

**The State of New Jersey
Department of Environmental Protection**

2017 Annual Report

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

Acknowledgments

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Acronyms and Abbreviations

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

Executive Summary

This report fulfills the annual reporting requirements at 40 CFR 51.366, the data analysis and reporting section of the United States Environmental Protection Agency's (USEPA's) rule on inspection and maintenance program requirements. This report covers calendar year 2017 (2016 for the vehicles with no known final outcome analysis), and is specific to the emissions portion of the State's Enhanced Inspection and Maintenance (I/M) program. A summary of the key statistics for the years 2014 through 2017 is presented in Table 1.

Table 1: Key Statistics: Years 2014 – 2017 Comparison

Key Statistics	2014	2015	2016	2017
Number of Total Emission Inspections	2,412,793	2,337,516	2,217,137	2,115,344
Total Emission Inspections – Centralized/Decentralized* Split	85.9%/14.1%	85.9%/14.1%	87.2%/12.8%	87.9%/12.1%
Total Emission Inspections – Initial/Re-inspection Split	87.2%/12.8%	87.2%/12.8%	89.7%/10.3%	89.5%/10.5%
Number of Initial Emission Inspections	2,103,270	2,039,434	1,989,156	1,893,393
Overall Initial Emission Failure Rate	10.6%	10.6%	9.5%	9.2%
Centralized Initial Emission Failure Rate	11.2%	11.3%	10.0%	9.6%
Decentralized Initial Emission Failure Rate	6.6%	6.4%	6.0%	5.8%
Overall Emission Inspection 1 st Retest Pass Rate	75.1%	74.7%	74.4%	73.5%
OBD 1 st Retest Pass Rate	74.2%	73.8%	74.1%	73.4%
Two Speed Idle 1 st Retest Pass Rate	67.2%	68.7%	67.6%	N/A
Number of Vehicles with No Known Final Outcome**	17,385	14,635	20,929	TBD
As Percentage of Initial Inspections	0.8%	0.7%	1.1%	TBD
As Percentage of Initial Failures	7.8%	6.8%	11.1%	TBD
Sticker Compliance Rate	95.7%	95.7%	96.1%	95.4%
Emissions-Only CIF Covert Performance Audit Fail Rate	11.1%	8.8%	4.7%	3.2%
Emissions-Only PIF Covert Performance Audit Fail Rate	8.5%	4.0%	2.3%	2.2%
CIF Equipment Audit Fail Rate***	8.0%	6.0%	3.0%	0.3%
PIF Equipment Audit Fail Rate***	51.4%	37.9%	32.8%	2.2%
# CIF Full Inspection Lanes	112	111	111	108
# PIFs	1,126	1,099	1,139	1,082
# Emission Repair Facilities (ERFs)	1,294	1,329	1,353	1,118

* Centralized includes CIFs, SIFs, and MITs. Decentralized includes PIFs and PFFs.

** Total vehicles with no known final outcome based on 12 months of registration data from the succeeding reporting years. 2016 increase due to mid-year change to OBD-only. Vehicles with no known final outcome for 2017 are To Be Determined (TBD) and will be reported in the 2018 report to allow a full registration cycle.

*** There has been a significant decrease in the fail rate from 2016 to 2017 due to the change to OBD-only equipment.

I. Purpose

This report fulfills the annual reporting requirements at 40 CFR 51.366, the data analysis and reporting section of the United States Environmental Protection Agency's (USEPA's) rule on inspection and maintenance program requirements. A checklist of the USEPA's Annual Reporting Requirements is included as Appendix VIII, and for reference purposes, also indicates the sections, tables, and/or Appendices where each required item or data set can be found within the report.

In addition to fulfilling reporting requirements, the Annual Report represents a comprehensive and quality-assured collection of program statistics that are used as readily-available reference material. The NJDEP gains valuable insight into the inspection program data and operations while compiling this report. This data is used to direct inspection operations, including correction of software deficiencies, allocation of auditing and training resources, targeting enforcement actions, and future inspection system planning. As well, the NJDEP provides this report upon request to inspection programs in other jurisdictions and motorists in New Jersey who wish to be better informed about the State's inspection process and results.

II. Test Data Report

This report includes statistical data from the eighteenth year of operation of New Jersey's enhanced gasoline I/M program. Information on the structure of New Jersey's I/M program, including vehicle types subject to inspection, emission-related test types performed in New Jersey, test data anomalies, and test frequency and network design, can be found in Appendix VII – Program Structure.

This report discusses emissions inspections, tests and vehicles. We track the status of emissions inspections by each unique vehicle. An emissions inspection consists of a primary emissions test, which is the On-Board Diagnostics (OBD) test, along with one or more of the secondary emissions tests, i.e. the visible smoke check, a visual anti-tampering inspection (also called the catalytic converter check), a liquid leak check, and a miscellaneous emissions check (which includes a visual gas cap check). There is also a grouping called “No Primary Test” for those vehicles that did not receive an OBD test. The results are presented by overall emissions inspections and by each test type. Each vehicle is associated with an emissions inspection that includes multiple tests.

New Jersey's I/M program is currently OBD-only, along with visual checks conducted by and populated within the inspection record by the Inspector. All tailpipe testing ceased in the year 2016. Evaporative gas cap testing was also switched to a visual gas cap check to coincide with the cessation of tailpipe testing. The year 2017 is the first full year of an OBD-only program in New Jersey.

As a result of these changes, some tables in this 2017 report do not contain data where tailpipe testing was previously reported, and other tables, such as equipment audit results, no longer provide comparisons to prior years as they would not be relevant.

A. Total Emissions Inspections

Table 2 provides a detailed summary of the total emissions inspections performed.

Table 2: Total Emissions Inspections

Test Station	Data	Initial Insp	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility (CIF)*	Total	1,648,582		169,671		1,818,253	
	Fail	156,605	9.5%	51,353	30.3%	207,958	11.4%
	Pass	1,491,977	90.5%	118,318	69.7%	1,610,295	88.6%
Private Inspection Facility (PIF)	Total	217,446		33,880		251,326	
	Fail	12,665	5.8%	2,117	6.2%	14,782	5.9%
	Pass	204,781	94.2%	31,763	93.8%	236,544	94.1%
Private Fleet Facility (PFF)	Total	3,710		337		4,047	
	Fail	167	4.5%	51	15.1%	218	5.4%
	Pass	3,543	95.5%	286	84.9%	3,829	94.6%
Specialty Inspection Facility (SIF)	Total	185		62		247	
	Fail	11	5.9%	9	14.5%	20	8.1%
	Pass	174	94.1%	53	85.5%	227	91.9%
Mobile Inspection Team (MIT)	Total	23,470		18,001		41,471	
	Fail	4,160	17.7%	2,676	14.9%	6,836	16.5%
	Pass	19,310	82.3%	15,325	85.1%	34,635	83.5%
Total		1,893,393		221,951		2,115,344	
Total Fail		173,608	9.2%	56,206	25.3%	229,814	10.9%
Total Pass		1,719,785	90.8%	165,745	74.7%	1,885,530	89.1%
% of Grand Total # of Inspections			89.5%		10.5%		

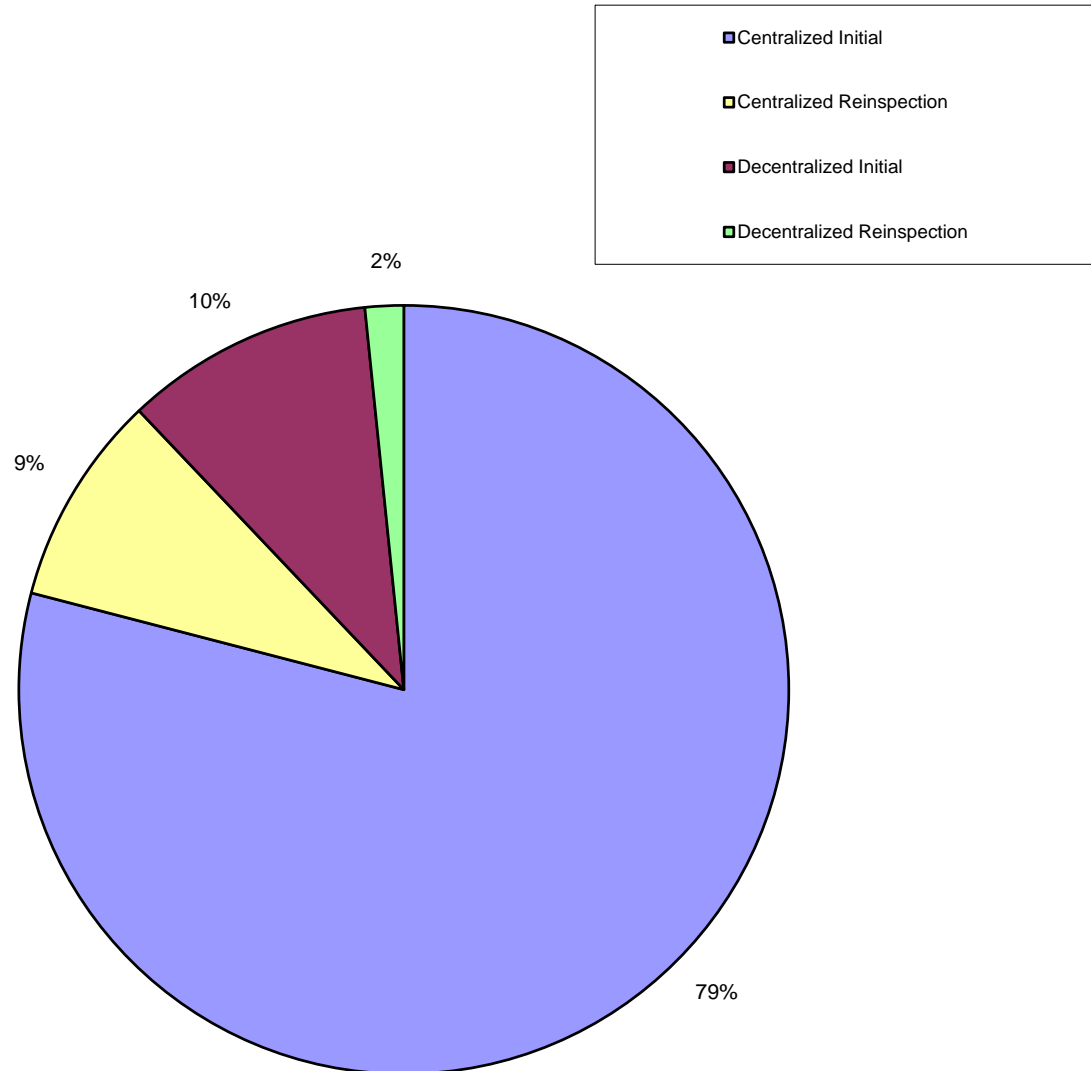
*SIF and MIT are listed separately here, whereas in the Executive Summary, they are all combined as "Centralized".

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

Of the total number of emissions inspections, 1,859,971 (87.9 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 255,373 (12.1 percent) were performed by the decentralized network (PIFs and PFFs). A graphical representation of this centralized/decentralized split is shown in Figure 1.

Figure 1: Total Emissions Inspections – Centralized/Decentralized Split

**New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2017**



This chart includes Initial Inspections
and All Reinspections

Centralized includes CIFs, SIFs, and MITs
Decentralized includes PIFs and PFFs

Number of Total Emissions Inspections - 2,115,344

B. Initial Emission Inspections

Initial overall emission inspection results by model year and station type for the year 2017 are shown in Appendix I – Part B. There were 1,893,393 initial overall emission inspections conducted in New Jersey in the year 2017. The initial overall emission failure rate for the entire network was 9.2%. The centralized initial overall emission failure rate was 9.6% and the decentralized initial overall emission failure rate was 5.8%. A further look at the initial overall emission inspection results by each individual CIF is presented in Appendix I – Part C.

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

945,064	(49.9%) LDGVs,
850,462	(44.9%) LDGTs,
1,557	(0.08%) LDDTs,
2,392	(0.1%) LDDVs, and
93,918	(5.0%) HDGVs
<hr/>	
1,893,393	Total

Of the 1,893,393 initial overall emission inspections, 1,719,608 (90.8%) passed, while 173,608 (9.2%) failed at least one emission inspection component. Table 3 shows the number of passes and pass rate and the number of failures and fail rate for each initial emission inspection test type. As some initial overall emission inspections resulted in multiple test type failures, Table 3 reflects multiple counting of any such inspection.

Table 3: Initial Pass and Fail Rates by Emission Test Type

Test Type	# Pass	Pass Rate	# Fail	Fail Rate
OBD	1,676,617	90.69%	172,076	9.31%
MIL Check	2,004	98.91%	22	1.09%
Catalytic Converter	1,888,319	99.94%	1,058	0.06%
Visible Smoke	1,892,319	99.94%	1,074	0.06%
Liquid Leak	1,893,271	99.99%	122	0.01%
Miscellaneous Emissions	1,893,022	99.98%	371	0.02%

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

C. OBD Inspections

The OBD system monitors virtually every component that can affect the emission performance of the vehicle. If a problem is detected, the OBD system will command the Malfunction Indicator Light (MIL) to be on and illuminate a warning lamp on the vehicle instrument panel to alert the driver. If the MIL is commanded on (MIL command status) by the OBD system, this will cause the vehicle to fail inspection. The system will also store information about any detected malfunctions, referred to as Diagnostic Trouble Codes (DTCs), so that a repair technician can accurately identify and fix the problem.

The OBD test allows the inspection workstation to read a vehicle's OBD computer to determine if there have been any malfunctions in the emissions-related systems, and replaces the traditional tailpipe emissions test for these vehicles. The OBD test also ensures that the OBD system itself is functioning properly.

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

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

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

New Jersey maintains a stringent review process for OBD bypasses that was implemented with the dropping of tailpipe testing in 2016. Bypass review requests are generally received via telephone call from motorists, PIF Inspectors, or ERF technicians directly to NJDEP or NJMVC staff. An attempt using the standard inspection OBD test at a CIF or PIF with a failed result is required before a bypass can occur, and all bypass requests must be reviewed and authorized by NJDEP. During the review process, motorists are free to use ERFs, PIFs, or CIFs of their choice for repairs and reinspections, and these facilities may contact NJDEP for assistance as needed. For approved bypasses, NJMVC conducts the subsequent reinspection at a state-run specialty site (SIF). The authorized vehicle must go to a SIF and be checked offline (i.e. not connected to the official NJ OBD inspection test equipment) by a handheld OBD scanner as well as receive all secondary visual tests in order to receive a passing sticker. There were 5 authorized bypasses in the year 2017.

The inspection software has an OBD Bypass function built in, whereby an OBD test can be bypassed directly by an Inspector. Use without prior review and approval by the State is strictly prohibited. However, there are rare occasions when it is used without authorization. In 2017, there were 28 of these unauthorized bypasses. NJDEP staff are working with NJMVC to take appropriate corrective measures in such cases, including training and/or enforcement action against the inspector and/or station.

The NJDEP continues to monitor all OBD bypasses closely to ensure that the process is not widely abused, and to consider vehicles that may need to be added to the OBD exclusion list.

Summary of OBD Inspection Data

There were a total of 1,848,693 initial OBD inspections in the year 2017. Of these, 1,798,054 (97.3%) passed either initially or a first or subsequent retest, 33 (0.002%) were bypassed the OBD test (5 authorized at SIFs / 28 unauthorized at PIFs), and approximately 50,606 (2.7%)

failed without a subsequent passing inspection (the number of vehicles without a subsequent passing inspection will be updated and reported in the 2018 Annual Report so that a full year's worth of registration and inspection data can be analyzed to more accurately determine the outcome of these vehicles). This information is presented in more detail by model year and vehicle type in Appendix I - Part F, Table F-1.

As stated earlier, an OBD inspection encompasses several different test components. These include the bulb check, the key-on-engine-running (KOER) MIL check, the DLC check, the communications check, the MIL command status, and the readiness status. Of the 1,848,693 initial overall OBD inspections, 1,676,617 (90.7%) passed initially, while 172,076 (9.3%) failed at least one OBD test component. The 9.3% fail rate is about the same as the 9.5% fail rate in 2016.

Table 4 shows the initial pass/fail summary for the overall OBD inspection and for each individual component of the OBD inspection. As some initial overall OBD inspections resulted in multiple OBD component failures, Table 4 reflects multiple counting of any such inspection.

Table 4: Initial Pass/Fail Summary by OBD Test Component

Component	# Initial Tests	# Pass	Pass Rate	# Fail	Fail Rate
Overall	1,848,693	1,676,617	90.7%	172,076	9.3%
Bulb Check	1,848,693	1,842,507	99.7%	6,186	0.3%
KOER MIL Check	1,842,507	1,781,705	96.7%	60,802	3.3%
DLC Check	1,848,693	1,846,757	99.9%	1,936	0.1%
Communication	1,846,757	1,843,968	99.8%	2,789	0.2%
Readiness Status	1,839,013	1,740,956	94.7%	98,057	5.3%
MIL Command Status	1,843,968	1,760,368	95.5%	83,600	4.5%

In Table 4, the number of some OBD component checks is less than the number of overall initial OBD tests because a test prior to the component check prohibited completion of the full OBD test. In 2017 there were 4,725 vehicles that had damaged, missing, or obstructed DLCs, or which failed to communicate with the inspection workstation. There were 4,955 exempt from readiness testing.

The initial OBD pass/fail summary data by component is presented in more detail by model year and vehicle type in Appendix I - Part F, Table F-2.

MIL Command Status Versus Presence of DTCs

There were 1,843,968 initial OBD MIL command status checks which are summarized in Table 5.

Table 5: OBD Malfunction Indicator Light (MIL) Test Results

Scenario	# of Tests	% of Tests
MIL Off with No DTCs (pass inspection)	1,760,368	95.47%
MIL Off with DTCs (pass inspection)	0	0.00%
MIL On with No DTCs (fail inspection)	105	0.01%
MIL On with DTCs (fail inspection)	83,495	4.53%
Totals	1,843,968	100.00%

More detailed information on OBD MIL command status checks by model year and vehicle type is presented in Appendix I - Part F, Table F-3.

Readiness Status and Unset Monitors

There were 1,839,013 initial readiness checks. Of these, 1,552,258 (84.4%) had all monitors set, while 286,755 (15.6%) had at least one unset monitor. This number with not ready monitors are not necessarily failures, as model year 1996 through 2000 vehicles are allowed up to two not ready monitors, while model year 2001 and newer vehicles are allowed up to one not ready monitor. Taking these allowances into consideration, there was a readiness failure rate of 5.3 % (98,057). More detailed information on readiness status by model year and vehicle type is presented in Appendix I - Part F, Table F-4.

D. Roadside Inspections

Roadside inspections are conducted in New Jersey by NJMVC's Mobile Inspection Teams (MITs). The MITs perform exactly the same suite of emissions tests on vehicles as a CIF or PIF would perform. Vehicles inspected at roadside may fall anywhere in their periodic inspection cycle. Some vehicles may have had a recent initial inspection failure at a CIF or PIF and are categorized as a re-inspection by the MIT.

MIT inspections for 2017 are summarized in Table 6. Vehicles failing a roadside inspection require repair and re-inspection at an authorized inspection facility (either CIF or PIF).

Table 6: Roadside Inspections

Station Type	# of Inspections	#Pass	# Fail	Fail Rate
MIT Roadside Initial	23,470	19,310	4,160	17.7%
MIT Roadside Re-inspection	18,001	15,325	2,676	14.9%
MIT Roadside Total	41,471	34,635	6,836	16.5%

Vehicles for roadside inspections are selected either sequentially (e.g., every third car) or by obvious defect, such as cracked windshields or bald tires, or they have an expired windshield inspection sticker. As such, the failure rate for roadside inspections tends to be higher. The MIT roadside re-inspections in many cases are vehicles pulled over prior to the repair portion of the re-inspection cycle, hence the higher failure rate.

E. Emission Re-Inspections

There were 173,608 (9.2%) overall initial emission inspection failures out of the 1,893,393 total initial overall emission inspections conducted in the year 2017. Vehicles failing their initial inspection are required to be repaired and re-inspected. In some cases, initially failed vehicles required multiple re-inspections before either passing or dropping from the inspection cycle. There were 174,723 initially failed emission tests in the year 2017. This number is simply the sum of the number of initially failed tests for each emission test type. This number is higher than the number of overall initial emission inspection failures (173,608) because a vehicle can fail more than one emission test type in any given inspection.

In Table 7, note that the percentages failing and passing the first retest do not add up to 100% because they are shown as percentages of the number of initial failures, rather than the number of first retests.

Table 7: Initially Failed Vehicles Failing/Passing First Retest by Emission Test Type

Test Type	# Initial Fails	# Fail First Retest	# Pass First Retest	% Failing First Retest	% Passing First Retest
OBD	172,076	35,525	98,117	20.6%	57.0%
MIL Check	22	0	22	0.0%	100.0%
Catalytic Converter	1,058	53	545	5.0%	51.5%
Visible Smoke	1,074	62	689	5.8%	64.2%
Liquid Leak	122	1	105	0.8%	86.1%
Miscellaneous Emissions	371	16	288	4.3%	77.6%
Overall Tests	174,723	35,657	99,766	20.4%	57.1%
Overall Vehicles	173,608	35,783	99,064	20.6%	57.1%

Table 8 shows the number of initial fails and the number and percent of second or subsequent retest passes for each emission test type for the year 2017.

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

Test Type	# Initial Fails	# Pass 2 nd or Subsequent Retest	% Pass 2 nd or Subsequent Retest
OBD	172,076	23,320	13.6%
MIL Check	22	0	0.0%
Catalytic Converter	1,058	26	2.5%
Visible Smoke	1,074	38	3.5%
Liquid Leak	122	0	0.0%
Miscellaneous Emissions	371	9	2.4%
Overall Tests	174,723	23,393	13.4%
Overall Vehicles	173,608	23,509	13.5%

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

F. Vehicles With No Known Final Outcome - 2016

The following data is for 2016. Final outcomes for 2017 will be reported next year so that a full year's worth of registration and inspection data can be analyzed to more accurately determine the outcome of these vehicles.

Of the 189,026 overall initial emission inspection failures in the year 2016, 110,016 (58.2%) passed a first retest by the end of the first quarter of 2017, 24,697 (13.1%) passed a second or subsequent retest by the end of the first quarter of 2017, 6,015 (3.2%) passed a retest during the remaining three quarters of 2017, 25,097 (13.3%) dropped out of the registration database (i.e. no longer in fleet), and 2,272 (1.2%) were not required to return for reinspection due to the cessation of tailpipe testing in the year 2016, leaving 20,929 (11.1%) with no known final outcome. A vehicle with no known final outcome is one with an initial overall emissions result of fail that did not return and/or never received an emissions pass by the end of the following calendar year, and is continuously part of the registered fleet in New Jersey up to the end of the following calendar year.

The number of vehicles with no known final outcome in 2016 is higher than in 2015 due to the cessation of tailpipe testing in May of 2016. Tailpipe-tested vehicles that were tested prior to that date were subsequently dropped out of the reinspection cycle, as they were no longer required to return. In addition, pre-1996 model year light-duty vehicles are no longer required to be inspected nor display window stickers. This change makes it more difficult for law enforcement to identify in the field which vehicles should or should not have stickers. As such, some motorists may have delayed or otherwise postponed their return for reinspection.

Midway through the year 2016, tailpipe testing and the evaporative gas cap test were discontinued. As such, for reinspection purposes, these types of failures up to that point were either switched to the "No Primary Test" category (i.e. if they had another secondary test failure) or they were no longer required to return for reinspection. When tracking the 189,026 overall initial emission inspection failures in the year 2016, there were 2,272 vehicles that were not required to return for reinspection due to the cessation of tailpipe testing.

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

Table 9: 2016 Initially Failed Inspections with No Known Final Outcome by Test Type

Test Type	# of Initial Inspections	# Of Initial Fails	# of Inspections with No Known Final Outcome	No Known Final Outcome Rate - % of Initial Fails	No Known Final Outcome Rate – % of Initial Inspections
OBD	1,895,773	179,275	20,758	11.6%	1.09%
Catalytic Converter	1,983,779	1,321	220	16.7%	0.01%
Visible Smoke	1,989,147	1,311	154	11.8%	0.01%
Liquid Leak	1,989,156	151	6	4.0%	0.00%
Miscellaneous Emissions	1,989,156	324	28	8.6%	0.00%
Overall Tests	1,989,156	182,382*	21,166	11.6%	1.06%
Overall Vehicles	1,989,156	189,026	20,929	11.1%	1.05%

*This number is less than the number of overall vehicles due to the removal of tailpipe and evaporative gas cap tests from the count, as these tests were discontinued midway through the year 2016.

This analysis takes into consideration vehicles inspected late in the year 2016 that returned for inspection at any time throughout 2017, and also includes registration data through all of 2017. As such, the overall no known final outcome rate as a percentage of total initial emissions inspections is 1.05%.

Table 10 presents a detailed breakdown of this data by model year and vehicle type. It can be seen that vehicles in the 2001 – 2004 model year range (age 12 to 15 years) have higher percentages of vehicles with no known final outcome. This follows a trend over the past several years for vehicles in this age group and can likely be attributed to a peak in vehicle degradation, with vehicles probably averaging about 150,000 miles.

Table 10: 2016 Vehicles With No Known Final Outcome

Model Year	Overall # Vehicles With No Known Final Outcome	% of Total Vehicles With No Known Final Outcome	Vehicle Type					
			# HDGV Vehicles	# LDDT Vehicles	# LDDV Vehicles	# LDGT Vehicles	# LDGV Vehicles	# Unknown Type Vehicles
Pre96/Unknown	0	0.0%	0	0	0	0	0	0
1996	594	2.8%	0	0	0	257	337	0
1997	771	3.7%	0	0	1	370	400	0
1998	1,113	5.3%	0	0	1	486	626	0
1999	1,173	5.6%	0	0	0	512	661	0
2000	1,830	8.7%	0	0	1	691	1,138	0
2001	2,319	11.1%	0	0	0	1,078	1,241	0
2002	2,689	12.8%	0	0	4	1,208	1,477	0
2003	2,068	9.9%	0	0	1	981	1,086	0
2004	2,194	10.5%	0	0	2	1,146	1,046	0
2005	1,568	7.5%	0	0	0	786	782	0
2006	1,534	7.3%	0	2	2	726	804	0
2007	1,208	5.8%	0	1	1	580	626	0
2008	603	2.9%	46	0	1	260	296	0
2009	519	2.5%	19	3	3	199	295	0
2010	249	1.2%	20	1	2	87	139	0
2011	347	1.7%	18	6	4	136	183	0
2012	113	0.5%	16	1	2	46	48	0
2013	23	0.1%	7	0	0	5	11	0
2014	9	0.0%	2	0	0	4	3	0
2015	5	0.0%	1	0	0	2	2	0
2016	0	0.0%	0	0	0	0	0	0
2017	0	0.0%	0	0	0	0	0	0
Totals	20,929	100.0%	129	14	25	9,560	11,201	0
% of Total Vehicles With No Known Final Outcome			0.62%	0.07%	0.12%	45.68%	53.52%	0.00%

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

G. Emissions Repair

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

Repair Technicians. A higher first retest pass rate could indicate a more effective repair.

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

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

Test Type	# First Retest Insps	# Fail	# Pass	Fail Rate	Pass Rate
OBD	133,664	35,525	98,117	26.6%	73.4%
MIL Check	22	0	22	0.0%	100.0%
Catalytic Converter	598	53	545	8.9%	91.1%
Visible Smoke	751	62	689	8.3%	91.7%
Liquid Leak	106	1	105	0.9%	99.1%
Miscellaneous Emissions	304	16	288	5.3%	94.7%
Overall	134,847	35,783	99,064	26.5%	73.5%

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

III. Quality Assurance Report

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

A. Overt Performance Audits

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

In previous years, NJMVC provided hard copy paper summaries of overt audit results. For the year 2017, the process has been streamlined for electronic submittal only. NJDEP was able to identify 131 (50 CIF and 81 PIF) inspector performance audits at 67 facilities from the electronic audit database supplied by NJMVC.

An overall summary of the overt performance audit data according to the NJMVC's audit database is shown in Table 12.

Table 12: Overt Performance Audits

	CIFs	PIFs
# receiving overt performance audits	10	57
# not receiving overt performance audits	19	1,025
# shut down as a result of overt performance audits *	NA	NA

* Neither CIFs nor PIFs are shut down for performance audit failures. Action is taken against the inspector or manager, not the facility.

B. Covert Performance Audits

Covert performance audits, on the other hand, allow the State to evaluate overall facility and inspector performance when the CIF or PIF is unaware they are being observed. The covert vehicle is often set to fail inspection, so that the State already knows what the results of the inspection should be prior to the actual inspection. The test results are then monitored to see if the inspection results are correct to the conditions of the audit scenario.

Covert performance audits detect one of two situations: either the vehicle fails inspection when it should have passed (false fail) or the vehicle falsely passes inspection (false pass). The first situation, failing a vehicle that should have passed inspection, is most likely due to an equipment malfunction or poor inspector training and is a consumer protection issue. The covert audits from the year 2017 indicate that this first situation does not often occur.

The second situation, passing vehicles that should have failed inspection, occurs more often. This type of situation is indicative of the inspection process not correctly identifying those vehicles that need repair, and therefore not successfully meeting its intended goal. A "false pass" happens when an inspected item that was intentionally set to fail inspection is passed by the inspector or the equipment through improper testing, equipment malfunction, or fraudulent activity (i.e., purposefully passing a vehicle even though the vehicle has a known emissions problem). The covert performance audits are specifically designed to detect and correct these situations, either through increased training, equipment repairs, and if necessary, disciplinary action for fraudulent activity.

In the year 2017 the NJMVC had 16 covert auditors and 27 covert vehicles available to conduct covert performance audits.

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

Table 13: Covert Emissions-Related Performance Audits

Note: Data in this table reflects multiple counting of vehicles set to fail multiple components and audits falsely passing multiple components.

	CIFs	PIFs
# conducted with the vehicle set to fail OBD test	195	1393
# of audits resulting in a false pass for the OBD test	7	31
# conducted with the vehicle set to fail the component check (catalyst)	31	405
# of audits resulting in a false pass for the component check (catalyst)	9	27
# conducted with the vehicle set to fail visual gas cap test	42	205
# of audits resulting in a false pass for the visual gas cap test	4	26
# conducted with the vehicle set to fail any combination of two or more of the above tests	25	103
# of audits resulting in a false pass for any combination of two or more of the above tests	5	15
# conducted with the vehicle not set to fail any emission inspection component	70	279
# of audits resulting in a false pass for any emissions related component	10	43
# of audits resulting in a false fail for any emissions related component	2	17
# of audits resulting in a proper Emission inspection (no false pass or false fails)	303	2136
Total # of Covert Emissions-Related Performance Audits	313	2179
Total # of Stations receiving a Covert Emissions-Related Performance Audit	26	1,011
Total # of Stations not receiving a Covert Emissions-Related Performance Audit	0	71

In 2017, the overall emission covert performance audit failure rate for the entire network was 2.1%. The overall emissions covert audit failure rate for the centralized network was 3.2%, while that for the decentralized network was 2.0%. This information is presented in Table 14.

Table 14: Overall Emission Covert Performance Audit Results

Network	Total Audits	Number Fail	Failure Rate	Number Pass	Pass Rate
Centralized	313	10	3.2%	303	96.8%
Decentralized	2,179	43	2.0%	2,136	98.0%
Total	2,492	53	2.1%	2,439	97.9%

C. Fines and Hearings

New Jersey had 4,095 licensed inspectors in 2017, of which 4,063 had an active status, 351 at some point were revoked, and 94 had been suspended. There were 2,370 inspectors who conducted an emission inspection during the year 2017. The NJMVC conducted 95 hearings to consider adverse actions against inspectors and inspection facilities, and 88 of these hearings resulted in adverse actions against inspectors and inspection facilities. The fines and hearings collected and conducted in 2017 are somewhat greater in regard to individual Inspectors and significantly greater in regard to facilities than those from previous years. Table 15 summarizes the results of all adjudicated actions only during the year 2017.

