The State of New Jersey
Department of Environmental Protection

2005 Annual Report

New Jersey Enhanced Inspection and Maintenance (I/M) Program
Emissions-Related Results From Gasoline-Fueled Motor Vehicles

Acknowledgments

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Acronyms and Abbreviations

ASM	Acceleration Simulation Mode
CIF	Centralized Inspection Facility
CO	Carbon monoxide
ERF	Emission Repair Facility
ERT	Emission Repair Technician
Fed. Reg.	Federal Register
HC	Hydrocarbons
I/M	Inspection and Maintenance
MIT	Mobile Inspection Team
MY	Model Year
NAAQS	National Ambient Air Quality Standards
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
OBDII	On-Board Diagnostics Generation II
PIF	Private Inspection Facility
PFF	Private Fleet Facility
ppm	parts per million
RPM	Revolutions per Minute
SIP	State Implementation Plan
SIF	Specialty Inspection Facility
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) final rule on inspection and maintenance program requirements, revised July 1, 2004. This report covers calendar year 2005 (January 1, 2005 through December 31, 2005). It is specific to the emissions portion of the State's enhanced Inspection and Maintenance (I/M) program; no statistical information on the safety portion of the State's inspection program is included.

The report provides summary statistics and evaluations of the following four data reporting areas: test data, quality assurance, quality control, and enforcement. The test data section includes information on the number and types of inspections performed at both the centralized network and the decentralized network, and the final outcomes of those inspections. The quality assurance and quality control sections present data and results of inspector performance audits and inspection equipment audits for both the centralized and decentralized networks. Finally, the enforcement section provides a description of New Jersey's program enforcement measures and the results of program compliance surveys.

A summary of the key statistics of each of the above reporting areas for the year 2005 is presented in Table 1.

Table 1: Year 2005 Key Statistics

Number of Total Emission Inspections	2,419,633
Total Emission Inspections – Centralized/Decentralized Split	77%/23%
Total Emission Inspections – Initial/Reinspection Split	89%/11%
Number of Initial Emission Inspections	2,151,749
Overall Initial Emission Failure Rate	12.7%
Centralized Initial Emission Failure Rate	13.0%
Decentralized Initial Emission Failure Rate	11.4%
Overall Emission Inspection 1st Retest Pass Rate	80.6%
OBDII 1st Retest Pass Rate	80.1%
ASM 1st Retest Pass Rate	76.0%
Emission Reductions from Repairing to the ASM5015 Exhaust Emissions Test	
Hydrocarbons (HC)	54.3%
Carbon Monoxide (CO)	65.4%
Nitrogen Oxides (NOx)	43.3%
Number of Waivers Issued	180
Waiver Rate (as % of Initial Emission Inspections)	0.008%
Vehicles with No Known Final Outcome	
Percentage of Initial Inspections	1.1%
Percentage of Initial Failures	8.5%
Sticker Compliance Rate	96.2%
Overall CIF Covert Performance Audit Fail Rate*	13.0%
Overall PIF Covert Performance Audit Fail Rate*	36.7%
CIF Equipment Audit Fail Rate	16.0%
PIF Equipment Audit Fail Rate	23.0%

* An overall covert performance audit includes safety and credentials components in addition to emissions.

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, revised July 1, 2004. 40 CFR 51.366 was designed to allow for monitoring and evaluation of the program by program management and the USEPA. It also provides a basis for reporting various information on the types of program activities performed and their final outcomes. This information includes summary statistics and evaluations of the enforcement mechanisms, the quality assurance system, the quality control program, and the testing element. This report covers calendar year 2005 (January 1, 2005 through December 31, 2005).

II. Background and Introduction

In accordance with the requirements of the Clean Air Act, the State of New Jersey implemented an enhanced inspection and maintenance (I/M) program on December 13, 1999. At that time, the enhanced I/M program was designed to detect gasoline-fueled motor vehicles operating with excessive emissions under test conditions that represented more realistic driving conditions compared to New Jersey's previous basic I/M program, through implementation of a dynamometer-based tailpipe test known as the Acceleration Simulation Mode 5015 (ASM5015). In addition, the ASM5015 test inspected vehicles to detect excess emissions of nitric oxide (NO), a pollutant that was not measured as part of the basic I/M program. Oxides of nitrogen (NO_x) and volatile organic compounds (VOCs[1]) are precursors to the formation of ozone.

The Clean Air Act also requires I/M programs to incorporate on-board diagnostic (OBD) testing as part of vehicle emission testing. All model year 1996 and newer light-duty vehicles and trucks have an advanced powertrain control computer which uses second generation OBD technology (OBDII) to manage and monitor the operation of the engine and transmission. The OBDII system monitors virtually every component that can affect the emission performance of the vehicle. If a problem is detected, the OBDII system illuminates a warning lamp on the vehicle instrument panel (Malfunction Indicator Light, or MIL) to alert the driver. The system will also store important information (Diagnostic Trouble Codes, or DTCs) about the detected malfunction so that a repair technician can accurately find and fix the problem.

On August 4, 2003, through a model year phase-in approach, official OBDII testing of model year 1998 and newer vehicles began. Official OBDII testing of vehicles of model year 1996 and 1997 began on January 12, 2004[2].

New Jersey's enhanced I/M program is biennial, requiring vehicles to be inspected once every other year. In addition, the first four model years (i.e. new vehicles) are exempt from inspection in any given year.

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 under contract with the State, operates the centralized portion of the inspection network (centralized inspection facilities or CIFs) for the State.

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[1] VOCs are a subset of the hydrocarbons (HCs) category of pollutants, and HCs are directly measured by the enhanced I/M test analyzers. Similarly, nitric oxide (NO), a subset of the NO_x category of pollutants, is measured by the enhanced I/M test analyzers.

[2] Some 2004 and newer model year vehicles use the Controller Area Network (CAN) OBDII protocol. As the State's OBDII testing equipment was unable to communicate with CAN protocol vehicles in the year 2005, the OBDII test on these vehicles was bypassed to an ASM5015 tailpipe emissions test throughout the entire year.

There are 31 CIFs located throughout the State, consisting of a combined total of 124 inspection lanes. Of these 124 inspection lanes, three lanes are also adapted for and switchable to Mass Emission Transient Testing (METT) for program evaluation purposes. In the year 2005, the METT-adaptable lane in the Wayne CIF was not used for any inspections for the entire year, effectively resulting in a total of 123 lanes for this particular year.

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 31 CIFs range from individual one-lane stations (of which there are four (4) in the State) to one eight (8) lane station (Wayne CIF). In the year 2005, only seven (7) of the lanes in the Wayne CIF were in use, as mentioned above. Table 2 lists each of the CIFs within the State and the total number of operated lanes in each facility during the year 2005. The SIFs are not included in this table.

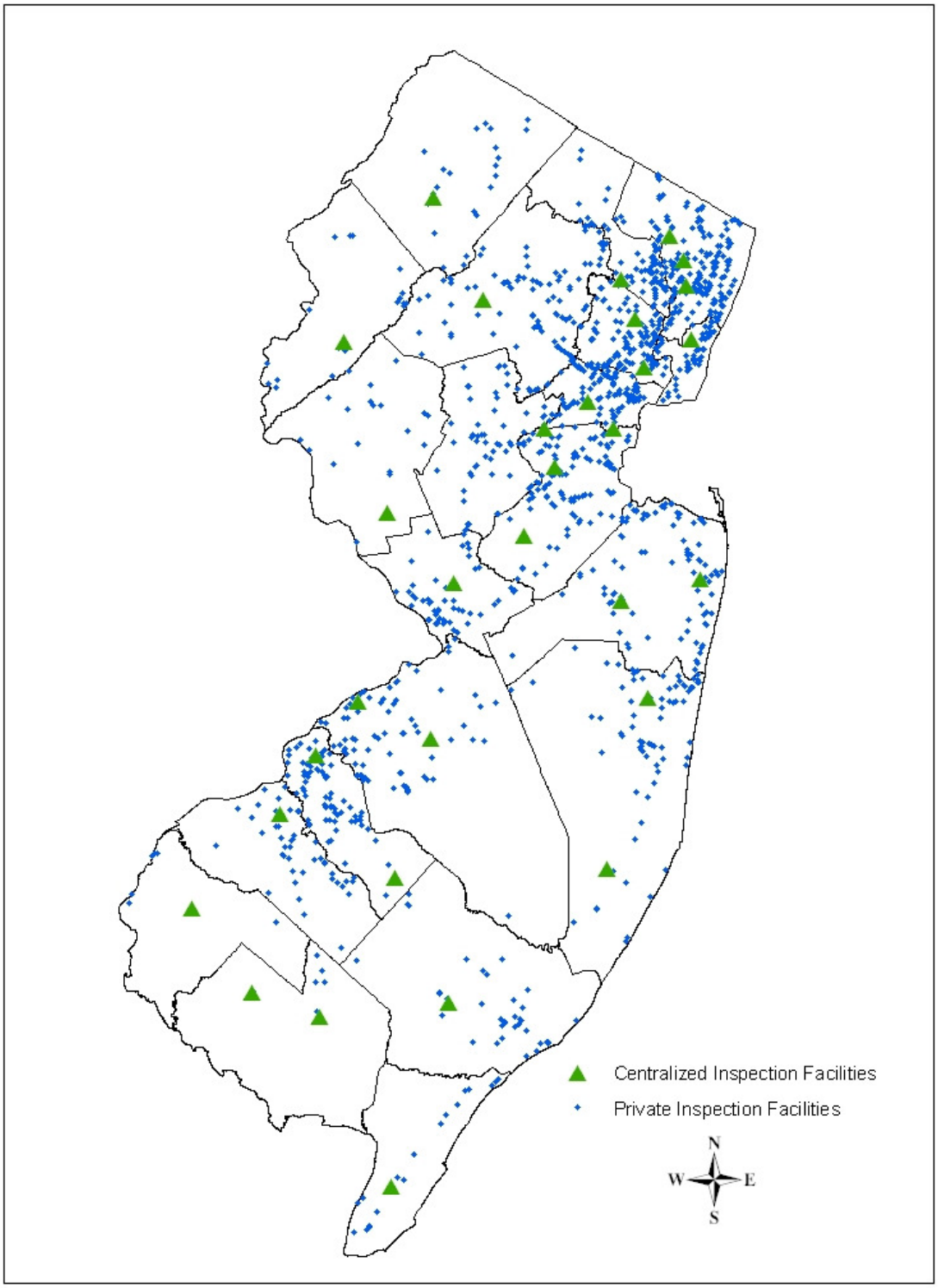
Table 2: New Jersey's Centralized Inspection Facilities

Centralized Inspection Facility	# of Lanes
Baker's Basin	6
Bridgeton	1
Cape May	1
Cherry Hill	6
Delanco	3
Deptford	4
Eatontown	6
Flemington	3
Freehold	6
Kilmer	6
Lakewood	6
Lodi	5
Manahawkin	3
Mays Landing	4
Millville	2
Montclair	2
Newark	5
Newton	2
Paramus	5
Plainfield	3
Rahway	6
Randolph	6
Ridgewood	2
Salem	1
Secaucus	6
South Brunswick	6
Southampton	4
Washington	1
Wayne	7
Westfield	2
Winslow	3
Total	**123**

The decentralized network is comprised of privately owned and operated Private Inspection Facilities (PIFs) and Private Fleet Facilities (PFFs) that are licensed by the New Jersey Motor Vehicle Commission (NJMVC) to perform vehicle inspections. The PFFs perform inspections only on their own fleet of vehicles, while the PIFs perform inspections on citizens' vehicles. In 2005, there were 1,247 decentralized facilities that performed inspections during the entire year, and 54 that only performed inspections for a portion of the year.

Figure 1 shows the locations of the CIFs and PIFs in New Jersey.

Figure 1: New Jersey Inspection and Maintenance Facilities



In addition, the NJMVC registers Emission Repair Facilities (ERFs) to perform emission-related repairs on vehicles that fail the emissions portion of the enhanced I/M test. All such 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), specially trained in motor vehicle emissions repair, to perform or supervise these repairs. Alternatively, vehicle owners are permitted to make repairs to their own vehicles for reinspection purposes.

As of December 31, 2005, there were 1,541 registered ERFs. In addition, 1,247 licensed PIFs and 76 licensed PFFs remained active. Of all these facilities, 1,026 were registered and licensed as both ERFs and PIFs. Alternatively, 221 facilities were licensed only as PIFs, while 515 were registered only as ERFs.

The CIF/PIF hybrid network provides New Jersey's motorists a choice as to where to have their vehicles inspected, and if necessary, re-inspected. In calendar year 2005, the CIFs performed 1,851,700 emission inspections, or approximately 77 percent of the over 2.4 million total emission inspections performed. The PIFs performed 547,416 emission inspections, or approximately 23 percent of the total emission inspections performed.

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 NJMVC's 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.

For more detailed statistics regarding the inspections performed during the year 2005, please refer to Section III.A. – Test Data Report, and Appendix I – Test Data Report Tables and Figures.

III. Data Analysis and Reporting

New Jersey's enhanced I/M program is biennial, requiring vehicles to be inspected once every other year. In addition, the first four model years (i.e. new vehicles) are exempt from inspection in any given year.

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 is a "sawtooth" effect whenever the program's statistical data is graphically presented by model year. For the year 2005 data, the “sawtooth” effect is evident in the fact that the odd model years have a significantly higher inspection volume than the even model years (see Appendix I, Part D, Figure D-2).

In addition, the data presented in this document and its appendices is based on "create date" rather than actual "test date." This means that the data is sorted by the date it was received by the Vehicle Inspection Database (VID) rather than by the actual date the inspection was performed. In most cases, this date is the same. In fact, for the CIFs, which are on-line to the VID continuously when in operation, there are very few cases where the dates differ, and these are cases where there were VID interruptions with the CIF. However, it is possible for a PIF to perform a series of inspections without transmitting those inspection results to the VID immediately.[3] As demonstrated by the monthly reports in Appendix II[4], the number of inspection facilities not transmitting inspection records to the VID on the same date the inspection was performed is minimal.

Various anomalies also exist within the data itself. Most of these anomalies are the result of how the data is summarized and queried for use in this report. For instance, some discrepancies in the totals presented in this section may be the result of how the State retrieves data from the VID. If the inspector is unable to determine any piece of information about a vehicle at the time of inspection, the system is designed to leave that field in the inspection record blank. For example, if the vehicle category (LDGV, LDGT1, etc.) cannot be determined, the vehicle category field is left blank, but the remainder of the record containing the inspection results remains valid. However, if the field requested as part of the query is invalid or null (that is, the field is blank) for any given inspection record, the retrieval process ignores that record as not existing for the purposes of that specific query. If the system was then queried using another set of criteria (for example, inspection type - initial, re-inspection, etc.) for which the record had information, it would

[3] The VID has a parameter for each PIF that sets a limit based on time and number of inspections. If this limit is exceeded, the PIF is locked out until records are transmitted. Through the year 2005, this parameter has never been changed for any PIF, nor has any PIF been locked out for a violation of this default setting.
[4] Appendix II contains monthly reports that show: 1) the number of inspection facilities with create dates greater than or equal to 24 hours (1 day) from the test date, and 2) those facilities with create dates greater than or equal to 120 hours (5 days) from the test date.

be included in this query result. Therefore, depending on which field one selects for a query, the total numbers will vary slightly.

In addition to the query anomalies, certain reports have summaries that do not match due to the report architecture. For example, the sum of the emission component test failures is usually greater than the total number of emissions inspections because one emissions inspection can produce multiple component test failures.

However, a scenario occurs when analyzing reinspections that may cause the sum of the emission component tests to actually be lower than the total number of emissions inspections. The overall number of initial emission inspection failures includes those vehicles that failed the emission inspection automatically due to a safety reason (i.e. unsafe tires for an ASM5015 test) which inhibited emission testing. These vehicles will not receive any type of emission test until a passing subsequent inspection which rectifies the safety prohibition. When the initial inspection data is broken down by test type, these failures are not included, since they never received an emission test during the initial inspection.

Another factor affecting the reinspection results is that those vehicles that are “unclassified” (i.e. model year or vehicle type) at their initial inspection are often, upon re-inspection, re-classified into the correct model year or vehicle type. This sometimes causes the retest pass rate to exceed 100%, which we have capped at 100% in the applicable tables in this report.

40 CFR 51.366 of the USEPA's final rule for the implementation of an enhanced I/M program covers data analysis and reporting. Specifically, this section requires the submission of annual reports to the USEPA to allow for monitoring and evaluation of the program. These reports must provide information regarding the types of program activities performed and their final outcomes, including summary statistics and effectiveness evaluations of the enforcement mechanism, the quality assurance system, the quality control program, and the testing elements. 40 CFR 51.366 is divided into four (4) data reporting areas: test data, quality assurance, quality control, and enforcement. As such, the remainder of this report discusses each of the areas in detail.

A. Test Data Report

This report includes statistical data from the sixth year of operation of New Jersey's enhanced gasoline-fueled I/M program. The report includes information on the number and types of inspections performed at both the centralized network and the decentralized network, and the final outcomes of these inspections. This report is specific to the emissions portion of the State's I/M program; no statistical information on the safety portion of the State's inspection program is included in this report.

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

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

Light-Duty Gasoline-Fueled Trucks 1 (LDGT1s): trucks fueled on gasoline, which have a GVWR up to 6000 lb. (e.g., pick-ups, minivans, passenger vans, and sport-utility vehicles).

Light-Duty Gasoline-Fueled Trucks 2 (LDGT2s): trucks fueled on gasoline that have a GVWR of 6001-8500 lb. (heavier version of LDGT1s; the categories are modeled separately because numerically different emission standards are established under the Clean Air Act (CAA) for LDGT1s and LDGT2s).

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

There are four types of emission-related tests performed in New Jersey. They are the OBDII test, which is predictive and does not measure exhaust pollutants, and the three tailpipe exhaust emissions tests - the ASM5015 test, the 2500 revolutions per minute (RPM) test, and the idle test.

The OBDII test was implemented in New Jersey on August 4, 2003 for all model year 1998 and newer LDGVs, LDGT1s, and LDGT2s. OBDII testing of model year 1996 and 1997 LDGVs, LDGT1s, and LDGT2s began on January 12, 2004.

The ASM5015 test is performed on all model year 1981 through 1995 LDGVs, LDGT1s, and LDGT2s that are amenable to dynamometer testing. In addition, LDGVs, LDGT1s, and LDGT2s of model year 1996 and newer that are unable to be OBDII-tested (i.e. OBDII bypasses) are ASM5015-tested. The ASM5015 exhaust emission test measures vehicle tailpipe emissions of hydrocarbons (HC), carbon monoxide (CO) and nitric oxide (NO) while the vehicle is driven on a dynamometer under load at a steady state speed of 15 mph.

The 2500 RPM test is performed on those model year 1981 through 1995 LDGVs, LDGT1s, and LDGT2s that are not amenable to dynamometer testing (i.e., full time four wheel drive vehicles or vehicles with non-switchable traction control). This test measures vehicle tailpipe emissions of HC and CO while the vehicle's engine is not in gear and the engine speed is increased from idle to 2500 RPM.

Finally, the idle test is performed on pre-1981 LDGVs, LDGT1s, and LDGT2s, as well as all HDGVs regardless of model year. The idle test measures vehicle tailpipe emissions of HC and CO while the engine idles. The idle test is the test that was previously given to all vehicles under the State's basic I/M program prior to December 13, 1999.

The remainder of this section is divided into separate topics: total emission inspections, initial emission inspections, OBDII inspections, random roadside inspections, emission re-inspections, waivers, vehicles with no known final outcome, and emission repairs. Each of these topics presents data and figures representing inspection volumes and percentages for the year 2005.

Total Emissions Inspections

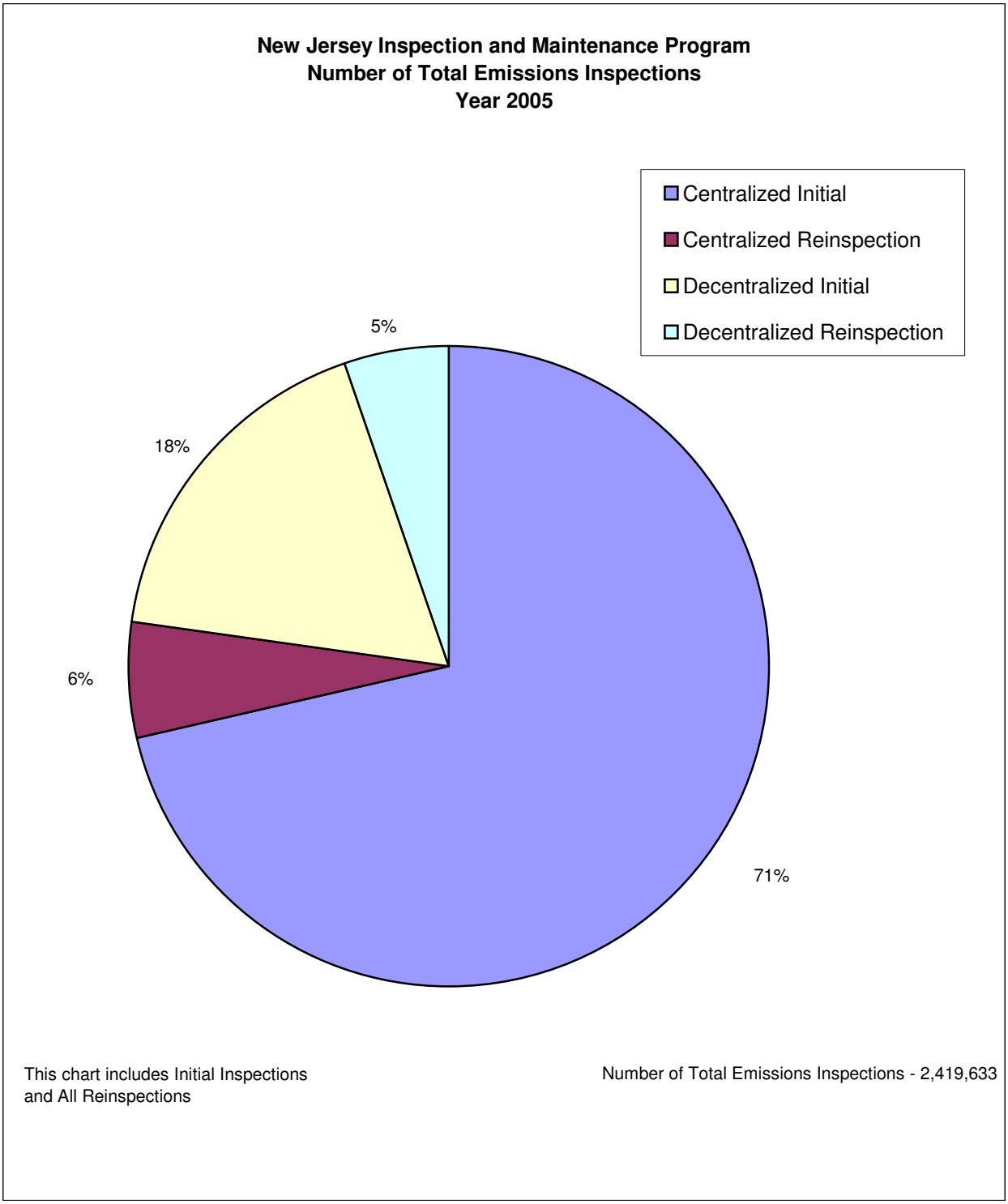
There were 2,419,633 total emissions inspections performed in New Jersey during calendar year 2005. This includes initial inspections and all re-inspections. Of the total emissions inspections performed, 2,151,749 (88.9 percent) were initial inspections, and 267,884 (11.1 percent) were re-inspections (first re-inspections and second and subsequent re-inspections). Table 3 provides a detailed summary of the total emissions inspections performed.

Table 3: Total Emissions Inspections

Test Station	Data	Initial	Reinspection	Grand Total
Centralized Inspection Facility	# of Inspections	1,710,917	140,783	1,851,700
	# Fail	221,166	35,926	257,092
	# Pass	1,489,751	104,857	1,594,608
Private Inspection Facility	# of Inspections	421,741	125,675	547,416
	# Fail	48,538	11,544	60,082
	# Pass	373,203	114,131	487,334
Private Fleet Facility	# of Inspections	5,559	390	5,949
	# Fail	312	70	382
	# Pass	5,247	320	5,567
Specialty Inspection Facility	# of Inspections	973	202	1,175
	# Fail	180	45	225
	# Pass	793	157	950
Mobile Inspection Team	# of Inspections	12,559	834	13,393
	# Fail	3,193	537	3,730
	# Pass	9,366	297	9,663
Total # of inspections		2,151,749	267,884	2,419,633
Total # Fail		273,389	48,122	321,511
Total # Pass		1,878,360	219,762	2,098,122
% of Grand Total # of Inspections		88.9%	11.1%	

Of the total number of emissions inspections, 1,866,268 (77.1 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 553,365 (22.9 percent) were performed by the decentralized network (PIFs and PFFs). A graphical representation of this centralized/decentralized split is shown in Figure 2.

Figure 2: Total Emissions Inspections – Centralized/Decentralized Split



Initial Emission Inspections

Initial overall emission inspection results by model year and station type for the year 2005 are shown in Appendix I – Part B. There were 2,151,749 initial overall emission inspections conducted in New Jersey in the year 2005. Of the total number of initial overall emission inspections, 1,724,449 (80.1%) were performed by the centralized network, while the remaining 427,300 (19.9%) were performed by the decentralized network.

The initial overall emission failure rate for the entire network was 12.7%. The centralized initial overall emission failure rate was 13.0% and the decentralized initial overall emission failure rate was 11.4%.

A further look at the initial overall emission inspection results by each individual CIF is presented in Appendix I – Part C. The initial overall emission failure rates at the CIFs ranged from 7.0% (Ridgewood) to 20.0% (Newark). The highest volume CIF was Wayne (seven lanes), with a total of 99,550 initial overall emission inspections and a 12.4% initial overall emission failure rate, and the lowest was Bridgeton (one lane), with a total of 16,405 initial overall emission inspections and an 17.4% initial overall emission failure rate.

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:

1,366,190	(63.5%) LDGVs,
544,663	(25.3%) LDGT1s,
169,274	(7.9%) LDGT2s,
51,144	(2.4%) HDGVs, and
20,478	(1.0%) vehicles of unknown type[5]

An overall emission inspection consists of several components. These components include an OBDII test or a tailpipe exhaust emission test (ASM5015, 2500 RPM, or idle), and three additional emission-related tests that vehicles may be subjected to. The three additional emission-related tests are a visual anti-tampering inspection (also called the catalytic converter check), a visible smoke inspection, and an evaporative gas cap inspection.

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

[5] Vehicles of unknown type are those whose classification could not be clearly determined from the data. This occurs mainly due to a software discrepancy between the vehicle weight class and the registration database.

performed on all gasoline-fueled vehicles, regardless of model year, and checks for the presence of any visible continuous smoke emitted from either the tailpipe or the crankcase. The evaporative gas cap inspection is performed on all 1971 and later vehicles originally equipped with a sealed gas cap. This test is designed to detect any leaks in the gas cap itself or the cap seal by pressurizing the cap and monitoring the pressure decay or flow rate over time.

Of the 2,151,749 initial overall emission inspections, 1,878,360 (87.3%) passed, while 273,389 (12.7%) failed at least one emission inspection component. Table 4 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 4 reflects multiple counting of any such inspection.

Table 4: Initial Pass and Fail Rates by Emission Test Type

Test Type	# Pass	Pass Rate	# Fail	Fail Rate
OBDII	1,233,590	91.9%	108,600	8.1%
ASM5015	570,058	88.0%	77,774	12.0%
2500 RPM	36,919	86.7%	5,665	13.3%
Idle	76,515	91.5%	7,070	8.5%
Gas Cap	2,082,542	97.8%	47,278	2.2%
Catalytic Converter	2,138,652	99.96%	920	0.04%
Visible Smoke	2,136,555	99.3%	15,194	0.7%

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.

OBDII Inspections

OBDII testing of model year 1998 and newer LDGVs, LDGT1s, and LDGT2s was implemented on August 4, 2003, and OBDII testing of model year 1996 and 1997 LDGVs, LDGT1s, and LDGT2s was implemented on January 12, 2004[6].

The OBDII system monitors virtually every component that can affect the emission performance of the vehicle. If a problem is detected, the OBDII system illuminates a warning lamp (Malfunction Indicator Light, or MIL) on the vehicle instrument panel to alert the driver. The system will also store important information (Diagnostic Trouble Codes, or DTCs) about the detected malfunction so that a repair technician can accurately find and fix the problem.

The OBDII test allows inspectors to read a vehicle's OBDII 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 OBDII test also ensures that the OBDII system itself is functioning properly.

Components of the OBDII Test

The OBDII test encompasses a visual check of the dashboard display function and status and an electronic examination of the OBDII computer itself. It consists of the following individual components: the Malfunction Indicator Light (MIL) bulb check, the data link connector (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 MILs commanded on.

In New Jersey, the DLC status is checked first; if the DLC is damaged, missing, or obstructed, the motor vehicle has failed the OBDII test. If the DLC is present and accessible, the OBDII analyzer is connected to the DLC with the motor vehicle's engine turned off. The MIL bulb check test is then performed by briefly turning the motor vehicle ignition system to the Key On Engine Off (KOEO) position. If the MIL is not functional, the motor vehicle has failed the OBDII test.

For the remainder of the OBDII test, the motor vehicle is then started and left running (Key On Engine Running, or KOER) to allow the OBDII analyzer to attempt to communicate with the motor vehicle's OBDII system. If the analyzer cannot successfully communicate with the motor vehicle's OBDII system, the motor vehicle has failed the OBDII test. There are some vehicles of certain makes and models that have known OBDII communication problems. These vehicles are exempt from OBDII testing and

[6] Some 2004 and newer model year vehicles use the Controller Area Network (CAN) OBDII protocol. As the State's OBDII testing equipment was unable to communicate with CAN protocol vehicles in the year 2005, these vehicles received an ASM5015 tailpipe emissions test throughout the entire year.

instead are given an ASM5015 tailpipe emissions test. This is explained in more detail further in this section.

If the OBDII analyzer successfully communicates with the motor vehicle OBDII system, it will then retrieve stored information relating to the identification of the motor vehicle and any malfunctions recorded by the OBDII system. If the analyzer determines that the OBDII system or the motor vehicle is malfunctioning, the motor vehicle has failed the OBDII test. During this component of the OBDII test, the MIL command status is the ultimate determinant of pass/fail status. If the MIL status (as indicated by the OBDII analyzer) is commanded on, the motor vehicle has failed the OBDII test. If a vehicle has DTCs present and the MIL status (as indicated by the OBDII analyzer) is commanded off, the motor vehicle does not fail the OBDII test.

If the analyzer indicates that the motor vehicle does not meet the USEPA's criteria for "readiness", that is, if the vehicle's OBDII system does not indicate that the critical number of supported readiness monitors have been set, the motor vehicle is deemed "not ready" for an OBDII test and has failed the OBDII test. There are certain makes and models of vehicles that have known readiness problems. These vehicles are exempt from the readiness component of the OBDII test, but still subject to all of the other components of the OBDII test. This is explained in more detail further in this section.

If the analyzer indicates that the motor vehicle is deemed "ready" and determines that all components of the OBDII system are functioning properly, and the OBDII system is not indicating any malfunctions of the motor vehicle, then the motor vehicle has passed the OBDII test.

Exemptions from Readiness and/or OBDII

The OBDII 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 involve such things as ambient temperature as well as driving conditions.

When a motor vehicle is OBDII-tested, these monitors can appear as either "ready" (the monitor has been evaluated), "not ready" (the monitor has not been evaluated), or "not applicable" (the motor vehicle is not equipped with the monitor in question).

In New Jersey, the USEPA's document "Performing Onboard Diagnostic System Checks as Part of a Vehicle Inspection and Maintenance Program", June 2001, (see Appendix V) is followed. 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. Motor vehicles not ready fail the OBDII test.

For those OBDII motor vehicles with known readiness problems (from USEPA OBDII guidance), New Jersey maintains a lookup table on the inspection analyzers that will ignore readiness status on those vehicles. Motor vehicles exempted from readiness still get an OBDII test, but the readiness result is ignored.

This lookup table is also used to exempt motor vehicles with known communications problems from the OBDII test. For those vehicles unable to communicate, the MIL itself, rather than the MIL command status, is used to determine pass/fail status. If the MIL illuminates continuously or flashes in KOER position, the vehicle has failed the OBDII test. Otherwise, the vehicle will get the ASM5015 tailpipe exhaust emissions test.

New Jersey also has mechanisms available to the centralized (CIF) and decentralized (PIF) networks to manually "bypass" the OBDII test (and run an ASM5015 test) for those motor vehicles that they have demonstrated they can't get ready or can't communicate. For the PIF network, each time the bypass is used, the PIF Inspector is required to fill out and fax an OBDII Bypass Form to the NJDEP explaining why it was used. The NJDEP monitors the bypasses closely to ensure that it is not widely abused.

During the year 2005, there were 2,034 OBDII tests bypassed by the decentralized network, which is approximately 0.15% of the total number of initial OBDII tests. Of these, 691 were bypassed to the 2500 RPM test and resulted in a 1.9% failure rate, and 1,343 were bypassed to the ASM5015 test, resulting in a 4.9% failure rate. The overall failure rate for decentralized bypasses was 3.9%.

A slightly modified bypass option is available to the CIF Inspectors who don't have the time and diagnostic tools to verify communications, run drive cycles, etc., like a PIF garage can. Most of the OBDII tests bypassed by the CIF network were 2004 and newer model year vehicles that use the Controller Area Network (CAN) OBDII protocol. As the State’s OBDII testing equipment was unable to communicate with CAN protocol vehicles in the year 2005, the OBDII test on these vehicles was automatically bypassed to an ASM5015 tailpipe emissions test. Other non-CAN-related bypasses for the CIF network are handled by telephone between the State and its centralized contractor, Parsons, on a real time case-by-case basis.

In the year 2005, there were 8,215 OBDII tests bypassed by the CIF network, which is approximately 0.61% of the total number of initial OBDII tests. Of these, 2,184 were bypassed to the 2500 RPM test and resulted in a 5.4% failure rate, and 6,031 were bypassed to the ASM5015 test, resulting in a 1.2% failure rate. The overall failure rate for the CIF bypasses was 2.3%. This low failure rate is due to the high percentage of new model year vehicles that were bypassed.

These bypass mechanisms for the PIF and CIF networks serve as acceptable alternative inspection methods for the undocumented and one-of-a-kind OBDII problem vehicles, and allow the State to look for pattern communications problems with certain vehicles or analyzers.

Summary of OBDII Inspection Data

There were a total of 1,342,190 initial OBDII inspections in the year 2005. Of these, 1,319,230 (98.3%) passed either initially or a first or subsequent retest, and approximately 22,960 (1.7%) failed and dropped out of the inspection cycle without ever having passed. 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 OBDII inspection encompasses several different test components. These include the bulb check, the key-on-engine-running (KOER) MIL check, the DLC check, the communications check, the MIL command status, and the readiness status. Of the 1,342,190 initial overall OBDII inspections, 1,233,590 (91.9%) passed, while 108,600 (8.1%) failed at least one OBDII test component. Table 5 shows the initial pass/fail summary for the overall OBDII inspection and for each individual component of the OBDII inspection. As some initial overall OBDII inspections resulted in multiple OBDII component failures, Table 5 reflects multiple counting of any such inspection.

Table 5: Initial Pass/Fail Summary by OBDII Test Component

Component	# Initial Tests	# Pass	Pass Rate	# Fail	Fail Rate
Overall	**1,342,190**	**1,233,590**	**91.9%**	**108,600**	**8.1%**
Bulb Check	1,342,190	1,331,746	99.2%	10,444	0.8%
KOER MIL Check	1,134,827	1,090,143	96.1%	44,684	3.9%
DLC Check	1,342,190	1,339,007	99.8%	3,183	0.2%
Communication	1,338,358	1,331,907	99.5%	6,451	0.5%
Readiness Status	1,331,964	1,298,281	97.5%	33,683	2.5%
MIL Command Status	1,331,909	1,262,111	94.8%	69,798	5.2%

In Table 5, the number of initial KOER MIL checks is less than the number of overall initial OBDII tests due to a disparity in how this check is performed in the CIF versus PIF software. At CIFs, the KOER MIL check is always performed as a matter of procedure as directed by the software. At the PIFs, the KOER MIL check is only performed when certain other OBDII conditions are met, such as communications failure or exempt from OBDII. Therefore, all CIF OBDII records should have a KOER MIL check result, but most PIF records will not. This is not an error, but is a design difference resulting from the operational needs of the CIFs.

The number of initial communication checks is also less than the number of overall initial OBDII tests because there are some vehicles of certain makes and models that have known OBDII communications problems and are therefore exempt from the communications, MIL command status, and readiness components of the OBDII test. These vehicles are given an ASM5015 tailpipe emissions test as long as they passed the KOER MIL check component of the OBDII test.

A final nuance in Table 5 is that the number of initial readiness checks would normally equal the number of initial MIL command status checks. However, in the year 2005, the inspection software generated an automatic readiness result of "pass" to those vehicles exempt from readiness. Vehicles of model year 1996 and 1997 have a higher percentage of readiness-exempted vehicles. In the year 2005, there were 55 readiness-exempted vehicles that were defaulted to a "pass" result for the readiness check, but never went on to the MIL command status check because they failed for a previous portion of the OBDII test, i.e. DLC check or communications.

The initial OBDII 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. Of note in the detailed data is that the overall failure rate for model year 2005 and 2006 vehicles increases significantly. This represents a small number of vehicles and primarily results from two issues. The increased communications failures resulted from improper identification of CAN-equipped OBD vehicles. The increased readiness failures (most evident for 2006 vehicles) resulted from brand new vehicles brought in for inspection when the vehicles had not been operated sufficiently for OBD monitors to run and set.

Initial OBDII and Gas Cap Test Results

There were 1,146,675 vehicles initially inspected for both OBDII and gas cap. Table 6 presents a direct comparison of the results of these two tests.

Table 6: Comparison of Initial OBDII and Gas Cap Test Results

Scenario	# of Tests	% of Tests
Passed Both OBDII and Gas Cap	1,296,029	97.4%
Passed OBDII and Failed Gas Cap	23,986	1.8%
Failed OBDII and Passed Gas Cap	9,515	0.7%
Failed Both OBDII and Gas Cap	632	0.05%
Totals	**1,330,162**	**100%**

More detailed information on OBDII and gas cap testing by model year and vehicle type is presented in Appendix I - Part F, Table F-3.

MIL Command Status Versus Presence of DTCs

There were 1,331,909 initial OBDII MIL command status checks. This number is less than the total number of initial OBDII inspections because vehicles that fail for the DLC or communications portion of the OBDII test would not continue on to the MIL command status check. In addition, vehicles that receive the bulb check, KOER MIL check, and DLC check, but are then exempt for the remainder of the OBDII inspection due to a known communications problem, are not given a MIL command status check. Table 7 presents the results of the OBDII MIL command status checks in comparison to the presence of DTCs.

Table 7: OBDII Malfunction Indicator Light (MIL) Test Results

Scenario	# of Tests	% of Tests
MIL Off with No DTCs	1,257,695	94.4%
MIL Off with DTCs	4,416	0.33%
MIL On with No DTCs	594	0.04%
MIL On with DTCs	69,204	5.2%
Totals	**1,331,909**	**100%**

More detailed information on OBDII MIL command status checks by model year and vehicle type is presented in Appendix I - Part F, Table F-4.

Readiness Status and Unset Monitors

There were 1,331,964 initial readiness checks. This number would normally equal the number of initial MIL command status checks. However, in the year 2005, the inspection software generated an automatic readiness result of “pass” to those vehicles exempt from readiness. Vehicles of model year 1996 and 1997 have a higher percentage of readiness-exempted vehicles. In the year 2005, there were 55 readiness-exempted vehicles that were defaulted to a “pass” result for the readiness check, but never went on to the MIL command status check because they failed for a previous portion of the OBDII test, i.e. DLC or communications.

Of the initial readiness checks, 1,176,615 (88.3%) had all monitors set, while 155,349 (11.7%) had not ready monitors. 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 were 33,683 actual readiness failures, for a readiness failure rate of 2.5%. More detailed information on readiness status by model year and vehicle type is presented in Appendix I - Part F, Table F-5.

OBDII Test Failures Switched to Tailpipe Testing

In the year 2005, there were 3,060 OBDII failures that were switched to tailpipe testing upon retest. This situation mainly occurs when a vehicle fails the OBDII test at a CIF and then is re-tested at a PIF. The reason this occurs varies, but can generally be grouped into one of the following categories:

By-Passes: The vehicle should have been on the OBDII exemption list when initially tested, but wasn't recognized due to a variant year/make/or model Inspector entry that differed from that appearing on the exemption list. It is then recognized at the retest.
Communications: The PIF is unable to communicate with the vehicle's OBDII system. This could be due to a vehicle that needed to be added to the exemption list, or again, a variant in the year/make/or model Inspector entry that differed from that appearing on the exemption list. In another communications scenario, a PIF's inspection analyzer may not communicate, but a generic scan tool will. In this case a by-pass of the OBDII test is allowed.
Procedural Issues: Some Inspectors initially had difficulty recognizing OBDII vehicles during rollout of the program. While this problem has been resolved, there are now problems with inspectors recognizing CAN-equipped OBD vehicles. These vehicles often initially fail OBD communications and are then switched to a tailpipe test.

Of the 3,060 OBDII failures switched to tailpipe testing, 2,961 (96.8%) passed the first or subsequent tailpipe retest, while 99 (3.2%) failed tailpipe testing and dropped out of the inspection cycle without ever having passed. This information is presented in more detail by model year and vehicle type in Appendix I - Part F, Table F-6.

Roadside Inspections

Roadside inspections are conducted in New Jersey by MVC's Mobile Inspection Teams (MITs). The MITs perform either an idle test (if the vehicle is a pre-1981 model year), a 2500 RPM test (if the vehicle is a 1981 through 1995 model year), or an OBDII test (if the vehicle is a 1996 or newer model year).

A total of 13,393 MIT inspections were performed in the year 2005. Of these, 12,650 received an emissions test as part of the inspection. Of the roadside emission inspections, 9,663 (76.4%) vehicles passed while 2,987 (23.6%) failed. Those failing any portion of a roadside inspection (safety or emissions) require repair and re-inspection at an authorized inspection facility (either CIF or PIF). Table 8 shows the pass/fail breakdown of MIT inspections for the safety portion of the inspection only, the emissions portion of the inspection only, and for the overall inspection (safety and emissions combined).

Table 8: Roadside Inspections

Inspection Component	# of Inspections	#Pass	# Fail	Fail Rate
Overall (Safety & Emissions Combined)	13,393	4,953	8,440	63.0%
Safety Portion Only	13,393	5,762	7,631	57.0%
Emission Portion Only	12,650	9,663	2,987	23.6%

It is important to note that the failure rate for roadside inspections is so high because selected vehicles are targeted. Most vehicles pulled over for inspection have obvious safety violations, such as cracked windshields or bald tires, or they have an expired windshield inspection sticker.

Emission Re-Inspections

There were 273,389 (12.7%) overall initial emission inspection failures out of the 2,151,749 total initial overall emission inspections conducted in the year 2005. 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 receiving a waiver from the inspection requirements.

For the purposes of this report, the re-inspection data is analyzed by emission inspection test type (i.e., OBDII test, ASM5015 test, 2500 RPM test, idle test, gas cap, catalytic converter, and visible smoke). Re-inspections are also broken down into two categories: first re-tests, and second or subsequent re-tests.

In addition, all re-inspection data is presented as a fraction of initially failed tests. By presenting the data in this manner, all initially failed tests can be tracked and grouped by number and fraction into one of the following final outcomes: passing a first retest, passing a second or subsequent retest, receiving a waiver, or dropping out of the cycle (i.e. failed and never returned and/or never received a passing emission inspection).

When analyzing the data by total test failures, there were 262,501 initially failed emission inspection tests in the year 2005. This number is simply the sum of the number of initially failed tests for each emission test type. Normally this number would be higher than the number of overall initial emission inspection failures (273,389), since a vehicle can fail more than one emission test type. However, the overall number of initial emission inspection failures includes those vehicles that failed the emission inspection automatically due to a safety reason that inhibited emission testing (i.e. unsafe tires for ASM5015 testing), and were not emission tested during the initial inspection. There were approximately 30,386 initial inspection failures of this type. When the inspection data is delineated by test type, these failures are not included, since they are emission tested only after a subsequent inspection rectifies the safety prohibition.

Table 9 shows the number of initial fails, number failing first retest, number passing first retest, percent failing first retest, and percent passing first retest for each emission test type for the year 2005. 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 9: 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
OBDII	108,600	18,614	74,895	17.1%	69.0%
ASM5015	77,774	15,402	48,769	19.8%	62.7%
2500 RPM	5,665	1,039	3,706	18.3%	65.4%
Idle	7,070	1,127	4,763	15.9%	67.4%
Gas Cap	47,278	1,427	41,851	3.0%	88.5%
Catalytic Converter	920	43	527	4.7%	57.3%
Visible Smoke	15,194	1,170	9,529	7.7%	62.7%
Total	**262,501**	**38,822**	**184,040**	**14.8%**	**70.1%**

Table 10 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 2005.

Table 10: 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
OBDII	108,600	12,807	11.8%
ASM5015	77,774	10,658	13.7%
2500 RPM	5,665	652	11.5%
Idle	7,070	830	11.7%
Gas Cap	47,278	1,196	2.5%
Catalytic Converter	920	22	2.4%
Visible Smoke	15,194	612	4.0%
Total	**262,501**	**26,777**	**10.2%**

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

Waivers

In New Jersey, a vehicle that fails its ASM5015 exhaust emission test or its OBDII test can be waived from the inspection requirement. To receive a waiver, the vehicle must be able to pass an idle exhaust emission test (the inspection test used by the State for all vehicles in its basic I/M program, when no waivers were available), as well as the other emission-related component tests. In addition, the vehicle owner must have invested a minimum amount of monies toward emission-related repairs appropriate to the cause of the test failure. In the year 2005, that minimum cost expenditure was $450.00.

In the case of repairs conducted by a registered ERF, both parts and labor costs may be applied towards a waiver. In the case of owner-performed repairs, only the cost of parts may be applied towards a waiver. Non-ERF or non-owner repairs are not eligible when applying for a waiver.

In the year 2005, a total of 180 vehicles were granted waivers after initially failing an ASM5015 exhaust emission test or an OBDII test. This accounts for only 0.1 percent of the 186,374 vehicles that initially failed the ASM5015 exhaust emission test or OBDII test. Table 11 shows more details on the waivers issued by model year and vehicle type.

Table 11: Waiver Report by Model Year and Vehicle Type

Model Year	Vehicles Initially Failing ASM5015 or OBD Test	Waivers Received		Waivers for LDGV Vehicles	Waivers for LDGT1 Vehicles	Waivers for LDGT2 Vehicles
		Number	%			
Unknown	64	0	0.00%	0	0	0
1981	519	0	0.00%	0	0	0
1982	269	3	1.12%	2	1	0
1983	1,045	2	0.19%	2	0	0
1984	1,019	1	0.10%	1	0	0
1985	2,844	4	0.14%	4	0	0
1986	2,115	5	0.24%	4	1	0
1987	5,401	7	0.13%	7	0	0
1988	3,511	3	0.09%	3	0	0
1989	7,368	8	0.11%	8	0	0
1990	4,922	7	0.14%	6	1	0
1991	11,763	16	0.14%	15	1	0
1992	6,929	5	0.07%	4	1	0
1993	13,956	14	0.10%	9	3	2
1994	5,883	5	0.08%	3	2	0
1995	10,143	14	0.14%	9	4	1
1996	17,050	17	0.10%	13	4	0
1997	26,036	26	0.10%	20	3	3
1998	13,963	14	0.10%	10	3	1
1999	16,361	17	0.10%	12	5	0
2000	10,632	3	0.03%	2	1	0
2001	16,459	9	0.05%	5	3	1
2002	5,221	0	0.00%	0	0	0
2003	1,327	0	0.00%	0	0	0
2004	731	0	0.00%	0	0	0
2005	696	0	0.00%	0	0	0
2006	147	0	0.00%	0	0	0
TOTAL	**186,374**	**180**	**0.10%**	**139**	**33**	**8**
% of Waivers Issued by Vehicle Type				**77%**	**18%**	**4%**

Report includes only inspection records where the vehicle failed the Initial ASM 5015 or OBD test.

Vehicles With No Known Final Outcome

As mentioned previously, some vehicles were subject to multiple re-inspections before either passing emission inspection or being waived from the inspection requirements.

Of the 273,389 overall initial emission inspection failures, 186,459 (68.2%) passed a first retest, 33,214 (12.1%) passed a second or subsequent retest, 180 (0.1%) received a waiver, 30,479 (11.1%) dropped out of the registration database (i.e. no longer in fleet), and 23,147 (8.5%) had no known final outcome (i.e. dropped out of the inspection cycle without having passed an emission test or received a waiver in the following 6 months and are still part of the registered fleet).

Table 12 shows the number of initial fails and the number and percent of vehicles with no known final outcome for each individual emission test type for the year 2005. A vehicle with no known final outcome is one with an initial result of fail that did not return and/or never received an emissions pass or a waiver within the following six (6) months, and is still part of the registered fleet in New Jersey.

Table 12: 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	Drop Rate - % of Initial Fails	Drop Rate – % of Initial Inspections
OBDII	1,342,190	108,600	10,951	10.1%	0.8%
ASM5015	647,832	77,774	11,257	14.5%	1.7%
2500 RPM	42,584	5,665	489	8.6%	1.1%
Idle	83,585	7,070	663	9.4%	0.8%
Gas Cap	2,129,820	47,278	1,854	3.9%	0.1%
Catalytic Converter	2,139,572	920	122	13.3%	0.01%
Visible Smoke	2,151,749	15,194	1,785	11.7%	0.1%

Overall, there were a total of 23,147 vehicles with no known final outcome for the year 2005. This analysis takes into consideration vehicles inspected late in the year 2005 that returned for inspection in the early months of 2006. As such, the overall drop rate (vehicles with no known final outcome) as a percentage of total initial emissions inspections is 1.1%.

Table 13 presents a detailed breakdown of this data by model year and vehicle type.

Table 13: Vehicles With No Known Final Outcome

Model Year	Overall # Vehicles With No Known Outcome	% of Total Vehicles Dropped	Vehicle Type				
			# LDGV Vehicles	# LDGT1 Vehicles	# LDGT2 Vehicles	# HDGV Vehicles	# Unknown Type Vehicles
Pre81/Unknown	396	1.71%	247	49	42	26	32
1981	61	0.26%	32	11	3	9	6
1982	53	0.23%	38	5	4	3	3
1983	145	0.63%	86	23	19	11	6
1984	173	0.75%	86	45	17	13	12
1985	327	1.41%	208	62	25	18	14
1986	387	1.67%	225	84	42	23	13
1987	632	2.73%	396	140	46	26	24
1988	612	2.64%	334	187	53	23	15
1989	951	4.11%	562	235	92	43	19
1990	813	3.51%	603	156	35	10	9
1991	1,451	6.27%	1,088	296	47	11	9
1992	1,169	5.05%	865	240	53	7	4
1993	1,905	8.23%	1,340	467	75	18	5
1994	1,051	4.54%	661	308	61	15	6
1995	1,523	6.58%	976	415	104	18	10
1996	2,430	10.50%	1,531	724	157	9	9
1997	3,023	13.06%	1,881	885	233	16	8
1998	1,784	7.71%	1,086	535	152	5	6
1999	1,463	6.32%	923	348	169	11	12
2000	991	4.28%	625	281	71	10	4
2001	1,132	4.89%	585	391	147	6	3
2002	377	1.63%	200	129	45	0	3
2003	84	0.36%	46	22	15	1	0
2004	60	0.26%	38	11	9	1	1
2005	118	0.51%	75	23	20	0	0
2006	36	0.16%	24	3	8	1	0
Totals	**23,147**	**100.00%**	**14,761**	**6,075**	**1,744**	**344**	**233**
% of Total Vehicles Dropped			**63.8%**	**26.2%**	**7.5%**	**1.4%**	**1.0%**

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

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. A higher first retest pass rate could indicate a more effective repair. Table 14 presents first retest fail and pass rates by emission test type.

Table 14: First Retest Inspection Fail/Pass Rates by Emission Test Type

Test Type	# First Retest Insps	# Fail	# Pass	Fail Rate	Pass Rate
OBDII	93,509	18,614	74,895	19.9%	80.1%
ASM5015	64,171	15,402	48,769	24.0%	76.0%
2500 RPM	4,745	1,039	3,706	21.9%	78.1%
Idle	5,890	1,127	4,763	19.1%	80.9%
Gas Cap	43,278	1,427	41,851	3.3%	96.7%
Catalytic Converter	570	43	527	7.5%	92.5%
Visible Smoke	10,699	1,170	9,529	10.9%	89.1%

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

In addition, average emission results prior to and after repairs were used to determine the effectiveness of repairs. The vehicles included in this analysis were those that failed the applicable exhaust emission test, were repaired, and subsequently passed a re-inspection.

For those vehicles which failed the ASM5015 exhaust emission test and were subsequently repaired to pass re-inspection, the program resulted in a 54.3 percent reduction in hydrocarbon emissions, a 65.4 percent reduction in carbon monoxide emissions and a 43.3 percent reduction in nitrogen oxide (NO_x) emissions. These are combined totals from those vehicles tested in both the CIFs and PIFs.

Table 15 presents a breakdown of the emissions reductions data by CIF and PIF. Emissions reductions are attributed to a CIF if both the “before” and “after” repair inspections were performed at a CIF, and to a PIF if both the “before” and “after” repair inspections were performed at a PIF.

Table 15: Emission Reductions from Repair of Vehicles Initially Failing the ASM5015 Exhaust Emissions Test

Facility Type	# Vehicles	Hydrocarbons	Carbon Monoxide	Nitrogen Oxide
CIF	17,975	35.9%	47.4%	27.1%
PIF	17,855	67.4%	79.3%	61.3%
Total	35,830	54.3%	65.4%	43.3%

A more detailed analysis by model year and vehicle type is presented in Appendix I – Part L.

B. Quality Assurance Report

Every enhanced I/M program is required to have an on-going quality assurance program designed to discover, correct, and prevent 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.

In New Jersey, overt and covert performance audits are conducted by the NJMVC at both the CIFs and the PIFs. Overt performance audits are open audits (i.e., the auditor's presence is known by the inspectors and facility management/owners) of 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. 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.

As discussed previously, in the year 2005, New Jersey's I/M program network consisted of 31 CIFs, with a combined total of 124 lanes, and 1,247 licensed PIFs. Each of these facilities received at least one overt performance audit in 2005. This information is shown in Table 16. The NJMVC auditors generally conduct these performance audits by observing the inspectors under real world conditions and conducting record checks at the CIF and PIF facilities.

Table 16: Overt Performance Audits

	CIFs	PIFs
# receiving overt performance audits	31	1,247
# not receiving overt performance audits	0	0
# shut down as a result of overt performance audits	NA*	71

* CIFs are not shut down for performance audit failures. Action is taken against the inspector or manager, not the facility.

Covert performance audits are more time consuming and resource intensive. 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 audits can be conducted with the vehicle set to fail the appropriate exhaust emission test, the visual anti-tampering (catalytic converter) inspection, the evaporative gas cap inspection, or any combination of two or more of these inspections.

