00%	-
2020	LDGV	491	0	0	0.00%	-	491	0	0	0.00%	-	491	0	0	0.00%	-
2021	HDGV	4,732	0	0	0.00%	-	4,732	0	0	0.00%	-	4,732	1	0	0.00%	0.00%
2021	LDDT	23	0	0	0.00%	-	23	0	0	0.00%	-	23	0	0	0.00%	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGT	2,165	0	0	0.00%	-	2,165	0	0	0.00%	-	2,165	1	0	0.00%	0.00%
2021	LDGV	160	0	0	0.00%	-	160	0	0	0.00%	-	160	0	0	0.00%	-
2022	HDGV	3,514	0	0	0.00%	-	3,514	1	0	0.00%	0.00%	3,514	0	0	0.00%	-
2022	LDDT	16	0	0	0.00%	-	16	0	0	0.00%	-	16	0	0	0.00%	-
2022	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDGT	2,449	0	0	0.00%	-	2,449	0	0	0.00%	-	2,449	0	0	0.00%	-
2022	LDGV	123	0	0	0.00%	-	123	0	0	0.00%	-	123	0	0	0.00%	-
2023	HDGV	1,056	0	0	0.00%	-	1,056	0	0	0.00%	-	1,056	0	0	0.00%	-
2023	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-	2	0	0	0.00%	-
2023	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDGT	163	0	0	0.00%	-	163	0	0	0.00%	-	163	0	0	0.00%	-
2023	LDGV	21	0	0	0.00%	-	21	0	0	0.00%	-	21	0	0	0.00%	-
2024	HDGV	258	0	0	0.00%	-	258	0	0	0.00%	-	258	0	0	0.00%	-
2024	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDGT	12	0	0	0.00%	-	12	0	0	0.00%	-	12	0	0	0.00%	-
2024	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**2,050,023**	**526**	**104**	**0.01%**	**19.8%**	**2,050,023**	**85**	**9**	**0.000%**	**10.6%**	**2,050,023**	**283**	**38**	**0.00%**	**13.4%**

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 2023

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	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
Pre96/Unk	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	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	107	28	79	26.2%	73.8%	106	28	78	26.4%	73.6%	0	0	0	-	-
1996	LDGV	134	37	97	27.6%	72.4%	132	35	97	26.5%	73.5%	0	0	0	-	-
1997	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	LDGT	257	63	194	24.5%	75.5%	254	62	192	24.4%	75.6%	0	0	0	-	-
1997	LDGV	336	81	255	24.1%	75.9%	332	77	255	23.2%	76.8%	0	0	0	-	-
1998	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
1998	LDGT	316	88	228	27.8%	72.2%	312	85	227	27.2%	72.8%	0	0	0	-	-
1998	LDGV	363	106	257	29.2%	70.8%	356	104	252	29.2%	70.8%	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	542	149	393	27.5%	72.5%	531	147	384	27.7%	72.3%	0	0	0	-	-
1999	LDGV	621	148	473	23.8%	76.2%	613	146	467	23.8%	76.2%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2023

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	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2000	LDGT	629	174	455	27.7%	72.3%	623	172	451	27.6%	72.4%	0	0	0	-	-
2000	LDGV	780	205	575	26.3%	73.7%	773	201	572	26.0%	74.0%	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	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2001	LDGT	1,590	576	1,014	36.2%	63.8%	1,582	573	1,009	36.2%	63.8%	0	0	0	-	-
2001	LDGV	1,594	542	1,052	34.0%	66.0%	1,586	540	1,046	34.0%	66.0%	0	0	0	-	-
2002	HDGV	6	2	4	33.3%	66.7%	0	0	0	-	-	6	2	4	33.3%	66.7%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2002	LDGT	1,602	522	1,080	32.6%	67.4%	1,590	519	1,071	32.6%	67.4%	0	0	0	-	-
2002	LDGV	1,630	528	1,102	32.4%	67.6%	1,620	524	1,096	32.3%	67.7%	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	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2003	LDGT	2,536	738	1,798	29.1%	70.9%	2,518	735	1,783	29.2%	70.8%	0	0	0	-	-
2003	LDGV	2,481	727	1,754	29.3%	70.7%	2,470	724	1,746	29.3%	70.7%	0	0	0	-	-
2004	HDGV	1	1	0	100.0%	0.0%	0	0	0	-	-	1	1	0	100.0%	0.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2004	LDGT	2,522	761	1,761	30.2%	69.8%	2,490	754	1,736	30.3%	69.7%	0	0	0	-	-
2004	LDGV	2,195	675	1,520	30.8%	69.2%	2,175	670	1,505	30.8%	69.2%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2023

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	16	3	13	18.8%	81.3%	16	3	13	18.8%	81.3%	0	0	0	-	-
2005	LDGT	3,609	1,043	2,566	28.9%	71.1%	3,583	1,034	2,549	28.9%	71.1%	0	0	0	-	-
2005	LDGV	3,123	821	2,302	26.3%	73.7%	3,099	815	2,284	26.3%	73.7%	0	0	0	-	-
2006	HDGV	7	0	7	0.0%	100.0%	0	0	0	-	-	7	0	7	0.0%	100.0%
2006	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2006	LDDV	8	0	8	0.0%	100.0%	7	0	7	0.0%	100.0%	0	0	0	-	-
2006	LDGT	3,002	849	2,153	28.3%	71.7%	2,980	849	2,131	28.5%	71.5%	0	0	0	-	-
2006	LDGV	2,710	713	1,997	26.3%	73.7%	2,694	711	1,983	26.4%	73.6%	0	0	0	-	-
2007	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2007	LDDT	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2007	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2007	LDGT	2,668	756	1,912	28.3%	71.7%	2,651	751	1,900	28.3%	71.7%	0	0	0	-	-
2007	LDGV	2,609	729	1,880	27.9%	72.1%	2,593	726	1,867	28.0%	72.0%	0	0	0	-	-
2008	HDGV	396	123	273	31.1%	68.9%	392	122	270	31.1%	68.9%	1	0	1	0.0%	100.0%
2008	LDDT	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2008	LDDV	4	2	2	50.0%	50.0%	4	2	2	50.0%	50.0%	0	0	0	-	-
2008	LDGT	4,167	1,090	3,077	26.2%	73.8%	4,127	1,085	3,042	26.3%	73.7%	0	0	0	-	-
2008	LDGV	3,933	964	2,969	24.5%	75.5%	3,919	960	2,959	24.5%	75.5%	0	0	0	-	-
2009	HDGV	317	124	193	39.1%	60.9%	317	124	193	39.1%	60.9%	0	0	0	-	-
2009	LDDT	16	8	8	50.0%	50.0%	16	8	8	50.0%	50.0%	0	0	0	-	-
2009	LDDV	4	1	3	25.0%	75.0%	4	1	3	25.0%	75.0%	0	0	0	-	-
2009	LDGT	1,955	564	1,391	28.8%	71.2%	1,943	562	1,381	28.9%	71.1%	0	0	0	-	-
2009	LDGV	2,211	593	1,618	26.8%	73.2%	2,196	592	1,604	27.0%	73.0%	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 2023

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	361	124	237	34.3%	65.7%	356	122	234	34.3%	65.7%	1	0	1	0.0%	100.0%
2010	LDDT	23	11	12	47.8%	52.2%	23	11	12	47.8%	52.2%	0	0	0	-	-
2010	LDDV	9	2	7	22.2%	77.8%	9	2	7	22.2%	77.8%	0	0	0	-	-
2010	LDGT	3,780	966	2,814	25.6%	74.4%	3,759	962	2,797	25.6%	74.4%	0	0	0	-	-
2010	LDGV	3,618	915	2,703	25.3%	74.7%	3,601	909	2,692	25.2%	74.8%	0	0	0	-	-
2011	HDGV	506	158	348	31.2%	68.8%	499	155	344	31.1%	68.9%	1	0	1	0.0%	100.0%
2011	LDDT	24	7	17	29.2%	70.8%	24	7	17	29.2%	70.8%	0	0	0	-	-
2011	LDDV	18	7	11	38.9%	61.1%	18	7	11	38.9%	61.1%	0	0	0	-	-
2011	LDGT	3,104	817	2,287	26.3%	73.7%	3,093	815	2,278	26.3%	73.7%	0	0	0	-	-
2011	LDGV	2,179	545	1,634	25.0%	75.0%	2,160	543	1,617	25.1%	74.9%	0	0	0	-	-
2012	HDGV	598	173	425	28.9%	71.1%	594	173	421	29.1%	70.9%	2	0	2	0.0%	100.0%
2012	LDDT	57	26	31	45.6%	54.4%	57	26	31	45.6%	54.4%	0	0	0	-	-
2012	LDDV	24	10	14	41.7%	58.3%	24	10	14	41.7%	58.3%	0	0	0	-	-
2012	LDGT	4,331	1,078	3,253	24.9%	75.1%	4,315	1,076	3,239	24.9%	75.1%	0	0	0	-	-
2012	LDGV	4,261	1,196	3,065	28.1%	71.9%	4,239	1,190	3,049	28.1%	71.9%	0	0	0	-	-
2013	HDGV	443	108	335	24.4%	75.6%	441	108	333	24.5%	75.5%	1	0	1	0.0%	100.0%
2013	LDDT	29	15	14	51.7%	48.3%	29	15	14	51.7%	48.3%	0	0	0	-	-
2013	LDDV	28	9	19	32.1%	67.9%	28	9	19	32.1%	67.9%	0	0	0	-	-
2013	LDGT	2,750	746	2,004	27.1%	72.9%	2,741	746	1,995	27.2%	72.8%	0	0	0	-	-
2013	LDGV	3,017	822	2,195	27.2%	72.8%	3,001	817	2,184	27.2%	72.8%	0	0	0	-	-
2014	HDGV	509	144	365	28.3%	71.7%	495	144	351	29.1%	70.9%	11	0	11	0.0%	100.0%
2014	LDDT	71	24	47	33.8%	66.2%	71	24	47	33.8%	66.2%	0	0	0	-	-
2014	LDDV	87	32	55	36.8%	63.2%	86	32	54	37.2%	62.8%	0	0	0	-	-
2014	LDGT	4,226	1,014	3,212	24.0%	76.0%	4,201	1,013	3,188	24.1%	75.9%	0	0	0	-	-
2014	LDGV	3,593	928	2,665	25.8%	74.2%	3,569	924	2,645	25.9%	74.1%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
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Year 2023