Table 15: Fines and Hearings – Centralized and Decentralized Networks

	Inspectors	Facilities
# suspended, fined, or otherwise prohibited from testing as a result of covert audits	27	41
# suspended, fined, or otherwise prohibited from testing for other causes	0	0
# that received fines	27	48
# of hearings held to consider adverse actions	38	57
# of hearings held resulting in adverse actions	35	53
Total amount collected in fines	\$26,610	\$117,310

IV. Quality Control Report

New Jersey's quality control program is designed to ensure that emission equipment is maintained properly, and that inspection records are accurately created, recorded, and maintained. Unlike the quality assurance program discussed in Section III, the quality control program focuses more directly on the emission testing equipment and its performance, rather than the overall performance of the inspectors and the inspection process.

An equipment audit at both PIFs and CIFs/SIFs consists of an inspection of the OBD reader using a simulator programmed to individually test each of the six protocols. In addition, the physical equipment such as the cable and attached OBD module are checked for any problems or issues.

A. PIF Equipment Audit Summary

In New Jersey, PIFs are all required to use equipment from a sole approved vendor, SGS Testcom. The NJMVC is responsible for performing audits of the emission testing equipment in the PIFs. Beginning in July of 2013, the NJDEP also began performing equipment audits at the PIFs to supplement the NJMVC audits, in an effort to increase the audit completion rate of the PIF network. PIFs that are shut down as a result of an audit are unable to conduct inspections on their workstations or make any inspection transactions until the failed audit condition is corrected. Table 16 summarizes the PIF OBD Workstation audits for 2017.

Table 16: PIF OBD Workstation Audit Summary

PIF OBD Workstations Audited	2017		
	#	%	
# of PIFs	1,082	N/A	
# of PIFs receiving audits	1,068	98.7%	
# of Full year active PIFs	954	88.2%	
# of Full year active PIFs receiving audits	952	99.8%	
# of Full year active PIFs receiving two or more audits	939	98.4%	
PIF OBD Workstation Audits Performed	#	%	
Total	4,651	N/A	
Initial Audits	4,610	99.1%	
Initial Failures / Rate	38	0.8%	
Second or Subsequent Audits	41	0.9%	
Retest Failures / Rate	7	17%	
PIF OBD Workstations Shut Down due to Audit Failure	#	% of PIFs Audited	% of all PIFs
Workstations Shut Down for at least one day	23	2.2%	2.1%

B. CIF/SIF Equipment Audit Summary

In 2017, the NJDEP performed 1,294 initial audits of the equipment in the CIFs/SIFs. All audits are conducted on the lanes in "as-is" condition without prior notice to the centralized contractor, except for the 1 and 2 lane facilities, which are audited by appointment to avoid any impact on lane availability or vehicle throughput. In addition, audits are limited to non-peak periods.

A total of 3 of the 29 centralized stations, including the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2017. This is a significant decrease in the number of failures as compared to 2016, and is due to the change to OBD-only equipment.

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

For the purposes of this report, only those CIF/SIF lanes where the equipment could not be repaired to pass a re-audit on the same day as the initial audit are classified "shutdown". As shown in Table 17, two (2) centralized station (7%) had at least one lane shut down as a result of initial equipment audits during the year 2017.

Table 17: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	29
# of initial equipment audits	1,294
# of stations that failed equipment audits	3
% of stations that failed equipment audits	10%
# of stations with at least one lane shut down as a result of equipment audits	2
% of stations with at least one lane shut down as a result of equipment audits	7%
# of centralized and specialty lanes	111
# of lanes shut down at some point during the year as a result of equipment audits	2
% of lanes shut down at some point during the year as a result of equipment audits (% of the total number of centralized lanes)	2%
% of overall initial equipment audit failures	0.3%

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

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

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	0	0%	2	100%
Bakers Basin	54	1	2%	53	98%
Cape May	11	0	0%	11	100%
Cherry Hill	72	1	1%	71	99%
Deptford	47	0	0%	47	100%
Eatontown	72	0	0%	72	100%
Flemington	36	0	0%	36	100%
Freehold	72	0	0%	72	100%
Kilmer	72	0	0%	72	100%
Lakewood	78	0	0%	78	100%
Lodi	60	0	0%	60	100%
Manahawkin	32	0	0%	32	100%
Mays Landing	44	0	0%	44	100%
Millville	24	0	0%	24	100%
Newark	60	0	0%	60	100%
Newton	24	0	0%	24	100%
Paramus	60	0	0%	60	100%
Plainfield	36	0	0%	36	100%
Rahway	72	0	0%	72	100%
Randolph	72	0	0%	72	100%
Salem	11	0	0%	11	100%
Secaucus	48	0	0%	48	100%
South Brunswick	78	0	0%	78	100%
Southampton	48	2	4%	46	96%
Washington	12	0	0%	12	100%
Wayne	60	0	0%	60	100%
Westfield Specialty	3	0	0%	3	100%
Winslow	33	0	0%	33	100%
Winslow Specialty	1	0	0%	1	100%
Totals	1294	4	0.3%	1290	99.7%

V. Enforcement Report

New Jersey's inspection data is stored on a Vehicle Inspection Database (VID). As soon as an inspection is completed, the data collected on the VID is then summarized and transmitted to the NJMVC. This inspection summary record is designed for the State to use in determining vehicle compliance.

New Jersey currently uses a sticker-based enforcement program. Windshield stickers are placed on vehicles that meet the inspection requirements. An expired sticker or no sticker indicates non-compliance. Police in New Jersey are authorized to issue summonses to motorists for expired or missing windshield inspection stickers.

A. Inspection Sticker Compliance

In most years, both the NJDEP and the NJMVC conduct sticker compliance surveys, which is when vehicles are audited while in a parking lot, or while parked on the street, and compliance is determined by visually examining the inspection sticker expiration dates. The surveys are conducted randomly in various areas throughout the northern, central, and southern portions of the State. The NJDEP sticker surveys are conducted on a regular monthly basis (an average of 3,129 vehicles per month in the year 2017) throughout the year. The NJMVC did not conduct any surveys in the year 2017.

A total of 37,548 vehicles were surveyed by the NJDEP in the year 2017. Of these, 35,834 (95.4%) were compliant with the program requirements. Detailed information on these sticker compliance surveys is presented in Appendix III.

B. Inspection Sticker Inventory Tracking

The NJMVC has a sticker Standard Operating Procedure (SOP) to track all stickers assigned to inspection facilities. This SOP was designed to prevent fraudulent issuance of approval stickers and in the event of missing stickers, an avenue for determining which responsible party may have been last to handle them. Sticker inventory audits are conducted two times per year at the CIFs in addition to monthly audits of the PIFs. Administrative action is taken against the inspector and/or facility if warranted. Table 19 presents inspection sticker enforcement activity for the year 2017.

Table 19: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations	2,194,980
# of missing compliance documents (stickers)	716
# of time extensions & other exemptions granted to motorists	790

In New Jersey, motorists falsely registering vehicles outside of the program area is not a concern because the entire State is classified as an enhanced I/M area. Registering the vehicle outside of the program area would entail actually registering the vehicle in another state.

In addition, fuel type and weight class screening is conducted during the State's process of vehicle registration, thereby almost eliminating the possibility of motorists' falsely changing fuel type or weight class to avoid complying with the program requirements.

C. Inspection Fraud Monitoring

NJDEP and NJMVC both use data triggers to indicate potential inspection fraud. The inspection data is continuously monitored by the automated triggers searching for instances of possible OBD fraud. Manual review of the data is also used to assess potential fraud for both OBD and secondary emission tests. Any case of detected potential fraud begins a review process by NJDEP and NJMVC personnel. If appropriate, investigations are opened which may conclude with civil enforcement and/or criminal prosecution.

VI. Program Review and Evaluation

Throughout the year, the State continuously monitors program performance and takes steps to improve and upgrade the program and/or certain aspects of the program as appropriate to ensure it is working properly and efficiently. This section of the report summarizes any such measures.

A. Program Changes

The cessation during the 2016 calendar year of all tailpipe testing led to 2017 being the first full year of a visual check of OBD as a secondary emissions test for eligible heavy-duty vehicles. A bulb check and a key-on-engine-running Malfunction Indicator Light (MIL) check have been implemented as stop-gap measures until the new I/M program can incorporate all eligible heavy-duty OBD testing. The two separate checks have a single result, which has been added to this report as the MIL Check column.

Additional information about these changes is noted in Appendix VII – Program Structure.

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

Three minor and one moderate issues were identified during the compilation of the data for this annual report and are outlined in the table below.

Issue	Category	Action(s)
Software-related issue that causes vehicles with 14,000 GVWR and Model Year > 2013 to not receive an OBD Test at PIF/PFFs, MITs and BITs. (impacts less than 1,000 vehicles)	Minor	Issue could be resolved with new software in new program in 2019; details are unknown at this time.
Software-related issue that causes vehicles to not receive a MIL Check (secondary emissions test) at CIFs and SIFs. (impacts less than 1,300 vehicles)	Minor	Issue could be resolved with new software in new program in 2019; details are unknown at this time.
Inspector-related data entry issues that cause the vehicle to receive an incorrect primary emissions test (impacts less than 600 vehicles)	Minor	Inspector-related data entry issues have significantly decreased since last year. NJDEP staff will continue to work with NJMVC to determine the cause of the remaining issues. NJMVC will then take the appropriate corrective measures such as: training and/or corrective action against the inspector and/or station.
Workstation software contains a built-in OBD Bypass Function. Use without prior review and approval by the State is strictly prohibited. However, there are rare occasions when it is used without authorization. This occurred 28 times in the year 2017.	Moderate	With the advent of a new I/M contract, this issue could be resolved with new workstation software that eliminates the unauthorized use of the bypass function; details are unknown at this time.

APPENDIX I

TEST DATA REPORT TABLES AND FIGURES

**APPENDIX I -
PART A**

**TOTAL
EMISSION
INSPECTIONS**

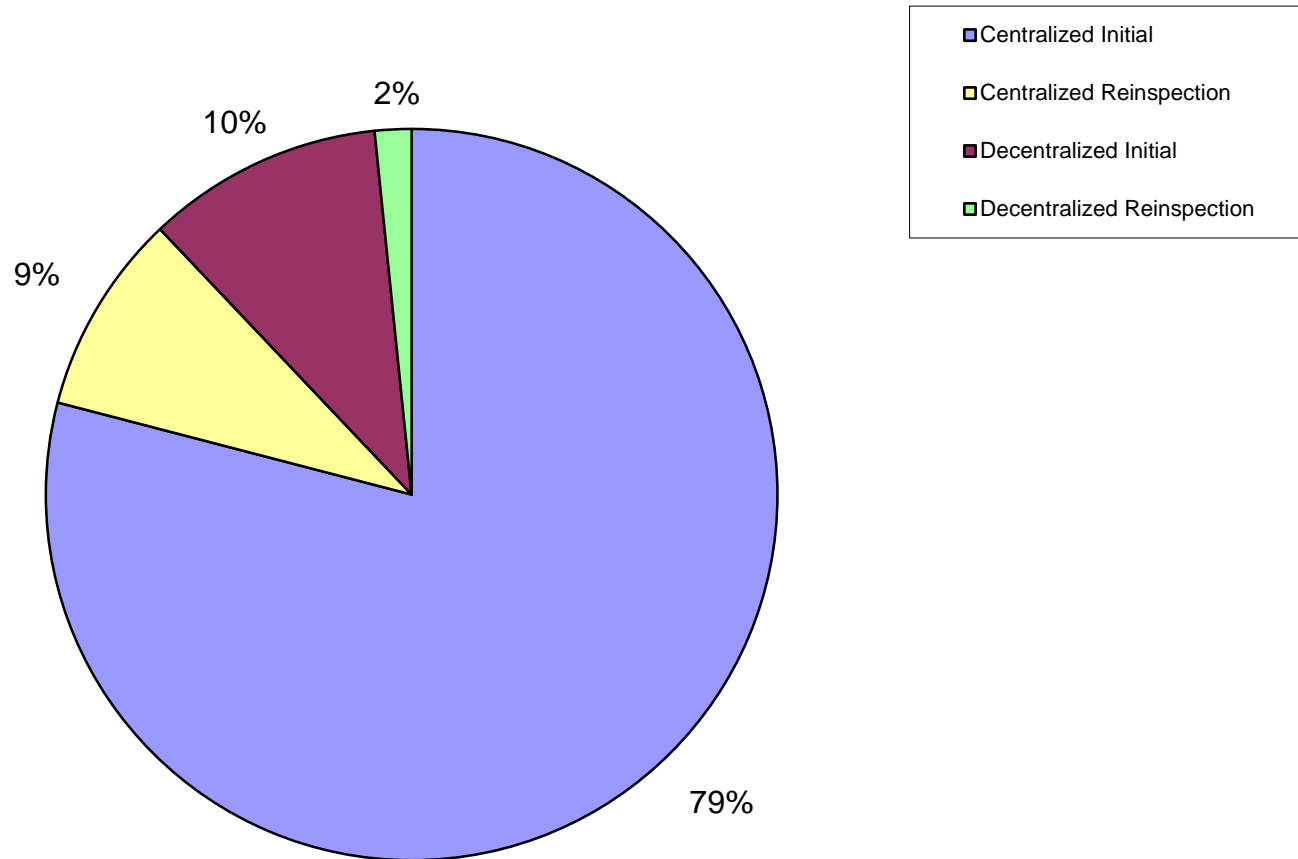
New Jersey Enhanced Inspection and Maintenance Program
Summary of Total Emissions Inspections
Year 2017

Test Station	Data	Initial Insp	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility	Total	1,648,582		169,671		1,818,253	
	Fail	156,605	9.5%	51,353	30.3%	207,958	11.4%
	Pass	1,491,977	90.5%	118,318	69.7%	1,610,295	88.6%
Private Inspection Facility	Total	217,446		33,880		251,326	
	Fail	12,665	5.8%	2,117	6.2%	14,782	5.9%
	Pass	204,781	94.2%	31,763	93.8%	236,544	94.1%
Private Fleet Facility	Total	3,710		337		4,047	
	Fail	167	4.5%	51	15.1%	218	5.4%
	Pass	3,543	95.5%	286	84.9%	3,829	94.6%
Specialty Inspection Facility	Total	185		62		247	
	Fail	11	5.9%	9	14.5%	20	8.1%
	Pass	174	94.1%	53	85.5%	227	91.9%
Mobile Inspection Team *Initial - 1st Inspection of cycle Retest - 2nd or subsequent of cycle	Total	23,470		18,001		41,471	
	Fail	4,160	17.7%	2,676	14.9%	6,836	16.5%
	Pass	19,310	82.3%	15,325	85.1%	34,635	83.5%
Total # of Inspections		1,893,393		221,951		2,115,344	
Total # Fail		173,608	9.2%	56,206	25.3%	229,814	10.9%
Total # Pass		1,719,785	90.8%	165,745	74.7%	1,885,530	89.1%
% of Grand Total # of Inspections			89.5%		10.5%		

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	1,859,971	87.9%
Decentralized	255,373	12.1%
Total	2,115,344	

Table A-1

**New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2017**



This chart includes Initial Inspections
and All Reinspections

Number of Total Emissions Inspections - 2,115,344

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 2017

Model Yr	Station Type	# Insp	# Fail	Fail Rate	# Pass	Pass Rate
Pre96/Unknown	Centralized	966	5	0.5%	961	99.5%
Pre96/Unknown	Decentralized	1,870	3	0.2%	1,867	99.8%
1996	Centralized	10,565	2,031	19.2%	8,534	80.8%
1996	Decentralized	2,493	190	7.6%	2,303	92.4%
1997	Centralized	26,144	4,586	17.5%	21,558	82.5%
1997	Decentralized	5,586	426	7.6%	5,160	92.4%
1998	Centralized	23,960	4,829	20.2%	19,131	79.8%
1998	Decentralized	4,938	400	8.1%	4,538	91.9%
1999	Centralized	44,685	7,564	16.9%	37,121	83.1%
1999	Decentralized	8,624	589	6.8%	8,035	93.2%
2000	Centralized	44,373	8,496	19.1%	35,877	80.9%
2000	Decentralized	8,983	629	7.0%	8,354	93.0%
2001	Centralized	71,984	15,522	21.6%	56,462	78.4%
2001	Decentralized	12,780	1,273	10.0%	11,507	90.0%
2002	Centralized	66,523	13,511	20.3%	53,012	79.7%
2002	Decentralized	11,663	1,030	8.8%	10,633	91.2%
2003	Centralized	121,506	18,131	14.9%	103,375	85.1%
2003	Decentralized	17,845	1,350	7.6%	16,495	92.4%
2004	Centralized	87,031	12,945	14.9%	74,086	85.1%
2004	Decentralized	13,446	943	7.0%	12,503	93.0%
2005	Centralized	149,653	17,012	11.4%	132,641	88.6%
2005	Decentralized	19,034	1,159	6.1%	17,875	93.9%
2006	Centralized	110,729	11,704	10.6%	99,025	89.4%
2006	Decentralized	15,191	846	5.6%	14,345	94.4%
2007	Centralized	81,531	7,468	9.2%	74,063	90.8%
2007	Decentralized	12,087	592	4.9%	11,495	95.1%
2008	Centralized	212,546	12,709	6.0%	199,837	94.0%
2008	Decentralized	20,369	985	4.8%	19,384	95.2%
2009	Centralized	49,449	3,690	7.5%	45,759	92.5%
2009	Decentralized	7,694	390	5.1%	7,304	94.9%
2010	Centralized	180,202	7,076	3.9%	173,126	96.1%
2010	Decentralized	16,219	604	3.7%	15,615	96.3%
2011	Centralized	77,447	3,515	4.5%	73,932	95.5%
2011	Decentralized	9,741	400	4.1%	9,341	95.9%
2012	Centralized	239,849	7,481	3.1%	232,368	96.9%
2012	Decentralized	20,460	672	3.3%	19,788	96.7%
2013	Centralized	49,829	1,600	3.2%	48,229	96.8%
2013	Decentralized	6,030	181	3.0%	5,849	97.0%
2014	Centralized	6,794	363	5.3%	6,431	94.7%
2014	Decentralized	2,324	60	2.6%	2,264	97.4%
2015	Centralized	7,883	284	3.6%	7,599	96.4%
2015	Decentralized	1,886	58	3.1%	1,828	96.9%
2016	Centralized	7,600	243	3.2%	7,357	96.8%
2016	Decentralized	1,585	38	2.4%	1,547	97.6%

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2017

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
2017	Centralized	880	11	1.3%	869	98.8%
2017	Decentralized	300	14	4.7%	286	95.3%
2018	Centralized	108	0	0.0%	108	100.0%
2018	Decentralized	8	0	0.0%	8	100.0%
Total	Centralized	1,672,237	160,776	9.6%	1,511,461	90.4%
Total	Decentralized	221,156	12,832	5.8%	208,324	94.2%
Grand Total		1,893,393	173,608	9.2%	1,719,785	90.8%

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2017**

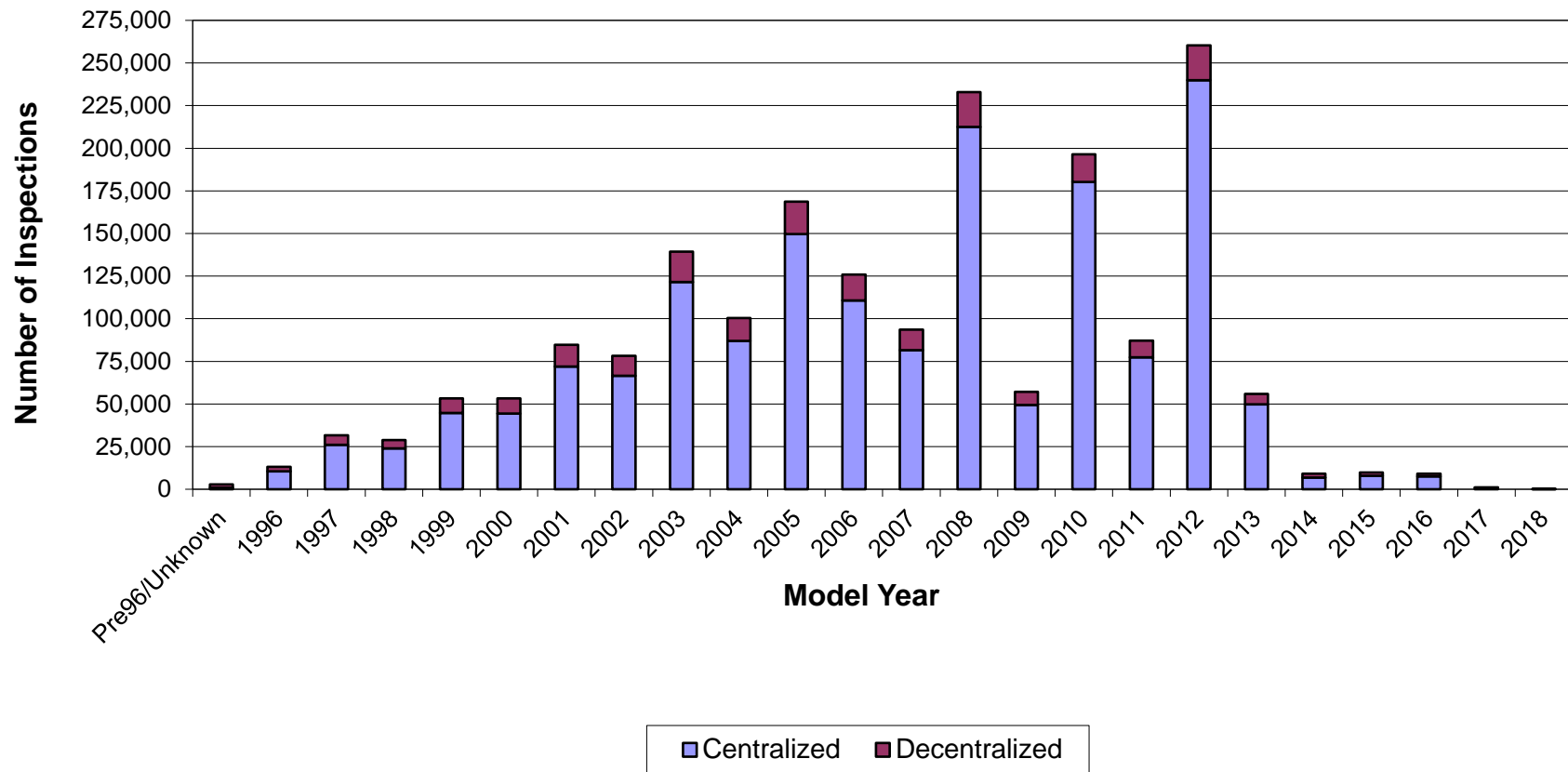


Figure B-1

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2017**

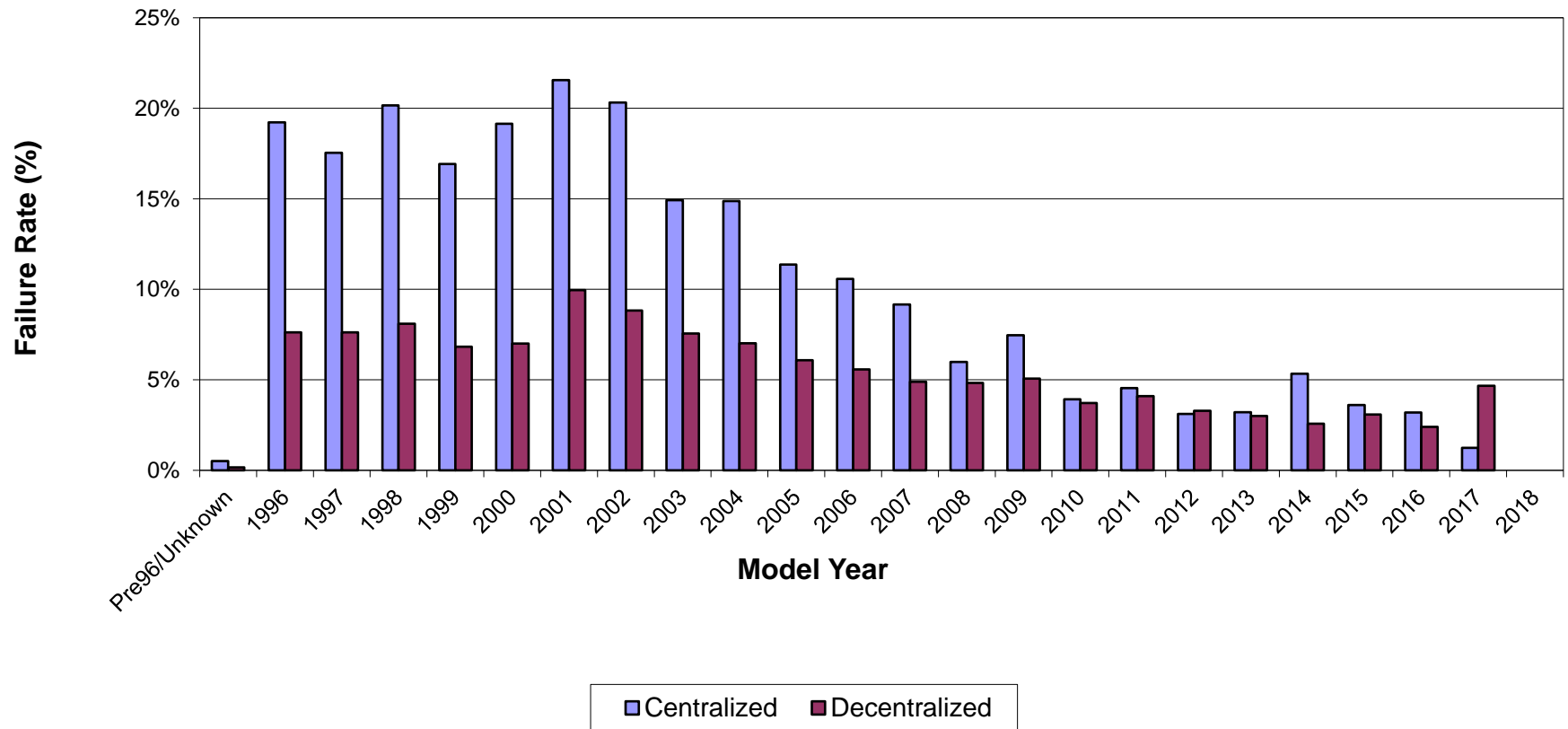


Figure B-2

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 2017**

STATION NAME	# of Lanes/ Consoles	# Inspections	# Pass	# Fail	% Fail
BAKERS BASIN CIF	5	85,070	77,293	7,777	9.1%
CAPE MAY CIF	1	16,390	15,137	1,253	7.6%
CHERRY HILL CIF	6	87,663	78,418	9,245	10.5%
DEPTFORD CIF	4	77,603	70,527	7,076	9.1%
EATONTOWN CIF	6	78,190	71,212	6,978	8.9%
FLEMINGTON CIF	3	51,610	48,504	3,106	6.0%
FREEHOLD CIF	6	58,466	54,240	4,226	7.2%
KILMER CIF	6	72,315	66,054	6,261	8.7%
LAKEWOOD CIF	6	88,418	80,826	7,592	8.6%
LODI CIF	5	75,993	67,661	8,332	11.0%
MANAHAWKIN CIF	3	30,963	28,481	2,482	8.0%
MAYS LANDING CIF	4	50,533	45,347	5,186	10.3%
MILLVILLE CIF	2	37,020	32,481	4,539	12.3%
NEWARK CIF	5	87,983	73,061	14,922	17.0%
NEWTON CIF	2	34,875	31,921	2,954	8.5%
PARAMUS CIF	5	97,125	90,303	6,822	7.0%
PLAINFIELD CIF	3	56,656	50,935	5,721	10.1%
RAHWAY CIF	6	89,572	79,582	9,990	11.2%
RANDOLPH CIF	6	88,859	82,421	6,438	7.2%
SALEM CIF	1	16,349	14,753	1,596	9.8%
SECAUCUS CIF	4	73,808	65,661	8,147	11.0%
SOUTH BRUNSWICK CIF	6	58,989	54,667	4,322	7.3%
SOUTHAMPTON CIF	4	68,976	62,843	6,133	8.9%
WASHINGTON CIF	1	19,686	18,179	1,507	7.7%
WAYNE CIF	5	111,025	100,493	10,532	9.5%
WINSLOW CIF	3	34,445	30,977	3,468	10.1%
TOTAL	108	1,648,582	1,491,977	156,605	9.5%