Covert performance audits detect one of two situations: either the vehicle fails inspection when it should have passed or the vehicle falsely passes inspection. 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 2005 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 program 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 2005, the NJMVC had 75 covert auditors and 50 covert vehicles available to conduct covert performance audits. During the year 2005, all 31 CIFs and all 1,247 PIFs received covert performance audits. A total of 923 covert audits were performed on the CIFs and 1,973 were performed on the PIFs. These totals include covert audits where the vehicle is set to fail safety and/or emissions.

Table 17 shows the number of covert performance audits set to fail the various emissions-related inspection components. Because a covert vehicle may be set to fail multiple components, the data in Table 17 reflects double counting of any such vehicle.

Table 17: Covert Emissions-Related Performance Audits

Note: Data in this table reflects double counting of vehicles set to fail multiple components.		
	CIFs	**PIFs**
# conducted with the vehicle set to fail the exhaust test	0	12
# conducted with the vehicle set to fail OBDII test	296	507
# conducted with the vehicle set to fail the component check (catalyst)	56	157
# conducted with the vehicle set to fail the evaporative gas cap test	580	1,271
# conducted with the vehicle set to fail any combination of two or more of the above tests	220	461
# conducted with the vehicle not set to fail any emission inspection component	172	406
Total # of Covert Emissions-Related Audits	884	1,892

Table 18 provides the breakdown by emissions-related component for those vehicles falsely passed during a covert performance audit. Because a covert performance audit may result in a false pass for multiple components, the data in Table 18 reflects double counting of any such audit.

Table 18: False Pass Results From Covert Emissions-Related Performance Audits

Note: Data in this table reflects double counting of audits falsely passing multiple components.		
	CIFs	PIFs
Total # of Covert Emissions-Related Audits	884	1,892
# of audits resulting in a false pass for the exhaust test	0	5
# of audits resulting in a false pass for the OBDII test	6	16
# of audits resulting in a false pass for the component check (catalyst)	3	12
# of audits resulting in a false pass for the evaporative gas cap test	4	52
# of audits resulting in a false pass for any combination of two or more of the above tests	0	0
# of audits resulting in a false pass for any non-emissions related component	71	382
# of audits resulting in a proper inspection	769	1,198

In the year 2005, the overall covert performance audit failure rate for the entire network was 29.1%. These results encompass all aspects of the covert performance audits, and are not strictly related to emissions items only. The overall failure rate for the centralized network alone was 13.0%, while that for the decentralized network was 36.7%. This information is presented in Table 19.

Table 19: Overall Covert Performance Audit Results

Network	Total Audits	Number Fail	Failure Rate	Number Pass	Pass Rate
Centralized	884	115	13.0%	769	87.0%
Decentralized	1,892	694	36.7%	1,198	63.3%
Total	**2,776**	**809**	**29.1%**	**1,967**	**70.9%**

The overall covert audit failure rate for the decentralized network is much higher than that of the centralized network. However, it is important to note that the decentralized network covert audits are quite different than those of the centralized network, and they contain some elements, such as invoicing and bookkeeping checks, that are not applicable to the centralized network. There are also a significantly higher percentage of targeted audits performed in the decentralized network as compared to the centralized network. In addition, the decentralized network failure rate decreased by almost 4% from the previous year of 2004.

New Jersey had 4,439 licensed inspectors conducting emission tests in both the CIFs and PIFs during the year 2005. Of these inspectors, 71 were suspended, fired, or otherwise prohibited from conducting emission inspections as a result of covert performance audits. In addition, 119 inspectors were suspended, fired, or otherwise prohibited from testing for other causes (such as stealing/selling inspection stickers, official misconduct, fraudulent/improper record keeping, or overcharging for inspection). A total of 247 inspectors were fined during the year 2005.

The NJMVC conducted 858 hearings to consider adverse actions against inspectors and inspection facilities, and 803 of these hearings resulted in adverse actions against inspectors and inspection facilities. The remaining 55 resulted in no adverse action. A total of $542,350 in fines was collected from either the State's centralized contractor, or from individual PIFs. The amount of the individual fine varies depending on the specific violation. Table 20 summarizes the results of all adjudicated actions only during the year 2005.

Table 20: Fines and Hearings

	Inspectors	Facilities
# suspended, fired, or otherwise prohibited from testing as a result of covert audits	71	21
# suspended, fired, or otherwise prohibited from testing for other causes	119	71
# that received fines	247	92
# of hearings held to consider adverse actions	724	134
# of hearings held resulting in adverse actions	673	130
Total amount collected in fines	$239,800	$302,550

C. Quality Control Report

New Jersey's quality control program is designed to ensure that emission measurement equipment is calibrated and maintained properly, and that inspection records, calibration records, and control charts are accurately created, recorded, and maintained. Unlike the quality assurance program discussed in Section B, 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.

The primary component of New Jersey's quality control program is system-wide equipment audits. An equipment audit is an evaluation of the performance of the emission testing equipment itself. Since New Jersey's inspection system network is hybrid, consisting of both centralized and decentralized testing facilities, the quality control program is more complex than in other states.

A CIF/SIF equipment audit consists of the following tests: inspection of the weather station, system leak check, five (5) point gas analysis, zero air generator inspection, RPM adapter inspection, inspection of the OBDII reader, dynamometer coastdown inspection, dynamometer roll speed inspection, and gas cap audits. A PIF equipment audit is almost identical, but does not include the zero air generator inspection or the dynamometer roll speed inspection.

In New Jersey, there are five equipment manufacturers – ESP, Dynotech, Snap-On, SPX, and Worldwide - approved to provide and service inspection equipment to the PIFs. Each PIF is free to select their choice of one of these approved equipment vendors, depending on their individual needs and preferences. The NJMVC is responsible for performing audits of this equipment in the PIFs.

In the year 2005, the NJMVC conducted a total of 2,782 equipment audits at the PIFs. Of these, 2,320 were initial audits.

Of the 1,247 PIFs, 407 (approximately 33%) failed an equipment audit during the year and were shut down as a result (PIFs are immediately shut down upon failure of an equipment audit and are reinstated when the equipment is repaired). This number does not match the total number of equipment audit failures, as some PIFs may have received more than one audit during the year.

The overall initial decentralized equipment audit failure rate for the year 2005 was 23%. One way to look at the PIF equipment audit data is by equipment manufacturer rather than by individual PIF. Table 21 summarizes the decentralized network initial equipment audit results by equipment manufacturer.

Table 21: Decentralized Initial Equipment Audit Summary

Manufacturer	# Audits	# Fail	% Fail	# Pass	% Pass
ESP	786	223	28%	563	72%
Dynotech	146	70	48%	76	52%
Snap-On	736	93	13%	643	87%
SPX	445	66	15%	379	85%
Worldwide	207	73	35%	134	65%
Overall	**2,320**	**525**	**23%**	**1795**	**77%**

In the year 2003, the NJDEP had discovered that Dynotech had a component supply problem related to NOx cells. The manufacturer of the NOx cells had altered their design slightly, resulting in excessive NOx audit failures. Although the problem was subsequently addressed by modifications to the analyzer to ensure compatibility with the new NOx cell, it continued to affect the Dynotech equipment into 2004 and 2005, as evidenced by the continued low audit pass rate for Dynotech in comparison to the other manufacturers. However, the Dynotech pass rate of 52% for 2005 continues to improve from both its 2003 pass rate of 27% and its 2004 pass rate of 42%.

In 2005, the NJDEP performed 1,369 initial lane audits of the equipment in the CIFs/SIFs. These 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 and as such, are not conducted at the beginning or the end of each month.

A total of 30 of the 34 stations (88%), including two of the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2005. There were 4 stations (12%) that never failed an audit in 2005.

When the emission testing equipment fails a particular test in an audit, a re-audit (re-evaluation of the emission testing equipment that failed the initial audit) is performed on the equipment for that particular test 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 22, 13 centralized stations (38%) had at least one lane shut down as a result of initial equipment audits during the year 2005. Lanes were shut down overnight an average of two (2) times per month in the year 2005.

Table 22: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	34
# of initial equipment audits	1,369
# of stations that have failed equipment audits	30
% of stations that have failed equipment audits	88%
# of stations with at least one lane shut down as a result of equipment audits	13
% of stations with at least one lane shut down as a result of equipment audits	38%
# of centralized and specialty lanes	126
# of lanes shut down at some point during the year as a result of equipment audits	18
% of lanes shut down at some point during the year as a result of equipment audits (the percent of the total number of centralized lanes)	14%

The overall initial centralized equipment audit failure rate for the year 2005 was 16%. A detailed breakdown of initial equipment audits by station is shown in Table 23. An additional breakdown by lane is presented in Appendix III.

Table 23: CIF Initial Equipment Audit Pass/Fail Rates by Station

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	1	50%	1	50%
Bakers Basin	53	13	25%	40	75%
Bridgeton	12	0	0%	12	100%
Cape May	12	0	0%	12	100%
Cherry Hill	72	5	7%	67	93%
Delanco	33	12	36%	21	64%
Deptford	46	8	17%	38	83%
Eatontown	64	9	14%	55	86%
Flemington	30	3	10%	27	90%
Freehold	67	5	7%	62	93%
Kilmer	70	7	10%	63	90%
Lakewood	62	9	15%	53	85%
Lodi	55	9	16%	46	84%
Manahawkin	35	3	9%	32	91%
Mays Landing	46	7	15%	39	85%
Millville	22	2	9%	20	91%
Montclair	22	1	5%	21	95%
Morristown Specialty	1	1	100%	0	0%
Newark	59	10	17%	49	83%
Newton	24	1	4%	23	96%
Paramus	57	16	28%	41	72%
Plainfield	30	6	20%	24	80%
Rahway	60	9	15%	51	85%
Randolph	67	12	18%	55	82%
Ridgewood	24	6	25%	18	75%
Salem	11	1	9%	10	91%
Secaucus	69	23	33%	46	67%
South Brunswick	62	15	24%	47	76%
Southampton	47	1	2%	46	98%
Washington	12	0	0%	12	100%
Wayne	84	20	24%	64	76%
Westfield	24	4	17%	20	83%
Winslow	33	2	6%	31	94%
Winslow Specialty	2	0	0%	2	100%
Totals	**1369**	**221**	**16%**	**1148**	**84%**

D. 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 mainframe computer. 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.

Inspection Sticker Compliance

As mentioned previously, New Jersey performed over 2.4 million inspections in the year 2005. During that year, the State conducted inspection sticker compliance surveys. A compliance survey is when vehicles are audited in a parking lot, or parked on the street, and compliance is determined by the inspection sticker expiration dates.

Both the NJDEP and the NJMVC conduct sticker surveys. The NJDEP sticker surveys are conducted on a regular monthly basis (an average of approximately 1,600 vehicles per month) throughout the year, while the NJMVC conducts one survey every six months (approximately 5,000 vehicles per survey). Both agencies conduct random surveys in various areas throughout the northern, central, and southern portions of the State. The NJMVC's overall compliance rate for the year 2005 was slightly lower (93.7%) than the NJDEP's (97.2%).

For the purposes of this report, both agencies' surveys were combined for an overall result. A total of 36,178 vehicles were surveyed in the year 2005. Of these, 34,815 (96.2%) were compliant with the program requirements. Detailed information on these sticker compliance surveys is presented in Appendix IV.

Inspection Sticker Inventory Tracking

The NJMVC developed 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 in 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 24 presents inspection sticker enforcement activity for the year 2005.

Table 24: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations	2,091,476
# of missing compliance documents (stickers)	4,254
# of time extensions & other exemptions granted to motorists	1,401

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.

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 2005

Test Station	Data	Initial	Reinspection	Grand Total
Centralized Inspection Facility	# of Inspections	1,710,917	140,783	1,851,700
	# Fail	221,166	35,926	257,092
	# Pass	1,489,751	104,857	1,594,608
Private Inspection Facility	# of Inspections	421,741	125,675	547,416
	# Fail	48,538	11,544	60,082
	# Pass	373,203	114,131	487,334
Private Fleet Facility	# of Inspections	5,559	390	5,949
	# Fail	312	70	382
	# Pass	5,247	320	5,567
Specialty Inspection Facility	# of Inspections	973	202	1,175
	# Fail	180	45	225
	# Pass	793	157	950
Mobile Inspection Team	# of Inspections	12,559	834	13,393
*Initial - 1st Inspection of 2005	# Fail	3,193	537	3,730
Retest - 2nd or subsequent Insp 2005	# Pass	9,366	297	9,663
Total # of Inspections		2,151,749	267,884	**2,419,633**
Total # Fail		273,389	48,122	321,511
Total # Pass		1,878,360	219,762	2,098,122
% of Grand Total # of Inspections		88.9%	11.1%	

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	1,866,268	77.1%
Decentralized	553,365	22.9%
Total	**2,419,633**	

Table A-1

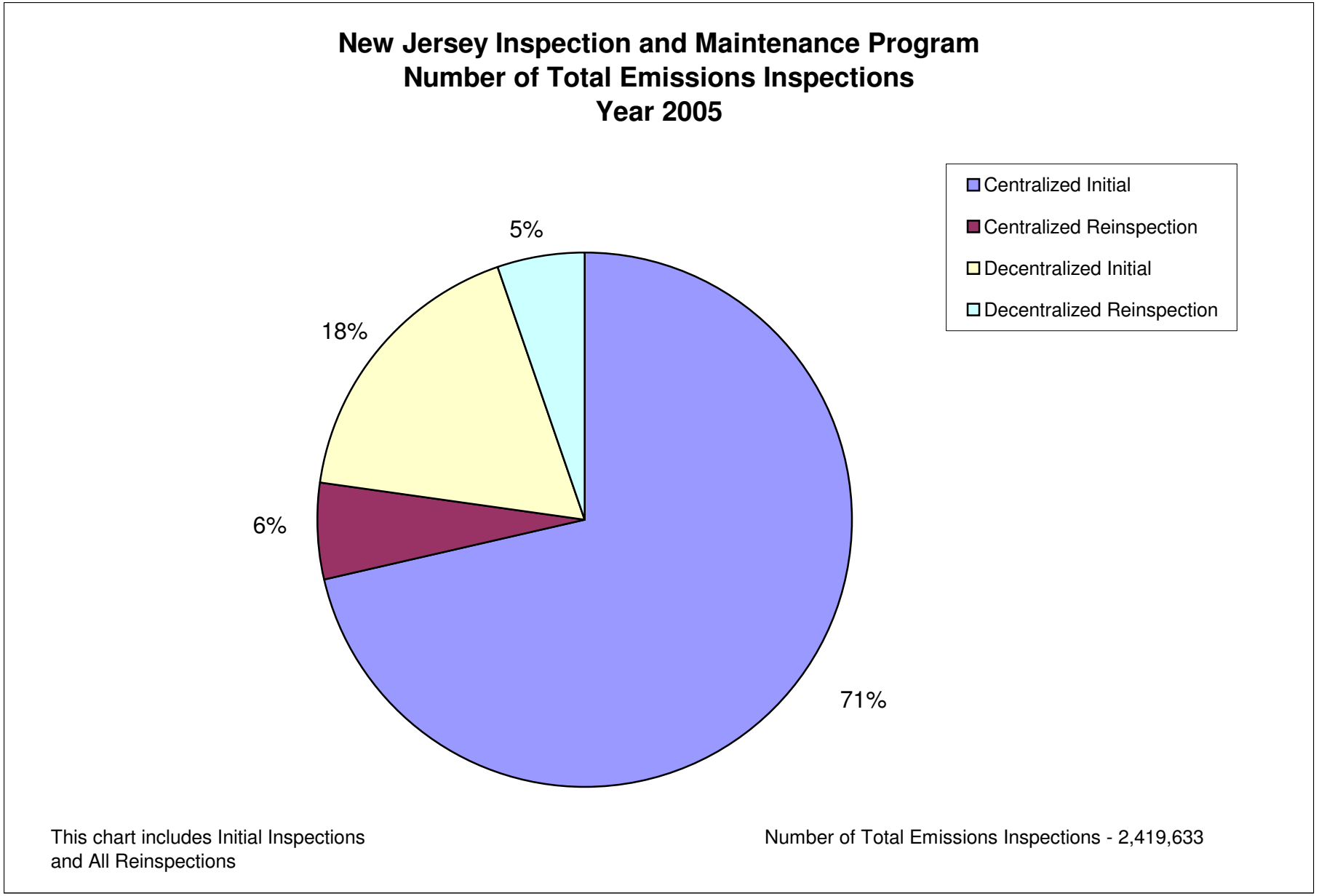

New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2005
Centralized Initial
Centralized Reinspection
Decentralized Initial
Decentralized Reinspection
5%
18%
6%
71%
This chart includes Initial Inspections and All Reinspections
Number of Total Emissions Inspections - 2,419,633

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 2005

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
Pre81/Unknown	Centralized	6,416	2,622	40.9%	3,794	59.1%
Pre81/Unknown	Decentralized	8,607	1,519	17.6%	7,088	82.4%
1981	Centralized	1,214	566	46.6%	648	53.4%
1981	Decentralized	1,329	266	20.0%	1,063	80.0%
1982	Centralized	790	355	44.9%	435	55.1%
1982	Decentralized	937	155	16.5%	782	83.5%
1983	Centralized	2,833	1,140	40.2%	1,693	59.8%
1983	Decentralized	2,714	537	19.8%	2,177	80.2%
1984	Centralized	2,729	1,271	46.6%	1,458	53.4%
1984	Decentralized	2,562	437	17.1%	2,125	82.9%
1985	Centralized	9,088	3,345	36.8%	5,743	63.2%
1985	Decentralized	7,293	1,329	18.2%	5,964	81.8%
1986	Centralized	7,184	2,938	40.9%	4,245	59.1%
1986	Decentralized	5,610	832	14.8%	4,778	85.2%
1987	Centralized	23,590	6,855	29.1%	16,735	70.9%
1987	Decentralized	14,709	2,113	14.4%	12,596	85.6%
1988	Centralized	14,080	4,781	34.0%	9,299	66.0%
1988	Decentralized	9,457	1,336	14.1%	8,121	85.9%
1989	Centralized	40,566	9,918	24.4%	30,648	75.6%
1989	Decentralized	20,863	2,716	13.0%	18,147	87.0%
1990	Centralized	22,421	6,597	29.4%	15,824	70.6%
1990	Decentralized	12,303	1,655	13.5%	10,648	86.5%
1991	Centralized	56,894	14,991	26.3%	41,903	73.7%
1991	Decentralized	24,422	3,476	14.2%	20,946	85.8%
1992	Centralized	33,147	9,199	27.8%	23,948	72.2%
1992	Decentralized	15,513	2,207	14.2%	13,306	85.8%
1993	Centralized	100,554	20,343	20.2%	80,211	79.8%
1993	Decentralized	33,844	4,016	11.9%	29,828	88.1%
1994	Centralized	53,232	9,760	18.3%	43,472	81.7%
1994	Decentralized	20,254	1,966	9.7%	18,288	90.3%
1995	Centralized	154,118	17,423	11.3%	136,695	88.7%
1995	Decentralized	42,251	3,030	7.2%	39,221	92.8%
1996	Centralized	71,376	15,613	21.9%	55,763	78.1%
1996	Decentralized	20,146	3,664	18.2%	16,482	81.8%
1997	Centralized	177,478	25,024	14.1%	152,454	85.9%
1997	Decentralized	37,201	4,974	13.4%	32,227	86.6%
1998	Centralized	109,760	13,459	12.3%	96,301	87.7%
1998	Decentralized	22,392	2,799	12.5%	19,593	87.5%
1999	Centralized	210,741	17,370	8.2%	193,371	91.8%
1999	Decentralized	36,173	3,141	8.7%	33,032	91.3%
2000	Centralized	150,769	11,970	7.9%	138,799	92.1%
2000	Decentralized	24,200	2,011	8.3%	22,189	91.7%
2001	Centralized	252,770	19,192	7.6%	233,578	92.4%
2001	Decentralized	36,051	2,932	8.1%	33,119	91.9%

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2005

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
2002	Centralized	131,180	6,565	5.0%	124,615	95.0%
2002	Decentralized	15,984	854	5.3%	15,130	94.7%
2003	Centralized	46,827	1,748	3.7%	45,079	96.3%
2003	Decentralized	6,369	284	4.5%	6,085	95.5%
2004	Centralized	28,146	817	2.9%	27,329	97.1%
2004	Decentralized	3,464	252	7.3%	3,212	92.7%
2005	Centralized	16,082	582	3.6%	15,500	96.4%
2005	Decentralized	2,384	294	12.3%	2,090	87.7%
2006	Centralized	464	95	20.5%	369	79.5%
2006	Decentralized	268	55	20.5%	213	79.5%
Total	Centralized	1,724,449	224,539	13.0%	1,499,910	87.0%
Total	Decentralized	427,300	48,850	11.4%	378,450	88.6%
Grand Total		**2,151,749**	**273,389**	**12.7%**	**1,878,360**	**87.3%**

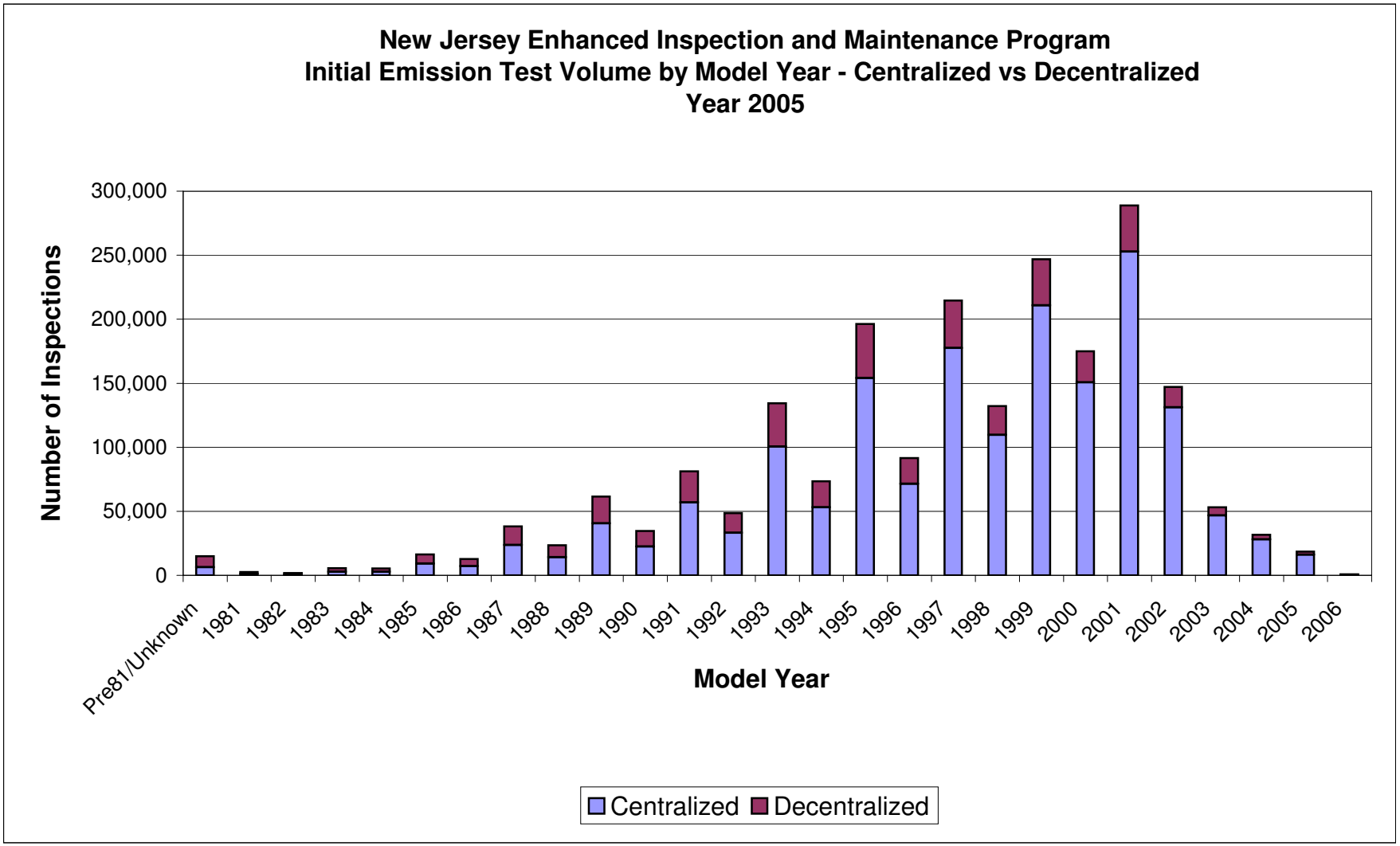

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2005
Number of Inspections
300,000
250,000
200,000
150,000
100,000
50,000
0
Pre81/Unknown
1981
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
Model Year
Centralized
Decentralized

Figure B-1

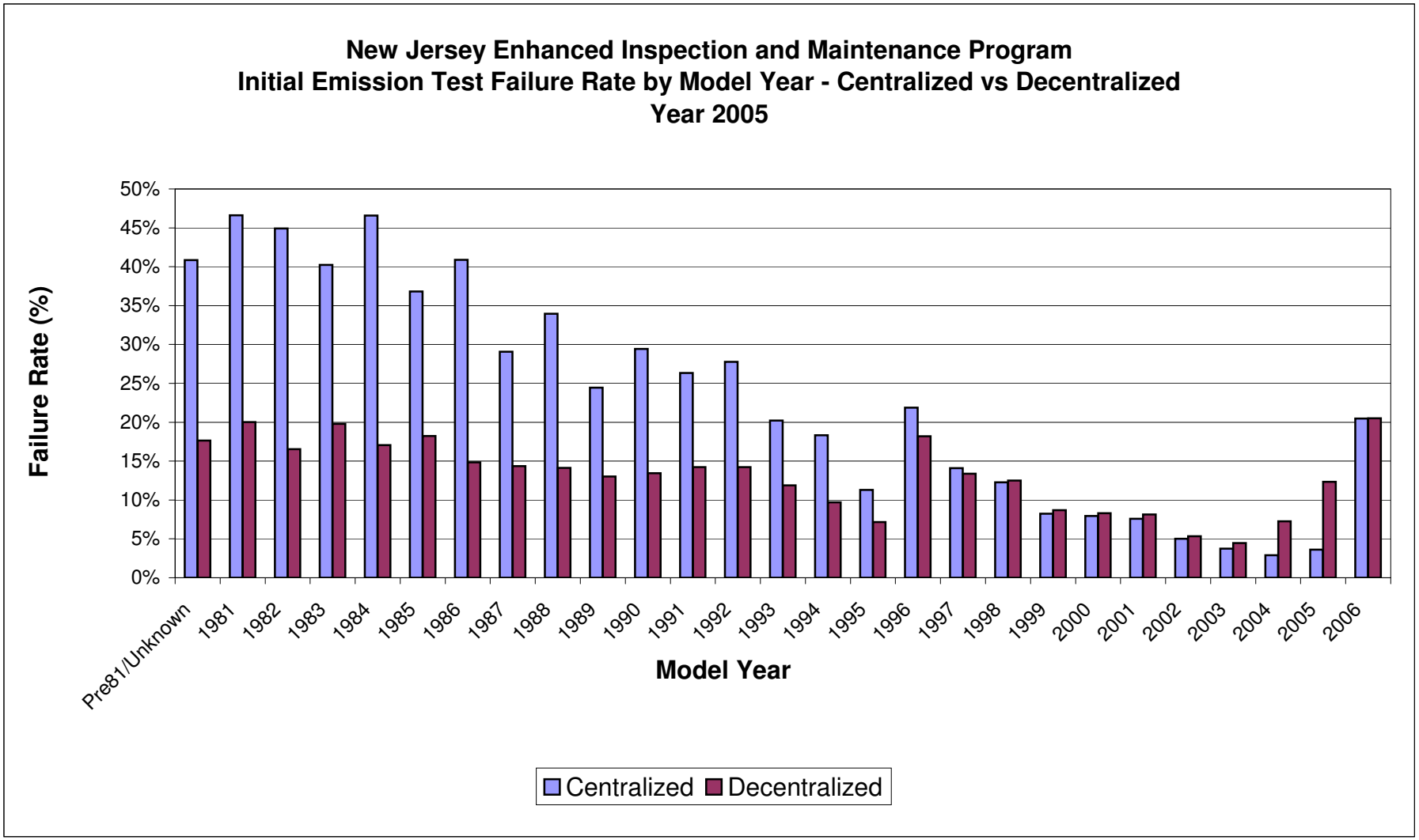

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2005
Failure Rate (%)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
Pre81/Unknown
1981
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
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 2005

STATION NAME	# of Lanes	Inspections	# Pass	# Fail	% Fail
BAKERS BASIN CIF	6	89,413	77,982	11,431	12.8%
BRIDGETON CIF	1	16,405	13,546	2,859	17.4%
CAPE MAY CIF	1	21,056	18,040	3,016	14.3%
CHERRY HILL CIF	6	86,338	74,231	12,107	14.0%
DELANCO CIF	3	37,562	32,337	5,225	13.9%
DEPTFORD CIF	4	74,346	64,308	10,038	13.5%
EATONTOWN CIF	6	86,927	76,548	10,379	11.9%
FLEMINGTON CIF	3	50,420	45,697	4,723	9.4%
FREEHOLD CIF	6	55,788	49,442	6,346	11.4%
KILMER CIF	6	73,732	63,976	9,756	13.2%
LAKEWOOD CIF	6	93,903	83,272	10,631	11.3%
LODI CIF	5	73,000	62,126	10,874	14.9%
MANAHAWKIN CIF	3	33,212	29,352	3,860	11.6%
MAYS LANDING CIF	4	53,558	45,594	7,964	14.9%
MILLVILLE CIF	2	32,333	26,158	6,175	19.1%
MONTCLAIR CIF	2	28,958	25,636	3,322	11.5%
NEWARK CIF	5	75,349	60,279	15,070	20.0%
NEWTON CIF	2	35,308	31,210	4,098	11.6%
PARAMUS CIF	5	77,608	70,159	7,449	9.6%
PLAINFIELD CIF	3	42,529	35,234	7,295	17.2%
RAHWAY CIF	6	72,271	62,052	10,219	14.1%
RANDOLPH CIF	6	92,438	83,260	9,178	9.9%
RIDGEWOOD CIF	2	25,998	24,186	1,812	7.0%
SALEM CIF	1	17,655	15,096	2,559	14.5%
SECAUCUS CIF	6	67,098	57,771	9,327	13.9%
SOUTH BRUNSWICK CIF	6	51,314	45,550	5,764	11.2%
SOUTHAMPTON CIF	4	53,746	47,291	6,455	12.0%
WASHINGTON CIF	1	21,540	19,223	2,317	10.8%
WAYNE CIF	7	99,550	87,237	12,313	12.4%
WESTFIELD CIF	2	33,237	30,217	3,020	9.1%
WINSLOW CIF	3	38,287	32,709	5,578	14.6%
UNKNOWN	Unknown	38	32	6	15.8%
TOTAL	**123**	**1,710,917**	**1,489,751**	**221,166**	**12.9%**

Table C-1

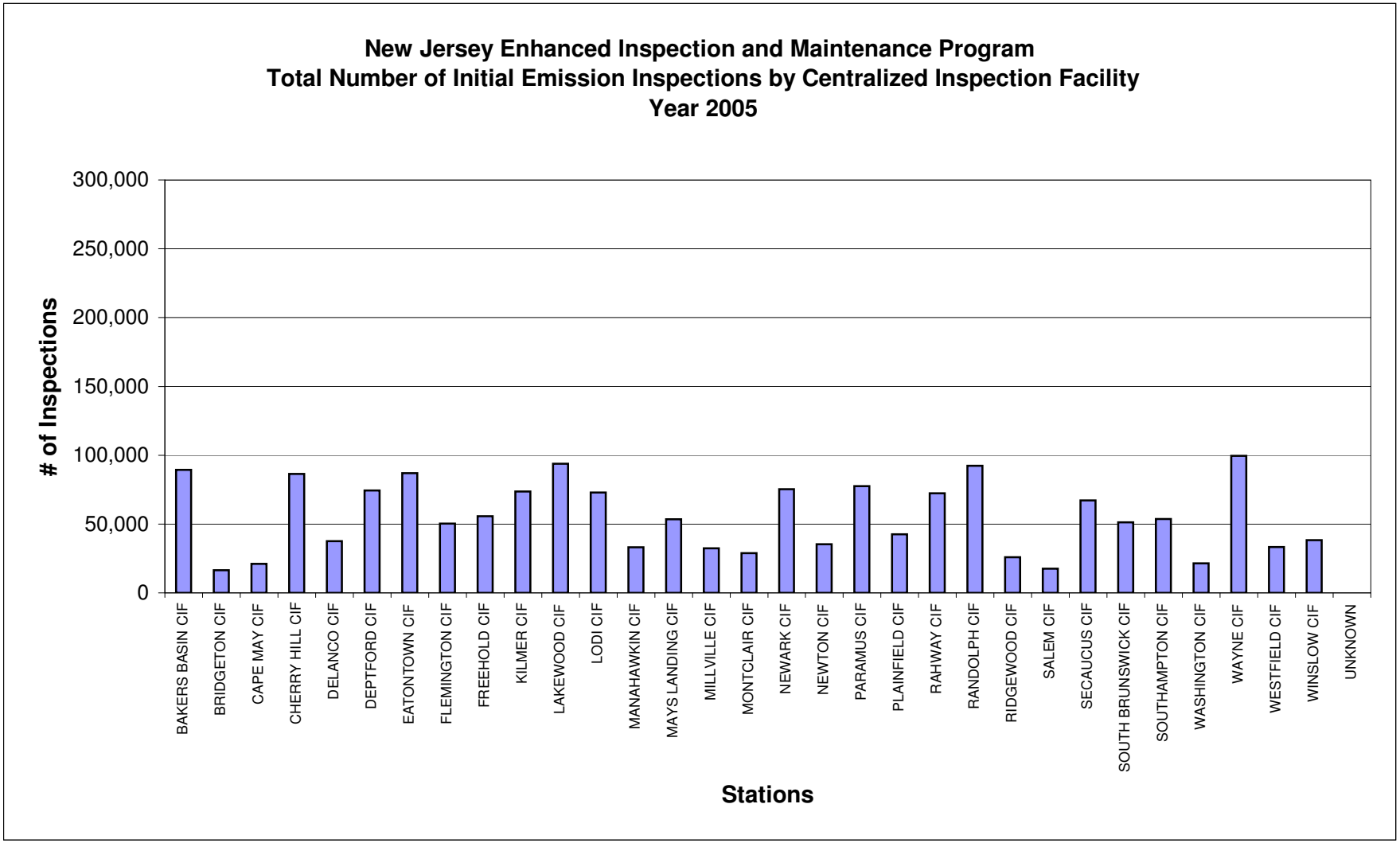

New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2005
# of Inspections
300,000
250,000
200,000
150,000
100,000
50,000
0
BAKERS BASIN CIF
BRIDGETON CIF
CAPE MAY CIF
CHERRY HILL CIF
DELANCO CIF
DEPTFORD CIF
EATONTOWN CIF
FLEMINGTON CIF
FREEHOLD CIF
KILMER CIF
LAKEWOOD CIF
LODI CIF
MANAHAWKIN CIF
MAYS LANDING CIF
MILLVILLE CIF
MONTCLAIR CIF
NEWARK CIF
NEWTON CIF
PARAMUS CIF
PLAINFIELD CIF
RAHWAY CIF
RANDOLPH CIF
RIDGEWOOD CIF
SALEM CIF
SECAUCUS CIF
SOUTH BRUNSWICK CIF
SOUTHAMPTON CIF
WASHINGTON CIF
WAYNE CIF
WESTFIELD CIF
WINSLOW CIF
UNKNOWN
Stations

Figure C-1

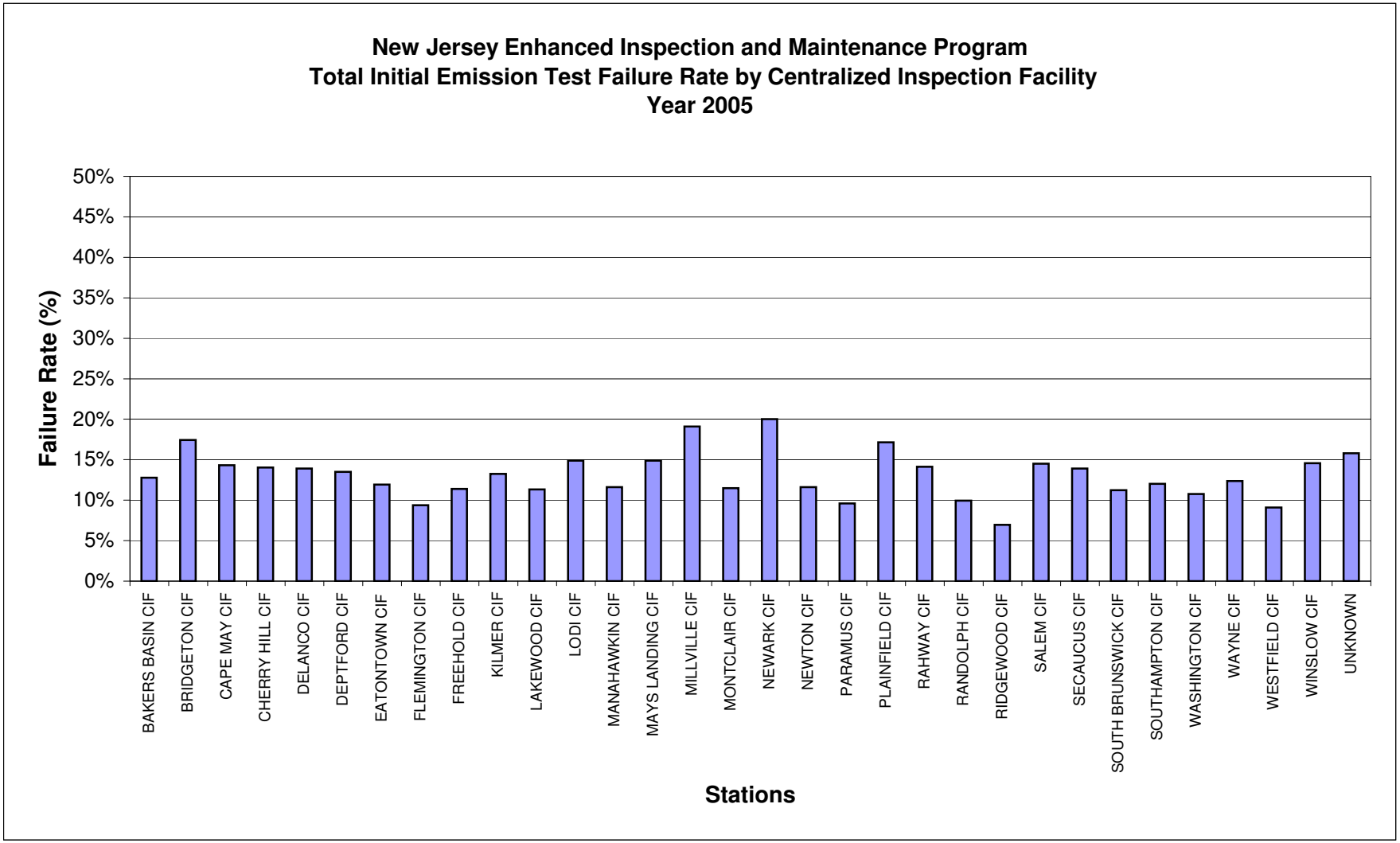

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2005
Failure Rate (%)
50%
45%
40%
35%
30%
25%
20%
15%
10%
5%
0%
BAKERS BASIN CIF
BRIDGETON CIF
CAPE MAY CIF
CHERRY HILL CIF
DELANCO CIF
DEPTFORD CIF
EATONTOWN CIF
FLEMINGTON CIF
FREEHOLD CIF
KILMER CIF
LAKEWOOD CIF
LODI CIF
MANAHAWKIN CIF
MAYS LANDING CIF
MILLVILLE CIF
MONTCLAIR CIF
NEWARK CIF
NEWTON CIF
PARAMUS CIF
PLAINFIELD CIF
RAHWAY CIF
RANDOLPH CIF
RIDGEWOOD CIF
SALEM CIF
SECAUCUS CIF
SOUTH BRUNSWICK CIF
SOUTHAMPTON CIF
WASHINGTON CIF
WAYNE CIF
WESTFIELD CIF
WINSLOW CIF
UNKNOWN
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 2005

Model Year	# of Vehicles Tested					
	HDGV	LDGT1	LDGT2	LDGV	Unknown	Total
Pre 81/Unknown	803	1,953	1,392	10,201	669	15,018
1981	239	544	143	1,509	108	2,543
1982	172	360	141	984	70	1,727
1983	374	1,070	446	3,486	171	5,547
1984	423	1,139	440	3,115	174	5,291
1985	978	2,904	1,162	10,943	394	16,381
1986	876	2,717	939	7,939	323	12,794
1987	1,584	7,962	2,817	25,337	600	38,300
1988	1,237	5,410	2,129	14,336	425	23,537
1989	2,378	11,798	4,755	41,716	782	61,429
1990	932	6,148	2,074	25,234	337	34,725
1991	1,390	16,196	3,573	59,725	432	81,316
1992	929	9,671	2,421	35,381	258	48,660
1993	2,033	29,957	7,351	94,314	743	134,398
1994	1,760	19,256	4,950	47,005	516	73,487
1995	4,669	47,485	14,413	128,363	1,439	196,369
1996	1,845	25,047	5,867	58,211	553	91,523
1997	5,405	55,332	14,749	137,058	2,135	214,679
1998	1,907	38,275	10,469	80,687	814	132,152
1999	5,686	62,080	24,670	152,170	2,308	246,914
2000	3,664	47,346	13,923	108,401	1,635	174,969
2001	6,937	81,118	26,448	171,160	3,158	288,821
2002	2,293	43,033	12,476	88,248	1,115	147,165
2003	1,291	14,022	6,299	30,922	662	53,196
2004	704	8,396	3,604	18,569	337	31,610
2005	571	5,340	1,533	10,743	279	18,466
2006	64	104	90	433	41	732
Totals	51,144	544,663	169,274	1,366,190	20,478	**2,151,749**
% of Grand Total	2.4%	25.3%	7.9%	63.5%	1.0%	

HDGV - Heavy-Duty Gasoline Fueled Vehicle
LDGT1 - Light-Duty Gasoline-Fueled Truck 1 (GVWR up to 6000 lb)
LDGT2 - Light-Duty Gasoline-Fueled Truck 2 (GVWR 6001 - 8500 lb)
LDGV - Light-Duty Gasoline-Fueled Vehicle

Table D-1

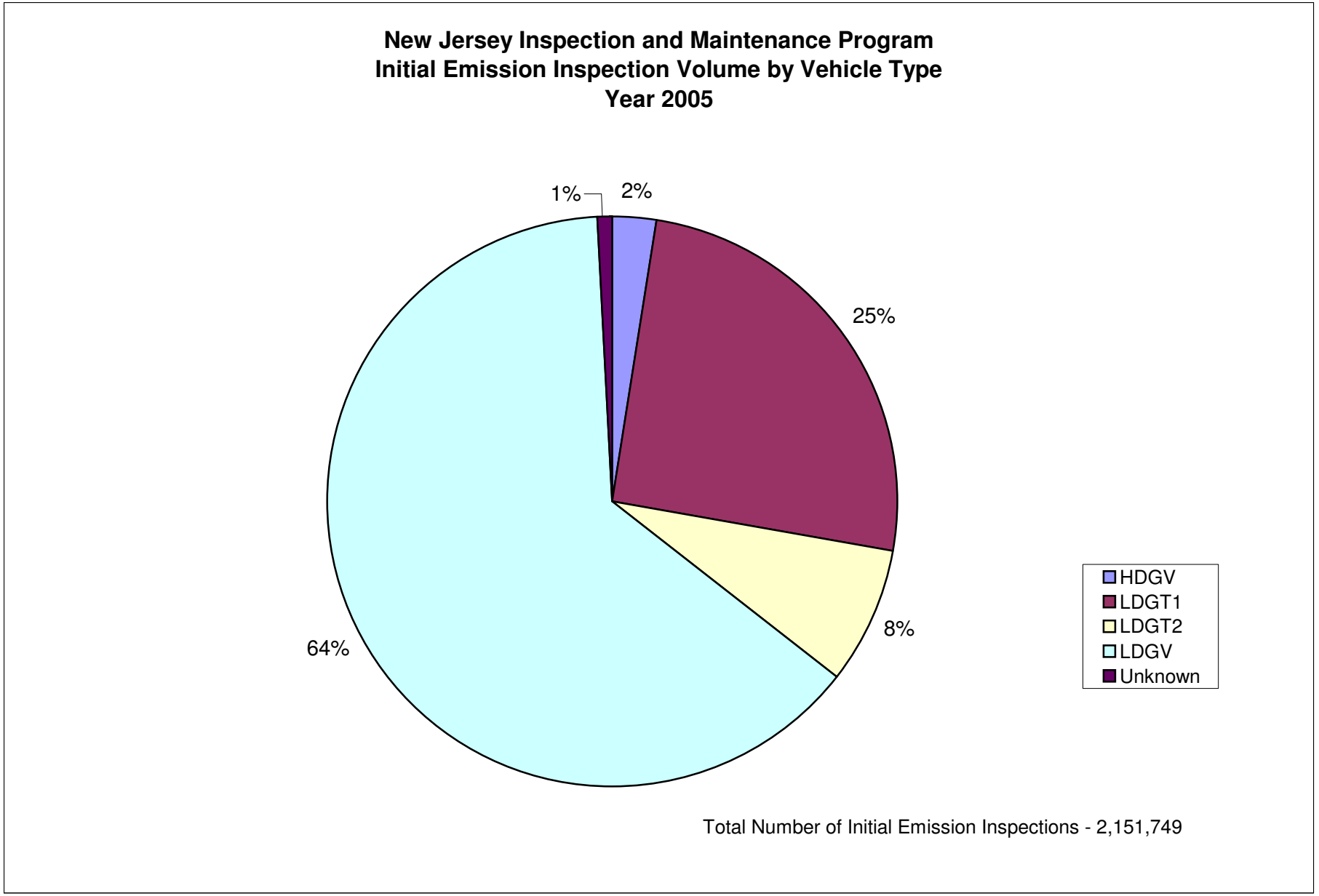

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2005
1%
2%
25%
8%
64%
HDGV
LDGT1
LDGT2
LDGV
Unknown
Total Number of Initial Emission Inspections - 2,151,749

Figure D-1

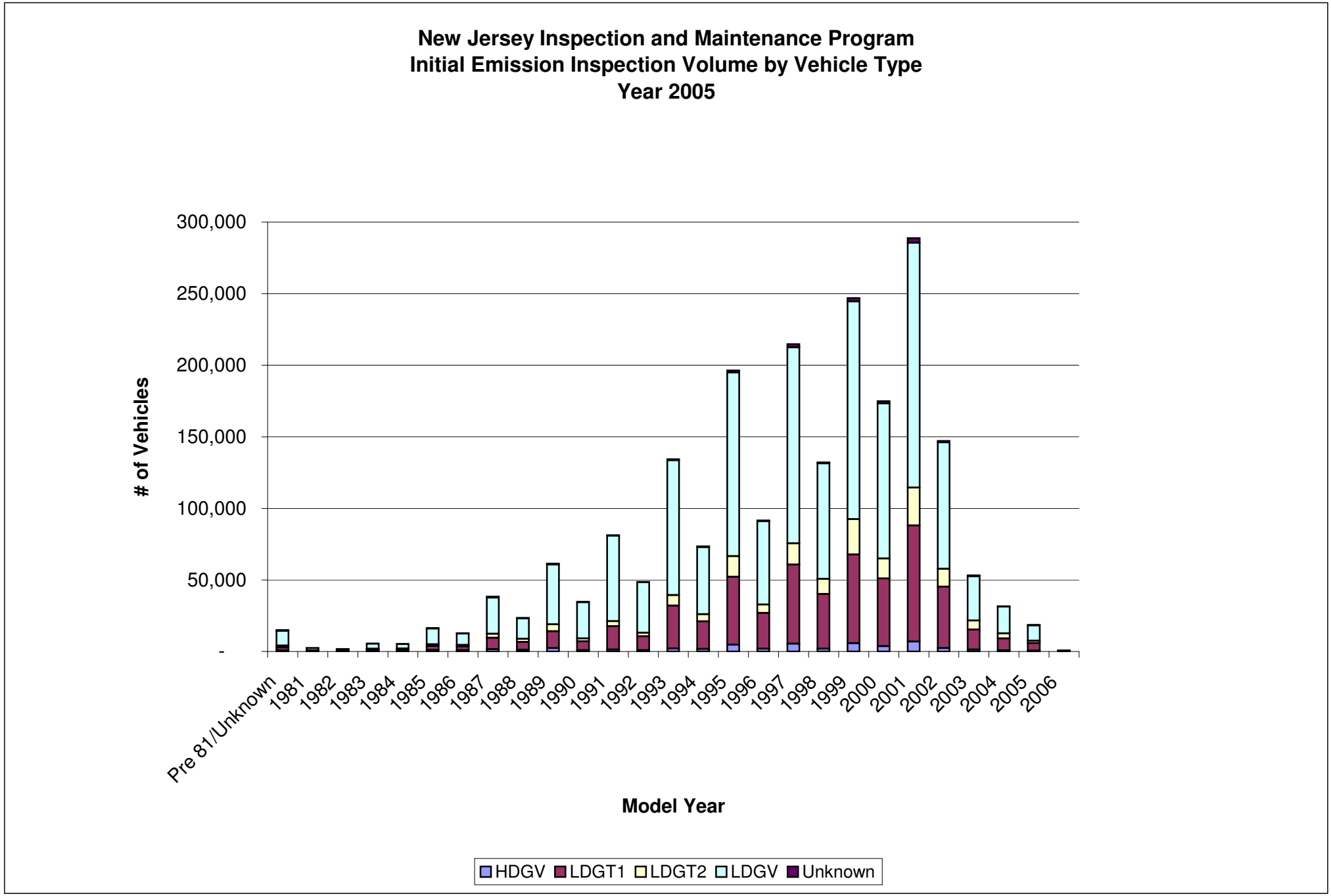

New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2005
# of Vehicles
300,000
250,000
200,000
150,000
100,000
50,000
-
Pre 81/Unknown
1981
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
Model Year
HDGV
LDGT1
LDGT2
LDGV
Unknown

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 2005

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
Pre 81/Unknown	HDGV	803	200	603	24.9%	0	0	0	-
Pre 81/Unknown	LDGT1	1,953	549	1,404	28.1%	82	14	68	17.1%
Pre 81/Unknown	LDGT2	1,392	464	928	33.3%	32	4	28	12.5%
Pre 81/Unknown	LDGV	10,201	2,729	7,472	26.8%	180	32	148	17.8%
Pre 81/Unknown	Unknown	669	198	471	29.6%	0	0	0	-
1981	HDGV	239	52	187	21.8%	0	0	0	-
1981	LDGT1	544	190	354	34.9%	0	0	0	-
1981	LDGT2	143	52	91	36.4%	0	0	0	-
1981	LDGV	1,509	496	1,013	32.9%	0	0	0	-
1981	Unknown	108	42	66	38.9%	0	0	0	-
1982	HDGV	172	48	124	27.9%	0	0	0	-
1982	LDGT1	360	85	275	23.6%	0	0	0	-
1982	LDGT2	141	35	106	24.8%	0	0	0	-
1982	LDGV	984	317	667	32.2%	0	0	0	-
1982	Unknown	70	25	45	35.7%	0	0	0	-
1983	HDGV	374	110	264	29.4%	0	0	0	-
1983	LDGT1	1,070	272	798	25.4%	0	0	0	-
1983	LDGT2	446	152	294	34.1%	0	0	0	-
1983	LDGV	3,486	1,090	2,396	31.3%	0	0	0	-
1983	Unknown	171	53	118	31.0%	0	0	0	-
1984	HDGV	423	99	324	23.4%	0	0	0	-
1984	LDGT1	1,139	383	756	33.6%	0	0	0	-
1984	LDGT2	440	159	281	36.1%	0	0	0	-
1984	LDGV	3,115	999	2,116	32.1%	0	0	0	-
1984	Unknown	174	68	106	39.1%	0	0	0	-
1985	HDGV	978	242	736	24.7%	0	0	0	-
1985	LDGT1	2,904	821	2,083	28.3%	0	0	0	-
1985	LDGT2	1,162	349	813	30.0%	0	0	0	-
1985	LDGV	10,943	3,142	7,801	28.7%	0	0	0	-
1985	Unknown	394	120	274	30.5%	0	0	0	-
1986	HDGV	876	219	657	25.0%	0	0	0	-
1986	LDGT1	2,717	739	1,978	27.2%	0	0	0	-
1986	LDGT2	939	306	633	32.6%	0	0	0	-
1986	LDGV	7,939	2,395	5,544	30.2%	0	0	0	-
1986	Unknown	323	112	211	34.7%	0	0	0	-

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2005

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
1987	HDGV	1,584	316	1,268	19.9%	0	0	0	-
1987	LDGT1	7,962	1,616	6,346	20.3%	0	0	0	-
1987	LDGT2	2,817	625	2,192	22.2%	0	0	0	-
1987	LDGV	25,337	6,229	19,108	24.6%	0	0	0	-
1987	Unknown	600	182	418	30.3%	0	0	0	-
1988	HDGV	1,237	240	997	19.4%	0	0	0	-
1988	LDGT1	5,410	1,631	3,779	30.1%	0	0	0	-
1988	LDGT2	2,129	514	1,615	24.1%	0	0	0	-
1988	LDGV	14,336	3,610	10,726	25.2%	0	0	0	-
1988	Unknown	425	122	303	28.7%	0	0	0	-
1989	HDGV	2,378	447	1,931	18.8%	0	0	0	-
1989	LDGT1	11,798	2,917	8,881	24.7%	0	0	0	-
1989	LDGT2	4,755	1,017	3,738	21.4%	0	0	0	-
1989	LDGV	41,716	8,045	33,671	19.3%	0	0	0	-
1989	Unknown	782	208	574	26.6%	0	0	0	-
1990	HDGV	932	168	764	18.0%	0	0	0	-
1990	LDGT1	6,148	1,637	4,511	26.6%	0	0	0	-
1990	LDGT2	2,074	425	1,649	20.5%	0	0	0	-
1990	LDGV	25,234	5,931	19,303	23.5%	0	0	0	-
1990	Unknown	337	91	246	27.0%	0	0	0	-
1991	HDGV	1,390	198	1,192	14.2%	0	0	0	-
1991	LDGT1	16,196	3,689	12,507	22.8%	0	0	0	-
1991	LDGT2	3,573	748	2,825	20.9%	0	0	0	-
1991	LDGV	59,725	13,744	45,981	23.0%	0	0	0	-
1991	Unknown	432	88	344	20.4%	0	0	0	-
1992	HDGV	929	117	812	12.6%	0	0	0	-
1992	LDGT1	9,671	2,419	7,252	25.0%	0	0	0	-
1992	LDGT2	2,421	549	1,872	22.7%	0	0	0	-
1992	LDGV	35,381	8,263	27,118	23.4%	0	0	0	-
1992	Unknown	258	58	200	22.5%	0	0	0	-
1993	HDGV	2,033	197	1,836	9.7%	0	0	0	-
1993	LDGT1	29,957	6,035	23,922	20.1%	0	0	0	-
1993	LDGT2	7,351	1,186	6,165	16.1%	0	0	0	-
1993	LDGV	94,314	16,827	77,487	17.8%	0	0	0	-
1993	Unknown	743	114	629	15.3%	0	0	0	-