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	581	142	439	24.4%	75.6%	564	140	424	24.8%	75.2%	13	2	11	15.4%	84.6%
2015	LDDT	40	17	23	42.5%	57.5%	40	17	23	42.5%	57.5%	0	0	0	-	-
2015	LDDV	20	5	15	25.0%	75.0%	20	5	15	25.0%	75.0%	0	0	0	-	-
2015	LDGT	2,468	525	1,943	21.3%	78.7%	2,458	524	1,934	21.3%	78.7%	0	0	0	-	-
2015	LDGV	2,301	649	1,652	28.2%	71.8%	2,290	646	1,644	28.2%	71.8%	0	0	0	-	-
2016	HDGV	600	121	479	20.2%	79.8%	586	120	466	20.5%	79.5%	13	1	12	7.7%	92.3%
2016	LDDT	54	15	39	27.8%	72.2%	53	15	38	28.3%	71.7%	0	0	0	-	-
2016	LDDV	4	1	3	25.0%	75.0%	4	1	3	25.0%	75.0%	0	0	0	-	-
2016	LDGT	3,457	685	2,772	19.8%	80.2%	3,443	684	2,759	19.9%	80.1%	0	0	0	-	-
2016	LDGV	3,040	763	2,277	25.1%	74.9%	3,013	760	2,253	25.2%	74.8%	0	0	0	-	-
2017	HDGV	444	100	344	22.5%	77.5%	427	99	328	23.2%	76.8%	15	1	14	6.7%	93.3%
2017	LDDT	17	4	13	23.5%	76.5%	17	4	13	23.5%	76.5%	0	0	0	-	-
2017	LDDV	12	5	7	41.7%	58.3%	12	5	7	41.7%	58.3%	0	0	0	-	-
2017	LDGT	1,762	380	1,382	21.6%	78.4%	1,760	380	1,380	21.6%	78.4%	0	0	0	-	-
2017	LDGV	1,446	401	1,045	27.7%	72.3%	1,434	397	1,037	27.7%	72.3%	0	0	0	-	-
2018	HDGV	392	82	310	20.9%	79.1%	372	81	291	21.8%	78.2%	18	1	17	5.6%	94.4%
2018	LDDT	36	17	19	47.2%	52.8%	36	17	19	47.2%	52.8%	0	0	0	-	-
2018	LDDV	2	1	1	50.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2018	LDGT	3,370	641	2,729	19.0%	81.0%	3,354	641	2,713	19.1%	80.9%	0	0	0	-	-
2018	LDGV	2,729	845	1,884	31.0%	69.0%	2,699	842	1,857	31.2%	68.8%	0	0	0	-	-
2019	HDGV	264	64	200	24.2%	75.8%	241	64	177	26.6%	73.4%	20	0	20	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	510	89	421	17.5%	82.5%	507	89	418	17.6%	82.4%	0	0	0	-	-
2019	LDGV	306	68	238	22.2%	77.8%	302	67	235	22.2%	77.8%	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	282	45	237	16.0%	84.0%	266	44	222	16.5%	83.5%	15	1	14	6.7%	93.3%
2020	LDDT	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2020	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2020	LDGT	87	15	72	17.2%	82.8%	87	15	72	17.2%	82.8%	0	0	0	-	-
2020	LDGV	20	3	17	15.0%	85.0%	20	3	17	15.0%	85.0%	0	0	0	-	-
2021	HDGV	207	42	165	20.3%	79.7%	197	41	156	20.8%	79.2%	10	1	9	10.0%	90.0%
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	58	12	46	20.7%	79.3%	57	12	45	21.1%	78.9%	0	0	0	-	-
2021	LDGV	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2022	HDGV	152	20	132	13.2%	86.8%	145	19	126	13.1%	86.9%	7	1	6	14.3%	85.7%
2022	LDDT	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%	0	0	0	-	-
2022	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	LDGT	92	12	80	13.0%	87.0%	91	12	79	13.2%	86.8%	0	0	0	-	-
2022	LDGV	4	0	4	0.0%	100.0%	4	0	4	0.0%	100.0%	0	0	0	-	-
2023	HDGV	7	1	6	14.3%	85.7%	4	1	3	25.0%	75.0%	3	0	3	0.0%	100.0%
2023	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	LDGT	5	0	5	0.0%	100.0%	5	0	5	0.0%	100.0%	0	0	0	-	-
2023	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2024	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2024	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**113,451**	**30,186**	**83,265**	**26.6%**	**73.4%**	**112,570**	**30,032**	**82,538**	**26.7%**	**73.3%**	**161**	**11**	**150**	**6.8%**	**93.2%**

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Year 2023

Model Yr	Veh Type	MIL Check Without OBD Test First Retest Insps	MIL Check Without OBD Test Fail	MIL Check Without OBD Test Pass	MIL Check Without OBD Test Fail Rate	MIL Check Without OBD Test Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
Pre96/Unk	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
Pre96/Unk	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	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	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
1997	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
1997	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%	2	1	1	50.0%	50.0%
1998	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	1	0	1	0.0%	100.0%
1998	LDGV	0	0	0	-	-	5	1	4	20.0%	80.0%	2	0	2	0.0%	100.0%
1999	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	4	0	4	0.0%	100.0%
1999	LDGV	0	0	0	-	-	3	0	3	0.0%	100.0%	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
2000	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	5	0	5	0.0%	100.0%	5	1	4	20.0%	80.0%
2000	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%	5	3	2	60.0%	40.0%
2001	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%	5	0	5	0.0%	100.0%
2001	LDGV	0	0	0	-	-	12	2	10	16.7%	83.3%	5	0	5	0.0%	100.0%
2002	HDGV	0	0	0	-	-	4	1	3	25.0%	75.0%	1	0	1	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	5	0	5	0.0%	100.0%	7	2	5	28.6%	71.4%
2002	LDGV	0	0	0	-	-	11	1	10	9.1%	90.9%	9	2	7	22.2%	77.8%
2003	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	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	-	-	9	0	9	0.0%	100.0%	18	1	17	5.6%	94.4%
2003	LDGV	0	0	0	-	-	8	1	7	12.5%	87.5%	7	1	6	14.3%	85.7%
2004	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	11	0	11	0.0%	100.0%	27	2	25	7.4%	92.6%
2004	LDGV	0	0	0	-	-	21	4	17	19.0%	81.0%	5	0	5	0.0%	100.0%

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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	-	-	9	0	9	0.0%	100.0%	22	4	18	18.2%	81.8%
2005	LDGV	0	0	0	-	-	17	1	16	5.9%	94.1%	14	1	13	7.1%	92.9%
2006	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT	0	0	0	-	-	5	0	5	0.0%	100.0%	20	0	20	0.0%	100.0%
2006	LDGV	0	0	0	-	-	13	1	12	7.7%	92.3%	9	0	9	0.0%	100.0%
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	-	-	5	0	5	0.0%	100.0%	18	2	16	11.1%	88.9%
2007	LDGV	0	0	0	-	-	9	0	9	0.0%	100.0%	11	0	11	0.0%	100.0%
2008	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	11	2	9	18.2%	81.8%	28	1	27	3.6%	96.4%
2008	LDGV	0	0	0	-	-	8	1	7	12.5%	87.5%	8	0	8	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	-	-	10	2	8	20.0%	80.0%	12	1	11	8.3%	91.7%
2009	LDGV	0	0	0	-	-	10	0	10	0.0%	100.0%	5	0	5	0.0%	100.0%

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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	-	-	8	0	8	0.0%	100.0%	9	0	9	0.0%	100.0%
2010	LDGV	0	0	0	-	-	10	2	8	20.0%	80.0%	2	0	2	0.0%	100.0%
2011	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	5	0	5	0.0%	100.0%	3	0	3	0.0%	100.0%
2011	LDGV	0	0	0	-	-	11	1	10	9.1%	90.9%	6	0	6	0.0%	100.0%
2012	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	7	0	7	0.0%	100.0%	4	1	3	25.0%	75.0%
2012	LDGV	0	0	0	-	-	11	1	10	9.1%	90.9%	8	1	7	12.5%	87.5%
2013	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	7	0	7	0.0%	100.0%	0	0	0	-	-
2013	LDGV	0	0	0	-	-	15	4	11	26.7%	73.3%	8	1	7	12.5%	87.5%
2014	HDGV	10	0	10	0.0%	100.0%	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	2	5	28.6%	71.4%	8	0	8	0.0%	100.0%
2014	LDGV	0	0	0	-	-	19	2	17	10.5%	89.5%	4	0	4	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2023

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	10	0	10	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	7	1	6	14.3%	85.7%	2	0	2	0.0%	100.0%
2015	LDGV	0	0	0	-	-	11	1	10	9.1%	90.9%	0	0	0	-	-
2016	HDGV	12	0	12	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	5	0	5	0.0%	100.0%	3	0	3	0.0%	100.0%
2016	LDGV	0	0	0	-	-	16	3	13	18.8%	81.3%	5	0	5	0.0%	100.0%
2017	HDGV	15	1	14	6.7%	93.3%	0	0	0	-	-	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGV	0	0	0	-	-	15	2	13	13.3%	86.7%	5	1	4	20.0%	80.0%
2018	HDGV	15	1	14	6.7%	93.3%	2	0	2	0.0%	100.0%	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	9	0	9	0.0%	100.0%
2018	LDGV	0	0	0	-	-	20	1	19	5.0%	95.0%	8	0	8	0.0%	100.0%
2019	HDGV	18	0	18	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2019	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2019	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2019	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2023

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	14	1	13	7.1%	92.9%	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	10	1	9	10.0%	90.0%	0	0	0	-	-	0	0	0	-	-
2021	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2021	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2022	HDGV	6	1	5	16.7%	83.3%	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	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2022	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2023	HDGV	3	0	3	0.0%	100.0%	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	-	-
2024	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2024	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2024	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**115**	**5**	**110**	**4.3%**	**95.7%**	**406**	**37**	**369**	**9.1%**	**90.9%**	**358**	**26**	**332**	**7.3%**	**92.7%**

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2023

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	-	-	0	0	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	-	-	0	0	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	-	-	0	0	0	-	-
1997	LDGV	0	0	0	-	-	0	0	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	-	-	0	0	0	-	-
1999	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
1999	LDGV	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2023

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	-	-	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%
2000	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2001	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%
2001	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2002	HDGV	0	0	0	-	-	2	1	1	50.0%	50.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2002	LDGV	0	0	0	-	-	1	0	1	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	0	0	0	-	-	5	0	5	0.0%	100.0%
2003	LDGV	0	0	0	-	-	2	1	1	50.0%	50.0%
2004	HDGV	0	0	0	-	-	1	1	0	100.0%	0.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	2	0	2	0.0%	100.0%	6	2	4	33.3%	66.7%
2004	LDGV	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%

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First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2023

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	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	3	0	3	0.0%	100.0%	8	1	7	12.5%	87.5%
2005	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
2006	HDGV	0	0	0	-	-	4	0	4	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%
2006	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	7	0	7	0.0%	100.0%
2007	LDGV	0	0	0	-	-	7	0	7	0.0%	100.0%
2008	HDGV	2	0	2	0.0%	100.0%	6	1	5	16.7%	83.3%
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	10	0	10	0.0%	100.0%
2008	LDGV	1	0	1	0.0%	100.0%	7	0	7	0.0%	100.0%
2009	HDGV	0	0	0	-	-	1	1	0	100.0%	0.0%
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%	2	0	2	0.0%	100.0%
2009	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2023

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	4	2	2	50.0%	50.0%	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	8	1	7	12.5%	87.5%	6	0	6	0.0%	100.0%
2010	LDGV	0	0	0	-	-	5	0	5	0.0%	100.0%
2011	HDGV	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	1	0	1	0.0%	100.0%	5	1	4	20.0%	80.0%
2011	LDGV	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
2012	HDGV	0	0	0	-	-	3	0	3	0.0%	100.0%
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	4	0	4	0.0%	100.0%	4	0	4	0.0%	100.0%
2012	LDGV	2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%
2013	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-
2013	LDGT	3	0	3	0.0%	100.0%	4	0	4	0.0%	100.0%
2013	LDGV	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2014	HDGV	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%
2014	LDGT	4	0	4	0.0%	100.0%	9	0	9	0.0%	100.0%
2014	LDGV	3	0	3	0.0%	100.0%	4	0	4	0.0%	100.0%

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First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2023

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%	4	2	2	50.0%	50.0%
2015	LDDT	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-
2015	LDGT	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2015	LDGV	0	0	0	-	-	4	1	3	25.0%	75.0%
2016	HDGV	0	0	0	-	-	3	1	2	33.3%	66.7%
2016	LDDT	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	2	0	2	0.0%	100.0%	7	0	7	0.0%	100.0%
2016	LDGV	2	0	2	0.0%	100.0%	7	0	7	0.0%	100.0%
2017	HDGV	0	0	0	-	-	3	0	3	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	-	-	2	0	2	0.0%	100.0%
2017	LDGV	0	0	0	-	-	0	0	0	-	-
2018	HDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2018	LDDT	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-
2018	LDGT	1	0	1	0.0%	100.0%	9	0	9	0.0%	100.0%
2018	LDGV	2	0	2	0.0%	100.0%	7	0	7	0.0%	100.0%
2019	HDGV	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2019	LDDT	0	0	0	-	-	0	0	0	-	-
2019	LDDV	0	0	0	-	-	0	0	0	-	-
2019	LDGT	0	0	0	-	-	0	0	0	-	-
2019	LDGV	0	0	0	-	-	1	1	0	100.0%	0.0%