Table C-1

**New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2017**

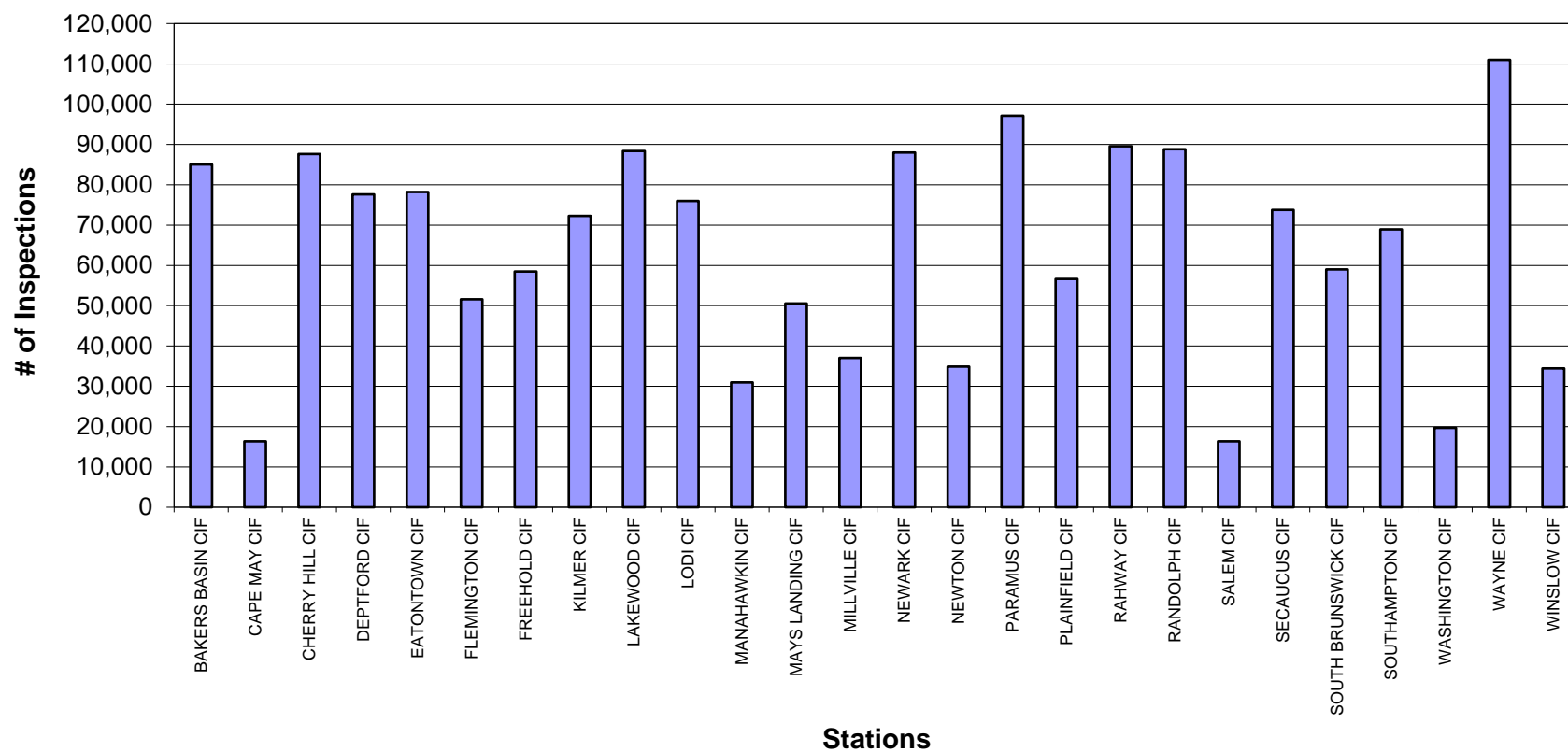


Figure C-1

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2017**

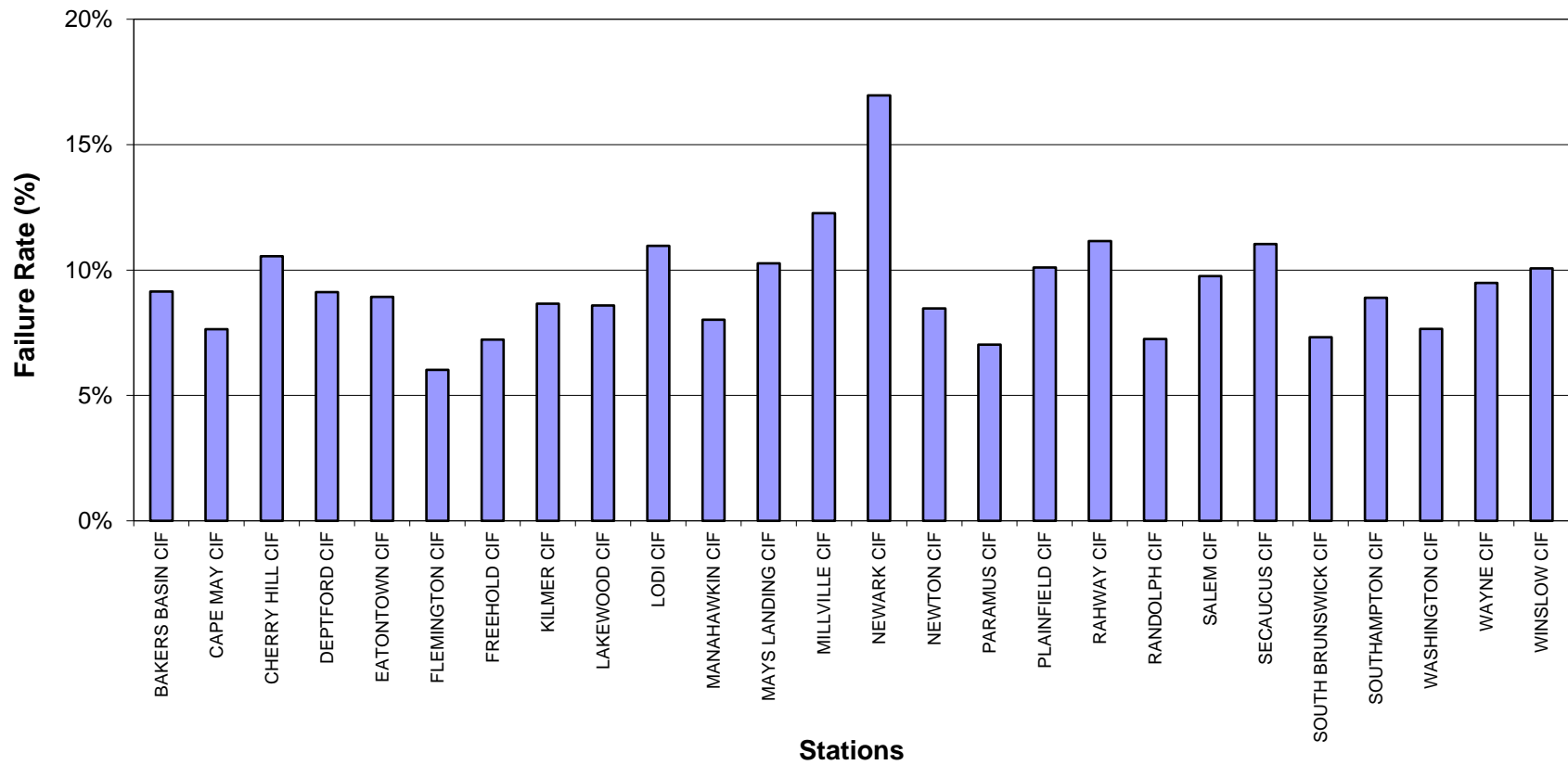


Figure C-2

**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 2017

Model Year	# of Vehicles Tested					
	HDGV	LDDT	LDDV	LDGT	LDGV	Total
Pre96/Unknown	1,934	8		860	34	2,836
1996	423	2		5,130	7,503	13,058
1997	939	6	32	12,681	18,072	31,730
1998	701	1	53	11,828	16,315	28,898
1999	1,542	5	115	21,052	30,595	53,309
2000	2,176	1	77	21,316	29,786	53,356
2001	2,509	4	102	36,780	45,369	84,764
2002	2,945		102	34,972	40,167	78,186
2003	4,318	2	139	65,131	69,761	139,351
2004	4,568	9	86	49,746	46,068	100,477
2005	4,934	56	355	82,553	80,789	168,687
2006	6,705	44	296	57,101	61,774	125,920
2007	5,030	61	19	40,115	48,393	93,618
2008	8,495	205	71	107,322	116,822	232,915
2009	4,082	63	59	21,511	31,428	57,143
2010	4,885	243	263	87,627	103,403	196,421
2011	7,003	196	115	40,991	38,883	87,188
2012	9,087	544	432	117,660	132,586	260,309
2013	4,830	70	70	26,104	24,785	55,859
2014	4,400	13	5	3,565	1,135	9,118
2015	6,000	13	1	3,137	618	9,769
2016	5,597	11		2,907	670	9,185
2017	712			364	104	1,180
2018	103			9	4	116
Totals	93,918	1,557	2,392	850,462	945,064	1,893,393
% of Grand Total	5.0%	0.08%	0.1%	44.9%	49.9%	

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

Table D-1

**New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type - Year 2017**

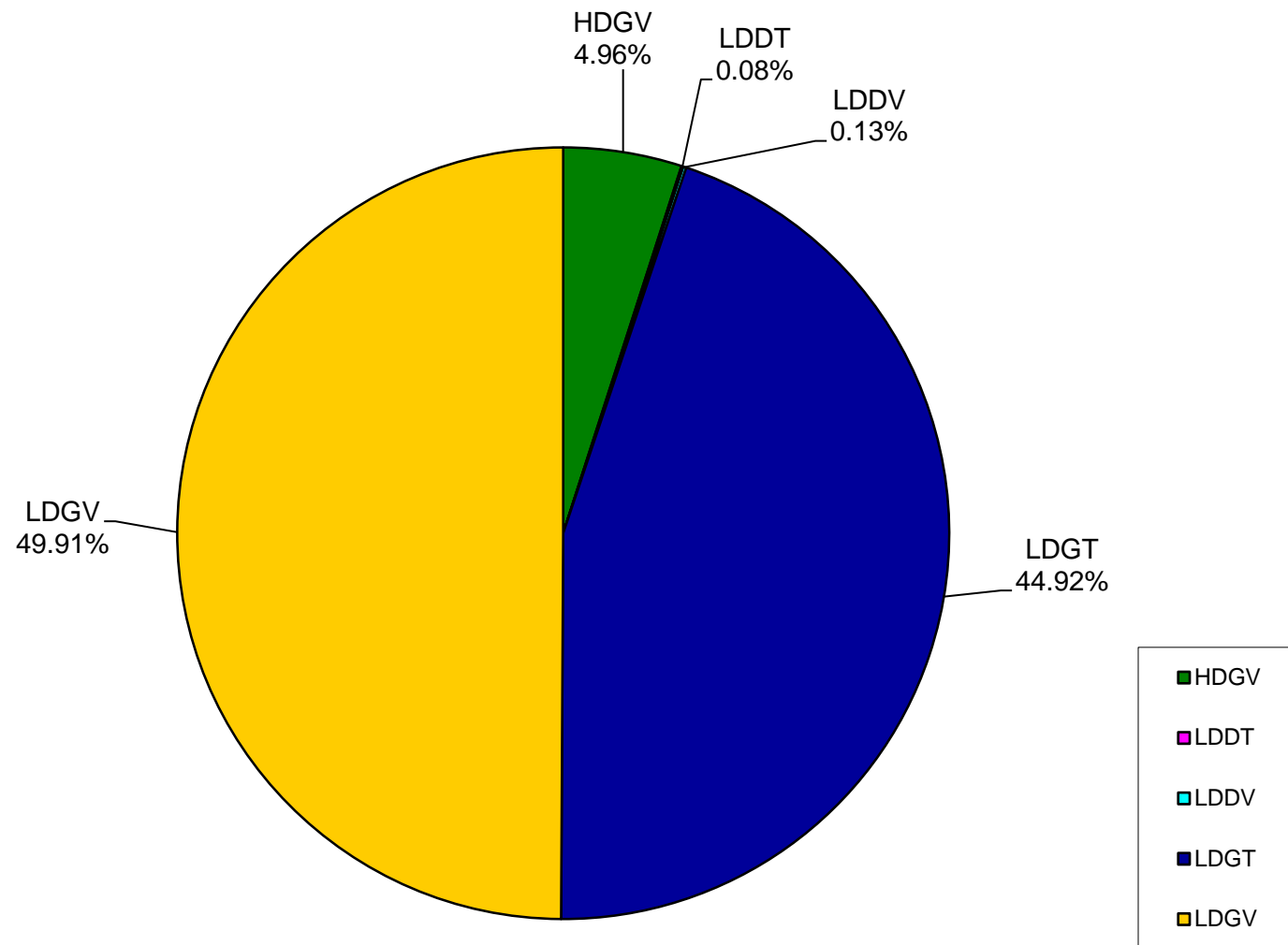


Figure D-1

New Jersey Inspection and Maintenance Program Initial Emission Inspection Volume by Vehicle Type Year 2017

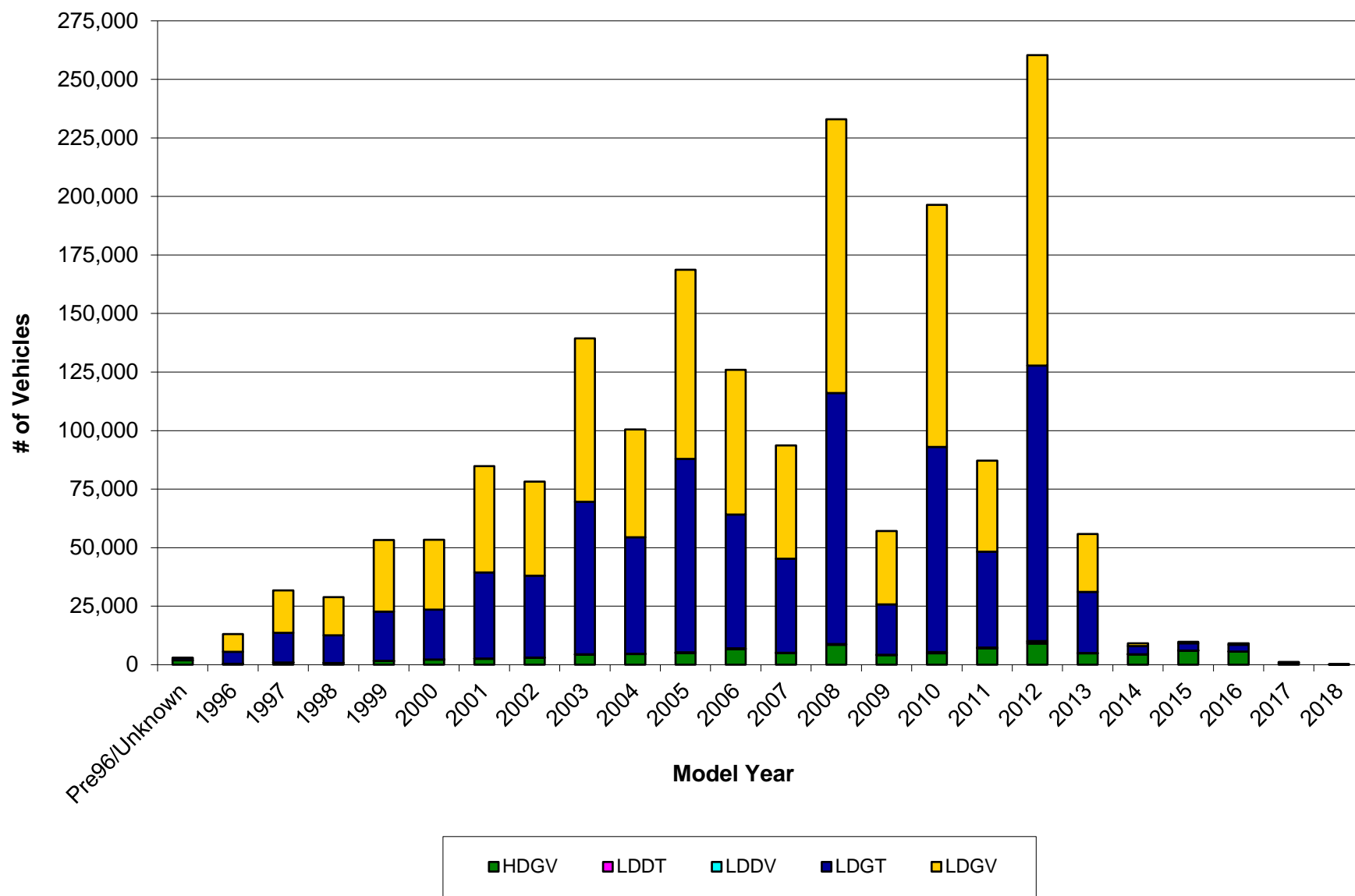


Figure D-2

**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 2017

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate	No Primary Test Insps ¹	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
Pre 96/Unknown	HDGV	1,934	3	1,931	0.2%	0	0	0	-	1,934	3	1,931	0.2%
Pre 96/Unknown	LDDT	8	0	8	0.0%	0	0	0	-	8	0	8	0.0%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	860	5	855	0.6%	0	0	0	-	860	5	855	0.6%
Pre 96/Unknown	LDGV	34	0	34	0.0%	0	0	0	-	34	0	34	0.0%
1996	HDGV	423	0	423	0.0%	0	0	0	-	423	0	423	0.0%
1996	LDDT	2	0	2	0.0%	0	0	0	-	2	0	2	0.0%
1996	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGT	5,130	900	4,230	17.5%	5,130	888	4,242	17.3%	0	0	0	-
1996	LDGV	7,503	1,321	6,182	17.6%	7,503	1,298	6,205	17.3%	0	0	0	-
1997	HDGV	939	4	935	0.4%	0	0	0	-	939	4	935	0.4%
1997	LDDT	6	0	6	0.0%	6	0	6	0.0%	0	0	0	-
1997	LDDV	32	4	28	12.5%	32	4	28	12.5%	0	0	0	-
1997	LDGT	12,681	2,113	10,568	16.7%	12,681	2,101	10,580	16.6%	0	0	0	-
1997	LDGV	18,072	2,891	15,181	16.0%	18,072	2,844	15,228	15.7%	0	0	0	-
1998	HDGV	701	1	700	0.1%	0	0	0	-	701	1	700	0.1%
1998	LDDT	1	1	0	100.0%	1	1	0	100.0%	0	0	0	-
1998	LDDV	53	5	48	9.4%	53	5	48	9.4%	0	0	0	-
1998	LDGT	11,828	2,188	9,640	18.5%	11,828	2,166	9,662	18.3%	0	0	0	-
1998	LDGV	16,315	3,034	13,281	18.6%	16,315	3,000	13,315	18.4%	0	0	0	-
1999	HDGV	1,542	3	1,539	0.2%	0	0	0	-	1,542	3	1,539	0.2%
1999	LDDT	5	0	5	0.0%	5	0	5	0.0%	0	0	0	-
1999	LDDV	115	10	105	8.7%	115	10	105	8.7%	0	0	0	-
1999	LDGT	21,052	3,347	17,705	15.9%	21,052	3,311	17,741	15.7%	0	0	0	-
1999	LDGV	30,595	4,793	25,802	15.7%	30,595	4,725	25,870	15.4%	0	0	0	-
2000	HDGV	2,176	7	2,169	0.3%	0	0	0	-	2,176	7	2,169	0.3%
2000	LDDT	1	0	1	0.0%	1	0	1	0.0%	0	0	0	-
2000	LDDV	77	9	68	11.7%	77	9	68	11.7%	0	0	0	-
2000	LDGT	21,316	3,602	17,714	16.9%	21,316	3,562	17,754	16.7%	0	0	0	-
2000	LDGV	29,786	5,507	24,279	18.5%	29,786	5,456	24,330	18.3%	0	0	0	-
2001	HDGV	2,509	4	2,505	0.2%	0	0	0	-	2,509	4	2,505	0.2%
2001	LDDT	4	0	4	0.0%	4	0	4	0.0%	0	0	0	-
2001	LDDV	102	10	92	9.8%	102	10	92	9.8%	0	0	0	-
2001	LDGT	36,780	7,610	29,170	20.7%	36,780	7,575	29,205	20.6%	0	0	0	-
2001	LDGV	45,369	9,171	36,198	20.2%	45,369	9,106	36,263	20.1%	0	0	0	-

Table E (Page 1 of 12)

¹ Vehicles that did not receive an OBDII Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate	No Primary Test Insps ¹	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2002	HDGV	2,945	12	2,933	0.4%	0	0	0	-	2,945	12	2,933	0.4%
2002	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2002	LDDV	102	9	93	8.8%	102	9	93	8.8%	0	0	0	-
2002	LDGT	34,972	6,671	28,301	19.1%	34,972	6,622	28,350	18.9%	0	0	0	-
2002	LDGV	40,167	7,849	32,318	19.5%	40,167	7,780	32,387	19.4%	0	0	0	-
2003	HDGV	4,318	11	4,307	0.3%	0	0	0	-	4,318	11	4,307	0.3%
2003	LDDT	2	1	1	50.0%	2	1	1	50.0%	0	0	0	-
2003	LDDV	139	16	123	11.5%	139	16	123	11.5%	0	0	0	-
2003	LDGT	65,131	9,579	55,552	14.7%	65,131	9,512	55,619	14.6%	0	0	0	-
2003	LDGV	69,761	9,874	59,887	14.2%	69,761	9,797	59,964	14.0%	0	0	0	-
2004	HDGV	4,568	7	4,561	0.2%	0	0	0	-	4,568	7	4,561	0.2%
2004	LDDT	9	2	7	22.2%	9	2	7	22.2%	0	0	0	-
2004	LDDV	86	7	79	8.1%	86	7	79	8.1%	0	0	0	-
2004	LDGT	49,746	7,311	42,435	14.7%	49,746	7,258	42,488	14.6%	0	0	0	-
2004	LDGV	46,068	6,561	39,507	14.2%	46,068	6,502	39,566	14.1%	0	0	0	-
2005	HDGV	4,934	16	4,918	0.3%	0	0	0	-	4,934	16	4,918	0.3%
2005	LDDT	56	7	49	12.5%	56	6	50	10.7%	0	0	0	-
2005	LDDV	355	33	322	9.3%	355	33	322	9.3%	0	0	0	-
2005	LDGT	82,553	9,382	73,171	11.4%	82,553	9,314	73,239	11.3%	0	0	0	-
2005	LDGV	80,789	8,733	72,056	10.8%	80,789	8,668	72,121	10.7%	0	0	0	-
2006	HDGV	6,705	21	6,684	0.3%	0	0	0	-	6,705	21	6,684	0.3%
2006	LDDT	44	5	39	11.4%	44	5	39	11.4%	0	0	0	-
2006	LDDV	296	17	279	5.7%	296	16	280	5.4%	0	0	0	-
2006	LDGT	57,101	5,975	51,126	10.5%	57,101	5,935	51,166	10.4%	0	0	0	-
2006	LDGV	61,774	6,532	55,242	10.6%	61,774	6,460	55,314	10.5%	0	0	0	-
2007	HDGV	5,030	4	5,026	0.1%	0	0	0	-	5,030	4	5,026	0.1%
2007	LDDT	61	6	55	9.8%	61	6	55	9.8%	0	0	0	-
2007	LDDV	19	5	14	26.3%	19	5	14	26.3%	0	0	0	-
2007	LDGT	40,115	3,908	36,207	9.7%	40,115	3,895	36,220	9.7%	0	0	0	-
2007	LDGV	48,393	4,137	44,256	8.5%	48,393	4,090	44,303	8.5%	0	0	0	-
2008	HDGV	8,495	887	7,608	10.4%	8,157	881	7,276	10.8%	338	0	338	0.0%
2008	LDDT	205	7	198	3.4%	205	6	199	2.9%	0	0	0	-
2008	LDDV	71	7	64	9.9%	71	7	64	9.9%	0	0	0	-
2008	LDGT	107,322	6,205	101,117	5.8%	107,322	6,180	101,142	5.8%	0	0	0	-
2008	LDGV	116,822	6,588	110,234	5.6%	116,822	6,521	110,301	5.6%	0	0	0	-

Table E (Page 2 of 12)

¹ Vehicles that did not receive an OBDII Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate	No Primary Test Insps ¹	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2009	HDGV	4,082	505	3,577	12.4%	3,907	502	3,405	12.8%	175	1	174	0.6%
2009	LDDT	63	20	43	31.7%	63	20	43	31.7%	0	0	0	-
2009	LDDV	59	21	38	35.6%	59	21	38	35.6%	0	0	0	-
2009	LDGT	21,511	1,506	20,005	7.0%	21,511	1,500	20,011	7.0%	0	0	0	-
2009	LDGV	31,428	2,028	29,400	6.5%	31,424	2,012	29,412	6.4%	4	0	4	0.0%
2010	HDGV	4,885	543	4,342	11.1%	4,661	538	4,123	11.5%	224	2	222	0.9%
2010	LDDT	243	62	181	25.5%	243	62	181	25.5%	0	0	0	-
2010	LDDV	263	58	205	22.1%	263	58	205	22.1%	0	0	0	-
2010	LDGT	87,627	3,266	84,361	3.7%	87,627	3,253	84,374	3.7%	0	0	0	-
2010	LDGV	103,403	3,751	99,652	3.6%	103,403	3,712	99,691	3.6%	0	0	0	-
2011	HDGV	7,003	608	6,395	8.7%	6,223	605	5,618	9.7%	780	2	778	0.3%
2011	LDDT	196	42	154	21.4%	196	42	154	21.4%	0	0	0	-
2011	LDDV	115	25	90	21.7%	115	25	90	21.7%	0	0	0	-
2011	LDGT	40,991	1,507	39,484	3.7%	40,991	1,499	39,492	3.7%	0	0	0	-
2011	LDGV	38,883	1,733	37,150	4.5%	38,883	1,710	37,173	4.4%	0	0	0	-
2012	HDGV	9,087	560	8,527	6.2%	8,261	555	7,706	6.7%	826	0	826	0.0%
2012	LDDT	544	80	464	14.7%	544	79	465	14.5%	0	0	0	-
2012	LDDV	432	54	378	12.5%	432	54	378	12.5%	0	0	0	-
2012	LDGT	117,660	3,639	114,021	3.1%	117,660	3,630	114,030	3.1%	0	0	0	-
2012	LDGV	132,586	3,820	128,766	2.9%	132,586	3,788	128,798	2.9%	0	0	0	-
2013	HDGV	4,830	238	4,592	4.9%	4,127	237	3,890	5.7%	703	1	702	0.1%
2013	LDDT	70	11	59	15.7%	70	11	59	15.7%	0	0	0	-
2013	LDDV	70	6	64	8.6%	70	6	64	8.6%	0	0	0	-
2013	LDGT	26,104	698	25,406	2.7%	26,104	694	25,410	2.7%	0	0	0	-
2013	LDGV	24,785	828	23,957	3.3%	24,785	819	23,966	3.3%	0	0	0	-
2014	HDGV	4,400	214	4,186	4.9%	3,826	206	3,620	5.4%	574	8	566	1.4%
2014	LDDT	13	0	13	0.0%	13	0	13	0.0%	0	0	0	-
2014	LDDV	5	0	5	0.0%	5	0	5	0.0%	0	0	0	-
2014	LDGT	3,565	169	3,396	4.7%	3,565	165	3,400	4.6%	0	0	0	-
2014	LDGV	1,135	40	1,095	3.5%	1,135	39	1,096	3.4%	0	0	0	-
2015	HDGV	6,000	221	5,779	3.7%	5,577	214	5,363	3.8%	423	7	416	1.7%
2015	LDDT	13	0	13	0.0%	13	0	13	0.0%	0	0	0	-
2015	LDDV	1	0	1	0.0%	1	0	1	0.0%	0	0	0	-
2015	LDGT	3,137	98	3,039	3.1%	3,137	96	3,041	3.1%	0	0	0	-
2015	LDGV	618	23	595	3.7%	618	23	595	3.7%	0	0	0	-

Table E (Page 3 of 12)

¹ Vehicles that did not receive an OBDII Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate	No Primary Test Insps ¹	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2016	HDGV	5,597	153	5,444	2.7%	4,872	146	4,726	3.0%	725	7	718	1.0%
2016	LDDT	11	0	11	0.0%	11	0	11	0.0%	0	0	0	-
2016	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2016	LDGT	2,907	84	2,823	2.9%	2,907	83	2,824	2.9%	0	0	0	-
2016	LDGV	670	44	626	6.6%	670	44	626	6.6%	0	0	0	-
2017	HDGV	712	11	701	1.5%	506	9	497	1.8%	206	2	204	1.0%
2017	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2017	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2017	LDGT	364	9	355	2.5%	364	9	355	2.5%	0	0	0	-
2017	LDGV	104	5	99	4.8%	104	5	99	4.8%	0	0	0	-
2018	HDGV	103	0	103	0.0%	9	0	9	0.0%	94	0	94	0.0%
2018	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2018	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2018	LDGT	9	0	9	0.0%	9	0	9	0.0%	0	0	0	-
2018	LDGV	4	0	4	0.0%	4	0	4	0.0%	0	0	0	-
Totals		1,893,393	173,608	1,719,785	9.2%	1,848,693	172,076	1,676,617	9.3%	44,700	128	44,572	0.3%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	MIL Check Insp	MIL Check Fail	MIL Check Pass	MIL Check Fail Rate	Cat Conv Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate
Pre 96/Unknown	HDGV	0	0	0	-	1,902	2	1,900	0.11%	1,934	0	1,934	0.00%
Pre 96/Unknown	LDDT	0	0	0	-	0	0	0	-	8	0	8	0.00%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	0	0	0	-	837	2	835	0.24%	860	1	859	0.12%
Pre 96/Unknown	LDGV	0	0	0	-	22	0	22	0.00%	34	0	34	0.00%
1996	HDGV	0	0	0	-	423	0	423	0.00%	423	0	423	0.00%
1996	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
1996	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGT	0	0	0	-	5,130	13	5,117	0.25%	5,130	7	5,123	0.14%
1996	LDGV	0	0	0	-	7,503	32	7,471	0.43%	7,503	13	7,490	0.17%
1997	HDGV	0	0	0	-	939	1	938	0.11%	939	1	938	0.11%
1997	LDDT	0	0	0	-	0	0	0	-	6	0	6	0.00%
1997	LDDV	0	0	0	-	0	0	0	-	32	0	32	0.00%
1997	LDGT	0	0	0	-	12,681	14	12,667	0.11%	12,681	15	12,666	0.12%
1997	LDGV	0	0	0	-	18,072	43	18,029	0.24%	18,072	26	18,046	0.14%
1998	HDGV	0	0	0	-	701	1	700	0.14%	701	0	701	0.00%
1998	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
1998	LDDV	0	0	0	-	0	0	0	-	53	0	53	0.00%
1998	LDGT	0	0	0	-	11,828	19	11,809	0.16%	11,828	14	11,814	0.12%
1998	LDGV	0	0	0	-	16,315	50	16,265	0.31%	16,315	21	16,294	0.13%
1999	HDGV	0	0	0	-	1,542	3	1,539	0.19%	1,542	0	1,542	0.00%
1999	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.00%
1999	LDDV	0	0	0	-	0	0	0	-	115	0	115	0.00%
1999	LDGT	0	0	0	-	21,052	16	21,036	0.08%	21,052	38	21,014	0.18%
1999	LDGV	0	0	0	-	30,595	52	30,543	0.17%	30,595	45	30,550	0.15%
2000	HDGV	0	0	0	-	2,176	2	2,174	0.09%	2,176	2	2,174	0.09%
2000	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
2000	LDDV	0	0	0	-	0	0	0	-	77	0	77	0.00%
2000	LDGT	0	0	0	-	21,316	18	21,298	0.08%	21,316	30	21,286	0.14%
2000	LDGV	0	0	0	-	29,786	63	29,723	0.21%	29,786	43	29,743	0.14%
2001	HDGV	0	0	0	-	2,509	2	2,507	0.08%	2,509	0	2,509	0.00%
2001	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.00%
2001	LDDV	0	0	0	-	0	0	0	-	102	0	102	0.00%
2001	LDGT	0	0	0	-	36,780	20	36,760	0.05%	36,780	42	36,738	0.11%
2001	LDGV	0	0	0	-	45,369	56	45,313	0.12%	45,369	52	45,317	0.11%

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New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	MIL Check Insp	MIL Check Fail	MIL Check Pass	MIL Check Fail Rate	Cat Conv Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate
2002	HDGV	0	0	0	-	2,945	1	2,944	0.03%	2,945	0	2,945	0.00%
2002	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2002	LDDV	0	0	0	-	0	0	0	-	102	0	102	0.00%
2002	LDGT	0	0	0	-	34,972	16	34,956	0.05%	34,972	64	34,908	0.18%
2002	LDGV	0	0	0	-	40,167	75	40,092	0.19%	40,167	44	40,123	0.11%
2003	HDGV	0	0	0	-	4,318	2	4,316	0.05%	4,318	3	4,315	0.07%
2003	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
2003	LDDV	0	0	0	-	0	0	0	-	139	0	139	0.00%
2003	LDGT	0	0	0	-	65,131	25	65,106	0.04%	65,131	85	65,046	0.13%
2003	LDGV	0	0	0	-	69,761	89	69,672	0.13%	69,761	59	69,702	0.08%
2004	HDGV	0	0	0	-	4,568	1	4,567	0.02%	4,568	2	4,566	0.04%
2004	LDDT	0	0	0	-	0	0	0	-	9	0	9	0.00%
2004	LDDV	0	0	0	-	0	0	0	-	86	0	86	0.00%
2004	LDGT	0	0	0	-	49,746	15	49,731	0.03%	49,746	50	49,696	0.10%
2004	LDGV	0	0	0	-	46,068	62	46,006	0.13%	46,068	38	46,030	0.08%
2005	HDGV	0	0	0	-	4,934	0	4,934	0.00%	4,934	4	4,930	0.08%
2005	LDDT	0	0	0	-	0	0	0	-	56	1	55	1.79%
2005	LDDV	0	0	0	-	0	0	0	-	355	0	355	0.00%
2005	LDGT	0	0	0	-	82,553	17	82,536	0.02%	82,553	67	82,486	0.08%
2005	LDGV	0	0	0	-	80,789	62	80,727	0.08%	80,789	31	80,758	0.04%
2006	HDGV	0	0	0	-	6,705	3	6,702	0.04%	6,705	5	6,700	0.07%
2006	LDDT	0	0	0	-	0	0	0	-	44	0	44	0.00%
2006	LDDV	0	0	0	-	0	0	0	-	296	1	295	0.34%
2006	LDGT	0	0	0	-	57,101	7	57,094	0.01%	57,101	47	57,054	0.08%
2006	LDGV	0	0	0	-	61,774	47	61,727	0.08%	61,774	56	61,718	0.09%
2007	HDGV	0	0	0	-	5,030	0	5,030	0.00%	5,030	2	5,028	0.04%
2007	LDDT	0	0	0	-	0	0	0	-	61	0	61	0.00%
2007	LDDV	0	0	0	-	0	0	0	-	19	0	19	0.00%
2007	LDGT	0	0	0	-	40,115	2	40,113	0.00%	40,115	12	40,103	0.03%
2007	LDGV	0	0	0	-	48,393	36	48,357	0.07%	48,393	23	48,370	0.05%
2008	HDGV	0	0	0	-	8,495	1	8,494	0.01%	8,495	0	8,495	0.00%
2008	LDDT	0	0	0	-	0	0	0	-	205	1	204	0.49%
2008	LDDV	0	0	0	-	0	0	0	-	71	0	71	0.00%
2008	LDGT	0	0	0	-	107,322	6	107,316	0.01%	107,322	26	107,296	0.02%
2008	LDGV	0	0	0	-	116,822	42	116,780	0.04%	116,822	34	116,788	0.03%