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2005

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
1994	HDGV	1,760	196	1,564	11.1%	0	0	0	-
1994	LDGT1	19,256	3,218	16,038	16.7%	0	0	0	-
1994	LDGT2	4,950	720	4,230	14.5%	0	0	0	-
1994	LDGV	47,005	7,510	39,495	16.0%	0	0	0	-
1994	Unknown	516	82	434	15.9%	0	0	0	-
1995	HDGV	4,669	389	4,280	8.3%	0	0	0	-
1995	LDGT1	47,485	5,289	42,196	11.1%	0	0	0	-
1995	LDGT2	14,413	1,461	12,952	10.1%	0	0	0	-
1995	LDGV	128,363	13,113	115,250	10.2%	0	0	0	-
1995	Unknown	1,439	201	1,238	14.0%	0	0	0	-
1996	HDGV	1,845	167	1,678	9.1%	0	0	0	-
1996	LDGT1	25,047	5,640	19,407	22.5%	24,848	4,888	19,960	19.7%
1996	LDGT2	5,867	1,454	4,413	24.8%	5,831	1,329	4,502	22.8%
1996	LDGV	58,211	11,934	46,277	20.5%	57,901	10,804	47,097	18.7%
1996	Unknown	553	82	471	14.8%	23	4	19	17.4%
1997	HDGV	5,405	315	5,090	5.8%	0	0	0	-
1997	LDGT1	55,332	8,860	46,472	16.0%	55,274	7,678	47,596	13.9%
1997	LDGT2	14,749	2,330	12,419	15.8%	14,714	2,019	12,695	13.7%
1997	LDGV	137,058	18,271	118,787	13.3%	136,898	16,325	120,573	11.9%
1997	Unknown	2,135	222	1,913	10.4%	27	6	21	22.2%
1998	HDGV	1,907	99	1,808	5.2%	0	0	0	-
1998	LDGT1	38,275	4,887	33,388	12.8%	38,232	4,234	33,998	11.1%
1998	LDGT2	10,469	1,295	9,174	12.4%	10,456	1,121	9,335	10.7%
1998	LDGV	80,687	9,914	70,773	12.3%	80,554	8,601	71,953	10.7%
1998	Unknown	814	63	751	7.7%	20	2	18	10.0%
1999	HDGV	5,686	251	5,435	4.4%	0	0	0	-
1999	LDGT1	62,080	4,937	57,143	8.0%	62,032	4,106	57,926	6.6%
1999	LDGT2	24,670	2,067	22,603	8.4%	24,653	1,773	22,880	7.2%
1999	LDGV	152,170	13,080	139,090	8.6%	152,047	10,475	141,572	6.9%
1999	Unknown	2,308	176	2,132	7.6%	53	4	49	7.5%
2000	HDGV	3,664	126	3,538	3.4%	0	0	0	-
2000	LDGT1	47,346	3,933	43,413	8.3%	46,348	2,943	43,405	6.3%
2000	LDGT2	13,923	1,014	12,909	7.3%	13,910	715	13,195	5.1%
2000	LDGV	108,401	8,787	99,614	8.1%	107,775	6,964	100,811	6.5%
2000	Unknown	1,635	121	1,514	7.4%	26	3	23	11.5%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2005

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
2001	HDGV	6,937	201	6,736	2.9%	0	0	0	-
2001	LDGT1	81,118	8,029	73,089	9.9%	81,058	5,457	75,601	6.7%
2001	LDGT2	26,448	2,528	23,920	9.6%	26,431	1,823	24,608	6.9%
2001	LDGV	171,160	11,195	159,965	6.5%	171,087	9,175	161,912	5.4%
2001	Unknown	3,158	171	2,987	5.4%	63	4	59	6.3%
2002	HDGV	2,293	51	2,242	2.2%	0	0	0	-
2002	LDGT1	43,033	2,664	40,369	6.2%	43,008	1,699	41,309	4.0%
2002	LDGT2	12,476	908	11,568	7.3%	12,465	572	11,893	4.6%
2002	LDGV	88,248	3,754	84,494	4.3%	88,196	2,949	85,247	3.3%
2002	Unknown	1,115	42	1,073	3.8%	25	1	24	4.0%
2003	HDGV	1,291	34	1,257	2.6%	0	0	0	-
2003	LDGT1	14,022	536	13,486	3.8%	14,006	295	13,711	2.1%
2003	LDGT2	6,299	287	6,012	4.6%	6,293	189	6,104	3.0%
2003	LDGV	30,922	1,156	29,766	3.7%	29,656	837	28,819	2.8%
2003	Unknown	662	19	643	2.9%	13	0	13	0.0%
2004	HDGV	704	23	681	3.3%	0	0	0	-
2004	LDGT1	8,396	234	8,162	2.8%	7,320	166	7,154	2.3%
2004	LDGT2	3,604	143	3,461	4.0%	2,866	72	2,794	2.5%
2004	LDGV	18,569	663	17,906	3.6%	15,696	485	15,211	3.1%
2004	Unknown	337	6	331	1.8%	6	0	6	0.0%
2005	HDGV	571	11	560	1.9%	0	0	0	-
2005	LDGT1	5,340	203	5,137	3.8%	3,828	162	3,666	4.2%
2005	LDGT2	1,533	104	1,429	6.8%	868	74	794	8.5%
2005	LDGV	10,743	555	10,188	5.2%	6,885	450	6,435	6.5%
2005	Unknown	279	3	276	1.1%	3	0	3	0.0%
2006	HDGV	64	1	63	1.6%	0	0	0	-
2006	LDGT1	104	14	90	13.5%	91	12	79	13.2%
2006	LDGT2	90	25	65	27.8%	68	24	44	35.3%
2006	LDGV	433	110	323	25.4%	342	110	232	32.2%
2006	Unknown	41	0	41	0.0%	0	0	0	-
Totals		**2,151,749**	**273,389**	**1,878,360**	**12.7%**	**1,342,190**	**108,600**	**1,233,590**	**8.1%**

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	ASM Insps	ASM Fail	ASM Pass	ASM Fail Rate	2500 Insps	2500 Fail	2500 Pass	2500 Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate
Pre 81/Unknown	HDGV	0	0	0	-	0	0	0	-	784	158	626	20.2%
Pre 81/Unknown	LDGT1	36	0	36	0.0%	17	9	8	52.9%	1,757	395	1,362	22.5%
Pre 81/Unknown	LDGT2	9	2	7	22.2%	7	1	6	14.3%	1,305	353	952	27.0%
Pre 81/Unknown	LDGV	78	12	66	15.4%	55	16	39	29.1%	9,604	2,163	7,441	22.5%
Pre 81/Unknown	Unknown	0	0	0	-	0	0	0	-	643	147	496	22.9%
1981	HDGV	0	0	0	-	0	0	0	-	236	45	191	19.1%
1981	LDGT1	478	102	376	21.3%	24	10	14	41.7%	0	0	0	-
1981	LDGT2	122	33	89	27.0%	8	1	7	12.5%	0	0	0	-
1981	LDGV	1,334	383	951	28.7%	103	21	82	20.4%	1	0	1	0.0%
1981	Unknown	1	1	0	100.0%	0	0	0	-	105	32	73	30.5%
1982	HDGV	0	0	0	-	0	0	0	-	166	38	128	22.9%
1982	LDGT1	323	39	284	12.1%	10	3	7	30.0%	0	0	0	-
1982	LDGT2	115	11	104	9.6%	11	3	8	27.3%	0	0	0	-
1982	LDGV	867	219	648	25.3%	53	15	38	28.3%	0	0	0	-
1982	Unknown	2	0	2	0.0%	1	1	0	100.0%	66	16	50	24.2%
1983	HDGV	0	0	0	-	0	0	0	-	368	93	275	25.3%
1983	LDGT1	961	150	811	15.6%	37	8	29	21.6%	0	0	0	-
1983	LDGT2	375	75	300	20.0%	27	11	16	40.7%	0	0	0	-
1983	LDGV	3,137	819	2,318	26.1%	179	36	143	20.1%	0	0	0	-
1983	Unknown	1	1	0	100.0%	0	0	0	-	165	43	122	26.1%
1984	HDGV	0	0	0	-	0	0	0	-	410	74	336	18.0%
1984	LDGT1	1,001	230	771	23.0%	46	14	32	30.4%	0	0	0	-
1984	LDGT2	381	101	280	26.5%	21	2	19	9.5%	0	0	0	-
1984	LDGV	2,778	688	2,090	24.8%	130	20	110	15.4%	9	1	8	11.1%
1984	Unknown	3	0	3	0.0%	0	0	0	-	162	49	113	30.2%
1985	HDGV	0	0	0	-	0	0	0	-	962	187	775	19.4%
1985	LDGT1	2,585	477	2,108	18.5%	112	31	81	27.7%	0	0	0	-
1985	LDGT2	1,021	196	825	19.2%	43	12	31	27.9%	0	0	0	-
1985	LDGV	9,829	2,169	7,660	22.1%	408	82	326	20.1%	30	3	27	10.0%
1985	Unknown	6	2	4	33.3%	0	0	0	-	381	94	287	24.7%
1986	HDGV	0	0	0	-	2	1	1	50.0%	864	173	691	20.0%
1986	LDGT1	2,395	373	2,022	15.6%	83	20	63	24.1%	0	0	0	-
1986	LDGT2	812	160	652	19.7%	44	14	30	31.8%	0	0	0	-
1986	LDGV	7,033	1,581	5,452	22.5%	248	52	196	21.0%	38	7	31	18.4%
1986	Unknown	6	1	5	16.7%	1	0	1	0.0%	309	87	222	28.2%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	ASM Insps	ASM Fail	ASM Pass	ASM Fail Rate	2500 Insps	2500 Fail	2500 Pass	2500 Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate
1987	HDGV	0	0	0	-	1	0	1	0.0%	1,560	250	1,310	16.0%
1987	LDGT1	7,177	735	6,442	10.2%	234	58	176	24.8%	0	0	0	-
1987	LDGT2	2,550	362	2,188	14.2%	99	11	88	11.1%	0	0	0	-
1987	LDGV	23,140	4,302	18,838	18.6%	704	115	589	16.3%	87	13	74	14.9%
1987	Unknown	10	2	8	20.0%	0	0	0	-	572	130	442	22.7%
1988	HDGV	0	0	0	-	1	0	1	0.0%	1,215	166	1,049	13.7%
1988	LDGT1	4,839	1,053	3,786	21.8%	165	38	127	23.0%	0	0	0	-
1988	LDGT2	1,919	295	1,624	15.4%	77	15	62	19.5%	0	0	0	-
1988	LDGV	12,837	2,163	10,674	16.8%	375	74	301	19.7%	14	1	13	7.1%
1988	Unknown	2	0	2	0.0%	0	0	0	-	410	80	330	19.5%
1989	HDGV	0	0	0	-	4	1	3	25.0%	2,342	353	1,989	15.1%
1989	LDGT1	10,842	1,856	8,986	17.1%	278	54	224	19.4%	0	0	0	-
1989	LDGT2	4,346	615	3,731	14.2%	136	27	109	19.9%	0	0	0	-
1989	LDGV	38,458	4,897	33,561	12.7%	854	148	706	17.3%	5	0	5	0.0%
1989	Unknown	12	0	12	0.0%	2	1	1	50.0%	759	150	609	19.8%
1990	HDGV	0	0	0	-	0	0	0	-	912	110	802	12.1%
1990	LDGT1	5,500	1,001	4,499	18.2%	236	56	180	23.7%	0	0	0	-
1990	LDGT2	1,892	234	1,658	12.4%	59	8	51	13.6%	0	0	0	-
1990	LDGV	22,782	3,684	19,098	16.2%	784	157	627	20.0%	0	0	0	-
1990	Unknown	7	3	4	42.9%	1	0	1	0.0%	321	58	263	18.1%
1991	HDGV	0	0	0	-	0	0	0	-	1,366	116	1,250	8.5%
1991	LDGT1	14,472	2,277	12,195	15.7%	852	141	711	16.5%	0	0	0	-
1991	LDGT2	3,193	439	2,754	13.7%	212	48	164	22.6%	0	0	0	-
1991	LDGV	53,509	9,044	44,465	16.9%	2,929	425	2,504	14.5%	2	0	2	0.0%
1991	Unknown	20	3	17	15.0%	2	1	1	50.0%	401	46	355	11.5%
1992	HDGV	0	0	0	-	0	0	0	-	913	63	850	6.9%
1992	LDGT1	8,628	1,488	7,140	17.2%	427	96	331	22.5%	0	0	0	-
1992	LDGT2	2,181	340	1,841	15.6%	126	26	100	20.6%	0	0	0	-
1992	LDGV	30,952	5,100	25,852	16.5%	2,124	305	1,819	14.4%	2	1	1	50.0%
1992	Unknown	9	1	8	11.1%	0	0	0	-	246	32	214	13.0%
1993	HDGV	0	0	0	-	1	0	1	0.0%	2,011	114	1,897	5.7%
1993	LDGT1	25,852	3,371	22,481	13.0%	2,638	602	2,036	22.8%	0	0	0	-
1993	LDGT2	6,799	664	6,135	9.8%	327	86	241	26.3%	0	0	0	-
1993	LDGV	84,036	9,917	74,119	11.8%	5,648	756	4,892	13.4%	1	1	0	100.0%
1993	Unknown	18	4	14	22.2%	2	0	2	0.0%	717	58	659	8.1%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	ASM Insps	ASM Fail	ASM Pass	ASM Fail Rate	2500 Insps	2500 Fail	2500 Pass	2500 Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate
1994	HDGV	0	0	0	-	0	0	0	-	1,742	122	1,620	7.0%
1994	LDGT1	16,329	1,467	14,862	9.0%	2,056	434	1,622	21.1%	0	0	0	-
1994	LDGT2	4,427	354	4,073	8.0%	389	65	324	16.7%	0	0	0	-
1994	LDGV	41,897	4,059	37,838	9.7%	2,903	385	2,518	13.3%	0	0	0	-
1994	Unknown	12	3	9	25.0%	0	0	0	-	498	35	463	7.0%
1995	HDGV	0	0	0	-	4	0	4	0.0%	4,643	235	4,408	5.1%
1995	LDGT1	42,490	2,786	39,704	6.6%	3,703	419	3,284	11.3%	0	0	0	-
1995	LDGT2	13,246	734	12,512	5.5%	914	102	812	11.2%	0	0	0	-
1995	LDGV	116,874	6,618	110,256	5.7%	7,575	597	6,978	7.9%	1	1	0	100.0%
1995	Unknown	34	5	29	14.7%	0	0	0	-	1,398	98	1,300	7.0%
1996	HDGV	0	0	0	-	0	0	0	-	1,841	100	1,741	5.4%
1996	LDGT1	141	9	132	6.4%	45	2	43	4.4%	0	0	0	-
1996	LDGT2	22	1	21	4.5%	13	1	12	7.7%	0	0	0	-
1996	LDGV	243	15	228	6.2%	46	6	40	13.0%	0	0	0	-
1996	Unknown	0	0	0	-	0	0	0	-	522	24	498	4.6%
1997	HDGV	0	0	0	-	1	0	1	0.0%	5,393	165	5,228	3.1%
1997	LDGT1	19	1	18	5.3%	33	0	33	0.0%	0	0	0	-
1997	LDGT2	8	1	7	12.5%	20	1	19	5.0%	0	0	0	-
1997	LDGV	118	6	112	5.1%	25	4	21	16.0%	0	0	0	-
1997	Unknown	0	0	0	-	0	0	0	-	2,103	72	2,031	3.4%
1998	HDGV	0	0	0	-	0	0	0	-	1,900	41	1,859	2.2%
1998	LDGT1	19	1	18	5.3%	17	1	16	5.9%	0	0	0	-
1998	LDGT2	2	0	2	0.0%	6	0	6	0.0%	0	0	0	-
1998	LDGV	93	4	89	4.3%	22	3	19	13.6%	0	0	0	-
1998	Unknown	0	0	0	-	0	0	0	-	792	24	768	3.0%
1999	HDGV	0	0	0	-	0	0	0	-	5,680	107	5,573	1.9%
1999	LDGT1	16	0	16	0.0%	23	2	21	8.7%	0	0	0	-
1999	LDGT2	5	0	5	0.0%	9	0	9	0.0%	0	0	0	-
1999	LDGV	71	3	68	4.2%	30	2	28	6.7%	0	0	0	-
1999	Unknown	0	0	0	-	0	0	0	-	2,254	50	2,204	2.2%
2000	HDGV	0	0	0	-	0	0	0	-	3,663	25	3,638	0.7%
2000	LDGT1	933	2	931	0.2%	48	2	46	4.2%	0	0	0	-
2000	LDGT2	3	0	3	0.0%	9	0	9	0.0%	0	0	0	-
2000	LDGV	570	5	565	0.9%	29	0	29	0.0%	0	0	0	-
2000	Unknown	0	0	0	-	0	0	0	-	1,606	18	1,588	1.1%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	ASM Insps	ASM Fail	ASM Pass	ASM Fail Rate	2500 Insps	2500 Fail	2500 Pass	2500 Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate
2001	HDGV	0	0	0	-	0	0	0	-	6,935	27	6,908	0.4%
2001	LDGT1	24	0	24	0.0%	17	0	17	0.0%	0	0	0	-
2001	LDGT2	2	0	2	0.0%	13	0	13	0.0%	0	0	0	-
2001	LDGV	23	0	23	0.0%	35	0	35	0.0%	0	0	0	-
2001	Unknown	0	0	0	-	3	0	3	0.0%	3,091	13	3,078	0.4%
2002	HDGV	0	0	0	-	0	0	0	-	2,291	5	2,286	0.2%
2002	LDGT1	7	0	7	0.0%	14	2	12	14.3%	0	0	0	-
2002	LDGT2	1	0	1	0.0%	6	1	5	16.7%	0	0	0	-
2002	LDGV	11	0	11	0.0%	24	1	23	4.2%	0	0	0	-
2002	Unknown	0	0	0	-	1	0	1	0.0%	1,089	4	1,085	0.4%
2003	HDGV	0	0	0	-	1	0	1	0.0%	1,289	1	1,288	0.1%
2003	LDGT1	6	0	6	0.0%	7	1	6	14.3%	0	0	0	-
2003	LDGT2	0	0	0	-	5	0	5	0.0%	0	0	0	-
2003	LDGV	1,212	6	1,206	0.5%	43	1	42	2.3%	0	0	0	-
2003	Unknown	0	0	0	-	0	0	0	-	649	0	649	0.0%
2004	HDGV	0	0	0	-	0	0	0	-	704	2	702	0.3%
2004	LDGT1	117	1	116	0.9%	958	0	958	0.0%	0	0	0	-
2004	LDGT2	419	0	419	0.0%	318	1	317	0.3%	0	0	0	-
2004	LDGV	2,719	7	2,712	0.3%	146	0	146	0.0%	0	0	0	-
2004	Unknown	1	0	1	0.0%	0	0	0	-	330	0	330	0.0%
2005	HDGV	0	0	0	-	0	0	0	-	571	0	571	0.0%
2005	LDGT1	276	0	276	0.0%	1,232	0	1,232	0.0%	0	0	0	-
2005	LDGT2	326	0	326	0.0%	339	0	339	0.0%	0	0	0	-
2005	LDGV	3,389	10	3,379	0.3%	463	0	463	0.0%	0	0	0	-
2005	Unknown	0	0	0	-	0	0	0	-	276	1	275	0.4%
2006	HDGV	0	0	0	-	0	0	0	-	63	0	63	0.0%
2006	LDGT1	3	1	2	33.3%	10	0	10	0.0%	0	0	0	-
2006	LDGT2	6	0	6	0.0%	16	0	16	0.0%	0	0	0	-
2006	LDGV	46	0	46	0.0%	45	0	45	0.0%	0	0	0	-
2006	Unknown	1	0	1	0.0%	0	0	0	-	40	0	40	0.0%
Totals		**647,832**	**77,774**	**570,058**	**12.0%**	**42,584**	**5,665**	**36,919**	**13.3%**	**83,585**	**7,070**	**76,515**	**8.5%**

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap 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 81/Unknown	HDGV	656	44	612	6.7%	292	4	288	1.37%	803	14	789	1.74%
Pre 81/Unknown	LDGT1	1,488	123	1,365	8.3%	1,146	24	1,122	2.09%	1,953	27	1,926	1.38%
Pre 81/Unknown	LDGT2	1,191	129	1,062	10.8%	854	11	843	1.29%	1,392	22	1,370	1.58%
Pre 81/Unknown	LDGV	6,462	359	6,103	5.6%	5,382	45	5,337	0.84%	10,201	181	10,020	1.77%
Pre 81/Unknown	Unknown	404	58	346	14.4%	165	1	164	0.61%	669	17	652	2.54%
1981	HDGV	217	11	206	5.1%	143	2	141	1.40%	239	0	239	0.00%
1981	LDGT1	532	51	481	9.6%	533	6	527	1.13%	544	17	527	3.13%
1981	LDGT2	141	13	128	9.2%	140	1	139	0.71%	143	1	142	0.70%
1981	LDGV	1,422	56	1,366	3.9%	1,501	3	1,498	0.20%	1,509	21	1,488	1.39%
1981	Unknown	92	14	78	15.2%	49	1	48	2.04%	108	0	108	0.00%
1982	HDGV	164	7	157	4.3%	106	1	105	0.94%	172	3	169	1.74%
1982	LDGT1	353	25	328	7.1%	358	2	356	0.56%	360	8	352	2.22%
1982	LDGT2	137	13	124	9.5%	135	0	135	0.00%	141	5	136	3.55%
1982	LDGV	915	45	870	4.9%	980	4	976	0.41%	984	26	958	2.64%
1982	Unknown	56	8	48	14.3%	35	2	33	5.71%	70	0	70	0.00%
1983	HDGV	365	22	343	6.0%	238	5	233	2.10%	374	2	372	0.53%
1983	LDGT1	1,049	75	974	7.1%	1,065	10	1,055	0.94%	1,070	21	1,049	1.96%
1983	LDGT2	437	41	396	9.4%	440	5	435	1.14%	446	11	435	2.47%
1983	LDGV	3,306	129	3,177	3.9%	3,476	3	3,473	0.09%	3,486	43	3,443	1.23%
1983	Unknown	138	8	130	5.8%	81	0	81	0.00%	171	2	169	1.17%
1984	HDGV	398	26	372	6.5%	288	7	281	2.43%	423	8	415	1.89%
1984	LDGT1	1,124	103	1,021	9.2%	1,127	7	1,120	0.62%	1,139	21	1,118	1.84%
1984	LDGT2	434	35	399	8.1%	430	4	426	0.93%	440	7	433	1.59%
1984	LDGV	3,048	178	2,870	5.8%	3,109	4	3,105	0.13%	3,115	52	3,063	1.67%
1984	Unknown	139	21	118	15.1%	86	1	85	1.16%	174	4	170	2.30%
1985	HDGV	919	61	858	6.6%	634	9	625	1.42%	978	10	968	1.02%
1985	LDGT1	2,853	186	2,667	6.5%	2,885	8	2,877	0.28%	2,904	61	2,843	2.10%
1985	LDGT2	1,138	85	1,053	7.5%	1,146	8	1,138	0.70%	1,162	27	1,135	2.32%
1985	LDGV	10,782	403	10,379	3.7%	10,924	19	10,905	0.17%	10,943	216	10,727	1.97%
1985	Unknown	318	23	295	7.2%	205	1	204	0.49%	394	2	392	0.51%
1986	HDGV	854	56	798	6.6%	575	10	565	1.74%	876	2	874	0.23%
1986	LDGT1	2,677	197	2,480	7.4%	2,699	13	2,686	0.48%	2,717	59	2,658	2.17%
1986	LDGT2	924	85	839	9.2%	926	6	920	0.65%	939	29	910	3.09%
1986	LDGV	7,799	277	7,522	3.6%	7,926	17	7,909	0.21%	7,939	216	7,723	2.72%
1986	Unknown	269	26	243	9.7%	176	4	172	2.27%	323	4	319	1.24%

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Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
1987	HDGV	1,495	70	1,425	4.7%	1,292	4	1,288	0.31%	1,584	10	1,574	0.63%
1987	LDGT1	7,904	397	7,507	5.0%	7,940	22	7,918	0.28%	7,962	142	7,820	1.78%
1987	LDGT2	2,792	125	2,667	4.5%	2,810	4	2,806	0.14%	2,817	37	2,780	1.31%
1987	LDGV	25,129	657	24,472	2.6%	25,295	36	25,259	0.14%	25,337	381	24,956	1.50%
1987	Unknown	489	58	431	11.9%	399	3	396	0.75%	600	5	595	0.83%
1988	HDGV	1,197	63	1,134	5.3%	1,176	9	1,167	0.77%	1,237	9	1,228	0.73%
1988	LDGT1	5,379	257	5,122	4.8%	5,396	12	5,384	0.22%	5,410	124	5,286	2.29%
1988	LDGT2	2,106	111	1,995	5.3%	2,123	8	2,115	0.38%	2,129	34	2,095	1.60%
1988	LDGV	14,194	422	13,772	3.0%	14,315	35	14,280	0.24%	14,336	305	14,031	2.13%
1988	Unknown	356	34	322	9.6%	343	2	341	0.58%	425	6	419	1.41%
1989	HDGV	2,346	91	2,255	3.9%	2,328	5	2,323	0.21%	2,378	10	2,368	0.42%
1989	LDGT1	11,759	544	11,215	4.6%	11,777	18	11,759	0.15%	11,798	209	11,589	1.77%
1989	LDGT2	4,742	173	4,569	3.6%	4,743	5	4,738	0.11%	4,755	57	4,698	1.20%
1989	LDGV	41,453	918	40,535	2.2%	41,648	35	41,613	0.08%	41,716	731	40,985	1.75%
1989	Unknown	709	58	651	8.2%	704	6	698	0.85%	782	1	781	0.13%
1990	HDGV	917	52	865	5.7%	918	1	917	0.11%	932	7	925	0.75%
1990	LDGT1	6,119	300	5,819	4.9%	6,141	11	6,130	0.18%	6,148	135	6,013	2.20%
1990	LDGT2	2,071	81	1,990	3.9%	2,071	7	2,064	0.34%	2,074	37	2,037	1.78%
1990	LDGV	25,092	688	24,404	2.7%	25,188	40	25,148	0.16%	25,234	483	24,751	1.91%
1990	Unknown	311	33	278	10.6%	312	2	310	0.64%	337	5	332	1.48%
1991	HDGV	1,380	68	1,312	4.9%	1,379	0	1,379	0.00%	1,390	11	1,379	0.79%
1991	LDGT1	16,162	560	15,602	3.5%	16,173	6	16,167	0.04%	16,196	240	15,956	1.48%
1991	LDGT2	3,569	139	3,430	3.9%	3,562	5	3,557	0.14%	3,573	59	3,514	1.65%
1991	LDGV	59,556	1,435	58,121	2.4%	59,634	36	59,598	0.06%	59,725	1,300	58,425	2.18%
1991	Unknown	393	37	356	9.4%	410	1	409	0.24%	432	4	428	0.93%
1992	HDGV	926	44	882	4.8%	923	0	923	0.00%	929	10	919	1.08%
1992	LDGT1	9,664	319	9,345	3.3%	9,644	4	9,640	0.04%	9,671	207	9,464	2.14%
1992	LDGT2	2,418	95	2,323	3.9%	2,421	0	2,421	0.00%	2,421	33	2,388	1.36%
1992	LDGV	35,299	856	34,443	2.4%	35,331	34	35,297	0.10%	35,381	960	34,421	2.71%
1992	Unknown	246	22	224	8.9%	248	1	247	0.40%	258	0	258	0.00%
1993	HDGV	2,025	65	1,960	3.2%	2,024	3	2,021	0.15%	2,033	10	2,023	0.49%
1993	LDGT1	29,857	779	29,078	2.6%	29,907	5	29,902	0.02%	29,957	617	29,340	2.06%
1993	LDGT2	7,350	258	7,092	3.5%	7,345	2	7,343	0.03%	7,351	40	7,311	0.54%
1993	LDGV	94,173	2,070	92,103	2.2%	94,185	31	94,154	0.03%	94,314	2,052	92,262	2.18%
1993	Unknown	709	52	657	7.3%	716	1	715	0.14%	743	0	743	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
1994	HDGV	1,755	70	1,685	4.0%	1,738	1	1,737	0.06%	1,760	14	1,746	0.80%
1994	LDGT1	19,241	567	18,674	2.9%	19,229	6	19,223	0.03%	19,256	402	18,854	2.09%
1994	LDGT2	4,947	200	4,747	4.0%	4,945	3	4,942	0.06%	4,950	49	4,901	0.99%
1994	LDGV	46,872	1,131	45,741	2.4%	46,944	24	46,920	0.05%	47,005	955	46,050	2.03%
1994	Unknown	484	40	444	8.3%	499	1	498	0.20%	516	1	515	0.19%
1995	HDGV	4,643	147	4,496	3.2%	4,584	0	4,584	0.00%	4,669	6	4,663	0.13%
1995	LDGT1	47,441	973	46,468	2.1%	47,435	7	47,428	0.01%	47,485	415	47,070	0.87%
1995	LDGT2	14,394	430	13,964	3.0%	14,398	2	14,396	0.01%	14,413	42	14,371	0.29%
1995	LDGV	128,086	2,345	125,741	1.8%	128,254	42	128,212	0.03%	128,363	1,549	126,814	1.21%
1995	Unknown	1,373	99	1,274	7.2%	1,384	0	1,384	0.00%	1,439	2	1,437	0.14%
1996	HDGV	1,841	63	1,778	3.4%	1,800	0	1,800	0.00%	1,845	4	1,841	0.22%
1996	LDGT1	25,003	926	24,077	3.7%	25,026	4	25,022	0.02%	25,047	172	24,875	0.69%
1996	LDGT2	5,862	175	5,687	3.0%	5,860	1	5,859	0.02%	5,867	14	5,853	0.24%
1996	LDGV	58,062	1,234	56,828	2.1%	58,152	27	58,125	0.05%	58,211	398	57,813	0.68%
1996	Unknown	535	47	488	8.8%	538	1	537	0.19%	553	3	550	0.54%
1997	HDGV	5,392	152	5,240	2.8%	5,160	2	5,158	0.04%	5,405	2	5,403	0.04%
1997	LDGT1	55,273	1,380	53,893	2.5%	55,295	5	55,290	0.01%	55,332	140	55,192	0.25%
1997	LDGT2	14,729	360	14,369	2.4%	14,738	3	14,735	0.02%	14,749	29	14,720	0.20%
1997	LDGV	136,617	2,034	134,583	1.5%	136,983	33	136,950	0.02%	137,058	513	136,545	0.37%
1997	Unknown	2,106	147	1,959	7.0%	2,087	0	2,087	0.00%	2,135	1	2,134	0.05%
1998	HDGV	1,896	53	1,843	2.8%	1,902	0	1,902	0.00%	1,907	4	1,903	0.21%
1998	LDGT1	38,234	705	37,529	1.8%	38,246	1	38,245	0.00%	38,275	100	38,175	0.26%
1998	LDGT2	10,447	201	10,246	1.9%	10,455	0	10,455	0.00%	10,469	7	10,462	0.07%
1998	LDGV	80,256	1,334	78,922	1.7%	80,618	24	80,594	0.03%	80,687	287	80,400	0.36%
1998	Unknown	791	34	757	4.3%	800	0	800	0.00%	814	3	811	0.37%
1999	HDGV	5,675	141	5,534	2.5%	5,675	1	5,674	0.02%	5,686	4	5,682	0.07%
1999	LDGT1	62,015	889	61,126	1.4%	62,047	4	62,043	0.01%	62,080	66	62,014	0.11%
1999	LDGT2	24,654	324	24,330	1.3%	24,653	0	24,653	0.00%	24,670	18	24,652	0.07%
1999	LDGV	151,290	2,723	148,567	1.8%	152,090	36	152,054	0.02%	152,170	303	151,867	0.20%
1999	Unknown	2,281	123	2,158	5.4%	2,302	0	2,302	0.00%	2,308	0	2,308	0.00%
2000	HDGV	3,652	102	3,550	2.8%	3,663	1	3,662	0.03%	3,664	0	3,664	0.00%
2000	LDGT1	47,280	1,074	46,206	2.3%	47,322	1	47,321	0.00%	47,346	31	47,315	0.07%
2000	LDGT2	13,892	314	13,578	2.3%	13,919	1	13,918	0.01%	13,923	4	13,919	0.03%
2000	LDGV	107,458	1,969	105,489	1.8%	108,349	5	108,344	0.00%	108,401	129	108,272	0.12%
2000	Unknown	1,613	98	1,515	6.1%	1,628	0	1,628	0.00%	1,635	1	1,634	0.06%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
2001	HDGV	6,914	174	6,740	2.5%	6,931	1	6,930	0.01%	6,937	1	6,936	0.01%
2001	LDGT1	80,958	2,842	78,116	3.5%	81,080	4	81,076	0.00%	81,118	11	81,107	0.01%
2001	LDGT2	26,155	811	25,344	3.1%	26,442	0	26,442	0.00%	26,448	9	26,439	0.03%
2001	LDGV	168,675	2,187	166,488	1.3%	171,089	14	171,075	0.01%	171,160	68	171,092	0.04%
2001	Unknown	3,125	155	2,970	5.0%	3,153	0	3,153	0.00%	3,158	1	3,157	0.03%
2002	HDGV	2,285	46	2,239	2.0%	2,292	0	2,292	0.00%	2,293	0	2,293	0.00%
2002	LDGT1	42,804	1,047	41,757	2.4%	43,020	3	43,017	0.01%	43,033	3	43,030	0.01%
2002	LDGT2	12,315	365	11,950	3.0%	12,469	0	12,469	0.00%	12,476	3	12,473	0.02%
2002	LDGV	86,472	839	85,633	1.0%	88,225	11	88,214	0.01%	88,248	12	88,236	0.01%
2002	Unknown	1,103	38	1,065	3.4%	1,113	0	1,113	0.00%	1,115	0	1,115	0.00%
2003	HDGV	1,279	32	1,247	2.5%	1,291	0	1,291	0.00%	1,291	1	1,290	0.08%
2003	LDGT1	13,921	250	13,671	1.8%	14,016	0	14,016	0.00%	14,022	0	14,022	0.00%
2003	LDGT2	6,215	111	6,104	1.8%	6,295	0	6,295	0.00%	6,299	0	6,299	0.00%
2003	LDGV	29,774	313	29,461	1.1%	30,910	5	30,905	0.02%	30,922	4	30,918	0.01%
2003	Unknown	659	19	640	2.9%	662	0	662	0.00%	662	0	662	0.00%
2004	HDGV	672	21	651	3.1%	703	0	703	0.00%	704	0	704	0.00%
2004	LDGT1	7,976	70	7,906	0.9%	8,394	0	8,394	0.00%	8,396	1	8,395	0.01%
2004	LDGT2	3,445	71	3,374	2.1%	3,601	1	3,600	0.03%	3,604	0	3,604	0.00%
2004	LDGV	17,321	168	17,153	1.0%	18,564	1	18,563	0.01%	18,569	1	18,568	0.01%
2004	Unknown	326	6	320	1.8%	336	0	336	0.00%	337	0	337	0.00%
2005	HDGV	548	11	537	2.0%	569	0	569	0.00%	571	0	571	0.00%
2005	LDGT1	5,030	42	4,988	0.8%	5,340	0	5,340	0.00%	5,340	0	5,340	0.00%
2005	LDGT2	1,429	29	1,400	2.0%	1,533	2	1,531	0.13%	1,533	0	1,533	0.00%
2005	LDGV	9,914	98	9,816	1.0%	10,740	0	10,740	0.00%	10,743	0	10,743	0.00%
2005	Unknown	268	2	266	0.7%	279	0	279	0.00%	279	0	279	0.00%
2006	HDGV	62	0	62	0.0%	64	0	64	0.00%	64	1	63	1.56%
2006	LDGT1	91	1	90	1.1%	104	0	104	0.00%	104	0	104	0.00%
2006	LDGT2	85	1	84	1.2%	90	0	90	0.00%	90	0	90	0.00%
2006	LDGV	381	1	380	0.3%	432	0	432	0.00%	433	0	433	0.00%
2006	Unknown	40	0	40	0.0%	41	0	41	0.00%	41	0	41	0.00%
Totals		**2,129,820**	**47,278**	**2,082,542**	**2.2%**	**2,139,572**	**920**	**2,138,652**	**0.04%**	**2,151,749**	**15,194**	**2,136,555**	**0.71%**

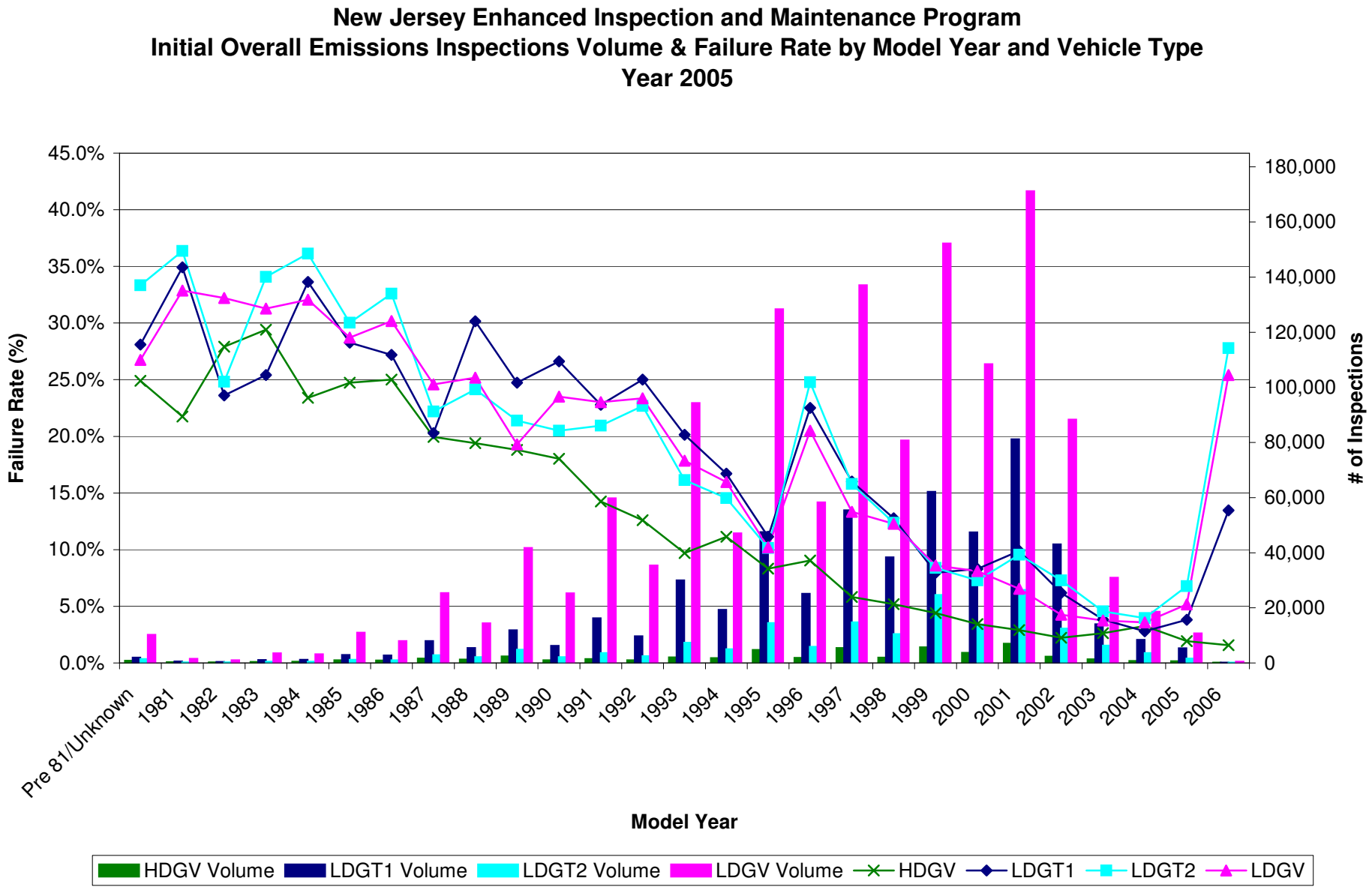

New Jersey Enhanced Inspection and Maintenance Program
Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2005
Failure Rate (%)
# of Inspections
Model Year
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Pre 81/Unknown
1981
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
HDGV Volume
LDGT1 Volume
LDGT2 Volume
LDGV Volume
HDGV
LDGT1
LDGT2
LDGV

Figure E-1

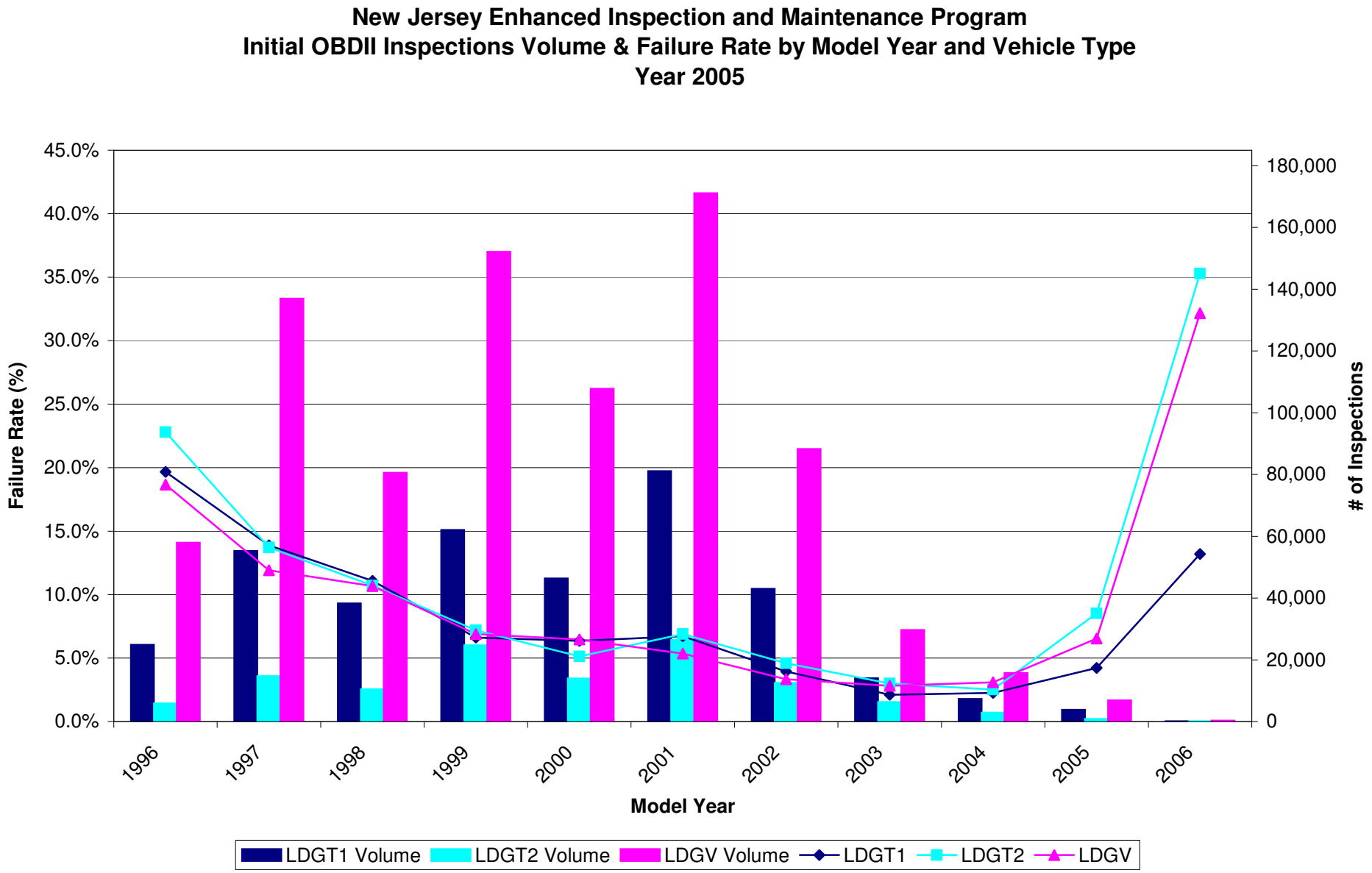

New Jersey Enhanced Inspection and Maintenance Program
Initial OBDII Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2005
Failure Rate (%)
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
# of Inspections
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
Model Year
LDGT1 Volume
LDGT2 Volume
LDGV Volume
LDGT1
LDGT2
LDGV

Figure E-2

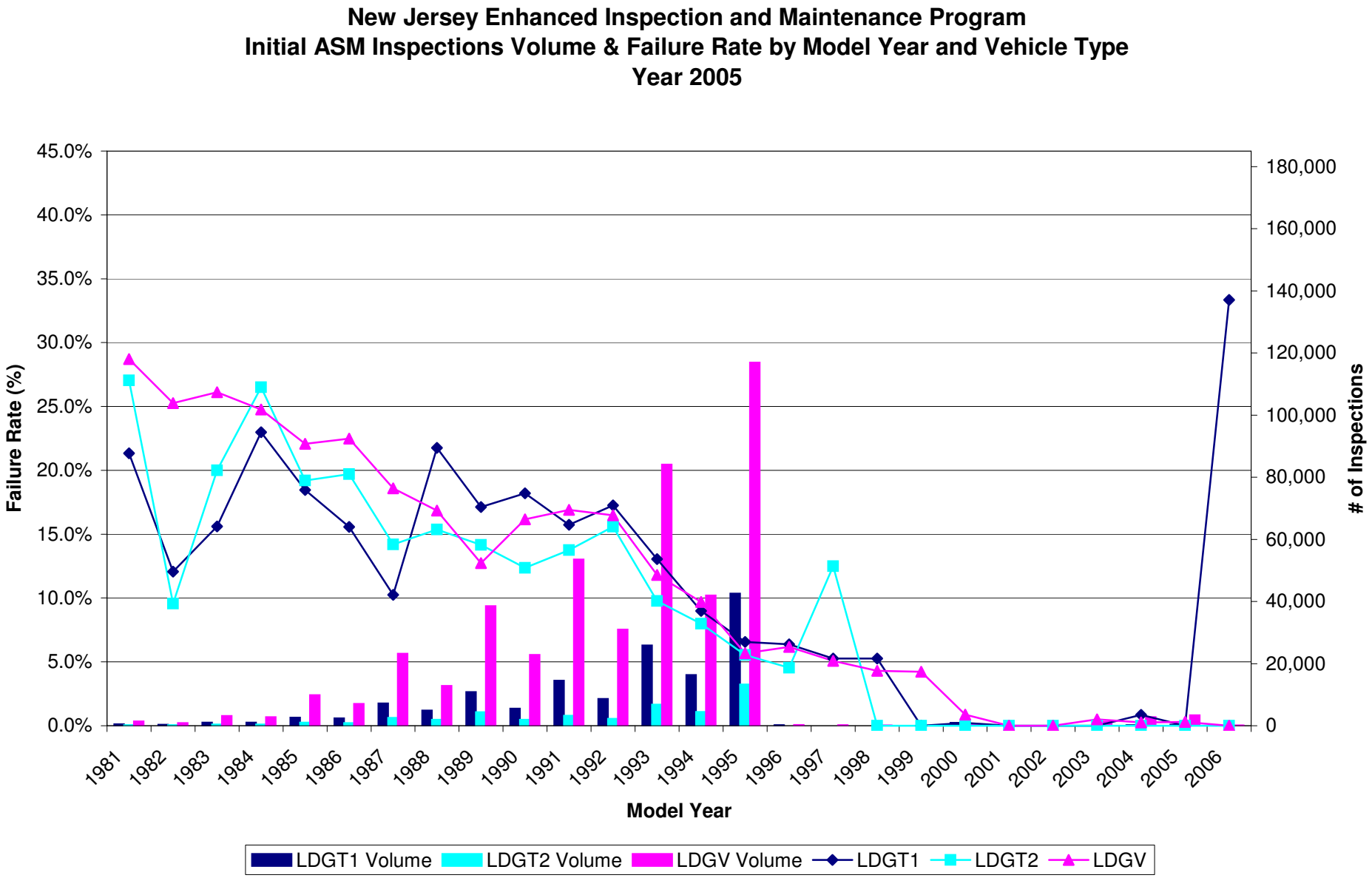

New Jersey Enhanced Inspection and Maintenance Program
Initial ASM Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2005
Failure Rate (%)
# of Inspections
Model Year
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
1981
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
LDGT1 Volume
LDGT2 Volume
LDGV Volume
LDGT1
LDGT2
LDGV

Figure E-3

New Jersey Enhanced Inspection and Maintenance Program
Initial 2500 RPM Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2005

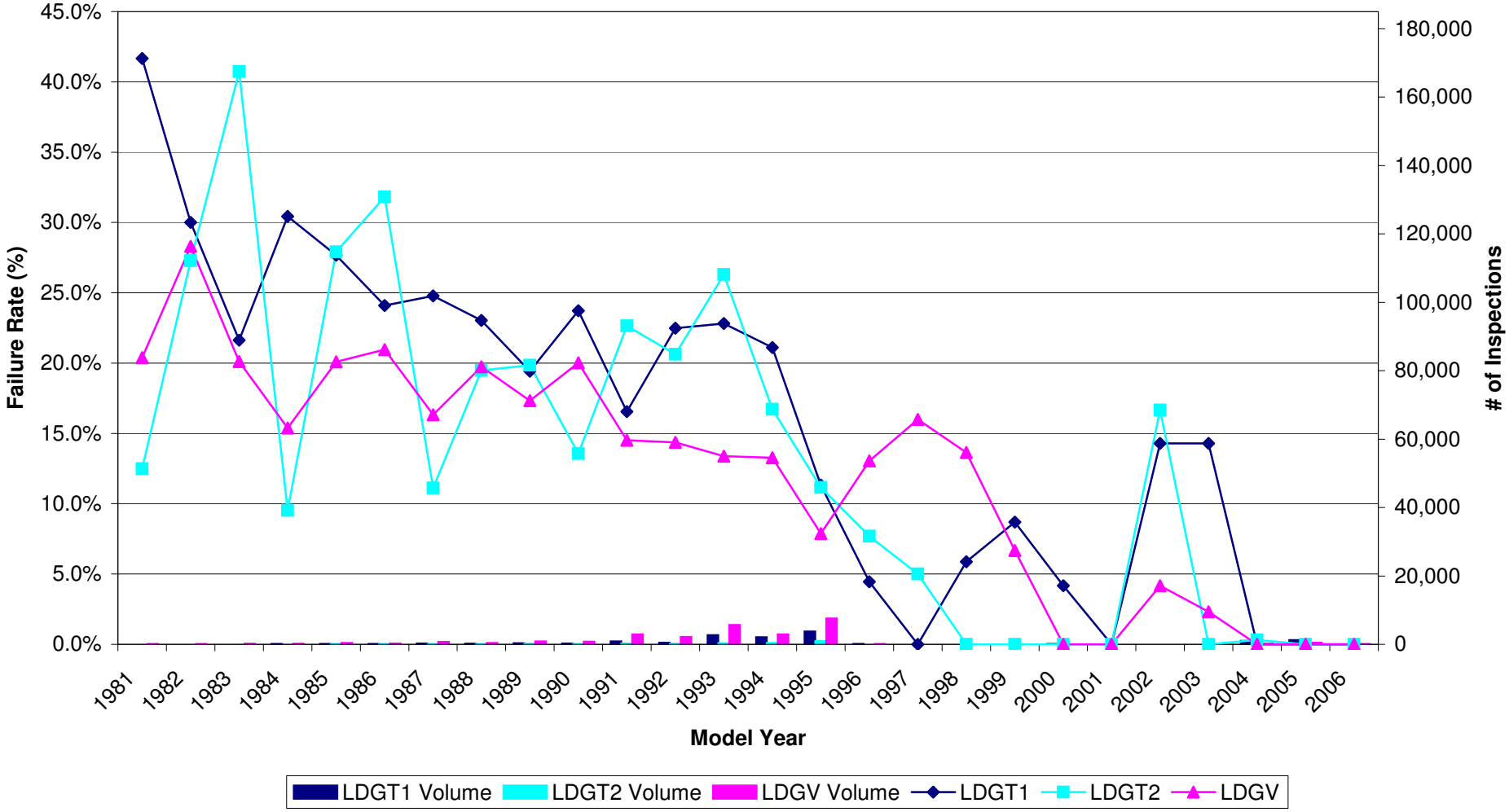
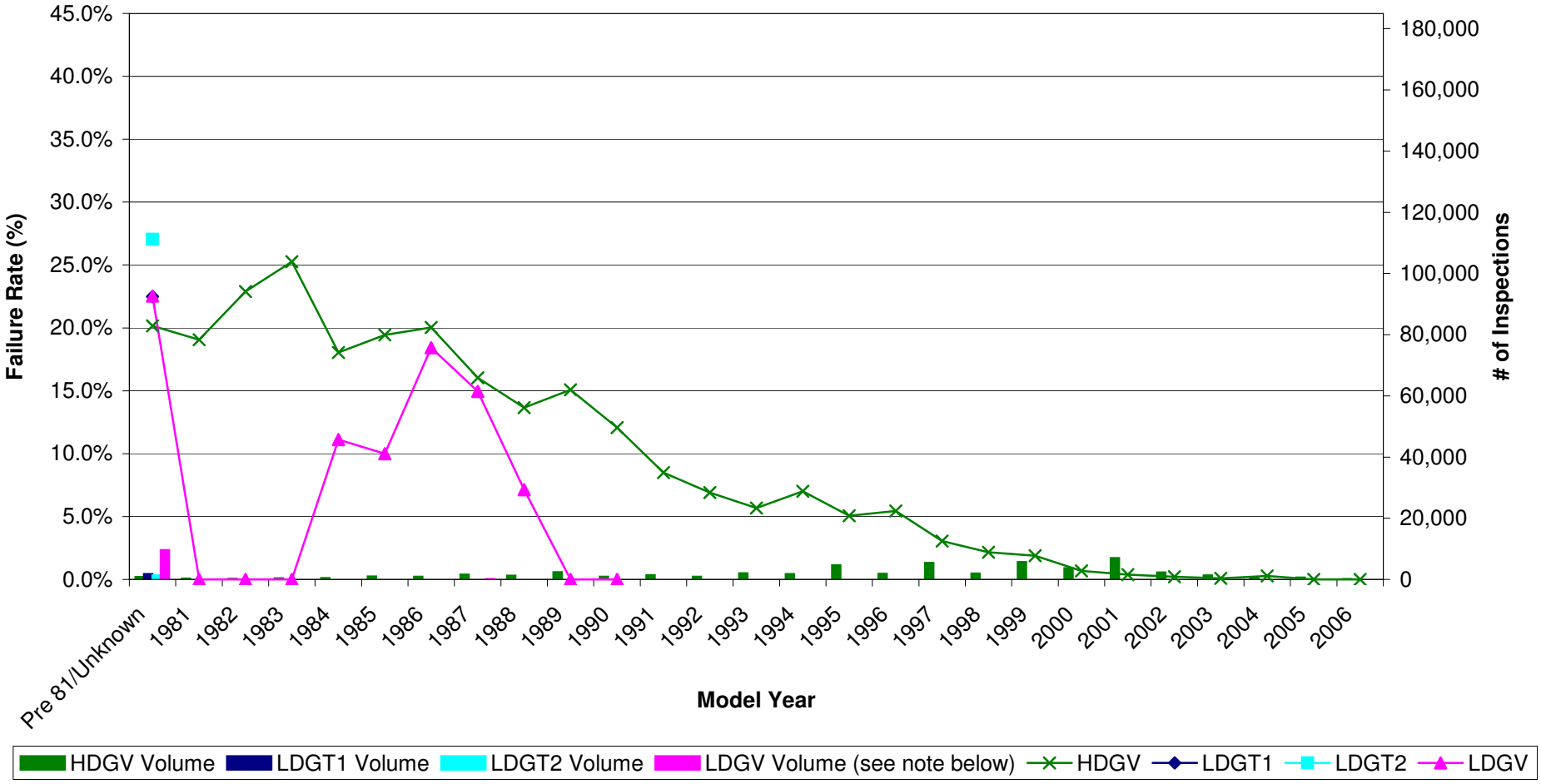


Figure E-4

New Jersey Enhanced Inspection and Maintenance Program
Initial Idle Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2005



Note: LDGV Volume for model year 1991+ not included to elimate low volume graphical skew (6 tests total with 3 failures).