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Year 2023

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	1	0	1	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	-	-	1	0	1	0.0%	100.0%
2021	LDGV	0	0	0	-	-	0	0	0	-	-
2022	HDGV	1	0	1	0.0%	100.0%	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	-	-
2024	HDGV	0	0	0	-	-	0	0	0	-	-
2024	LDDT	0	0	0	-	-	0	0	0	-	-
2024	LDDV	0	0	0	-	-	0	0	0	-	-
2024	LDGT	0	0	0	-	-	0	0	0	-	-
2024	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		**73**	**3**	**70**	**4.1%**	**95.9%**	**228**	**14**	**214**	**6.1%**	**93.9%**

APPENDIX II

INSPECTION FACILITY EQUIPMENT AUDIT REPORT

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Station
Year 2023

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
ASBURY PARK SPECIALTY	1	0	-	1	-
BAKERS BASIN	62	0	0%	62	100%
CAPE MAY	12	0	0%	12	100%
CHERRY HILL	60	1	2%	59	98%
DEPTFORD	48	1	2%	47	98%
EATONTOWN	57	0	0%	57	100%
EATONTOWN SPECIALTY	1	0	-	1	-
FLEMINGTON	36	0	0%	36	100%
FREEHOLD	72	0	0%	72	100%
KILMER	74	1	1%	73	99%
LAKEWOOD	72	0	0%	72	100%
LODI	49	0	0%	49	100%
MANAHAWKIN	35	0	0%	35	100%
MAYS LANDING	48	0	0%	48	100%
MILLVILLE	24	0	0%	24	100%
NEWARK	62	0	0%	62	100%
NEWTON	24	0	0%	24	100%
PARAMUS	61	1	2%	60	98%
RAHWAY	73	0	0%	73	100%
RANDOLPH	72	1	1%	71	99%
SALEM	12	0	0%	12	100%
SECAUCUS	48	0	0%	48	100%
SOUTH BRUNSWICK	72	0	0%	72	100%
SOUTHAMPTON	48	0	0%	48	100%
WASHINGTON	12	0	0%	12	100%
WAYNE	60	0	0%	60	100%
WESTFIELD SPECIALTY	2	0	-	2	-
WINSLOW	36	0	0%	36	100%
WINSLOW SPECIALTY	2	0	-	2	-
Totals	**1235**	**5**	**0.4%**	**1230**	**99.6%**

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2023

Station	Audits per Station	Lane	Audits per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
ASBURY PARK SPECIALTY	1	1	1	0	0%	1	100%
BAKERS BASIN	62	1	13	0	0%	13	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%
CAPE MAY	12	1	12	0	0%	12	100%
CHERRY HILL	60	1	11	0	0%	11	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	0	0	-	0	-
		5	12	0	0%	12	100%
		6	13	1	8%	12	92%
DEPTFORD	48	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
EATONTOWN	57	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	4	0	0%	4	100%
		6	5	0	0%	5	100%
EATONTOWN SPECIALTY	1	1	1	0	0%	1	100%
FLEMINGTON	36	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2023

Station	Audits per Station	Lane	Audits per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
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	74	1	13	0	0%	13	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	13	1	8%	12	92%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
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%
LODI	49	1	13	0	0%	13	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
MANAHAWKIN	35	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	11	0	0%	11	100%
MAYS LANDING	48	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
MILLVILLE	24	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
NEWARK	62	1	13	0	0%	13	100%
		2	12	0	0%	12	100%
		3	13	0	0%	13	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2023

Station	Audits per Station	Lane	Audits per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
NEWTON	24	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
PARAMUS	61	1	13	0	0%	13	100%
		2	12	0	0%	12	100%
		3	12	1	8%	11	92%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
RAHWAY	73	1	13	0	0%	13	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	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	1	8%	11	92%
SALEM	12	1	12	0	0%	12	100%
SECAUCUS	48	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
SOUTH BRUNSWICK	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2023

Station	Audits per Station	Lane	Audits per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
SOUTHAMPTON	48	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
WASHINGTON	12	1	12	0	0%	12	100%
WAYNE	60	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
WESTFIELD SPECIALTY	2	1	2	0	0%	2	100%
WINSLOW	36	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
WINSLOW SPECIALTY	2	1	2	0	0%	2	100%
Totals	**1235**	**108**	**1235**	**5**	**0.4%**	**1230**	**99.6%**

Table II-2

APPENDIX III

COMPLIANCE STICKER SURVEY REPORT

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Summary
Year 2023

2023	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	1528	88	15	10	13	50	63	21	4	94.2%
February	2519	196	30	3	25	138	140	52	4	92.2%
March	4696	405	120	9	15	261	345	45	15	91.4%
April	4012	299	108	20	15	156	241	42	16	92.5%
May	4524	399	142	30	48	179	316	63	20	91.2%
June	3941	359	120	17	26	196	293	41	25	90.9%
July	3021	284	114	18	29	123	221	45	18	90.6%
August	3023	257	85	19	19	134	202	44	11	91.5%
September	2523	201	69	19	24	89	155	40	6	92.0%
October	5029	465	165	31	35	234	345	107	13	90.8%
November	4511	474	181	49	64	180	376	82	16	89.5%
December	2011	217	77	25	14	101	140	63	14	89.2%
Totals	41338	3644	1226	250	327	1841	2837	645	162	91.2%

Table III-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2023

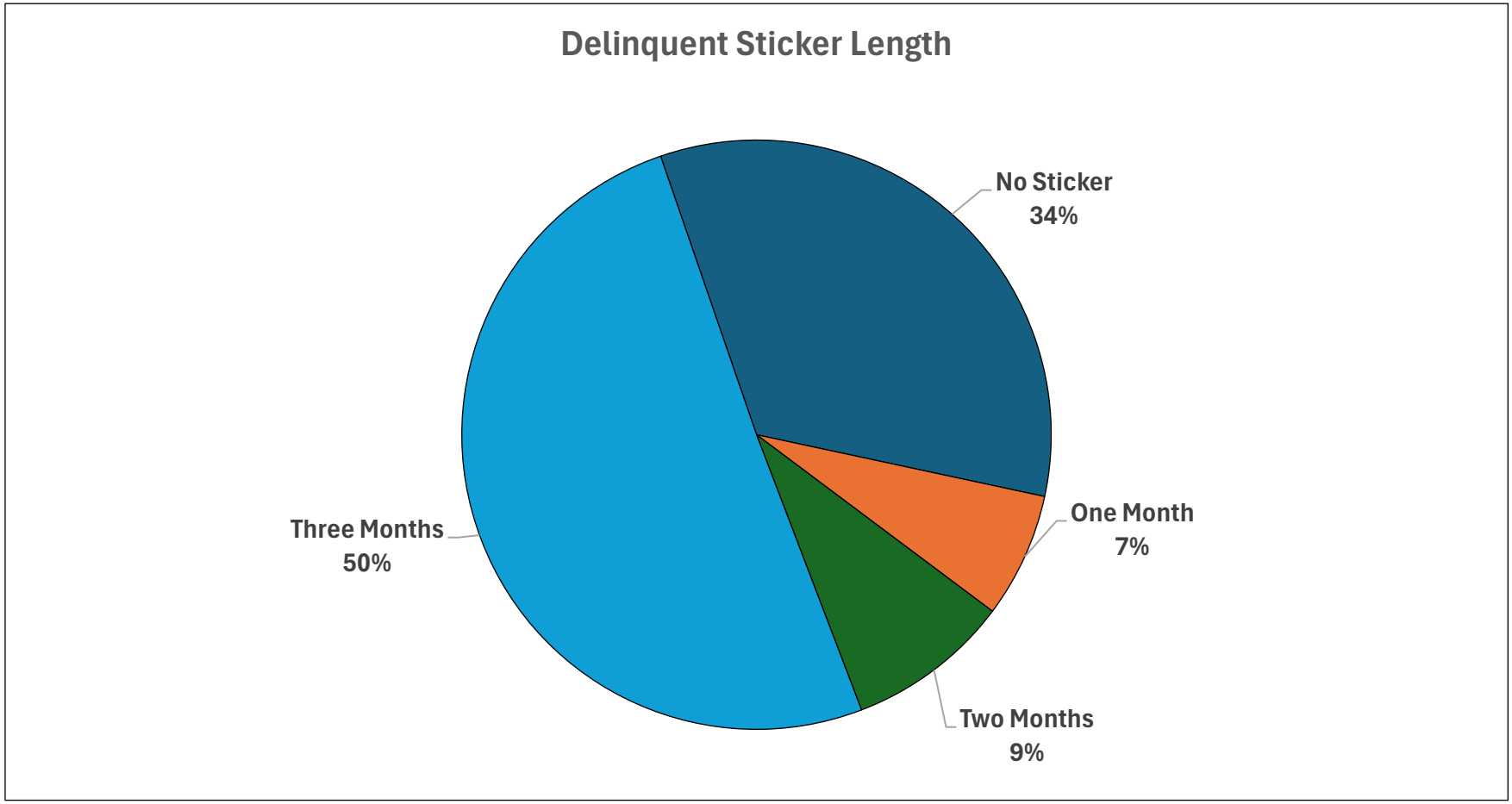


Figure III-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2023

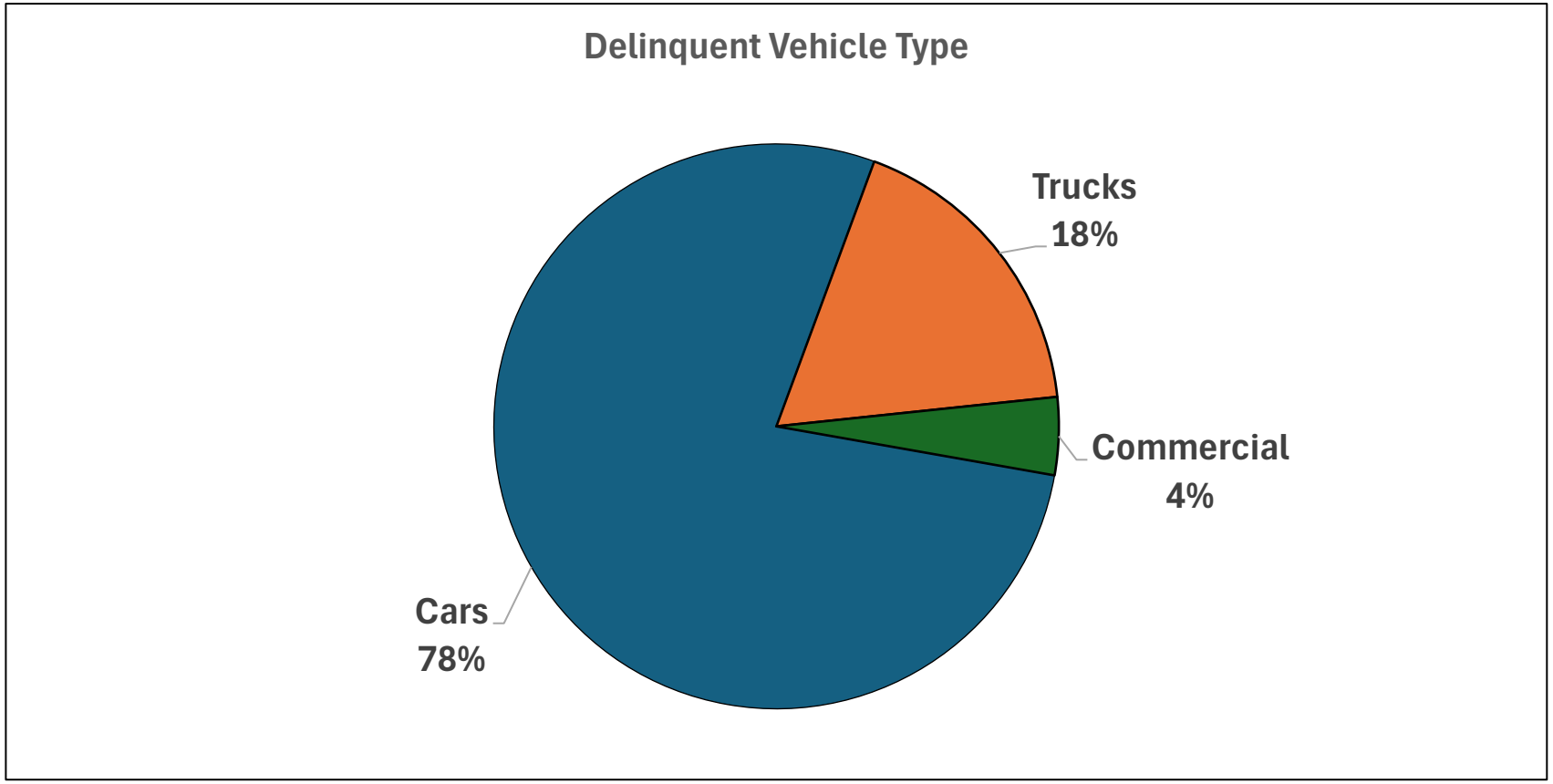


Figure III-2

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.