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New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	MIL Check Insp	MIL Check Fail	MIL Check Pass	MIL Check Fail Rate	Cat Conv Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate
2009	HDGV	0	0	0	-	4,082	0	4,082	0.00%	4,082	1	4,081	0.02%
2009	LDDT	0	0	0	-	0	0	0	-	63	0	63	0.00%
2009	LDDV	0	0	0	-	0	0	0	-	59	0	59	0.00%
2009	LDGT	0	0	0	-	21,511	3	21,508	0.01%	21,511	3	21,508	0.01%
2009	LDGV	4	0	4	0.00%	31,428	13	31,415	0.04%	31,428	6	31,422	0.02%
2010	HDGV	0	0	0	-	4,885	0	4,885	0.00%	4,885	1	4,884	0.02%
2010	LDDT	0	0	0	-	0	0	0	-	243	0	243	0.00%
2010	LDDV	0	0	0	-	0	0	0	-	263	0	263	0.00%
2010	LDGT	0	0	0	-	87,627	2	87,625	0.00%	87,627	7	87,620	0.01%
2010	LDGV	0	0	0	-	103,403	30	103,373	0.03%	103,403	16	103,387	0.02%
2011	HDGV	0	0	0	-	7,003	0	7,003	0.00%	7,003	0	7,003	0.00%
2011	LDDT	0	0	0	-	0	0	0	-	196	0	196	0.00%
2011	LDDV	0	0	0	-	0	0	0	-	115	0	115	0.00%
2011	LDGT	0	0	0	-	40,991	2	40,989	0.00%	40,991	4	40,987	0.01%
2011	LDGV	0	0	0	-	38,883	23	38,860	0.06%	38,883	11	38,872	0.03%
2012	HDGV	0	0	0	-	9,087	1	9,086	0.01%	9,087	1	9,086	0.01%
2012	LDDT	0	0	0	-	0	0	0	-	544	0	544	0.00%
2012	LDDV	0	0	0	-	0	0	0	-	432	0	432	0.00%
2012	LDGT	0	0	0	-	117,660	2	117,658	0.00%	117,660	8	117,652	0.01%
2012	LDGV	0	0	0	-	132,586	46	132,540	0.03%	132,586	7	132,579	0.01%
2013	HDGV	0	0	0	-	4,830	0	4,830	0.00%	4,830	0	4,830	0.00%
2013	LDDT	0	0	0	-	0	0	0	-	70	0	70	0.00%
2013	LDDV	0	0	0	-	0	0	0	-	70	0	70	0.00%
2013	LDGT	0	0	0	-	26,104	2	26,102	0.01%	26,104	1	26,103	0.00%
2013	LDGV	0	0	0	-	24,785	9	24,776	0.04%	24,785	2	24,783	0.01%
2014	HDGV	574	7	567	1.22%	4,400	0	4,400	0.00%	4,400	0	4,400	0.00%
2014	LDDT	0	0	0	-	0	0	0	-	13	0	13	0.00%
2014	LDDV	0	0	0	-	0	0	0	-	5	0	5	0.00%
2014	LDGT	0	0	0	-	3,565	5	3,560	0.14%	3,565	0	3,565	0.00%
2014	LDGV	0	0	0	-	1,135	0	1,135	0.00%	1,135	1	1,134	0.09%
2015	HDGV	423	6	417	1.42%	6,000	0	6,000	0.00%	6,000	0	6,000	0.00%
2015	LDDT	0	0	0	-	0	0	0	-	13	0	13	0.00%
2015	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.00%
2015	LDGT	0	0	0	-	3,137	2	3,135	0.06%	3,137	0	3,137	0.00%
2015	LDGV	0	0	0	-	618	0	618	0.00%	618	0	618	0.00%

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New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	MIL Check Insps	MIL Check Fail	MIL Check Pass	MIL Check Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
2016	HDGV	725	7	718	0.97%	5,597	0	5,597	0.00%	5,597	0	5,597	0.00%
2016	LDDT	0	0	0	-	0	0	0	-	11	0	11	0.00%
2016	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2016	LDGT	0	0	0	-	2,907	0	2,907	0.00%	2,907	0	2,907	0.00%
2016	LDGV	0	0	0	-	670	0	670	0.00%	670	0	670	0.00%
2017	HDGV	206	2	204	0.97%	712	0	712	0.00%	712	0	712	0.00%
2017	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2017	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2017	LDGT	0	0	0	-	364	0	364	0.00%	364	0	364	0.00%
2017	LDGV	0	0	0	-	104	0	104	0.00%	104	0	104	0.00%
2018	HDGV	94	0	94	0.00%	103	0	103	0.00%	103	0	103	0.00%
2018	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2018	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2018	LDGT	0	0	0	-	9	0	9	0.00%	9	0	9	0.00%
2018	LDGV	0	0	0	-	4	0	4	0.00%	4	0	4	0.00%
Totals		2,026	22	2,004	1.09%	1,889,377	1,058	1,888,319	0.06%	1,893,393	1,074	1,892,319	0.06%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps ²	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
Pre 96/Unknown	HDGV	1,934	0	1,934	0.00%	1,934	1	1,933	0.05%
Pre 96/Unknown	LDDT	8	0	8	0.00%	8	0	8	0.00%
Pre 96/Unknown	LDDV	0	0	0	-	0	0	0	-
Pre 96/Unknown	LDGT	860	1	859	0.12%	860	1	859	0.12%
Pre 96/Unknown	LDGV	34	0	34	0.00%	34	0	34	0.00%
1996	HDGV	423	0	423	0.00%	423	0	423	0.00%
1996	LDDT	2	0	2	0.00%	2	0	2	0.00%
1996	LDDV	0	0	0	-	0	0	0	-
1996	LDGT	5,130	1	5,129	0.02%	5,130	3	5,127	0.06%
1996	LDGV	7,503	1	7,502	0.01%	7,503	6	7,497	0.08%
1997	HDGV	939	0	939	0.00%	939	2	937	0.21%
1997	LDDT	6	0	6	0.00%	6	0	6	0.00%
1997	LDDV	32	0	32	0.00%	32	0	32	0.00%
1997	LDGT	12,681	2	12,679	0.02%	12,681	6	12,675	0.05%
1997	LDGV	18,072	2	18,070	0.01%	18,072	11	18,061	0.06%
1998	HDGV	701	0	701	0.00%	701	0	701	0.00%
1998	LDDT	1	0	1	0.00%	1	0	1	0.00%
1998	LDDV	53	0	53	0.00%	53	0	53	0.00%
1998	LDGT	11,828	2	11,826	0.02%	11,828	2	11,826	0.02%
1998	LDGV	16,315	2	16,313	0.01%	16,315	9	16,306	0.06%
1999	HDGV	1,542	0	1,542	0.00%	1,542	0	1,542	0.00%
1999	LDDT	5	0	5	0.00%	5	0	5	0.00%
1999	LDDV	115	0	115	0.00%	115	0	115	0.00%
1999	LDGT	21,052	2	21,050	0.01%	21,052	9	21,043	0.04%
1999	LDGV	30,595	2	30,593	0.01%	30,595	13	30,582	0.04%
2000	HDGV	2,176	4	2,172	0.18%	2,176	1	2,175	0.05%
2000	LDDT	1	0	1	0.00%	1	0	1	0.00%
2000	LDDV	77	0	77	0.00%	77	0	77	0.00%
2000	LDGT	21,316	1	21,315	0.00%	21,316	10	21,306	0.05%
2000	LDGV	29,786	5	29,781	0.02%	29,786	11	29,775	0.04%
2001	HDGV	2,509	2	2,507	0.08%	2,509	1	2,508	0.04%
2001	LDDT	4	0	4	0.00%	4	0	4	0.00%
2001	LDDV	102	0	102	0.00%	102	0	102	0.00%
2001	LDGT	36,780	5	36,775	0.01%	36,780	13	36,767	0.04%
2001	LDGV	45,369	2	45,367	0.00%	45,369	11	45,358	0.02%

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps ²	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2002	HDGV	2,945	6	2,939	0.20%	2,945	6	2,939	0.20%
2002	LDDT	0	0	0	-	0	0	0	-
2002	LDDV	102	0	102	0.00%	102	0	102	0.00%
2002	LDGT	34,972	4	34,968	0.01%	34,972	12	34,960	0.03%
2002	LDGV	40,167	4	40,163	0.01%	40,167	11	40,156	0.03%
2003	HDGV	4,318	5	4,313	0.12%	4,318	3	4,315	0.07%
2003	LDDT	2	0	2	0.00%	2	0	2	0.00%
2003	LDDV	139	0	139	0.00%	139	0	139	0.00%
2003	LDGT	65,131	3	65,128	0.00%	65,131	16	65,115	0.02%
2003	LDGV	69,761	4	69,757	0.01%	69,761	19	69,742	0.03%
2004	HDGV	4,568	2	4,566	0.04%	4,568	2	4,566	0.04%
2004	LDDT	9	0	9	0.00%	9	0	9	0.00%
2004	LDDV	86	0	86	0.00%	86	0	86	0.00%
2004	LDGT	49,746	6	49,740	0.01%	49,746	21	49,725	0.04%
2004	LDGV	46,068	3	46,065	0.01%	46,068	14	46,054	0.03%
2005	HDGV	4,934	5	4,929	0.10%	4,934	8	4,926	0.16%
2005	LDDT	56	0	56	0.00%	56	0	56	0.00%
2005	LDDV	355	0	355	0.00%	355	0	355	0.00%
2005	LDGT	82,553	3	82,550	0.00%	82,553	23	82,530	0.03%
2005	LDGV	80,789	2	80,787	0.00%	80,789	13	80,776	0.02%
2006	HDGV	6,705	5	6,700	0.07%	6,705	8	6,697	0.12%
2006	LDDT	44	0	44	0.00%	44	0	44	0.00%
2006	LDDV	296	0	296	0.00%	296	0	296	0.00%
2006	LDGT	57,101	2	57,099	0.00%	57,101	6	57,095	0.01%
2006	LDGV	61,774	2	61,772	0.00%	61,774	7	61,767	0.01%
2007	HDGV	5,030	1	5,029	0.02%	5,030	1	5,029	0.02%
2007	LDDT	61	0	61	0.00%	61	0	61	0.00%
2007	LDDV	19	0	19	0.00%	19	0	19	0.00%
2007	LDGT	40,115	0	40,115	0.00%	40,115	4	40,111	0.01%
2007	LDGV	48,393	1	48,392	0.00%	48,393	11	48,382	0.02%
2008	HDGV	8,495	4	8,491	0.05%	8,495	7	8,488	0.08%
2008	LDDT	205	0	205	0.00%	205	0	205	0.00%
2008	LDDV	71	0	71	0.00%	71	0	71	0.00%
2008	LDGT	107,322	2	107,320	0.00%	107,322	9	107,313	0.01%
2008	LDGV	116,822	1	116,821	0.00%	116,822	15	116,807	0.01%

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps ²	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2009	HDGV	4,082	1	4,081	0.02%	4,082	2	4,080	0.05%
2009	LDDT	63	0	63	0.00%	63	0	63	0.00%
2009	LDDV	59	0	59	0.00%	59	0	59	0.00%
2009	LDGT	21,511	0	21,511	0.00%	21,511	4	21,507	0.02%
2009	LDGV	31,428	1	31,427	0.00%	31,428	5	31,423	0.02%
2010	HDGV	4,885	4	4,881	0.08%	4,885	2	4,883	0.04%
2010	LDDT	243	0	243	0.00%	243	0	243	0.00%
2010	LDDV	263	0	263	0.00%	263	0	263	0.00%
2010	LDGT	87,627	1	87,626	0.00%	87,627	7	87,620	0.01%
2010	LDGV	103,403	0	103,403	0.00%	103,403	5	103,398	0.00%
2011	HDGV	7,003	4	6,999	0.06%	7,003	0	7,003	0.00%
2011	LDDT	196	0	196	0.00%	196	0	196	0.00%
2011	LDDV	115	0	115	0.00%	115	0	115	0.00%
2011	LDGT	40,991	1	40,990	0.00%	40,991	4	40,987	0.01%
2011	LDGV	38,883	0	38,883	0.00%	38,883	1	38,882	0.00%
2012	HDGV	9,087	2	9,085	0.02%	9,087	2	9,085	0.02%
2012	LDDT	544	0	544	0.00%	544	1	543	0.18%
2012	LDDV	432	0	432	0.00%	432	0	432	0.00%
2012	LDGT	117,660	1	117,659	0.00%	117,660	3	117,657	0.00%
2012	LDGV	132,586	1	132,585	0.00%	132,586	2	132,584	0.00%
2013	HDGV	4,830	1	4,829	0.02%	4,830	0	4,830	0.00%
2013	LDDT	70	0	70	0.00%	70	0	70	0.00%
2013	LDDV	70	0	70	0.00%	70	0	70	0.00%
2013	LDGT	26,104	0	26,104	0.00%	26,104	3	26,101	0.01%
2013	LDGV	24,785	1	24,784	0.00%	24,785	1	24,784	0.00%
2014	HDGV	4,400	1	4,399	0.02%	4,400	0	4,400	0.00%
2014	LDDT	13	0	13	0.00%	13	0	13	0.00%
2014	LDDV	5	0	5	0.00%	5	0	5	0.00%
2014	LDGT	3,565	0	3,565	0.00%	3,565	2	3,563	0.06%
2014	LDGV	1,135	1	1,134	0.09%	1,135	0	1,135	0.00%
2015	HDGV	6,000	2	5,998	0.03%	6,000	0	6,000	0.00%
2015	LDDT	13	0	13	0.00%	13	0	13	0.00%
2015	LDDV	1	0	1	0.00%	1	0	1	0.00%
2015	LDGT	3,137	0	3,137	0.00%	3,137	0	3,137	0.00%
2015	LDGV	618	0	618	0.00%	618	0	618	0.00%

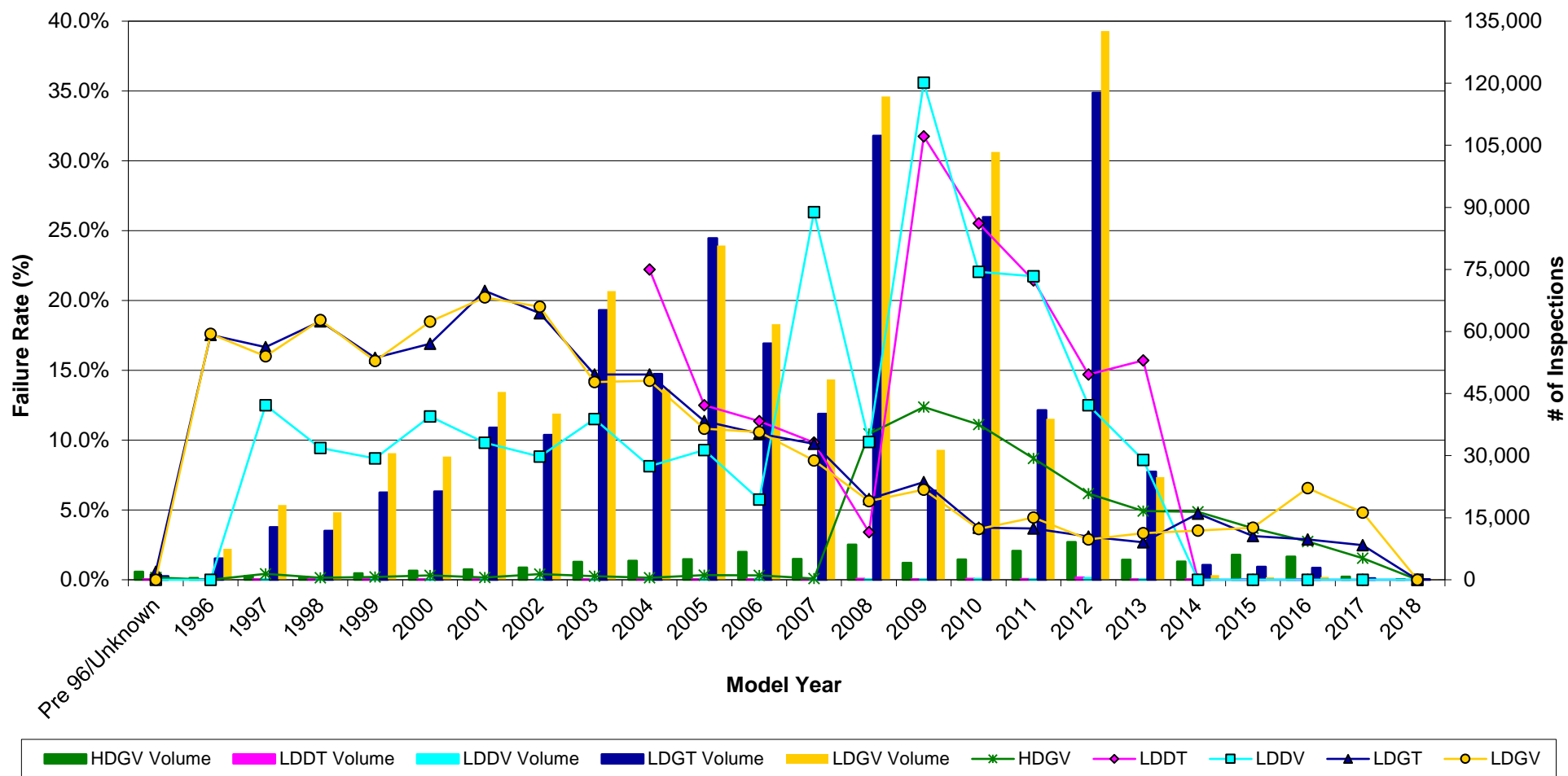
Table E (Page 11 of 12)

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps ²	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2016	HDGV	5,597	0	5,597	0.00%	5,597	1	5,596	0.02%
2016	LDDT	11	0	11	0.00%	11	0	11	0.00%
2016	LDDV	0	0	0	-	0	0	0	-
2016	LDGT	2,907	1	2,906	0.03%	2,907	0	2,907	0.00%
2016	LDGV	670	0	670	0.00%	670	0	670	0.00%
2017	HDGV	712	0	712	0.00%	712	0	712	0.00%
2017	LDDT	0	0	0	-	0	0	0	-
2017	LDDV	0	0	0	-	0	0	0	-
2017	LDGT	364	0	364	0.00%	364	0	364	0.00%
2017	LDGV	104	0	104	0.00%	104	0	104	0.00%
2018	HDGV	103	0	103	0.00%	103	0	103	0.00%
2018	LDDT	0	0	0	-	0	0	0	-
2018	LDDV	0	0	0	-	0	0	0	-
2018	LDGT	9	0	9	0.00%	9	0	9	0.00%
2018	LDGV	4	0	4	0.00%	4	0	4	0.00%
Totals		1,893,393	122	1,893,271	0.01%	1,893,393	371	1,893,022	0.02%

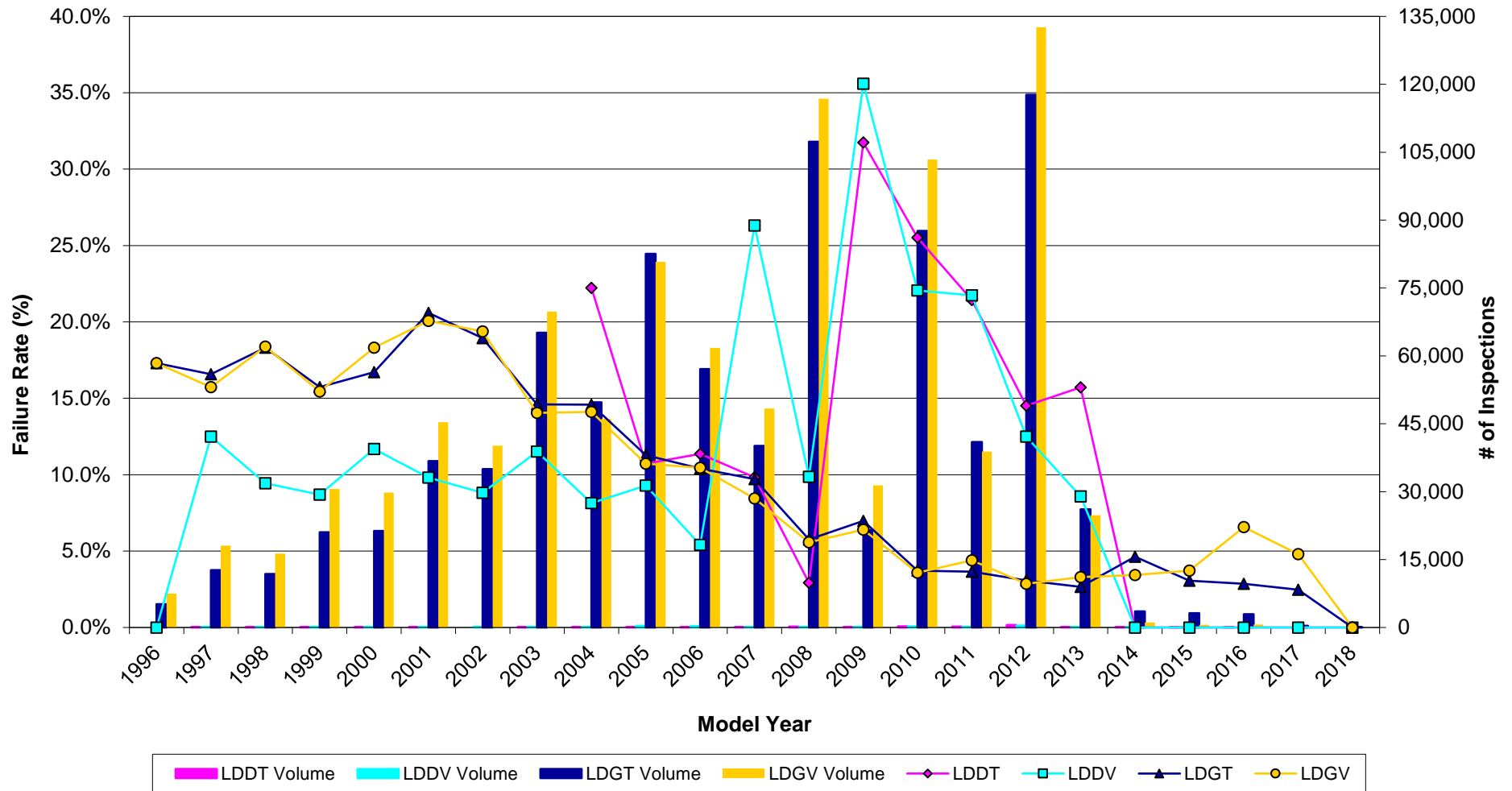
New Jersey Enhanced Inspection and Maintenance Program
Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2017



Note: Pre-2004 Failure Rate for LDDT are not shown in order to eliminate low volume graphical skew, i.e. 29 inspections with 2 fails.

Figure E-1

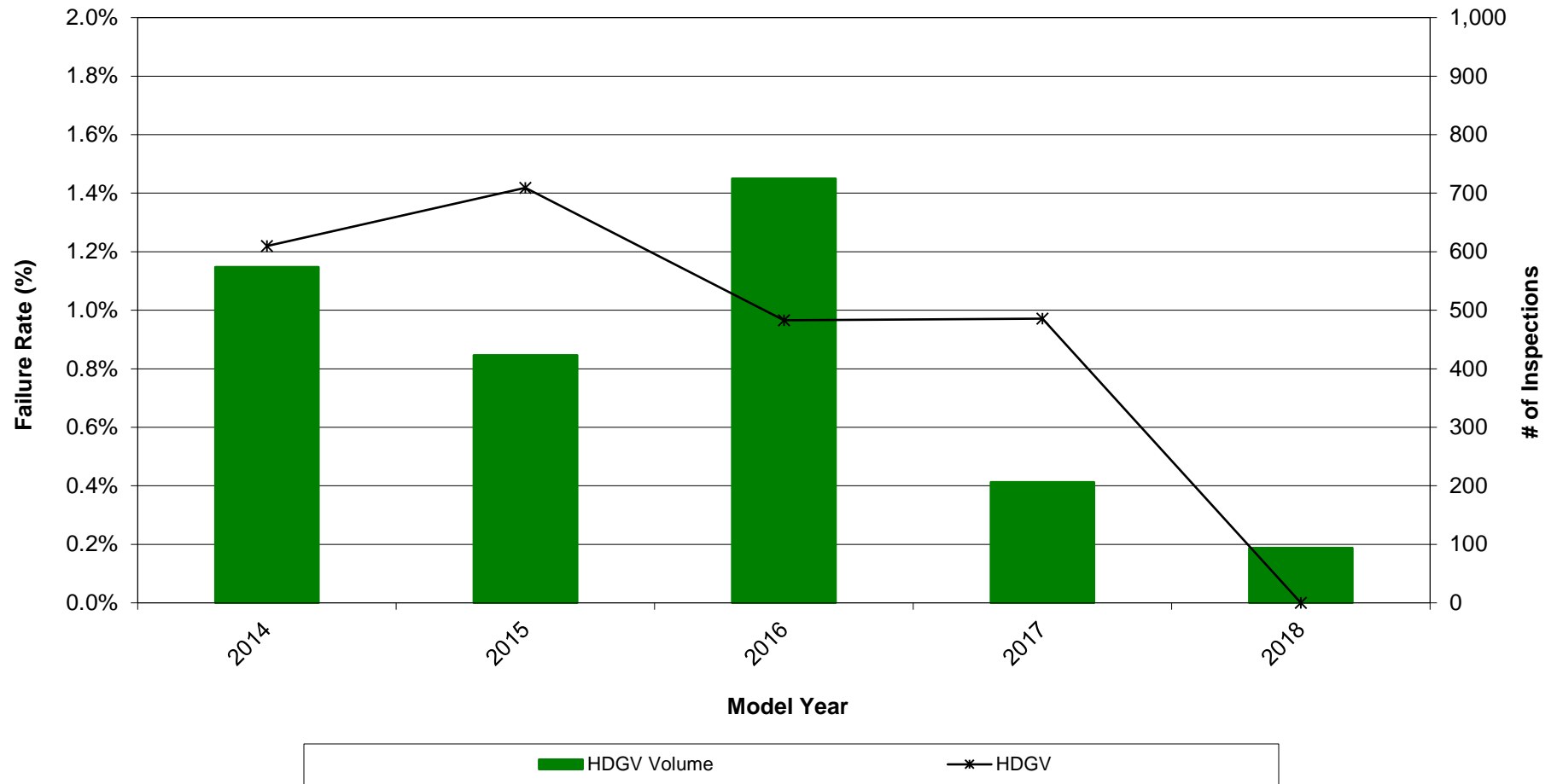
**New Jersey Enhanced Inspection and Maintenance Program
Initial OBD Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2017**



Note: Pre-2004 Failure Rate for LDDT are not shown in order to eliminate low volume graphical skew, i.e. 19 inspections with 2 fails.

Figure E-2

**New Jersey Enhanced Inspection and Maintenance Program
Initial MIL Check Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2017**



Note: Not included in graph are 4 MY 2009 LDGVs that were exempt from OBD and received and passed the MIL Check.