Figure E-5

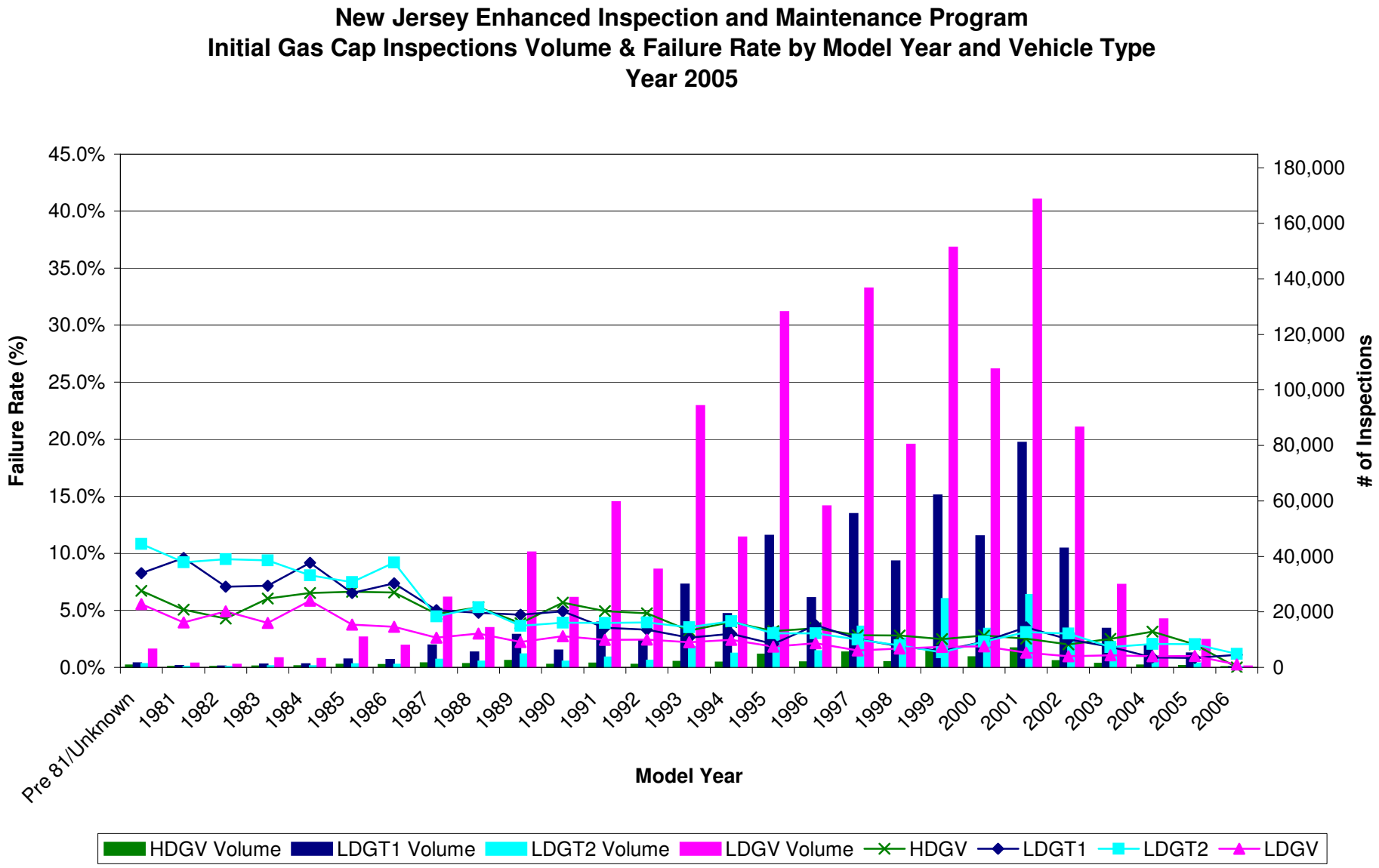

New Jersey Enhanced Inspection and Maintenance Program
Initial Gas Cap Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2005
Failure Rate (%)
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
# of Inspections
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Pre 81/Unknown
1981
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
Model Year
HDGV Volume
LDGT1 Volume
LDGT2 Volume
LDGV Volume
HDGV
LDGT1
LDGT2
LDGV

Figure E-6

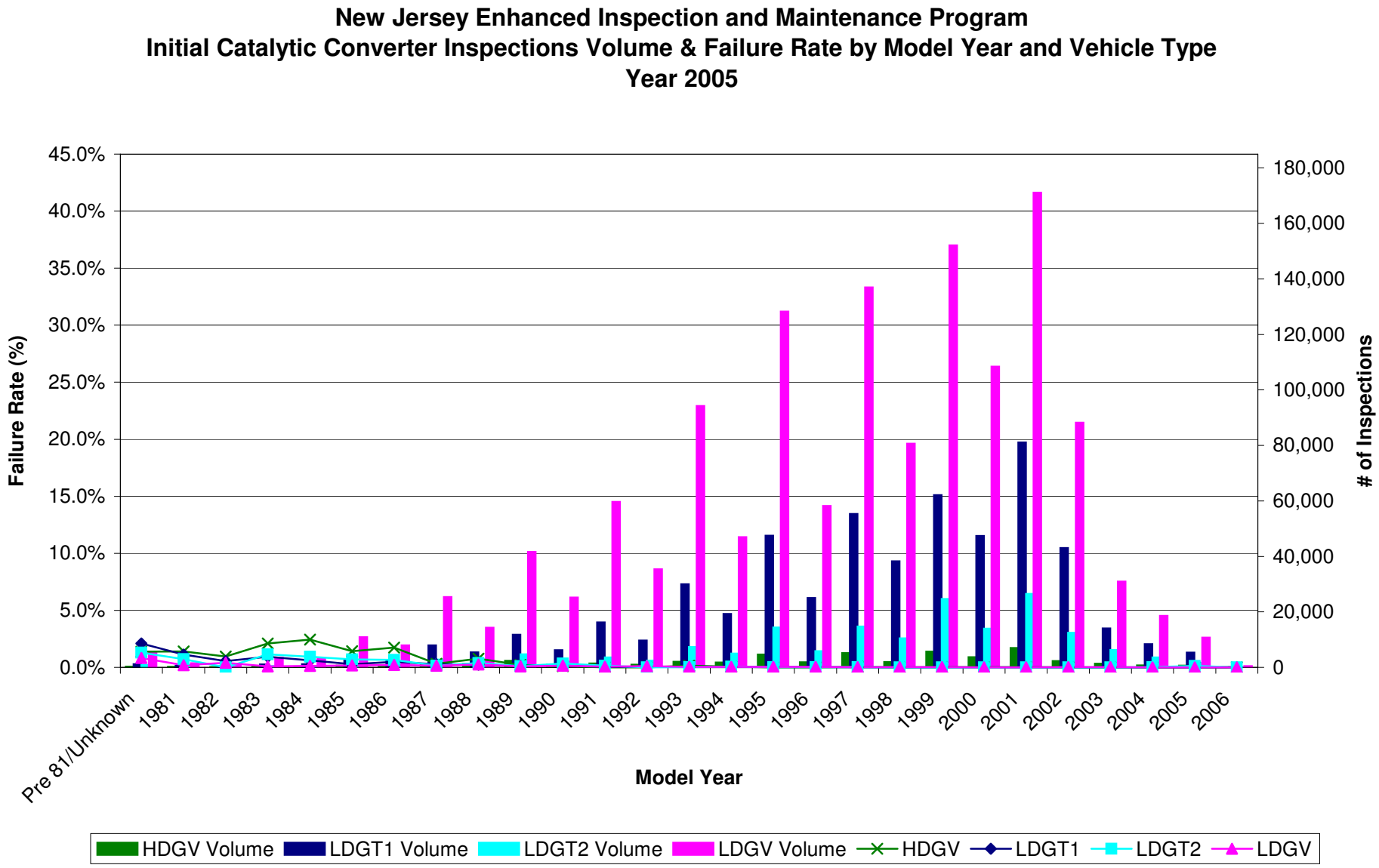

New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2005
Failure Rate (%)
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
# of Inspections
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Pre 81/Unknown
1981
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
Model Year
HDGV Volume
LDGT1 Volume
LDGT2 Volume
LDGV Volume
HDGV
LDGT1
LDGT2
LDGV

Figure E-7

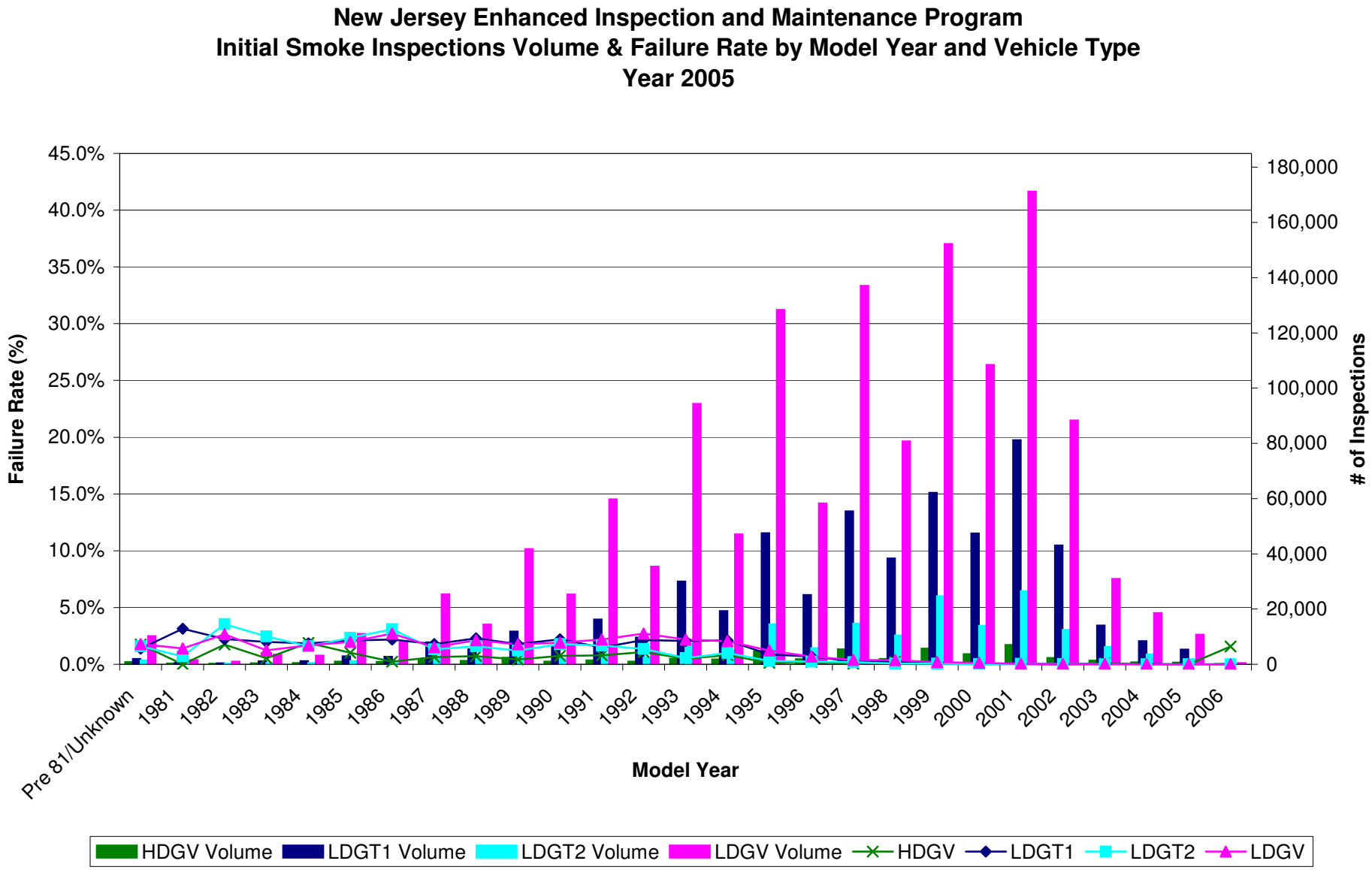

New Jersey Enhanced Inspection and Maintenance Program
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2005
Failure Rate (%)
45.0%
40.0%
35.0%
30.0%
25.0%
20.0%
15.0%
10.0%
5.0%
0.0%
# of Inspections
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
Pre 81/Unknown
1981
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
Model Year
HDGV Volume
LDGT1 Volume
LDGT2 Volume
LDGV Volume
HDGV
LDGT1
LDGT2
LDGV

Figure E-8

APPENDIX I -
PART F

ON-BOARD DIAGNOSTICS II
(OBDII)
INSPECTIONS

New Jersey Enhanced Inspection and Maintenance Program
Overall OBDII Inspections - Initial and All Retests
Year 2005

Model Yr	Veh Type	OBDII Initial Insps	Initial and 1st or Subsequent Retest Passes	Overall OBDII Pass Rate	Overall OBDII Failed (Dropped)*	Overall OBDII Fail Rate*
Unknown	LDGT1	82	71	86.6%	11	13.4%
Unknown	LDGT2	32	30	93.8%	2	6.3%
Unknown	LDGV	180	158	87.8%	22	12.2%
Unknown	Unknown	0	0	-	0	-
1996	LDGT1	24,848	23,445	94.4%	1,403	5.6%
1996	LDGT2	5,831	5,488	94.1%	343	5.9%
1996	LDGV	57,901	54,457	94.1%	3,444	5.9%
1996	Unknown	23	23	100.0%	0	0.0%
1997	LDGT1	55,274	53,719	97.2%	1,555	2.8%
1997	LDGT2	14,714	14,298	97.2%	416	2.8%
1997	LDGV	136,898	132,945	97.1%	3,953	2.9%
1997	Unknown	27	26	96.3%	1	3.7%
1998	LDGT1	38,232	37,266	97.5%	966	2.5%
1998	LDGT2	10,456	10,209	97.6%	247	2.4%
1998	LDGV	80,554	78,525	97.5%	2,029	2.5%
1998	Unknown	20	20	100.0%	0	0.0%
1999	LDGT1	62,032	61,418	99.0%	614	1.0%
1999	LDGT2	24,653	24,350	98.8%	303	1.2%
1999	LDGV	152,047	150,196	98.8%	1,851	1.2%
1999	Unknown	53	52	98.1%	1	1.9%
2000	LDGT1	46,348	45,827	98.9%	521	1.1%
2000	LDGT2	13,910	13,794	99.2%	116	0.8%
2000	LDGV	107,775	106,538	98.9%	1,237	1.1%
2000	Unknown	26	26	100.0%	0	0.0%
2001	LDGT1	81,058	80,372	99.2%	686	0.8%
2001	LDGT2	26,431	26,183	99.1%	248	0.9%
2001	LDGV	171,087	169,926	99.3%	1,161	0.7%
2001	Unknown	63	62	98.4%	1	1.6%
2002	LDGT1	43,008	42,804	99.5%	204	0.5%
2002	LDGT2	12,465	12,381	99.3%	84	0.7%
2002	LDGV	88,196	87,824	99.6%	372	0.4%
2002	Unknown	25	25	100.0%	0	0.0%
2003	LDGT1	14,006	13,973	99.8%	33	0.2%
2003	LDGT2	6,293	6,264	99.5%	29	0.5%
2003	LDGV	29,656	29,491	99.4%	165	0.6%
2003	Unknown	13	13	100.0%	0	0.0%
2004	LDGT1	7,320	7,256	99.1%	64	0.9%
2004	LDGT2	2,866	2,836	99.0%	30	1.0%
2004	LDGV	15,696	15,469	98.6%	227	1.4%
2004	Unknown	6	6	100.0%	0	0.0%
2005	LDGT1	3,828	3,727	97.4%	101	2.6%
2005	LDGT2	868	808	93.1%	60	6.9%
2005	LDGV	6,885	6,562	95.3%	323	4.7%
2005	Unknown	3	3	100.0%	0	0.0%
2006	LDGT1	91	81	89.0%	10	11.0%
2006	LDGT2	68	44	64.7%	24	35.3%
2006	LDGV	342	239	69.9%	103	30.1%
2006	Unknown	0	0	-	0	-
Totals		**1,342,190**	**1,319,230**	**98.3%**	**22,960**	**1.7%**

Table F-1

* Includes vehicles that are no longer registered.

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2005

Model Yr	Veh Type	OBDII Initial Insps	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
Unknown	LDGT1	82	79	3	3.7%	1	0	0.0%
Unknown	LDGT2	32	31	1	3.1%	0	0	-
Unknown	LDGV	180	167	13	7.2%	0	0	-
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDGT1	24,848	23,928	920	3.7%	16,380	1,881	10.3%
1996	LDGT2	5,831	5,508	323	5.5%	3,540	386	9.8%
1996	LDGV	57,901	56,336	1,565	2.7%	40,008	4,343	9.8%
1996	Unknown	23	23	0	0.0%	2	2	50.0%
1997	LDGT1	55,274	54,160	1,114	2.0%	41,178	3,041	6.9%
1997	LDGT2	14,714	14,342	372	2.5%	10,383	679	6.1%
1997	LDGV	136,898	135,034	1,864	1.4%	106,464	6,873	6.1%
1997	Unknown	27	27	0	0.0%	5	1	16.7%
1998	LDGT1	38,232	37,771	461	1.2%	29,236	1,779	5.7%
1998	LDGT2	10,456	10,311	145	1.4%	7,727	389	4.8%
1998	LDGV	80,554	79,749	805	1.0%	62,930	3,719	5.6%
1998	Unknown	20	20	0	0.0%	3	0	0.0%
1999	LDGT1	62,032	61,698	334	0.5%	50,533	1,823	3.5%
1999	LDGT2	24,653	24,468	185	0.8%	19,113	726	3.7%
1999	LDGV	152,047	151,297	750	0.5%	126,004	4,795	3.7%
1999	Unknown	53	53	0	0.0%	18	0	0.0%
2000	LDGT1	46,348	46,167	181	0.4%	38,125	1,425	3.6%
2000	LDGT2	13,910	13,860	50	0.4%	11,241	288	2.5%
2000	LDGV	107,775	107,368	407	0.4%	89,549	3,208	3.5%
2000	Unknown	26	26	0	0.0%	7	0	0.0%
2001	LDGT1	81,058	80,798	260	0.3%	68,819	2,390	3.4%
2001	LDGT2	26,431	26,361	70	0.3%	21,573	659	3.0%
2001	LDGV	171,087	170,701	386	0.2%	146,057	3,642	2.4%
2001	Unknown	63	62	1	1.6%	16	0	0.0%
2002	LDGT1	43,008	42,953	55	0.1%	37,771	702	1.8%
2002	LDGT2	12,465	12,442	23	0.2%	10,531	236	2.2%
2002	LDGV	88,196	88,090	106	0.1%	77,213	1,064	1.4%
2002	Unknown	25	25	0	0.0%	7	0	0.0%
2003	LDGT1	14,006	13,998	8	0.1%	12,298	86	0.7%
2003	LDGT2	6,293	6,286	7	0.1%	5,343	73	1.3%
2003	LDGV	29,656	29,638	18	0.1%	25,607	236	0.9%
2003	Unknown	13	13	0	0.0%	3	0	0.0%
2004	LDGT1	7,320	7,315	5	0.1%	6,367	43	0.7%
2004	LDGT2	2,866	2,864	2	0.1%	2,442	24	1.0%
2004	LDGV	15,696	15,690	6	0.0%	13,624	71	0.5%
2004	Unknown	6	6	0	0.0%	2	0	0.0%
2005	LDGT1	3,828	3,828	0	0.0%	3,319	28	0.8%
2005	LDGT2	868	868	0	0.0%	665	16	2.3%
2005	LDGV	6,885	6,881	4	0.1%	5,688	50	0.9%
2005	Unknown	3	3	0	0.0%	1	0	0.0%
2006	LDGT1	91	91	0	0.0%	71	0	0.0%
2006	LDGT2	68	68	0	0.0%	49	1	2.0%
2006	LDGV	342	342	0	0.0%	230	5	2.1%
2006	Unknown	0	0	0	-	0	0	-
Totals		**1,342,190**	**1,331,746**	**10,444**	**0.8%**	**1,090,143**	**44,684**	**3.9%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2005

Model Yr	Veh Type	OBDII Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
Unknown	LDGT1	82	79	3	3.7%	69	1	1.4%
Unknown	LDGT2	32	30	2	6.3%	28	0	0.0%
Unknown	LDGV	180	167	13	7.2%	138	1	0.7%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDGT1	24,848	24,772	76	0.3%	24,619	141	0.6%
1996	LDGT2	5,831	5,794	37	0.6%	5,729	64	1.1%
1996	LDGV	57,901	57,518	383	0.7%	57,067	436	0.8%
1996	Unknown	23	23	0	0.0%	23	0	0.0%
1997	LDGT1	55,274	55,128	146	0.3%	54,880	232	0.4%
1997	LDGT2	14,714	14,629	85	0.6%	14,572	53	0.4%
1997	LDGV	136,898	136,447	451	0.3%	135,740	651	0.5%
1997	Unknown	27	27	0	0.0%	26	1	3.7%
1998	LDGT1	38,232	38,157	75	0.2%	37,962	185	0.5%
1998	LDGT2	10,456	10,401	55	0.5%	10,344	54	0.5%
1998	LDGV	80,554	80,313	241	0.3%	79,814	471	0.6%
1998	Unknown	20	20	0	0.0%	20	0	0.0%
1999	LDGT1	62,032	61,935	97	0.2%	61,711	194	0.3%
1999	LDGT2	24,653	24,574	79	0.3%	24,464	102	0.4%
1999	LDGV	152,047	151,652	395	0.3%	150,921	681	0.4%
1999	Unknown	53	53	0	0.0%	53	0	0.0%
2000	LDGT1	46,348	46,308	40	0.1%	46,055	224	0.5%
2000	LDGT2	13,910	13,863	47	0.3%	13,801	57	0.4%
2000	LDGV	107,775	107,589	186	0.2%	107,016	512	0.5%
2000	Unknown	26	26	0	0.0%	26	0	0.0%
2001	LDGT1	81,058	80,986	72	0.1%	80,752	198	0.2%
2001	LDGT2	26,431	26,311	120	0.5%	26,213	86	0.3%
2001	LDGV	171,087	170,827	260	0.2%	170,157	598	0.4%
2001	Unknown	63	63	0	0.0%	63	0	0.0%
2002	LDGT1	43,008	42,973	35	0.1%	42,844	117	0.3%
2002	LDGT2	12,465	12,443	22	0.2%	12,412	30	0.2%
2002	LDGV	88,196	88,072	124	0.1%	87,763	262	0.3%
2002	Unknown	25	25	0	0.0%	25	0	0.0%
2003	LDGT1	14,006	13,991	15	0.1%	13,950	37	0.3%
2003	LDGT2	6,293	6,279	14	0.2%	6,260	19	0.3%
2003	LDGV	29,656	29,594	62	0.2%	29,422	147	0.5%
2003	Unknown	13	13	0	0.0%	13	0	0.0%
2004	LDGT1	7,320	7,307	13	0.2%	7,241	60	0.8%
2004	LDGT2	2,866	2,862	4	0.1%	2,826	28	1.0%
2004	LDGV	15,696	15,676	20	0.1%	15,434	224	1.4%
2004	Unknown	6	6	0	0.0%	6	0	0.0%
2005	LDGT1	3,828	3,824	4	0.1%	3,720	96	2.5%
2005	LDGT2	868	868	0	0.0%	807	52	6.1%
2005	LDGV	6,885	6,879	6	0.1%	6,552	303	4.4%
2005	Unknown	3	3	0	0.0%	3	0	0.0%
2006	LDGT1	91	91	0	0.0%	81	10	11.0%
2006	LDGT2	68	68	0	0.0%	47	21	30.9%
2006	LDGV	342	341	1	0.3%	238	103	30.2%
2006	Unknown	0	0	0	-	0	0	-
Totals		**1,342,190**	**1,339,007**	**3,183**	**0.2%**	**1,331,907**	**6,451**	**0.5%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2005

Model Yr	Veh Type	OBDII Initial Insps	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
Unknown	LDGT1	82	64	5	7.2%	62	7	10.1%
Unknown	LDGT2	32	27	1	3.6%	27	1	3.6%
Unknown	LDGV	180	126	12	8.7%	130	8	5.8%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDGT1	24,848	20,978	3,641	14.8%	23,429	1,204	4.9%
1996	LDGT2	5,831	4,692	1,037	18.1%	5,557	180	3.1%
1996	LDGV	57,901	49,410	7,657	13.4%	54,593	2,492	4.4%
1996	Unknown	23	20	3	13.0%	22	1	4.3%
1997	LDGT1	55,274	49,646	5,235	9.5%	52,476	2,405	4.4%
1997	LDGT2	14,714	13,145	1,427	9.8%	14,100	472	3.2%
1997	LDGV	136,898	124,475	11,265	8.3%	130,679	5,072	3.7%
1997	Unknown	27	22	4	15.4%	24	2	7.7%
1998	LDGT1	38,232	35,187	2,775	7.3%	36,642	1,321	3.5%
1998	LDGT2	10,456	9,638	706	6.8%	10,033	311	3.0%
1998	LDGV	80,554	74,090	5,724	7.2%	77,294	2,523	3.2%
1998	Unknown	20	20	0	0.0%	18	2	10.0%
1999	LDGT1	62,032	59,069	2,642	4.3%	60,297	1,414	2.3%
1999	LDGT2	24,653	23,313	1,151	4.7%	23,806	658	2.7%
1999	LDGV	152,047	143,972	6,949	4.6%	147,946	2,975	2.0%
1999	Unknown	53	49	4	7.5%	53	0	0.0%
2000	LDGT1	46,348	44,111	1,944	4.2%	45,205	850	1.8%
2000	LDGT2	13,910	13,390	411	3.0%	13,600	201	1.5%
2000	LDGV	107,775	102,460	4,556	4.3%	104,989	2,027	1.9%
2000	Unknown	26	24	2	7.7%	24	2	7.7%
2001	LDGT1	81,058	77,505	3,247	4.0%	78,589	2,163	2.7%
2001	LDGT2	26,431	25,304	909	3.5%	25,403	810	3.1%
2001	LDGV	171,087	165,120	5,037	3.0%	166,521	3,636	2.1%
2001	Unknown	63	60	3	4.8%	61	2	3.2%
2002	LDGT1	43,008	41,898	946	2.2%	42,191	653	1.5%
2002	LDGT2	12,465	12,086	326	2.6%	12,191	221	1.8%
2002	LDGV	88,196	86,275	1,489	1.7%	86,605	1,159	1.3%
2002	Unknown	25	25	0	0.0%	24	1	4.0%
2003	LDGT1	14,006	13,840	110	0.8%	13,819	131	0.9%
2003	LDGT2	6,293	6,165	95	1.5%	6,197	63	1.0%
2003	LDGV	29,656	29,110	312	1.1%	29,105	317	1.1%
2003	Unknown	13	13	0	0.0%	13	0	0.0%
2004	LDGT1	7,320	7,206	35	0.5%	7,185	56	0.8%
2004	LDGT2	2,866	2,809	17	0.6%	2,807	19	0.7%
2004	LDGV	15,696	15,353	81	0.5%	15,275	159	1.0%
2004	Unknown	6	6	0	0.0%	6	0	0.0%
2005	LDGT1	3,828	3,709	11	0.3%	3,676	44	1.2%
2005	LDGT2	868	802	5	0.6%	796	11	1.4%
2005	LDGV	6,885	6,529	23	0.4%	6,453	99	1.5%
2005	Unknown	3	3	0	0.0%	3	0	0.0%
2006	LDGT1	91	81	0	0.0%	79	2	2.5%
2006	LDGT2	68	47	0	0.0%	44	3	6.4%
2006	LDGV	342	237	1	0.4%	232	6	2.5%
2006	Unknown	0	0	0	-	0	0	-
Totals		**1,342,190**	**1,262,111**	**69,798**	**5.2%**	**1,298,281**	**33,683**	**2.5%**

New Jersey Enhanced Inspection and Maintenance Program
OBDII and Gas Cap (GC) Evaporative Test Report
Year 2005

Model Yr	Veh Type	# Initial OBD & GC Insps	# Pass OBD / Fail GC	% Pass OBD / Fail GC	# Pass Both	% Pass Both	# Fail OBD / Pass GC	% Fail OBD / Pass GC	# Fail Both	% Fail Both
Unknown	LDGT1	81	4	4.9%	77	95.1%	0	0.0%	0	0.00%
Unknown	LDGT2	32	0	0.0%	31	96.9%	1	3.1%	0	0.00%
Unknown	LDGV	180	1	0.6%	178	98.9%	1	0.6%	0	0.00%
Unknown	Unknown	0	0	-	0	-	0	-	0	-
1996	LDGT1	24,804	895	3.6%	23,685	95.5%	200	0.8%	24	0.10%
1996	LDGT2	5,828	175	3.0%	5,618	96.4%	35	0.6%	0	0.00%
1996	LDGV	57,754	1,193	2.1%	55,866	96.7%	658	1.1%	37	0.06%
1996	Unknown	23	0	0.0%	23	100.0%	0	0.0%	0	0.00%
1997	LDGT1	55,221	1,343	2.4%	53,161	96.3%	681	1.2%	36	0.07%
1997	LDGT2	14,700	359	2.4%	14,220	96.7%	120	0.8%	1	0.01%
1997	LDGV	136,461	1,969	1.4%	132,923	97.4%	1,506	1.1%	63	0.05%
1997	Unknown	27	0	0.0%	26	96.3%	1	3.7%	0	0.00%
1998	LDGT1	38,196	687	1.8%	37,152	97.3%	339	0.9%	18	0.05%
1998	LDGT2	10,438	198	1.9%	10,168	97.4%	70	0.7%	2	0.02%
1998	LDGV	80,126	1,294	1.6%	77,716	97.0%	1,082	1.4%	34	0.04%
1998	Unknown	20	0	0.0%	20	100.0%	0	0.0%	0	0.00%
1999	LDGT1	61,972	867	1.4%	60,801	98.1%	282	0.5%	22	0.04%
1999	LDGT2	24,637	315	1.3%	24,186	98.2%	129	0.5%	7	0.03%
1999	LDGV	151,168	2,662	1.8%	147,553	97.6%	893	0.6%	60	0.04%
1999	Unknown	53	0	0.0%	53	100.0%	0	0.0%	0	0.00%
2000	LDGT1	46,286	1,018	2.2%	44,971	97.2%	255	0.6%	42	0.09%
2000	LDGT2	13,880	312	2.2%	13,506	97.3%	60	0.4%	2	0.01%
2000	LDGV	106,832	1,809	1.7%	104,350	97.7%	625	0.6%	48	0.04%
2000	Unknown	25	0	0.0%	25	100.0%	0	0.0%	0	0.00%
2001	LDGT1	80,900	2,753	3.4%	77,440	95.7%	619	0.8%	88	0.11%
2001	LDGT2	26,143	775	3.0%	25,040	95.8%	292	1.1%	36	0.14%
2001	LDGV	168,603	2,141	1.3%	165,545	98.2%	871	0.5%	46	0.03%
2001	Unknown	63	0	0.0%	63	100.0%	0	0.0%	0	0.00%
2002	LDGT1	42,780	1,016	2.4%	41,505	97.0%	229	0.5%	30	0.07%
2002	LDGT2	12,305	351	2.9%	11,867	96.4%	73	0.6%	14	0.11%
2002	LDGV	86,420	830	1.0%	85,281	98.7%	300	0.3%	9	0.01%
2002	Unknown	25	0	0.0%	25	100.0%	0	0.0%	0	0.00%
2003	LDGT1	13,906	246	1.8%	13,624	98.0%	32	0.2%	4	0.03%
2003	LDGT2	6,210	105	1.7%	6,057	97.5%	42	0.7%	6	0.10%
2003	LDGV	28,518	297	1.0%	28,148	98.7%	70	0.2%	3	0.01%
2003	Unknown	13	0	0.0%	13	100.0%	0	0.0%	0	0.00%
2004	LDGT1	6,962	66	0.9%	6,886	98.9%	10	0.1%	0	0.00%
2004	LDGT2	2,753	68	2.5%	2,679	97.3%	6	0.2%	0	0.00%
2004	LDGV	14,650	133	0.9%	14,496	98.9%	21	0.1%	0	0.00%
2004	Unknown	6	0	0.0%	6	100.0%	0	0.0%	0	0.00%
2005	LDGT1	3,606	30	0.8%	3,572	99.1%	4	0.1%	0	0.00%
2005	LDGT2	805	27	3.4%	775	96.3%	3	0.4%	0	0.00%
2005	LDGV	6,307	44	0.7%	6,258	99.2%	5	0.1%	0	0.00%
2005	Unknown	3	0	0.0%	3	100.0%	0	0.0%	0	0.00%
2006	LDGT1	80	1	1.3%	79	98.8%	0	0.0%	0	0.00%
2006	LDGT2	63	1	1.6%	62	98.4%	0	0.0%	0	0.00%
2006	LDGV	297	1	0.3%	296	99.7%	0	0.0%	0	0.00%
2006	Unknown	0	0	-	0	-	0	-	0	-
Totals		**1,330,162**	**23,986**	**1.8%**	**1,296,029**	**97.4%**	**9,515**	**0.7%**	**632**	**0.05%**

Table F-3

New Jersey Enhanced Inspection and Maintenance Program
OBDII Malfunction Indicator Lamp (MIL) Report
Year 2005

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
Unknown	LDGT1	69	63	91.3%	1	1.45%	0	0.00%	5	7.2%
Unknown	LDGT2	28	27	96.4%	0	0.00%	0	0.00%	1	3.6%
Unknown	LDGV	138	124	89.9%	2	1.45%	0	0.00%	12	8.7%
Unknown	Unknown	0	0	-	0	-	0	-	0	-
1996	LDGT1	24,619	20,767	84.4%	211	0.86%	5	0.02%	3,636	14.8%
1996	LDGT2	5,729	4,649	81.1%	43	0.75%	3	0.05%	1,034	18.0%
1996	LDGV	57,067	49,009	85.9%	401	0.70%	74	0.13%	7,583	13.3%
1996	Unknown	23	20	87.0%	0	0.00%	1	4.35%	2	8.7%
1997	LDGT1	54,881	49,369	90.0%	277	0.50%	4	0.01%	5,231	9.5%
1997	LDGT2	14,572	13,080	89.8%	65	0.45%	1	0.01%	1,426	9.8%
1997	LDGV	135,740	123,836	91.2%	639	0.47%	49	0.04%	11,216	8.3%
1997	Unknown	26	22	84.6%	0	0.00%	0	0.00%	4	15.4%
1998	LDGT1	37,962	34,970	92.1%	217	0.57%	3	0.01%	2,772	7.3%
1998	LDGT2	10,344	9,580	92.6%	58	0.56%	2	0.02%	704	6.8%
1998	LDGV	79,814	73,748	92.4%	342	0.43%	37	0.05%	5,687	7.1%
1998	Unknown	20	20	100.0%	0	0.00%	0	0.00%	0	0.0%
1999	LDGT1	61,711	58,889	95.4%	180	0.29%	15	0.02%	2,627	4.3%
1999	LDGT2	24,464	23,231	95.0%	82	0.34%	14	0.06%	1,137	4.6%
1999	LDGV	150,921	143,496	95.1%	476	0.32%	81	0.05%	6,868	4.6%
1999	Unknown	53	49	92.5%	0	0.00%	0	0.00%	4	7.5%
2000	LDGT1	46,055	43,911	95.3%	200	0.43%	3	0.01%	1,941	4.2%
2000	LDGT2	13,801	13,347	96.7%	43	0.31%	4	0.03%	407	2.9%
2000	LDGV	107,016	102,148	95.5%	312	0.29%	71	0.07%	4,485	4.2%
2000	Unknown	26	24	92.3%	0	0.00%	0	0.00%	2	7.7%
2001	LDGT1	80,752	77,356	95.8%	149	0.18%	38	0.05%	3,209	4.0%
2001	LDGT2	26,213	25,260	96.4%	44	0.17%	8	0.03%	901	3.4%
2001	LDGV	170,157	164,751	96.8%	369	0.22%	91	0.05%	4,946	2.9%
2001	Unknown	63	60	95.2%	0	0.00%	0	0.00%	3	4.8%
2002	LDGT1	42,844	41,811	97.6%	87	0.20%	17	0.04%	929	2.2%
2002	LDGT2	12,412	12,069	97.2%	17	0.14%	4	0.03%	322	2.6%
2002	LDGV	87,764	86,152	98.2%	123	0.14%	43	0.05%	1,446	1.6%
2002	Unknown	25	25	100.0%	0	0.00%	0	0.00%	0	0.0%
2003	LDGT1	13,950	13,826	99.1%	14	0.10%	6	0.04%	104	0.7%
2003	LDGT2	6,260	6,161	98.4%	4	0.06%	2	0.03%	93	1.5%
2003	LDGV	29,422	29,079	98.8%	31	0.11%	9	0.03%	303	1.0%
2003	Unknown	13	13	100.0%	0	0.00%	0	0.00%	0	0.0%
2004	LDGT1	7,241	7,197	99.4%	9	0.12%	0	0.00%	35	0.5%
2004	LDGT2	2,826	2,808	99.4%	1	0.04%	0	0.00%	17	0.6%
2004	LDGV	15,434	15,342	99.4%	11	0.07%	4	0.03%	77	0.5%
2004	Unknown	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
2005	LDGT1	3,720	3,705	99.6%	4	0.11%	2	0.05%	9	0.2%
2005	LDGT2	807	801	99.3%	1	0.12%	0	0.00%	5	0.6%
2005	LDGV	6,552	6,527	99.6%	2	0.03%	3	0.05%	20	0.3%
2005	Unknown	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2006	LDGT1	81	81	100.0%	0	0.00%	0	0.00%	0	0.0%
2006	LDGT2	47	47	100.0%	0	0.00%	0	0.00%	0	0.0%
2006	LDGV	238	236	99.2%	1	0.42%	0	0.00%	1	0.4%
2006	Unknown	0	0	-	0	-	0	-	0	-
Totals		**1,331,909**	**1,257,695**	**94.4%**	**4,416**	**0.33%**	**594**	**0.04%**	**69,204**	**5.2%**

Table F-4

DTC = Diagnostic Trouble Code

New Jersey Enhanced Inspection and Maintenance Program
OBDII Readiness Status Report
Year 2005

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
Unknown	LDGT1	69	16	53	23.2%
Unknown	LDGT2	28	7	21	25.0%
Unknown	LDGV	138	26	112	18.8%
Unknown	Unknown	0	0	0	-
1996	LDGT1	24,633	7,079	17,554	28.7%
1996	LDGT2	5,737	1,581	4,156	27.6%
1996	LDGV	57,085	15,662	41,423	27.4%
1996	Unknown	23	7	16	30.4%
1997	LDGT1	54,881	12,935	41,946	23.6%
1997	LDGT2	14,572	3,218	11,354	22.1%
1997	LDGV	135,751	22,643	113,108	16.7%
1997	Unknown	26	6	20	23.1%
1998	LDGT1	37,963	6,524	31,439	17.2%
1998	LDGT2	10,344	2,043	8,301	19.8%
1998	LDGV	79,817	11,562	68,255	14.5%
1998	Unknown	20	5	15	25.0%
1999	LDGT1	61,711	7,930	53,781	12.9%
1999	LDGT2	24,464	4,888	19,576	20.0%
1999	LDGV	150,921	13,924	136,997	9.2%
1999	Unknown	53	9	44	17.0%
2000	LDGT1	46,055	4,461	41,594	9.7%
2000	LDGT2	13,801	1,886	11,915	13.7%
2000	LDGV	107,016	10,195	96,821	9.5%
2000	Unknown	26	5	21	19.2%
2001	LDGT1	80,752	5,593	75,159	6.9%
2001	LDGT2	26,213	2,773	23,440	10.6%
2001	LDGV	170,157	10,286	159,871	6.0%
2001	Unknown	63	5	58	7.9%
2002	LDGT1	42,844	2,276	40,568	5.3%
2002	LDGT2	12,412	854	11,558	6.9%
2002	LDGV	87,764	3,420	84,344	3.9%
2002	Unknown	25	1	24	4.0%
2003	LDGT1	13,950	547	13,403	3.9%
2003	LDGT2	6,260	467	5,793	7.5%
2003	LDGV	29,422	1,032	28,390	3.5%
2003	Unknown	13	0	13	0.0%
2004	LDGT1	7,241	229	7,012	3.2%
2004	LDGT2	2,826	175	2,651	6.2%
2004	LDGV	15,434	545	14,889	3.5%
2004	Unknown	6	0	6	0.0%
2005	LDGT1	3,720	218	3,502	5.9%
2005	LDGT2	807	29	778	3.6%
2005	LDGV	6,552	245	6,307	3.7%
2005	Unknown	3	1	2	33.3%
2006	LDGT1	81	9	72	11.1%
2006	LDGT2	47	11	36	23.4%
2006	LDGV	238	21	217	8.8%
2006	Unknown	0	0	0	-
Totals		**1,331,964**	**155,349**	**1,176,615**	**11.7%**

Table F-5

New Jersey Enhanced Inspection and Maintenance Program
OBDII Failures Switched to Tailpipe Testing
Year 2005

Model Yr	Veh Type	OBDII Initial Fails	# Fail OBDII / Pass Tailpipe Test	% Fail OBDII / Pass Tailpipe Test	# Fail OBDII / Fail Tailpipe Test	% Fail OBDII / Fail Tailpipe Test
Unknown	LDGT1	14	2	14.3%	0	0.0%
Unknown	LDGT2	4	0	0.0%	0	0.0%
Unknown	LDGV	32	0	0.0%	0	0.0%
Unknown	Unknown	0	0	-	0	-
1996	LDGT1	4,888	93	1.9%	6	0.1%
1996	LDGT2	1,329	65	4.9%	1	0.1%
1996	LDGV	10,804	339	3.1%	13	0.1%
1996	Unknown	4	0	0.0%	0	0.0%
1997	LDGT1	7,678	137	1.8%	9	0.1%
1997	LDGT2	2,019	41	2.0%	2	0.1%
1997	LDGV	16,325	375	2.3%	21	0.1%
1997	Unknown	6	0	0.0%	0	0.0%
1998	LDGT1	4,234	99	2.3%	4	0.1%
1998	LDGT2	1,121	23	2.1%	2	0.2%
1998	LDGV	8,601	183	2.1%	9	0.1%
1998	Unknown	2	0	0.0%	0	0.0%
1999	LDGT1	4,106	43	1.0%	6	0.1%
1999	LDGT2	1,773	26	1.5%	3	0.2%
1999	LDGV	10,475	170	1.6%	9	0.1%
1999	Unknown	4	0	0.0%	0	0.0%
2000	LDGT1	2,943	86	2.9%	0	0.0%
2000	LDGT2	715	9	1.3%	1	0.1%
2000	LDGV	6,964	127	1.8%	8	0.1%
2000	Unknown	3	0	0.0%	0	0.0%
2001	LDGT1	5,457	85	1.6%	0	0.0%
2001	LDGT2	1,823	50	2.7%	0	0.0%
2001	LDGV	9,175	147	1.6%	1	0.0%
2001	Unknown	4	1	25.0%	0	0.0%
2002	LDGT1	1,699	31	1.8%	0	0.0%
2002	LDGT2	572	19	3.3%	0	0.0%
2002	LDGV	2,949	33	1.1%	3	0.1%
2002	Unknown	1	0	0.0%	0	0.0%
2003	LDGT1	295	2	0.7%	0	0.0%
2003	LDGT2	189	5	2.6%	0	0.0%
2003	LDGV	837	84	10.0%	1	0.1%
2003	Unknown	0	0	-	0	-
2004	LDGT1	166	47	28.3%	0	0.0%
2004	LDGT2	72	23	31.9%	0	0.0%
2004	LDGV	485	165	34.0%	0	0.0%
2004	Unknown	0	0	-	0	-
2005	LDGT1	162	71	43.8%	0	0.0%
2005	LDGT2	74	40	54.1%	0	0.0%
2005	LDGV	450	242	53.8%	0	0.0%
2005	Unknown	0	0	-	0	-
2006	LDGT1	12	7	58.3%	0	0.0%
2006	LDGT2	24	15	62.5%	0	0.0%
2006	LDGV	110	76	69.1%	0	0.0%
2006	Unknown	0	0	-	0	-
Totals		**108,600**	**2,961**	**2.7%**	**99**	**0.1%**

Table F-6

APPENDIX I -
PART G

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

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
Pre 81/Unknown	HDGV	200	31	123	15.5%	61.5%	0	0	0	-	-
Pre 81/Unknown	LDGT1	549	76	337	13.8%	61.4%	14	2	4	14.3%	28.6%
Pre 81/Unknown	LDGT2	464	93	283	20.0%	61.0%	4	0	4	0.0%	100.0%
Pre 81/Unknown	LDGV	2,729	429	1,732	15.7%	63.5%	32	9	23	28.1%	71.9%
Pre 81/Unknown	Unknown	198	41	120	20.7%	60.6%	0	0	0	-	-
1981	HDGV	52	10	36	19.2%	69.2%	0	0	0	-	-
1981	LDGT1	190	36	110	18.9%	57.9%	0	0	0	-	-
1981	LDGT2	52	15	24	28.8%	46.2%	0	0	0	-	-
1981	LDGV	496	125	280	25.2%	56.5%	0	0	0	-	-
1981	Unknown	42	11	23	26.2%	54.8%	0	0	0	-	-
1982	HDGV	48	6	38	12.5%	79.2%	0	0	0	-	-
1982	LDGT1	85	16	45	18.8%	52.9%	0	0	0	-	-
1982	LDGT2	35	6	18	17.1%	51.4%	0	0	0	-	-
1982	LDGV	317	72	170	22.7%	53.6%	0	0	0	-	-
1982	Unknown	25	5	16	20.0%	64.0%	0	0	0	-	-
1983	HDGV	110	11	86	10.0%	78.2%	0	0	0	-	-
1983	LDGT1	272	55	166	20.2%	61.0%	0	0	0	-	-
1983	LDGT2	152	23	90	15.1%	59.2%	0	0	0	-	-
1983	LDGV	1,090	186	670	17.1%	61.5%	0	0	0	-	-
1983	Unknown	53	16	30	30.2%	56.6%	0	0	0	-	-
1984	HDGV	99	5	64	5.1%	64.6%	0	0	0	-	-
1984	LDGT1	383	77	203	20.1%	53.0%	0	0	0	-	-
1984	LDGT2	159	22	88	13.8%	55.3%	0	0	0	-	-
1984	LDGV	999	175	581	17.5%	58.2%	0	0	0	-	-
1984	Unknown	68	18	36	26.5%	52.9%	0	0	0	-	-
1985	HDGV	242	33	174	13.6%	71.9%	0	0	0	-	-
1985	LDGT1	821	174	494	21.2%	60.2%	0	0	0	-	-
1985	LDGT2	349	78	198	22.3%	56.7%	0	0	0	-	-
1985	LDGV	3,142	603	1,933	19.2%	61.5%	0	0	0	-	-
1985	Unknown	120	20	79	16.7%	65.8%	0	0	0	-	-
1986	HDGV	219	27	157	12.3%	71.7%	0	0	0	-	-
1986	LDGT1	739	147	402	19.9%	54.4%	0	0	0	-	-
1986	LDGT2	306	65	148	21.2%	48.4%	0	0	0	-	-
1986	LDGV	2,395	527	1,221	22.0%	51.0%	0	0	0	-	-
1986	Unknown	112	22	75	19.6%	67.0%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
1987	HDGV	316	52	218	16.5%	69.0%	0	0	0	-	-
1987	LDGT1	1,616	269	1,003	16.6%	62.1%	0	0	0	-	-
1987	LDGT2	625	114	396	18.2%	63.4%	0	0	0	-	-
1987	LDGV	6,229	1,239	3,719	19.9%	59.7%	0	0	1	-	-
1987	Unknown	182	29	134	15.9%	73.6%	0	0	0	-	-
1988	HDGV	240	36	155	15.0%	64.6%	0	0	0	-	-
1988	LDGT1	1,631	310	889	19.0%	54.5%	0	0	0	-	-
1988	LDGT2	514	97	293	18.9%	57.0%	0	0	0	-	-
1988	LDGV	3,610	725	1,914	20.1%	53.0%	0	0	0	-	-
1988	Unknown	122	29	93	23.8%	76.2%	0	0	0	-	-
1989	HDGV	447	58	317	13.0%	70.9%	0	0	0	-	-
1989	LDGT1	2,917	593	1,805	20.3%	61.9%	0	0	0	-	-
1989	LDGT2	1,017	192	663	18.9%	65.2%	0	0	0	-	-
1989	LDGV	8,045	1,383	5,017	17.2%	62.4%	0	0	0	-	-
1989	Unknown	208	28	156	13.5%	75.0%	0	0	0	-	-
1990	HDGV	168	18	122	10.7%	72.6%	0	0	0	-	-
1990	LDGT1	1,637	323	939	19.7%	57.4%	0	0	0	-	-
1990	LDGT2	425	70	280	16.5%	65.9%	0	0	0	-	-
1990	LDGV	5,931	1,168	3,261	19.7%	55.0%	0	0	0	-	-
1990	Unknown	91	13	59	14.3%	64.8%	0	0	0	-	-
1991	HDGV	198	28	146	14.1%	73.7%	0	0	0	-	-
1991	LDGT1	3,689	688	2,328	18.7%	63.1%	0	0	1	-	-
1991	LDGT2	748	127	512	17.0%	68.4%	0	0	0	-	-
1991	LDGV	13,744	2,733	8,493	19.9%	61.8%	0	0	0	-	-
1991	Unknown	88	14	64	15.9%	72.7%	0	0	0	-	-
1992	HDGV	117	11	92	9.4%	78.6%	0	0	0	-	-
1992	LDGT1	2,419	461	1,457	19.1%	60.2%	0	0	1	-	-
1992	LDGT2	549	96	372	17.5%	67.8%	0	0	0	-	-
1992	LDGV	8,263	1,665	4,739	20.2%	57.4%	0	0	1	-	-
1992	Unknown	58	8	43	13.8%	74.1%	0	0	0	-	-
1993	HDGV	197	15	160	7.6%	81.2%	0	0	0	-	-
1993	LDGT1	6,035	1,040	4,079	17.2%	67.6%	0	0	1	-	-
1993	LDGT2	1,186	199	855	16.8%	72.1%	0	0	0	-	-
1993	LDGV	16,827	2,956	11,120	17.6%	66.1%	0	0	2	-	-
1993	Unknown	114	13	88	11.4%	77.2%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
1994	HDGV	196	23	153	11.7%	78.1%	0	0	0	-	-
1994	LDGT1	3,218	521	2,147	16.2%	66.7%	0	0	1	-	-
1994	LDGT2	720	124	507	17.2%	70.4%	0	0	1	-	-
1994	LDGV	7,510	1,269	4,756	16.9%	63.3%	0	0	2	-	-
1994	Unknown	82	13	62	15.9%	75.6%	0	0	0	-	-
1995	HDGV	389	42	316	10.8%	81.2%	0	0	0	-	-
1995	LDGT1	5,289	818	3,847	15.5%	72.7%	0	0	8	-	-
1995	LDGT2	1,461	233	1,075	15.9%	73.6%	0	0	0	-	-
1995	LDGV	13,113	1,854	9,347	14.1%	71.3%	0	1	13	-	-
1995	Unknown	201	30	165	14.9%	82.1%	0	0	0	-	-
1996	HDGV	167	21	132	12.6%	79.0%	0	2	12	-	-
1996	LDGT1	5,640	991	3,681	17.6%	65.3%	4,888	918	3,032	18.8%	62.0%
1996	LDGT2	1,454	250	975	17.2%	67.1%	1,329	237	865	17.8%	65.1%
1996	LDGV	11,934	2,211	7,284	18.5%	61.0%	10,804	2,075	6,365	19.2%	58.9%
1996	Unknown	82	10	70	12.2%	85.4%	4	0	4	0.0%	100.0%
1997	HDGV	315	27	252	8.6%	80.0%	0	0	10	-	-
1997	LDGT1	8,860	1,553	6,234	17.5%	70.4%	7,678	1,476	5,173	19.2%	67.4%
1997	LDGT2	2,330	368	1,660	15.8%	71.2%	2,019	352	1,376	17.4%	68.2%
1997	LDGV	18,271	3,263	12,285	17.9%	67.2%	16,325	3,138	10,525	19.2%	64.5%
1997	Unknown	222	22	207	9.9%	93.2%	6	1	4	16.7%	66.7%
1998	HDGV	99	7	85	7.1%	85.9%	0	1	6	-	-
1998	LDGT1	4,887	765	3,449	15.7%	70.6%	4,234	724	2,851	17.1%	67.3%
1998	LDGT2	1,295	179	935	13.8%	72.2%	1,121	168	778	15.0%	69.4%
1998	LDGV	9,914	1,618	6,856	16.3%	69.2%	8,601	1,516	5,702	17.6%	66.3%
1998	Unknown	63	7	57	11.1%	90.5%	2	0	2	0.0%	100.0%
1999	HDGV	251	22	202	8.8%	80.5%	0	0	9	-	-
1999	LDGT1	4,937	595	3,876	12.1%	78.5%	4,106	568	3,089	13.8%	75.2%
1999	LDGT2	2,067	291	1,580	14.1%	76.4%	1,773	278	1,301	15.7%	73.4%
1999	LDGV	13,080	1,692	9,971	12.9%	76.2%	10,475	1,576	7,575	15.0%	72.3%
1999	Unknown	176	18	162	10.2%	92.0%	4	2	2	50.0%	50.0%
2000	HDGV	126	8	97	6.3%	77.0%	0	0	1	-	-
2000	LDGT1	3,933	433	3,154	11.0%	80.2%	2,943	396	2,221	13.5%	75.5%
2000	LDGT2	1,014	113	815	11.1%	80.4%	715	100	531	14.0%	74.3%
2000	LDGV	8,787	971	6,886	11.1%	78.4%	6,964	882	5,196	12.7%	74.6%
2000	Unknown	121	6	122	5.0%	100.0%	3	0	4	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
2001	HDGV	201	6	218	3.0%	100.0%	0	0	42	-	-
2001	LDGT1	8,029	1,091	6,495	13.6%	80.9%	5,457	999	4,037	18.3%	74.0%
2001	LDGT2	2,528	409	1,946	16.2%	77.0%	1,823	373	1,279	20.5%	70.2%
2001	LDGV	11,195	1,726	8,591	15.4%	76.7%	9,175	1,641	6,700	17.9%	73.0%
2001	Unknown	171	12	171	7.0%	100.0%	4	1	6	25.0%	100.0%
2002	HDGV	51	1	61	2.0%	100.0%	0	0	14	-	-
2002	LDGT1	2,664	281	2,240	10.5%	84.1%	1,699	245	1,321	14.4%	77.8%
2002	LDGT2	908	86	764	9.5%	84.1%	572	78	441	13.6%	77.1%
2002	LDGV	3,754	467	2,986	12.4%	79.5%	2,949	445	2,219	15.1%	75.2%
2002	Unknown	42	1	42	2.4%	100.0%	1	0	2	0.0%	100.0%
2003	HDGV	34	1	36	2.9%	100.0%	0	0	4	-	-
2003	LDGT1	536	51	456	9.5%	85.1%	295	43	227	14.6%	76.9%
2003	LDGT2	287	30	234	10.5%	81.5%	189	23	144	12.2%	76.2%
2003	LDGV	1,156	108	971	9.3%	84.0%	837	97	669	11.6%	79.9%
2003	Unknown	19	0	19	0.0%	100.0%	0	0	0	-	-
2004	HDGV	23	2	22	8.7%	95.7%	0	0	1	-	-
2004	LDGT1	234	24	197	10.3%	84.2%	166	23	129	13.9%	77.7%
2004	LDGT2	143	16	121	11.2%	84.6%	72	12	58	16.7%	80.6%
2004	LDGV	663	90	511	13.6%	77.1%	485	85	347	17.5%	71.5%
2004	Unknown	6	0	4	0.0%	66.7%	0	0	0	-	-
2005	HDGV	11	0	13	0.0%	100.0%	0	0	3	-	-
2005	LDGT1	203	24	158	11.8%	77.8%	162	23	117	14.2%	72.2%
2005	LDGT2	104	14	72	13.5%	69.2%	74	14	42	18.9%	56.8%
2005	LDGV	555	83	392	15.0%	70.6%	450	80	295	17.8%	65.6%
2005	Unknown	3	0	4	0.0%	100.0%	0	0	0	-	-
2006	HDGV	1	0	1	0.0%	100.0%	0	0	1	-	-
2006	LDGT1	14	2	9	14.3%	64.3%	12	2	8	16.7%	66.7%
2006	LDGT2	25	3	14	12.0%	56.0%	24	2	14	8.3%	58.3%
2006	LDGV	110	6	78	5.5%	70.9%	110	6	78	5.5%	70.9%
2006	Unknown	0	0	0	-	-	0	0	0	-	-
Totals		**273,389**	**44,958**	**186,459**	**16.4%**	**68.2%**	**108,600**	**18,614**	**74,895**	**17.1%**	**69.0%**