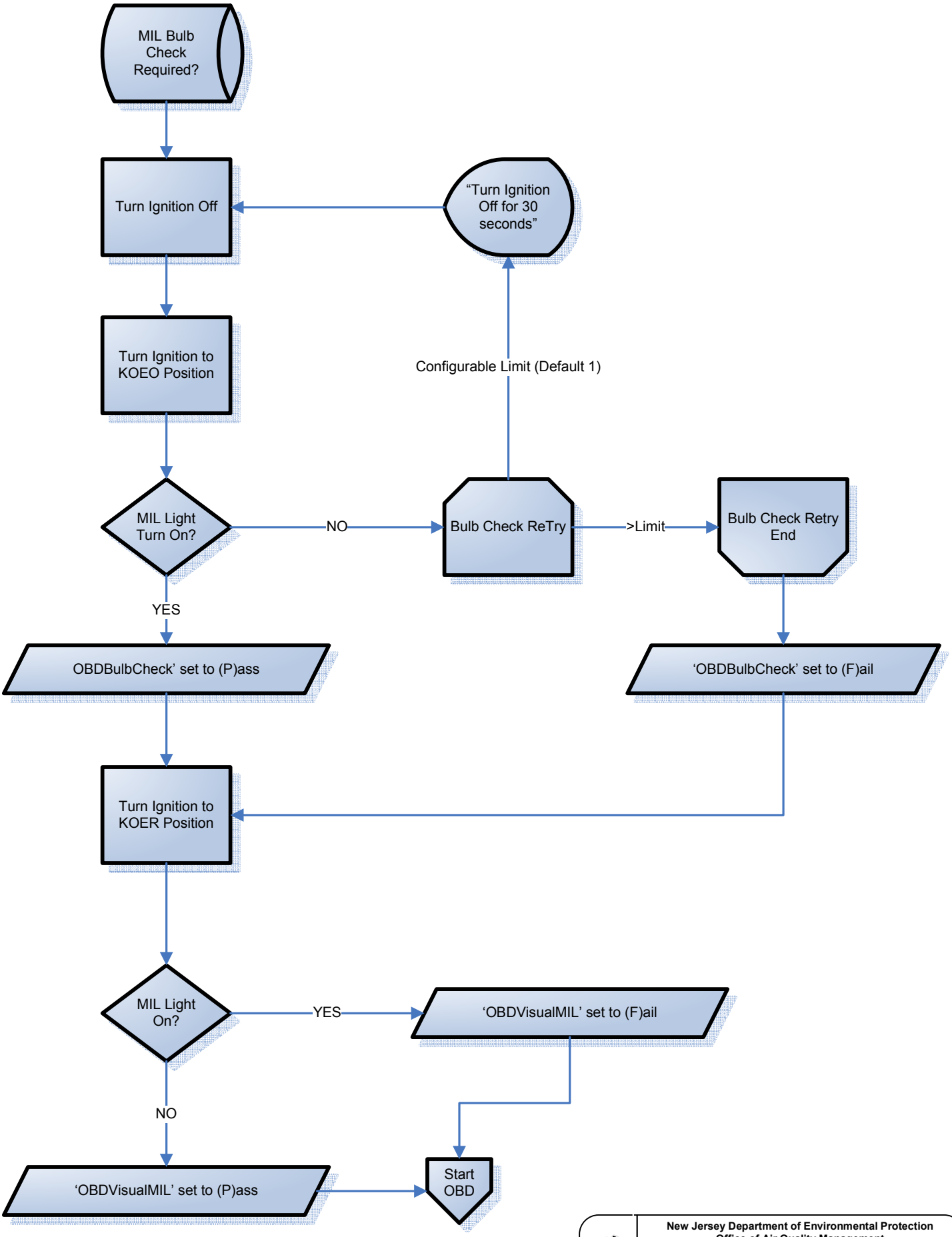
Vehicles were required to store the VIN number of the vehicle in the PCM starting in model year 2005, and some vehicle manufacturers started populating this data element early. As such, in the upgraded system electronic VIN information is recorded starting in model year 1998. Even if the electronic VIN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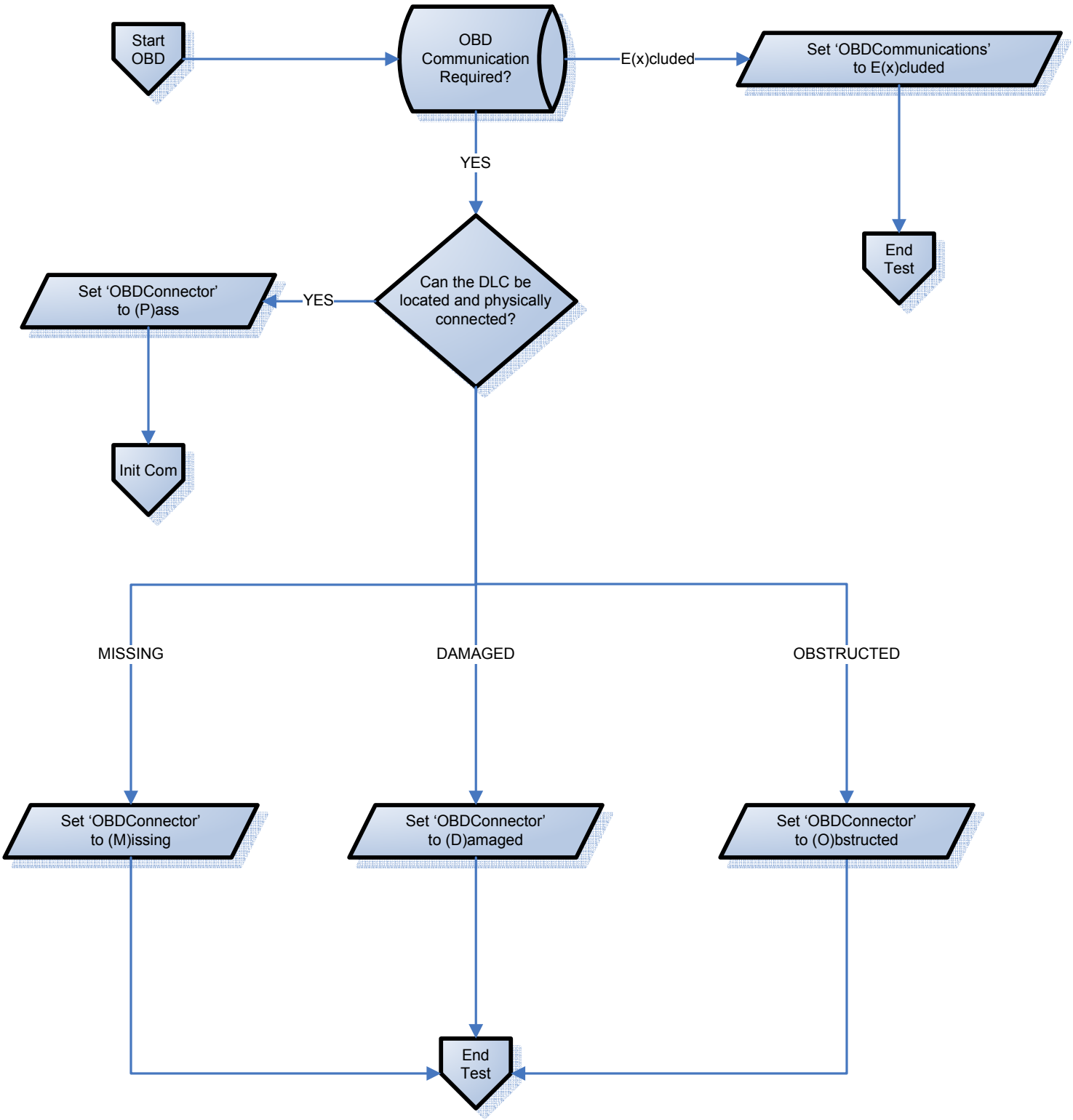
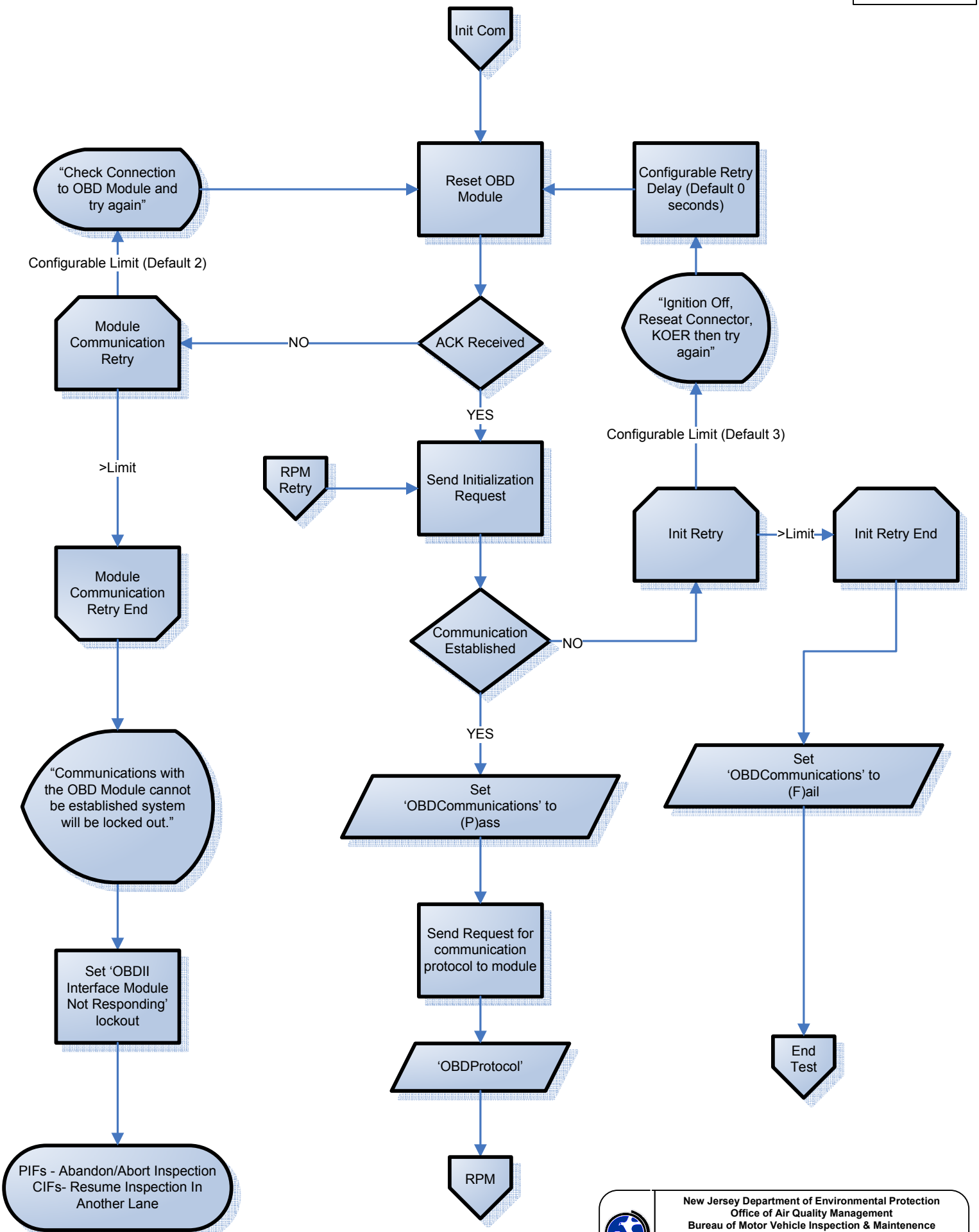
Air Pollution Control