Figure E-3

**New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2017**

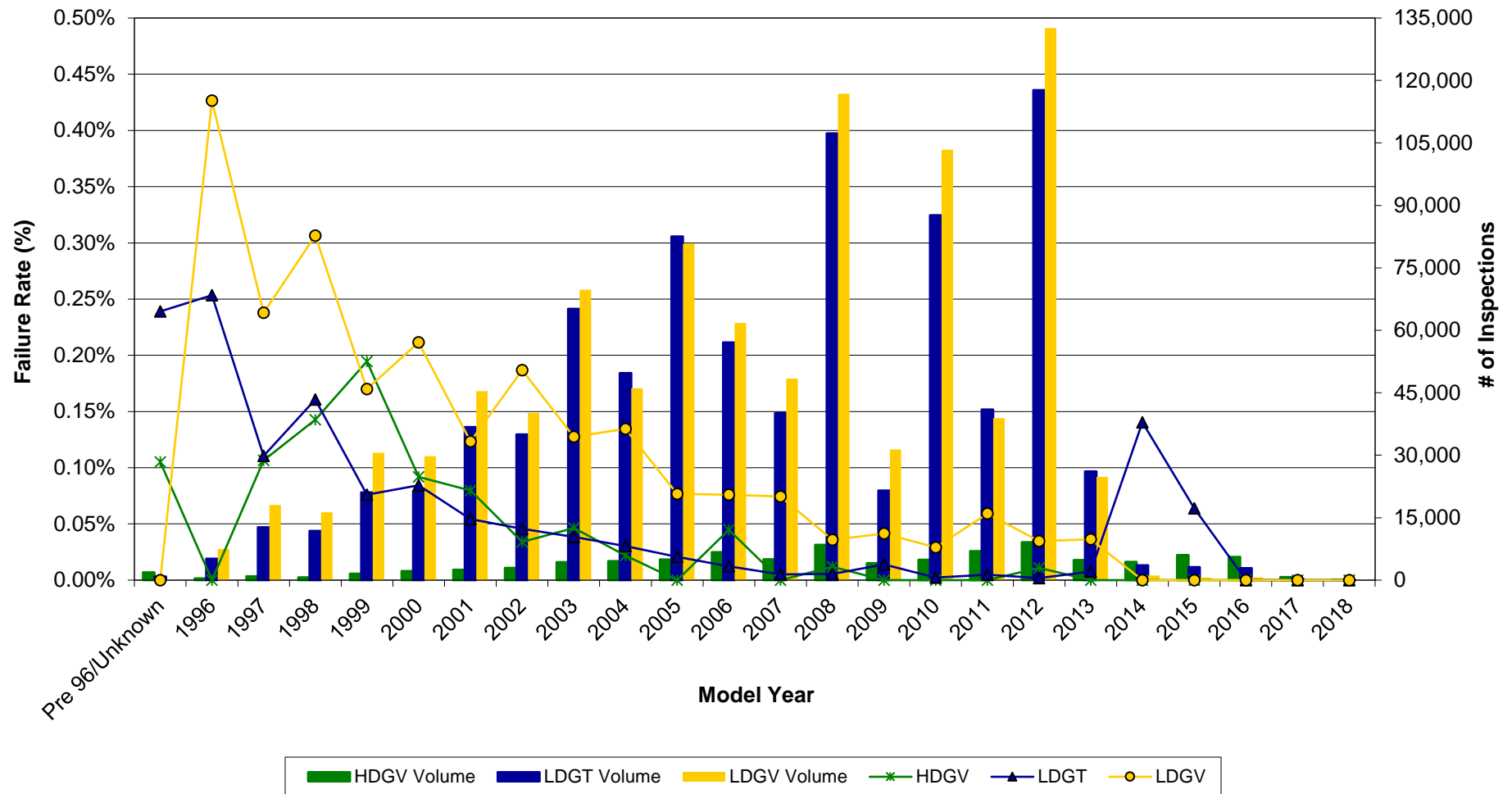


Figure E-3

**New Jersey Enhanced Inspection and Maintenance Program
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2017**

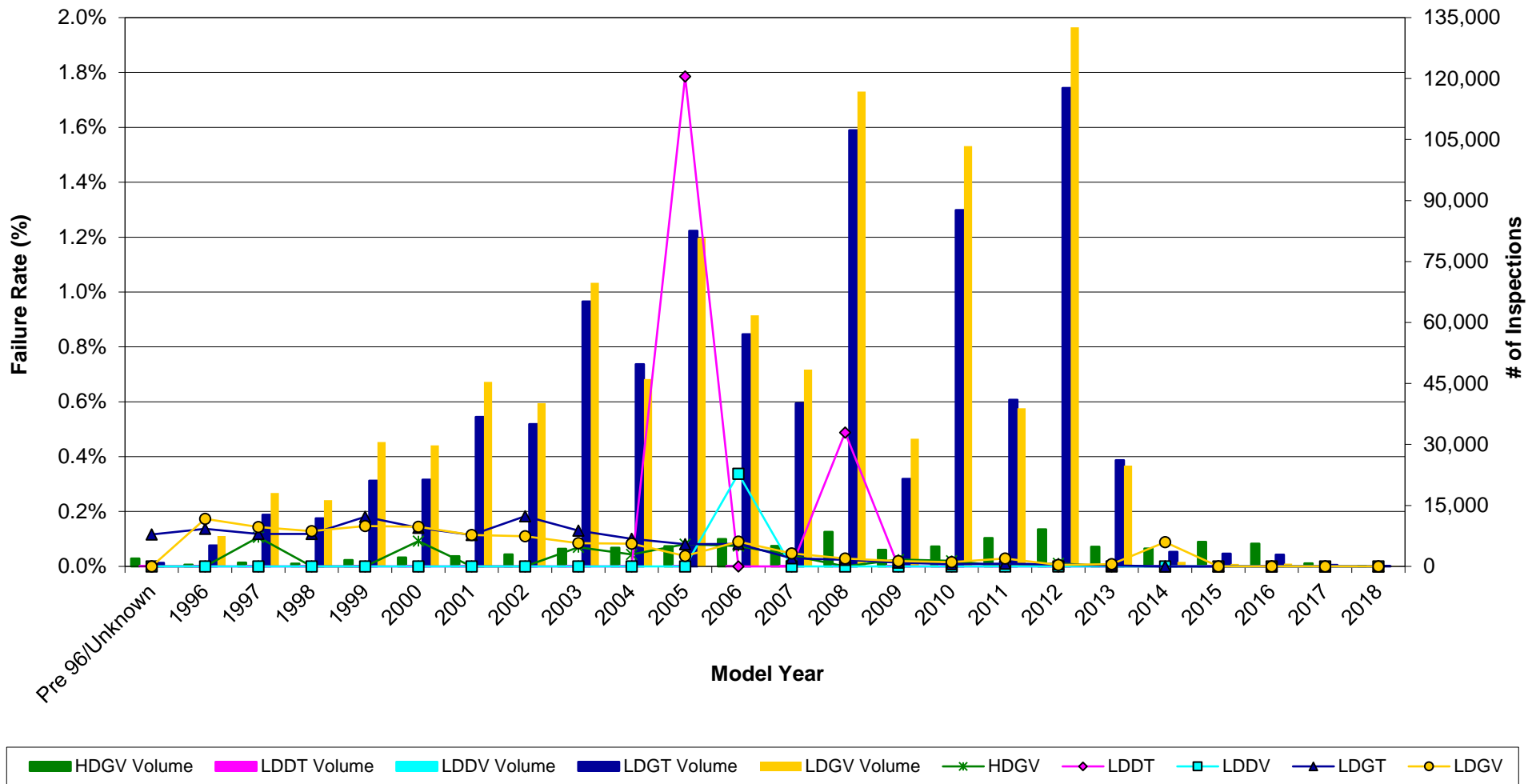


Figure E-4

**New Jersey Enhanced Inspection and Maintenance Program
Initial Liquid Leak Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2017**

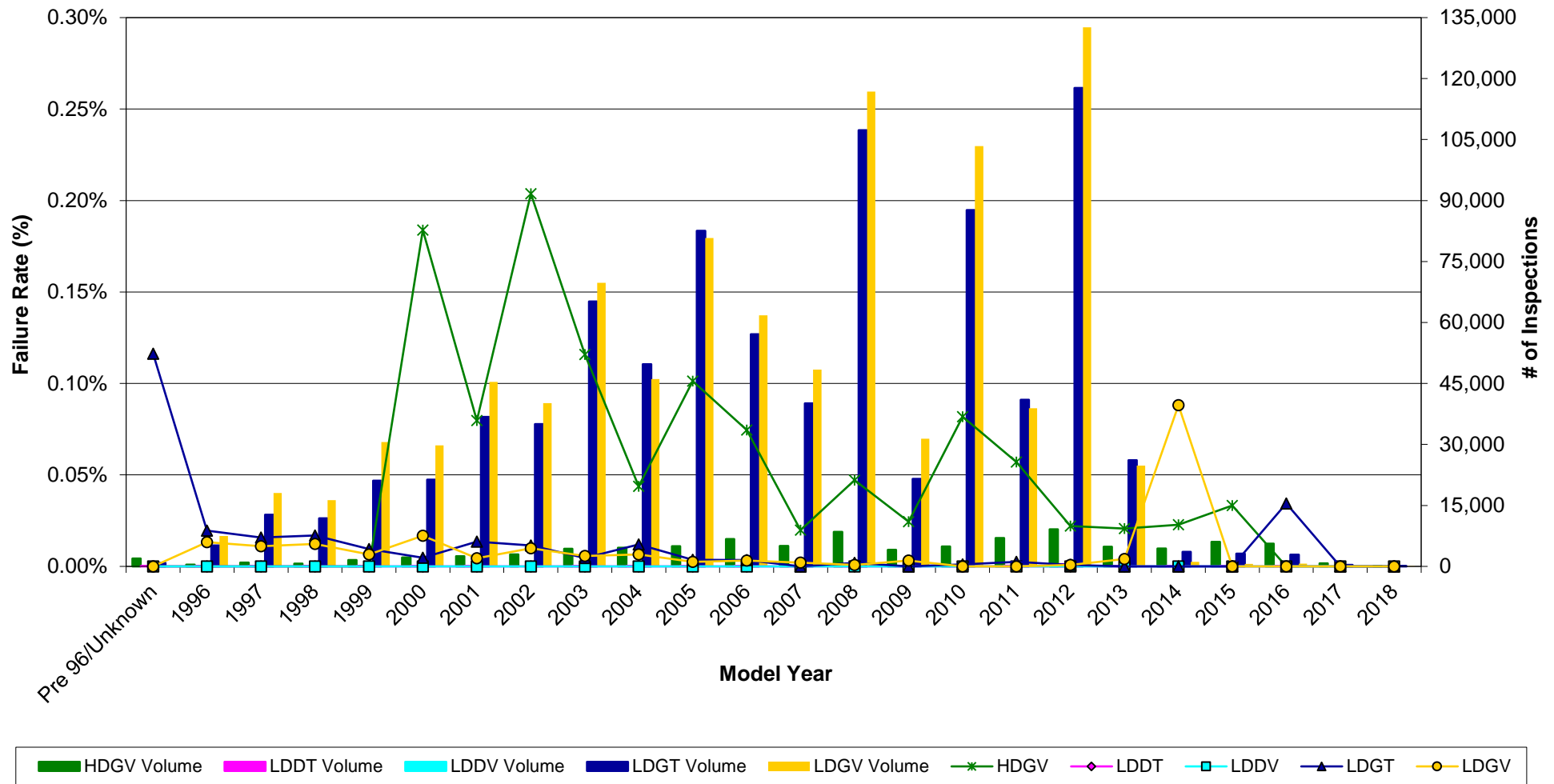


Figure E-5

**APPENDIX I -
PART F**

**ON-BOARD DIAGNOSTICS
(OBD)
INSPECTIONS**

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2017

Model Year	Veh Type	OBD Initial Insps	Initial and 1st or Subsequent Retest Passes	Overall OBD Pass Rate	Bypassed OBD Passed Emissions**	Overall OBD Failed (Dropped)*	Overall OBD Fail Rate*	Bypassed OBD Failed Emissions
1996	LDDT	0	0	-	0	0	-	0
1996	LDDV	0	0	-	0	0	-	0
1996	LDGT	5,130	4,752	92.6%	0	378	7.4%	0
1996	LDGV	7,503	6,919	92.2%	0	584	7.8%	0
1997	LDDT	6	6	100.0%	0	0	0.0%	0
1997	LDDV	32	32	100.0%	0	0	0.0%	0
1997	LDGT	12,681	11,836	93.3%	0	845	6.7%	0
1997	LDGV	18,072	16,933	93.7%	1	1,138	6.3%	0
1998	LDDT	1	0	0.0%	0	1	100.0%	0
1998	LDDV	53	50	94.3%	0	3	5.7%	0
1998	LDGT	11,828	11,004	93.0%	2	822	6.9%	0
1998	LDGV	16,315	15,033	92.1%	2	1,280	7.8%	0
1999	LDDT	5	5	100.0%	0	0	0.0%	0
1999	LDDV	115	111	96.5%	0	4	3.5%	0
1999	LDGT	21,052	19,842	94.3%	0	1,210	5.7%	0
1999	LDGV	30,595	28,818	94.2%	0	1,777	5.8%	0
2000	LDDT	1	1	100.0%	0	0	0.0%	0
2000	LDDV	77	75	97.4%	0	2	2.6%	0
2000	LDGT	21,316	19,989	93.8%	1	1,326	6.2%	0
2000	LDGV	29,786	27,440	92.1%	1	2,345	7.9%	0
2001	LDDT	4	4	100.0%	0	0	0.0%	0
2001	LDDV	102	99	97.1%	0	3	2.9%	0
2001	LDGT	36,780	34,231	93.1%	1	2,548	6.9%	0
2001	LDGV	45,369	42,075	92.7%	2	3,292	7.3%	0
2002	LDDT	0	0	-	0	0	-	0
2002	LDDV	102	101	99.0%	0	1	1.0%	0
2002	LDGT	34,972	32,796	93.8%	0	2,176	6.2%	0
2002	LDGV	40,167	37,217	92.7%	0	2,950	7.3%	0
2003	LDDT	2	1	50.0%	0	1	50.0%	0
2003	LDDV	139	133	95.7%	0	6	4.3%	0
2003	LDGT	65,131	62,366	95.8%	2	2,763	4.2%	0
2003	LDGV	69,761	66,587	95.5%	0	3,174	4.5%	0
2004	LDDT	9	9	100.0%	0	0	0.0%	0
2004	LDDV	86	84	97.7%	0	2	2.3%	0
2004	LDGT	49,746	47,452	95.4%	1	2,293	4.6%	0
2004	LDGV	46,068	43,866	95.2%	3	2,199	4.8%	0
2005	LDDT	56	53	94.6%	0	3	5.4%	0
2005	LDDV	355	345	97.2%	0	10	2.8%	0
2005	LDGT	82,553	80,058	97.0%	3	2,492	3.0%	0
2005	LDGV	80,789	78,334	97.0%	2	2,453	3.0%	0
2006	LDDT	44	43	97.7%	0	1	2.3%	0
2006	LDDV	296	292	98.6%	0	4	1.4%	0
2006	LDGT	57,101	55,482	97.2%	1	1,618	2.8%	0
2006	LDGV	61,774	59,909	97.0%	1	1,864	3.0%	0

* Includes vehicles that are no longer registered.

** 0.002% Bypassed OBD Test- 5 Authorized at SIFs and 28 Unauthorized at PIFs.

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2017

Model Year	Veh Type	OBD Initial Insp	Initial and 1st or Subsequent Retest Passes	Overall OBD Pass Rate	Bypassed OBD Passed Emissions**	Overall OBD Failed (Dropped)*	Overall OBD Fail Rate*	Bypassed OBD Failed Emissions
2007	LDDT	61	58	95.1%	0	3	4.9%	0
2007	LDDV	19	19	100.0%	0	0	0.0%	0
2007	LDGT	40,115	39,051	97.3%	0	1,064	2.7%	0
2007	LDGV	48,393	47,235	97.6%	0	1,158	2.4%	0
2008	HDGV	8,157	7,984	97.9%	1	172	2.1%	0
2008	LDDT	205	204	99.5%	0	1	0.5%	0
2008	LDDV	71	70	98.6%	0	1	1.4%	0
2008	LDGT	107,322	106,127	98.9%	3	1,192	1.1%	0
2008	LDGV	116,822	115,423	98.8%	0	1,399	1.2%	0
2009	HDGV	3,907	3,834	98.1%	0	73	1.9%	0
2009	LDDT	63	58	92.1%	0	5	7.9%	0
2009	LDDV	59	49	83.1%	0	10	16.9%	0
2009	LDGT	21,511	21,199	98.5%	0	312	1.5%	0
2009	LDGV	31,424	30,966	98.5%	0	458	1.5%	0
2010	HDGV	4,661	4,593	98.5%	0	68	1.5%	0
2010	LDDT	243	229	94.2%	0	14	5.8%	0
2010	LDDV	263	236	89.7%	0	27	10.3%	0
2010	LDGT	87,627	87,150	99.5%	1	476	0.5%	0
2010	LDGV	103,403	102,775	99.4%	0	628	0.6%	0
2011	HDGV	6,223	6,139	98.7%	1	83	1.3%	0
2011	LDDT	196	189	96.4%	0	7	3.6%	0
2011	LDDV	115	107	93.0%	0	8	7.0%	0
2011	LDGT	40,991	40,766	99.5%	0	225	0.5%	0
2011	LDGV	38,883	38,592	99.3%	0	291	0.7%	0
2012	HDGV	8,261	8,194	99.2%	0	67	0.8%	0
2012	LDDT	544	530	97.4%	0	14	2.6%	0
2012	LDDV	432	413	95.6%	0	19	4.4%	0
2012	LDGT	117,660	117,253	99.7%	1	406	0.3%	0
2012	LDGV	132,586	132,043	99.6%	0	543	0.4%	0
2013	HDGV	4,127	4,112	99.6%	0	15	0.4%	0
2013	LDDT	70	70	100.0%	0	0	0.0%	0
2013	LDDV	70	69	98.6%	0	1	1.4%	0
2013	LDGT	26,104	26,021	99.7%	0	83	0.3%	0
2013	LDGV	24,785	24,676	99.6%	0	109	0.4%	0
2014	HDGV	3,826	3,810	99.6%	0	16	0.4%	0
2014	LDDT	13	13	100.0%	0	0	0.0%	0
2014	LDDV	5	5	100.0%	0	0	0.0%	0
2014	LDGT	3,565	3,538	99.2%	0	27	0.8%	0
2014	LDGV	1,135	1,130	99.6%	0	5	0.4%	0
2015	HDGV	5,577	5,564	99.8%	1	12	0.2%	0
2015	LDDT	13	13	100.0%	0	0	0.0%	0
2015	LDDV	1	1	100.0%	0	0	0.0%	0
2015	LDGT	3,137	3,126	99.6%	0	11	0.4%	0
2015	LDGV	618	614	99.4%	0	4	0.6%	0

* Includes vehicles that are no longer registered.

** 0.002% Bypassed OBD Test- 5 Authorized at SIFs and 28 Unauthorized at PIFs.

**New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2017**

Model Year	Veh Type	OBD Initial Insps	Initial and 1st or Subsequent Retest Passes	Overall OBD Pass Rate	Bypassed OBD Passed Emissions**	Overall OBD Failed (Dropped)*	Overall OBD Fail Rate*	Bypassed OBD Failed Emissions
2016	HDGV	4,872	4,861	99.8%	2	9	0.2%	0
2016	LDDT	11	11	100.0%	0	0	0.0%	0
2016	LDDV	0	0	-	0	0	-	0
2016	LDGT	2,907	2,897	99.7%	0	10	0.3%	0
2016	LDGV	670	667	99.6%	0	3	0.4%	0
2017	HDGV	506	505	99.8%	0	1	0.2%	0
2017	LDDT	0	0	-	0	0	-	0
2017	LDDV	0	0	-	0	0	-	0
2017	LDGT	364	360	98.9%	0	4	1.1%	0
2017	LDGV	104	100	96.2%	0	4	3.8%	0
2018	HDGV	9	9	100.0%	0	0	0.0%	0
2018	LDDT	0	0	-	0	0	-	0
2018	LDDV	0	0	-	0	0	-	0
2018	LDGT	9	9	100.0%	0	0	0.0%	0
2018	LDGV	4	4	100.0%	0	0	0.0%	0
Totals		1,848,693	1,798,054	97.3%	33	50,606	2.7%	0

* Includes vehicles that are no longer registered.

** 0.002% Bypassed OBD Test- 5 Authorized at SIFs and 28 Unauthorized at PIFs.

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2017

Model Yr	Veh Type	OBD Initial Insps	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	5,130	4,940	190	3.7%	4,670	270	5.5%
1996	LDGV	7,503	7,376	127	1.7%	6,865	511	6.9%
1997	LDDT	6	6	0	0.0%	6	0	0.0%
1997	LDDV	32	32	0	0.0%	31	1	3.1%
1997	LDGT	12,681	12,305	376	3.0%	11,656	649	5.3%
1997	LDGV	18,072	17,856	216	1.2%	16,831	1,025	5.7%
1998	LDDT	1	1	0	0.0%	1	0	0.0%
1998	LDDV	53	51	2	3.8%	51	0	0.0%
1998	LDGT	11,828	11,505	323	2.7%	10,807	698	6.1%
1998	LDGV	16,315	16,060	255	1.6%	14,863	1,197	7.5%
1999	LDDT	5	5	0	0.0%	5	0	0.0%
1999	LDDV	115	115	0	0.0%	110	5	4.3%
1999	LDGT	21,052	20,684	368	1.7%	19,443	1,241	6.0%
1999	LDGV	30,595	30,306	289	0.9%	28,399	1,907	6.3%
2000	LDDT	1	1	0	0.0%	1	0	0.0%
2000	LDDV	77	77	0	0.0%	74	3	3.9%
2000	LDGT	21,316	20,977	339	1.6%	19,599	1,378	6.6%
2000	LDGV	29,786	29,398	388	1.3%	27,063	2,335	7.9%
2001	LDDT	4	4	0	0.0%	4	0	0.0%
2001	LDDV	102	102	0	0.0%	102	0	0.0%
2001	LDGT	36,780	36,267	513	1.4%	33,944	2,323	6.4%
2001	LDGV	45,369	44,970	399	0.9%	41,797	3,173	7.1%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	102	102	0	0.0%	100	2	2.0%
2002	LDGT	34,972	34,611	361	1.0%	32,338	2,273	6.6%
2002	LDGV	40,167	39,897	270	0.7%	37,094	2,803	7.0%
2003	LDDT	2	2	0	0.0%	2	0	0.0%
2003	LDDV	139	139	0	0.0%	135	4	2.9%
2003	LDGT	65,131	64,787	344	0.5%	61,209	3,578	5.5%
2003	LDGV	69,761	69,510	251	0.4%	65,946	3,564	5.1%
2004	LDDT	9	9	0	0.0%	9	0	0.0%
2004	LDDV	86	85	1	1.2%	82	3	3.5%
2004	LDGT	49,746	49,540	206	0.4%	46,864	2,676	5.4%
2004	LDGV	46,068	45,932	136	0.3%	43,566	2,366	5.2%
2005	LDDT	56	56	0	0.0%	51	5	8.9%
2005	LDDV	355	355	0	0.0%	340	15	4.2%
2005	LDGT	82,553	82,427	126	0.2%	79,015	3,412	4.1%
2005	LDGV	80,789	80,643	146	0.2%	77,369	3,274	4.1%
2006	LDDT	44	44	0	0.0%	41	3	6.8%
2006	LDDV	296	296	0	0.0%	284	12	4.1%
2006	LDGT	57,101	57,037	64	0.1%	54,711	2,326	4.1%
2006	LDGV	61,774	61,650	124	0.2%	59,223	2,427	3.9%

Table F-2 (Page 1 of 9)

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2017

Model Yr	Veh Type	OBD Initial Insps	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
2007	LDDT	61	61	0	0.0%	57	4	6.6%
2007	LDDV	19	19	0	0.0%	17	2	10.5%
2007	LDGT	40,115	40,073	42	0.1%	38,613	1,460	3.6%
2007	LDGV	48,393	48,329	64	0.1%	46,837	1,492	3.1%
2008	HDGV	8,157	8,149	8	0.1%	7,913	236	2.9%
2008	LDDT	205	205	0	0.0%	203	2	1.0%
2008	LDDV	71	71	0	0.0%	68	3	4.2%
2008	LDGT	107,322	107,285	37	0.0%	104,982	2,303	2.1%
2008	LDGV	116,822	116,761	61	0.1%	114,412	2,349	2.0%
2009	HDGV	3,907	3,905	2	0.1%	3,775	130	3.3%
2009	LDDT	63	63	0	0.0%	60	3	4.8%
2009	LDDV	59	59	0	0.0%	49	10	16.9%
2009	LDGT	21,511	21,502	9	0.0%	20,984	518	2.4%
2009	LDGV	31,424	31,387	37	0.1%	30,713	674	2.1%
2010	HDGV	4,661	4,659	2	0.0%	4,505	154	3.3%
2010	LDDT	243	243	0	0.0%	233	10	4.1%
2010	LDDV	263	263	0	0.0%	241	22	8.4%
2010	LDGT	87,627	87,609	18	0.0%	86,500	1,109	1.3%
2010	LDGV	103,403	103,372	31	0.0%	102,172	1,200	1.2%
2011	HDGV	6,223	6,220	3	0.0%	6,086	134	2.2%
2011	LDDT	196	196	0	0.0%	185	11	5.6%
2011	LDDV	115	115	0	0.0%	108	7	6.1%
2011	LDGT	40,991	40,986	5	0.0%	40,531	455	1.1%
2011	LDGV	38,883	38,864	19	0.0%	38,373	491	1.3%
2012	HDGV	8,261	8,261	0	0.0%	8,126	135	1.6%
2012	LDDT	544	544	0	0.0%	520	24	4.4%
2012	LDDV	432	432	0	0.0%	415	17	3.9%
2012	LDGT	117,660	117,647	13	0.0%	116,775	872	0.7%
2012	LDGV	132,586	132,575	11	0.0%	131,593	982	0.7%
2013	HDGV	4,127	4,127	0	0.0%	4,072	55	1.3%
2013	LDDT	70	70	0	0.0%	68	2	2.9%
2013	LDDV	70	70	0	0.0%	68	2	2.9%
2013	LDGT	26,104	26,100	4	0.0%	25,929	171	0.7%
2013	LDGV	24,785	24,783	2	0.0%	24,624	159	0.6%
2014	HDGV	3,826	3,826	0	0.0%	3,793	33	0.9%
2014	LDDT	13	13	0	0.0%	13	0	0.0%
2014	LDDV	5	5	0	0.0%	5	0	0.0%
2014	LDGT	3,565	3,564	1	0.0%	3,532	32	0.9%
2014	LDGV	1,135	1,135	0	0.0%	1,133	2	0.2%
2015	HDGV	5,577	5,577	0	0.0%	5,550	27	0.5%
2015	LDDT	13	13	0	0.0%	13	0	0.0%
2015	LDDV	1	1	0	0.0%	1	0	0.0%
2015	LDGT	3,137	3,135	2	0.1%	3,119	16	0.5%
2015	LDGV	618	618	0	0.0%	614	4	0.6%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2017

Model Yr	Veh Type	OBD Initial Insps	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
2016	HDGV	4,872	4,872	0	0.0%	4,860	12	0.2%
2016	LDDT	11	11	0	0.0%	11	0	0.0%
2016	LDDV	0	0	0	-	0	0	-
2016	LDGT	2,907	2,907	0	0.0%	2,892	15	0.5%
2016	LDGV	670	670	0	0.0%	669	1	0.1%
2017	HDGV	506	505	1	0.2%	505	0	0.0%
2017	LDDT	0	0	0	-	0	0	-
2017	LDDV	0	0	0	-	0	0	-
2017	LDGT	364	364	0	0.0%	361	3	0.8%
2017	LDGV	104	104	0	0.0%	104	0	0.0%
2018	HDGV	9	9	0	0.0%	9	0	0.0%
2018	LDDT	0	0	0	-	0	0	-
2018	LDDV	0	0	0	-	0	0	-
2018	LDGT	9	9	0	0.0%	9	0	0.0%
2018	LDGV	4	4	0	0.0%	4	0	0.0%
Totals		1,848,693	1,842,507	6,186	0.3%	1,781,705	60,802	3.3%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2017

Model Yr	Veh Type	OBD Initial Insp	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	5,130	5,122	8	0.16%	5,109	13	0.25%
1996	LDGV	7,503	7,473	30	0.40%	7,434	39	0.52%
1997	LDDT	6	6	0	0.00%	6	0	0.00%
1997	LDDV	32	32	0	0.00%	32	0	0.00%
1997	LDGT	12,681	12,676	5	0.04%	12,651	25	0.20%
1997	LDGV	18,072	18,036	36	0.20%	17,996	40	0.22%
1998	LDDT	1	1	0	0.00%	1	0	0.00%
1998	LDDV	53	52	1	1.89%	52	0	0.00%
1998	LDGT	11,828	11,816	12	0.10%	11,777	39	0.33%
1998	LDGV	16,315	16,285	30	0.18%	16,237	48	0.29%
1999	LDDT	5	5	0	0.00%	5	0	0.00%
1999	LDDV	115	115	0	0.00%	115	0	0.00%
1999	LDGT	21,052	21,041	11	0.05%	21,010	31	0.15%
1999	LDGV	30,595	30,558	37	0.12%	30,495	63	0.21%
2000	LDDT	1	1	0	0.00%	1	0	0.00%
2000	LDDV	77	76	1	1.30%	76	0	0.00%
2000	LDGT	21,316	21,300	16	0.08%	21,250	50	0.23%
2000	LDGV	29,786	29,739	47	0.16%	29,629	110	0.37%
2001	LDDT	4	4	0	0.00%	4	0	0.00%
2001	LDDV	102	102	0	0.00%	101	1	0.98%
2001	LDGT	36,780	36,762	18	0.05%	36,679	83	0.23%
2001	LDGV	45,369	45,317	52	0.11%	45,212	105	0.23%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	102	102	0	0.00%	102	0	0.00%
2002	LDGT	34,972	34,943	29	0.08%	34,871	72	0.21%
2002	LDGV	40,167	40,111	56	0.14%	40,027	84	0.21%
2003	LDDT	2	2	0	0.00%	2	0	0.00%
2003	LDDV	139	139	0	0.00%	137	2	1.44%
2003	LDGT	65,131	65,094	37	0.06%	64,977	117	0.18%
2003	LDGV	69,761	69,655	106	0.15%	69,543	112	0.16%
2004	LDDT	9	9	0	0.00%	9	0	0.00%
2004	LDDV	86	86	0	0.00%	86	0	0.00%
2004	LDGT	49,746	49,694	52	0.10%	49,574	120	0.24%
2004	LDGV	46,068	45,976	92	0.20%	45,900	76	0.17%
2005	LDDT	56	56	0	0.00%	56	0	0.00%
2005	LDDV	355	355	0	0.00%	354	1	0.28%
2005	LDGT	82,553	82,478	75	0.09%	82,296	182	0.22%
2005	LDGV	80,789	80,652	137	0.17%	80,529	123	0.15%
2006	LDDT	44	44	0	0.00%	44	0	0.00%
2006	LDDV	296	296	0	0.00%	296	0	0.00%
2006	LDGT	57,101	57,062	39	0.07%	56,976	86	0.15%
2006	LDGV	61,774	61,664	110	0.18%	61,477	187	0.30%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2017

Model Yr	Veh Type	OBD Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2007	LDDT	61	61	0	0.00%	61	0	0.00%
2007	LDDV	19	19	0	0.00%	19	0	0.00%
2007	LDGT	40,115	40,084	31	0.08%	40,036	48	0.12%
2007	LDGV	48,393	48,277	116	0.24%	48,161	116	0.24%
2008	HDGV	8,157	8,138	19	0.23%	8,118	20	0.25%
2008	LDDT	205	205	0	0.00%	204	1	0.49%
2008	LDDV	71	71	0	0.00%	70	1	1.41%
2008	LDGT	107,322	107,250	72	0.07%	107,175	75	0.07%
2008	LDGV	116,822	116,665	157	0.13%	116,525	140	0.12%
2009	HDGV	3,907	3,897	10	0.26%	3,883	14	0.36%
2009	LDDT	63	63	0	0.00%	63	0	0.00%
2009	LDDV	59	59	0	0.00%	59	0	0.00%
2009	LDGT	21,511	21,496	15	0.07%	21,484	12	0.06%
2009	LDGV	31,424	31,398	26	0.08%	31,361	37	0.12%
2010	HDGV	4,661	4,654	7	0.15%	4,649	5	0.11%
2010	LDDT	243	243	0	0.00%	242	1	0.41%
2010	LDDV	263	263	0	0.00%	262	1	0.38%
2010	LDGT	87,627	87,605	22	0.03%	87,582	23	0.03%
2010	LDGV	103,403	103,362	41	0.04%	103,252	110	0.11%
2011	HDGV	6,223	6,203	20	0.32%	6,190	13	0.21%
2011	LDDT	196	196	0	0.00%	196	0	0.00%
2011	LDDV	115	115	0	0.00%	115	0	0.00%
2011	LDGT	40,991	40,971	20	0.05%	40,948	23	0.06%
2011	LDGV	38,883	38,859	24	0.06%	38,809	50	0.13%
2012	HDGV	8,261	8,235	26	0.31%	8,220	15	0.18%
2012	LDDT	544	543	1	0.18%	539	4	0.74%
2012	LDDV	432	432	0	0.00%	432	0	0.00%
2012	LDGT	117,660	117,616	44	0.04%	117,563	53	0.05%
2012	LDGV	132,586	132,496	90	0.07%	132,407	89	0.07%
2013	HDGV	4,127	4,109	18	0.44%	4,102	7	0.17%
2013	LDDT	70	70	0	0.00%	70	0	0.00%
2013	LDDV	70	70	0	0.00%	70	0	0.00%
2013	LDGT	26,104	26,091	13	0.05%	26,070	21	0.08%
2013	LDGV	24,785	24,769	16	0.06%	24,754	15	0.06%
2014	HDGV	3,826	3,806	20	0.52%	3,789	17	0.45%
2014	LDDT	13	13	0	0.00%	13	0	0.00%
2014	LDDV	5	5	0	0.00%	5	0	0.00%
2014	LDGT	3,565	3,559	6	0.17%	3,555	4	0.11%
2014	LDGV	1,135	1,133	2	0.18%	1,133	0	0.00%
2015	HDGV	5,577	5,561	16	0.29%	5,546	15	0.27%
2015	LDDT	13	13	0	0.00%	13	0	0.00%
2015	LDDV	1	1	0	0.00%	1	0	0.00%
2015	LDGT	3,137	3,133	4	0.13%	3,125	8	0.26%
2015	LDGV	618	618	0	0.00%	616	2	0.32%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2017

Model Yr	Veh Type	OBD Initial Insp	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2016	HDGV	4,872	4,837	35	0.72%	4,821	16	0.33%
2016	LDDT	11	11	0	0.00%	11	0	0.00%
2016	LDDV	0	0	0	-	0	0	-
2016	LDGT	2,907	2,896	11	0.38%	2,888	8	0.28%
2016	LDGV	670	655	15	2.24%	642	13	1.98%
2017	HDGV	506	505	1	0.20%	502	3	0.59%
2017	LDDT	0	0	0	-	0	0	-
2017	LDDV	0	0	0	-	0	0	-
2017	LDGT	364	363	1	0.27%	363	0	0.00%
2017	LDGV	104	104	0	0.00%	104	0	0.00%
2018	HDGV	9	9	0	0.00%	9	0	0.00%
2018	LDDT	0	0	0	-	0	0	-
2018	LDDV	0	0	0	-	0	0	-
2018	LDGT	9	9	0	0.00%	9	0	0.00%
2018	LDGV	4	4	0	0.00%	4	0	0.00%
Totals		1,848,693	1,846,757	1,936	0.10%	1,843,968	2,789	0.15%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2017