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
Pre 81/Unknown	HDGV	0	0	0	-	-	0	0	0	-	-	158	29	102	18.4%	64.6%
Pre 81/Unknown	LDGT1	0	0	2	-	-	9	1	0	11.1%	0.0%	395	52	258	13.2%	65.3%
Pre 81/Unknown	LDGT2	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	353	73	206	20.7%	58.4%
Pre 81/Unknown	LDGV	12	2	15	16.7%	100.0%	16	0	2	0.0%	12.5%	2,163	340	1,370	15.7%	63.3%
Pre 81/Unknown	Unknown	0	0	0	-	-	0	0	0	-	-	147	34	86	23.1%	58.5%
1981	HDGV	0	0	0	-	-	0	0	0	-	-	45	8	33	17.8%	73.3%
1981	LDGT1	102	21	56	20.6%	54.9%	10	2	6	20.0%	60.0%	0	0	0	-	-
1981	LDGT2	33	9	15	27.3%	45.5%	1	1	1	100.0%	100.0%	0	0	0	-	-
1981	LDGV	383	98	221	25.6%	57.7%	21	7	12	33.3%	57.1%	0	0	0	-	-
1981	Unknown	1	0	0	0.0%	0.0%	0	0	0	-	-	32	10	17	31.3%	53.1%
1982	HDGV	0	0	0	-	-	0	0	0	-	-	38	2	31	5.3%	81.6%
1982	LDGT1	39	7	25	17.9%	64.1%	3	1	2	33.3%	66.7%	0	0	0	-	-
1982	LDGT2	11	3	6	27.3%	54.5%	3	0	2	0.0%	66.7%	0	0	0	-	-
1982	LDGV	219	51	119	23.3%	54.3%	15	1	9	6.7%	60.0%	0	0	0	-	-
1982	Unknown	0	0	0	-	-	1	0	0	0.0%	0.0%	16	4	9	25.0%	56.3%
1983	HDGV	0	0	0	-	-	0	1	0	-	-	93	9	73	9.7%	78.5%
1983	LDGT1	150	37	93	24.7%	62.0%	8	1	8	12.5%	100.0%	0	0	0	-	-
1983	LDGT2	75	11	52	14.7%	69.3%	11	1	7	9.1%	63.6%	0	0	0	-	-
1983	LDGV	819	145	507	17.7%	61.9%	36	2	32	5.6%	88.9%	0	0	0	-	-
1983	Unknown	1	0	0	0.0%	0.0%	0	0	0	-	-	43	11	27	25.6%	62.8%
1984	HDGV	0	0	0	-	-	0	0	0	-	-	74	5	50	6.8%	67.6%
1984	LDGT1	230	52	118	22.6%	51.3%	14	0	12	0.0%	85.7%	0	0	1	-	-
1984	LDGT2	101	15	58	14.9%	57.4%	2	0	1	0.0%	50.0%	0	1	0	-	-
1984	LDGV	688	118	411	17.2%	59.7%	20	4	12	20.0%	60.0%	1	0	1	0.0%	100.0%
1984	Unknown	0	0	0	-	-	0	0	0	-	-	49	13	25	26.5%	51.0%
1985	HDGV	0	2	3	-	-	0	0	0	-	-	187	27	134	14.4%	71.7%
1985	LDGT1	477	112	289	23.5%	60.6%	31	4	22	12.9%	71.0%	0	0	1	-	-
1985	LDGT2	196	47	113	24.0%	57.7%	12	3	7	25.0%	58.3%	0	0	0	-	-
1985	LDGV	2,169	411	1,394	18.9%	64.3%	82	12	57	14.6%	69.5%	3	0	3	0.0%	100.0%
1985	Unknown	2	0	0	0.0%	0.0%	0	0	0	-	-	94	18	60	19.1%	63.8%
1986	HDGV	0	0	2	-	-	1	0	2	0.0%	100.0%	173	23	121	13.3%	69.9%
1986	LDGT1	373	75	204	20.1%	54.7%	20	6	12	30.0%	60.0%	0	0	1	-	-
1986	LDGT2	160	38	80	23.8%	50.0%	14	3	8	21.4%	57.1%	0	0	0	-	-
1986	LDGV	1,581	354	841	22.4%	53.2%	52	10	30	19.2%	57.7%	7	0	6	0.0%	85.7%
1986	Unknown	1	0	0	0.0%	0.0%	0	0	0	-	-	87	20	53	23.0%	60.9%

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Model Yr	Veh Type	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
1987	HDGV	0	0	0	-	-	0	0	2	-	-	250	45	169	18.0%	67.6%
1987	LDGT1	735	145	465	19.7%	63.3%	58	12	34	20.7%	58.6%	0	0	2	-	-
1987	LDGT2	362	71	234	19.6%	64.6%	11	3	6	27.3%	54.5%	0	0	0	-	-
1987	LDGV	4,302	889	2,648	20.7%	61.6%	115	22	72	19.1%	62.6%	13	1	9	7.7%	69.2%
1987	Unknown	2	0	0	0.0%	0.0%	0	0	0	-	-	130	21	90	16.2%	69.2%
1988	HDGV	0	0	2	-	-	0	0	0	-	-	166	28	108	16.9%	65.1%
1988	LDGT1	1,053	213	600	20.2%	57.0%	38	6	17	15.8%	44.7%	0	0	1	-	-
1988	LDGT2	295	69	162	23.4%	54.9%	15	3	7	20.0%	46.7%	0	0	1	-	-
1988	LDGV	2,163	454	1,190	21.0%	55.0%	74	10	46	13.5%	62.2%	1	0	1	0.0%	100.0%
1988	Unknown	0	1	1	-	-	0	0	1	-	-	80	19	61	23.8%	76.3%
1989	HDGV	0	0	4	-	-	1	0	0	0.0%	0.0%	353	48	246	13.6%	69.7%
1989	LDGT1	1,856	417	1,150	22.5%	62.0%	54	10	36	18.5%	66.7%	0	0	0	-	-
1989	LDGT2	615	121	399	19.7%	64.9%	27	2	22	7.4%	81.5%	0	1	2	-	-
1989	LDGV	4,897	896	3,128	18.3%	63.9%	148	27	98	18.2%	66.2%	0	0	0	-	-
1989	Unknown	0	0	2	-	-	1	0	0	0.0%	0.0%	150	25	105	16.7%	70.0%
1990	HDGV	0	0	2	-	-	0	0	1	-	-	110	15	77	13.6%	70.0%
1990	LDGT1	1,001	213	596	21.3%	59.5%	56	7	26	12.5%	46.4%	0	1	0	-	-
1990	LDGT2	234	44	162	18.8%	69.2%	8	2	5	25.0%	62.5%	0	0	0	-	-
1990	LDGV	3,684	747	2,080	20.3%	56.5%	157	30	81	19.1%	51.6%	0	0	0	-	-
1990	Unknown	3	0	0	0.0%	0.0%	0	0	0	-	-	58	8	34	13.8%	58.6%
1991	HDGV	0	0	2	-	-	0	0	1	-	-	116	21	82	18.1%	70.7%
1991	LDGT1	2,277	477	1,437	20.9%	63.1%	141	32	78	22.7%	55.3%	0	0	1	-	-
1991	LDGT2	439	91	300	20.7%	68.3%	48	14	31	29.2%	64.6%	0	0	1	-	-
1991	LDGV	9,044	1,843	5,691	20.4%	62.9%	425	92	267	21.6%	62.8%	0	0	0	-	-
1991	Unknown	3	0	3	0.0%	100.0%	1	0	0	0.0%	0.0%	46	10	28	21.7%	60.9%
1992	HDGV	0	0	5	-	-	0	0	1	-	-	63	7	47	11.1%	74.6%
1992	LDGT1	1,488	282	936	19.0%	62.9%	96	22	49	22.9%	51.0%	0	0	0	-	-
1992	LDGT2	340	65	226	19.1%	66.5%	26	4	19	15.4%	73.1%	0	0	0	-	-
1992	LDGV	5,100	1,071	2,961	21.0%	58.1%	305	62	183	20.3%	60.0%	1	0	1	0.0%	100.0%
1992	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	32	8	18	25.0%	56.3%
1993	HDGV	0	0	3	-	-	0	0	0	-	-	114	11	88	9.6%	77.2%
1993	LDGT1	3,371	615	2,321	18.2%	68.9%	602	131	392	21.8%	65.1%	0	0	1	-	-
1993	LDGT2	664	133	466	20.0%	70.2%	86	16	56	18.6%	65.1%	0	0	0	-	-
1993	LDGV	9,917	1,876	6,483	18.9%	65.4%	756	125	524	16.5%	69.3%	1	0	1	0.0%	100.0%
1993	Unknown	4	1	0	25.0%	0.0%	0	0	1	-	-	58	10	39	17.2%	67.2%

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Model Yr	Veh Type	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
1994	HDGV	0	0	5	-	-	0	0	1	-	-	122	18	84	14.8%	68.9%
1994	LDGT1	1,467	280	929	19.1%	63.3%	434	76	297	17.5%	68.4%	0	0	0	-	-
1994	LDGT2	354	76	226	21.5%	63.8%	65	19	35	29.2%	53.8%	0	0	1	-	-
1994	LDGV	4,059	804	2,445	19.8%	60.2%	385	72	251	18.7%	65.2%	0	0	0	-	-
1994	Unknown	3	0	1	0.0%	33.3%	0	0	0	-	-	35	7	26	20.0%	74.3%
1995	HDGV	0	0	4	-	-	0	0	2	-	-	235	28	189	11.9%	80.4%
1995	LDGT1	2,786	525	1,924	18.8%	69.1%	419	80	288	19.1%	68.7%	0	0	1	-	-
1995	LDGT2	734	163	486	22.2%	66.2%	102	13	75	12.7%	73.5%	0	0	0	-	-
1995	LDGV	6,618	1,207	4,420	18.2%	66.8%	597	86	444	14.4%	74.4%	1	0	1	0.0%	100.0%
1995	Unknown	5	0	1	0.0%	20.0%	0	0	1	-	-	98	19	72	19.4%	73.5%
1996	HDGV	0	0	0	-	-	0	0	0	-	-	100	13	69	13.0%	69.0%
1996	LDGT1	9	1	3	11.1%	33.3%	2	0	1	0.0%	50.0%	0	0	0	-	-
1996	LDGT2	1	0	1	0.0%	100.0%	1	1	0	100.0%	0.0%	0	0	1	-	-
1996	LDGV	15	4	6	26.7%	40.0%	6	0	3	0.0%	50.0%	0	0	0	-	-
1996	Unknown	0	0	0	-	-	0	0	0	-	-	24	5	20	20.8%	83.3%
1997	HDGV	0	0	0	-	-	0	0	0	-	-	165	21	126	12.7%	76.4%
1997	LDGT1	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1997	LDGT2	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	LDGV	6	0	4	0.0%	66.7%	4	0	0	0.0%	0.0%	0	0	0	-	-
1997	Unknown	0	0	0	-	-	0	0	0	-	-	72	14	53	19.4%	73.6%
1998	HDGV	0	0	0	-	-	0	0	1	-	-	41	4	31	9.8%	75.6%
1998	LDGT1	1	0	1	0.0%	100.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
1998	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGV	4	0	1	0.0%	25.0%	3	0	1	0.0%	33.3%	0	0	0	-	-
1998	Unknown	0	0	0	-	-	0	0	0	-	-	24	4	17	16.7%	70.8%
1999	HDGV	0	0	0	-	-	0	0	0	-	-	107	10	77	9.3%	72.0%
1999	LDGT1	0	0	0	-	-	2	0	0	0.0%	0.0%	0	0	0	-	-
1999	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGV	3	0	1	0.0%	33.3%	2	0	1	0.0%	50.0%	0	0	0	-	-
1999	Unknown	0	0	0	-	-	0	0	0	-	-	50	12	40	24.0%	80.0%
2000	HDGV	0	0	0	-	-	0	0	0	-	-	25	6	17	24.0%	68.0%
2000	LDGT1	2	0	1	0.0%	50.0%	2	0	1	0.0%	50.0%	0	0	0	-	-
2000	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGV	5	0	2	0.0%	40.0%	0	0	0	-	-	0	0	0	-	-
2000	Unknown	0	0	0	-	-	0	0	0	-	-	18	2	14	11.1%	77.8%

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Year 2005

Model Yr	Veh Type	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
2001	HDGV	0	0	0	-	-	0	0	0	-	-	27	2	23	7.4%	85.2%
2001	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	Unknown	0	0	0	-	-	0	0	0	-	-	13	4	8	30.8%	61.5%
2002	HDGV	0	0	0	-	-	0	0	0	-	-	5	0	6	0.0%	100.0%
2002	LDGT1	0	0	0	-	-	2	0	0	0.0%	0.0%	0	0	0	-	-
2002	LDGT2	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
2002	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2002	Unknown	0	0	0	-	-	0	0	0	-	-	4	0	3	0.0%	75.0%
2003	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2003	LDGT1	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
2003	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGV	6	0	5	0.0%	83.3%	1	0	0	0.0%	0.0%	0	0	0	-	-
2003	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	1	0.0%	50.0%
2004	LDGT1	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2004	LDGT2	0	0	1	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDGV	7	0	5	0.0%	71.4%	0	0	0	-	-	0	0	0	-	-
2004	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	0	0	1	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGV	10	0	7	0.0%	70.0%	0	0	0	-	-	0	0	0	-	-
2005	Unknown	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT1	1	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2006	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**77,774**	**15,402**	**48,769**	**19.8%**	**62.7%**	**5,665**	**1,039**	**3,706**	**18.3%**	**65.4%**	**7,070**	**1,127**	**4,763**	**15.9%**	**67.4%**

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Year 2005

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
Pre 81/Unknown	HDGV	44	3	25	6.8%	56.8%	4	0	1	0.0%	25.0%	14	0	6	0.0%	42.9%
Pre 81/Unknown	LDGT1	123	6	89	4.9%	72.4%	24	0	9	0.0%	37.5%	27	1	16	3.7%	59.3%
Pre 81/Unknown	LDGT2	129	8	96	6.2%	74.4%	11	0	6	0.0%	54.5%	22	2	13	9.1%	59.1%
Pre 81/Unknown	LDGV	359	14	252	3.9%	70.2%	45	3	16	6.7%	35.6%	181	7	123	3.9%	68.0%
Pre 81/Unknown	Unknown	58	4	41	6.9%	70.7%	1	0	0	0.0%	0.0%	17	1	8	5.9%	47.1%
1981	HDGV	11	1	10	9.1%	90.9%	2	1	1	50.0%	50.0%	0	0	0	-	-
1981	LDGT1	51	2	38	3.9%	74.5%	6	0	4	0.0%	66.7%	17	3	10	17.6%	58.8%
1981	LDGT2	13	0	10	0.0%	76.9%	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%
1981	LDGV	56	4	39	7.1%	69.6%	3	0	2	0.0%	66.7%	21	1	12	4.8%	57.1%
1981	Unknown	14	1	9	7.1%	64.3%	1	0	0	0.0%	0.0%	0	0	0	-	-
1982	HDGV	7	1	6	14.3%	85.7%	1	0	0	0.0%	0.0%	3	0	4	0.0%	100.0%
1982	LDGT1	25	2	18	8.0%	72.0%	2	0	2	0.0%	100.0%	8	1	2	12.5%	25.0%
1982	LDGT2	13	0	9	0.0%	69.2%	0	0	0	-	-	5	1	0	20.0%	0.0%
1982	LDGV	45	3	34	6.7%	75.6%	4	0	0	0.0%	0.0%	26	4	11	15.4%	42.3%
1982	Unknown	8	1	6	12.5%	75.0%	2	0	1	0.0%	50.0%	0	0	0	-	-
1983	HDGV	22	0	16	0.0%	72.7%	5	0	1	0.0%	20.0%	2	0	2	0.0%	100.0%
1983	LDGT1	75	3	55	4.0%	73.3%	10	2	4	20.0%	40.0%	21	1	12	4.8%	57.1%
1983	LDGT2	41	1	26	2.4%	63.4%	5	0	0	0.0%	0.0%	11	0	6	0.0%	54.5%
1983	LDGV	129	7	94	5.4%	72.9%	3	0	3	0.0%	100.0%	43	2	27	4.7%	62.8%
1983	Unknown	8	1	4	12.5%	50.0%	0	1	0	-	-	2	0	1	0.0%	50.0%
1984	HDGV	26	0	17	0.0%	65.4%	7	0	2	0.0%	28.6%	8	0	3	0.0%	37.5%
1984	LDGT1	103	6	70	5.8%	68.0%	7	0	6	0.0%	85.7%	21	1	11	4.8%	52.4%
1984	LDGT2	35	2	24	5.7%	68.6%	4	0	2	0.0%	50.0%	7	0	4	0.0%	57.1%
1984	LDGV	178	9	131	5.1%	73.6%	4	0	2	0.0%	50.0%	52	2	29	3.8%	55.8%
1984	Unknown	21	1	16	4.8%	76.2%	1	0	1	0.0%	100.0%	4	1	1	25.0%	25.0%
1985	HDGV	61	2	43	3.3%	70.5%	9	0	2	0.0%	22.2%	10	0	4	0.0%	40.0%
1985	LDGT1	186	6	152	3.2%	81.7%	8	1	3	12.5%	37.5%	61	7	36	11.5%	59.0%
1985	LDGT2	85	5	62	5.9%	72.9%	8	0	6	0.0%	75.0%	27	1	17	3.7%	63.0%
1985	LDGV	403	18	319	4.5%	79.2%	19	0	13	0.0%	68.4%	216	19	123	8.8%	56.9%
1985	Unknown	23	3	20	13.0%	87.0%	1	0	0	0.0%	0.0%	2	0	1	0.0%	50.0%
1986	HDGV	56	1	42	1.8%	75.0%	10	1	3	10.0%	30.0%	2	0	2	0.0%	100.0%
1986	LDGT1	197	8	139	4.1%	70.6%	13	0	5	0.0%	38.5%	59	5	30	8.5%	50.8%
1986	LDGT2	85	8	51	9.4%	60.0%	6	0	3	0.0%	50.0%	29	2	10	6.9%	34.5%
1986	LDGV	277	8	207	2.9%	74.7%	17	0	7	0.0%	41.2%	216	15	117	6.9%	54.2%
1986	Unknown	26	0	22	0.0%	84.6%	4	0	0	0.0%	0.0%	4	0	3	0.0%	75.0%

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Year 2005

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
1987	HDGV	70	3	56	4.3%	80.0%	4	1	1	25.0%	25.0%	10	0	10	0.0%	100.0%
1987	LDGT1	397	15	322	3.8%	81.1%	22	3	9	13.6%	40.9%	142	8	75	5.6%	52.8%
1987	LDGT2	125	6	99	4.8%	79.2%	4	0	2	0.0%	50.0%	37	5	23	13.5%	62.2%
1987	LDGV	657	21	508	3.2%	77.3%	36	1	20	2.8%	55.6%	381	29	222	7.6%	58.3%
1987	Unknown	58	1	51	1.7%	87.9%	3	0	0	0.0%	0.0%	5	1	4	20.0%	80.0%
1988	HDGV	63	2	44	3.2%	69.8%	9	0	4	0.0%	44.4%	9	1	5	11.1%	55.6%
1988	LDGT1	257	19	187	7.4%	72.8%	12	1	5	8.3%	41.7%	124	7	58	5.6%	46.8%
1988	LDGT2	111	6	75	5.4%	67.6%	8	0	5	0.0%	62.5%	34	2	13	5.9%	38.2%
1988	LDGV	422	17	309	4.0%	73.2%	35	1	19	2.9%	54.3%	305	22	156	7.2%	51.1%
1988	Unknown	34	4	28	11.8%	82.4%	2	0	2	0.0%	100.0%	6	0	3	0.0%	50.0%
1989	HDGV	91	0	75	0.0%	82.4%	5	1	4	20.0%	80.0%	10	0	5	0.0%	50.0%
1989	LDGT1	544	28	448	5.1%	82.4%	18	0	11	0.0%	61.1%	209	12	126	5.7%	60.3%
1989	LDGT2	173	7	138	4.0%	79.8%	5	0	5	0.0%	100.0%	57	2	43	3.5%	75.4%
1989	LDGV	918	31	762	3.4%	83.0%	35	3	18	8.6%	51.4%	731	50	427	6.8%	58.4%
1989	Unknown	58	2	52	3.4%	89.7%	6	0	1	0.0%	16.7%	1	0	1	0.0%	100.0%
1990	HDGV	52	2	39	3.8%	75.0%	1	0	0	0.0%	0.0%	7	0	6	0.0%	85.7%
1990	LDGT1	300	8	235	2.7%	78.3%	11	0	6	0.0%	54.5%	135	13	58	9.6%	43.0%
1990	LDGT2	81	3	70	3.7%	86.4%	7	0	4	0.0%	57.1%	37	2	22	5.4%	59.5%
1990	LDGV	688	26	527	3.8%	76.6%	40	1	25	2.5%	62.5%	483	39	258	8.1%	53.4%
1990	Unknown	33	6	30	18.2%	90.9%	2	0	1	0.0%	50.0%	5	0	1	0.0%	20.0%
1991	HDGV	68	3	58	4.4%	85.3%	0	0	0	-	-	11	1	6	9.1%	54.5%
1991	LDGT1	560	10	486	1.8%	86.8%	6	0	3	0.0%	50.0%	240	19	132	7.9%	55.0%
1991	LDGT2	139	2	125	1.4%	89.9%	5	1	3	20.0%	60.0%	59	0	32	0.0%	54.2%
1991	LDGV	1,435	55	1,199	3.8%	83.6%	36	1	24	2.8%	66.7%	1,300	113	810	8.7%	62.3%
1991	Unknown	37	3	36	8.1%	97.3%	1	0	1	0.0%	100.0%	4	0	2	0.0%	50.0%
1992	HDGV	44	2	37	4.5%	84.1%	0	0	0	-	-	10	1	4	10.0%	40.0%
1992	LDGT1	319	5	260	1.6%	81.5%	4	1	0	25.0%	0.0%	207	17	129	8.2%	62.3%
1992	LDGT2	95	2	85	2.1%	89.5%	0	0	0	-	-	33	4	22	12.1%	66.7%
1992	LDGV	856	29	700	3.4%	81.8%	34	3	19	8.8%	55.9%	960	99	557	10.3%	58.0%
1992	Unknown	22	0	22	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1993	HDGV	65	2	56	3.1%	86.2%	3	0	2	0.0%	66.7%	10	1	6	10.0%	60.0%
1993	LDGT1	779	23	676	3.0%	86.8%	5	0	4	0.0%	80.0%	617	53	376	8.6%	60.9%
1993	LDGT2	258	16	218	6.2%	84.5%	2	0	2	0.0%	100.0%	40	3	28	7.5%	70.0%
1993	LDGV	2,070	55	1,822	2.7%	88.0%	31	2	20	6.5%	64.5%	2,052	163	1,387	7.9%	67.6%
1993	Unknown	52	1	45	1.9%	86.5%	1	0	1	0.0%	100.0%	0	0	1	-	-

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Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
1994	HDGV	70	4	62	5.7%	88.6%	1	0	0	0.0%	0.0%	14	0	8	0.0%	57.1%
1994	LDGT1	567	12	499	2.1%	88.0%	6	1	2	16.7%	33.3%	402	26	251	6.5%	62.4%
1994	LDGT2	200	6	179	3.0%	89.5%	3	0	2	0.0%	66.7%	49	4	34	8.2%	69.4%
1994	LDGV	1,131	34	980	3.0%	86.6%	24	2	11	8.3%	45.8%	955	74	622	7.7%	65.1%
1994	Unknown	40	2	36	5.0%	90.0%	1	1	0	100.0%	0.0%	1	0	1	0.0%	100.0%
1995	HDGV	147	7	122	4.8%	83.0%	0	0	0	-	-	6	0	5	0.0%	83.3%
1995	LDGT1	973	31	885	3.2%	91.0%	7	1	4	14.3%	57.1%	415	24	292	5.8%	70.4%
1995	LDGT2	430	16	397	3.7%	92.3%	2	0	1	0.0%	50.0%	42	5	24	11.9%	57.1%
1995	LDGV	2,345	44	2,122	1.9%	90.5%	42	3	26	7.1%	61.9%	1,549	119	1,025	7.7%	66.2%
1995	Unknown	99	7	100	7.1%	100.0%	0	0	1	-	-	2	0	0	0.0%	0.0%
1996	HDGV	63	5	49	7.9%	77.8%	0	0	0	-	-	4	0	3	0.0%	75.0%
1996	LDGT1	926	32	815	3.5%	88.0%	4	0	4	0.0%	100.0%	172	17	110	9.9%	64.0%
1996	LDGT2	175	3	157	1.7%	89.7%	1	0	0	0.0%	0.0%	14	1	11	7.1%	78.6%
1996	LDGV	1,234	46	1,046	3.7%	84.8%	27	1	21	3.7%	77.8%	398	29	259	7.3%	65.1%
1996	Unknown	47	2	43	4.3%	91.5%	1	0	0	0.0%	0.0%	3	0	2	0.0%	66.7%
1997	HDGV	152	6	114	3.9%	75.0%	2	0	1	0.0%	50.0%	2	0	2	0.0%	100.0%
1997	LDGT1	1,380	42	1,270	3.0%	92.0%	5	0	4	0.0%	80.0%	140	7	96	5.0%	68.6%
1997	LDGT2	360	7	329	1.9%	91.4%	3	0	2	0.0%	66.7%	29	2	20	6.9%	69.0%
1997	LDGV	2,034	46	1,876	2.3%	92.2%	33	2	24	6.1%	72.7%	513	47	347	9.2%	67.6%
1997	Unknown	147	5	155	3.4%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1998	HDGV	53	2	43	3.8%	81.1%	0	0	0	-	-	4	0	1	0.0%	25.0%
1998	LDGT1	705	21	649	3.0%	92.1%	1	0	1	0.0%	100.0%	100	6	78	6.0%	78.0%
1998	LDGT2	201	9	180	4.5%	89.6%	0	0	0	-	-	7	0	5	0.0%	71.4%
1998	LDGV	1,334	47	1,178	3.5%	88.3%	24	2	18	8.3%	75.0%	287	29	199	10.1%	69.3%
1998	Unknown	34	2	37	5.9%	100.0%	0	0	0	-	-	3	0	2	0.0%	66.7%
1999	HDGV	141	7	119	5.0%	84.4%	1	0	1	0.0%	100.0%	4	0	2	0.0%	50.0%
1999	LDGT1	889	12	844	1.3%	94.9%	4	0	3	0.0%	75.0%	66	2	51	3.0%	77.3%
1999	LDGT2	324	6	304	1.9%	93.8%	0	0	0	-	-	18	0	16	0.0%	88.9%
1999	LDGV	2,723	69	2,519	2.5%	92.5%	36	0	34	0.0%	94.4%	303	22	199	7.3%	65.7%
1999	Unknown	123	4	119	3.3%	96.7%	0	0	0	-	-	0	0	0	-	-
2000	HDGV	102	3	79	2.9%	77.5%	1	0	1	0.0%	100.0%	0	0	0	-	-
2000	LDGT1	1,074	24	1,012	2.2%	94.2%	1	0	1	0.0%	100.0%	31	0	24	0.0%	77.4%
2000	LDGT2	314	10	294	3.2%	93.6%	1	0	1	0.0%	100.0%	4	1	2	25.0%	50.0%
2000	LDGV	1,969	61	1,827	3.1%	92.8%	5	0	3	0.0%	60.0%	129	9	92	7.0%	71.3%
2000	Unknown	98	4	102	4.1%	100.0%	0	0	0	-	-	1	0	0	0.0%	0.0%

New Jersey Enhanced Inspection and Maintenance Program
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Year 2005

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
2001	HDGV	174	3	153	1.7%	87.9%	1	0	1	0.0%	100.0%	1	0	2	0.0%	100.0%
2001	LDGT1	2,842	68	2,723	2.4%	95.8%	4	0	4	0.0%	100.0%	11	0	11	0.0%	100.0%
2001	LDGT2	811	23	770	2.8%	94.9%	0	0	0	-	-	9	0	8	0.0%	88.9%
2001	LDGV	2,187	50	2,054	2.3%	93.9%	14	0	11	0.0%	78.6%	68	2	49	2.9%	72.1%
2001	Unknown	155	6	158	3.9%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2002	HDGV	46	1	41	2.2%	89.1%	0	0	0	-	-	0	0	0	-	-
2002	LDGT1	1,047	25	999	2.4%	95.4%	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%
2002	LDGT2	365	5	353	1.4%	96.7%	0	0	0	-	-	3	0	2	0.0%	66.7%
2002	LDGV	839	14	789	1.7%	94.0%	11	1	7	9.1%	63.6%	12	0	11	0.0%	91.7%
2002	Unknown	38	0	39	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2003	HDGV	32	1	30	3.1%	93.8%	0	0	0	-	-	1	0	0	0.0%	0.0%
2003	LDGT1	250	6	241	2.4%	96.4%	0	0	0	-	-	0	0	0	-	-
2003	LDGT2	111	7	101	6.3%	91.0%	0	0	0	-	-	0	0	0	-	-
2003	LDGV	313	11	288	3.5%	92.0%	5	0	4	0.0%	80.0%	4	0	4	0.0%	100.0%
2003	Unknown	19	0	19	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2004	HDGV	21	2	20	9.5%	95.2%	0	0	0	-	-	0	0	0	-	-
2004	LDGT1	70	2	67	2.9%	95.7%	0	0	0	-	-	1	0	1	0.0%	100.0%
2004	LDGT2	71	4	61	5.6%	85.9%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDGV	168	4	154	2.4%	91.7%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2004	Unknown	6	0	4	0.0%	66.7%	0	0	0	-	-	0	0	0	-	-
2005	HDGV	11	0	9	0.0%	81.8%	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	42	1	41	2.4%	97.6%	0	0	0	-	-	0	0	0	-	-
2005	LDGT2	29	0	27	0.0%	93.1%	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	LDGV	98	2	90	2.0%	91.8%	0	0	0	-	-	0	0	0	-	-
2005	Unknown	2	0	3	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
2006	LDGT1	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**47,278**	**1,427**	**41,851**	**3.0%**	**88.5%**	**920**	**43**	**527**	**4.7%**	**57.3%**	**15,194**	**1,170**	**9,529**	**7.7%**	**62.7%**

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 2005

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2
Pre 81/Unknown	HDGV	200	25	12.5%	0	0	-	0	0	-
Pre 81/Unknown	LDGT1	549	56	10.2%	14	2	14.3%	0	0	-
Pre 81/Unknown	LDGT2	464	72	15.5%	4	1	25.0%	2	0	0.0%
Pre 81/Unknown	LDGV	2,729	301	11.0%	32	0	0.0%	12	3	25.0%
Pre 81/Unknown	Unknown	198	32	16.2%	0	0	-	0	0	-
1981	HDGV	52	9	17.3%	0	0	-	0	0	-
1981	LDGT1	190	30	15.8%	0	0	-	102	14	13.7%
1981	LDGT2	52	10	19.2%	0	0	-	33	8	24.2%
1981	LDGV	496	89	17.9%	0	0	-	383	66	17.2%
1981	Unknown	42	8	19.0%	0	0	-	1	0	0.0%
1982	HDGV	48	3	6.3%	0	0	-	0	0	-
1982	LDGT1	85	11	12.9%	0	0	-	39	6	15.4%
1982	LDGT2	35	3	8.6%	0	0	-	11	1	9.1%
1982	LDGV	317	42	13.2%	0	0	-	219	26	11.9%
1982	Unknown	25	4	16.0%	0	0	-	0	0	-
1983	HDGV	110	12	10.9%	0	0	-	0	0	-
1983	LDGT1	272	38	14.0%	0	0	-	150	26	17.3%
1983	LDGT2	152	17	11.2%	0	0	-	75	6	8.0%
1983	LDGV	1,090	137	12.6%	0	0	-	819	107	13.1%
1983	Unknown	53	8	15.1%	0	0	-	1	0	0.0%
1984	HDGV	99	5	5.1%	0	0	-	0	0	-
1984	LDGT1	383	49	12.8%	0	0	-	230	32	13.9%
1984	LDGT2	159	15	9.4%	0	0	-	101	12	11.9%
1984	LDGV	999	117	11.7%	0	0	-	688	64	9.3%
1984	Unknown	68	13	19.1%	0	0	-	0	0	-
1985	HDGV	242	25	10.3%	0	0	-	0	0	-
1985	LDGT1	821	140	17.1%	0	0	-	477	85	17.8%
1985	LDGT2	349	66	18.9%	0	0	-	196	38	19.4%
1985	LDGV	3,142	452	14.4%	0	0	-	2,169	294	13.6%
1985	Unknown	120	16	13.3%	0	0	-	2	0	0.0%
1986	HDGV	219	15	6.8%	0	0	-	0	0	-
1986	LDGT1	739	92	12.4%	0	0	-	373	46	12.3%
1986	LDGT2	306	48	15.7%	0	0	-	160	30	18.8%
1986	LDGV	2,395	348	14.5%	0	0	-	1,581	221	14.0%
1986	Unknown	112	14	12.5%	0	0	-	1	0	0.0%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2
1987	HDGV	316	40	12.7%	0	0	-	0	0	-
1987	LDGT1	1,616	200	12.4%	0	0	-	735	109	14.8%
1987	LDGT2	625	91	14.6%	0	0	-	362	50	13.8%
1987	LDGV	6,229	905	14.5%	0	0	-	4,302	620	14.4%
1987	Unknown	182	18	9.9%	0	0	-	2	0	0.0%
1988	HDGV	240	30	12.5%	0	0	-	0	0	-
1988	LDGT1	1,631	217	13.3%	0	0	-	1,053	144	13.7%
1988	LDGT2	514	70	13.6%	0	0	-	295	42	14.2%
1988	LDGV	3,610	466	12.9%	0	0	-	2,163	277	12.8%
1988	Unknown	122	16	13.1%	0	0	-	0	1	-
1989	HDGV	447	43	9.6%	0	0	-	0	0	-
1989	LDGT1	2,917	443	15.2%	0	0	-	1,856	298	16.1%
1989	LDGT2	1,017	151	14.8%	0	0	-	615	84	13.7%
1989	LDGV	8,045	962	12.0%	0	0	-	4,897	616	12.6%
1989	Unknown	208	26	12.5%	0	0	-	0	1	-
1990	HDGV	168	17	10.1%	0	0	-	0	0	-
1990	LDGT1	1,637	227	13.9%	0	0	-	1,001	138	13.8%
1990	LDGT2	425	46	10.8%	0	0	-	234	28	12.0%
1990	LDGV	5,931	722	12.2%	0	0	-	3,684	436	11.8%
1990	Unknown	91	12	13.2%	0	0	-	3	0	0.0%
1991	HDGV	198	24	12.1%	0	0	-	0	0	-
1991	LDGT1	3,689	537	14.6%	0	0	-	2,277	349	15.3%
1991	LDGT2	748	105	14.0%	0	0	-	439	70	15.9%
1991	LDGV	13,744	2,019	14.7%	0	0	-	9,044	1,354	15.0%
1991	Unknown	88	15	17.0%	0	0	-	3	2	66.7%
1992	HDGV	117	9	7.7%	0	0	-	0	0	-
1992	LDGT1	2,419	333	13.8%	0	0	-	1,488	186	12.5%
1992	LDGT2	549	73	13.3%	0	0	-	340	46	13.5%
1992	LDGV	8,263	1,117	13.5%	0	0	-	5,100	684	13.4%
1992	Unknown	58	7	12.1%	0	0	-	1	0	0.0%
1993	HDGV	197	12	6.1%	0	0	-	0	0	-
1993	LDGT1	6,035	808	13.4%	0	0	-	3,371	447	13.3%
1993	LDGT2	1,186	170	14.3%	0	0	-	664	109	16.4%
1993	LDGV	16,827	2,187	13.0%	0	0	-	9,917	1,321	13.3%
1993	Unknown	114	9	7.9%	0	0	-	4	1	25.0%

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 2005

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2
1994	HDGV	196	21	10.7%	0	0	-	0	0	-
1994	LDGT1	3,218	385	12.0%	0	0	-	1,467	192	13.1%
1994	LDGT2	720	101	14.0%	0	0	-	354	58	16.4%
1994	LDGV	7,510	913	12.2%	0	0	-	4,059	533	13.1%
1994	Unknown	82	8	9.8%	0	0	-	3	0	0.0%
1995	HDGV	389	39	10.0%	0	0	-	0	0	-
1995	LDGT1	5,289	656	12.4%	0	0	-	2,786	386	13.9%
1995	LDGT2	1,461	199	13.6%	0	0	-	734	133	18.1%
1995	LDGV	13,113	1,382	10.5%	0	0	-	6,618	856	12.9%
1995	Unknown	201	25	12.4%	0	0	-	5	0	0.0%
1996	HDGV	167	15	9.0%	0	0	-	0	0	-
1996	LDGT1	5,640	640	11.3%	4,888	554	11.3%	9	1	11.1%
1996	LDGT2	1,454	188	12.9%	1,329	158	11.9%	1	0	0.0%
1996	LDGV	11,934	1,399	11.7%	10,804	1,176	10.9%	15	1	6.7%
1996	Unknown	82	8	9.8%	4	0	0.0%	0	0	-
1997	HDGV	315	30	9.5%	0	0	-	0	0	-
1997	LDGT1	8,860	1,192	13.5%	7,678	1,066	13.9%	1	0	0.0%
1997	LDGT2	2,330	273	11.7%	2,019	243	12.0%	1	0	0.0%
1997	LDGV	18,271	2,316	12.7%	16,325	2,026	12.4%	6	0	0.0%
1997	Unknown	222	20	9.0%	6	0	0.0%	0	0	-
1998	HDGV	99	9	9.1%	0	0	-	0	0	-
1998	LDGT1	4,887	565	11.6%	4,234	491	11.6%	1	0	0.0%
1998	LDGT2	1,295	131	10.1%	1,121	114	10.2%	0	0	-
1998	LDGV	9,914	1,134	11.4%	8,601	966	11.2%	4	0	0.0%
1998	Unknown	63	6	9.5%	2	1	50.0%	0	0	-
1999	HDGV	251	23	9.2%	0	0	-	0	0	-
1999	LDGT1	4,937	483	9.8%	4,106	446	10.9%	0	0	-
1999	LDGT2	2,067	216	10.4%	1,773	198	11.2%	0	0	-
1999	LDGV	13,080	1,312	10.0%	10,475	1,126	10.7%	3	0	0.0%
1999	Unknown	176	13	7.4%	4	0	0.0%	0	0	-
2000	HDGV	126	7	5.6%	0	0	-	0	0	-
2000	LDGT1	3,933	334	8.5%	2,943	267	9.1%	2	0	0.0%
2000	LDGT2	1,014	94	9.3%	715	78	10.9%	0	0	-
2000	LDGV	8,787	746	8.5%	6,964	624	9.0%	5	0	0.0%
2000	Unknown	121	5	4.1%	3	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 2005

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2
2001	HDGV	201	23	11.4%	0	0	-	0	0	-
2001	LDGT1	8,029	938	11.7%	5,457	815	14.9%	0	0	-
2001	LDGT2	2,528	349	13.8%	1,823	311	17.1%	0	0	-
2001	LDGV	11,195	1,464	13.1%	9,175	1,322	14.4%	0	0	-
2001	Unknown	171	11	6.4%	4	0	0.0%	0	0	-
2002	HDGV	51	6	11.8%	0	0	-	0	0	-
2002	LDGT1	2,664	245	9.2%	1,699	198	11.7%	0	0	-
2002	LDGT2	908	68	7.5%	572	59	10.3%	0	0	-
2002	LDGV	3,754	385	10.3%	2,949	355	12.0%	0	0	-
2002	Unknown	42	0	0.0%	1	0	0.0%	0	0	-
2003	HDGV	34	1	2.9%	0	0	-	0	0	-
2003	LDGT1	536	46	8.6%	295	39	13.2%	0	0	-
2003	LDGT2	287	26	9.1%	189	19	10.1%	0	0	-
2003	LDGV	1,156	94	8.1%	837	67	8.0%	6	0	0.0%
2003	Unknown	19	0	0.0%	0	0	-	0	0	-
2004	HDGV	23	4	17.4%	0	0	-	0	0	-
2004	LDGT1	234	19	8.1%	166	12	7.2%	1	0	0.0%
2004	LDGT2	143	13	9.1%	72	5	6.9%	0	0	-
2004	LDGV	663	77	11.6%	485	33	6.8%	7	0	0.0%
2004	Unknown	6	0	0.0%	0	0	-	0	0	-
2005	HDGV	11	0	0.0%	0	0	-	0	0	-
2005	LDGT1	203	18	8.9%	162	7	4.3%	0	0	-
2005	LDGT2	104	12	11.5%	74	1	1.4%	0	0	-
2005	LDGV	555	73	13.2%	450	27	6.0%	10	0	0.0%
2005	Unknown	3	0	0.0%	0	0	-	0	0	-
2006	HDGV	1	0	0.0%	0	0	-	0	0	-
2006	LDGT1	14	0	0.0%	12	0	0.0%	1	0	0.0%
2006	LDGT2	25	1	4.0%	24	0	0.0%	0	0	-
2006	LDGV	110	4	3.6%	110	0	0.0%	0	0	-
2006	Unknown	0	0	-	0	0	-	0	0	-
Totals		**273,389**	**33,214**	**12.1%**	**108,600**	**12,807**	**11.8%**	**77,774**	**10,658**	**13.7%**

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 2005

Model Yr	Veh Type	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2
Pre 81/Unknown	HDGV	0	0	-	158	23	14.6%	44	3	6.8%	4	0	0.0%	14	0	0.0%
Pre 81/Unknown	LDGT1	9	0	0.0%	395	36	9.1%	123	4	3.3%	24	0	0.0%	27	1	3.7%
Pre 81/Unknown	LDGT2	1	0	0.0%	353	54	15.3%	129	5	3.9%	11	0	0.0%	22	0	0.0%
Pre 81/Unknown	LDGV	16	0	0.0%	2,163	244	11.3%	359	9	2.5%	45	1	2.2%	181	5	2.8%
Pre 81/Unknown	Unknown	0	0	-	147	25	17.0%	58	4	6.9%	1	0	0.0%	17	1	5.9%
1981	HDGV	0	0	-	45	5	11.1%	11	1	9.1%	2	0	0.0%	0	0	-
1981	LDGT1	10	1	10.0%	0	0	-	51	2	3.9%	6	0	0.0%	17	2	11.8%
1981	LDGT2	1	0	0.0%	0	0	-	13	0	0.0%	1	0	0.0%	1	0	0.0%
1981	LDGV	21	3	14.3%	0	0	-	56	0	0.0%	3	0	0.0%	21	0	0.0%
1981	Unknown	0	0	-	32	6	18.8%	14	1	7.1%	1	0	0.0%	0	0	-
1982	HDGV	0	0	-	38	0	0.0%	7	0	0.0%	1	0	0.0%	3	0	0.0%
1982	LDGT1	3	1	33.3%	0	0	-	25	2	8.0%	2	0	0.0%	8	0	0.0%
1982	LDGT2	3	0	0.0%	0	0	-	13	0	0.0%	0	0	-	5	1	20.0%
1982	LDGV	15	0	0.0%	0	0	-	45	2	4.4%	4	0	0.0%	26	3	11.5%
1982	Unknown	1	0	0.0%	16	3	18.8%	8	1	12.5%	2	0	0.0%	0	0	-
1983	HDGV	0	0	-	93	7	7.5%	22	0	0.0%	5	1	20.0%	2	0	0.0%
1983	LDGT1	8	0	0.0%	0	0	-	75	2	2.7%	10	1	10.0%	21	1	4.8%
1983	LDGT2	11	0	0.0%	0	0	-	41	0	0.0%	5	0	0.0%	11	0	0.0%
1983	LDGV	36	2	5.6%	0	0	-	129	3	2.3%	3	0	0.0%	43	0	0.0%
1983	Unknown	0	0	-	43	7	16.3%	8	1	12.5%	0	0	-	2	0	0.0%
1984	HDGV	0	0	-	74	5	6.8%	26	0	0.0%	7	0	0.0%	8	0	0.0%
1984	LDGT1	14	0	0.0%	0	0	-	103	4	3.9%	7	0	0.0%	21	0	0.0%
1984	LDGT2	2	0	0.0%	0	0	-	35	0	0.0%	4	0	0.0%	7	0	0.0%
1984	LDGV	20	2	10.0%	1	0	0.0%	178	7	3.9%	4	0	0.0%	52	0	0.0%
1984	Unknown	0	0	-	49	9	18.4%	21	0	0.0%	1	0	0.0%	4	0	0.0%
1985	HDGV	0	0	-	187	21	11.2%	61	1	1.6%	9	0	0.0%	10	0	0.0%
1985	LDGT1	31	1	3.2%	0	0	-	186	5	2.7%	8	0	0.0%	61	3	4.9%
1985	LDGT2	12	3	25.0%	0	0	-	85	5	5.9%	8	0	0.0%	27	0	0.0%
1985	LDGV	82	8	9.8%	3	0	0.0%	403	13	3.2%	19	0	0.0%	216	10	4.6%
1985	Unknown	0	0	-	94	14	14.9%	23	2	8.7%	1	0	0.0%	2	0	0.0%
1986	HDGV	1	0	0.0%	173	14	8.1%	56	1	1.8%	10	0	0.0%	2	0	0.0%
1986	LDGT1	20	3	15.0%	0	0	-	197	7	3.6%	13	0	0.0%	59	0	0.0%
1986	LDGT2	14	1	7.1%	0	0	-	85	6	7.1%	6	0	0.0%	29	1	3.4%
1986	LDGV	52	6	11.5%	7	0	0.0%	277	5	1.8%	17	0	0.0%	216	8	3.7%
1986	Unknown	0	0	-	87	13	14.9%	26	0	0.0%	4	0	0.0%	4	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 2005

Model Yr	Veh Type	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2
1987	HDGV	0	0	-	250	32	12.8%	70	3	4.3%	4	0	0.0%	10	0	0.0%
1987	LDGT1	58	7	12.1%	0	0	-	397	10	2.5%	22	2	9.1%	142	4	2.8%
1987	LDGT2	11	2	18.2%	0	0	-	125	5	4.0%	4	0	0.0%	37	3	8.1%
1987	LDGV	115	13	11.3%	13	0	0.0%	657	14	2.1%	36	0	0.0%	381	15	3.9%
1987	Unknown	0	0	-	130	14	10.8%	58	1	1.7%	3	0	0.0%	5	0	0.0%
1988	HDGV	0	0	-	166	24	14.5%	63	1	1.6%	9	0	0.0%	9	0	0.0%
1988	LDGT1	38	1	2.6%	0	0	-	257	11	4.3%	12	1	8.3%	124	2	1.6%
1988	LDGT2	15	3	20.0%	0	0	-	111	5	4.5%	8	0	0.0%	34	0	0.0%
1988	LDGV	74	5	6.8%	1	0	0.0%	422	12	2.8%	35	1	2.9%	305	13	4.3%
1988	Unknown	0	0	-	80	10	12.5%	34	1	2.9%	2	0	0.0%	6	0	0.0%
1989	HDGV	1	0	0.0%	353	37	10.5%	91	0	0.0%	5	0	0.0%	10	0	0.0%
1989	LDGT1	54	7	13.0%	0	0	-	544	18	3.3%	18	0	0.0%	209	6	2.9%
1989	LDGT2	27	1	3.7%	0	0	-	173	6	3.5%	5	0	0.0%	57	1	1.8%
1989	LDGV	148	16	10.8%	0	0	-	918	27	2.9%	35	3	8.6%	731	22	3.0%
1989	Unknown	1	0	0.0%	150	21	14.0%	58	2	3.4%	6	0	0.0%	1	0	0.0%
1990	HDGV	0	0	-	110	11	10.0%	52	2	3.8%	1	0	0.0%	7	0	0.0%
1990	LDGT1	56	4	7.1%	0	0	-	300	6	2.0%	11	0	0.0%	135	4	3.0%
1990	LDGT2	8	2	25.0%	0	0	-	81	3	3.7%	7	0	0.0%	37	1	2.7%
1990	LDGV	157	17	10.8%	0	0	-	688	18	2.6%	40	1	2.5%	483	13	2.7%
1990	Unknown	0	0	-	58	7	12.1%	33	5	15.2%	2	0	0.0%	5	0	0.0%
1991	HDGV	0	0	-	116	17	14.7%	68	3	4.4%	0	0	-	11	0	0.0%
1991	LDGT1	141	24	17.0%	0	0	-	560	7	1.3%	6	0	0.0%	240	11	4.6%
1991	LDGT2	48	6	12.5%	0	0	-	139	2	1.4%	5	1	20.0%	59	0	0.0%
1991	LDGV	425	43	10.1%	0	0	-	1,435	44	3.1%	36	0	0.0%	1,300	59	4.5%
1991	Unknown	1	0	0.0%	46	9	19.6%	37	3	8.1%	1	0	0.0%	4	0	0.0%
1992	HDGV	0	0	-	63	5	7.9%	44	2	4.5%	0	0	-	10	0	0.0%
1992	LDGT1	96	10	10.4%	0	0	-	319	5	1.6%	4	1	25.0%	207	12	5.8%
1992	LDGT2	26	3	11.5%	0	0	-	95	2	2.1%	0	0	-	33	2	6.1%
1992	LDGV	305	28	9.2%	1	0	0.0%	856	22	2.6%	34	1	2.9%	960	48	5.0%
1992	Unknown	0	0	-	32	7	21.9%	22	0	0.0%	1	0	0.0%	0	0	-
1993	HDGV	0	0	-	114	7	6.1%	65	2	3.1%	3	0	0.0%	10	1	10.0%
1993	LDGT1	602	93	15.4%	0	0	-	779	17	2.2%	5	0	0.0%	617	23	3.7%
1993	LDGT2	86	12	14.0%	0	0	-	258	15	5.8%	2	0	0.0%	40	3	7.5%
1993	LDGV	756	83	11.0%	1	0	0.0%	2,070	41	2.0%	31	1	3.2%	2,052	97	4.7%
1993	Unknown	0	0	-	58	6	10.3%	52	1	1.9%	1	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 2005

Model Yr	Veh Type	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2
1994	HDGV	0	0	-	122	15	12.3%	70	4	5.7%	1	0	0.0%	14	0	0.0%
1994	LDGT1	434	52	12.0%	0	0	-	567	9	1.6%	6	1	16.7%	402	13	3.2%
1994	LDGT2	65	16	24.6%	0	0	-	200	5	2.5%	3	0	0.0%	49	4	8.2%
1994	LDGV	385	48	12.5%	0	0	-	1,131	29	2.6%	24	0	0.0%	955	39	4.1%
1994	Unknown	0	0	-	35	5	14.3%	40	2	5.0%	1	0	0.0%	1	0	0.0%
1995	HDGV	0	0	-	235	24	10.2%	147	7	4.8%	0	0	-	6	0	0.0%
1995	LDGT1	419	58	13.8%	0	0	-	973	26	2.7%	7	1	14.3%	415	11	2.7%
1995	LDGT2	102	8	7.8%	0	0	-	430	15	3.5%	2	0	0.0%	42	3	7.1%
1995	LDGV	597	58	9.7%	1	0	0.0%	2,345	40	1.7%	42	1	2.4%	1,549	63	4.1%
1995	Unknown	0	0	-	98	14	14.3%	99	6	6.1%	0	0	-	2	0	0.0%
1996	HDGV	0	0	-	100	8	8.0%	63	4	6.3%	0	0	-	4	0	0.0%
1996	LDGT1	2	0	0.0%	0	0	-	926	28	3.0%	4	0	0.0%	172	8	4.7%
1996	LDGT2	1	1	100.0%	0	0	-	175	3	1.7%	1	0	0.0%	14	1	7.1%
1996	LDGV	6	0	0.0%	0	0	-	1,234	38	3.1%	27	1	3.7%	398	14	3.5%
1996	Unknown	0	0	-	24	4	16.7%	47	2	4.3%	1	0	0.0%	3	0	0.0%
1997	HDGV	0	0	-	165	18	10.9%	152	7	4.6%	2	0	0.0%	2	0	0.0%
1997	LDGT1	0	0	-	0	0	-	1,380	35	2.5%	5	0	0.0%	140	6	4.3%
1997	LDGT2	1	0	0.0%	0	0	-	360	5	1.4%	3	0	0.0%	29	2	6.9%
1997	LDGV	4	0	0.0%	0	0	-	2,034	39	1.9%	33	0	0.0%	513	26	5.1%
1997	Unknown	0	0	-	72	13	18.1%	147	5	3.4%	0	0	-	1	0	0.0%
1998	HDGV	0	0	-	41	3	7.3%	53	2	3.8%	0	0	-	4	0	0.0%
1998	LDGT1	1	0	0.0%	0	0	-	705	19	2.7%	1	0	0.0%	100	5	5.0%
1998	LDGT2	0	0	-	0	0	-	201	8	4.0%	0	0	-	7	0	0.0%
1998	LDGV	3	0	0.0%	0	0	-	1,334	42	3.1%	24	2	8.3%	287	15	5.2%
1998	Unknown	0	0	-	24	3	12.5%	34	2	5.9%	0	0	-	3	0	0.0%
1999	HDGV	0	0	-	107	9	8.4%	141	7	5.0%	1	0	0.0%	4	0	0.0%
1999	LDGT1	2	0	0.0%	0	0	-	889	11	1.2%	4	0	0.0%	66	1	1.5%
1999	LDGT2	0	0	-	0	0	-	324	6	1.9%	0	0	-	18	0	0.0%
1999	LDGV	2	0	0.0%	0	0	-	2,723	63	2.3%	36	0	0.0%	303	13	4.3%
1999	Unknown	0	0	-	50	9	18.0%	123	4	3.3%	0	0	-	0	0	-
2000	HDGV	0	0	-	25	3	12.0%	102	2	2.0%	1	0	0.0%	0	0	-
2000	LDGT1	2	0	0.0%	0	0	-	1,074	23	2.1%	1	0	0.0%	31	0	0.0%
2000	LDGT2	0	0	-	0	0	-	314	10	3.2%	1	0	0.0%	4	1	25.0%
2000	LDGV	0	0	-	0	0	-	1,969	57	2.9%	5	0	0.0%	129	9	7.0%
2000	Unknown	0	0	-	18	3	16.7%	98	2	2.0%	0	0	-	1	0	0.0%

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2
2001	HDGV	0	0	-	27	3	11.1%	174	3	1.7%	1	0	0.0%	1	0	0.0%
2001	LDGT1	0	0	-	0	0	-	2,842	62	2.2%	4	0	0.0%	11	0	0.0%
2001	LDGT2	0	0	-	0	0	-	811	21	2.6%	0	0	-	9	0	0.0%
2001	LDGV	0	0	-	0	0	-	2,187	44	2.0%	14	0	0.0%	68	2	2.9%
2001	Unknown	0	0	-	13	3	23.1%	155	6	3.9%	0	0	-	1	0	0.0%
2002	HDGV	0	0	-	5	0	0.0%	46	1	2.2%	0	0	-	0	0	-
2002	LDGT1	2	0	0.0%	0	0	-	1,047	23	2.2%	3	0	0.0%	3	0	0.0%
2002	LDGT2	1	0	0.0%	0	0	-	365	5	1.4%	0	0	-	3	0	0.0%
2002	LDGV	1	0	0.0%	0	0	-	839	14	1.7%	11	1	9.1%	12	0	0.0%
2002	Unknown	0	0	-	4	0	0.0%	38	0	0.0%	0	0	-	0	0	-
2003	HDGV	0	0	-	1	0	0.0%	32	1	3.1%	0	0	-	1	0	0.0%
2003	LDGT1	1	0	0.0%	0	0	-	250	5	2.0%	0	0	-	0	0	-
2003	LDGT2	0	0	-	0	0	-	111	7	6.3%	0	0	-	0	0	-
2003	LDGV	1	0	0.0%	0	0	-	313	10	3.2%	5	0	0.0%	4	0	0.0%
2003	Unknown	0	0	-	0	0	-	19	0	0.0%	0	0	-	0	0	-
2004	HDGV	0	0	-	2	0	0.0%	21	2	9.5%	0	0	-	0	0	-
2004	LDGT1	0	0	-	0	0	-	70	2	2.9%	0	0	-	1	0	0.0%
2004	LDGT2	1	0	0.0%	0	0	-	71	4	5.6%	1	0	0.0%	0	0	-
2004	LDGV	0	0	-	0	0	-	168	4	2.4%	1	0	0.0%	1	0	0.0%
2004	Unknown	0	0	-	0	0	-	6	0	0.0%	0	0	-	0	0	-
2005	HDGV	0	0	-	0	0	-	11	0	0.0%	0	0	-	0	0	-
2005	LDGT1	0	0	-	0	0	-	42	1	2.4%	0	0	-	0	0	-
2005	LDGT2	0	0	-	0	0	-	29	0	0.0%	2	0	0.0%	0	0	-
2005	LDGV	0	0	-	0	0	-	98	2	2.0%	0	0	-	0	0	-
2005	Unknown	0	0	-	1	0	0.0%	2	0	0.0%	0	0	-	0	0	-
2006	HDGV	0	0	-	0	0	-	0	0	-	0	0	-	1	0	0.0%
2006	LDGT1	0	0	-	0	0	-	1	0	0.0%	0	0	-	0	0	-
2006	LDGT2	0	0	-	0	0	-	1	0	0.0%	0	0	-	0	0	-
2006	LDGV	0	0	-	0	0	-	1	0	0.0%	0	0	-	0	0	-
2006	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Totals		**5,665**	**652**	**11.5%**	**7,070**	**830**	**11.7%**	**47,278**	**1,196**	**2.5%**	**920**	**22**	**2.4%**	**15,194**	**612**	**4.0%**

Table H (Page 8 of 8)

R2 = 2nd or Subsequent Retest

APPENDIX I -
PART I

WAIVERS

New Jersey Enhanced Inspection and Maintenance Program
Waiver Report by Model Year and Vehicle Type
Year 2005

Model Year	Vehicles Initially Failing ASM5015 or OBD Test	Waivers Received		Waivers for LDGV Vehicles	Waivers for LDGT1 Vehicles	Waivers for LDGT2 Vehicles
		Number	%			
Unknown	64	0	0.00%	0	0	0
1981	519	0	0.00%	0	0	0
1982	269	3	1.12%	2	1	0
1983	1,045	2	0.19%	2	0	0
1984	1,019	1	0.10%	1	0	0
1985	2,844	4	0.14%	4	0	0
1986	2,115	5	0.24%	4	1	0
1987	5,401	7	0.13%	7	0	0
1988	3,511	3	0.09%	3	0	0
1989	7,368	8	0.11%	8	0	0
1990	4,922	7	0.14%	6	1	0
1991	11,763	16	0.14%	15	1	0
1992	6,929	5	0.07%	4	1	0
1993	13,956	14	0.10%	9	3	2
1994	5,883	5	0.08%	3	2	0
1995	10,143	14	0.14%	9	4	1
1996	17,050	17	0.10%	13	4	0
1997	26,036	26	0.10%	20	3	3
1998	13,963	14	0.10%	10	3	1
1999	16,361	17	0.10%	12	5	0
2000	10,632	3	0.03%	2	1	0
2001	16,459	9	0.05%	5	3	1
2002	5,221	0	0.00%	0	0	0
2003	1,327	0	0.00%	0	0	0
2004	731	0	0.00%	0	0	0
2005	696	0	0.00%	0	0	0
2006	147	0	0.00%	0	0	0
TOTAL	**186,374**	**180**	**0.10%**	**139**	**33**	**8**
% of Waivers Issued by Vehicle Type				**77%**	**18%**	**4%**

Report includes only inspection records where the vehicle failed the Initial ASM 5015 or OBD test.