2/3/2011


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



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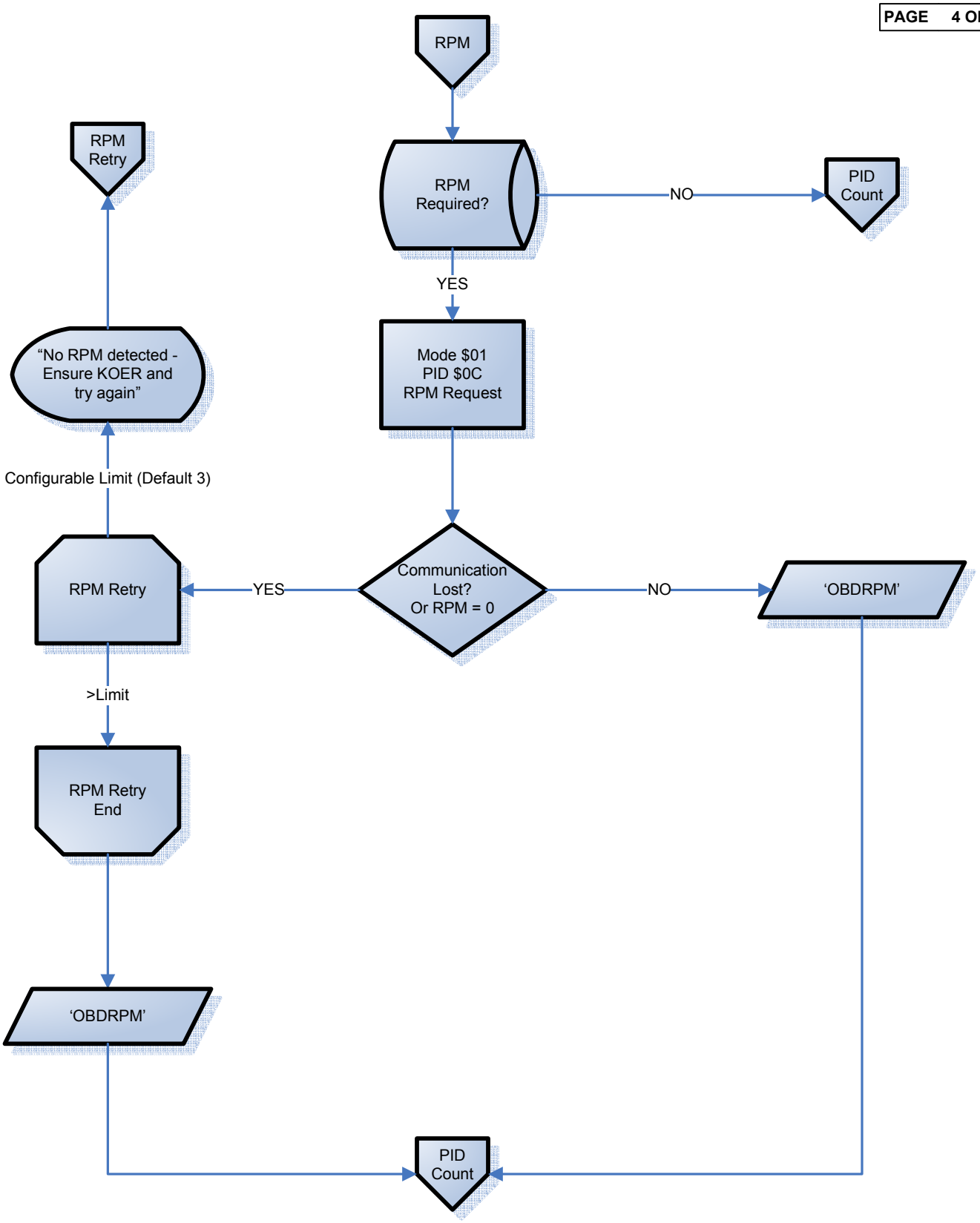
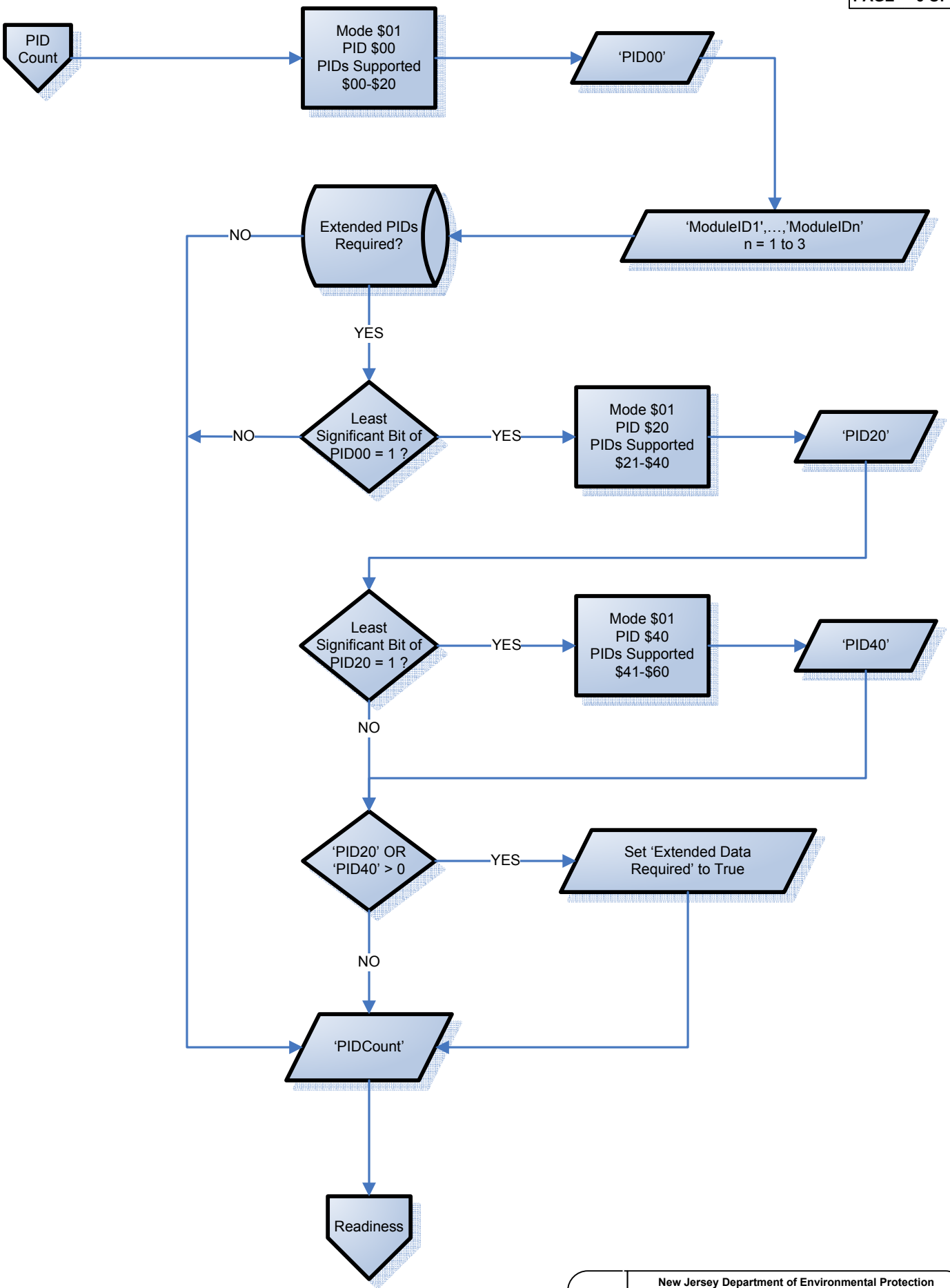

RPM
RPM Required?
NO
PID Count
YES
Mode $01
PID $0C
RPM Request
Communication Lost?
Or RPM = 0
YES
RPM Retry
NO
'OBDRPM'
>Limit
RPM Retry End
'OBDRPM'
PID Count
Configurable Limit (Default 3)
"No RPM detected - Ensure KOER and try again"
RPM Retry



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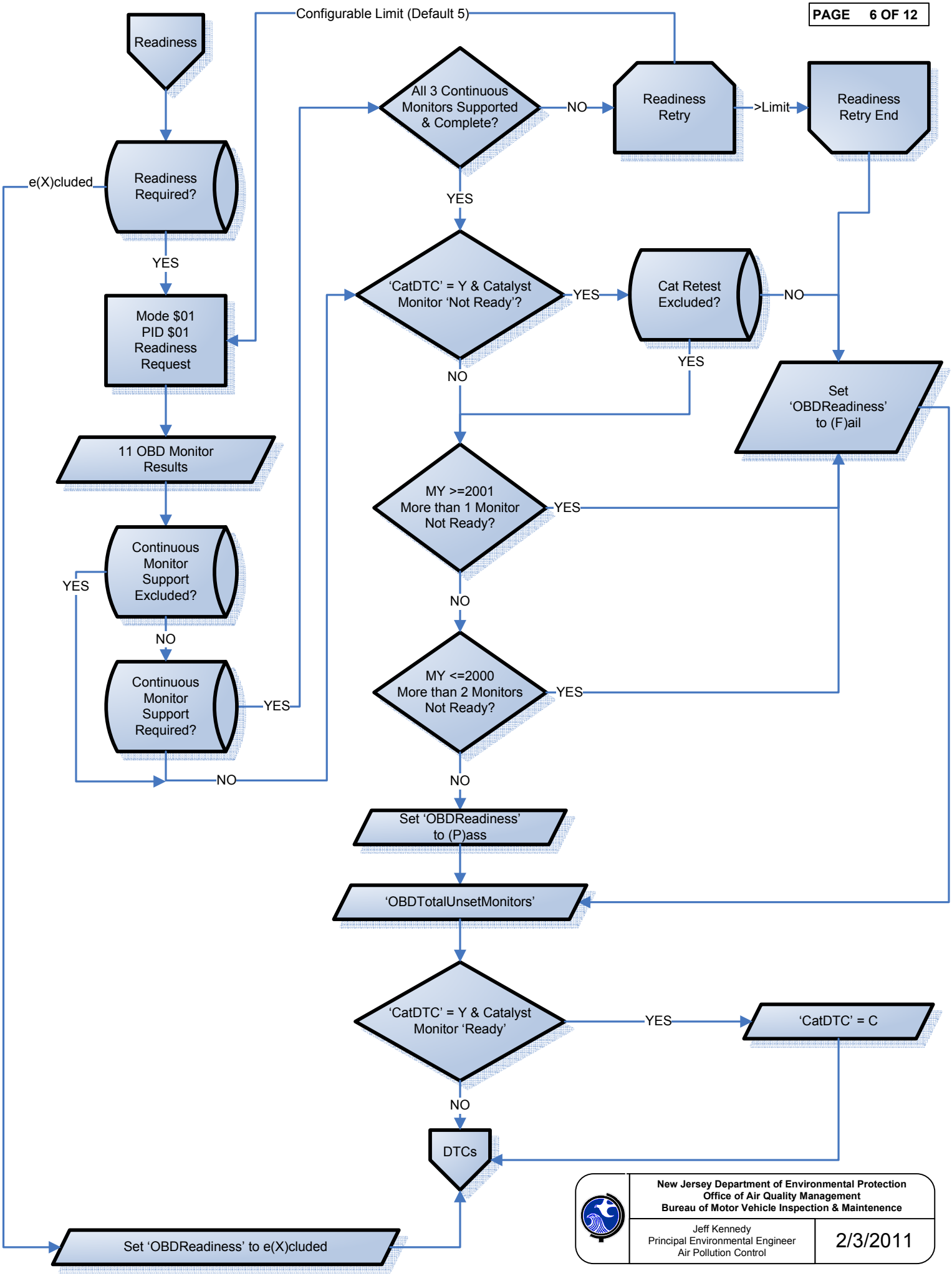