Model Yr	Veh Type	OBD Initial Insp	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	5,130	4,567	542	10.6%	3,040	336	10.0%
1996	LDGV	7,503	6,663	771	10.4%	5,825	503	7.9%
1997	LDDT	6	6	0	0.0%	6	0	0.0%
1997	LDDV	32	28	4	12.5%	32	0	0.0%
1997	LDGT	12,681	11,462	1,189	9.4%	11,643	931	7.4%
1997	LDGV	18,072	16,422	1,574	8.7%	15,970	1,413	8.1%
1998	LDDT	1	0	1	100.0%	1	0	0.0%
1998	LDDV	53	49	3	5.8%	52	0	0.0%
1998	LDGT	11,828	10,595	1,182	10.0%	10,709	1,009	8.6%
1998	LDGV	16,315	14,462	1,775	10.9%	14,218	1,427	9.1%
1999	LDDT	5	5	0	0.0%	5	0	0.0%
1999	LDDV	115	105	10	8.7%	115	0	0.0%
1999	LDGT	21,052	19,183	1,827	8.7%	19,297	1,713	8.2%
1999	LDGV	30,595	27,742	2,753	9.0%	28,260	2,235	7.3%
2000	LDDT	1	1	0	0.0%	1	0	0.0%
2000	LDDV	77	68	8	10.5%	76	0	0.0%
2000	LDGT	21,316	19,330	1,920	9.0%	19,519	1,731	8.1%
2000	LDGV	29,786	26,279	3,350	11.3%	27,159	2,470	8.3%
2001	LDDT	4	4	0	0.0%	4	0	0.0%
2001	LDDV	102	92	9	8.9%	101	0	0.0%
2001	LDGT	36,780	33,352	3,327	9.1%	31,856	4,823	13.1%
2001	LDGV	45,369	40,809	4,403	9.7%	39,697	5,515	12.2%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	102	94	8	7.8%	102	0	0.0%
2002	LDGT	34,972	31,676	3,195	9.2%	30,855	4,016	11.5%
2002	LDGV	40,167	36,175	3,852	9.6%	35,413	4,614	11.5%
2003	LDDT	2	1	1	50.0%	2	0	0.0%
2003	LDDV	139	123	14	10.2%	137	0	0.0%
2003	LDGT	65,131	60,162	4,815	7.4%	59,559	5,418	8.3%
2003	LDGV	69,761	64,856	4,687	6.7%	63,674	5,869	8.4%
2004	LDDT	9	7	2	22.2%	9	0	0.0%
2004	LDDV	86	82	4	4.7%	84	2	2.3%
2004	LDGT	49,746	45,887	3,687	7.4%	45,374	4,200	8.5%
2004	LDGV	46,068	42,710	3,190	6.9%	42,030	3,870	8.4%
2005	LDDT	56	50	6	10.7%	56	0	0.0%
2005	LDDV	355	337	17	4.8%	340	14	4.0%
2005	LDGT	82,553	77,774	4,522	5.5%	76,802	5,489	6.7%
2005	LDGV	80,789	76,122	4,407	5.5%	75,672	4,857	6.0%
2006	LDDT	44	40	4	9.1%	44	0	0.0%
2006	LDDV	296	280	16	5.4%	296	0	0.0%
2006	LDGT	57,101	53,964	3,012	5.3%	53,498	3,464	6.1%
2006	LDGV	61,774	58,255	3,222	5.2%	58,012	3,464	5.6%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2017

Model Yr	Veh Type	OBD Initial Insp	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2007	LDDT	61	56	5	8.2%	59	2	3.3%
2007	LDDV	19	15	4	21.1%	16	3	15.8%
2007	LDGT	40,115	38,133	1,903	4.8%	37,729	2,278	5.7%
2007	LDGV	48,393	46,195	1,966	4.1%	45,995	2,166	4.5%
2008	HDGV	8,157	7,751	367	4.5%	7,565	545	6.7%
2008	LDDT	205	199	5	2.5%	204	0	0.0%
2008	LDDV	71	64	6	8.6%	69	1	1.4%
2008	LDGT	107,322	104,168	3,007	2.8%	103,644	3,488	3.3%
2008	LDGV	116,822	113,359	3,166	2.7%	113,111	3,411	2.9%
2009	HDGV	3,907	3,698	185	4.8%	3,542	336	8.7%
2009	LDDT	63	56	7	11.1%	48	15	23.8%
2009	LDDV	59	45	14	23.7%	50	9	15.3%
2009	LDGT	21,511	20,803	681	3.2%	20,559	892	4.2%
2009	LDGV	31,424	30,494	867	2.8%	30,136	1,225	3.9%
2010	HDGV	4,661	4,423	226	4.9%	4,284	364	7.8%
2010	LDDT	243	228	14	5.8%	189	53	21.9%
2010	LDDV	263	230	32	12.2%	224	38	14.5%
2010	LDGT	87,627	86,108	1,474	1.7%	85,605	1,937	2.2%
2010	LDGV	103,403	101,665	1,587	1.5%	101,121	2,129	2.1%
2011	HDGV	6,223	5,992	198	3.2%	5,751	435	7.0%
2011	LDDT	196	181	15	7.7%	164	32	16.3%
2011	LDDV	115	104	11	9.6%	96	19	16.5%
2011	LDGT	40,991	40,356	592	1.4%	40,004	919	2.2%
2011	LDGV	38,883	38,161	648	1.7%	37,738	1,069	2.8%
2012	HDGV	8,261	8,057	163	2.0%	7,832	384	4.7%
2012	LDDT	544	512	27	5.0%	493	46	8.5%
2012	LDDV	432	408	24	5.6%	398	34	7.9%
2012	LDGT	117,660	116,416	1,147	1.0%	115,020	2,503	2.1%
2012	LDGV	132,586	131,134	1,273	1.0%	129,955	2,451	1.9%
2013	HDGV	4,127	4,040	62	1.5%	3,941	159	3.9%
2013	LDDT	70	67	3	4.3%	62	8	11.4%
2013	LDDV	70	68	2	2.9%	66	4	5.7%
2013	LDGT	26,104	25,845	225	0.9%	25,596	451	1.7%
2013	LDGV	24,785	24,534	220	0.9%	24,162	591	2.4%
2014	HDGV	3,826	3,752	37	1.0%	3,651	130	3.4%
2014	LDDT	13	13	0	0.0%	13	0	0.0%
2014	LDDV	5	5	0	0.0%	5	0	0.0%
2014	LDGT	3,565	3,518	37	1.0%	3,399	122	3.5%
2014	LDGV	1,135	1,125	8	0.7%	1,104	29	2.6%
2015	HDGV	5,577	5,516	30	0.5%	5,387	153	2.8%
2015	LDDT	13	13	0	0.0%	13	0	0.0%
2015	LDDV	1	1	0	0.0%	1	0	0.0%
2015	LDGT	3,137	3,104	21	0.7%	3,040	65	2.1%
2015	LDGV	618	612	4	0.6%	600	16	2.6%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2017

Model Yr	Veh Type	OBD Initial Insp	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2016	HDGV	4,872	4,810	11	0.2%	4,633	83	1.8%
2016	LDDT	11	11	0	0.0%	11	0	0.0%
2016	LDDV	0	0	0	-	0	0	-
2016	LDGT	2,907	2,874	14	0.5%	2,821	48	1.7%
2016	LDGV	670	641	1	0.2%	627	15	2.3%
2017	HDGV	506	502	0	0.0%	307	5	1.6%
2017	LDDT	0	0	0	-	0	0	-
2017	LDDV	0	0	0	-	0	0	-
2017	LDGT	364	361	2	0.6%	263	6	2.2%
2017	LDGV	104	104	0	0.0%	97	5	4.9%
2018	HDGV	9	9	0	0.0%	2	0	0.0%
2018	LDDT	0	0	0	-	0	0	-
2018	LDDV	0	0	0	-	0	0	-
2018	LDGT	9	9	0	0.0%	5	0	0.0%
2018	LDGV	4	4	0	0.0%	4	0	0.0%
Totals		1,848,693	1,760,368	83,600	4.5%	1,740,956	98,057	5.3%

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2017

Model Yr	Veh Type	# Initial MIL Insp	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
1996	LDDT	0	0	-	0	-	0	-	0	-
1996	LDDV	0	0	-	0	-	0	-	0	-
1996	LDGT	5,109	4,567	89.4%	0	0.00%	1	0.02%	541	10.6%
1996	LDGV	7,434	6,663	89.6%	0	0.00%	3	0.04%	768	10.3%
1997	LDDT	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
1997	LDDV	32	28	87.5%	0	0.00%	0	0.00%	4	12.5%
1997	LDGT	12,651	11,462	90.6%	0	0.00%	0	0.00%	1,189	9.4%
1997	LDGV	17,996	16,422	91.3%	0	0.00%	1	0.01%	1,573	8.7%
1998	LDDT	1	0	0.0%	0	0.00%	0	0.00%	1	100.0%
1998	LDDV	52	49	94.2%	0	0.00%	0	0.00%	3	5.8%
1998	LDGT	11,777	10,595	90.0%	0	0.00%	1	0.01%	1,181	10.0%
1998	LDGV	16,237	14,462	89.1%	0	0.00%	0	0.00%	1,775	10.9%
1999	LDDT	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
1999	LDDV	115	105	91.3%	0	0.00%	0	0.00%	10	8.7%
1999	LDGT	21,010	19,183	91.3%	0	0.00%	10	0.05%	1,817	8.6%
1999	LDGV	30,495	27,742	91.0%	0	0.00%	0	0.00%	2,753	9.0%
2000	LDDT	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2000	LDDV	76	68	89.5%	0	0.00%	0	0.00%	8	10.5%
2000	LDGT	21,250	19,330	91.0%	0	0.00%	1	0.00%	1,919	9.0%
2000	LDGV	29,629	26,279	88.7%	0	0.00%	0	0.00%	3,350	11.3%
2001	LDDT	4	4	100.0%	0	0.00%	0	0.00%	0	0.0%
2001	LDDV	101	92	91.1%	0	0.00%	0	0.00%	9	8.9%
2001	LDGT	36,679	33,352	90.9%	0	0.00%	6	0.02%	3,321	9.1%
2001	LDGV	45,212	40,809	90.3%	0	0.00%	0	0.00%	4,403	9.7%
2002	LDDT	0	0	-	0	-	0	-	0	-
2002	LDDV	102	94	92.2%	0	0.00%	0	0.00%	8	7.8%
2002	LDGT	34,871	31,676	90.8%	0	0.00%	1	0.00%	3,194	9.2%
2002	LDGV	40,027	36,175	90.4%	0	0.00%	8	0.02%	3,844	9.6%
2003	LDDT	2	1	50.0%	0	0.00%	1	50.00%	0	0.0%
2003	LDDV	137	123	89.8%	0	0.00%	0	0.00%	14	10.2%
2003	LDGT	64,977	60,162	92.6%	0	0.00%	2	0.00%	4,813	7.4%
2003	LDGV	69,543	64,856	93.3%	0	0.00%	4	0.01%	4,683	6.7%
2004	LDDT	9	7	77.8%	0	0.00%	0	0.00%	2	22.2%
2004	LDDV	86	82	95.3%	0	0.00%	0	0.00%	4	4.7%
2004	LDGT	49,574	45,887	92.6%	0	0.00%	2	0.00%	3,685	7.4%
2004	LDGV	45,900	42,710	93.1%	0	0.00%	8	0.02%	3,182	6.9%
2005	LDDT	56	50	89.3%	0	0.00%	0	0.00%	6	10.7%
2005	LDDV	354	337	95.2%	0	0.00%	0	0.00%	17	4.8%
2005	LDGT	82,296	77,774	94.5%	0	0.00%	7	0.01%	4,515	5.5%
2005	LDGV	80,529	76,122	94.5%	0	0.00%	4	0.00%	4,403	5.5%
2006	LDDT	44	40	90.9%	0	0.00%	0	0.00%	4	9.1%
2006	LDDV	296	280	94.6%	0	0.00%	0	0.00%	16	5.4%
2006	LDGT	56,976	53,964	94.7%	0	0.00%	17	0.03%	2,995	5.3%
2006	LDGV	61,477	58,255	94.8%	0	0.00%	1	0.00%	3,221	5.2%

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2017

Model Yr	Veh Type	# Initial MIL Insp	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
2007	LDDT	61	56	91.8%	0	0.00%	0	0.00%	5	8.2%
2007	LDDV	19	15	78.9%	0	0.00%	0	0.00%	4	21.1%
2007	LDGT	40,036	38,133	95.2%	0	0.00%	7	0.02%	1,896	4.7%
2007	LDGV	48,161	46,195	95.9%	0	0.00%	3	0.01%	1,963	4.1%
2008	HDGV	8,118	7,751	95.5%	0	0.00%	0	0.00%	367	4.5%
2008	LDDT	204	199	97.5%	0	0.00%	0	0.00%	5	2.5%
2008	LDDV	70	64	91.4%	0	0.00%	0	0.00%	6	8.6%
2008	LDGT	107,175	104,168	97.2%	0	0.00%	2	0.00%	3,005	2.8%
2008	LDGV	116,525	113,359	97.3%	0	0.00%	6	0.01%	3,160	2.7%
2009	HDGV	3,883	3,698	95.2%	0	0.00%	0	0.00%	185	4.8%
2009	LDDT	63	56	88.9%	0	0.00%	0	0.00%	7	11.1%
2009	LDDV	59	45	76.3%	0	0.00%	0	0.00%	14	23.7%
2009	LDGT	21,484	20,803	96.8%	0	0.00%	1	0.00%	680	3.2%
2009	LDGV	31,361	30,494	97.2%	0	0.00%	1	0.00%	866	2.8%
2010	HDGV	4,649	4,423	95.1%	0	0.00%	0	0.00%	226	4.9%
2010	LDDT	242	228	94.2%	0	0.00%	0	0.00%	14	5.8%
2010	LDDV	262	230	87.8%	0	0.00%	0	0.00%	32	12.2%
2010	LDGT	87,582	86,108	98.3%	0	0.00%	1	0.00%	1,473	1.7%
2010	LDGV	103,252	101,665	98.5%	0	0.00%	2	0.00%	1,585	1.5%
2011	HDGV	6,190	5,992	96.8%	0	0.00%	0	0.00%	198	3.2%
2011	LDDT	196	181	92.3%	0	0.00%	0	0.00%	15	7.7%
2011	LDDV	115	104	90.4%	0	0.00%	0	0.00%	11	9.6%
2011	LDGT	40,948	40,356	98.6%	0	0.00%	1	0.00%	591	1.4%
2011	LDGV	38,809	38,161	98.3%	0	0.00%	0	0.00%	648	1.7%
2012	HDGV	8,220	8,057	98.0%	0	0.00%	0	0.00%	163	2.0%
2012	LDDT	539	512	95.0%	0	0.00%	0	0.00%	27	5.0%
2012	LDDV	432	408	94.4%	0	0.00%	0	0.00%	24	5.6%
2012	LDGT	117,563	116,416	99.0%	0	0.00%	3	0.00%	1,144	1.0%
2012	LDGV	132,407	131,134	99.0%	0	0.00%	0	0.00%	1,273	1.0%
2013	HDGV	4,102	4,040	98.5%	0	0.00%	0	0.00%	62	1.5%
2013	LDDT	70	67	95.7%	0	0.00%	0	0.00%	3	4.3%
2013	LDDV	70	68	97.1%	0	0.00%	0	0.00%	2	2.9%
2013	LDGT	26,070	25,845	99.1%	0	0.00%	0	0.00%	225	0.9%
2013	LDGV	24,754	24,534	99.1%	0	0.00%	0	0.00%	220	0.9%
2014	HDGV	3,789	3,752	99.0%	0	0.00%	0	0.00%	37	1.0%
2014	LDDT	13	13	100.0%	0	0.00%	0	0.00%	0	0.0%
2014	LDDV	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
2014	LDGT	3,555	3,518	99.0%	0	0.00%	0	0.00%	37	1.0%
2014	LDGV	1,133	1,125	99.3%	0	0.00%	0	0.00%	8	0.7%
2015	HDGV	5,546	5,516	99.5%	0	0.00%	0	0.00%	30	0.5%
2015	LDDT	13	13	100.0%	0	0.00%	0	0.00%	0	0.0%
2015	LDDV	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2015	LDGT	3,125	3,104	99.3%	0	0.00%	0	0.00%	21	0.7%
2015	LDGV	616	612	99.4%	0	0.00%	0	0.00%	4	0.6%

**New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2017**

Model Yr	Veh Type	# Initial MIL Insps	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
2016	HDGV	4,821	4,810	99.8%	0	0.00%	0	0.00%	11	0.2%
2016	LDDT	11	11	100.0%	0	0.00%	0	0.00%	0	0.0%
2016	LDDV	0	0	-	0	-	0	-	0	-
2016	LDGT	2,888	2,874	99.5%	0	0.00%	0	0.00%	14	0.5%
2016	LDGV	642	641	99.8%	0	0.00%	0	0.00%	1	0.2%
2017	HDGV	502	502	100.0%	0	0.00%	0	0.00%	0	0.0%
2017	LDDT	0	0	-	0	-	0	-	0	-
2017	LDDV	0	0	-	0	-	0	-	0	-
2017	LDGT	363	361	99.4%	0	0.00%	0	0.00%	2	0.6%
2017	LDGV	104	104	100.0%	0	0.00%	0	0.00%	0	0.0%
2018	HDGV	9	9	100.0%	0	0.00%	0	0.00%	0	0.0%
2018	LDDT	0	0	-	0	-	0	-	0	-
2018	LDDV	0	0	-	0	-	0	-	0	-
2018	LDGT	9	9	100.0%	0	0.00%	0	0.00%	0	0.0%
2018	LDGV	4	4	100.0%	0	0.00%	0	0.00%	0	0.0%
Totals		1,843,968	1,760,368	95.5%	0	0.00%	105	0.01%	83,495	4.5%

**New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2017**

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
1996	LDDT	0	0	0	-
1996	LDDV	0	0	0	-
1996	LDGT	3,376	1,537	1,839	45.5%
1996	LDGV	6,328	2,514	3,814	39.7%
1997	LDDT	6	1	5	16.7%
1997	LDDV	32	10	22	31.3%
1997	LDGT	12,574	5,563	7,011	44.2%
1997	LDGV	17,383	6,388	10,995	36.7%
1998	LDDT	1	0	1	0.0%
1998	LDDV	52	15	37	28.8%
1998	LDGT	11,718	5,191	6,527	44.3%
1998	LDGV	15,645	5,714	9,931	36.5%
1999	LDDT	5	0	5	0.0%
1999	LDDV	115	44	71	38.3%
1999	LDGT	21,010	8,756	12,254	41.7%
1999	LDGV	30,495	9,660	20,835	31.7%
2000	LDDT	1	0	1	0.0%
2000	LDDV	76	5	71	6.6%
2000	LDGT	21,250	8,456	12,794	39.8%
2000	LDGV	29,629	10,494	19,135	35.4%
2001	LDDT	4	0	4	0.0%
2001	LDDV	101	10	91	9.9%
2001	LDGT	36,679	12,381	24,298	33.8%
2001	LDGV	45,212	13,032	32,180	28.8%
2002	LDDT	0	0	0	-
2002	LDDV	102	6	96	5.9%
2002	LDGT	34,871	10,720	24,151	30.7%
2002	LDGV	40,027	10,915	29,112	27.3%
2003	LDDT	2	0	2	0.0%
2003	LDDV	137	8	129	5.8%
2003	LDGT	64,977	17,174	47,803	26.4%
2003	LDGV	69,543	14,108	55,435	20.3%
2004	LDDT	9	2	7	22.2%
2004	LDDV	86	5	81	5.8%
2004	LDGT	49,574	12,393	37,181	25.0%
2004	LDGV	45,900	9,315	36,585	20.3%
2005	LDDT	56	6	50	10.7%
2005	LDDV	354	28	326	7.9%
2005	LDGT	82,291	15,686	66,605	19.1%
2005	LDGV	80,529	11,981	68,548	14.9%
2006	LDDT	44	4	40	9.1%
2006	LDDV	296	17	279	5.7%
2006	LDGT	56,962	10,354	46,608	18.2%
2006	LDGV	61,476	9,136	52,340	14.9%

Table F-4 (Page 1 of 3)

**New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2017**

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2007	LDDT	61	3	58	4.9%
2007	LDDV	19	6	13	31.6%
2007	LDGT	40,007	6,600	33,407	16.5%
2007	LDGV	48,161	6,046	42,115	12.6%
2008	HDGV	8,110	1,601	6,509	19.7%
2008	LDDT	204	4	200	2.0%
2008	LDDV	70	8	62	11.4%
2008	LDGT	107,132	9,621	97,511	9.0%
2008	LDGV	116,522	9,543	106,979	8.2%
2009	HDGV	3,878	827	3,051	21.3%
2009	LDDT	63	22	41	34.9%
2009	LDDV	59	21	38	35.6%
2009	LDGT	21,451	2,424	19,027	11.3%
2009	LDGV	31,361	3,159	28,202	10.1%
2010	HDGV	4,648	818	3,830	17.6%
2010	LDDT	242	96	146	39.7%
2010	LDDV	262	65	197	24.8%
2010	LDGT	87,542	5,671	81,871	6.5%
2010	LDGV	103,250	5,769	97,481	5.6%
2011	HDGV	6,186	954	5,232	15.4%
2011	LDDT	196	51	145	26.0%
2011	LDDV	115	40	75	34.8%
2011	LDGT	40,923	2,960	37,963	7.2%
2011	LDGV	38,807	2,966	35,841	7.6%
2012	HDGV	8,216	822	7,394	10.0%
2012	LDDT	539	132	407	24.5%
2012	LDDV	432	126	306	29.2%
2012	LDGT	117,523	4,677	112,846	4.0%
2012	LDGV	132,406	5,556	126,850	4.2%
2013	HDGV	4,100	353	3,747	8.6%
2013	LDDT	70	21	49	30.0%
2013	LDDV	70	8	62	11.4%
2013	LDGT	26,047	1,244	24,803	4.8%
2013	LDGV	24,753	1,148	23,605	4.6%
2014	HDGV	3,781	267	3,514	7.1%
2014	LDDT	13	2	11	15.4%
2014	LDDV	5	0	5	0.0%
2014	LDGT	3,521	296	3,225	8.4%
2014	LDGV	1,133	100	1,033	8.8%
2015	HDGV	5,540	367	5,173	6.6%
2015	LDDT	13	0	13	0.0%
2015	LDDV	1	0	1	0.0%
2015	LDGT	3,105	204	2,901	6.6%
2015	LDGV	616	46	570	7.5%

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**New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2017**

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2016	HDGV	4,716	267	4,449	5.7%
2016	LDDT	11	1	10	9.1%
2016	LDDV	0	0	0	-
2016	LDGT	2,869	118	2,751	4.1%
2016	LDGV	642	58	584	9.0%
2017	HDGV	312	15	297	4.8%
2017	LDDT	0	0	0	-
2017	LDDV	0	0	0	-
2017	LDGT	269	16	253	5.9%
2017	LDGV	102	5	97	4.9%
2018	HDGV	2	0	2	0.0%
2018	LDDT	0	0	0	-
2018	LDDV	0	0	0	-
2018	LDGT	5	2	3	40.0%
2018	LDGV	4	0	4	0.0%
Totals		1,839,013	286,755	1,552,258	15.6%

**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 2017

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail R1	# Overall Pass R1	% Overall Fail R1	% Overall Pass R1	OBD Initial Fails	# OBD Fail R1	# OBD Pass R1	% OBD Fail R1	% OBD Pass R1	No Primary Test Initial Fails	# No Primary Test Fail R1	# No Primary Test Pass R1	% No Primary Test Fail R1	% No Primary Test Pass R1
Pre 96/Unknown	HDGV	3	1	2	33.3%	66.7%	0	0	0	-	-	3	1	2	33.3%	66.7%
Pre 96/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	5	0	2	0.0%	40.0%	0	0	0	-	-	5	0	2	0.0%	40.0%
Pre 96/Unknown	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	900	158	427	17.6%	47.4%	888	157	423	17.7%	47.6%	0	0	0	-	-
1996	LDGV	1,321	269	603	20.4%	45.6%	1,298	264	590	20.3%	45.5%	0	0	0	-	-
1997	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-	4	0	4	0.0%	100.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	4	1	3	25.0%	75.0%	4	1	3	25.0%	75.0%	0	0	0	-	-
1997	LDGT	2,113	396	1,054	18.7%	49.9%	2,101	393	1,047	18.7%	49.8%	0	0	0	-	-
1997	LDGV	2,891	571	1,429	19.8%	49.4%	2,844	564	1,402	19.8%	49.3%	0	0	0	-	-
1998	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1998	LDDT	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	0	0	0	-	-
1998	LDDV	5	0	2	0.0%	40.0%	5	0	2	0.0%	40.0%	0	0	0	-	-
1998	LDGT	2,188	427	1,104	19.5%	50.5%	2,166	422	1,097	19.5%	50.6%	0	0	0	-	-
1998	LDGV	3,034	573	1,425	18.9%	47.0%	3,000	568	1,404	18.9%	46.8%	0	0	0	-	-
1999	HDGV	3	1	0	33.3%	0.0%	0	0	0	-	-	3	1	0	33.3%	0.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	10	0	6	0.0%	60.0%	10	0	6	0.0%	60.0%	0	0	0	-	-
1999	LDGT	3,347	640	1,748	19.1%	52.2%	3,311	632	1,729	19.1%	52.2%	0	0	0	-	-
1999	LDGV	4,793	920	2,477	19.2%	51.7%	4,725	910	2,437	19.3%	51.6%	0	0	0	-	-
2000	HDGV	7	0	5	0.0%	71.4%	0	0	0	-	-	7	0	5	0.0%	71.4%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	9	1	6	11.1%	66.7%	9	1	6	11.1%	66.7%	0	0	0	-	-
2000	LDGT	3,602	691	1,876	19.2%	52.1%	3,562	684	1,849	19.2%	51.9%	0	0	0	-	-
2000	LDGV	5,507	1,043	2,598	18.9%	47.2%	5,456	1,036	2,570	19.0%	47.1%	0	0	0	-	-
2001	HDGV	4	0	3	0.0%	75.0%	0	0	0	-	-	4	0	3	0.0%	75.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	10	0	7	0.0%	70.0%	10	0	7	0.0%	70.0%	0	0	0	-	-
2001	LDGT	7,610	1,883	3,858	24.7%	50.7%	7,575	1,871	3,845	24.7%	50.8%	0	0	0	-	-
2001	LDGV	9,171	2,198	4,526	24.0%	49.4%	9,106	2,184	4,488	24.0%	49.3%	0	0	0	-	-

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R1 = 1st Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail R1	# Overall Pass R1	% Overall Fail R1	% Overall Pass R1	OBD Initial Fails	# OBD Fail R1	# OBD Pass R1	% OBD Fail R1	% OBD Pass R1	No Primary Test Initial Fails	# No Primary Test Fail R1	# No Primary Test Pass R1	% No Primary Test Fail R1	% No Primary Test Pass R1
2002	HDGV	12	1	10	8.3%	83.3%	0	0	0	-	-	12	1	10	8.3%	83.3%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	9	0	8	0.0%	88.9%	9	0	8	0.0%	88.9%	0	0	0	-	-
2002	LDGT	6,671	1,507	3,571	22.6%	53.5%	6,622	1,498	3,545	22.6%	53.5%	0	0	0	-	-
2002	LDGV	7,849	1,869	3,785	23.8%	48.2%	7,780	1,855	3,748	23.8%	48.2%	0	0	0	-	-
2003	HDGV	11	3	7	27.3%	63.6%	0	0	0	-	-	11	3	7	27.3%	63.6%
2003	LDDT	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2003	LDDV	16	1	10	6.3%	62.5%	16	1	10	6.3%	62.5%	0	0	0	-	-
2003	LDGT	9,579	1,976	5,487	20.6%	57.3%	9,512	1,962	5,449	20.6%	57.3%	0	0	0	-	-
2003	LDGV	9,874	2,202	5,286	22.3%	53.5%	9,797	2,187	5,242	22.3%	53.5%	0	0	0	-	-
2004	HDGV	7	0	7	0.0%	100.0%	0	0	0	-	-	7	0	7	0.0%	100.0%
2004	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2004	LDDV	7	1	5	14.3%	71.4%	7	1	5	14.3%	71.4%	0	0	0	-	-
2004	LDGT	7,311	1,488	4,048	20.4%	55.4%	7,258	1,478	4,019	20.4%	55.4%	0	0	0	-	-
2004	LDGV	6,561	1,406	3,518	21.4%	53.6%	6,502	1,392	3,491	21.4%	53.7%	0	0	0	-	-
2005	HDGV	16	1	11	6.3%	68.8%	0	0	0	-	-	16	1	11	6.3%	68.8%
2005	LDDT	7	0	4	0.0%	57.1%	6	0	3	0.0%	50.0%	0	0	0	-	-
2005	LDDV	33	8	18	24.2%	54.5%	33	8	18	24.2%	54.5%	0	0	0	-	-
2005	LDGT	9,382	1,926	5,565	20.5%	59.3%	9,314	1,913	5,514	20.5%	59.2%	0	0	0	-	-
2005	LDGV	8,733	1,766	5,102	20.2%	58.4%	8,668	1,755	5,062	20.2%	58.4%	0	0	0	-	-
2006	HDGV	21	0	17	0.0%	81.0%	0	0	0	-	-	21	0	17	0.0%	81.0%
2006	LDDT	5	2	2	40.0%	40.0%	5	2	2	40.0%	40.0%	0	0	0	-	-
2006	LDDV	17	0	13	0.0%	76.5%	16	0	12	0.0%	75.0%	0	0	0	-	-
2006	LDGT	5,975	1,168	3,581	19.5%	59.9%	5,935	1,160	3,558	19.5%	59.9%	0	0	0	-	-
2006	LDGV	6,532	1,215	3,871	18.6%	59.3%	6,460	1,204	3,829	18.6%	59.3%	0	0	0	-	-
2007	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-	4	0	4	0.0%	100.0%
2007	LDDT	6	0	3	0.0%	50.0%	6	0	3	0.0%	50.0%	0	0	0	-	-
2007	LDDV	5	0	5	0.0%	100.0%	5	0	5	0.0%	100.0%	0	0	0	-	-
2007	LDGT	3,908	748	2,330	19.1%	59.6%	3,895	746	2,321	19.2%	59.6%	0	0	0	-	-
2007	LDGV	4,137	736	2,456	17.8%	59.4%	4,090	729	2,428	17.8%	59.4%	0	0	0	-	-
2008	HDGV	887	231	538	26.0%	60.7%	881	231	531	26.2%	60.3%	0	0	0	-	-
2008	LDDT	7	2	4	28.6%	57.1%	6	2	3	33.3%	50.0%	0	0	0	-	-
2008	LDDV	7	1	5	14.3%	71.4%	7	1	5	14.3%	71.4%	0	0	0	-	-
2008	LDGT	6,205	1,164	4,112	18.8%	66.3%	6,180	1,160	4,092	18.8%	66.2%	0	0	0	-	-
2008	LDGV	6,588	1,163	4,336	17.7%	65.8%	6,521	1,153	4,293	17.7%	65.8%	0	0	0	-	-