Table I-1

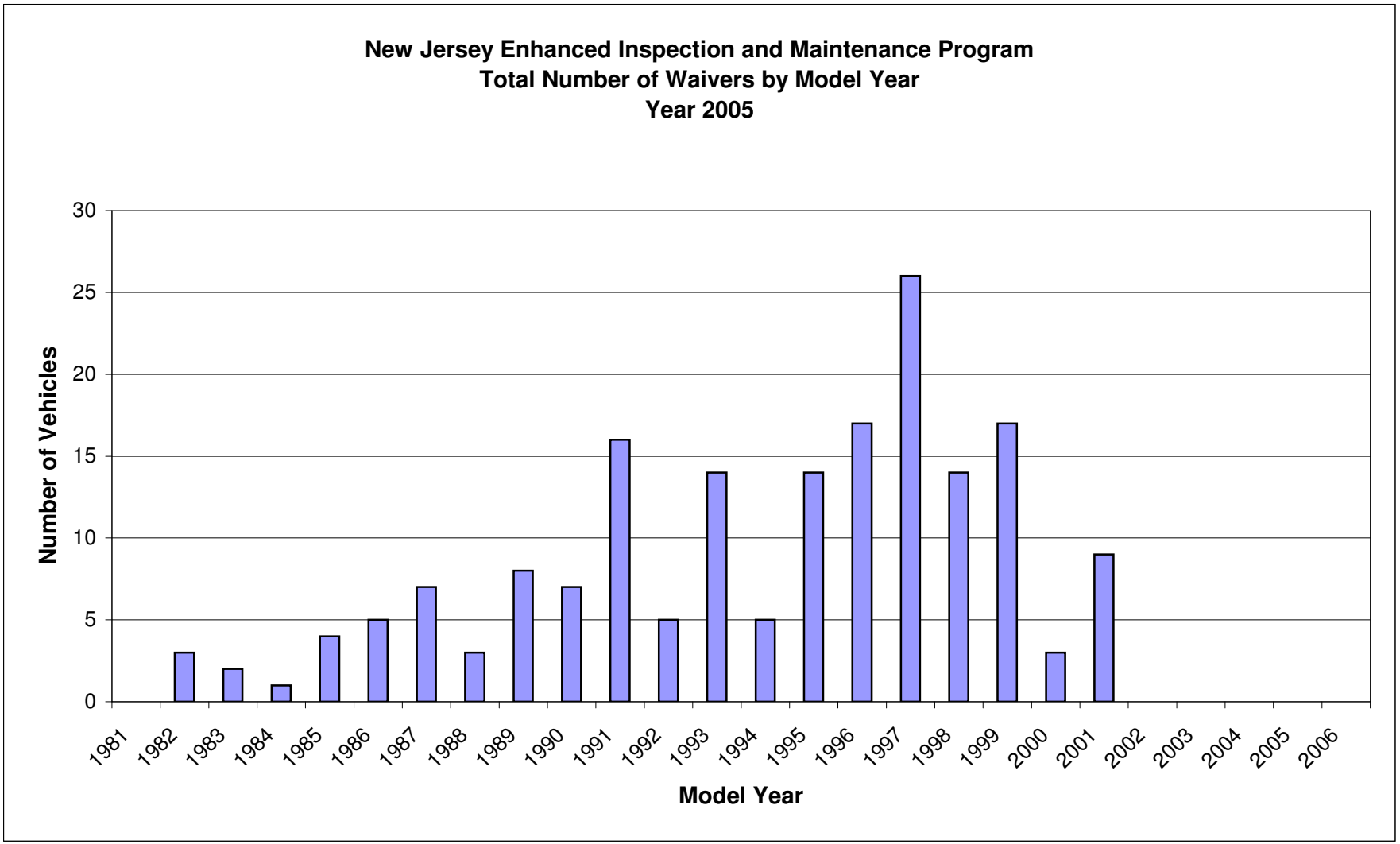
New Jersey Enhanced Inspection and Maintenance Program
Total Number of Waivers by Model Year
Year 2005
Number of Vehicles
0
5
10
15
20
25
30
1981
1982
1983
1984
1985
1986
1987
1988
1989
1990
1991
1992
1993
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
Model Year

Figure I-1

APPENDIX I -
PART J

VEHICLES WITH
NO KNOWN
FINAL OUTCOME

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	Overall Initial Insps	Overall Initial Fails	Dropped From Inspection [1]	Dropped From Fleet [2]	Overall No Known Outcome [3]	Overall Drop Rate % of Initial Insps	Overall Drop Rate % of Initial Fails	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD Drop Rate % of Initial Insps	OBD Drop Rate % of Initial Fails
Pre 81/Unknown	HDGV	803	200	49	23	26	3.2%	13.0%	0	0	0	-	-
Pre 81/Unknown	LDGT1	1,953	549	152	103	49	2.5%	8.9%	82	14	0	0.0%	0.0%
Pre 81/Unknown	LDGT2	1,392	464	119	77	42	3.0%	9.1%	32	4	0	0.0%	0.0%
Pre 81/Unknown	LDGV	10,201	2,729	714	467	247	2.4%	9.1%	180	32	2	1.1%	6.3%
Pre 81/Unknown	Unknown	669	198	51	19	32	4.8%	16.2%	0	0	0	-	-
1981	HDGV	239	52	12	3	9	3.8%	17.3%	0	0	0	-	-
1981	LDGT1	544	190	51	40	11	2.0%	5.8%	0	0	0	-	-
1981	LDGT2	143	52	17	14	3	2.1%	5.8%	0	0	0	-	-
1981	LDGV	1,509	496	123	91	32	2.1%	6.5%	0	0	0	-	-
1981	Unknown	108	42	8	2	6	5.6%	14.3%	0	0	0	-	-
1982	HDGV	172	48	7	4	3	1.7%	6.3%	0	0	0	-	-
1982	LDGT1	360	85	29	24	5	1.4%	5.9%	0	0	0	-	-
1982	LDGT2	141	35	14	10	4	2.8%	11.4%	0	0	0	-	-
1982	LDGV	984	317	104	66	38	3.9%	12.0%	0	0	0	-	-
1982	Unknown	70	25	5	2	3	4.3%	12.0%	0	0	0	-	-
1983	HDGV	374	110	17	6	11	2.9%	10.0%	0	0	0	-	-
1983	LDGT1	1,070	272	74	51	23	2.1%	8.5%	0	0	0	-	-
1983	LDGT2	446	152	41	22	19	4.3%	12.5%	0	0	0	-	-
1983	LDGV	3,486	1,090	280	194	86	2.5%	7.9%	0	0	0	-	-
1983	Unknown	171	53	11	5	6	3.5%	11.3%	0	0	0	-	-
1984	HDGV	423	99	28	15	13	3.1%	13.1%	0	0	0	-	-
1984	LDGT1	1,139	383	136	91	45	4.0%	11.7%	0	0	0	-	-
1984	LDGT2	440	159	53	36	17	3.9%	10.7%	0	0	0	-	-
1984	LDGV	3,115	999	299	213	86	2.8%	8.6%	0	0	0	-	-
1984	Unknown	174	68	19	7	12	6.9%	17.6%	0	0	0	-	-
1985	HDGV	978	242	38	20	18	1.8%	7.4%	0	0	0	-	-
1985	LDGT1	2,904	821	196	134	62	2.1%	7.6%	0	0	0	-	-
1985	LDGT2	1,162	349	75	50	25	2.2%	7.2%	0	0	0	-	-
1985	LDGV	10,943	3,142	754	546	208	1.9%	6.6%	0	0	0	-	-
1985	Unknown	394	120	30	16	14	3.6%	11.7%	0	0	0	-	-
1986	HDGV	876	219	47	24	23	2.6%	10.5%	0	0	0	-	-
1986	LDGT1	2,717	739	251	167	84	3.1%	11.4%	0	0	0	-	-
1986	LDGT2	939	306	103	61	42	4.5%	13.7%	0	0	0	-	-
1986	LDGV	7,939	2,395	819	594	225	2.8%	9.4%	0	0	0	-	-
1986	Unknown	323	112	25	12	13	4.0%	11.6%	0	0	0	-	-

1 Initially failed, no emission pass in next 6 months, still registered.
2 Initially failed, no emissions pass, no longer registered.
3 "Dropped From Inspection" minus "Dropped From Fleet".

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	Overall Initial Insps	Overall Initial Fails	Dropped From Inspection [1]	Dropped From Fleet [2]	Overall No Known Outcome [3]	Overall Drop Rate % of Initial Insps	Overall Drop Rate % of Initial Fails	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD Drop Rate % of Initial Insps	OBD Drop Rate % of Initial Fails
1987	HDGV	1,584	316	51	25	26	1.6%	8.2%	0	0	0	-	-
1987	LDGT1	7,962	1,616	430	290	140	1.8%	8.7%	0	0	0	-	-
1987	LDGT2	2,817	625	136	90	46	1.6%	7.4%	0	0	0	-	-
1987	LDGV	25,337	6,229	1,586	1,190	396	1.6%	6.4%	0	0	0	-	-
1987	Unknown	600	182	39	15	24	4.0%	13.2%	0	0	0	-	-
1988	HDGV	1,237	240	46	23	23	1.9%	9.6%	0	0	0	-	-
1988	LDGT1	5,410	1,631	524	337	187	3.5%	11.5%	0	0	0	-	-
1988	LDGT2	2,129	514	155	102	53	2.5%	10.3%	0	0	0	-	-
1988	LDGV	14,336	3,610	1,219	885	334	2.3%	9.3%	0	0	0	-	-
1988	Unknown	425	122	25	10	15	3.5%	12.3%	0	0	0	-	-
1989	HDGV	2,378	447	81	38	43	1.8%	9.6%	0	0	0	-	-
1989	LDGT1	11,798	2,917	674	439	235	2.0%	8.1%	0	0	0	-	-
1989	LDGT2	4,755	1,017	202	110	92	1.9%	9.0%	0	0	0	-	-
1989	LDGV	41,716	8,045	2,058	1,496	562	1.3%	7.0%	0	0	0	-	-
1989	Unknown	782	208	36	17	19	2.4%	9.1%	0	0	0	-	-
1990	HDGV	932	168	27	17	10	1.1%	6.0%	0	0	0	-	-
1990	LDGT1	6,148	1,637	468	312	156	2.5%	9.5%	0	0	0	-	-
1990	LDGT2	2,074	425	103	68	35	1.7%	8.2%	0	0	0	-	-
1990	LDGV	25,234	5,931	1,939	1,336	603	2.4%	10.2%	0	0	0	-	-
1990	Unknown	337	91	25	16	9	2.7%	9.9%	0	0	0	-	-
1991	HDGV	1,390	198	28	17	11	0.8%	5.6%	0	0	0	-	-
1991	LDGT1	16,196	3,689	835	539	296	1.8%	8.0%	0	0	0	-	-
1991	LDGT2	3,573	748	125	78	47	1.3%	6.3%	0	0	0	-	-
1991	LDGV	59,725	13,744	3,213	2,125	1,088	1.8%	7.9%	0	0	0	-	-
1991	Unknown	432	88	14	5	9	2.1%	10.2%	0	0	0	-	-
1992	HDGV	929	117	26	19	7	0.8%	6.0%	0	0	0	-	-
1992	LDGT1	9,671	2,419	629	389	240	2.5%	9.9%	0	0	0	-	-
1992	LDGT2	2,421	549	103	50	53	2.2%	9.7%	0	0	0	-	-
1992	LDGV	35,381	8,263	2,400	1,535	865	2.4%	10.5%	0	0	0	-	-
1992	Unknown	258	58	6	2	4	1.6%	6.9%	0	0	0	-	-
1993	HDGV	2,033	197	33	15	18	0.9%	9.1%	0	0	0	-	-
1993	LDGT1	29,957	6,035	1,159	692	467	1.6%	7.7%	0	0	0	-	-
1993	LDGT2	7,351	1,186	160	85	75	1.0%	6.3%	0	0	0	-	-
1993	LDGV	94,314	16,827	3,501	2,161	1,340	1.4%	8.0%	0	0	0	-	-
1993	Unknown	743	114	14	9	5	0.7%	4.4%	0	0	0	-	-

1 Initially failed, no emission pass in next 6 months, still registered.
2 Initially failed, no emissions pass, no longer registered.
3 "Dropped From Inspection" minus "Dropped From Fleet".

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	Overall Initial Insps	Overall Initial Fails	Dropped From Inspection [1]	Dropped From Fleet [2]	Overall No Known Outcome [3]	Overall Drop Rate % of Initial Insps	Overall Drop Rate % of Initial Fails	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD Drop Rate % of Initial Insps	OBD Drop Rate % of Initial Fails
1994	HDGV	1,760	196	30	15	15	0.9%	7.7%	0	0	0	-	-
1994	LDGT1	19,256	3,218	682	374	308	1.6%	9.6%	0	0	0	-	-
1994	LDGT2	4,950	720	116	55	61	1.2%	8.5%	0	0	0	-	-
1994	LDGV	47,005	7,510	1,833	1,172	661	1.4%	8.8%	0	0	0	-	-
1994	Unknown	516	82	11	5	6	1.2%	7.3%	0	0	0	-	-
1995	HDGV	4,669	389	30	12	18	0.4%	4.6%	0	0	0	-	-
1995	LDGT1	47,485	5,289	806	391	415	0.9%	7.8%	0	0	0	-	-
1995	LDGT2	14,413	1,461	184	80	104	0.7%	7.1%	0	0	0	-	-
1995	LDGV	128,363	13,113	2,389	1,413	976	0.8%	7.4%	0	0	0	-	-
1995	Unknown	1,439	201	19	9	10	0.7%	5.0%	0	0	0	-	-
1996	HDGV	1,845	167	24	15	9	0.5%	5.4%	0	0	0	-	-
1996	LDGT1	25,047	5,640	1,340	616	724	2.9%	12.8%	24,848	4,888	699	2.8%	14.3%
1996	LDGT2	5,867	1,454	278	121	157	2.7%	10.8%	5,831	1,329	154	2.6%	11.6%
1996	LDGV	58,211	11,934	3,205	1,674	1,531	2.6%	12.8%	57,901	10,804	1,489	2.6%	13.8%
1996	Unknown	553	82	12	3	9	1.6%	11.0%	23	4	0	0.0%	0.0%
1997	HDGV	5,405	315	28	12	16	0.3%	5.1%	0	0	0	-	-
1997	LDGT1	55,332	8,860	1,445	560	885	1.6%	10.0%	55,274	7,678	860	1.6%	11.2%
1997	LDGT2	14,749	2,330	384	151	233	1.6%	10.0%	14,714	2,019	225	1.5%	11.1%
1997	LDGV	137,058	18,271	3,630	1,749	1,881	1.4%	10.3%	136,898	16,325	1,830	1.3%	11.2%
1997	Unknown	2,135	222	13	5	8	0.4%	3.6%	27	6	0	0.0%	0.0%
1998	HDGV	1,907	99	9	4	5	0.3%	5.1%	0	0	0	-	-
1998	LDGT1	38,275	4,887	877	342	535	1.4%	10.9%	38,232	4,234	523	1.4%	12.4%
1998	LDGT2	10,469	1,295	230	78	152	1.5%	11.7%	10,456	1,121	147	1.4%	13.1%
1998	LDGV	80,687	9,914	1,898	812	1,086	1.3%	11.0%	80,554	8,601	1,043	1.3%	12.1%
1998	Unknown	814	63	7	1	6	0.7%	9.5%	20	2	0	0.0%	0.0%
1999	HDGV	5,686	251	20	9	11	0.2%	4.4%	0	0	0	-	-
1999	LDGT1	62,080	4,937	587	239	348	0.6%	7.0%	62,032	4,106	330	0.5%	8.0%
1999	LDGT2	24,670	2,067	275	106	169	0.7%	8.2%	24,653	1,773	167	0.7%	9.4%
1999	LDGV	152,170	13,080	1,760	837	923	0.6%	7.1%	152,047	10,475	873	0.6%	8.3%
1999	Unknown	2,308	176	17	5	12	0.5%	6.8%	53	4	1	1.9%	25.0%
2000	HDGV	3,664	126	13	3	10	0.3%	7.9%	0	0	0	-	-
2000	LDGT1	47,346	3,933	460	179	281	0.6%	7.1%	46,348	2,943	264	0.6%	9.0%
2000	LDGT2	13,923	1,014	111	40	71	0.5%	7.0%	13,910	715	63	0.5%	8.8%
2000	LDGV	108,401	8,787	1,134	509	625	0.6%	7.1%	107,775	6,964	594	0.6%	8.5%
2000	Unknown	1,635	121	7	3	4	0.2%	3.3%	26	3	0	0.0%	0.0%

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Model Yr	Veh Type	Overall Initial Insps	Overall Initial Fails	Dropped From Inspection [1]	Dropped From Fleet [2]	Overall No Known Outcome [3]	Overall Drop Rate % of Initial Insps	Overall Drop Rate % of Initial Fails	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD Drop Rate % of Initial Insps	OBD Drop Rate % of Initial Fails
2001	HDGV	6,937	201	6	0	6	0.1%	3.0%	0	0	0	-	-
2001	LDGT1	81,118	8,029	638	247	391	0.5%	4.9%	81,058	5,457	365	0.5%	6.7%
2001	LDGT2	26,448	2,528	213	66	147	0.6%	5.8%	26,431	1,823	140	0.5%	7.7%
2001	LDGV	171,160	11,195	1,041	456	585	0.3%	5.2%	171,087	9,175	554	0.3%	6.0%
2001	Unknown	3,158	171	3	0	3	0.1%	1.8%	63	4	0	0.0%	0.0%
2002	HDGV	2,293	51	1	1	0	0.0%	0.0%	0	0	0	-	-
2002	LDGT1	43,033	2,664	191	62	129	0.3%	4.8%	43,008	1,699	118	0.3%	6.9%
2002	LDGT2	12,476	908	72	27	45	0.4%	5.0%	12,465	572	37	0.3%	6.5%
2002	LDGV	88,248	3,754	348	148	200	0.2%	5.3%	88,196	2,949	196	0.2%	6.6%
2002	Unknown	1,115	42	3	0	3	0.3%	7.1%	25	1	0	0.0%	0.0%
2003	HDGV	1,291	34	1	0	1	0.1%	2.9%	0	0	0	-	-
2003	LDGT1	14,022	536	35	13	22	0.2%	4.1%	14,006	295	18	0.1%	6.1%
2003	LDGT2	6,299	287	24	9	15	0.2%	5.2%	6,293	189	15	0.2%	7.9%
2003	LDGV	30,922	1,156	90	44	46	0.1%	4.0%	29,656	837	42	0.1%	5.0%
2003	Unknown	662	19	0	0	0	0.0%	0.0%	13	0	0	0.0%	-
2004	HDGV	704	23	1	0	1	0.1%	4.3%	0	0	0	-	-
2004	LDGT1	8,396	234	19	8	11	0.1%	4.7%	7,320	166	10	0.1%	6.0%
2004	LDGT2	3,604	143	11	2	9	0.2%	6.3%	2,866	72	6	0.2%	8.3%
2004	LDGV	18,569	663	68	30	38	0.2%	5.7%	15,696	485	36	0.2%	7.4%
2004	Unknown	337	6	1	0	1	0.3%	16.7%	6	0	0	0.0%	-
2005	HDGV	571	11	0	0	0	0.0%	0.0%	0	0	0	-	-
2005	LDGT1	5,340	203	30	7	23	0.4%	11.3%	3,828	162	23	0.6%	14.2%
2005	LDGT2	1,533	104	20	0	20	1.3%	19.2%	868	74	20	2.3%	27.0%
2005	LDGV	10,743	555	85	10	75	0.7%	13.5%	6,885	450	72	1.0%	16.0%
2005	Unknown	279	3	0	0	0	0.0%	0.0%	3	0	0	0.0%	-
2006	HDGV	64	1	1	0	1	1.6%	100.0%	0	0	0	-	-
2006	LDGT1	104	14	3	0	3	2.9%	21.4%	91	12	3	3.3%	25.0%
2006	LDGT2	90	25	9	1	8	8.9%	32.0%	68	24	8	11.8%	33.3%
2006	LDGV	433	110	27	3	24	5.5%	21.8%	342	110	24	7.0%	21.8%
2006	Unknown	41	0	0	0	0	0.0%	-	0	0	0	-	-
Totals		**2,151,749**	**273,389**	**53,626**	**30,479**	**23,147**	**1.1%**	**8.5%**	**1,342,190**	**108,600**	**10,951**	**0.8%**	**10.1%**

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Pre 81/Unknown	HDGV	0	0	0	-	-	0	0	0	-	-	784	158	17	2.2%	10.8%
Pre 81/Unknown	LDGT1	36	0	1	2.8%	-	17	9	0	0.0%	0.0%	1,757	395	38	2.2%	9.6%
Pre 81/Unknown	LDGT2	9	2	2	22.2%	100.0%	7	1	1	14.3%	100.0%	1,305	353	30	2.3%	8.5%
Pre 81/Unknown	LDGV	78	12	3	3.8%	25.0%	55	16	0	0.0%	0.0%	9,604	2,163	202	2.1%	9.3%
Pre 81/Unknown	Unknown	0	0	0	-	-	0	0	0	-	-	643	147	24	3.7%	16.3%
1981	HDGV	0	0	0	-	-	0	0	0	-	-	236	45	6	2.5%	13.3%
1981	LDGT1	478	102	10	2.1%	9.8%	24	10	0	0.0%	0.0%	0	0	0	-	-
1981	LDGT2	122	33	3	2.5%	9.1%	8	1	0	0.0%	0.0%	0	0	0	-	-
1981	LDGV	1,334	383	46	3.4%	12.0%	103	21	1	1.0%	4.8%	1	0	0	0.0%	-
1981	Unknown	1	1	0	0.0%	0.0%	0	0	0	-	-	105	32	4	3.8%	12.5%
1982	HDGV	0	0	0	-	-	0	0	0	-	-	166	38	3	1.8%	7.9%
1982	LDGT1	323	39	3	0.9%	7.7%	10	3	0	0.0%	0.0%	0	0	0	-	-
1982	LDGT2	115	11	5	4.3%	45.5%	11	3	1	9.1%	33.3%	0	0	0	-	-
1982	LDGV	867	219	40	4.6%	18.3%	53	15	3	5.7%	20.0%	0	0	0	-	-
1982	Unknown	2	0	0	0.0%	-	1	1	0	0.0%	0.0%	66	16	3	4.5%	18.8%
1983	HDGV	0	0	1	-	-	0	0	0	-	-	368	93	8	2.2%	8.6%
1983	LDGT1	961	150	21	2.2%	14.0%	37	8	1	2.7%	12.5%	0	0	0	-	-
1983	LDGT2	375	75	14	3.7%	18.7%	27	11	0	0.0%	0.0%	0	0	0	-	-
1983	LDGV	3,137	819	102	3.3%	12.5%	179	36	0	0.0%	0.0%	0	0	0	-	-
1983	Unknown	1	1	0	0.0%	0.0%	0	0	0	-	-	165	43	4	2.4%	9.3%
1984	HDGV	0	0	1	-	-	0	0	0	-	-	410	74	10	2.4%	13.5%
1984	LDGT1	1,001	230	44	4.4%	19.1%	46	14	1	2.2%	7.1%	0	0	0	-	-
1984	LDGT2	381	101	15	3.9%	14.9%	21	2	1	4.8%	50.0%	0	0	0	-	-
1984	LDGV	2,778	688	95	3.4%	13.8%	130	20	2	1.5%	10.0%	9	1	0	0.0%	0.0%
1984	Unknown	3	0	2	66.7%	-	0	0	0	-	-	162	49	9	5.6%	18.4%
1985	HDGV	0	0	0	-	-	0	0	0	-	-	962	187	15	1.6%	8.0%
1985	LDGT1	2,585	477	62	2.4%	13.0%	112	31	4	3.6%	12.9%	0	0	0	-	-
1985	LDGT2	1,021	196	19	1.9%	9.7%	43	12	2	4.7%	16.7%	0	0	0	-	-
1985	LDGV	9,829	2,169	228	2.3%	10.5%	408	82	5	1.2%	6.1%	30	3	0	0.0%	0.0%
1985	Unknown	6	2	1	16.7%	50.0%	0	0	0	-	-	381	94	9	2.4%	9.6%
1986	HDGV	0	0	1	-	-	2	1	0	0.0%	0.0%	864	173	17	2.0%	9.8%
1986	LDGT1	2,395	373	94	3.9%	25.2%	83	20	1	1.2%	5.0%	0	0	0	-	-
1986	LDGT2	812	160	34	4.2%	21.3%	44	14	0	0.0%	0.0%	0	0	0	-	-
1986	LDGV	7,033	1,581	250	3.6%	15.8%	248	52	2	0.8%	3.8%	38	7	0	0.0%	0.0%
1986	Unknown	6	1	0	0.0%	0.0%	1	0	0	0.0%	-	309	87	9	2.9%	10.3%

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1987	HDGV	0	0	0	-	-	1	0	0	0.0%	-	1,560	250	23	1.5%	9.2%
1987	LDGT1	7,177	735	126	1.8%	17.1%	234	58	6	2.6%	10.3%	0	0	0	-	-
1987	LDGT2	2,550	362	51	2.0%	14.1%	99	11	2	2.0%	18.2%	0	0	0	-	-
1987	LDGV	23,140	4,302	463	2.0%	10.8%	704	115	5	0.7%	4.3%	87	13	1	1.1%	7.7%
1987	Unknown	10	2	1	10.0%	50.0%	0	0	0	-	-	572	130	20	3.5%	15.4%
1988	HDGV	0	0	2	-	-	1	0	0	0.0%	-	1,215	166	13	1.1%	7.8%
1988	LDGT1	4,839	1,053	182	3.8%	17.3%	165	38	8	4.8%	21.1%	0	0	0	-	-
1988	LDGT2	1,919	295	58	3.0%	19.7%	77	15	2	2.6%	13.3%	0	0	0	-	-
1988	LDGV	12,837	2,163	380	3.0%	17.6%	375	74	6	1.6%	8.1%	14	1	0	0.0%	0.0%
1988	Unknown	2	0	1	50.0%	-	0	0	0	-	-	410	80	7	1.7%	8.8%
1989	HDGV	0	0	1	-	-	4	1	0	0.0%	0.0%	2,342	353	37	1.6%	10.5%
1989	LDGT1	10,842	1,856	265	2.4%	14.3%	278	54	3	1.1%	5.6%	0	0	0	-	-
1989	LDGT2	4,346	615	98	2.3%	15.9%	136	27	1	0.7%	3.7%	0	0	0	-	-
1989	LDGV	38,458	4,897	599	1.6%	12.2%	854	148	11	1.3%	7.4%	5	0	0	0.0%	-
1989	Unknown	12	0	1	8.3%	-	2	1	0	0.0%	0.0%	759	150	18	2.4%	12.0%
1990	HDGV	0	0	0	-	-	0	0	0	-	-	912	110	8	0.9%	7.3%
1990	LDGT1	5,500	1,001	158	2.9%	15.8%	236	56	12	5.1%	21.4%	0	0	0	-	-
1990	LDGT2	1,892	234	35	1.8%	15.0%	59	8	0	0.0%	0.0%	0	0	0	-	-
1990	LDGV	22,782	3,684	651	2.9%	17.7%	784	157	23	2.9%	14.6%	0	0	0	-	-
1990	Unknown	7	3	0	0.0%	0.0%	1	0	0	0.0%	-	321	58	6	1.9%	10.3%
1991	HDGV	0	0	1	-	-	0	0	0	-	-	1,366	116	6	0.4%	5.2%
1991	LDGT1	14,472	2,277	296	2.0%	13.0%	852	141	16	1.9%	11.3%	0	0	0	-	-
1991	LDGT2	3,193	439	32	1.0%	7.3%	212	48	6	2.8%	12.5%	0	0	0	-	-
1991	LDGV	53,509	9,044	1,176	2.2%	13.0%	2,929	425	30	1.0%	7.1%	2	0	0	0.0%	-
1991	Unknown	20	3	0	0.0%	0.0%	2	1	0	0.0%	0.0%	401	46	5	1.2%	10.9%
1992	HDGV	0	0	1	-	-	0	0	0	-	-	913	63	4	0.4%	6.3%
1992	LDGT1	8,628	1,488	254	2.9%	17.1%	427	96	13	3.0%	13.5%	0	0	0	-	-
1992	LDGT2	2,181	340	54	2.5%	15.9%	126	26	3	2.4%	11.5%	0	0	0	-	-
1992	LDGV	30,952	5,100	959	3.1%	18.8%	2,124	305	32	1.5%	10.5%	2	1	0	0.0%	0.0%
1992	Unknown	9	1	1	11.1%	100.0%	0	0	0	-	-	246	32	3	1.2%	9.4%
1993	HDGV	0	0	0	-	-	1	0	0	0.0%	-	2,011	114	13	0.6%	11.4%
1993	LDGT1	25,852	3,371	417	1.6%	12.4%	2,638	602	52	2.0%	8.6%	0	0	0	-	-
1993	LDGT2	6,799	664	78	1.1%	11.7%	327	86	9	2.8%	10.5%	0	0	0	-	-
1993	LDGV	84,036	9,917	1,369	1.6%	13.8%	5,648	756	55	1.0%	7.3%	1	1	0	0.0%	0.0%
1993	Unknown	18	4	0	0.0%	0.0%	2	0	0	0.0%	-	717	58	3	0.4%	5.2%

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1994	HDGV	0	0	0	-	-	0	0	0	-	-	1,742	122	10	0.6%	8.2%
1994	LDGT1	16,329	1,467	247	1.5%	16.8%	2,056	434	41	2.0%	9.4%	0	0	0	-	-
1994	LDGT2	4,427	354	70	1.6%	19.8%	389	65	9	2.3%	13.8%	0	0	0	-	-
1994	LDGV	41,897	4,059	659	1.6%	16.2%	2,903	385	30	1.0%	7.8%	0	0	0	-	-
1994	Unknown	12	3	1	8.3%	33.3%	0	0	0	-	-	498	35	4	0.8%	11.4%
1995	HDGV	0	0	0	-	-	4	0	0	0.0%	-	4,643	235	12	0.3%	5.1%
1995	LDGT1	42,490	2,786	405	1.0%	14.5%	3,703	419	39	1.1%	9.3%	0	0	0	-	-
1995	LDGT2	13,246	734	99	0.7%	13.5%	914	102	11	1.2%	10.8%	0	0	0	-	-
1995	LDGV	116,874	6,618	960	0.8%	14.5%	7,575	597	34	0.4%	5.7%	1	1	0	0.0%	0.0%
1995	Unknown	34	5	1	2.9%	20.0%	0	0	0	-	-	1,398	98	8	0.6%	8.2%
1996	HDGV	0	0	0	-	-	0	0	0	-	-	1,841	100	8	0.4%	8.0%
1996	LDGT1	141	9	0	0.0%	0.0%	45	2	0	0.0%	0.0%	0	0	0	-	-
1996	LDGT2	22	1	0	0.0%	0.0%	13	1	0	0.0%	0.0%	0	0	0	-	-
1996	LDGV	243	15	2	0.8%	13.3%	46	6	0	0.0%	0.0%	0	0	0	-	-
1996	Unknown	0	0	0	-	-	0	0	0	-	-	522	24	4	0.8%	16.7%
1997	HDGV	0	0	0	-	-	1	0	0	0.0%	-	5,393	165	9	0.2%	5.5%
1997	LDGT1	19	1	0	0.0%	0.0%	33	0	0	0.0%	-	0	0	0	-	-
1997	LDGT2	8	1	0	0.0%	0.0%	20	1	0	0.0%	0.0%	0	0	0	-	-
1997	LDGV	118	6	3	2.5%	50.0%	25	4	1	4.0%	25.0%	0	0	0	-	-
1997	Unknown	0	0	0	-	-	0	0	0	-	-	2,103	72	3	0.1%	4.2%
1998	HDGV	0	0	0	-	-	0	0	0	-	-	1,900	41	3	0.2%	7.3%
1998	LDGT1	19	1	1	5.3%	100.0%	17	1	0	0.0%	0.0%	0	0	0	-	-
1998	LDGT2	2	0	0	0.0%	-	6	0	0	0.0%	-	0	0	0	-	-
1998	LDGV	93	4	1	1.1%	25.0%	22	3	0	0.0%	0.0%	0	0	0	-	-
1998	Unknown	0	0	0	-	-	0	0	0	-	-	792	24	4	0.5%	16.7%
1999	HDGV	0	0	0	-	-	0	0	0	-	-	5,680	107	9	0.2%	8.4%
1999	LDGT1	16	0	0	0.0%	-	23	2	1	4.3%	50.0%	0	0	0	-	-
1999	LDGT2	5	0	0	0.0%	-	9	0	0	0.0%	-	0	0	0	-	-
1999	LDGV	71	3	0	0.0%	0.0%	30	2	0	0.0%	0.0%	0	0	0	-	-
1999	Unknown	0	0	0	-	-	0	0	0	-	-	2,254	50	5	0.2%	10.0%
2000	HDGV	0	0	0	-	-	0	0	0	-	-	3,663	25	4	0.1%	16.0%
2000	LDGT1	933	2	0	0.0%	0.0%	48	2	0	0.0%	0.0%	0	0	0	-	-
2000	LDGT2	3	0	0	0.0%	-	9	0	0	0.0%	-	0	0	0	-	-
2000	LDGV	570	5	0	0.0%	0.0%	29	0	0	0.0%	-	0	0	0	-	-
2000	Unknown	0	0	0	-	-	0	0	0	-	-	1,606	18	1	0.1%	5.6%

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2001	HDGV	0	0	0	-	-	0	0	0	-	-	6,935	27	3	0.0%	11.1%
2001	LDGT1	24	0	0	0.0%	-	17	0	0	0.0%	-	0	0	0	-	-
2001	LDGT2	2	0	0	0.0%	-	13	0	0	0.0%	-	0	0	0	-	-
2001	LDGV	23	0	0	0.0%	-	35	0	0	0.0%	-	0	0	0	-	-
2001	Unknown	0	0	0	-	-	3	0	0	0.0%	-	3,091	13	0	0.0%	0.0%
2002	HDGV	0	0	0	-	-	0	0	0	-	-	2,291	5	0	0.0%	0.0%
2002	LDGT1	7	0	0	0.0%	-	14	2	0	0.0%	0.0%	0	0	0	-	-
2002	LDGT2	1	0	0	0.0%	-	6	1	1	16.7%	100.0%	0	0	0	-	-
2002	LDGV	11	0	0	0.0%	-	24	1	1	4.2%	100.0%	0	0	0	-	-
2002	Unknown	0	0	0	-	-	1	0	0	0.0%	-	1,089	4	0	0.0%	0.0%
2003	HDGV	0	0	0	-	-	1	0	0	0.0%	-	1,289	1	0	0.0%	0.0%
2003	LDGT1	6	0	0	0.0%	-	7	1	1	14.3%	100.0%	0	0	0	-	-
2003	LDGT2	0	0	0	-	-	5	0	0	0.0%	-	0	0	0	-	-
2003	LDGV	1,212	6	0	0.0%	0.0%	43	1	0	0.0%	0.0%	0	0	0	-	-
2003	Unknown	0	0	0	-	-	0	0	0	-	-	649	0	0	0.0%	-
2004	HDGV	0	0	0	-	-	0	0	0	-	-	704	2	1	0.1%	50.0%
2004	LDGT1	117	1	0	0.0%	0.0%	958	0	0	0.0%	-	0	0	0	-	-
2004	LDGT2	419	0	0	0.0%	-	318	1	0	0.0%	0.0%	0	0	0	-	-
2004	LDGV	2,719	7	0	0.0%	0.0%	146	0	0	0.0%	-	0	0	0	-	-
2004	Unknown	1	0	0	0.0%	-	0	0	0	-	-	330	0	0	0.0%	-
2005	HDGV	0	0	0	-	-	0	0	0	-	-	571	0	0	0.0%	-
2005	LDGT1	276	0	0	0.0%	-	1,232	0	0	0.0%	-	0	0	0	-	-
2005	LDGT2	326	0	0	0.0%	-	339	0	0	0.0%	-	0	0	0	-	-
2005	LDGV	3,389	10	1	0.0%	10.0%	463	0	0	0.0%	-	0	0	0	-	-
2005	Unknown	0	0	0	-	-	0	0	0	-	-	276	1	0	0.0%	0.0%
2006	HDGV	0	0	0	-	-	0	0	0	-	-	63	0	0	0.0%	-
2006	LDGT1	3	1	0	0.0%	0.0%	10	0	0	0.0%	-	0	0	0	-	-
2006	LDGT2	6	0	0	0.0%	-	16	0	0	0.0%	-	0	0	0	-	-
2006	LDGV	46	0	0	0.0%	-	45	0	0	0.0%	-	0	0	0	-	-
2006	Unknown	1	0	0	0.0%	-	0	0	0	-	-	40	0	0	0.0%	-
Totals		**647,832**	**77,774**	**11,257**	**1.7%**	**14.5%**	**42,584**	**5,665**	**489**	**1.1%**	**8.6%**	**83,585**	**7,070**	**663**	**0.8%**	**9.4%**

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Pre 81/Unknown	HDGV	656	44	7	1.1%	15.9%	292	4	1	0.34%	25.0%	803	14	6	0.7%	42.9%
Pre 81/Unknown	LDGT1	1,488	123	10	0.7%	8.1%	1,146	24	5	0.44%	20.8%	1,953	27	4	0.2%	14.8%
Pre 81/Unknown	LDGT2	1,191	129	12	1.0%	9.3%	854	11	0	0.00%	0.0%	1,392	22	2	0.1%	9.1%
Pre 81/Unknown	LDGV	6,462	359	25	0.4%	7.0%	5,382	45	7	0.13%	15.6%	10,201	181	16	0.2%	8.8%
Pre 81/Unknown	Unknown	404	58	10	2.5%	17.2%	165	1	0	0.00%	0.0%	669	17	5	0.7%	29.4%
1981	HDGV	217	11	3	1.4%	27.3%	143	2	1	0.70%	50.0%	239	0	0	0.0%	-
1981	LDGT1	532	51	2	0.4%	3.9%	533	6	0	0.00%	0.0%	544	17	1	0.2%	5.9%
1981	LDGT2	141	13	2	1.4%	15.4%	140	1	0	0.00%	0.0%	143	1	0	0.0%	0.0%
1981	LDGV	1,422	56	2	0.1%	3.6%	1,501	3	1	0.07%	33.3%	1,509	21	0	0.0%	0.0%
1981	Unknown	92	14	3	3.3%	21.4%	49	1	0	0.00%	0.0%	108	0	0	0.0%	-
1982	HDGV	164	7	1	0.6%	14.3%	106	1	0	0.00%	0.0%	172	3	0	0.0%	0.0%
1982	LDGT1	353	25	1	0.3%	4.0%	358	2	0	0.00%	0.0%	360	8	1	0.3%	12.5%
1982	LDGT2	137	13	0	0.0%	0.0%	135	0	0	0.00%	-	141	5	0	0.0%	0.0%
1982	LDGV	915	45	3	0.3%	6.7%	980	4	2	0.20%	50.0%	984	26	4	0.4%	15.4%
1982	Unknown	56	8	0	0.0%	0.0%	35	2	0	0.00%	0.0%	70	0	0	0.0%	-
1983	HDGV	365	22	5	1.4%	22.7%	238	5	0	0.00%	0.0%	374	2	0	0.0%	0.0%
1983	LDGT1	1,049	75	9	0.9%	12.0%	1,065	10	0	0.00%	0.0%	1,070	21	3	0.3%	14.3%
1983	LDGT2	437	41	5	1.1%	12.2%	440	5	2	0.45%	40.0%	446	11	2	0.4%	18.2%
1983	LDGV	3,306	129	13	0.4%	10.1%	3,476	3	0	0.00%	0.0%	3,486	43	2	0.1%	4.7%
1983	Unknown	138	8	2	1.4%	25.0%	81	0	0	0.00%	-	171	2	0	0.0%	0.0%
1984	HDGV	398	26	5	1.3%	19.2%	288	7	1	0.35%	14.3%	423	8	0	0.0%	0.0%
1984	LDGT1	1,124	103	10	0.9%	9.7%	1,127	7	0	0.00%	0.0%	1,139	21	2	0.2%	9.5%
1984	LDGT2	434	35	4	0.9%	11.4%	430	4	1	0.23%	25.0%	440	7	0	0.0%	0.0%
1984	LDGV	3,048	178	13	0.4%	7.3%	3,109	4	1	0.03%	25.0%	3,115	52	9	0.3%	17.3%
1984	Unknown	139	21	3	2.2%	14.3%	86	1	0	0.00%	0.0%	174	4	0	0.0%	0.0%
1985	HDGV	919	61	7	0.8%	11.5%	634	9	0	0.00%	0.0%	978	10	1	0.1%	10.0%
1985	LDGT1	2,853	186	6	0.2%	3.2%	2,885	8	3	0.10%	37.5%	2,904	61	6	0.2%	9.8%
1985	LDGT2	1,138	85	5	0.4%	5.9%	1,146	8	1	0.09%	12.5%	1,162	27	3	0.3%	11.1%
1985	LDGV	10,782	403	26	0.2%	6.5%	10,924	19	1	0.01%	5.3%	10,943	216	25	0.2%	11.6%
1985	Unknown	318	23	4	1.3%	17.4%	205	1	0	0.00%	0.0%	394	2	0	0.0%	0.0%
1986	HDGV	854	56	6	0.7%	10.7%	575	10	2	0.35%	20.0%	876	2	0	0.0%	0.0%
1986	LDGT1	2,677	197	18	0.7%	9.1%	2,699	13	2	0.07%	15.4%	2,717	59	11	0.4%	18.6%
1986	LDGT2	924	85	11	1.2%	12.9%	926	6	2	0.22%	33.3%	939	29	10	1.1%	34.5%
1986	LDGV	7,799	277	22	0.3%	7.9%	7,926	17	2	0.03%	11.8%	7,939	216	27	0.3%	12.5%
1986	Unknown	269	26	2	0.7%	7.7%	176	4	1	0.57%	25.0%	323	4	2	0.6%	50.0%

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1987	HDGV	1,495	70	7	0.5%	10.0%	1,292	4	0	0.00%	0.0%	1,584	10	0	0.0%	0.0%
1987	LDGT1	7,904	397	23	0.3%	5.8%	7,940	22	1	0.01%	4.5%	7,962	142	15	0.2%	10.6%
1987	LDGT2	2,792	125	7	0.3%	5.6%	2,810	4	2	0.07%	50.0%	2,817	37	2	0.1%	5.4%
1987	LDGV	25,129	657	36	0.1%	5.5%	25,295	36	4	0.02%	11.1%	25,337	381	40	0.2%	10.5%
1987	Unknown	489	58	6	1.2%	10.3%	399	3	0	0.00%	0.0%	600	5	1	0.2%	20.0%
1988	HDGV	1,197	63	5	0.4%	7.9%	1,176	9	0	0.00%	0.0%	1,237	9	2	0.2%	22.2%
1988	LDGT1	5,379	257	24	0.4%	9.3%	5,396	12	0	0.00%	0.0%	5,410	124	21	0.4%	16.9%
1988	LDGT2	2,106	111	6	0.3%	5.4%	2,123	8	0	0.00%	0.0%	2,129	34	4	0.2%	11.8%
1988	LDGV	14,194	422	25	0.2%	5.9%	14,315	35	3	0.02%	8.6%	14,336	305	43	0.3%	14.1%
1988	Unknown	356	34	7	2.0%	20.6%	343	2	0	0.00%	0.0%	425	6	1	0.2%	16.7%
1989	HDGV	2,346	91	9	0.4%	9.9%	2,328	5	2	0.09%	40.0%	2,378	10	1	0.0%	10.0%
1989	LDGT1	11,759	544	24	0.2%	4.4%	11,777	18	3	0.03%	16.7%	11,798	209	28	0.2%	13.4%
1989	LDGT2	4,742	173	15	0.3%	8.7%	4,743	5	0	0.00%	0.0%	4,755	57	3	0.1%	5.3%
1989	LDGV	41,453	918	44	0.1%	4.8%	41,648	35	1	0.00%	2.9%	41,716	731	73	0.2%	10.0%
1989	Unknown	709	58	4	0.6%	6.9%	704	6	0	0.00%	0.0%	782	1	0	0.0%	0.0%
1990	HDGV	917	52	2	0.2%	3.8%	918	1	0	0.00%	0.0%	932	7	1	0.1%	14.3%
1990	LDGT1	6,119	300	26	0.4%	8.7%	6,141	11	2	0.03%	18.2%	6,148	135	22	0.4%	16.3%
1990	LDGT2	2,071	81	4	0.2%	4.9%	2,071	7	1	0.05%	14.3%	2,074	37	6	0.3%	16.2%
1990	LDGV	25,092	688	43	0.2%	6.3%	25,188	40	7	0.03%	17.5%	25,234	483	73	0.3%	15.1%
1990	Unknown	311	33	2	0.6%	6.1%	312	2	1	0.32%	50.0%	337	5	2	0.6%	40.0%
1991	HDGV	1,380	68	1	0.1%	1.5%	1,379	0	0	0.00%	-	1,390	11	3	0.2%	27.3%
1991	LDGT1	16,162	560	23	0.1%	4.1%	16,173	6	1	0.01%	16.7%	16,196	240	26	0.2%	10.8%
1991	LDGT2	3,569	139	6	0.2%	4.3%	3,562	5	0	0.00%	0.0%	3,573	59	8	0.2%	13.6%
1991	LDGV	59,556	1,435	87	0.1%	6.1%	59,634	36	6	0.01%	16.7%	59,725	1,300	145	0.2%	11.2%
1991	Unknown	393	37	2	0.5%	5.4%	410	1	0	0.00%	0.0%	432	4	2	0.5%	50.0%
1992	HDGV	926	44	0	0.0%	0.0%	923	0	0	0.00%	-	929	10	2	0.2%	20.0%
1992	LDGT1	9,664	319	24	0.2%	7.5%	9,644	4	0	0.00%	0.0%	9,671	207	21	0.2%	10.1%
1992	LDGT2	2,418	95	4	0.2%	4.2%	2,421	0	0	0.00%	-	2,421	33	6	0.2%	18.2%
1992	LDGV	35,299	856	52	0.1%	6.1%	35,331	34	7	0.02%	20.6%	35,381	960	118	0.3%	12.3%
1992	Unknown	246	22	0	0.0%	0.0%	248	1	0	0.00%	0.0%	258	0	0	0.0%	-
1993	HDGV	2,025	65	3	0.1%	4.6%	2,024	3	0	0.00%	0.0%	2,033	10	1	0.0%	10.0%
1993	LDGT1	29,857	779	37	0.1%	4.7%	29,907	5	1	0.00%	20.0%	29,957	617	80	0.3%	13.0%
1993	LDGT2	7,350	258	9	0.1%	3.5%	7,345	2	0	0.00%	0.0%	7,351	40	6	0.1%	15.0%
1993	LDGV	94,173	2,070	82	0.1%	4.0%	94,185	31	8	0.01%	25.8%	94,314	2,052	213	0.2%	10.4%
1993	Unknown	709	52	4	0.6%	7.7%	716	1	0	0.00%	0.0%	743	0	0	0.0%	-