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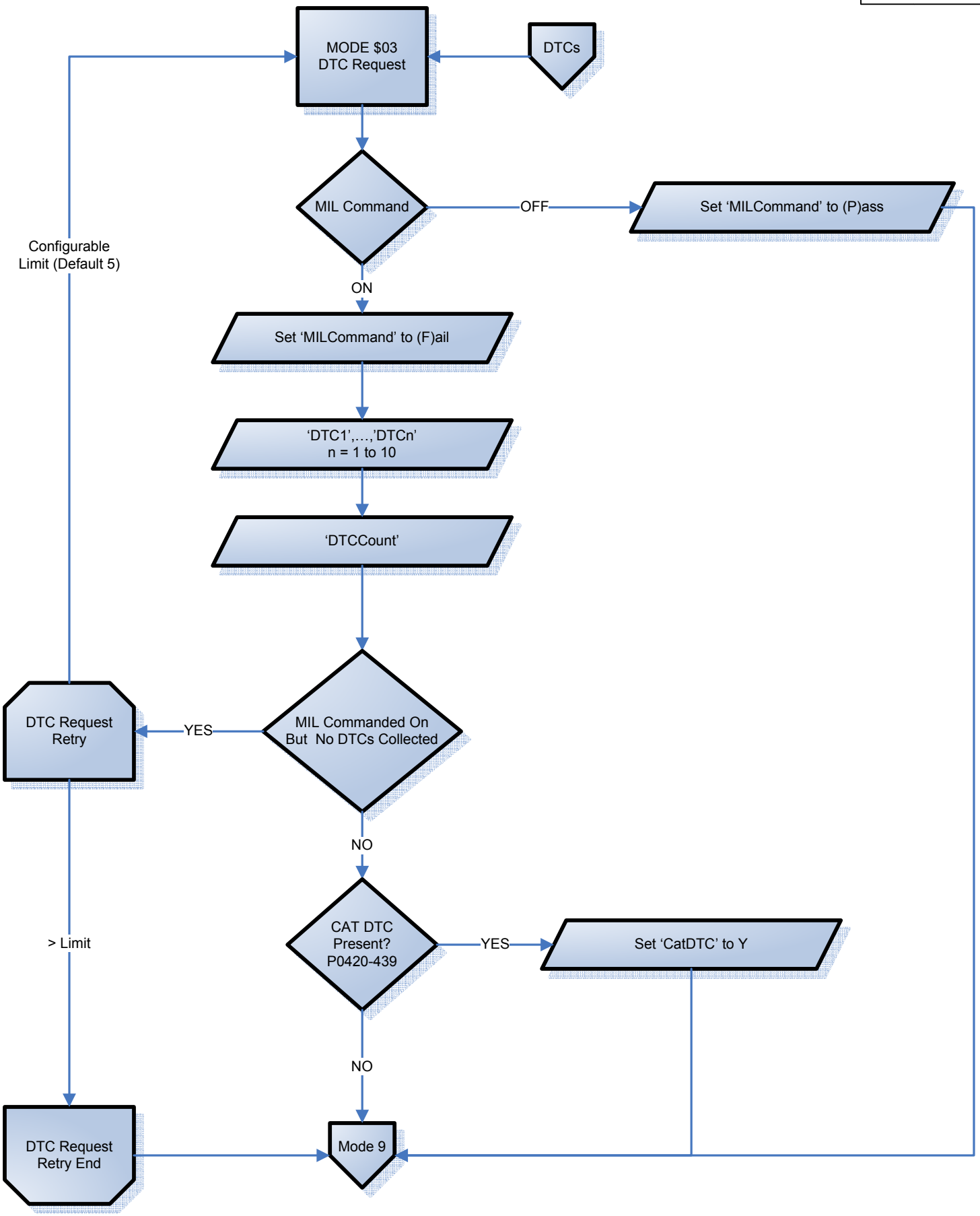
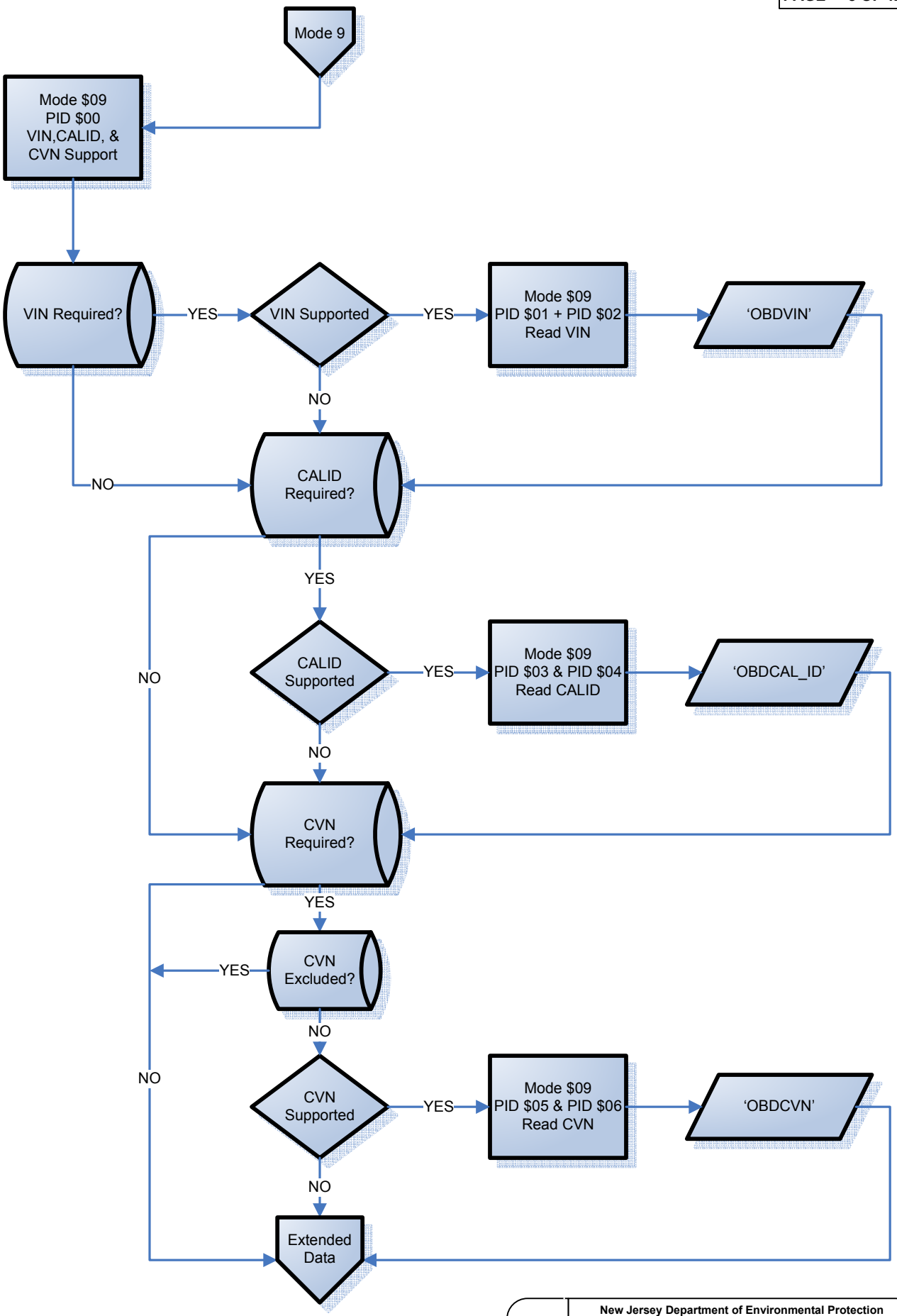

MODE $03
DTC Request
DTCs
MIL Command
OFF
Set 'MILCommand' to (P)ass
Configurable
Limit (Default 5)
ON
Set 'MILCommand' to (F)ail
'DTC1',…,'DTCn'
n = 1 to 10
'DTCCount'
DTC Request
Retry
YES
MIL Commanded On
But No DTCs Collected
NO
> Limit
CAT DTC
Present?
P0420-439
YES
Set 'CatDTC' to Y
NO
DTC Request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