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Model Yr	Veh Type	Overall Initial Fails	# Overall Fail R1	# Overall Pass R1	% Overall Fail R1	% Overall Pass R1	OBD Initial Fails	# OBD Fail R1	# OBD Pass R1	% OBD Fail R1	% OBD Pass R1	No Primary Test Initial Fails	# No Primary Test Fail R1	# No Primary Test Pass R1	% No Primary Test Fail R1	% No Primary Test Pass R1
2009	HDGV	505	149	304	29.5%	60.2%	502	149	301	29.7%	60.0%	1	0	1	0.0%	100.0%
2009	LDDT	20	6	10	30.0%	50.0%	20	6	10	30.0%	50.0%	0	0	0	-	-
2009	LDDV	21	4	9	19.0%	42.9%	21	4	9	19.0%	42.9%	0	0	0	-	-
2009	LDGT	1,506	262	997	17.4%	66.2%	1,500	261	993	17.4%	66.2%	0	0	0	-	-
2009	LDGV	2,028	367	1,301	18.1%	64.2%	2,012	367	1,288	18.2%	64.0%	0	0	0	-	-
2010	HDGV	543	158	342	29.1%	63.0%	538	157	338	29.2%	62.8%	2	0	2	0.0%	100.0%
2010	LDDT	62	23	31	37.1%	50.0%	62	23	31	37.1%	50.0%	0	0	0	-	-
2010	LDDV	58	18	19	31.0%	32.8%	58	18	19	31.0%	32.8%	0	0	0	-	-
2010	LDGT	3,266	554	2,337	17.0%	71.6%	3,253	552	2,327	17.0%	71.5%	0	0	0	-	-
2010	LDGV	3,751	683	2,578	18.2%	68.7%	3,712	679	2,550	18.3%	68.7%	0	0	0	-	-
2011	HDGV	608	158	389	26.0%	64.0%	605	158	385	26.1%	63.6%	2	0	2	0.0%	100.0%
2011	LDDT	42	11	24	26.2%	57.1%	42	11	24	26.2%	57.1%	0	0	0	-	-
2011	LDDV	25	8	9	32.0%	36.0%	25	8	9	32.0%	36.0%	0	0	0	-	-
2011	LDGT	1,507	248	1,090	16.5%	72.3%	1,499	247	1,083	16.5%	72.2%	0	0	0	-	-
2011	LDGV	1,733	327	1,174	18.9%	67.7%	1,710	321	1,163	18.8%	68.0%	0	0	0	-	-
2012	HDGV	560	116	390	20.7%	69.6%	555	115	386	20.7%	69.5%	0	0	0	-	-
2012	LDDT	80	30	41	37.5%	51.3%	79	30	40	38.0%	50.6%	0	0	0	-	-
2012	LDDV	54	17	19	31.5%	35.2%	54	17	19	31.5%	35.2%	0	0	0	-	-
2012	LDGT	3,639	888	2,464	24.4%	67.7%	3,630	888	2,454	24.5%	67.6%	0	0	0	-	-
2012	LDGV	3,820	818	2,602	21.4%	68.1%	3,788	812	2,582	21.4%	68.2%	0	0	0	-	-
2013	HDGV	238	55	173	23.1%	72.7%	237	55	172	23.2%	72.6%	1	0	1	0.0%	100.0%
2013	LDDT	11	3	8	27.3%	72.7%	11	3	8	27.3%	72.7%	0	0	0	-	-
2013	LDDV	6	0	5	0.0%	83.3%	6	0	5	0.0%	83.3%	0	0	0	-	-
2013	LDGT	698	125	512	17.9%	73.4%	694	124	509	17.9%	73.3%	0	0	0	-	-
2013	LDGV	828	200	554	24.2%	66.9%	819	198	549	24.2%	67.0%	0	0	0	-	-
2014	HDGV	214	42	159	19.6%	74.3%	206	42	151	20.4%	73.3%	8	0	8	0.0%	100.0%
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	169	29	121	17.2%	71.6%	165	29	117	17.6%	70.9%	0	0	0	-	-
2014	LDGV	40	5	30	12.5%	75.0%	39	5	29	12.8%	74.4%	0	0	0	-	-
2015	HDGV	221	43	167	19.5%	75.6%	214	43	159	20.1%	74.3%	7	0	7	0.0%	100.0%
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	98	19	70	19.4%	71.4%	96	19	68	19.8%	70.8%	0	0	0	-	-
2015	LDGV	23	2	17	8.7%	73.9%	23	2	17	8.7%	73.9%	0	0	0	-	-

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R1 = 1st Retest

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Model Yr	Veh Type	Overall Initial Fails	# Overall Fail R1	# Overall Pass R1	% Overall Fail R1	% Overall Pass R1	OBD Initial Fails	# OBD Fail R1	# OBD Pass R1	% OBD Fail R1	% OBD Pass R1	No Primary Test Initial Fails	# No Primary Test Fail R1	# No Primary Test Pass R1	% No Primary Test Fail R1	% No Primary Test Pass R1
2016	HDGV	153	24	125	15.7%	81.7%	146	24	116	16.4%	79.5%	7	0	7	0.0%	100.0%
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	84	18	60	21.4%	71.4%	83	18	59	21.7%	71.1%	0	0	0	-	-
2016	LDGV	44	13	30	29.5%	68.2%	44	13	30	29.5%	68.2%	0	0	0	-	-
2017	HDGV	11	0	10	0.0%	90.9%	9	0	8	0.0%	88.9%	2	0	2	0.0%	100.0%
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	9	1	5	11.1%	55.6%	9	1	5	11.1%	55.6%	0	0	0	-	-
2017	LDGV	5	0	1	0.0%	20.0%	5	0	1	0.0%	20.0%	0	0	0	-	-
2018	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		173,608	35,783	99,064	20.6%	57.1%	172,076	35,525	98,117	20.6%	57.0%	128	7	103	5.5%	80.5%

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Model Yr	Veh Type	# MIL Check Initial Fails	# MIL Check Fail R1	# MIL Check Pass R1	% MIL Check Fail R1	% MIL Check Pass R1	Cat Conv Initial Fails	# Cat Conv Fail R1	# Cat Conv Pass R1	% Cat Conv Fail R1	% Cat Conv Pass R1	Smoke Initial Fails	# Smoke Fail R1	# Smoke Pass R1	% Smoke Fail R1	% Smoke Pass R1
Pre 96/Unknown	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
Pre 96/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	0	0	0	-	-	2	0	1	0.0%	50.0%	1	0	1	0.0%	100.0%
Pre 96/Unknown	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	13	1	4	7.7%	30.8%	7	2	1	28.6%	14.3%
1996	LDGV	0	0	0	-	-	32	1	11	3.1%	34.4%	13	1	7	7.7%	53.8%
1997	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	14	0	3	0.0%	21.4%	15	1	7	6.7%	46.7%
1997	LDGV	0	0	0	-	-	43	3	16	7.0%	37.2%	26	1	17	3.8%	65.4%
1998	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	0	0	0	-	-	19	3	5	15.8%	26.3%	14	0	8	0.0%	57.1%
1998	LDGV	0	0	0	-	-	50	4	20	8.0%	40.0%	21	1	14	4.8%	66.7%
1999	HDGV	0	0	0	-	-	3	1	0	33.3%	0.0%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGT	0	0	0	-	-	16	0	9	0.0%	56.3%	38	4	19	10.5%	50.0%
1999	LDGV	0	0	0	-	-	52	2	27	3.8%	51.9%	45	3	29	6.7%	64.4%
2000	HDGV	0	0	0	-	-	2	0	1	0.0%	50.0%	2	0	2	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	18	0	10	0.0%	55.6%	30	2	21	6.7%	70.0%
2000	LDGV	0	0	0	-	-	63	3	22	4.8%	34.9%	43	1	26	2.3%	60.5%
2001	HDGV	0	0	0	-	-	2	0	1	0.0%	50.0%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	20	1	11	5.0%	55.0%	42	1	26	2.4%	61.9%
2001	LDGV	0	0	0	-	-	56	3	25	5.4%	44.6%	52	1	35	1.9%	67.3%

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Model Yr	Veh Type	# MIL Check Initial Fails	# MIL Check Fail R1	# MIL Check Pass R1	% MIL Check Fail R1	% MIL Check Pass R1	Cat Conv Initial Fails	# Cat Conv Fail R1	# Cat Conv Pass R1	% Cat Conv Fail R1	% Cat Conv Pass R1	Smoke Initial Fails	# Smoke Fail R1	# Smoke Pass R1	% Smoke Fail R1	% Smoke Pass R1
2002	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	16	0	8	0.0%	50.0%	64	5	40	7.8%	62.5%
2002	LDGV	0	0	0	-	-	75	7	36	9.3%	48.0%	44	2	25	4.5%	56.8%
2003	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	3	1	2	33.3%	66.7%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	25	1	15	4.0%	60.0%	85	4	53	4.7%	62.4%
2003	LDGV	0	0	0	-	-	89	2	50	2.2%	56.2%	59	4	37	6.8%	62.7%
2004	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	15	1	10	6.7%	66.7%	50	4	24	8.0%	48.0%
2004	LDGV	0	0	0	-	-	62	2	35	3.2%	56.5%	38	2	19	5.3%	50.0%
2005	HDGV	0	0	0	-	-	0	0	0	-	-	4	0	2	0.0%	50.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	17	1	14	5.9%	82.4%	67	5	47	7.5%	70.1%
2005	LDGV	0	0	0	-	-	62	1	38	1.6%	61.3%	31	3	21	9.7%	67.7%
2006	HDGV	0	0	0	-	-	3	0	2	0.0%	66.7%	5	0	2	0.0%	40.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT	0	0	0	-	-	7	0	4	0.0%	57.1%	47	0	34	0.0%	72.3%
2006	LDGV	0	0	0	-	-	47	1	24	2.1%	51.1%	56	6	35	10.7%	62.5%
2007	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	12	0	8	0.0%	66.7%
2007	LDGV	0	0	0	-	-	36	1	19	2.8%	52.8%	23	1	15	4.3%	65.2%
2008	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	6	0	3	0.0%	50.0%	26	2	22	7.7%	84.6%
2008	LDGV	0	0	0	-	-	42	2	25	4.8%	59.5%	34	3	26	8.8%	76.5%

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Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	# MIL Check Initial Fails	# MIL Check Fail R1	# MIL Check Pass R1	% MIL Check Fail R1	% MIL Check Pass R1	Cat Conv Initial Fails	# Cat Conv Fail R1	# Cat Conv Pass R1	% Cat Conv Fail R1	% Cat Conv Pass R1	Smoke Initial Fails	# Smoke Fail R1	# Smoke Pass R1	% Smoke Fail R1	% Smoke Pass R1
2009	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	3	0	2	0.0%	66.7%	3	0	1	0.0%	33.3%
2009	LDGV	0	0	0	-	-	13	0	10	0.0%	76.9%	6	0	5	0.0%	83.3%
2010	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	7	1	5	14.3%	71.4%
2010	LDGV	0	0	0	-	-	30	1	18	3.3%	60.0%	16	0	12	0.0%	75.0%
2011	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	4	1	3	25.0%	75.0%
2011	LDGV	0	0	0	-	-	23	4	9	17.4%	39.1%	11	0	8	0.0%	72.7%
2012	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	2	0	1	0.0%	50.0%	8	0	8	0.0%	100.0%
2012	LDGV	0	0	0	-	-	46	6	25	13.0%	54.3%	7	0	7	0.0%	100.0%
2013	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2013	LDGV	0	0	0	-	-	9	1	6	11.1%	66.7%	2	0	2	0.0%	100.0%
2014	HDGV	7	0	7	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	5	0	5	0.0%	100.0%	0	0	0	-	-
2014	LDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2015	HDGV	6	0	6	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2015	LDGV	0	0	0	-	-	0	0	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 2017

Model Yr	Veh Type	# MIL Check Initial Fails	# MIL Check Fail R1	# MIL Check Pass R1	% MIL Check Fail R1	% MIL Check Pass R1	Cat Conv Initial Fails	# Cat Conv Fail R1	# Cat Conv Pass R1	% Cat Conv Fail R1	% Cat Conv Pass R1	Smoke Initial Fails	# Smoke Fail R1	# Smoke Pass R1	% Smoke Fail R1	% Smoke Pass R1
2016	HDGV	7	0	7	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		22	0	22	0.0%	100.0%	1,058	53	545	5.0%	51.5%	1,074	62	689	5.8%	64.2%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail R1	# Liquid Leak Pass R1	% Liquid Leak Fail R1	% Liquid Leak Pass R1	Misc Emiss Initial Fails	# Misc Emiss Fail R1	# Misc Emiss Pass R1	% Misc Emiss Fail R1	% Misc Emiss Pass R1
Pre 96/Unknown	HDGV	0	0	0	-	-	1	1	0	100.0%	0.0%
Pre 96/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 96/Unknown	LDGT	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%
Pre 96/Unknown	LDGV	0	0	0	-	-	0	0	0	-	-
1996	HDGV	0	0	0	-	-	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
1996	LDGV	1	0	1	0.0%	100.0%	6	0	5	0.0%	83.3%
1997	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	2	0	2	0.0%	100.0%	6	0	3	0.0%	50.0%
1997	LDGV	2	0	0	0.0%	0.0%	11	0	8	0.0%	72.7%
1998	HDGV	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-
1998	LDGT	2	0	2	0.0%	100.0%	2	0	1	0.0%	50.0%
1998	LDGV	2	0	2	0.0%	100.0%	9	0	8	0.0%	88.9%
1999	HDGV	0	0	0	-	-	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	2	0	1	0.0%	50.0%	9	1	6	11.1%	66.7%
1999	LDGV	2	0	2	0.0%	100.0%	13	0	9	0.0%	69.2%
2000	HDGV	4	0	3	0.0%	75.0%	1	0	0	0.0%	0.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	1	0	0	0.0%	0.0%	10	0	9	0.0%	90.0%
2000	LDGV	5	0	3	0.0%	60.0%	11	0	7	0.0%	63.6%
2001	HDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	5	0	4	0.0%	80.0%	13	1	9	7.7%	69.2%
2001	LDGV	2	0	0	0.0%	0.0%	11	0	8	0.0%	72.7%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail R1	# Liquid Leak Pass R1	% Liquid Leak Fail R1	% Liquid Leak Pass R1	Misc Emiss Initial Fails	# Misc Emiss Fail R1	# Misc Emiss Pass R1	% Misc Emiss Fail R1	% Misc Emiss Pass R1
2002	HDGV	6	0	6	0.0%	100.0%	6	1	4	16.7%	66.7%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	4	0	3	0.0%	75.0%	12	1	11	8.3%	91.7%
2002	LDGV	4	0	3	0.0%	75.0%	11	1	6	9.1%	54.5%
2003	HDGV	5	1	4	20.0%	80.0%	3	1	1	33.3%	33.3%
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	3	0	3	0.0%	100.0%	16	2	10	12.5%	62.5%
2003	LDGV	4	0	4	0.0%	100.0%	19	1	15	5.3%	78.9%
2004	HDGV	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	6	0	6	0.0%	100.0%	21	0	16	0.0%	76.2%
2004	LDGV	3	0	2	0.0%	66.7%	14	0	13	0.0%	92.9%
2005	HDGV	5	0	4	0.0%	80.0%	8	0	7	0.0%	87.5%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	3	0	3	0.0%	100.0%	23	2	17	8.7%	73.9%
2005	LDGV	2	0	2	0.0%	100.0%	13	0	8	0.0%	61.5%
2006	HDGV	5	0	5	0.0%	100.0%	8	0	8	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	2	0	2	0.0%	100.0%	6	0	5	0.0%	83.3%
2006	LDGV	2	0	2	0.0%	100.0%	7	0	5	0.0%	71.4%
2007	HDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%
2007	LDGV	1	0	1	0.0%	100.0%	11	1	9	9.1%	81.8%
2008	HDGV	4	0	4	0.0%	100.0%	7	1	5	14.3%	71.4%
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	2	0	2	0.0%	100.0%	9	0	7	0.0%	77.8%
2008	LDGV	1	0	1	0.0%	100.0%	15	0	15	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 2017

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail R1	# Liquid Leak Pass R1	% Liquid Leak Fail R1	% Liquid Leak Pass R1	Misc Emiss Initial Fails	# Misc Emiss Fail R1	# Misc Emiss Pass R1	% Misc Emiss Fail R1	% Misc Emiss Pass R1
2009	HDGV	1	0	1	0.0%	100.0%	2	1	1	50.0%	50.0%
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	4	1	3	25.0%	75.0%
2009	LDGV	1	0	0	0.0%	0.0%	5	0	4	0.0%	80.0%
2010	HDGV	4	0	4	0.0%	100.0%	2	0	2	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	1	0	1	0.0%	100.0%	7	0	7	0.0%	100.0%
2010	LDGV	0	0	0	-	-	5	0	4	0.0%	80.0%
2011	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2011	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2012	HDGV	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2012	LDDT	0	0	0	-	-	1	0	1	0.0%	100.0%
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2012	LDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2013	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%
2013	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2014	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%
2014	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2015	HDGV	2	0	2	0.0%	100.0%	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	0	0	0	-	-
2015	LDGV	0	0	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 2017

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail R1	# Liquid Leak Pass R1	% Liquid Leak Fail R1	% Liquid Leak Pass R1	Misc Emiss Initial Fails	# Misc Emiss Fail R1	# Misc Emiss Pass R1	% Misc Emiss Fail R1	% Misc Emiss Pass R1
2016	HDGV	0	0	0	-	-	1	0	0	0.0%	0.0%
2016	LDDT	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	1	0	1	0.0%	100.0%	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-
2017	HDGV	0	0	0	-	-	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-
2017	LDGV	0	0	0	-	-	0	0	0	-	-
2018	HDGV	0	0	0	-	-	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	0	0	0	-	-
2018	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		122	1	105	0.8%	86.1%	371	16	288	4.3%	77.6%

**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 2017

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	MIL Check Initial Fails	# MIL Check Pass R2	% MIL Check Pass R2
Pre 96/Unknown	HDGV	3	0	0.0%	0	0	-	0	0	-
Pre 96/Unknown	LDDT	0	0	-	0	0	-	0	0	-
Pre 96/Unknown	LDDV	0	0	-	0	0	-	0	0	-
Pre 96/Unknown	LDGT	5	0	0.0%	0	0	-	0	0	-
Pre 96/Unknown	LDGV	0	0	-	0	0	-	0	0	-
1996	HDGV	0	0	-	0	0	-	0	0	-
1996	LDDT	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-
1996	LDGT	900	88	9.8%	888	87	9.8%	0	0	-
1996	LDGV	1,321	128	9.7%	1,298	124	9.6%	0	0	-
1997	HDGV	4	0	0.0%	0	0	-	0	0	-
1997	LDDT	0	0	-	0	0	-	0	0	-
1997	LDDV	4	1	25.0%	4	1	25.0%	0	0	-
1997	LDGT	2,113	211	10.0%	2,101	209	9.9%	0	0	-
1997	LDGV	2,891	307	10.6%	2,844	303	10.7%	0	0	-
1998	HDGV	1	0	0.0%	0	0	-	0	0	-
1998	LDDT	1	0	0.0%	1	0	0.0%	0	0	-
1998	LDDV	5	0	0.0%	5	0	0.0%	0	0	-
1998	LDGT	2,188	249	11.4%	2,166	245	11.3%	0	0	-
1998	LDGV	3,034	316	10.4%	3,000	314	10.5%	0	0	-
1999	HDGV	3	1	33.3%	0	0	-	0	0	-
1999	LDDT	0	0	-	0	0	-	0	0	-
1999	LDDV	10	0	0.0%	10	0	0.0%	0	0	-
1999	LDGT	3,347	376	11.2%	3,311	372	11.2%	0	0	-
1999	LDGV	4,793	518	10.8%	4,725	511	10.8%	0	0	-
2000	HDGV	7	0	0.0%	0	0	-	0	0	-
2000	LDDT	0	0	-	0	0	-	0	0	-
2000	LDDV	9	1	11.1%	9	1	11.1%	0	0	-
2000	LDGT	3,602	386	10.7%	3,562	386	10.8%	0	0	-
2000	LDGV	5,507	545	9.9%	5,456	540	9.9%	0	0	-
2001	HDGV	4	0	0.0%	0	0	-	0	0	-
2001	LDDT	0	0	-	0	0	-	0	0	-
2001	LDDV	10	0	0.0%	10	0	0.0%	0	0	-
2001	LDGT	7,610	1,192	15.7%	7,575	1,181	15.6%	0	0	-
2001	LDGV	9,171	1,336	14.6%	9,106	1,324	14.5%	0	0	-

Table H (Page 1 of 8)

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	MIL Check Initial Fails	# MIL Check Pass R2	% MIL Check Pass R2
2002	HDGV	12	1	8.3%	0	0	-	0	0	-
2002	LDDT	0	0	-	0	0	-	0	0	-
2002	LDDV	9	0	0.0%	9	0	0.0%	0	0	-
2002	LDGT	6,671	908	13.6%	6,622	901	13.6%	0	0	-
2002	LDGV	7,849	1,090	13.9%	7,780	1,082	13.9%	0	0	-
2003	HDGV	11	1	9.1%	0	0	-	0	0	-
2003	LDDT	1	0	0.0%	1	0	0.0%	0	0	-
2003	LDDV	16	0	0.0%	16	0	0.0%	0	0	-
2003	LDGT	9,579	1,312	13.7%	9,512	1,298	13.6%	0	0	-
2003	LDGV	9,874	1,390	14.1%	9,797	1,381	14.1%	0	0	-
2004	HDGV	7	0	0.0%	0	0	-	0	0	-
2004	LDDT	2	0	0.0%	2	0	0.0%	0	0	-
2004	LDDV	7	0	0.0%	7	0	0.0%	0	0	-
2004	LDGT	7,311	952	13.0%	7,258	945	13.0%	0	0	-
2004	LDGV	6,561	820	12.5%	6,502	809	12.4%	0	0	-
2005	HDGV	16	1	6.3%	0	0	-	0	0	-
2005	LDDT	7	0	0.0%	6	0	0.0%	0	0	-
2005	LDDV	33	5	15.2%	33	5	15.2%	0	0	-
2005	LDGT	9,382	1,319	14.1%	9,314	1,305	14.0%	0	0	-
2005	LDGV	8,733	1,156	13.2%	8,668	1,151	13.3%	0	0	-
2006	HDGV	21	0	0.0%	0	0	-	0	0	-
2006	LDDT	5	2	40.0%	5	2	40.0%	0	0	-
2006	LDDV	17	0	0.0%	16	0	0.0%	0	0	-
2006	LDGT	5,975	765	12.8%	5,935	758	12.8%	0	0	-
2006	LDGV	6,532	776	11.9%	6,460	766	11.9%	0	0	-
2007	HDGV	4	0	0.0%	0	0	-	0	0	-
2007	LDDT	6	0	0.0%	6	0	0.0%	0	0	-
2007	LDDV	5	0	0.0%	5	0	0.0%	0	0	-
2007	LDGT	3,908	512	13.1%	3,895	510	13.1%	0	0	-
2007	LDGV	4,137	509	12.3%	4,090	504	12.3%	0	0	-
2008	HDGV	887	177	20.0%	881	177	20.1%	0	0	-
2008	LDDT	7	2	28.6%	6	2	33.3%	0	0	-
2008	LDDV	7	1	14.3%	7	1	14.3%	0	0	-
2008	LDGT	6,205	897	14.5%	6,180	893	14.4%	0	0	-
2008	LDGV	6,588	835	12.7%	6,521	829	12.7%	0	0	-

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R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	MIL Check Initial Fails	# MIL Check Pass R2	% MIL Check Pass R2
2009	HDGV	505	128	25.3%	502	128	25.5%	0	0	-
2009	LDDT	20	5	25.0%	20	5	25.0%	0	0	-
2009	LDDV	21	2	9.5%	21	2	9.5%	0	0	-
2009	LDGT	1,506	196	13.0%	1,500	195	13.0%	0	0	-
2009	LDGV	2,028	266	13.1%	2,012	266	13.2%	0	0	-
2010	HDGV	543	133	24.5%	538	132	24.5%	0	0	-
2010	LDDT	62	17	27.4%	62	17	27.4%	0	0	-
2010	LDDV	58	12	20.7%	58	12	20.7%	0	0	-
2010	LDGT	3,266	452	13.8%	3,253	449	13.8%	0	0	-
2010	LDGV	3,751	537	14.3%	3,712	534	14.4%	0	0	-
2011	HDGV	608	136	22.4%	605	136	22.5%	0	0	-
2011	LDDT	42	11	26.2%	42	11	26.2%	0	0	-
2011	LDDV	25	8	32.0%	25	8	32.0%	0	0	-
2011	LDGT	1,507	191	12.7%	1,499	191	12.7%	0	0	-
2011	LDGV	1,733	261	15.1%	1,710	256	15.0%	0	0	-
2012	HDGV	560	103	18.4%	555	102	18.4%	0	0	-
2012	LDDT	80	25	31.3%	79	25	31.6%	0	0	-
2012	LDDV	54	16	29.6%	54	16	29.6%	0	0	-
2012	LDGT	3,639	769	21.1%	3,630	769	21.2%	0	0	-
2012	LDGV	3,820	667	17.5%	3,788	663	17.5%	0	0	-
2013	HDGV	238	50	21.0%	237	50	21.1%	0	0	-
2013	LDDT	11	3	27.3%	11	3	27.3%	0	0	-
2013	LDDV	6	0	0.0%	6	0	0.0%	0	0	-
2013	LDGT	698	102	14.6%	694	102	14.7%	0	0	-
2013	LDGV	828	163	19.7%	819	161	19.7%	0	0	-
2014	HDGV	214	39	18.2%	206	39	18.9%	7	0	0.0%
2014	LDDT	0	0	-	0	0	-	0	0	-
2014	LDDV	0	0	-	0	0	-	0	0	-
2014	LDGT	169	21	12.4%	165	21	12.7%	0	0	-
2014	LDGV	40	5	12.5%	39	5	12.8%	0	0	-
2015	HDGV	221	42	19.0%	214	42	19.6%	6	0	0.0%
2015	LDDT	0	0	-	0	0	-	0	0	-
2015	LDDV	0	0	-	0	0	-	0	0	-
2015	LDGT	98	17	17.3%	96	17	17.7%	0	0	-
2015	LDGV	23	2	8.7%	23	2	8.7%	0	0	-

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R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	MIL Check Initial Fails	# MIL Check Pass R2	% MIL Check Pass R2
2016	HDGV	153	19	12.4%	146	19	13.0%	7	0	0.0%
2016	LDDT	0	0	-	0	0	-	0	0	-
2016	LDDV	0	0	-	0	0	-	0	0	-
2016	LDGT	84	14	16.7%	83	14	16.9%	0	0	-
2016	LDGV	44	11	25.0%	44	11	25.0%	0	0	-
2017	HDGV	11	0	0.0%	9	0	0.0%	2	0	0.0%
2017	LDDT	0	0	-	0	0	-	0	0	-
2017	LDDV	0	0	-	0	0	-	0	0	-
2017	LDGT	9	0	0.0%	9	0	0.0%	0	0	-
2017	LDGV	5	0	0.0%	5	0	0.0%	0	0	-
2018	HDGV	0	0	-	0	0	-	0	0	-
2018	LDDT	0	0	-	0	0	-	0	0	-
2018	LDDV	0	0	-	0	0	-	0	0	-
2018	LDGT	0	0	-	0	0	-	0	0	-
2018	LDGV	0	0	-	0	0	-	0	0	-
Totals		173,608	23,509	13.5%	172,076	23,320	13.6%	22	0	0.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
Pre 96/Unknown	HDGV	2	0	0.0%	0	0	-	0	0	-	1	0	0.0%
Pre 96/Unknown	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
Pre 96/Unknown	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
Pre 96/Unknown	LDGT	2	0	0.0%	1	0	0.0%	1	0	0.0%	1	0	0.0%
Pre 96/Unknown	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
1996	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDGT	13	0	0.0%	7	1	14.3%	1	0	0.0%	3	0	0.0%
1996	LDGV	32	0	0.0%	13	0	0.0%	1	0	0.0%	6	0	0.0%
1997	HDGV	1	0	0.0%	1	0	0.0%	0	0	-	2	0	0.0%
1997	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDGT	14	0	0.0%	15	0	0.0%	2	0	0.0%	6	0	0.0%
1997	LDGV	43	3	7.0%	26	1	3.8%	2	0	0.0%	11	0	0.0%
1998	HDGV	1	0	0.0%	0	0	-	0	0	-	0	0	-
1998	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDGT	19	1	5.3%	14	0	0.0%	2	0	0.0%	2	0	0.0%
1998	LDGV	50	1	2.0%	21	0	0.0%	2	0	0.0%	9	0	0.0%
1999	HDGV	3	1	33.3%	0	0	-	0	0	-	0	0	-
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDGT	16	0	0.0%	38	3	7.9%	2	0	0.0%	9	1	11.1%
1999	LDGV	52	0	0.0%	45	2	4.4%	2	0	0.0%	13	0	0.0%
2000	HDGV	2	0	0.0%	2	0	0.0%	4	0	0.0%	1	0	0.0%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDGT	18	0	0.0%	30	1	3.3%	1	0	0.0%	10	0	0.0%
2000	LDGV	63	3	4.8%	43	0	0.0%	5	0	0.0%	11	0	0.0%
2001	HDGV	2	0	0.0%	0	0	-	2	0	0.0%	1	0	0.0%
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDGT	20	1	5.0%	42	0	0.0%	5	0	0.0%	13	1	7.7%
2001	LDGV	56	1	1.8%	52	1	1.9%	2	0	0.0%	11	0	0.0%

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R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
2002	HDGV	1	0	0.0%	0	0	-	6	0	0.0%	6	1	16.7%
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDGT	16	0	0.0%	64	3	4.7%	4	0	0.0%	12	0	0.0%
2002	LDGV	75	3	4.0%	44	1	2.3%	4	0	0.0%	11	0	0.0%
2003	HDGV	2	0	0.0%	3	1	33.3%	5	0	0.0%	3	0	0.0%
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDGT	25	1	4.0%	85	3	3.5%	3	0	0.0%	16	2	12.5%
2003	LDGV	89	0	0.0%	59	3	5.1%	4	0	0.0%	19	1	5.3%
2004	HDGV	1	0	0.0%	2	0	0.0%	2	0	0.0%	2	0	0.0%
2004	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDGT	15	1	6.7%	50	3	6.0%	6	0	0.0%	21	0	0.0%
2004	LDGV	62	2	3.2%	38	0	0.0%	3	0	0.0%	14	0	0.0%
2005	HDGV	0	0	-	4	0	0.0%	5	0	0.0%	8	0	0.0%
2005	LDDT	0	0	-	1	0	0.0%	0	0	-	0	0	-
2005	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDGT	17	0	0.0%	67	3	4.5%	3	0	0.0%	23	1	4.3%
2005	LDGV	62	0	0.0%	31	2	6.5%	2	0	0.0%	13	0	0.0%
2006	HDGV	3	0	0.0%	5	0	0.0%	5	0	0.0%	8	0	0.0%
2006	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2006	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
2006	LDGT	7	0	0.0%	47	0	0.0%	2	0	0.0%	6	0	0.0%
2006	LDGV	47	0	0.0%	56	6	10.7%	2	0	0.0%	7	0	0.0%
2007	HDGV	0	0	-	2	0	0.0%	1	0	0.0%	1	0	0.0%
2007	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDGT	2	0	0.0%	12	0	0.0%	0	0	-	4	0	0.0%
2007	LDGV	36	0	0.0%	23	1	4.3%	1	0	0.0%	11	0	0.0%
2008	HDGV	1	0	0.0%	0	0	-	4	0	0.0%	7	0	0.0%
2008	LDDT	0	0	-	1	0	0.0%	0	0	-	0	0	-
2008	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGT	6	0	0.0%	26	1	3.8%	2	0	0.0%	9	0	0.0%
2008	LDGV	42	1	2.4%	34	1	2.9%	1	0	0.0%	15	0	0.0%