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1994	HDGV	1,755	70	1	0.1%	1.4%	1,738	1	0	0.00%	0.0%	1,760	14	4	0.2%	28.6%
1994	LDGT1	19,241	567	26	0.1%	4.6%	19,229	6	0	0.00%	0.0%	19,256	402	62	0.3%	15.4%
1994	LDGT2	4,947	200	6	0.1%	3.0%	4,945	3	0	0.00%	0.0%	4,950	49	2	0.0%	4.1%
1994	LDGV	46,872	1,131	44	0.1%	3.9%	46,944	24	3	0.01%	12.5%	47,005	955	88	0.2%	9.2%
1994	Unknown	484	40	1	0.2%	2.5%	499	1	0	0.00%	0.0%	516	1	0	0.0%	0.0%
1995	HDGV	4,643	147	5	0.1%	3.4%	4,584	0	0	0.00%	-	4,669	6	2	0.0%	33.3%
1995	LDGT1	47,441	973	39	0.1%	4.0%	47,435	7	2	0.00%	28.6%	47,485	415	49	0.1%	11.8%
1995	LDGT2	14,394	430	8	0.1%	1.9%	14,398	2	0	0.00%	0.0%	14,413	42	9	0.1%	21.4%
1995	LDGV	128,086	2,345	77	0.1%	3.3%	128,254	42	9	0.01%	21.4%	128,363	1,549	161	0.1%	10.4%
1995	Unknown	1,373	99	1	0.1%	1.0%	1,384	0	0	0.00%	-	1,439	2	1	0.1%	50.0%
1996	HDGV	1,841	63	1	0.1%	1.6%	1,800	0	0	0.00%	-	1,845	4	0	0.0%	0.0%
1996	LDGT1	25,003	926	59	0.2%	6.4%	25,026	4	0	0.00%	0.0%	25,047	172	29	0.1%	16.9%
1996	LDGT2	5,862	175	9	0.2%	5.1%	5,860	1	1	0.02%	100.0%	5,867	14	2	0.0%	14.3%
1996	LDGV	58,062	1,234	81	0.1%	6.6%	58,152	27	2	0.00%	7.4%	58,211	398	45	0.1%	11.3%
1996	Unknown	535	47	3	0.6%	6.4%	538	1	0	0.00%	0.0%	553	3	1	0.2%	33.3%
1997	HDGV	5,392	152	7	0.1%	4.6%	5,160	2	0	0.00%	0.0%	5,405	2	0	0.0%	0.0%
1997	LDGT1	55,273	1,380	48	0.1%	3.5%	55,295	5	1	0.00%	20.0%	55,332	140	22	0.0%	15.7%
1997	LDGT2	14,729	360	17	0.1%	4.7%	14,738	3	1	0.01%	33.3%	14,749	29	6	0.0%	20.7%
1997	LDGV	136,617	2,034	65	0.0%	3.2%	136,983	33	5	0.00%	15.2%	137,058	513	60	0.0%	11.7%
1997	Unknown	2,106	147	5	0.2%	3.4%	2,087	0	0	0.00%	-	2,135	1	0	0.0%	0.0%
1998	HDGV	1,896	53	2	0.1%	3.8%	1,902	0	0	0.00%	-	1,907	4	1	0.1%	25.0%
1998	LDGT1	38,234	705	25	0.1%	3.5%	38,246	1	0	0.00%	0.0%	38,275	100	9	0.0%	9.0%
1998	LDGT2	10,447	201	6	0.1%	3.0%	10,455	0	0	0.00%	-	10,469	7	1	0.0%	14.3%
1998	LDGV	80,256	1,334	54	0.1%	4.0%	80,618	24	4	0.00%	16.7%	80,687	287	40	0.0%	13.9%
1998	Unknown	791	34	2	0.3%	5.9%	800	0	0	0.00%	-	814	3	0	0.0%	0.0%
1999	HDGV	5,675	141	1	0.0%	0.7%	5,675	1	0	0.00%	0.0%	5,686	4	1	0.0%	25.0%
1999	LDGT1	62,015	889	25	0.0%	2.8%	62,047	4	0	0.00%	0.0%	62,080	66	6	0.0%	9.1%
1999	LDGT2	24,654	324	5	0.0%	1.5%	24,653	0	0	0.00%	-	24,670	18	2	0.0%	11.1%
1999	LDGV	151,290	2,723	67	0.0%	2.5%	152,090	36	1	0.00%	2.8%	152,170	303	35	0.0%	11.6%
1999	Unknown	2,281	123	7	0.3%	5.7%	2,302	0	0	0.00%	-	2,308	0	0	0.0%	-
2000	HDGV	3,652	102	7	0.2%	6.9%	3,663	1	0	0.00%	0.0%	3,664	0	0	0.0%	-
2000	LDGT1	47,280	1,074	26	0.1%	2.4%	47,322	1	0	0.00%	0.0%	47,346	31	6	0.0%	19.4%
2000	LDGT2	13,892	314	10	0.1%	3.2%	13,919	1	0	0.00%	0.0%	13,923	4	1	0.0%	25.0%
2000	LDGV	107,458	1,969	45	0.0%	2.3%	108,349	5	1	0.00%	20.0%	108,401	129	15	0.0%	11.6%
2000	Unknown	1,613	98	3	0.2%	3.1%	1,628	0	0	0.00%	-	1,635	1	0	0.0%	0.0%

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2001	HDGV	6,914	174	3	0.0%	1.7%	6,931	1	0	0.00%	0.0%	6,937	1	0	0.0%	0.0%
2001	LDGT1	80,958	2,842	40	0.0%	1.4%	81,080	4	1	0.00%	25.0%	81,118	11	0	0.0%	0.0%
2001	LDGT2	26,155	811	16	0.1%	2.0%	26,442	0	0	0.00%	-	26,448	9	1	0.0%	11.1%
2001	LDGV	168,675	2,187	38	0.0%	1.7%	171,089	14	2	0.00%	14.3%	171,160	68	9	0.0%	13.2%
2001	Unknown	3,125	155	3	0.1%	1.9%	3,153	0	0	0.00%	-	3,158	1	0	0.0%	0.0%
2002	HDGV	2,285	46	0	0.0%	0.0%	2,292	0	0	0.00%	-	2,293	0	0	0.0%	-
2002	LDGT1	42,804	1,047	17	0.0%	1.6%	43,020	3	0	0.00%	0.0%	43,033	3	0	0.0%	0.0%
2002	LDGT2	12,315	365	7	0.1%	1.9%	12,469	0	0	0.00%	-	12,476	3	0	0.0%	0.0%
2002	LDGV	86,472	839	9	0.0%	1.1%	88,225	11	2	0.00%	18.2%	88,248	12	2	0.0%	16.7%
2002	Unknown	1,103	38	3	0.3%	7.9%	1,113	0	0	0.00%	-	1,115	0	0	0.0%	-
2003	HDGV	1,279	32	0	0.0%	0.0%	1,291	0	0	0.00%	-	1,291	1	1	0.1%	100.0%
2003	LDGT1	13,921	250	3	0.0%	1.2%	14,016	0	0	0.00%	-	14,022	0	0	0.0%	-
2003	LDGT2	6,215	111	2	0.0%	1.8%	6,295	0	0	0.00%	-	6,299	0	0	0.0%	-
2003	LDGV	29,774	313	4	0.0%	1.3%	30,910	5	1	0.00%	20.0%	30,922	4	0	0.0%	0.0%
2003	Unknown	659	19	0	0.0%	0.0%	662	0	0	0.00%	-	662	0	0	0.0%	-
2004	HDGV	672	21	0	0.0%	0.0%	703	0	0	0.00%	-	704	0	0	0.0%	-
2004	LDGT1	7,976	70	2	0.0%	2.9%	8,394	0	0	0.00%	-	8,396	1	0	0.0%	0.0%
2004	LDGT2	3,445	71	3	0.1%	4.2%	3,601	1	0	0.00%	0.0%	3,604	0	0	0.0%	-
2004	LDGV	17,321	168	2	0.0%	1.2%	18,564	1	0	0.00%	0.0%	18,569	1	0	0.0%	0.0%
2004	Unknown	326	6	1	0.3%	16.7%	336	0	0	0.00%	-	337	0	0	0.0%	-
2005	HDGV	548	11	0	0.0%	0.0%	569	0	0	0.00%	-	571	0	0	0.0%	-
2005	LDGT1	5,030	42	0	0.0%	0.0%	5,340	0	0	0.00%	-	5,340	0	0	0.0%	-
2005	LDGT2	1,429	29	0	0.0%	0.0%	1,533	2	0	0.00%	0.0%	1,533	0	0	0.0%	-
2005	LDGV	9,914	98	3	0.0%	3.1%	10,740	0	0	0.00%	-	10,743	0	0	0.0%	-
2005	Unknown	268	2	0	0.0%	0.0%	279	0	0	0.00%	-	279	0	0	0.0%	-
2006	HDGV	62	0	0	0.0%	-	64	0	0	0.00%	-	64	1	1	1.6%	100.0%
2006	LDGT1	91	1	0	0.0%	0.0%	104	0	0	0.00%	-	104	0	0	0.0%	-
2006	LDGT2	85	1	0	0.0%	0.0%	90	0	0	0.00%	-	90	0	0	0.0%	-
2006	LDGV	381	1	0	0.0%	0.0%	432	0	0	0.00%	-	433	0	0	0.0%	-
2006	Unknown	40	0	0	0.0%	-	41	0	0	0.00%	-	41	0	0	0.0%	-
Totals		**2,129,820**	**47,278**	**1,854**	**0.1%**	**3.9%**	**2,139,572**	**920**	**122**	**0.01%**	**13.3%**	**2,151,749**	**15,194**	**1,785**	**0.1%**	**11.7%**

APPENDIX I -
PART K

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 2005

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
Pre 81/Unknown	HDGV	154	31	123	20.1%	79.9%	0	0	0	-	-
Pre 81/Unknown	LDGT1	413	76	337	18.4%	81.6%	6	2	4	33.3%	66.7%
Pre 81/Unknown	LDGT2	376	93	283	24.7%	75.3%	4	0	4	0.0%	100.0%
Pre 81/Unknown	LDGV	2161	429	1732	19.9%	80.1%	32	9	23	28.1%	71.9%
Pre 81/Unknown	Unknown	161	41	120	25.5%	74.5%	0	0	0	-	-
1981	HDGV	46	10	36	21.7%	78.3%	0	0	0	-	-
1981	LDGT1	146	36	110	24.7%	75.3%	0	0	0	-	-
1981	LDGT2	39	15	24	38.5%	61.5%	0	0	0	-	-
1981	LDGV	405	125	280	30.9%	69.1%	0	0	0	-	-
1981	Unknown	34	11	23	32.4%	67.6%	0	0	0	-	-
1982	HDGV	44	6	38	13.6%	86.4%	0	0	0	-	-
1982	LDGT1	61	16	45	26.2%	73.8%	0	0	0	-	-
1982	LDGT2	24	6	18	25.0%	75.0%	0	0	0	-	-
1982	LDGV	242	72	170	29.8%	70.2%	0	0	0	-	-
1982	Unknown	21	5	16	23.8%	76.2%	0	0	0	-	-
1983	HDGV	97	11	86	11.3%	88.7%	0	0	0	-	-
1983	LDGT1	221	55	166	24.9%	75.1%	0	0	0	-	-
1983	LDGT2	113	23	90	20.4%	79.6%	0	0	0	-	-
1983	LDGV	856	186	670	21.7%	78.3%	0	0	0	-	-
1983	Unknown	46	16	30	34.8%	65.2%	0	0	0	-	-
1984	HDGV	69	5	64	7.2%	92.8%	0	0	0	-	-
1984	LDGT1	280	77	203	27.5%	72.5%	0	0	0	-	-
1984	LDGT2	110	22	88	20.0%	80.0%	0	0	0	-	-
1984	LDGV	756	175	581	23.1%	76.9%	0	0	0	-	-
1984	Unknown	54	18	36	33.3%	66.7%	0	0	0	-	-
1985	HDGV	207	33	174	15.9%	84.1%	0	0	0	-	-
1985	LDGT1	668	174	494	26.0%	74.0%	0	0	0	-	-
1985	LDGT2	276	78	198	28.3%	71.7%	0	0	0	-	-
1985	LDGV	2536	603	1933	23.8%	76.2%	0	0	0	-	-
1985	Unknown	99	20	79	20.2%	79.8%	0	0	0	-	-
1986	HDGV	184	27	157	14.7%	85.3%	0	0	0	-	-
1986	LDGT1	549	147	402	26.8%	73.2%	0	0	0	-	-
1986	LDGT2	213	65	148	30.5%	69.5%	0	0	0	-	-
1986	LDGV	1748	527	1221	30.1%	69.9%	0	0	0	-	-
1986	Unknown	97	22	75	22.7%	77.3%	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 2005

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
1987	HDGV	270	52	218	19.3%	80.7%	0	0	0	-	-
1987	LDGT1	1272	269	1003	21.1%	78.9%	0	0	0	-	-
1987	LDGT2	510	114	396	22.4%	77.6%	0	0	0	-	-
1987	LDGV	4958	1239	3719	25.0%	75.0%	1	0	1	0.0%	100.0%
1987	Unknown	163	29	134	17.8%	82.2%	0	0	0	-	-
1988	HDGV	191	36	155	18.8%	81.2%	0	0	0	-	-
1988	LDGT1	1199	310	889	25.9%	74.1%	0	0	0	-	-
1988	LDGT2	390	97	293	24.9%	75.1%	0	0	0	-	-
1988	LDGV	2639	725	1914	27.5%	72.5%	0	0	0	-	-
1988	Unknown	122	29	93	23.8%	76.2%	0	0	0	-	-
1989	HDGV	375	58	317	15.5%	84.5%	0	0	0	-	-
1989	LDGT1	2398	593	1805	24.7%	75.3%	0	0	0	-	-
1989	LDGT2	855	192	663	22.5%	77.5%	0	0	0	-	-
1989	LDGV	6400	1383	5017	21.6%	78.4%	0	0	0	-	-
1989	Unknown	184	28	156	15.2%	84.8%	0	0	0	-	-
1990	HDGV	140	18	122	12.9%	87.1%	0	0	0	-	-
1990	LDGT1	1262	323	939	25.6%	74.4%	0	0	0	-	-
1990	LDGT2	350	70	280	20.0%	80.0%	0	0	0	-	-
1990	LDGV	4429	1168	3261	26.4%	73.6%	0	0	0	-	-
1990	Unknown	72	13	59	18.1%	81.9%	0	0	0	-	-
1991	HDGV	174	28	146	16.1%	83.9%	0	0	0	-	-
1991	LDGT1	3016	688	2328	22.8%	77.2%	1	0	1	0.0%	100.0%
1991	LDGT2	639	127	512	19.9%	80.1%	0	0	0	-	-
1991	LDGV	11226	2733	8493	24.3%	75.7%	0	0	0	-	-
1991	Unknown	78	14	64	17.9%	82.1%	0	0	0	-	-
1992	HDGV	103	11	92	10.7%	89.3%	0	0	0	-	-
1992	LDGT1	1918	461	1457	24.0%	76.0%	1	0	1	0.0%	100.0%
1992	LDGT2	468	96	372	20.5%	79.5%	0	0	0	-	-
1992	LDGV	6404	1665	4739	26.0%	74.0%	1	0	1	0.0%	100.0%
1992	Unknown	51	8	43	15.7%	84.3%	0	0	0	-	-
1993	HDGV	175	15	160	8.6%	91.4%	0	0	0	-	-
1993	LDGT1	5119	1040	4079	20.3%	79.7%	1	0	1	0.0%	100.0%
1993	LDGT2	1054	199	855	18.9%	81.1%	0	0	0	-	-
1993	LDGV	14076	2956	11120	21.0%	79.0%	2	0	2	0.0%	100.0%
1993	Unknown	101	13	88	12.9%	87.1%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2005

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
1994	HDGV	176	23	153	13.1%	86.9%	0	0	0	-	-
1994	LDGT1	2668	521	2147	19.5%	80.5%	1	0	1	0.0%	100.0%
1994	LDGT2	631	124	507	19.7%	80.3%	1	0	1	0.0%	100.0%
1994	LDGV	6025	1269	4756	21.1%	78.9%	2	0	2	0.0%	100.0%
1994	Unknown	75	13	62	17.3%	82.7%	0	0	0	-	-
1995	HDGV	358	42	316	11.7%	88.3%	0	0	0	-	-
1995	LDGT1	4665	818	3847	17.5%	82.5%	8	0	8	0.0%	100.0%
1995	LDGT2	1308	233	1075	17.8%	82.2%	0	0	0	-	-
1995	LDGV	11201	1854	9347	16.6%	83.4%	14	1	13	7.1%	92.9%
1995	Unknown	195	30	165	15.4%	84.6%	0	0	0	-	-
1996	HDGV	153	21	132	13.7%	86.3%	14	2	12	14.3%	85.7%
1996	LDGT1	4672	991	3681	21.2%	78.8%	3,950	918	3,032	23.2%	76.8%
1996	LDGT2	1225	250	975	20.4%	79.6%	1,102	237	865	21.5%	78.5%
1996	LDGV	9495	2211	7284	23.3%	76.7%	8,440	2,075	6,365	24.6%	75.4%
1996	Unknown	80	10	70	12.5%	87.5%	4	0	4	0.0%	100.0%
1997	HDGV	279	27	252	9.7%	90.3%	10	0	10	0.0%	100.0%
1997	LDGT1	7787	1553	6234	19.9%	80.1%	6,649	1,476	5,173	22.2%	77.8%
1997	LDGT2	2028	368	1660	18.1%	81.9%	1,728	352	1,376	20.4%	79.6%
1997	LDGV	15548	3263	12285	21.0%	79.0%	13,663	3,138	10,525	23.0%	77.0%
1997	Unknown	229	22	207	9.6%	90.4%	5	1	4	20.0%	80.0%
1998	HDGV	92	7	85	7.6%	92.4%	7	1	6	14.3%	85.7%
1998	LDGT1	4214	765	3449	18.2%	81.8%	3,575	724	2,851	20.3%	79.7%
1998	LDGT2	1114	179	935	16.1%	83.9%	946	168	778	17.8%	82.2%
1998	LDGV	8474	1618	6856	19.1%	80.9%	7,218	1,516	5,702	21.0%	79.0%
1998	Unknown	64	7	57	10.9%	89.1%	2	0	2	0.0%	100.0%
1999	HDGV	224	22	202	9.8%	90.2%	9	0	9	0.0%	100.0%
1999	LDGT1	4471	595	3876	13.3%	86.7%	3,657	568	3,089	15.5%	84.5%
1999	LDGT2	1871	291	1580	15.6%	84.4%	1,579	278	1,301	17.6%	82.4%
1999	LDGV	11663	1692	9971	14.5%	85.5%	9,151	1,576	7,575	17.2%	82.8%
1999	Unknown	180	18	162	10.0%	90.0%	4	2	2	50.0%	50.0%
2000	HDGV	105	8	97	7.6%	92.4%	1	0	1	0.0%	100.0%
2000	LDGT1	3587	433	3154	12.1%	87.9%	2,617	396	2,221	15.1%	84.9%
2000	LDGT2	928	113	815	12.2%	87.8%	631	100	531	15.8%	84.2%
2000	LDGV	7857	971	6886	12.4%	87.6%	6,078	882	5,196	14.5%	85.5%
2000	Unknown	128	6	122	4.7%	95.3%	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 2005

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
2001	HDGV	224	6	218	2.7%	97.3%	42	0	42	0.0%	100.0%
2001	LDGT1	7586	1091	6495	14.4%	85.6%	5,036	999	4,037	19.8%	80.2%
2001	LDGT2	2355	409	1946	17.4%	82.6%	1,652	373	1,279	22.6%	77.4%
2001	LDGV	10317	1726	8591	16.7%	83.3%	8,341	1,641	6,700	19.7%	80.3%
2001	Unknown	183	12	171	6.6%	93.4%	7	1	6	14.3%	85.7%
2002	HDGV	62	1	61	1.6%	98.4%	14	0	14	0.0%	100.0%
2002	LDGT1	2521	281	2240	11.1%	88.9%	1,566	245	1,321	15.6%	84.4%
2002	LDGT2	850	86	764	10.1%	89.9%	519	78	441	15.0%	85.0%
2002	LDGV	3453	467	2986	13.5%	86.5%	2,664	445	2,219	16.7%	83.3%
2002	Unknown	43	1	42	2.3%	97.7%	2	0	2	0.0%	100.0%
2003	HDGV	37	1	36	2.7%	97.3%	4	0	4	0.0%	100.0%
2003	LDGT1	507	51	456	10.1%	89.9%	270	43	227	15.9%	84.1%
2003	LDGT2	264	30	234	11.4%	88.6%	167	23	144	13.8%	86.2%
2003	LDGV	1079	108	971	10.0%	90.0%	766	97	669	12.7%	87.3%
2003	Unknown	19	0	19	0.0%	100.0%	0	0	0	-	-
2004	HDGV	24	2	22	8.3%	91.7%	1	0	1	0.0%	100.0%
2004	LDGT1	221	24	197	10.9%	89.1%	152	23	129	15.1%	84.9%
2004	LDGT2	137	16	121	11.7%	88.3%	70	12	58	17.1%	82.9%
2004	LDGV	601	90	511	15.0%	85.0%	432	85	347	19.7%	80.3%
2004	Unknown	4	0	4	0.0%	100.0%	0	0	0	-	-
2005	HDGV	13	0	13	0.0%	100.0%	3	0	3	0.0%	100.0%
2005	LDGT1	182	24	158	13.2%	86.8%	140	23	117	16.4%	83.6%
2005	LDGT2	86	14	72	16.3%	83.7%	56	14	42	25.0%	75.0%
2005	LDGV	475	83	392	17.5%	82.5%	375	80	295	21.3%	78.7%
2005	Unknown	4	0	4	0.0%	100.0%	0	0	0	-	-
2006	HDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2006	LDGT1	11	2	9	18.2%	81.8%	10	2	8	20.0%	80.0%
2006	LDGT2	17	3	14	17.6%	82.4%	16	2	14	12.5%	87.5%
2006	LDGV	84	6	78	7.1%	92.9%	84	6	78	7.1%	92.9%
2006	Unknown	0	0	0	-	-	0	0	0	-	-
Totals		**231,417**	**44,958**	**186,459**	**19.4%**	**80.6%**	**93,509**	**18,614**	**74,895**	**19.9%**	**80.1%**

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	ASM First Retest Insps	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate	2500 First Retest Insps	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
Pre 81/Unknown	HDGV	0	0	0	-	-	0	0	0	-	-	131	29	102	22.1%	77.9%
Pre 81/Unknown	LDGT1	2	0	2	0.0%	100.0%	1	1	0	100.0%	0.0%	310	52	258	16.8%	83.2%
Pre 81/Unknown	LDGT2	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	279	73	206	26.2%	73.8%
Pre 81/Unknown	LDGV	17	2	15	11.8%	88.2%	2	0	2	0.0%	100.0%	1,710	340	1,370	19.9%	80.1%
Pre 81/Unknown	Unknown	0	0	0	-	-	0	0	0	-	-	120	34	86	28.3%	71.7%
1981	HDGV	0	0	0	-	-	0	0	0	-	-	41	8	33	19.5%	80.5%
1981	LDGT1	77	21	56	27.3%	72.7%	8	2	6	25.0%	75.0%	0	0	0	-	-
1981	LDGT2	24	9	15	37.5%	62.5%	2	1	1	50.0%	50.0%	0	0	0	-	-
1981	LDGV	319	98	221	30.7%	69.3%	19	7	12	36.8%	63.2%	0	0	0	-	-
1981	Unknown	0	0	0	-	-	0	0	0	-	-	27	10	17	37.0%	63.0%
1982	HDGV	0	0	0	-	-	0	0	0	-	-	33	2	31	6.1%	93.9%
1982	LDGT1	32	7	25	21.9%	78.1%	3	1	2	33.3%	66.7%	0	0	0	-	-
1982	LDGT2	9	3	6	33.3%	66.7%	2	0	2	0.0%	100.0%	0	0	0	-	-
1982	LDGV	170	51	119	30.0%	70.0%	10	1	9	10.0%	90.0%	0	0	0	-	-
1982	Unknown	0	0	0	-	-	0	0	0	-	-	13	4	9	30.8%	69.2%
1983	HDGV	0	0	0	-	-	1	1	0	100.0%	0.0%	82	9	73	11.0%	89.0%
1983	LDGT1	130	37	93	28.5%	71.5%	9	1	8	11.1%	88.9%	0	0	0	-	-
1983	LDGT2	63	11	52	17.5%	82.5%	8	1	7	12.5%	87.5%	0	0	0	-	-
1983	LDGV	652	145	507	22.2%	77.8%	34	2	32	5.9%	94.1%	0	0	0	-	-
1983	Unknown	0	0	0	-	-	0	0	0	-	-	38	11	27	28.9%	71.1%
1984	HDGV	0	0	0	-	-	0	0	0	-	-	55	5	50	9.1%	90.9%
1984	LDGT1	170	52	118	30.6%	69.4%	12	0	12	0.0%	100.0%	1	0	1	0.0%	100.0%
1984	LDGT2	73	15	58	20.5%	79.5%	1	0	1	0.0%	100.0%	1	1	0	100.0%	0.0%
1984	LDGV	529	118	411	22.3%	77.7%	16	4	12	25.0%	75.0%	1	0	1	0.0%	100.0%
1984	Unknown	0	0	0	-	-	0	0	0	-	-	38	13	25	34.2%	65.8%
1985	HDGV	5	2	3	40.0%	60.0%	0	0	0	-	-	161	27	134	16.8%	83.2%
1985	LDGT1	401	112	289	27.9%	72.1%	26	4	22	15.4%	84.6%	1	0	1	0.0%	100.0%
1985	LDGT2	160	47	113	29.4%	70.6%	10	3	7	30.0%	70.0%	0	0	0	-	-
1985	LDGV	1,805	411	1,394	22.8%	77.2%	69	12	57	17.4%	82.6%	3	0	3	0.0%	100.0%
1985	Unknown	0	0	0	-	-	0	0	0	-	-	78	18	60	23.1%	76.9%
1986	HDGV	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	144	23	121	16.0%	84.0%
1986	LDGT1	279	75	204	26.9%	73.1%	18	6	12	33.3%	66.7%	1	0	1	0.0%	100.0%
1986	LDGT2	118	38	80	32.2%	67.8%	11	3	8	27.3%	72.7%	0	0	0	-	-
1986	LDGV	1,195	354	841	29.6%	70.4%	40	10	30	25.0%	75.0%	6	0	6	0.0%	100.0%
1986	Unknown	0	0	0	-	-	0	0	0	-	-	73	20	53	27.4%	72.6%

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Model Yr	Veh Type	ASM First Retest Insps	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate	2500 First Retest Insps	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
1987	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	214	45	169	21.0%	79.0%
1987	LDGT1	610	145	465	23.8%	76.2%	46	12	34	26.1%	73.9%	2	0	2	0.0%	100.0%
1987	LDGT2	305	71	234	23.3%	76.7%	9	3	6	33.3%	66.7%	0	0	0	-	-
1987	LDGV	3,537	889	2,648	25.1%	74.9%	94	22	72	23.4%	76.6%	10	1	9	10.0%	90.0%
1987	Unknown	0	0	0	-	-	0	0	0	-	-	111	21	90	18.9%	81.1%
1988	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	136	28	108	20.6%	79.4%
1988	LDGT1	813	213	600	26.2%	73.8%	23	6	17	26.1%	73.9%	1	0	1	0.0%	100.0%
1988	LDGT2	231	69	162	29.9%	70.1%	10	3	7	30.0%	70.0%	1	0	1	0.0%	100.0%
1988	LDGV	1,644	454	1,190	27.6%	72.4%	56	10	46	17.9%	82.1%	1	0	1	0.0%	100.0%
1988	Unknown	2	1	1	50.0%	50.0%	1	0	1	0.0%	100.0%	80	19	61	23.8%	76.3%
1989	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-	294	48	246	16.3%	83.7%
1989	LDGT1	1,567	417	1,150	26.6%	73.4%	46	10	36	21.7%	78.3%	0	0	0	-	-
1989	LDGT2	520	121	399	23.3%	76.7%	24	2	22	8.3%	91.7%	3	1	2	33.3%	66.7%
1989	LDGV	4,024	896	3,128	22.3%	77.7%	125	27	98	21.6%	78.4%	0	0	0	-	-
1989	Unknown	2	0	2	0.0%	100.0%	0	0	0	-	-	130	25	105	19.2%	80.8%
1990	HDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	92	15	77	16.3%	83.7%
1990	LDGT1	809	213	596	26.3%	73.7%	33	7	26	21.2%	78.8%	1	1	0	100.0%	0.0%
1990	LDGT2	206	44	162	21.4%	78.6%	7	2	5	28.6%	71.4%	0	0	0	-	-
1990	LDGV	2,827	747	2,080	26.4%	73.6%	111	30	81	27.0%	73.0%	0	0	0	-	-
1990	Unknown	0	0	0	-	-	0	0	0	-	-	42	8	34	19.0%	81.0%
1991	HDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	103	21	82	20.4%	79.6%
1991	LDGT1	1,914	477	1,437	24.9%	75.1%	110	32	78	29.1%	70.9%	1	0	1	0.0%	100.0%
1991	LDGT2	391	91	300	23.3%	76.7%	45	14	31	31.1%	68.9%	1	0	1	0.0%	100.0%
1991	LDGV	7,534	1,843	5,691	24.5%	75.5%	359	92	267	25.6%	74.4%	0	0	0	-	-
1991	Unknown	3	0	3	0.0%	100.0%	0	0	0	-	-	38	10	28	26.3%	73.7%
1992	HDGV	5	0	5	0.0%	100.0%	1	0	1	0.0%	100.0%	54	7	47	13.0%	87.0%
1992	LDGT1	1,218	282	936	23.2%	76.8%	71	22	49	31.0%	69.0%	0	0	0	-	-
1992	LDGT2	291	65	226	22.3%	77.7%	23	4	19	17.4%	82.6%	0	0	0	-	-
1992	LDGV	4,032	1,071	2,961	26.6%	73.4%	245	62	183	25.3%	74.7%	1	0	1	0.0%	100.0%
1992	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	26	8	18	30.8%	69.2%
1993	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	99	11	88	11.1%	88.9%
1993	LDGT1	2,936	615	2,321	20.9%	79.1%	523	131	392	25.0%	75.0%	1	0	1	0.0%	100.0%
1993	LDGT2	599	133	466	22.2%	77.8%	72	16	56	22.2%	77.8%	0	0	0	-	-
1993	LDGV	8,359	1,876	6,483	22.4%	77.6%	649	125	524	19.3%	80.7%	1	0	1	0.0%	100.0%
1993	Unknown	1	1	0	100.0%	0.0%	1	0	1	0.0%	100.0%	49	10	39	20.4%	79.6%

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Model Yr	Veh Type	ASM First Retest Insps	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate	2500 First Retest Insps	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
1994	HDGV	5	0	5	0.0%	100.0%	1	0	1	0.0%	100.0%	102	18	84	17.6%	82.4%
1994	LDGT1	1,209	280	929	23.2%	76.8%	373	76	297	20.4%	79.6%	0	0	0	-	-
1994	LDGT2	302	76	226	25.2%	74.8%	54	19	35	35.2%	64.8%	1	0	1	0.0%	100.0%
1994	LDGV	3,249	804	2,445	24.7%	75.3%	323	72	251	22.3%	77.7%	0	0	0	-	-
1994	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	33	7	26	21.2%	78.8%
1995	HDGV	4	0	4	0.0%	100.0%	2	0	2	0.0%	100.0%	217	28	189	12.9%	87.1%
1995	LDGT1	2,449	525	1,924	21.4%	78.6%	368	80	288	21.7%	78.3%	1	0	1	0.0%	100.0%
1995	LDGT2	649	163	486	25.1%	74.9%	88	13	75	14.8%	85.2%	0	0	0	-	-
1995	LDGV	5,627	1,207	4,420	21.5%	78.5%	530	86	444	16.2%	83.8%	1	0	1	0.0%	100.0%
1995	Unknown	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	91	19	72	20.9%	79.1%
1996	HDGV	0	0	0	-	-	0	0	0	-	-	82	13	69	15.9%	84.1%
1996	LDGT1	4	1	3	25.0%	75.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1996	LDGT2	1	0	1	0.0%	100.0%	1	1	0	100.0%	0.0%	1	0	1	0.0%	100.0%
1996	LDGV	10	4	6	40.0%	60.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
1996	Unknown	0	0	0	-	-	0	0	0	-	-	25	5	20	20.0%	80.0%
1997	HDGV	0	0	0	-	-	0	0	0	-	-	147	21	126	14.3%	85.7%
1997	LDGT1	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1997	LDGT2	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1997	LDGV	4	0	4	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1997	Unknown	0	0	0	-	-	0	0	0	-	-	67	14	53	20.9%	79.1%
1998	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	35	4	31	11.4%	88.6%
1998	LDGT1	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1998	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1998	Unknown	0	0	0	-	-	0	0	0	-	-	21	4	17	19.0%	81.0%
1999	HDGV	0	0	0	-	-	0	0	0	-	-	87	10	77	11.5%	88.5%
1999	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	Unknown	0	0	0	-	-	0	0	0	-	-	52	12	40	23.1%	76.9%
2000	HDGV	0	0	0	-	-	0	0	0	-	-	23	6	17	26.1%	73.9%
2000	LDGT1	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2000	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2000	Unknown	0	0	0	-	-	0	0	0	-	-	16	2	14	12.5%	87.5%

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Model Yr	Veh Type	ASM First Retest Insps	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate	2500 First Retest Insps	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
2001	HDGV	0	0	0	-	-	0	0	0	-	-	25	2	23	8.0%	92.0%
2001	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	Unknown	0	0	0	-	-	0	0	0	-	-	12	4	8	33.3%	66.7%
2002	HDGV	0	0	0	-	-	0	0	0	-	-	6	0	6	0.0%	100.0%
2002	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2002	Unknown	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
2003	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2003	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGV	5	0	5	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2003	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2004	LDGT1	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2004	LDGT2	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDGV	5	0	5	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2004	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGV	7	0	7	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	Unknown	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**64,171**	**15,402**	**48,769**	**24.0%**	**76.0%**	**4,745**	**1,039**	**3,706**	**21.9%**	**78.1%**	**5,890**	**1,127**	**4,763**	**19.1%**	**80.9%**

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Year 2005

Model Yr	Veh Type	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap 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
Pre 81/Unknown	HDGV	28	3	25	10.7%	89.3%	1	0	1	0.0%	100.0%	6	0	6	0.0%	100.0%
Pre 81/Unknown	LDGT1	95	6	89	6.3%	93.7%	9	0	9	0.0%	100.0%	17	1	16	5.9%	94.1%
Pre 81/Unknown	LDGT2	104	8	96	7.7%	92.3%	6	0	6	0.0%	100.0%	15	2	13	13.3%	86.7%
Pre 81/Unknown	LDGV	266	14	252	5.3%	94.7%	19	3	16	15.8%	84.2%	130	7	123	5.4%	94.6%
Pre 81/Unknown	Unknown	45	4	41	8.9%	91.1%	0	0	0	-	-	9	1	8	11.1%	88.9%
1981	HDGV	11	1	10	9.1%	90.9%	2	1	1	50.0%	50.0%	0	0	0	-	-
1981	LDGT1	40	2	38	5.0%	95.0%	4	0	4	0.0%	100.0%	13	3	10	23.1%	76.9%
1981	LDGT2	10	0	10	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1981	LDGV	43	4	39	9.3%	90.7%	2	0	2	0.0%	100.0%	13	1	12	7.7%	92.3%
1981	Unknown	10	1	9	10.0%	90.0%	0	0	0	-	-	0	0	0	-	-
1982	HDGV	7	1	6	14.3%	85.7%	0	0	0	-	-	4	0	4	0.0%	100.0%
1982	LDGT1	20	2	18	10.0%	90.0%	2	0	2	0.0%	100.0%	3	1	2	33.3%	66.7%
1982	LDGT2	9	0	9	0.0%	100.0%	0	0	0	-	-	1	1	0	100.0%	0.0%
1982	LDGV	37	3	34	8.1%	91.9%	0	0	0	-	-	15	4	11	26.7%	73.3%
1982	Unknown	7	1	6	14.3%	85.7%	1	0	1	0.0%	100.0%	0	0	0	-	-
1983	HDGV	16	0	16	0.0%	100.0%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1983	LDGT1	58	3	55	5.2%	94.8%	6	2	4	33.3%	66.7%	13	1	12	7.7%	92.3%
1983	LDGT2	27	1	26	3.7%	96.3%	0	0	0	-	-	6	0	6	0.0%	100.0%
1983	LDGV	101	7	94	6.9%	93.1%	3	0	3	0.0%	100.0%	29	2	27	6.9%	93.1%
1983	Unknown	5	1	4	20.0%	80.0%	1	1	0	100.0%	0.0%	1	0	1	0.0%	100.0%
1984	HDGV	17	0	17	0.0%	100.0%	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
1984	LDGT1	76	6	70	7.9%	92.1%	6	0	6	0.0%	100.0%	12	1	11	8.3%	91.7%
1984	LDGT2	26	2	24	7.7%	92.3%	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
1984	LDGV	140	9	131	6.4%	93.6%	2	0	2	0.0%	100.0%	31	2	29	6.5%	93.5%
1984	Unknown	17	1	16	5.9%	94.1%	1	0	1	0.0%	100.0%	2	1	1	50.0%	50.0%
1985	HDGV	45	2	43	4.4%	95.6%	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
1985	LDGT1	158	6	152	3.8%	96.2%	4	1	3	25.0%	75.0%	43	7	36	16.3%	83.7%
1985	LDGT2	67	5	62	7.5%	92.5%	6	0	6	0.0%	100.0%	18	1	17	5.6%	94.4%
1985	LDGV	337	18	319	5.3%	94.7%	13	0	13	0.0%	100.0%	142	19	123	13.4%	86.6%
1985	Unknown	23	3	20	13.0%	87.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1986	HDGV	43	1	42	2.3%	97.7%	4	1	3	25.0%	75.0%	2	0	2	0.0%	100.0%
1986	LDGT1	147	8	139	5.4%	94.6%	5	0	5	0.0%	100.0%	35	5	30	14.3%	85.7%
1986	LDGT2	59	8	51	13.6%	86.4%	3	0	3	0.0%	100.0%	12	2	10	16.7%	83.3%
1986	LDGV	215	8	207	3.7%	96.3%	7	0	7	0.0%	100.0%	132	15	117	11.4%	88.6%
1986	Unknown	22	0	22	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%

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1987	HDGV	59	3	56	5.1%	94.9%	2	1	1	50.0%	50.0%	10	0	10	0.0%	100.0%
1987	LDGT1	337	15	322	4.5%	95.5%	12	3	9	25.0%	75.0%	83	8	75	9.6%	90.4%
1987	LDGT2	105	6	99	5.7%	94.3%	2	0	2	0.0%	100.0%	28	5	23	17.9%	82.1%
1987	LDGV	529	21	508	4.0%	96.0%	21	1	20	4.8%	95.2%	251	29	222	11.6%	88.4%
1987	Unknown	52	1	51	1.9%	98.1%	0	0	0	-	-	5	1	4	20.0%	80.0%
1988	HDGV	46	2	44	4.3%	95.7%	4	0	4	0.0%	100.0%	6	1	5	16.7%	83.3%
1988	LDGT1	206	19	187	9.2%	90.8%	6	1	5	16.7%	83.3%	65	7	58	10.8%	89.2%
1988	LDGT2	81	6	75	7.4%	92.6%	5	0	5	0.0%	100.0%	15	2	13	13.3%	86.7%
1988	LDGV	326	17	309	5.2%	94.8%	20	1	19	5.0%	95.0%	178	22	156	12.4%	87.6%
1988	Unknown	32	4	28	12.5%	87.5%	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
1989	HDGV	75	0	75	0.0%	100.0%	5	1	4	20.0%	80.0%	5	0	5	0.0%	100.0%
1989	LDGT1	476	28	448	5.9%	94.1%	11	0	11	0.0%	100.0%	138	12	126	8.7%	91.3%
1989	LDGT2	145	7	138	4.8%	95.2%	5	0	5	0.0%	100.0%	45	2	43	4.4%	95.6%
1989	LDGV	793	31	762	3.9%	96.1%	21	3	18	14.3%	85.7%	477	50	427	10.5%	89.5%
1989	Unknown	54	2	52	3.7%	96.3%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1990	HDGV	41	2	39	4.9%	95.1%	0	0	0	-	-	6	0	6	0.0%	100.0%
1990	LDGT1	243	8	235	3.3%	96.7%	6	0	6	0.0%	100.0%	71	13	58	18.3%	81.7%
1990	LDGT2	73	3	70	4.1%	95.9%	4	0	4	0.0%	100.0%	24	2	22	8.3%	91.7%
1990	LDGV	553	26	527	4.7%	95.3%	26	1	25	3.8%	96.2%	297	39	258	13.1%	86.9%
1990	Unknown	36	6	30	16.7%	83.3%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1991	HDGV	61	3	58	4.9%	95.1%	0	0	0	-	-	7	1	6	14.3%	85.7%
1991	LDGT1	496	10	486	2.0%	98.0%	3	0	3	0.0%	100.0%	151	19	132	12.6%	87.4%
1991	LDGT2	127	2	125	1.6%	98.4%	4	1	3	25.0%	75.0%	32	0	32	0.0%	100.0%
1991	LDGV	1,254	55	1,199	4.4%	95.6%	25	1	24	4.0%	96.0%	923	113	810	12.2%	87.8%
1991	Unknown	39	3	36	7.7%	92.3%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1992	HDGV	39	2	37	5.1%	94.9%	0	0	0	-	-	5	1	4	20.0%	80.0%
1992	LDGT1	265	5	260	1.9%	98.1%	1	1	0	100.0%	0.0%	146	17	129	11.6%	88.4%
1992	LDGT2	87	2	85	2.3%	97.7%	0	0	0	-	-	26	4	22	15.4%	84.6%
1992	LDGV	729	29	700	4.0%	96.0%	22	3	19	13.6%	86.4%	656	99	557	15.1%	84.9%
1992	Unknown	22	0	22	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1993	HDGV	58	2	56	3.4%	96.6%	2	0	2	0.0%	100.0%	7	1	6	14.3%	85.7%
1993	LDGT1	699	23	676	3.3%	96.7%	4	0	4	0.0%	100.0%	429	53	376	12.4%	87.6%
1993	LDGT2	234	16	218	6.8%	93.2%	2	0	2	0.0%	100.0%	31	3	28	9.7%	90.3%
1993	LDGV	1,877	55	1,822	2.9%	97.1%	22	2	20	9.1%	90.9%	1,550	163	1,387	10.5%	89.5%
1993	Unknown	46	1	45	2.2%	97.8%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap 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
1994	HDGV	66	4	62	6.1%	93.9%	0	0	0	-	-	8	0	8	0.0%	100.0%
1994	LDGT1	511	12	499	2.3%	97.7%	3	1	2	33.3%	66.7%	277	26	251	9.4%	90.6%
1994	LDGT2	185	6	179	3.2%	96.8%	2	0	2	0.0%	100.0%	38	4	34	10.5%	89.5%
1994	LDGV	1,014	34	980	3.4%	96.6%	13	2	11	15.4%	84.6%	696	74	622	10.6%	89.4%
1994	Unknown	38	2	36	5.3%	94.7%	1	1	0	100.0%	0.0%	1	0	1	0.0%	100.0%
1995	HDGV	129	7	122	5.4%	94.6%	0	0	0	-	-	5	0	5	0.0%	100.0%
1995	LDGT1	916	31	885	3.4%	96.6%	5	1	4	20.0%	80.0%	316	24	292	7.6%	92.4%
1995	LDGT2	413	16	397	3.9%	96.1%	1	0	1	0.0%	100.0%	29	5	24	17.2%	82.8%
1995	LDGV	2,166	44	2,122	2.0%	98.0%	29	3	26	10.3%	89.7%	1,144	119	1,025	10.4%	89.6%
1995	Unknown	107	7	100	6.5%	93.5%	1	0	1	0.0%	100.0%	0	0	0	-	-
1996	HDGV	54	5	49	9.3%	90.7%	0	0	0	-	-	3	0	3	0.0%	100.0%
1996	LDGT1	847	32	815	3.8%	96.2%	4	0	4	0.0%	100.0%	127	17	110	13.4%	86.6%
1996	LDGT2	160	3	157	1.9%	98.1%	0	0	0	-	-	12	1	11	8.3%	91.7%
1996	LDGV	1,092	46	1,046	4.2%	95.8%	22	1	21	4.5%	95.5%	288	29	259	10.1%	89.9%
1996	Unknown	45	2	43	4.4%	95.6%	0	0	0	-	-	2	0	2	0.0%	100.0%
1997	HDGV	120	6	114	5.0%	95.0%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1997	LDGT1	1,312	42	1,270	3.2%	96.8%	4	0	4	0.0%	100.0%	103	7	96	6.8%	93.2%
1997	LDGT2	336	7	329	2.1%	97.9%	2	0	2	0.0%	100.0%	22	2	20	9.1%	90.9%
1997	LDGV	1,922	46	1,876	2.4%	97.6%	26	2	24	7.7%	92.3%	394	47	347	11.9%	88.1%
1997	Unknown	160	5	155	3.1%	96.9%	0	0	0	-	-	1	0	1	0.0%	100.0%
1998	HDGV	45	2	43	4.4%	95.6%	0	0	0	-	-	1	0	1	0.0%	100.0%
1998	LDGT1	670	21	649	3.1%	96.9%	1	0	1	0.0%	100.0%	84	6	78	7.1%	92.9%
1998	LDGT2	189	9	180	4.8%	95.2%	0	0	0	-	-	5	0	5	0.0%	100.0%
1998	LDGV	1,225	47	1,178	3.8%	96.2%	20	2	18	10.0%	90.0%	228	29	199	12.7%	87.3%
1998	Unknown	39	2	37	5.1%	94.9%	0	0	0	-	-	2	0	2	0.0%	100.0%
1999	HDGV	126	7	119	5.6%	94.4%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1999	LDGT1	856	12	844	1.4%	98.6%	3	0	3	0.0%	100.0%	53	2	51	3.8%	96.2%
1999	LDGT2	310	6	304	1.9%	98.1%	0	0	0	-	-	16	0	16	0.0%	100.0%
1999	LDGV	2,588	69	2,519	2.7%	97.3%	34	0	34	0.0%	100.0%	221	22	199	10.0%	90.0%
1999	Unknown	123	4	119	3.3%	96.7%	0	0	0	-	-	0	0	0	-	-
2000	HDGV	82	3	79	3.7%	96.3%	1	0	1	0.0%	100.0%	0	0	0	-	-
2000	LDGT1	1,036	24	1,012	2.3%	97.7%	1	0	1	0.0%	100.0%	24	0	24	0.0%	100.0%
2000	LDGT2	304	10	294	3.3%	96.7%	1	0	1	0.0%	100.0%	3	1	2	33.3%	66.7%
2000	LDGV	1,888	61	1,827	3.2%	96.8%	3	0	3	0.0%	100.0%	101	9	92	8.9%	91.1%
2000	Unknown	106	4	102	3.8%	96.2%	0	0	0	-	-	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2005

Model Yr	Veh Type	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap 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
2001	HDGV	156	3	153	1.9%	98.1%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2001	LDGT1	2,791	68	2,723	2.4%	97.6%	4	0	4	0.0%	100.0%	11	0	11	0.0%	100.0%
2001	LDGT2	793	23	770	2.9%	97.1%	0	0	0	-	-	8	0	8	0.0%	100.0%
2001	LDGV	2,104	50	2,054	2.4%	97.6%	11	0	11	0.0%	100.0%	51	2	49	3.9%	96.1%
2001	Unknown	164	6	158	3.7%	96.3%	0	0	0	-	-	1	0	1	0.0%	100.0%
2002	HDGV	42	1	41	2.4%	97.6%	0	0	0	-	-	0	0	0	-	-
2002	LDGT1	1,024	25	999	2.4%	97.6%	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%
2002	LDGT2	358	5	353	1.4%	98.6%	0	0	0	-	-	2	0	2	0.0%	100.0%
2002	LDGV	803	14	789	1.7%	98.3%	8	1	7	12.5%	87.5%	11	0	11	0.0%	100.0%
2002	Unknown	39	0	39	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2003	HDGV	31	1	30	3.2%	96.8%	0	0	0	-	-	0	0	0	-	-
2003	LDGT1	247	6	241	2.4%	97.6%	0	0	0	-	-	0	0	0	-	-
2003	LDGT2	108	7	101	6.5%	93.5%	0	0	0	-	-	0	0	0	-	-
2003	LDGV	299	11	288	3.7%	96.3%	4	0	4	0.0%	100.0%	4	0	4	0.0%	100.0%
2003	Unknown	19	0	19	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2004	HDGV	22	2	20	9.1%	90.9%	0	0	0	-	-	0	0	0	-	-
2004	LDGT1	69	2	67	2.9%	97.1%	0	0	0	-	-	1	0	1	0.0%	100.0%
2004	LDGT2	65	4	61	6.2%	93.8%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDGV	158	4	154	2.5%	97.5%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2004	Unknown	4	0	4	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	HDGV	9	0	9	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	42	1	41	2.4%	97.6%	0	0	0	-	-	0	0	0	-	-
2005	LDGT2	27	0	27	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	LDGV	92	2	90	2.2%	97.8%	0	0	0	-	-	0	0	0	-	-
2005	Unknown	3	0	3	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT1	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		**43,278**	**1,427**	**41,851**	**3.3%**	**96.7%**	**570**	**43**	**527**	**7.5%**	**92.5%**	**10,699**	**1,170**	**9,529**	**10.9%**	**89.1%**

APPENDIX I -
PART L

AVERAGE CHANGE IN VEHICLE EMISSION LEVELS AFTER REPAIRS

New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - All Vehicles
Year 2005

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	176	2,096	6.9		714	3.6		-65.9%	-48.1%	
1969	68	1,392	6.2		540	4.0		-61.2%	-35.8%	
1970	28	1,434	5.7		408	3.8		-71.5%	-33.6%	
1971	86	1,061	5.9		440	2.8		-58.6%	-51.5%	
1972	45	962	6.2		398	2.9		-58.7%	-54.0%	
1973	96	1,174	5.8		438	2.9		-62.7%	-50.1%	
1974	48	1,205	5.5		365	3.3		-69.7%	-39.7%	
1975	103	740	4.5		219	1.5		-70.4%	-66.8%	
1976	59	810	5.3		214	1.5		-73.6%	-72.1%	
1977	233	826	4.1		410	1.5		-50.4%	-62.7%	
1978	148	635	4.0		355	1.7		-44.1%	-58.0%	
1979	346	674	3.7		296	1.5		-56.2%	-60.8%	
1980	122	776	4.2		372	1.5		-52.1%	-64.2%	
1981	290	277	2.6	1,025	143	1.0	582	-48.5%	-60.5%	-43.2%
1982	149	303	2.7	969	129	1.0	521	-57.5%	-65.0%	-46.3%
1983	553	285	2.2	1,142	115	0.8	659	-59.5%	-64.2%	-42.3%
1984	457	276	2.4	1,157	96	0.8	741	-65.0%	-68.3%	-36.0%
1985	1,415	265	2.3	1,104	118	0.7	666	-55.5%	-70.2%	-39.7%
1986	923	326	2.4	1,101	151	0.8	738	-53.7%	-64.6%	-33.0%
1987	2,499	238	2.0	1,245	108	0.7	748	-54.6%	-65.4%	-39.9%
1988	1,506	271	1.9	1,366	119	0.7	752	-56.0%	-66.0%	-45.0%
1989	3,392	228	1.9	1,319	102	0.6	728	-55.2%	-69.8%	-44.8%
1990	1,930	195	1.8	1,449	104	0.6	860	-46.5%	-65.1%	-40.7%
1991	4,954	148	1.2	1,341	79	0.4	730	-46.8%	-64.5%	-45.5%
1992	2,749	151	1.4	1,291	78	0.4	731	-48.4%	-69.7%	-43.4%
1993	6,114	146	1.2	1,242	74	0.4	693	-49.0%	-64.0%	-44.2%
1994	2,526	162	1.3	1,182	74	0.4	682	-54.1%	-66.9%	-42.3%
1995	4,551	148	1.2	1,196	71	0.4	660	-51.7%	-68.8%	-44.8%
1996	55	483	3.2	157	146	0.8	96	-69.7%	-76.2%	-38.6%
1997	97	908	3.3	56	170	0.8	12	-81.3%	-74.5%	-78.4%
1998	19	896	1.4	2	99	0.3	5	-89.0%	-78.3%	122.7%
1999	57	687	1.5	1	155	0.3	6	-77.4%	-79.5%	382.4%
2000	11	474	1.9	73	164	0.5	1	-65.4%	-73.5%	-98.5%
2001	12	1,005	0.9		330	0.2		-67.2%	-77.8%	
2002	4	434	2.5		80	0.1		-81.6%	-96.0%	
2003	1	817	1.5		130	0.1		-84.1%	-93.3%	
2004	4	86	0.0	348	2	0.0	26	-97.7%	0.0%	-92.5%
2005	4	222	0.5	284	2	0.0	150	-99.1%	0.0%	-47.2%
Total	**35,830**	**226**	**1.7**	**1,196**	**103**	**0.6**	**678**	**-54.3%**	**-65.4%**	**-43.3%**

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-1

New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repair - LDGV
Year 2005

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	146	2010	7.1		645	3.5		-67.9	-50.6	
1969	56	1437	6.2		557	4.0		-61.2	-35.4	
1970	22	1445	5.9		389	4.4		-73.1	-25.9	
1971	67	879	5.9		329	3.0		-62.6	-49.1	
1972	35	968	6.6		316	3.0		-67.4	-53.9	
1973	79	1209	5.7		450	2.9		-62.8	-48.5	
1974	37	1016	5.6		411	3.4		-59.5	-40.2	
1975	81	658	4.4		222	1.5		-66.3	-66.8	
1976	38	833	5.4		231	1.2		-72.3	-77.1	
1977	147	850	4.2		404	1.4		-52.4	-67.1	
1978	89	625	3.4		339	1.6		-45.9	-53.4	
1979	196	618	3.5		236	1.3		-61.9	-62.5	
1980	65	728	4.3		540	1.6		-25.8	-63.4	
1981	196	219	2.4	1105	117	0.9	573	-46.7	-64.4	-48.2
1982	104	219	2.4	1113	120	0.8	609	-45.1	-66.5	-45.2
1983	379	174	1.7	1249	92	0.7	624	-46.9	-62.1	-50.0
1984	261	175	1.9	1323	81	0.5	713	-53.8	-72.1	-46.1
1985	935	183	1.9	1256	91	0.5	705	-50.2	-71.6	-43.9
1986	582	195	2.0	1276	104	0.7	787	-46.6	-62.7	-38.4
1987	1841	174	1.7	1381	90	0.6	763	-48.6	-66.2	-44.8
1988	822	226	1.9	1436	109	0.6	799	-51.9	-69.8	-44.3
1989	2045	185	1.8	1369	86	0.5	754	-53.3	-70.5	-44.9
1990	1326	165	1.6	1543	98	0.6	926	-40.7	-62.5	-40.0
1991	3603	124	1.0	1412	71	0.4	767	-42.4	-62.9	-45.7
1992	1917	135	1.3	1323	72	0.4	765	-46.9	-67.4	-42.2
1993	3997	129	1.1	1323	70	0.4	738	-45.6	-65.8	-44.2
1994	1586	128	1.0	1257	71	0.4	726	-44.2	-62.4	-42.3
1995	2708	136	1.2	1124	70	0.4	644	-48.7	-67.9	-42.7
1996	10	596	1.4	438	85	0.2	166	-85.7	-85.2	-62.2
1997	5	1044	2.6	608	40	0.1	108	-96.2	-95.6	-82.3
1998	2	148	0.4	22	80	0.3	49	-45.9	-19.7	127.9
1999	2	93	0.4	34	86	0.3	164	-7.0	-43.8	389.6
2000	0									
2001	0									
2002	0									
2003	0									
2004	3	60	0.0	458	1	0.0	18	-98.3	0.0	-96.0
2005	4	222	0.5	284	2	0.0	150	-99.1	-100.0	-47.2
Total	**23,386**	**190**	**1.5**	**1,266**	**94**	**0.5**	**711**	**-50.6%**	**-64.2%**	**-43.8%**