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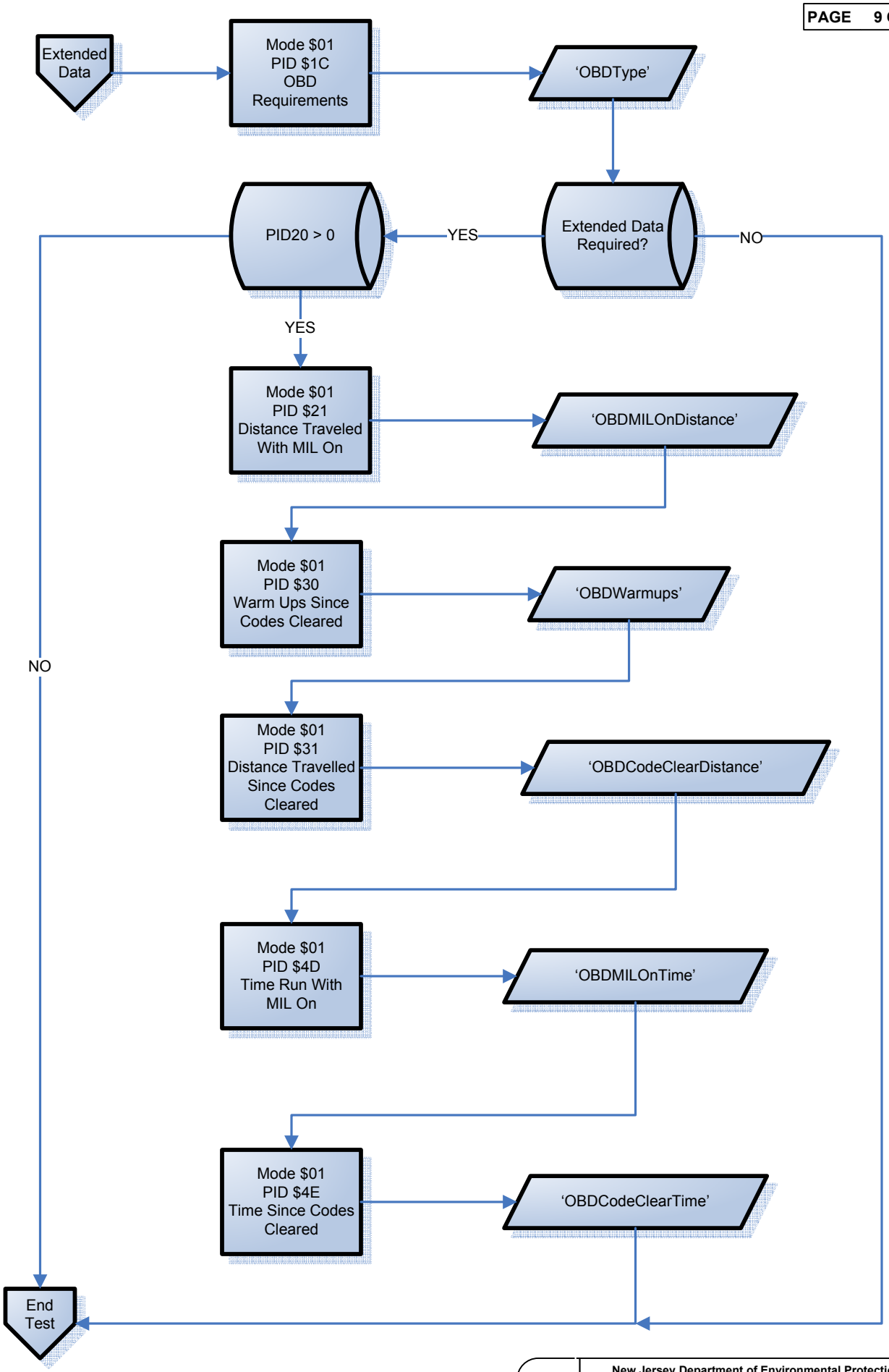
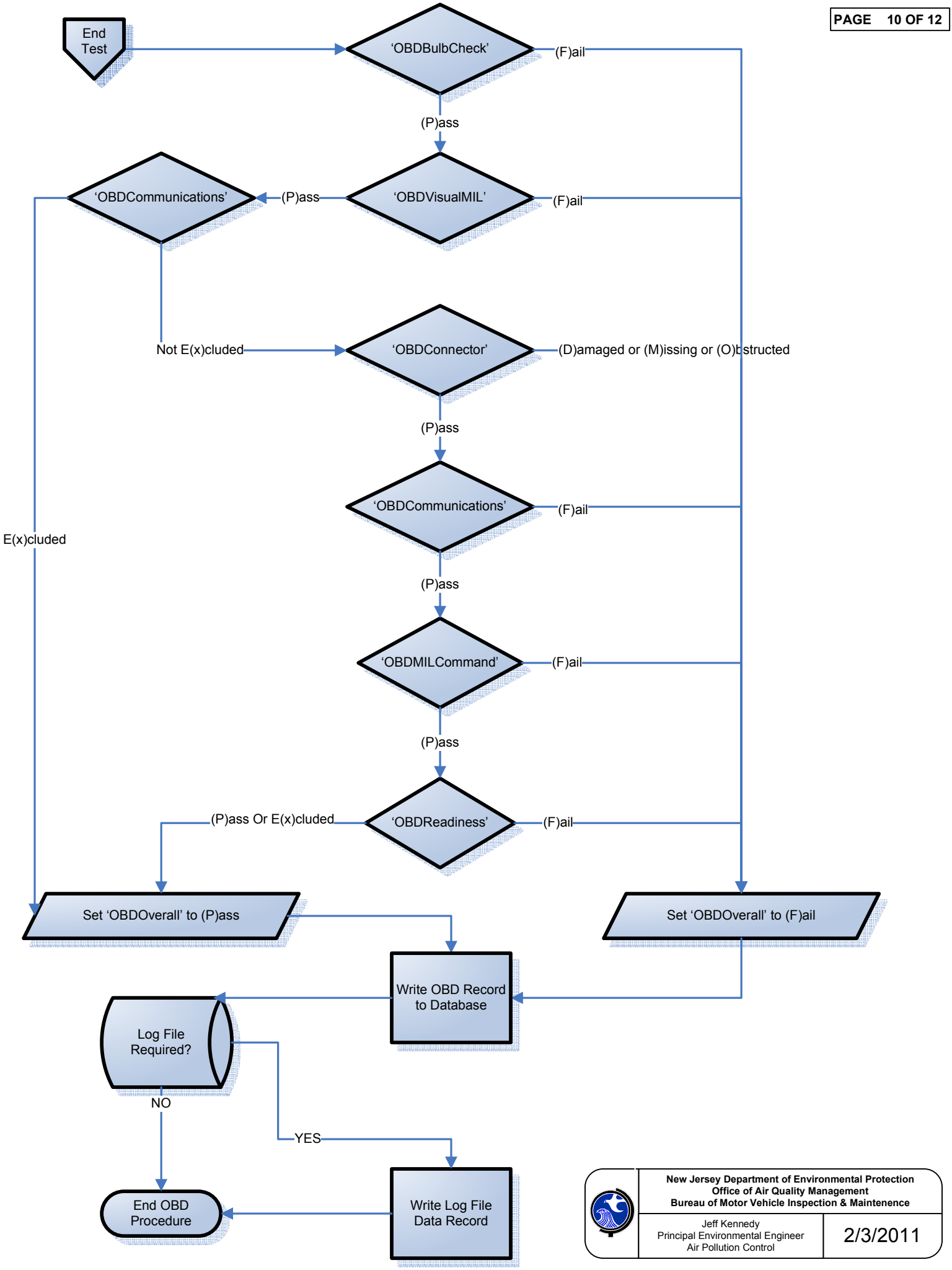

Extended Data
Mode $01 PID $1C OBD Requirements
'OBDType'
Extended Data Required?
YES
NO
PID20 > 0
YES
NO
Mode $01 PID $21 Distance Traveled With MIL On
'OBDMILOnDistance'
Mode $01 PID $30 Warm Ups Since Codes Cleared
'OBDWarmups'
Mode $01 PID $31 Distance Travelled Since Codes Cleared
'OBDCodeClearDistance'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



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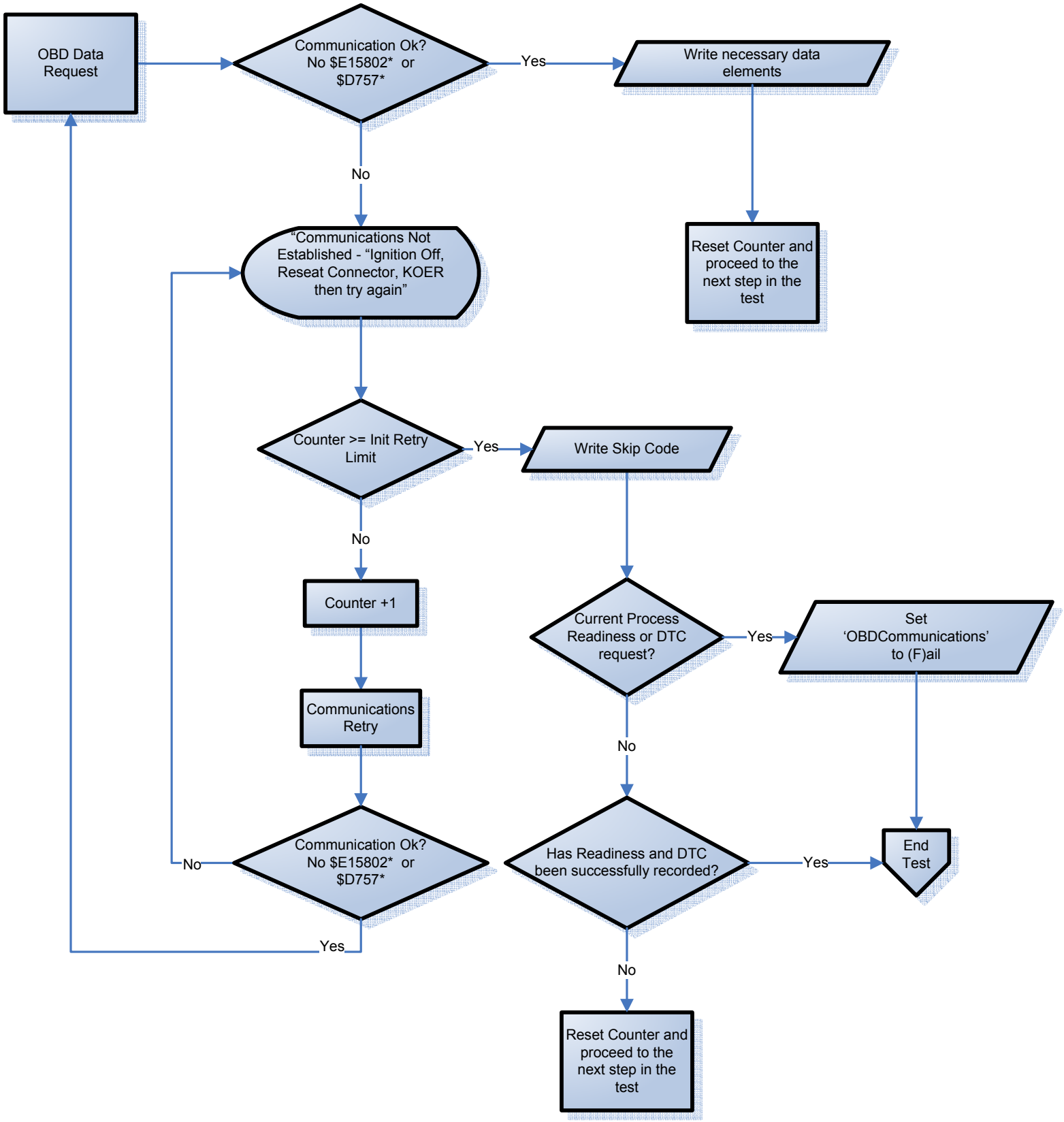

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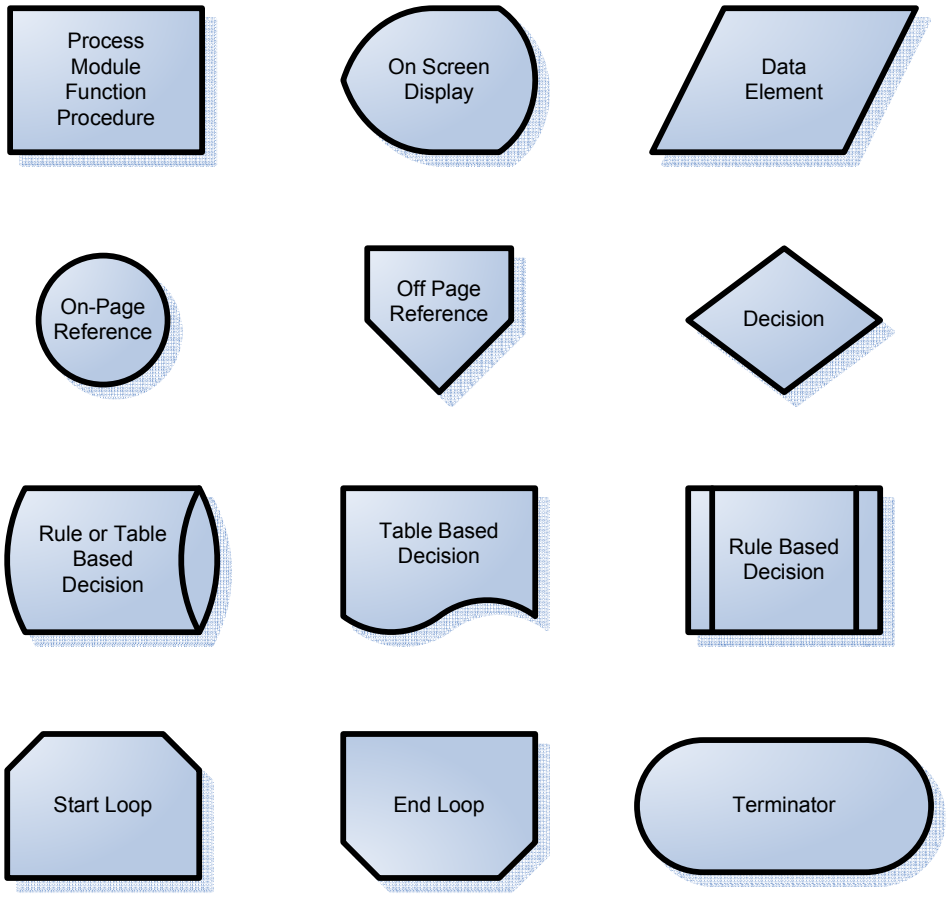

Process
Module
Function
Procedure
On Screen
Display
Data
Element
On-Page
Reference
Off Page
Reference
Decision
Rule or Table
Based
Decision
Table Based
Decision
Rule Based
Decision
Start Loop
End Loop
Terminator

APPENDIX VII

Program Structure

Vehicle Types Subject to Inspection

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

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

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

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

In addition, the two diesel vehicle categories are:

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

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

Emission-Related Test Types Performed in New Jersey

The primary emission test performed in New Jersey in the year 2023 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 – 2023

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 2023, there were 3,168 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 2023, there were 1,117 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 0.21% (4,285/2,050,023) of the total initial 2023 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 2022 Annual Reports, as well as this year 2023 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 104 full inspection lanes (see Table VII-1). This is a change from the year 2022, as the Lodi CIF closed one (1) inspection lane in 2023.