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-2

New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repair - LDGT1
Year 2005

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	23	2801	5.5		1229	3.7		-56.1	-33.7	
1969	5	1221	5.0		522	5.0		-57.2	-0.2	
1970	4	1044	4.7		427	2.0		-59.1	-56.6	
1971	10	2173	4.2		1137	2.4		-47.7	-43.8	
1972	6	843	3.8		341	2.5		-59.5	-33.9	
1973	8	513	6.0		226	1.8		-55.9	-70.1	
1974	9	2171	4.6		224	2.5		-89.7	-46.0	
1975	5	1630	3.0		149	1.0		-90.9	-67.1	
1976	5	410	6.4		189	3.1		-53.8	-51.3	
1977	38	658	3.7		447	1.6		-32.2	-58.0	
1978	16	472	6.2		182	1.7		-61.4	-72.2	
1979	57	694	4.4		253	1.6		-63.5	-63.1	
1980	23	839	4.5		169	0.9		-79.8	-80.5	
1981	48	201	2.7	1324	106	1.1	922	-47.5	-57.8	-30.4
1982	17	275	2.6	1445	168	1.2	775	-38.9	-51.6	-46.4
1983	78	346	3.2	1330	130	1.1	1047	-62.3	-63.9	-21.3
1984	112	265	3.2	1170	118	1.2	1056	-55.6	-63.1	-9.8
1985	249	294	3.1	1133	125	1.1	798	-57.4	-65.8	-29.6
1986	163	345	2.9	1190	180	1.0	934	-47.9	-64.6	-21.5
1987	338	255	3.0	1117	143	1.0	931	-43.9	-66.3	-16.7
1988	456	217	1.8	1519	104	0.6	829	-52.1	-64.8	-45.4
1989	864	205	2.0	1434	101	0.6	786	-51.0	-68.7	-45.2
1990	445	211	2.2	1371	105	0.7	785	-50.3	-68.5	-42.8
1991	1037	186	1.8	1227	86	0.5	665	-53.6	-69.7	-45.8
1992	630	160	1.7	1288	82	0.5	685	-48.5	-67.6	-46.8
1993	1670	150	1.3	1138	74	0.5	625	-50.6	-64.6	-45.1
1994	698	172	1.5	1100	66	0.4	640	-61.6	-71.3	-41.8
1995	1336	128	1.0	1366	63	0.3	720	-50.4	-67.5	-47.3
1996	4	71	0.7	1019	60	0.2	727	-15.9	-68.6	-28.6
1997	1	18	0.1	1320	6	0.1	473	-66.7	-45.5	-64.2
1998	0									
1999	0									
2000	2	139	0.3	400	53	0.0	6	-62.1	-100.0	-98.6
2001	0									
2002	0									
2003	0									
2004	1	162	0.1	17	5	0.0	50	-96.9	-100.0	194.1
2005	0									
Total	**8,358**	**206**	**1.8**	**1,233**	**96**	**0.6**	**707**	**-53.1%**	**-67.2%**	**-42.7%**

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-3

New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repair - LDGT2
Year 2005

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	4	809	6.9		586	5.7		-27.6	-17.3	
1969	5	715	6.8		321	3.6		-55.2	-46.7	
1970	1	415	11.0		466	1.2		12.3	-89.1	
1971	8	1,297	7.1		535	2.1		-58.8	-70.4	
1972	3	685	8.2		1,439	2.7		110.0	-67.5	
1973	5	1,212	5.4		174	2.1		-85.6	-61.4	
1974	1	292	6.5		149	3.7		-49.0	-43.1	
1975	5	398	5.1		128	1.0		-67.9	-79.7	
1976	11	794	2.8		198	1.7		-75.0	-40.8	
1977	39	849	3.8		379	1.7		-55.3	-55.4	
1978	33	699	4.7		486	1.7		-30.4	-64.4	
1979	58	682	3.3		489	1.7		-28.3	-47.6	
1980	15	670	4.0		209	1.8		-68.8	-55.2	
1981	16	400	2.7	1,064	313	1.6	763	-21.6	-42.3	-28.3
1982	5	276	1.8	813	108	1.0	210	-60.9	-43.1	-74.1
1983	47	456	2.9	1,153	215	0.6	987	-52.9	-78.8	-14.4
1984	46	309	3.1	1,138	101	1.0	741	-67.2	-68.1	-34.9
1985	110	254	2.8	961	172	0.9	769	-32.2	-68.5	-20.0
1986	82	418	2.8	971	182	1.3	861	-56.4	-53.4	-11.3
1987	174	317	2.3	1,097	129	0.7	862	-59.3	-68.1	-21.4
1988	136	260	1.8	1,358	141	0.8	713	-46.0	-57.3	-47.5
1989	315	271	1.4	1,382	113	0.6	787	-58.1	-57.4	-43.1
1990	108	244	1.6	1,292	114	0.4	756	-53.2	-72.1	-41.5
1991	257	186	1.4	1,095	99	0.5	639	-46.7	-66.3	-41.7
1992	170	202	1.2	1,177	95	0.4	652	-52.7	-63.7	-44.6
1993	390	188	1.4	1,046	100	0.4	626	-46.6	-70.9	-40.2
1994	188	238	1.7	1,189	96	0.4	665	-59.6	-75.0	-44.1
1995	397	159	1.0	1,442	73	0.3	754	-54.0	-66.2	-47.7
1996	2	170	0.7	79	46	0.3	359	-73.2	-53.0	354.4
1997	1	27	0.3	1,083	55	0.0	163	103.7	-100.0	-84.9
1998	0									
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	0									
2005	0									
Total	**2,632**	**271**	**1.8**	**1,121**	**133**	**0.6**	**672**	**-50.9%**	**-64.8%**	**-40.0%**

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-4

New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - HDGV
Year 2005

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	3	2,616	8.7		304	4.4		-88.4	-49.8	
1969	2	2,236	6.2		669	0.9		-70.1	-84.8	
1970	1	3,762	0.3		705	0.2		-81.3	-39.3	
1971	1	267	9.0		115	2.4		-56.9	-73.9	
1972	1	2,282	0.3		471	0.2		-79.4	-39.4	
1973	4	1,756	8.2		964	6.1		-45.1	-25.6	
1974	1	400	8.3		160	6.7		-60.0	-19.8	
1975	12	1,068	5.9		264	2.0		-75.3	-66.8	
1976	5	1,065	8.7		142	1.4		-86.6	-84.5	
1977	9	1,045	5.2		479	2.5		-54.2	-51.7	
1978	10	773	3.5		342	2.3		-55.8	-36.0	
1979	35	945	4.5		379	1.7		-59.8	-61.7	
1980	19	946	3.7		171	1.7		-81.9	-55.1	
1981	30	712	4.1		279	1.6		-60.8	-62.0	
1982	23	711	4.6		145	1.5		-79.6	-66.7	
1983	49	881	3.4		177	1.0		-79.9	-70.8	
1984	38	959	3.0		133	1.1		-86.1	-65.0	
1985	121	853	3.7		264	1.2		-69.0	-66.8	
1986	96	1,013	3.6		360	1.1		-64.5	-68.5	
1987	146	909	3.6		227	1.3		-75.0	-63.9	
1988	92	955	3.0		253	1.2		-73.5	-60.1	
1989	168	788	3.2		283	1.2		-64.1	-62.6	
1990	51	714	2.7		235	0.8		-67.1	-69.9	
1991	57	794	3.8		335	1.0		-57.8	-73.1	
1992	32	687	3.3		275	0.7		-59.9	-77.9	
1993	57	913	3.4		217	0.7		-76.2	-80.7	
1994	54	780	4.0		208	1.1		-73.3	-72.7	
1995	110	632	4.3		197	0.9		-68.8	-78.1	
1996	39	513	4.1		176	1.0		-65.7	-75.2	
1997	90	920	3.4		180	0.9		-80.4	-74.0	
1998	17	984	1.5		101	0.3		-89.8	-81.0	
1999	55	709	1.5		158	0.3		-77.7	-78.6	
2000	9	549	2.2		189	0.6		-65.6	-75.2	
2001	12	1,005	0.9		330	0.2		-67.2	-74.7	
2002	4	434	2.5		80	0.1		-81.5	-97.2	
2003	1	817	1.5		130	0.1		-84.1	-94.5	
2004	0									
2005	0									
Total	**1,454**	**845**	**3.5**		**245**	**1.1**		**-71.0%**	**-68.5%**	

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-5

New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repairs - All Vehicles
Year 2005

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	47	2,288	5.7		1,162	4.4		-49.2%	-23.0%	
1969	19	1,481	5.6		790	4.8		-46.7%	-14.0%	
1970	10	1,667	4.7		269	2.7		-83.9%	-43.6%	
1971	29	1,182	5.1		724	3.1		-38.7%	-39.7%	
1972	16	1,196	5.4		545	2.8		-54.4%	-48.8%	
1973	23	1,396	5.0		789	3.5		-43.5%	-29.5%	
1974	25	795	6.4		491	4.3		-38.2%	-32.9%	
1975	20	805	3.8		428	2.0		-46.9%	-46.3%	
1976	18	846	4.4		359	2.1		-57.6%	-51.9%	
1977	78	809	3.9		800	1.7		-1.1%	-55.1%	
1978	68	683	3.7		529	2.2		-22.6%	-40.6%	
1979	124	675	3.0		513	2.1		-24.0%	-31.6%	
1980	44	1,006	4.2		733	2.1		-27.1%	-51.0%	
1981	102	270	2.4	1,076	236	1.9	834	-12.8%	-20.6%	-22.5%
1982	53	240	2.5	1,249	198	1.7	769	-17.7%	-32.2%	-38.4%
1983	193	216	1.9	1,382	152	1.4	967	-29.6%	-27.5%	-30.0%
1984	177	282	2.2	1,286	125	1.4	1,006	-55.8%	-36.8%	-21.7%
1985	505	218	2.0	1,265	172	1.3	989	-21.2%	-38.3%	-21.8%
1986	399	265	2.1	1,345	195	1.4	1,098	-26.2%	-31.9%	-18.4%
1987	1,092	207	1.9	1,325	139	1.1	1,044	-32.7%	-42.5%	-21.2%
1988	713	235	1.7	1,434	160	1.0	1,054	-31.8%	-43.2%	-26.5%
1989	1,563	208	1.8	1,363	124	0.9	994	-40.5%	-52.8%	-27.1%
1990	989	183	1.7	1,483	128	0.9	1,160	-30.0%	-45.0%	-21.8%
1991	2,665	136	1.2	1,335	90	0.6	951	-33.6%	-51.5%	-28.8%
1992	1,435	141	1.4	1,312	91	0.6	979	-35.6%	-53.2%	-25.4%
1993	3,439	131	1.1	1,254	85	0.5	887	-35.0%	-50.4%	-29.3%
1994	1,384	143	1.1	1,197	86	0.6	883	-40.1%	-49.2%	-26.2%
1995	2,657	136	1.1	1,222	77	0.5	838	-43.3%	-55.4%	-31.4%
1996	15	368	3.5	222	158	1.1	136	-57.0%	-68.0%	-38.5%
1997	37	732	3.0	3	208	0.6	2	-71.5%	-80.7%	-29.5%
1998	3	1,012	0.5		46	0.0		-95.5%	-100.0%	
1999	18	685	1.7	0	219	0.4	0	-68.0%	-77.7%	0.0%
2000	4	407	0.8	200	164	0.7	3	-59.7%	-6.7%	-98.5%
2001	2	841	0.4		231	0.3		-72.5%	-25.0%	
2002	1	424	0.5		138	0.1		-67.5%	-80.0%	
2003	0									
2004	4	86	0.0	348	2	0.0	26	-97.7%	0.0%	-92.5%
2005	4	222	0.5	284	2	0.0	150	-99.1%	0.0%	-47.2%
Total	**17,975**	**189**	**1.5**	**1,256**	**121**	**0.8**	**916**	**-35.9%**	**-47.4%**	**-27.1%**

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-6

New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGV
Year 2005

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	37	2349	6.2		983	4.6		-58.1	-25.6	
1969	16	1520	5.7		824	4.8		-45.8	-16.7	
1970	6	2164	4.1		133	3.4		-93.9	-16.3	
1971	24	918	5.5		345	3.6		-62.5	-33.6	
1972	12	1308	5.6		294	2.9		-77.5	-48.9	
1973	21	1442	5.2		838	3.7		-41.9	-29.1	
1974	19	675	6.5		554	4.3		-17.9	-33.0	
1975	14	741	4.3		454	2.2		-38.7	-48.4	
1976	12	830	5.6		423	2.2		-49.0	-59.9	
1977	44	869	3.6		817	1.4		-5.9	-60.9	
1978	40	630	3.2		470	2.1		-25.4	-32.4	
1979	71	562	2.8		368	1.8		-34.5	-35.8	
1980	28	973	4.3		1015	2.3		4.4	-45.6	
1981	71	194	2.1	1107	193	1.7	802	-0.8	-21.3	-27.5
1982	46	193	2.1	1410	185	1.4	861	-4.1	-32.0	-38.9
1983	142	154	1.6	1387	128	1.3	888	-17.3	-19.3	-36.0
1984	108	196	1.7	1363	102	1.0	943	-47.8	-42.5	-30.8
1985	357	169	1.7	1317	120	1.0	1018	-29.1	-40.9	-22.7
1986	279	182	1.8	1408	138	1.2	1108	-24.2	-29.6	-21.3
1987	858	158	1.6	1394	110	0.9	1061	-30.6	-41.6	-23.9
1988	409	214	1.7	1434	143	0.9	1093	-33.4	-47.9	-23.8
1989	982	177	1.8	1383	103	0.8	1010	-41.8	-53.9	-27.0
1990	711	166	1.6	1528	121	0.9	1218	-26.8	-45.8	-20.3
1991	1991	118	1.0	1382	82	0.5	984	-30.9	-47.6	-28.8
1992	1031	135	1.3	1332	84	0.6	1015	-38.0	-49.9	-23.9
1993	2292	116	1.0	1326	79	0.5	944	-32.2	-50.2	-28.8
1994	878	116	0.9	1241	82	0.5	928	-29.5	-46.2	-25.2
1995	1615	125	1.1	1135	79	0.5	801	-37.3	-54.2	-29.4
1996	1	128	2.1	1727	35	0.5	655	-72.7	-78.4	-62.1
1997	1	118	0.4	105	10	0.0	74	-91.5	-92.3	-29.5
1998	0									
1999	1	141	0.4	0	98	0.1	0	-30.5	-70.0	0.0
2000	0									
2001	0									
2002	0									
2003	0									
2004	3	60	0.0	458	1	0.0	18	-98.3	0.0	-96.0
2005	4	222	0.5	284	2	0.0	150	-99.1	-100.0	-47.2
Total	**12,124**	**164**	**1.4**	**1,292**	**108**	**0.7**	**948**	**-34.0%**	**-47.2%**	**-26.7%**

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-7

New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGT1
Year 2005

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	9	2107	4.3		1914	4.0		-9.2	-7.7	
1969	2	1410	4.4		609	5.1		-56.8	17.2	
1970	3	1089	3.9		475	1.7		-56.4	-55.9	
1971	2	4487	0.3		4740	1.0		5.6	270.9	
1972	3	921	3.8		485	3.0		-47.4	-21.1	
1973	2	917	2.8		276	1.6		-69.9	-42.0	
1974	4	1588	5.7		359	4.0		-77.4	-29.7	
1975	2	998	2.2		177	1.6		-82.3	-26.9	
1976	0									
1977	15	632	4.5		857	2.2		35.7	-52.0	
1978	4	619	4.7		220	2.8		-64.5	-40.1	
1979	14	625	3.9		434	2.5		-30.5	-36.4	
1980	7	1070	3.1		222	1.1		-79.2	-64.3	
1981	19	214	2.8	1275	137	2.0	1177	-36.0	-28.1	-7.7
1982	3	712	7.6	121	479	5.8	165	-32.7	-23.7	36.0
1983	30	233	2.9	1801	147	2.0	1461	-37.1	-32.5	-18.9
1984	43	208	3.0	1430	167	2.3	1480	-19.9	-24.2	3.5
1985	90	267	2.9	1339	194	2.0	1023	-27.5	-33.3	-23.6
1986	69	394	2.8	1428	241	1.8	1300	-38.9	-35.1	-8.9
1987	139	265	3.0	1179	214	1.9	1102	-19.2	-38.1	-6.6
1988	225	199	1.6	1616	128	0.9	1118	-35.5	-40.9	-30.8
1989	406	195	1.9	1445	123	0.9	1041	-36.8	-49.8	-27.9
1990	220	197	2.0	1416	137	1.1	1053	-30.6	-48.2	-25.7
1991	543	172	1.8	1240	104	0.8	872	-39.5	-54.5	-29.7
1992	317	146	1.6	1287	100	0.8	914	-31.8	-49.1	-29.0
1993	962	141	1.2	1122	84	0.6	765	-40.2	-51.1	-31.8
1994	399	167	1.3	1148	73	0.6	808	-56.1	-54.7	-29.6
1995	820	126	0.9	1369	64	0.4	891	-49.5	-57.1	-34.9
1996	2	80	1.2	802	34	0.2	696	-58.1	-83.9	-13.2
1997	0									
1998	0									
1999	0									
2000	2	139	0.3	400	53	0.0	6	-62.1	-100.0	-98.6
2001	0									
2002	0									
2003	0									
2004	1	162	0.1	17	5	0.0	50	-96.9	-100.0	194.1
2005	0									
Total	**4,357**	**183**	**1.6**	**1,269**	**113**	**0.8**	**901**	**-38.2%**	**-47.9%**	**-29.0%**

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-8

New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGT2
Year 2005

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	1	1674	0.5		1017	0.5		-39.2	-5.6	
1969	1	1002	6.3		599	4.4		-40.2	-29.5	
1970	1	415	11.0		466	1.2		12.3	-89.1	
1971	3	1087	5.3		1081	0.4		-0.6	-92.8	
1972	1	671	7.6		3737	0.3		456.9	-95.5	
1973	0									
1974	1	292	6.5		149	3.7		-49.0	-43.1	
1975	1	692	0.3		119	0.2		-82.8	-32.0	
1976	6	877	1.9		230	1.9		-73.7	-2.5	
1977	17	623	3.7		643	2.2		3.3	-39.5	
1978	19	798	4.5		733	2.2		-8.1	-50.1	
1979	31	784	3.0		767	2.3		-2.2	-23.5	
1980	4	1293	5.3		285	2.6		-77.9	-51.1	
1981	7	486	2.8	997	539	2.5	826	10.9	-10.6	-17.2
1982	2	553	1.6	482	117	2.4	329	-78.8	57.2	-31.7
1983	15	386	2.5	1054	186	1.0	1115	-51.9	-58.1	5.7
1984	15	162	3.1	1259	111	1.7	843	-31.1	-44.0	-33.0
1985	45	258	2.9	1067	226	1.5	977	-12.7	-48.0	-8.4
1986	36	422	3.0	1263	280	2.3	1093	-33.7	-23.1	-13.5
1987	70	374	2.2	1247	184	1.2	1093	-50.7	-44.1	-12.3
1988	57	337	1.7	1271	222	1.3	924	-34.2	-24.3	-27.3
1989	130	264	1.7	1433	154	1.0	1069	-41.6	-38.8	-25.4
1990	48	247	1.6	1423	156	0.6	1032	-37.1	-61.3	-27.4
1991	114	188	1.3	1174	136	0.8	882	-27.6	-41.4	-24.8
1992	75	164	1.0	1348	127	0.5	918	-22.3	-53.6	-32.0
1993	171	240	1.4	1134	137	0.6	882	-43.2	-59.3	-22.2
1994	90	208	1.3	1208	133	0.6	950	-36.0	-51.2	-21.4
1995	189	187	1.0	1536	89	0.4	1076	-52.5	-54.8	-29.9
1996	1	99	0.7	0	78	0.5	0	-21.2	-28.8	0.0
1997	0									
1998	0									
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	0									
2005	0									
Total	**1,151**	**285**	**1.7**	**1,198**	**191**	**0.9**	**909**	**-33.2%**	**-45.8%**	**-24.1%**

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-9

New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repair - HDGV
Year 2005

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	0									
1969	0									
1970	0									
1971	0									
1972	0									
1973	0									
1974	1	400	8.3		160	6.7	0	-60.0	-19.8	
1975	3	1,013	3.7		576	2.2	0	-43.1	-41.6	
1976	0									
1977	2	2,389	7.4		1,333	2.1	0	-44.2	-71.7	
1978	5	724	3.2		468	2.1	0	-35.3	-34.7	
1979	8	1,347	3.7		954	2.9	0	-29.2	-21.5	
1980	5	868	4.7		231	1.8	0	-73.3	-62.3	
1981	5	1,266	3.9		794	3.1	0	-37.3	-19.8	
1982	2	303	5.4		149	1.9	0	-50.9	-64.1	
1983	6	1,167	2.0		661	0.7	0	-43.4	-63.1	
1984	11	1,573	2.2		199	0.9	0	-87.4	-58.6	
1985	13	1,095	2.1		1,258	2.2	0	14.9	3.6	
1986	15	834	3.0		850	2.4	0	1.9	-19.6	
1987	25	1,093	4.2		600	2.3	0	-45.1	-45.9	
1988	22	716	2.4		646	1.8	0	-9.7	-25.5	
1989	45	833	2.1		495	1.5	0	-40.5	-30.9	
1990	10	824	3.0		339	1.5	0	-58.9	-49.1	
1991	17	712	2.7		289	0.7	0	-59.4	-75.5	
1992	12	429	3.8		235	1.0	0	-45.3	-73.4	
1993	14	611	2.6		562	1.5	0	-8.0	-44.1	
1994	17	645	4.6		325	1.9	0	-49.6	-58.5	
1995	33	620	3.3		232	1.3	0	-62.6	-60.8	
1996	11	466	4.3		199	1.4	0	-57.3	-67.5	
1997	36	749	3.1		214	0.6	0	-71.5	-79.2	
1998	3	1,012	0.5		46	0.0	0	-95.5	-98.0	
1999	17	717	1.8		226	0.4	0	-68.5	-75.7	
2000	2	675	1.2		275	1.4	0	-59.3	9.8	
2001	2	841	0.4		231	0.3	0	-72.6	-4.3	
2002	1	424	0.5		138	0.1	0	-67.5	-79.2	
2003	0									
2004	0									
2005	0									
Total	**343**	**821**	**3.0**		**449**	**1.5**		**-45.4%**	**-51.1%**	

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-10

New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - All Vehicles
Year 2005

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	129	2,027	7.3		552	3.3		-72.8%	-55.6%	
1969	49	1,357	6.4		444	3.6		-67.2%	-43.0%	
1970	18	1,304	6.2		486	4.4		-62.7%	-29.6%	
1971	57	999	6.2		295	2.7		-70.5%	-57.2%	
1972	29	833	6.6		316	2.9		-62.1%	-55.6%	
1973	73	1,104	6.1		328	2.8		-70.3%	-54.4%	
1974	23	1,650	4.5		230	2.1		-86.1%	-53.5%	
1975	83	725	4.7		168	1.3		-76.8%	-71.5%	
1976	41	794	5.7		150	1.2		-81.1%	-78.3%	
1977	155	835	4.2		214	1.4		-74.4%	-66.7%	
1978	80	594	4.3		207	1.2		-65.2%	-72.1%	
1979	222	673	4.2		174	1.2		-74.2%	-72.1%	
1980	78	646	4.2		168	1.1		-74.0%	-72.7%	
1981	188	281	2.8	997	92	0.6	445	-67.0%	-79.7%	-55.4%
1982	96	338	2.9	814	91	0.6	384	-73.0%	-78.8%	-52.9%
1983	360	321	2.3	1,012	96	0.4	494	-70.1%	-84.3%	-51.2%
1984	280	272	2.6	1,076	78	0.4	572	-71.2%	-84.4%	-46.8%
1985	910	292	2.5	1,015	88	0.4	487	-69.7%	-82.6%	-52.0%
1986	524	373	2.6	915	117	0.4	463	-68.6%	-82.6%	-49.4%
1987	1,407	263	2.1	1,183	83	0.3	518	-68.3%	-84.7%	-56.2%
1988	793	303	2.1	1,305	82	0.4	481	-73.0%	-82.4%	-63.2%
1989	1,829	244	1.9	1,281	84	0.4	501	-65.8%	-80.5%	-60.9%
1990	941	206	1.8	1,414	78	0.3	544	-62.0%	-82.3%	-61.6%
1991	2,289	161	1.3	1,347	66	0.2	474	-58.9%	-81.3%	-64.8%
1992	1,314	162	1.5	1,266	64	0.2	459	-60.4%	-83.7%	-63.7%
1993	2,675	165	1.2	1,227	61	0.2	444	-62.9%	-80.9%	-63.8%
1994	1,142	184	1.4	1,164	61	0.2	438	-66.8%	-84.5%	-62.4%
1995	1,894	163	1.4	1,159	63	0.2	411	-61.2%	-83.7%	-64.5%
1996	40	527	3.2	132	142	0.7	81	-73.1%	-78.2%	-38.8%
1997	60	1,017	3.5	89	146	1.0	18	-85.6%	-71.8%	-79.4%
1998	16	874	1.5	3	108	0.3	6	-87.6%	-80.5%	122.7%
1999	39	688	1.4	2	127	0.3	8	-81.6%	-78.0%	389.6%
2000	7	514	2.5		165	0.3		-67.9%	-88.0%	
2001	10	1,038	1.0		350	0.2		-66.3%	-80.0%	
2002	3	437	3.1		61	0.1		-86.0%	-96.8%	
2003	1	817	1.5		130	0.1		-84.1%	-93.3%	
2004	0									
2005	0									
Total	**17,855**	**263**	**1.9**	**1,135**	**86**	**0.4**	**439**	**-67.4%**	**-79.3%**	**-61.3%**

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-11

New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGV
Year 2005

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	109	1895	7.4	0	531	3.1	0	-72.0	-57.6	0.0
1969	40	1404	6.4	0	451	3.7	0	-67.9	-42.2	0.0
1970	16	1175	6.5	0	485	4.7	0	-58.7	-28.2	0.0
1971	43	856	6.1	0	320	2.6	0	-62.6	-56.9	0.0
1972	23	791	7.1	0	327	3.1	0	-58.6	-56.0	0.0
1973	58	1125	5.9	0	309	2.7	0	-72.5	-54.7	0.0
1974	18	1376	4.7	0	261	2.3	0	-81.0	-50.7	0.0
1975	67	641	4.4	0	173	1.3	0	-72.9	-70.5	0.0
1976	26	835	5.3	0	142	0.8	0	-82.9	-85.5	0.0
1977	103	841	4.5	0	228	1.4	0	-72.9	-69.2	0.0
1978	49	621	3.5	0	231	1.1	0	-62.8	-68.7	0.0
1979	125	649	4.0	0	160	1.1	0	-75.3	-73.3	0.0
1980	37	543	4.3	0	180	1.0	0	-66.8	-77.0	0.0
1981	125	233	2.6	1104	74	0.4	442	-68.4	-84.2	-59.9
1982	58	240	2.7	877	69	0.4	410	-71.2	-87.1	-53.3
1983	237	185	1.8	1166	71	0.2	466	-61.7	-86.0	-60.0
1984	153	161	2.0	1295	66	0.2	550	-58.9	-89.1	-57.5
1985	578	192	2.1	1219	73	0.3	512	-61.7	-86.9	-58.0
1986	303	207	2.1	1155	73	0.3	491	-64.7	-88.1	-57.5
1987	983	189	1.7	1370	72	0.2	503	-61.7	-85.6	-63.3
1988	413	238	2.1	1437	75	0.3	509	-68.5	-87.6	-64.6
1989	1063	191	1.8	1356	71	0.3	518	-63.1	-85.9	-61.8
1990	615	164	1.5	1562	71	0.3	588	-57.0	-83.1	-62.4
1991	1612	131	1.0	1450	59	0.2	499	-55.4	-81.8	-65.6
1992	886	135	1.4	1311	58	0.2	474	-57.2	-86.0	-63.9
1993	1705	147	1.1	1318	59	0.2	461	-60.0	-84.5	-65.0
1994	708	141	1.0	1278	58	0.2	474	-59.3	-81.2	-62.9
1995	1093	151	1.3	1108	56	0.2	413	-62.7	-84.8	-62.7
1996	9	648	1.3	295	91	0.2	111	-86.0	-86.4	-62.2
1997	4	1276	3.1	734	47	0.1	116	-96.3	-95.7	-84.2
1998	2	148	0.4	22	80	0.3	49	-45.9	-19.7	127.9
1999	1	44	0.5	67	74	0.4	328	68.2	-22.4	389.6
2000	0									
2001	0									
2002	0									
2003	0									
2004	0									
2005	0									
Total	**11,262**	**217**	**1.7**	**1,237**	**78**	**0.3**	**456**	**-63.9%**	**-79.7%**	**-63.1%**

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-12

New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGT1
Year 2005

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	14	3248	6.3		789	3.4		-75.7	-45.2	
1969	3	1095	5.4		465	4.9		-57.6	-9.5	
1970	1	910	7.0		284	3.0		-68.8	-57.8	
1971	8	1594	5.2		237	2.7		-85.2	-47.9	
1972	3	764	3.7		198	2.0		-74.1	-47.0	
1973	6	378	7.0		210	1.8		-44.6	-73.7	
1974	5	2637	3.7		117	1.3		-95.6	-66.0	
1975	3	2051	3.5		131	0.6		-93.6	-84.0	
1976	5	410	6.4		189	3.1		-53.8	-51.3	
1977	23	676	3.2		179	1.2		-73.5	-63.3	
1978	12	424	6.7		170	1.4		-59.9	-79.7	
1979	43	717	4.6		194	1.3		-72.9	-70.5	
1980	16	737	5.1		146	0.8		-80.2	-84.8	
1981	29	193	2.7	1357	86	0.6	755	-55.8	-78.3	-44.4
1982	14	181	1.5	1729	101	0.3	905	-44.1	-81.9	-47.6
1983	48	416	3.3	1035	120	0.6	788	-71.1	-81.0	-23.9
1984	69	300	3.4	1009	87	0.5	792	-71.0	-84.3	-21.5
1985	159	309	3.2	1017	86	0.5	671	-72.1	-82.8	-34.0
1986	94	310	3.0	1015	135	0.5	664	-56.4	-84.6	-34.5
1987	199	248	3.0	1074	93	0.4	811	-62.4	-85.9	-24.5
1988	231	234	1.9	1424	80	0.3	548	-65.8	-83.4	-61.5
1989	458	214	2.1	1424	80	0.4	560	-62.5	-83.3	-60.7
1990	225	225	2.4	1328	74	0.3	524	-67.2	-85.6	-60.6
1991	494	200	1.9	1212	66	0.3	438	-66.9	-85.5	-63.8
1992	313	174	1.7	1289	65	0.3	453	-62.6	-84.5	-64.9
1993	708	161	1.4	1161	60	0.3	435	-62.9	-81.3	-62.5
1994	299	179	1.8	1037	57	0.2	417	-68.3	-87.4	-59.8
1995	516	131	1.2	1361	63	0.2	449	-51.7	-79.8	-67.0
1996	2	62	0.3	1235	86	0.3	759	39.0	-1.9	-38.6
1997	1	18	0.1	1320	6	0.1	473	-66.7	-45.5	-64.2
1998	0									
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	0									
2005	0									
Total	**4,001**	**230**	**2.0**	**1,193**	**78**	**0.4**	**496**	**-66.0%**	**-81.9%**	**-58.5%**

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-13

New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGT2
Year 2005

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	3	521	9.0		442	7.4		-15.1	-17.5	
1969	4	644	6.9		251	3.4		-61.0	-50.7	
1970	0									
1971	5	1,423	8.2		207	3.1		-85.4	-61.8	
1972	2	693	8.5		290	3.8		-58.1	-55.0	
1973	5	1,212	5.4		174	2.1		-85.6	-61.4	
1974	0									
1975	4	325	6.3		130	1.3		-60.0	-80.1	
1976	5	694	3.8		160	1.4		-76.9	-64.2	
1977	22	1,025	4.0		176	1.3		-82.9	-66.8	
1978	14	563	5.0		151	0.9		-73.1	-81.9	
1979	27	564	3.7		168	1.1		-70.1	-70.6	
1980	11	443	3.5		181	1.5		-59.2	-57.5	
1981	9	333	2.7	1,116	138	0.9	714	-58.5	-67.8	-36.0
1982	3	92	1.9	1,034	102	0.0	131	11.3	-97.9	-87.3
1983	32	489	3.1	1,199	229	0.4	927	-53.3	-86.6	-22.7
1984	31	380	3.1	1,079	96	0.6	692	-74.7	-79.7	-35.9
1985	65	251	2.7	888	135	0.5	625	-46.1	-83.3	-29.6
1986	46	415	2.7	743	106	0.5	680	-74.5	-79.9	-8.5
1987	104	279	2.4	997	92	0.4	706	-67.1	-82.7	-29.1
1988	79	205	1.8	1,421	82	0.4	560	-60.0	-79.0	-60.6
1989	185	276	1.3	1,347	85	0.3	589	-69.3	-73.9	-56.3
1990	60	241	1.6	1,188	81	0.3	535	-66.5	-80.7	-54.9
1991	143	185	1.5	1,033	70	0.2	444	-62.2	-83.6	-57.0
1992	95	232	1.3	1,041	70	0.4	442	-69.7	-70.1	-57.6
1993	219	147	1.4	977	72	0.3	425	-51.0	-80.4	-56.4
1994	98	265	2.1	1,172	62	0.2	403	-76.6	-88.5	-65.6
1995	208	134	1.0	1,357	59	0.2	461	-55.9	-76.4	-66.0
1996	1	241	0.7	158	13	0.2	718	-94.6	-77.3	354.4
1997	1	27	0.3	1,083	55	0.0	163	103.7	-100.0	-84.9
1998	0									
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	0									
2005	0									
Total	**1,481**	**260**	**1.9**	**1,062**	**89**	**0.4**	**488**	**-65.9%**	**-78.4%**	**-54.0%**

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-14

New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - HDGV
Year 2005

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	3	2,616	8.7		304	4.4		-88.4	-49.8	
1969	2	2,236	6.2		669	0.9		-70.1	-84.8	
1970	1	3,762	0.3		705	0.2		-81.3	-39.3	
1971	1	267	9.0		115	2.4		-56.9	-73.9	
1972	1	2,282	0.3		471	0.2		-79.4	-39.4	
1973	4	1,756	8.2		964	6.1		-45.1	-25.6	
1974	0									
1975	9	1,086	6.7		160	1.9		-85.3	-71.5	
1976	5	1,065	8.7		142	1.4		-86.6	-84.5	
1977	7	662	4.6		235	2.6		-64.5	-42.5	
1978	5	822	3.9		215	2.4		-73.8	-37.2	
1979	27	826	4.7		209	1.3		-74.7	-71.2	
1980	14	973	3.3		150	1.6		-84.6	-51.5	
1981	25	601	4.2		176	1.3		-70.8	-69.9	
1982	21	750	4.5		145	1.5		-80.7	-67.0	
1983	43	841	3.6		109	1.0		-87.0	-71.3	
1984	27	709	3.4		106	1.1		-85.0	-66.8	
1985	108	823	3.9		145	1.1		-82.4	-71.4	
1986	81	1,046	3.7		269	0.9		-74.3	-75.9	
1987	121	871	3.5		150	1.1		-82.8	-68.4	
1988	70	1,030	3.2		130	1.0		-87.4	-68.1	
1989	123	772	3.6		205	1.1		-73.5	-69.6	
1990	41	687	2.6		210	0.6		-69.4	-75.6	
1991	40	828	4.2		354	1.2		-57.2	-72.5	
1992	20	841	2.9		300	0.5		-64.4	-81.5	
1993	43	1,011	3.6		105	0.4		-89.6	-89.3	
1994	37	841	3.8		154	0.7		-81.7	-80.5	
1995	77	638	4.7		183	0.8		-71.4	-83.3	
1996	28	532	4.1		167	0.9		-68.7	-78.3	
1997	54	1,035	3.7		158	1.1		-84.7	-71.1	
1998	14	978	1.7		112	0.3		-88.5	-79.9	
1999	38	705	1.4		128	0.3		-81.9	-80.3	
2000	7	514	2.5		165	0.3		-67.9	-87.0	
2001	10	1,038	1.0		350	0.2		-66.3	-79.5	
2002	3	437	3.1		61	0.1		-86.1	-98.1	
2003	1	817	1.5		130	0.1		-84.1	-94.5	
2004	0									
2005	0									
Total	**1,111**	**852**	**3.7**		**182**	**1.0**		**-78.6%**	**-72.8%**	

Report includes only inspection records where the vehicle has both a before and after repair record.

The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

Table L-15

APPENDIX II

CREATE DATE REPORT

Create Date vs Test Date Statistics* for the Year 2005

Report Period:	Station Type	# of Inspections	# of Inspections with a Create Date/Time >= 24 hours of Test Date/Time	% of Inspections with a Create Date/Time >= 24 hours of Test Date/Time	# of Inspections with a Create Date/Time >= 120 hours of Test Date/Time	% of Inspections with a Create Date/Time >= 120 hours of Test Date/Time
January 2005	CIF/SIF	151,465	58	0.04%	0	0.00%
	PIF/PFF	42,050	782	1.86%	365	0.87%
	TOTAL	193,515	840	0.43%	365	0.19%
February 2005	CIF/SIF	152,926	7	0.00%	0	0.00%
	PIF/PFF	45,094	613	1.36%	284	0.63%
	TOTAL	198,020	620	0.31%	284	0.14%
March 2005	CIF/SIF	202,015	134	0.07%	0	0.00%
	PIF/PFF	59,273	1,128	1.90%	466	0.79%
	TOTAL	261,288	1,262	0.48%	466	0.18%
April 2005	CIF/SIF	213,924	11	0.01%	0	0.00%
	PIF/PFF	62,325	1,064	1.71%	401	0.64%
	TOTAL	276,249	1,075	0.39%	401	0.15%
May 2005	CIF/SIF	216,225	30	0.01%	0	0.00%
	PIF/PFF	62,461	869	1.39%	228	0.37%
	TOTAL	278,686	899	0.32%	228	0.08%
June 2005	CIF/SIF	225,754	82	0.04%	0	0.00%
	PIF/PFF	63,896	1,361	2.13%	567	0.89%
	TOTAL	289,650	1,443	0.50%	567	0.20%
July 2005	CIF/SIF	212,507	268	0.13%	0	0.00%
	PIF/PFF	57,394	1,372	2.39%	487	0.85%
	TOTAL	269,901	1,640	0.61%	487	0.18%
August 2005	CIF/SIF	237,400	470	0.20%	0	0.00%
	PIF/PFF	61,988	1,151	1.86%	536	0.86%
	TOTAL	299,388	1,621	0.54%	536	0.18%
September 2005	CIF/SIF	206,581	31	0.02%	1	0.00%
	PIF/PFF	57,147	998	1.75%	465	0.81%
	TOTAL	263,728	1,029	0.39%	466	0.18%
October 2005	CIF/SIF	198,385	13	0.01%	1	0.00%
	PIF/PFF	52,981	1,376	2.60%	537	1.01%
	TOTAL	251,366	1,389	0.55%	538	0.21%
November 2005	CIF/SIF	182,149	97	0.05%	0	0.00%
	PIF/PFF	49,533	897	1.81%	343	0.69%
	TOTAL	231,682	994	0.43%	343	0.15%
December 2005	CIF/SIF	162,600	1	0.00%	0	0.00%
	PIF/PFF	43,145	722	1.67%	254	0.59%
	TOTAL	205,745	723	0.35%	254	0.12%
Year 2005	**CIF/SIF**	**2,361,931**	**1,202**	**0.05%**	**2**	**0.00%**
	PIF/PFF	**657,287**	**12,333**	**1.88%**	**4,933**	**0.75%**
	TOTAL	**3,019,218**	**13,535**	**0.45%**	**4,935**	**0.16%**

* These statistics include data for both emissions inspections and safety inspections.

APPENDIX III

CENTRALIZED INSPECTION FACILITY EQUIPMENT AUDIT REPORT

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Station
Year 2005

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	1	50%	1	50%
Bakers Basin	53	13	25%	40	75%
Bridgeton	12	0	0%	12	100%
Cape May	12	0	0%	12	100%
Cherry Hill	72	5	7%	67	93%
Delanco	33	12	36%	21	64%
Deptford	46	8	17%	38	83%
Eatontown	64	9	14%	55	86%
Flemington	30	3	10%	27	90%
Freehold	67	5	7%	62	93%
Kilmer	70	7	10%	63	90%
Lakewood	62	9	15%	53	85%
Lodi	55	9	16%	46	84%
Manahawkin	35	3	9%	32	91%
Mays Landing	46	7	15%	39	85%
Millville	22	2	9%	20	91%
Montclair	22	1	5%	21	95%
Morristown Specialty	1	1	100%	0	0%
Newark	59	10	17%	49	83%
Newton	24	1	4%	23	96%
Paramus	57	16	28%	41	72%
Plainfield	30	6	20%	24	80%
Rahway	60	9	15%	51	85%
Randolph	67	12	18%	55	82%
Ridgewood	24	6	25%	18	75%
Salem	11	1	9%	10	91%
Secaucus	69	23	33%	46	67%
South Brunswick	62	15	24%	47	76%
Southampton	47	1	2%	46	98%
Washington	12	0	0%	12	100%
Wayne	84	20	24%	64	76%
Westfield	24	4	17%	20	83%
Winslow	33	2	6%	31	94%
Winslow Specialty	2	0	0%	2	100%
Totals	**1369**	**221**	**16%**	**1148**	**84%**

Table III-1

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2005

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	1	2	1	50%	1	50%
Bakers Basin	53	1	8	2	25%	6	75%
		2	9	3	33%	6	67%
		3	9	1	11%	8	89%
		4	9	3	33%	6	67%
		5	9	1	11%	8	89%
		6 (METT)	9	3	33%	6	67%
Bridgeton	12	1	12	0	0%	12	100%
Cape May	12	1	12	0	0%	12	100%
Cherry Hill	72	1	12	1	8%	11	92%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	2	17%	10	83%
		5	12	2	17%	10	83%
		6 (METT)	12	0	0%	12	100%
Delanco	33	1	11	3	27%	8	73%
		2	11	6	55%	5	45%
		3	11	3	27%	8	73%
Deptford	46	1	11	3	27%	8	73%
		2	11	1	9%	10	91%
		3	12	2	17%	10	83%
		4	12	2	17%	10	83%
Eatontown	64	1	11	1	9%	10	91%
		2	10	2	20%	8	80%
		3	10	0	0%	10	100%
		4	11	0	0%	11	100%
		5	11	3	27%	8	73%
		6	11	3	27%	8	73%
Flemington	30	1	10	1	10%	9	90%
		2	10	1	10%	9	90%
		3	10	1	10%	9	90%
Freehold	67	1	11	1	9%	10	91%
		2	10	1	10%	9	90%
		3	11	0	0%	11	100%
		4	11	3	27%	8	73%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Kilmer	70	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
		3	12	3	25%	9	75%
		4	12	3	25%	9	75%
		5	11	0	0%	11	100%
		6	11	0	0%	11	100%

Table III-2

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2005

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Lakewood	62	1	10	0	0%	10	100%
		2	11	3	27%	8	73%
		3	11	1	9%	10	91%
		4	11	3	27%	8	73%
		5	10	1	10%	9	90%
		6	9	1	11%	8	89%
Lodi	55	1	9	2	22%	7	78%
		2	11	3	27%	8	73%
		3	11	1	9%	10	91%
		4	12	3	25%	9	75%
		5	12	0	0%	12	100%
Manahawkin	35	1	11	2	18%	9	82%
		2	12	0	0%	12	100%
		3	12	1	8%	11	92%
Mays Landing	46	1	12	1	8%	11	92%
		2	11	1	9%	10	91%
		3	11	3	27%	8	73%
		4	12	2	17%	10	83%
Millville	22	1	11	1	9%	10	91%
		2	11	1	9%	10	91%
Montclair	22	1	11	0	0%	11	100%
		2	11	1	9%	10	91%
Morristown Specialty	1	1	1	1	100%	0	0%
Newark	59	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	2	17%	10	83%
		4	12	2	17%	10	83%
		5	11	6	55%	5	45%
Newton	24	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
Paramus	57	1	10	4	40%	6	60%
		2	12	2	17%	10	83%
		3	11	5	45%	6	55%
		4	12	0	0%	12	100%
		5	12	5	42%	7	58%
Plainfield	30	1	10	1	10%	9	90%
		2	10	4	40%	6	60%
		3	10	1	10%	9	90%
Rahway	60	1	10	1	10%	9	90%
		2	10	0	0%	10	100%
		3	10	2	20%	8	80%
		4	10	2	20%	8	80%
		5	10	4	40%	6	60%
		6	10	0	0%	10	100%

Table III-2

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2005

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Randolph	67	1	10	3	30%	7	70%
		2	10	1	10%	9	90%
		3	12	5	42%	7	58%
		4	11	0	0%	11	100%
		5	12	2	17%	10	83%
		6	12	1	8%	11	92%
Ridgewood	24	1	12	2	17%	10	83%
		2	12	4	33%	8	67%
Salem	11	1	11	1	9%	10	91%
Secaucus	69	1	11	1	9%	10	91%
		2	12	4	33%	8	67%
		3	12	5	42%	7	58%
		4	11	5	45%	6	55%
		5	11	4	36%	7	64%
		6	12	4	33%	8	67%
South Brunswick	62	1	10	1	10%	9	90%
		2 (AWD)	10	0	0%	10	100%
		3	10	3	30%	7	70%
		4	11	1	9%	10	91%
		5	11	5	45%	6	55%
		6	10	5	50%	5	50%
Southampton	47	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	1	8%	11	92%
		4	11	0	0%	11	100%
Washington	12	1	12	0	0%	12	100%
Wayne	84	1	12	2	17%	10	83%
		2	12	3	25%	9	75%
		3	12	5	42%	7	58%
		4	12	4	33%	8	67%
		5	12	1	8%	11	92%
		6	12	3	25%	9	75%
		7	12	2	17%	10	83%
Westfield	24	1	12	3	25%	9	75%
		2	12	1	8%	11	92%
Winslow	33	1	11	0	0%	11	100%
		2	11	1	9%	10	91%
		3	11	1	9%	10	91%
Winslow Specialty	2	1	2	0	0%	2	100%
Totals	**1369**	**126**	**1369**	**221**	**16%**	**1148**	**84%**

Table III-2

APPENDIX IV

COMPLIANCE STICKER SURVEY REPORT

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Summary
Year 2005

2005	Agency	Number Surveyed	Number Delinquent	Delinquent Length				Delinquent Vehicle Type			Compliance Rate
				No Sticker	1-30 Days	31-89 Days	90+ Days	Cars	Trucks	Commercial	
January	**NJDEP**	2,490	90	14	14	23	39	77	13	0	96.4%
Febuary	**NJDEP**	1,910	53	7	5	13	28	41	12	0	97.2%
March	**NJDEP**	2,325	78	9	2	11	56	68	10	0	96.6%
April	**NJDEP**	1,906	50	9	7	14	20	40	10	0	97.4%
May	**NJDEP**	2,312	59	9	3	14	33	50	7	2	97.4%
May	**NJMVC**	5,000	329	0	53	83	193	Not Reported			93.4%
June	**NJDEP**	1,822	53	10	8	14	21	49	4	0	97.1%
July	**NJDEP**	2,325	64	19	3	16	26	56	8	0	97.2%
August	**NJDEP**	3,454	97	14	11	18	54	77	17	3	97.2%
September	**NJDEP**	1,847	50	7	4	9	30	42	8	0	97.3%
September	**NJMVC**	5,000	297	0	77	88	132	Not Reported			94.1%
October	**NJDEP**	1,320	38	3	11	6	18	33	3	2	97.1%
November	**NJDEP**	2,629	56	9	9	15	23	47	9	0	97.9%
December	**NJDEP**	1,838	49	9	4	16	20	40	9	0	97.3%
Totals		36,178	1,363	119	211	340	693	620	110	7	96.2%

Table IV-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2005

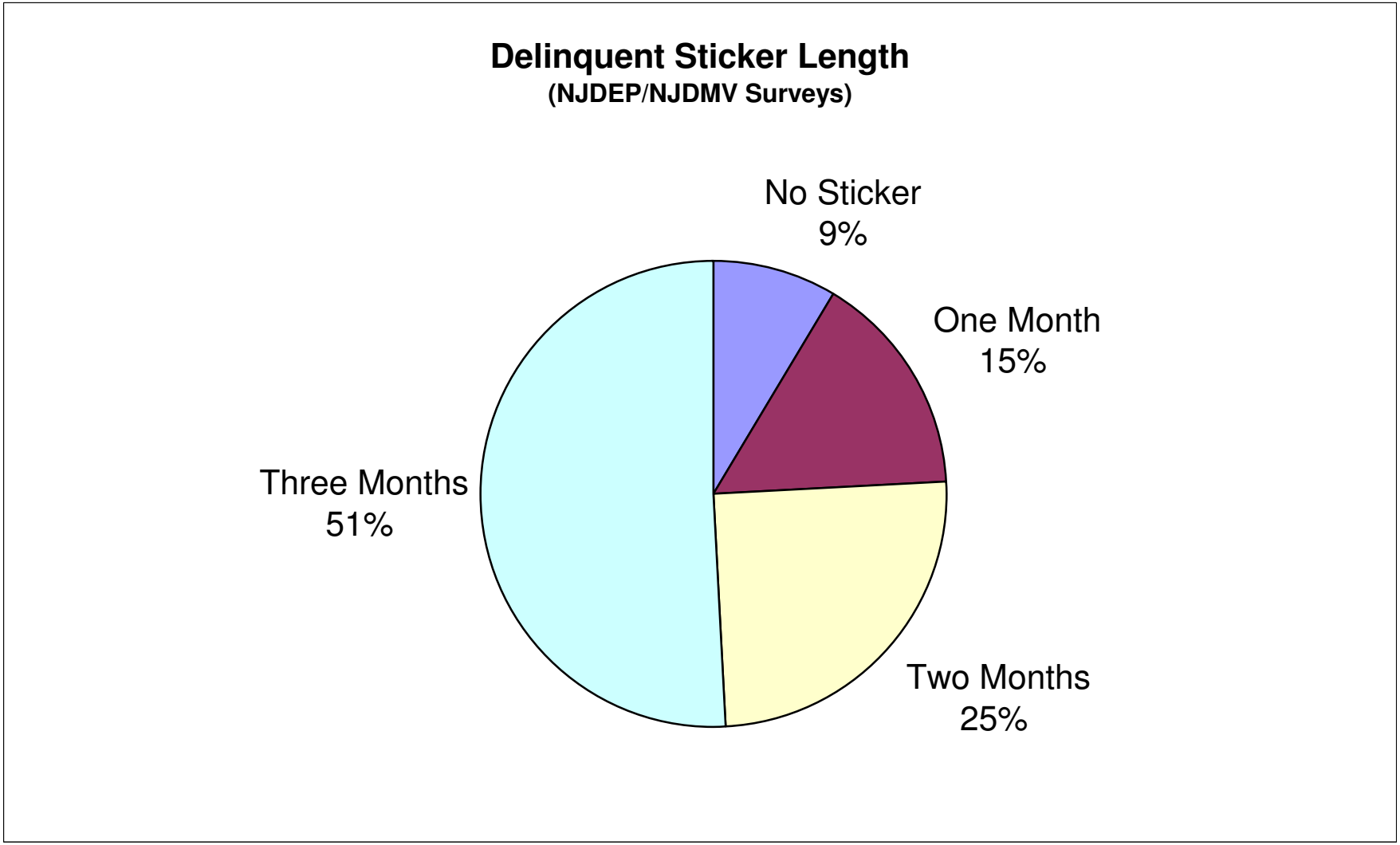

Figure IV-1

New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2005

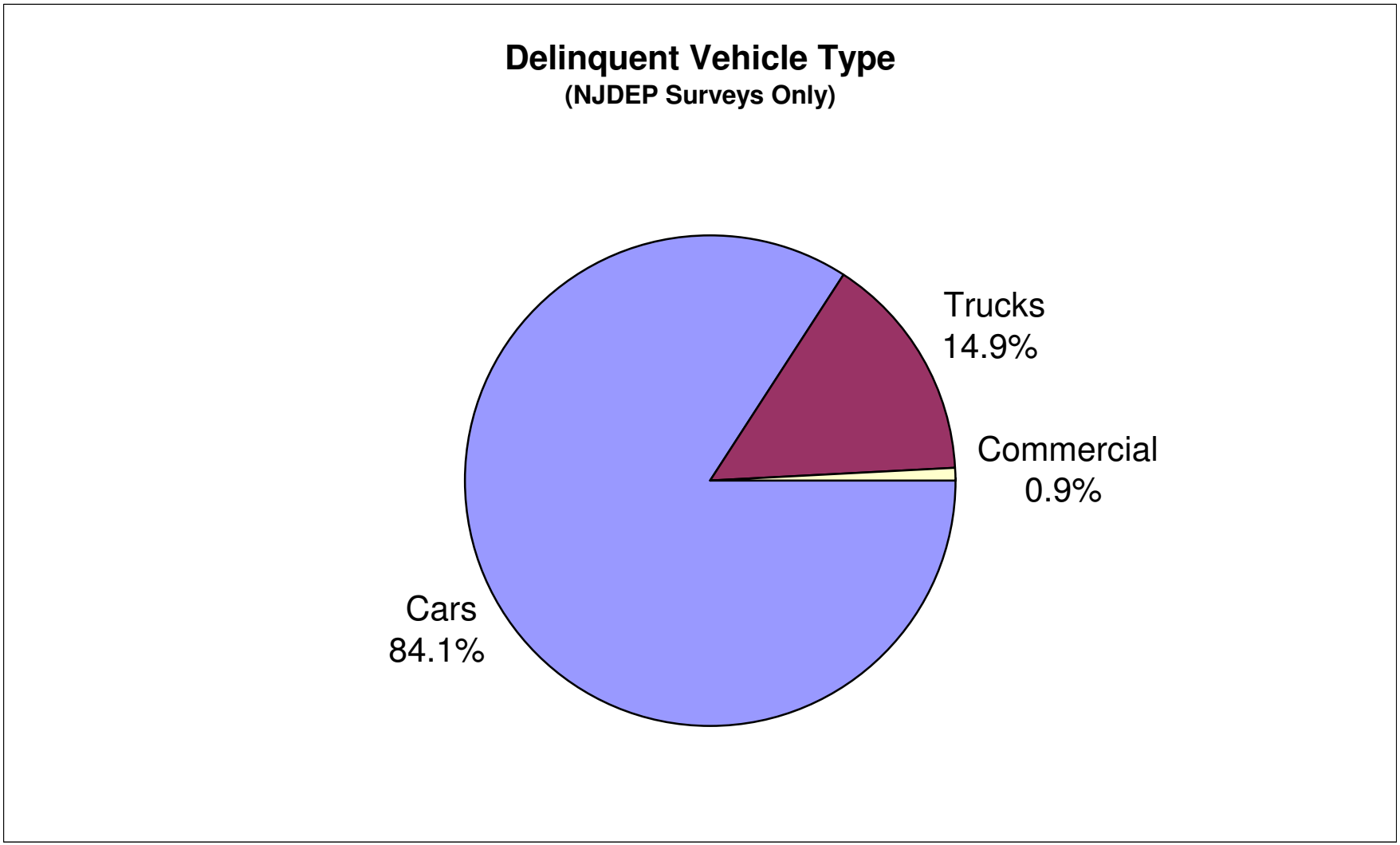

Figure IV-2

APPENDIX V

USEPA's "Performing Onboard Diagnostic System Checks as Part of a Vehicle Inspection and Maintenance Program" June 2001

Available Electronically Upon Request