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 specialty site at Asbury Park moved to Eatontown Lanes 5 and 6 in 2023. Thus designating Eatontown Lanes 5 and 6 as a SIF. The remaining lanes at Eatontown are still designated as a CIF. The number of SIFs remains the same as last year.

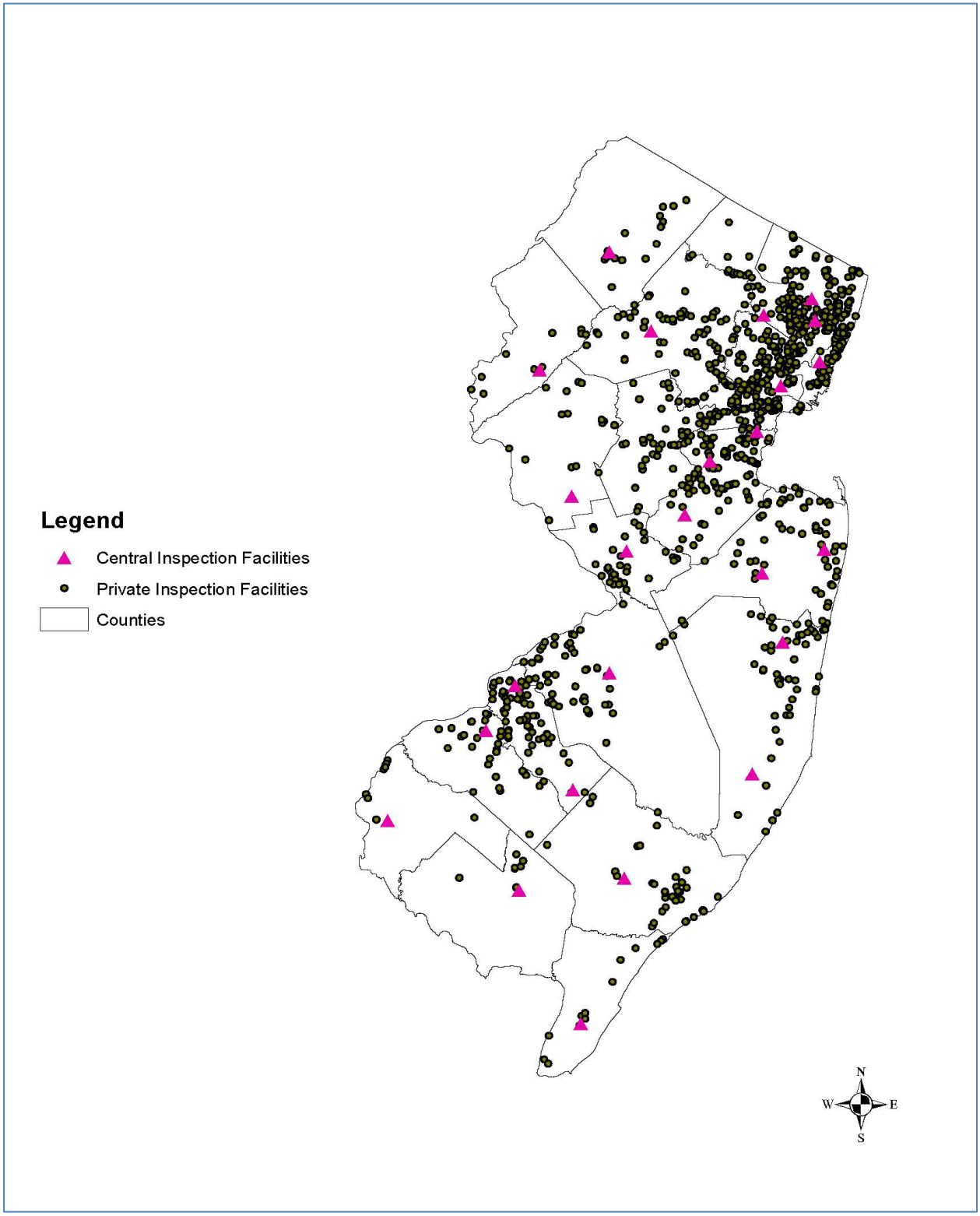
Table VII-1: New Jersey's Centralized Inspection Facilities

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	4
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	**104**

In 2023, there were 851 PIFs that performed at least one inspection during the entire year; of these, 76 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 2023.

Figure VII-1: New Jersey Inspection and Maintenance Facilities



New Jersey has 539 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 2023 Annual Report Section

Reporting Requirement	2023 Annual Report Section
(a.)Test Data Report	
(1) The number of vehicles tested by model year and vehicle type;	Table 1; Appendix I - Part D
(2) By model year and vehicle type, the number and percentage of vehicles:	
(i) Failing the emissions test initially, per test type;	Table 3; Appendix I - Part E
(ii) Failing the first retest per test type;	Table 7; Appendix I - Parts G and J
(iii) Passing the first retest per test type;	Table 7; Appendix I - Parts G and J
(iv) Initially failed vehicles passing the second or subsequent retest per test type;	Table 8; Appendix I - Part H
(v) Initially failed vehicles receiving a waiver;	n/a
(vi) vehicles with no known final outcome (regardless of reason);	Tables 9 and 10; Appendix I - Part I
(vii) - (x) [Reserved]	n/a
(xi) Passing the on-board diagnostic check;	Table 3; Table 4; Appendix I - Part F, Table F-1
(xii) Failing the on-board diagnostic check;	Table 3; Table 4; Appendix I - Part F, Table F-1
(xiii) Failing the on-board diagnostic check and passing the tailpipe test (if applicable);	n/a; dropping of tailpipe testing noted in Section II
(xiv) Failing the on-board diagnostic check and failing the tailpipe test (if applicable);	n/a; dropping of tailpipe testing noted in Section II
(xv) Passing the on-board diagnostic check and failing the I/M gas cap evaporative system test (if applicable);	n/a; dropping of evaporative gas cap testing noted in Section II
(xvi) Failing the on-board diagnostic check and passing the I/M gas cap evaporative system test (if applicable);	n/a; dropping of evaporative gas cap testing noted in Section II
(xvii) Passing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);	n/a; dropping of evaporative gas cap testing noted in Section II
(xviii) Failing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);	n/a; dropping of evaporative gas cap testing noted in Section II
(xix) MIL is commanded on and no codes are stored;	Table 5; Appendix I - Part F, Table F-3
(xx) MIL is not commanded on and codes are stored;	Table 5; Appendix I - Part F, Table F-3
(xxi) MIL is commanded on and codes are stored;	Table 5; Appendix I - Part F, Table F-3
(xxii) MIL is not commanded on and codes are not stored;	Table 5; Appendix I - Part F, Table F-3
(xxiii) Readiness status indicates that the evaluation is not complete for any module supported by on-board diagnostic systems;	Section II.C.; Appendix I - Part F, Table F-4
(3) The initial test volume by model year and test station(*Type*);	Appendix I - Part B
(4) The initial test failure rate by model year and test station(*Type*);	Appendix I - Part B
(5) The average increase or decrease in tailpipe emission levels for HC, CO, and NOx (if applicable) after repairs by model year and vehicle type for vehicles receiving a mass emissions	n/a
(b.) Quality Assurance Report	
(1) The number of inspection stations and lanes:	
(i) Operating throughout the year; and	Appendix VII, Test Frequency and Network Design
(ii) Operating for only part of the year;	Appendix VII, Test Frequency and Network Design

Cross Reference EPA Reporting Requirements and 2023 Annual Report Section

Reporting Requirement	2023 Annual Report Section
(2) The number of inspection stations and lanes operating throughout the year:	
(i) Receiving overt performance audits in the year;	Section III.A.; Table 12
(ii) Not receiving overt performance audits in the year;	Section III.A.; Table 12
(iii) Receiving covert performance audits in the year;	Section III.B.; Table 13
(iv) Not receiving covert performance audits in the year; and	Section III.B.; Table 13
(v) That have been shut down as a result of overt performance audits;	Table 12
(3) The number of covert audits:	
(i) Conducted with the vehicle set to fail per test type;	Table 13
Vehicle set to fail the emission test;	
Vehicle set to fail the component check;	
Vehicle set to fail the evaporative system checks;	visual gas cap check only
(ii) Conducted with the vehicle set to fail any combination of two or more of the above checks;	Table 13
(iii) Resulting in a false pass per test type; and	Table 13
Resulting in a false pass for emissions;	
Resulting in a false pass for component checks;	
Resulting in a false pass for the evaporative system check	visual gas cap check only
(viii) Resulting in a false pass for any combination of two or more of the above checks;	Table 13
(4) The number of licensed inspectors and stations:	Section III.C.; Table 15
(i) That were suspended, fired, or otherwise prohibited from testing as a result of covert audits;	
(ii) That were suspended, fired, or otherwise prohibited from testing for other causes;	
(iii) That received fines;	
(5) The number of inspectors licensed or certified to conduct testing;	Section III.C.
(6) The number of hearings:	Section III.C.; Table 15
(i) Held to consider adverse actions against inspectors and stations; and	
(ii) Resulting in adverse actions against inspectors and stations;	
(7) The total amount collected in fines from inspectors and stations by type of violation;	Section III.C.; Table 15
(8) The total number of covert vehicles available for undercover audits over the year; and	Section III.B.
(9) The number of covert auditors available for undercover audits.	Section III.B.
(c .) Quality Control Report	
(1) The number of emission testing sites and lanes in use in the program;	Appendix VII, Test Frequency and Network Design
(2) The number of equipment audits by station and lane;	Table 18; Appendix II
(3) The number and percentage of stations that have failed equipment audits; and	Section IV; Tables 16 and 17
(4) Number and percentage of stations and lanes shut down as a result of equipment audits.	Section IV; Tables 16 and 17

Cross Reference EPA Reporting Requirements and 2023 Annual Report Section

Reporting Requirement	2023 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 VI.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 VI.B.
(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.	Section V.A. and 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.	Section V.A. and Appendix III

Cross Reference EPA Reporting Requirements and 2023 Annual Report Section

Reporting Requirement	2023 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.C.
Additional Informaton provided but not required	
OBD Components (Initial Pass/Fail)	Appendix I - Part F, Table F-2
Inspection Fraud Monitoring	Section V.C.