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R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
2009	HDGV	0	0	-	1	0	0.0%	1	0	0.0%	2	1	50.0%
2009	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDGT	3	0	0.0%	3	0	0.0%	0	0	-	4	1	25.0%
2009	LDGV	13	0	0.0%	6	0	0.0%	1	0	0.0%	5	0	0.0%
2010	HDGV	0	0	-	1	0	0.0%	4	0	0.0%	2	0	0.0%
2010	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDGT	2	0	0.0%	7	1	14.3%	1	0	0.0%	7	0	0.0%
2010	LDGV	30	1	3.3%	16	0	0.0%	0	0	-	5	0	0.0%
2011	HDGV	0	0	-	0	0	-	4	0	0.0%	0	0	-
2011	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDGT	2	0	0.0%	4	0	0.0%	1	0	0.0%	4	0	0.0%
2011	LDGV	23	3	13.0%	11	0	0.0%	0	0	-	1	0	0.0%
2012	HDGV	1	0	0.0%	1	0	0.0%	2	0	0.0%	2	0	0.0%
2012	LDDT	0	0	-	0	0	-	0	0	-	1	0	0.0%
2012	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDGT	2	0	0.0%	8	0	0.0%	1	0	0.0%	3	0	0.0%
2012	LDGV	46	2	4.3%	7	0	0.0%	1	0	0.0%	2	0	0.0%
2013	HDGV	0	0	-	0	0	-	1	0	0.0%	0	0	-
2013	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDGT	2	0	0.0%	1	0	0.0%	0	0	-	3	0	0.0%
2013	LDGV	9	1	11.1%	2	0	0.0%	1	0	0.0%	1	0	0.0%
2014	HDGV	0	0	-	0	0	-	1	0	0.0%	0	0	-
2014	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDGT	5	0	0.0%	0	0	-	0	0	-	2	0	0.0%
2014	LDGV	0	0	-	1	0	0.0%	1	0	0.0%	0	0	-
2015	HDGV	0	0	-	0	0	-	2	0	0.0%	0	0	-
2015	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDGT	2	0	0.0%	0	0	-	0	0	-	0	0	-
2015	LDGV	0	0	-	0	0	-	0	0	-	0	0	-

Table H (Page 7 of 8)

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
2016	HDGV	0	0	-	0	0	-	0	0	-	1	0	0.0%
2016	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDGT	0	0	-	0	0	-	1	0	0.0%	0	0	-
2016	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2017	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2018	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2018	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
Totals		1,058	26	2.5%	1,074	38	3.5%	122	0	0.0%	371	9	2.4%

APPENDIX I - PART I

VEHICLES WITH NO KNOWN FINAL OUTCOME BY TEST TYPE

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	2016 Overall Initial Insp	2016 Overall Initial Fails	Dropped From Inspection ¹	Late Pass 2017 ²	Dropped From Fleet ³	No Reinspection Required ⁴	Overall No Known Outcome ⁵	Overall No Known Outcome % of Initial Insp	Overall No Known Outcome % of Initial Fails	2016 OBD Initial Insp	2016 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insp	OBD No Known Outcome % of Initial Fails
Pre 96/Unknown	HDGV	3,538	389	126	0	0	126	0	0.00%	0.00%	0	0	0	-	-
Pre 96/Unknown	LDDT	9	0	0	0	0	0	0	0.00%	-	0	0	0	-	-
Pre 96/Unknown	LDDV	13	0	0	0	0	0	0	0.00%	-	0	0	0	-	-
Pre 96/Unknown	LDGT	9,181	2,084	801	0	0	801	0	0.00%	0.00%	0	0	0	-	-
Pre 96/Unknown	LDGV	13,333	2,695	1,137	0	0	1,137	0	0.00%	0.00%	0	0	0	-	-
1996	HDGV	835	90	18	0	0	18	0	0.00%	0.00%	0	0	0	-	-
1996	LDDT	1	0	0	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDDV	2	0	0	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDGT	9,689	1,661	582	34	291	0	257	2.65%	15.47%	9,689	1,511	252	2.60%	16.68%
1996	LDGV	15,853	2,590	1,047	76	634	0	337	2.13%	13.01%	15,853	2,461	334	2.11%	13.57%
1997	HDGV	1,506	87	13	0	0	13	0	0.00%	0.00%	0	0	0	-	-
1997	LDDT	3	0	0	0	0	0	0	0.00%	-	3	0	0	0.00%	-
1997	LDDV	29	4	1	0	0	0	1	3.45%	25.00%	29	4	1	3.45%	25.00%
1997	LDGT	10,639	2,262	891	64	457	0	370	3.48%	16.36%	10,639	2,102	363	3.41%	17.27%
1997	LDGV	14,118	2,946	1,245	87	758	0	400	2.83%	13.58%	14,118	2,779	394	2.79%	14.18%
1998	HDGV	1,159	71	17	0	0	17	0	0.00%	0.00%	0	0	0	-	-
1998	LDDT	4	0	0	0	0	0	0	0.00%	-	4	0	0	0.00%	-
1998	LDDV	105	11	3	0	2	0	1	0.95%	9.09%	105	11	1	0.95%	9.09%
1998	LDGT	19,609	3,381	1,170	89	595	0	486	2.48%	14.37%	19,609	3,153	478	2.44%	15.16%
1998	LDGV	30,106	5,017	1,812	139	1,047	0	626	2.08%	12.48%	30,105	4,749	615	2.04%	12.95%
1999	HDGV	2,273	131	23	0	0	23	0	0.00%	0.00%	0	0	0	-	-
1999	LDDT	3	1	0	0	0	0	0	0.00%	0.00%	3	1	0	0.00%	0.00%
1999	LDDV	85	6	0	0	0	0	0	0.00%	0.00%	85	5	0	0.00%	0.00%
1999	LDGT	18,952	3,526	1,228	105	611	0	512	2.70%	14.52%	18,952	3,320	508	2.68%	15.30%
1999	LDGV	26,292	5,033	1,949	141	1,147	0	661	2.51%	13.13%	26,292	4,812	654	2.49%	13.59%
2000	HDGV	3,309	172	32	0	0	32	0	0.00%	0.00%	0	0	0	-	-
2000	LDDT	0	0	0	0	0	0	0	-	-	0	0	0	-	-
2000	LDDV	101	7	2	1	0	0	1	0.99%	14.29%	101	7	1	0.99%	14.29%
2000	LDGT	34,815	5,555	1,770	152	927	0	691	1.98%	12.44%	34,815	5,098	684	1.96%	13.42%
2000	LDGV	53,442	9,004	3,170	259	1,773	0	1,138	2.13%	12.64%	53,441	8,641	1,131	2.12%	13.09%

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	2016 Overall Initial Insps	2016 Overall Initial Fails	Dropped From Inspection ¹	Late Pass 2017 ²	Dropped From Fleet ³	No Reinspection Required ⁴	Overall No Known Outcome ⁵	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2016 OBD Initial Insps	2016 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2001	HDGV	3,680	78	27	0	0	27	0	0.00%	0.00%	0	0	0	-	-
2001	LDDT	0	0	0	0	0	0	0	-	-	0	0	0	-	-
2001	LDDV	67	8	4	1	3	0	0	0.00%	0.00%	67	8	0	0.00%	0.00%
2001	LDGT	30,433	7,086	2,428	230	1,120	0	1,078	3.54%	15.21%	30,432	7,052	1,074	3.53%	15.23%
2001	LDGV	38,430	8,568	3,271	265	1,765	0	1,241	3.23%	14.48%	38,429	8,510	1,234	3.21%	14.50%
2002	HDGV	4,393	102	29	0	0	29	0	0.00%	0.00%	0	0	0	-	-
2002	LDDT	0	0	0	0	0	0	0	-	-	0	0	0	-	-
2002	LDDV	169	21	7	0	3	0	4	2.37%	19.05%	169	21	4	2.37%	19.05%
2002	LDGT	61,256	10,003	2,834	293	1,333	0	1,208	1.97%	12.08%	61,256	9,928	1,204	1.97%	12.13%
2002	LDGV	69,227	11,523	3,782	365	1,940	0	1,477	2.13%	12.82%	69,227	11,406	1,466	2.12%	12.85%
2003	HDGV	5,343	76	13	0	0	13	0	0.00%	0.00%	0	0	0	-	-
2003	LDDT	0	0	0	0	0	0	0	-	-	0	0	0	-	-
2003	LDDV	86	9	3	1	1	0	1	1.16%	11.11%	86	9	1	1.16%	11.11%
2003	LDGT	44,639	7,321	2,234	291	962	0	981	2.20%	13.40%	44,639	7,273	977	2.19%	13.43%
2003	LDGV	52,348	8,240	2,782	296	1,400	0	1,086	2.07%	13.18%	52,347	8,159	1,082	2.07%	13.26%
2004	HDGV	6,138	57	10	0	0	10	0	0.00%	0.00%	0	0	0	-	-
2004	LDDT	7	1	1	0	1	0	0	0.00%	0.00%	7	1	0	0.00%	0.00%
2004	LDDV	227	23	3	0	1	0	2	0.88%	8.70%	227	23	2	0.88%	8.70%
2004	LDGT	87,793	10,091	2,570	345	1,079	0	1,146	1.31%	11.36%	87,793	10,001	1,143	1.30%	11.43%
2004	LDGV	82,605	9,487	2,716	311	1,359	0	1,046	1.27%	11.03%	82,604	9,394	1,034	1.25%	11.01%
2005	HDGV	5,909	48	5	0	0	5	0	0.00%	0.00%	0	0	0	-	-
2005	LDDT	15	5	1	0	1	0	0	0.00%	0.00%	15	5	0	0.00%	0.00%
2005	LDDV	281	25	4	1	3	0	0	0.00%	0.00%	281	25	0	0.00%	0.00%
2005	LDGT	53,418	6,682	1,812	287	739	0	786	1.47%	11.76%	53,418	6,635	783	1.47%	11.80%
2005	LDGV	55,995	6,734	1,924	269	873	0	782	1.40%	11.61%	55,995	6,657	771	1.38%	11.58%
2006	HDGV	8,471	80	13	0	0	13	0	0.00%	0.00%	0	0	0	-	-
2006	LDDT	40	4	2	0	0	0	2	5.00%	50.00%	40	4	2	5.00%	50.00%
2006	LDDV	447	20	7	3	2	0	2	0.45%	10.00%	447	17	1	0.22%	5.88%
2006	LDGT	76,788	6,966	1,543	221	596	0	726	0.95%	10.42%	76,788	6,918	723	0.94%	10.45%
2006	LDGV	85,368	7,735	1,902	272	826	0	804	0.94%	10.39%	85,368	7,640	791	0.93%	10.35%

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Year 2016

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2007	HDGV	5,897	14	4	0	0	4	0	0.00%	0.00%	0	0	0	-	-
2007	LDDT	141	8	1	0	0	0	1	0.71%	12.50%	141	8	1	0.71%	12.50%
2007	LDDV	48	6	1	0	0	0	1	2.08%	16.67%	48	6	1	2.08%	16.67%
2007	LDGT	102,174	6,788	1,386	260	546	0	580	0.57%	8.54%	102,173	6,754	579	0.57%	8.57%
2007	LDGV	120,977	7,183	1,508	238	644	0	626	0.52%	8.72%	120,977	7,116	619	0.51%	8.70%
2008	HDGV	7,286	471	96	28	19	3	46	0.63%	9.77%	4,162	460	46	1.11%	10.00%
2008	LDDT	59	4	0	0	0	0	0	0.00%	0.00%	59	3	0	0.00%	0.00%
2008	LDDV	28	1	1	0	0	0	1	3.57%	100.00%	28	1	1	3.57%	100.00%
2008	LDGT	38,002	2,600	531	85	186	0	260	0.68%	10.00%	38,002	2,583	260	0.68%	10.07%
2008	LDGV	38,600	2,741	700	103	301	0	296	0.77%	10.80%	38,600	2,699	291	0.75%	10.78%
2009	HDGV	4,932	359	56	15	21	1	19	0.39%	5.29%	3,297	351	19	0.58%	5.41%
2009	LDDT	176	27	7	1	3	0	3	1.70%	11.11%	176	27	3	1.70%	11.11%
2009	LDDV	577	105	46	1	42	0	3	0.52%	2.86%	577	105	3	0.52%	2.86%
2009	LDGT	79,891	3,307	464	89	176	0	199	0.25%	6.02%	79,891	3,288	198	0.25%	6.02%
2009	LDGV	118,664	4,398	677	151	231	0	295	0.25%	6.71%	118,655	4,361	292	0.25%	6.70%
2010	HDGV	4,256	276	42	12	10	0	20	0.47%	7.25%	2,635	270	20	0.76%	7.41%
2010	LDDT	129	29	6	2	3	0	1	0.78%	3.45%	129	29	1	0.78%	3.45%
2010	LDDV	327	68	24	1	21	0	2	0.61%	2.94%	326	68	2	0.61%	2.94%
2010	LDGT	42,810	1,510	227	44	96	0	87	0.20%	5.76%	42,810	1,504	87	0.20%	5.78%
2010	LDGV	52,891	1,758	303	66	98	0	139	0.26%	7.91%	52,891	1,742	133	0.25%	7.63%
2011	HDGV	7,944	400	48	21	9	0	18	0.23%	4.50%	4,745	384	18	0.38%	4.69%
2011	LDDT	424	79	18	3	9	0	6	1.42%	7.59%	424	79	6	1.42%	7.59%
2011	LDDV	942	130	42	1	37	0	4	0.42%	3.08%	942	130	4	0.42%	3.08%
2011	LDGT	124,739	2,915	319	69	114	0	136	0.11%	4.67%	124,739	2,909	136	0.11%	4.68%
2011	LDGV	113,446	3,389	451	98	170	0	183	0.16%	5.40%	113,446	3,331	180	0.16%	5.40%
2012	HDGV	5,423	224	39	15	8	0	16	0.30%	7.14%	3,164	222	16	0.51%	7.21%
2012	LDDT	103	9	3	0	2	0	1	0.97%	11.11%	103	9	1	0.97%	11.11%
2012	LDDV	216	20	12	2	8	0	2	0.93%	10.00%	216	20	2	0.93%	10.00%
2012	LDGT	20,434	895	133	52	35	0	46	0.23%	5.14%	20,434	892	46	0.23%	5.16%
2012	LDGV	26,505	677	104	27	29	0	48	0.18%	7.09%	26,505	669	48	0.18%	7.17%

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Year 2016

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2013	HDGV	4,569	99	14	5	2	0	7	0.15%	7.07%	2,584	98	7	0.27%	7.14%
2013	LDDT	0	0	0	0	0	0	0	-	-	0	0	0	-	-
2013	LDDV	12	1	0	0	0	0	0	0.00%	0.00%	12	1	0	0.00%	0.00%
2013	LDGT	4,036	237	17	3	9	0	5	0.12%	2.11%	4,036	237	5	0.12%	2.11%
2013	LDGV	1,137	56	17	1	5	0	11	0.97%	19.64%	1,137	56	11	0.97%	19.64%
2014	HDGV	4,567	103	8	3	3	0	2	0.04%	1.94%	2,466	103	2	0.08%	1.94%
2014	LDDT	5	0	0	0	0	0	0	0.00%	-	5	0	0	0.00%	-
2014	LDDV	7	1	0	0	0	0	0	0.00%	0.00%	7	1	0	0.00%	0.00%
2014	LDGT	3,110	108	10	1	5	0	4	0.13%	3.70%	3,109	108	4	0.13%	3.70%
2014	LDGV	949	57	5	0	2	0	3	0.32%	5.26%	949	57	3	0.32%	5.26%
2015	HDGV	5,301	89	6	5	0	0	1	0.02%	1.12%	3,340	89	1	0.03%	1.12%
2015	LDDT	11	0	0	0	0	0	0	0.00%	-	11	0	0	0.00%	-
2015	LDDV	3	0	0	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2015	LDGT	2,579	81	2	0	0	0	2	0.08%	2.47%	2,578	79	2	0.08%	2.53%
2015	LDGV	526	22	5	0	3	0	2	0.38%	9.09%	526	22	2	0.38%	9.09%
2016	HDGV	909	18	4	4	0	0	0	0.00%	0.00%	474	18	0	0.00%	0.00%
2016	LDDT	2	0	0	0	0	0	0	0.00%	-	2	0	0	0.00%	-
2016	LDDV	0	0	0	0	0	0	0	-	-	0	0	0	-	-
2016	LDGT	516	41	10	9	1	0	0	0.00%	0.00%	516	40	0	0.00%	0.00%
2016	LDGV	101	1	0	0	0	0	0	0.00%	0.00%	101	1	0	0.00%	0.00%
2017	HDGV	166	5	2	2	0	0	0	0.00%	0.00%	112	5	0	0.00%	0.00%
2017	LDDT	0	0	0	0	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	0	0	0	0	-	-	0	0	0	-	-
2017	LDGT	26	0	0	0	0	0	0	0.00%	-	26	0	0	0.00%	-
2017	LDGV	6	0	0	0	0	0	0	0.00%	-	6	0	0	0.00%	-
Totals		1,989,156	189,026	54,313	6,015	25,097	2,272	20,929	1.1%	11.1%	1,895,773	179,275	20,758	1.1%	11.6%

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Year 2016

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Pre 96/Unknown	HDGV	3,445	13	0	0.00%	0.00%	3,538	0	0	0.00%	-
Pre 96/Unknown	LDDT	0	0	0	-	-	9	0	0	0.00%	-
Pre 96/Unknown	LDDV	0	0	0	-	-	12	0	0	0.00%	-
Pre 96/Unknown	LDGT	9,074	61	0	0.00%	0.00%	9,181	1	0	0.00%	0.00%
Pre 96/Unknown	LDGV	13,060	90	0	0.00%	0.00%	13,325	0	0	0.00%	-
1996	HDGV	835	2	0	0.00%	0.00%	835	0	0	0.00%	-
1996	LDDT	0	0	0	-	-	1	0	0	0.00%	-
1996	LDDV	0	0	0	-	-	2	0	0	0.00%	-
1996	LDGT	9,689	10	1	0.01%	10.00%	9,689	15	6	0.06%	40.00%
1996	LDGV	15,853	41	5	0.03%	12.20%	15,853	32	2	0.01%	6.25%
1997	HDGV	1,506	0	0	0.00%	-	1,506	0	0	0.00%	-
1997	LDDT	0	0	0	-	-	3	0	0	0.00%	-
1997	LDDV	0	0	0	-	-	29	0	0	0.00%	-
1997	LDGT	10,639	18	3	0.03%	16.67%	10,639	30	4	0.04%	13.33%
1997	LDGV	14,118	53	12	0.08%	22.64%	14,118	27	4	0.03%	14.81%
1998	HDGV	1,159	0	0	0.00%	-	1,159	0	0	0.00%	-
1998	LDDT	0	0	0	-	-	4	0	0	0.00%	-
1998	LDDV	0	0	0	-	-	105	0	0	0.00%	-
1998	LDGT	19,609	15	5	0.03%	33.33%	19,609	34	7	0.04%	20.59%
1998	LDGV	30,106	70	15	0.05%	21.43%	30,106	46	8	0.03%	17.39%
1999	HDGV	2,273	2	0	0.00%	0.00%	2,273	0	0	0.00%	-
1999	LDDT	0	0	0	-	-	3	0	0	0.00%	-
1999	LDDV	0	0	0	-	-	85	1	0	0.00%	0.00%
1999	LDGT	18,952	18	6	0.03%	33.33%	18,952	30	2	0.01%	6.67%
1999	LDGV	26,292	52	9	0.03%	17.31%	26,292	45	4	0.02%	8.89%
2000	HDGV	3,309	2	0	0.00%	0.00%	3,309	1	0	0.00%	0.00%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	101	0	0	0.00%	-
2000	LDGT	34,815	19	6	0.02%	31.58%	34,815	73	6	0.02%	8.22%
2000	LDGV	53,442	70	11	0.02%	15.71%	53,442	70	10	0.02%	14.29%

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2001	HDGV	3,680	1	0	0.00%	0.00%	3,680	0	0	0.00%	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	67	0	0	0.00%	-
2001	LDGT	30,433	20	6	0.02%	30.00%	30,433	62	14	0.05%	22.58%
2001	LDGV	38,430	63	15	0.04%	23.81%	38,430	44	4	0.01%	9.09%
2002	HDGV	4,393	3	0	0.00%	0.00%	4,393	1	0	0.00%	0.00%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	169	0	0	0.00%	-
2002	LDGT	61,256	17	1	0.00%	5.88%	61,256	99	11	0.02%	11.11%
2002	LDGV	69,227	106	20	0.03%	18.87%	69,227	80	6	0.01%	7.50%
2003	HDGV	5,343	1	0	0.00%	0.00%	5,343	0	0	0.00%	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	86	0	0	0.00%	-
2003	LDGT	44,639	17	3	0.01%	17.65%	44,639	77	8	0.02%	10.39%
2003	LDGV	52,348	78	12	0.02%	15.38%	52,348	40	3	0.01%	7.50%
2004	HDGV	6,138	3	0	0.00%	0.00%	6,138	0	0	0.00%	-
2004	LDDT	0	0	0	-	-	7	0	0	0.00%	-
2004	LDDV	0	0	0	-	-	227	0	0	0.00%	-
2004	LDGT	87,793	28	4	0.00%	14.29%	87,793	80	8	0.01%	10.00%
2004	LDGV	82,605	74	16	0.02%	21.62%	82,605	67	10	0.01%	14.93%
2005	HDGV	5,909	1	0	0.00%	0.00%	5,909	0	0	0.00%	-
2005	LDDT	0	0	0	-	-	15	0	0	0.00%	-
2005	LDDV	0	0	0	-	-	281	0	0	0.00%	-
2005	LDGT	53,418	8	1	0.00%	12.50%	53,418	65	11	0.02%	16.92%
2005	LDGV	55,995	77	16	0.03%	20.78%	55,995	25	5	0.01%	20.00%
2006	HDGV	8,471	2	0	0.00%	0.00%	8,471	0	0	0.00%	-
2006	LDDT	0	0	0	-	-	40	0	0	0.00%	-
2006	LDDV	0	0	0	-	-	447	2	0	0.00%	0.00%
2006	LDGT	76,788	14	2	0.00%	14.29%	76,788	43	4	0.01%	9.30%
2006	LDGV	85,368	53	13	0.02%	24.53%	85,368	54	5	0.01%	9.26%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	2016 Cat Conv Initial Insp	2016 Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insp	Cat Conv No Known Outcome % of Initial Fails	2016 Smoke Initial Insp	2016 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
2007	HDGV	5,897	0	0	0.00%	-	5,897	0	0	0.00%	-
2007	LDDT	0	0	0	-	-	141	0	0	0.00%	-
2007	LDDV	0	0	0	-	-	48	0	0	0.00%	-
2007	LDGT	102,174	7	0	0.00%	0.00%	102,174	26	2	0.00%	7.69%
2007	LDGV	120,977	48	10	0.01%	20.83%	120,977	35	2	0.00%	5.71%
2008	HDGV	7,286	0	0	0.00%	-	7,286	3	0	0.00%	0.00%
2008	LDDT	0	0	0	-	-	59	1	0	0.00%	0.00%
2008	LDDV	0	0	0	-	-	28	0	0	0.00%	-
2008	LDGT	38,002	6	1	0.00%	16.67%	38,002	15	0	0.00%	0.00%
2008	LDGV	38,600	34	5	0.01%	14.71%	38,600	18	3	0.01%	16.67%
2009	HDGV	4,932	0	0	0.00%	-	4,932	0	0	0.00%	-
2009	LDDT	0	0	0	-	-	176	0	0	0.00%	-
2009	LDDV	0	0	0	-	-	577	0	0	0.00%	-
2009	LDGT	79,891	5	1	0.00%	20.00%	79,891	16	1	0.00%	6.25%
2009	LDGV	118,664	36	9	0.01%	25.00%	118,664	13	1	0.00%	7.69%
2010	HDGV	4,256	1	0	0.00%	0.00%	4,256	0	0	0.00%	-
2010	LDDT	0	0	0	-	-	129	0	0	0.00%	-
2010	LDDV	0	0	0	-	-	327	0	0	0.00%	-
2010	LDGT	42,810	1	0	0.00%	0.00%	42,810	3	0	0.00%	0.00%
2010	LDGV	52,891	16	5	0.01%	31.25%	52,891	4	0	0.00%	0.00%
2011	HDGV	7,944	0	0	0.00%	-	7,944	0	0	0.00%	-
2011	LDDT	0	0	0	-	-	424	0	0	0.00%	-
2011	LDDV	0	0	0	-	-	942	0	0	0.00%	-
2011	LDGT	124,739	3	0	0.00%	0.00%	124,739	6	1	0.00%	16.67%
2011	LDGV	113,446	49	5	0.00%	10.20%	113,446	19	2	0.00%	10.53%
2012	HDGV	5,423	0	0	0.00%	-	5,423	0	0	0.00%	-
2012	LDDT	0	0	0	-	-	103	0	0	0.00%	-
2012	LDDV	0	0	0	-	-	216	0	0	0.00%	-
2012	LDGT	20,434	1	0	0.00%	0.00%	20,434	2	0	0.00%	0.00%
2012	LDGV	26,505	9	2	0.01%	22.22%	26,505	1	0	0.00%	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	2016 Cat Conv Initial Insp	2016 Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insp	Cat Conv No Known Outcome % of Initial Fails	2016 Smoke Initial Insp	2016 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
2013	HDGV	4,569	0	0	0.00%	-	4,569	0	0	0.00%	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	12	0	0	0.00%	-
2013	LDGT	4,036	0	0	0.00%	-	4,036	0	0	0.00%	-
2013	LDGV	1,137	1	0	0.00%	0.00%	1,137	0	0	0.00%	-
2014	HDGV	4,567	0	0	0.00%	-	4,567	1	0	0.00%	0.00%
2014	LDDT	0	0	0	-	-	5	0	0	0.00%	-
2014	LDDV	0	0	0	-	-	7	0	0	0.00%	-
2014	LDGT	3,110	0	0	0.00%	-	3,110	1	0	0.00%	0.00%
2014	LDGV	949	0	0	0.00%	-	949	0	0	0.00%	-
2015	HDGV	5,301	0	0	0.00%	-	5,301	0	0	0.00%	-
2015	LDDT	0	0	0	-	-	11	0	0	0.00%	-
2015	LDDV	0	0	0	-	-	3	0	0	0.00%	-
2015	LDGT	2,579	1	0	0.00%	0.00%	2,579	1	0	0.00%	0.00%
2015	LDGV	526	0	0	0.00%	-	526	0	0	0.00%	-
2016	HDGV	909	0	0	0.00%	-	909	0	0	0.00%	-
2016	LDDT	0	0	0	-	-	2	0	0	0.00%	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	516	1	0	0.00%	0.00%	516	2	0	0.00%	0.00%
2016	LDGV	101	0	0	0.00%	-	101	0	0	0.00%	-
2017	HDGV	166	0	0	0.00%	-	166	0	0	0.00%	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-
2017	LDGT	26	0	0	0.00%	-	26	0	0	0.00%	-
2017	LDGV	6	0	0	0.00%	-	6	0	0	0.00%	-
Totals		1,983,779	1,321	220	0.01%	16.7%	1,989,147	1,311	154	0.01%	11.7%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	2016 Liquid Leak Initial Insp	2016 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	2016 Misc Emissions Initial Insp	2016 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
Pre 96/Unknown	HDGV	3,538	2	0	0.00%	0.00%	3,538	4	0	0.00%	0.00%
Pre 96/Unknown	LDDT	9	0	0	0.00%	-	9	0	0	0.00%	-
Pre 96/Unknown	LDDV	13	0	0	0.00%	-	13	0	0	0.00%	-
Pre 96/Unknown	LDGT	9,181	1	0	0.00%	0.00%	9,181	1	0	0.00%	0.00%
Pre 96/Unknown	LDGV	13,333	4	0	0.00%	0.00%	13,333	7	0	0.00%	0.00%
1996	HDGV	835	0	0	0.00%	-	835	2	0	0.00%	0.00%
1996	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
1996	LDDV	2	0	0	0.00%	-	2	0	0	0.00%	-
1996	LDGT	9,689	1	0	0.00%	0.00%	9,689	4	0	0.00%	0.00%
1996	LDGV	15,853	5	0	0.00%	0.00%	15,853	2	0	0.00%	0.00%
1997	HDGV	1,506	0	0	0.00%	-	1,506	0	0	0.00%	-
1997	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
1997	LDDV	29	0	0	0.00%	-	29	0	0	0.00%	-
1997	LDGT	10,639	3	1	0.01%	33.33%	10,639	3	0	0.00%	0.00%
1997	LDGV	14,118	1	0	0.00%	0.00%	14,118	12	0	0.00%	0.00%
1998	HDGV	1,159	0	0	0.00%	-	1,159	0	0	0.00%	-
1998	LDDT	4	0	0	0.00%	-	4	0	0	0.00%	-
1998	LDDV	105	0	0	0.00%	-	105	0	0	0.00%	-
1998	LDGT	19,609	2	1	0.01%	50.00%	19,609	6	0	0.00%	0.00%
1998	LDGV	30,106	5	0	0.00%	0.00%	30,106	10	1	0.00%	10.00%
1999	HDGV	2,273	0	0	0.00%	-	2,273	0	0	0.00%	-
1999	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
1999	LDDV	85	0	0	0.00%	-	85	0	0	0.00%	-
1999	LDGT	18,952	5	0	0.00%	0.00%	18,952	9	3	0.02%	33.33%
1999	LDGV	26,292	6	0	0.00%	0.00%	26,292	11	1	0.00%	9.09%
2000	HDGV	3,309	0	0	0.00%	-	3,309	1	0	0.00%	0.00%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	101	0	0	0.00%	-	101	0	0	0.00%	-
2000	LDGT	34,815	4	0	0.00%	0.00%	34,815	14	2	0.01%	14.29%
2000	LDGV	53,442	6	0	0.00%	0.00%	53,442	13	0	0.00%	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	2016 Liquid Leak Initial Insp	2016 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	2016 Misc Emissions Initial Insp	2016 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
2001	HDGV	3,680	2	0	0.00%	0.00%	3,680	2	0	0.00%	0.00%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	67	0	0	0.00%	-	67	0	0	0.00%	-
2001	LDGT	30,433	3	0	0.00%	0.00%	30,433	5	1	0.00%	20.00%
2001	LDGV	38,430	5	1	0.00%	20.00%	38,430	14	2	0.01%	14.29%
2002	HDGV	4,393	4	0	0.00%	0.00%	4,393	1	0	0.00%	0.00%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	169	0	0	0.00%	-	169	0	0	0.00%	-
2002	LDGT	61,256	4	0	0.00%	0.00%	61,256	15	1	0.00%	6.67%
2002	LDGV	69,227	5	0	0.00%	0.00%	69,227	16	0	0.00%	0.00%
2003	HDGV	5,343	2	0	0.00%	0.00%	5,343	0	0	0.00%	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	86	0	0	0.00%	-	86	0	0	0.00%	-
2003	LDGT	44,639	1	0	0.00%	0.00%	44,639	3	0	0.00%	0.00%
2003	LDGV	52,348	5	0	0.00%	0.00%	52,348	9	3	0.01%	33.33%
2004	HDGV	6,138	1	0	0.00%	0.00%	6,138	3	0	0.00%	0.00%
2004	LDDT	7	0	0	0.00%	-	7	0	0	0.00%	-
2004	LDDV	227	0	0	0.00%	-	227	0	0	0.00%	-
2004	LDGT	87,793	8	1	0.00%	12.50%	87,793	16	2	0.00%	12.50%
2004	LDGV	82,605	3	0	0.00%	0.00%	82,605	14	2	0.00%	14.29%
2005	HDGV	5,909	4	0	0.00%	0.00%	5,909	2	0	0.00%	0.00%
2005	LDDT	15	0	0	0.00%	-	15	0	0	0.00%	-
2005	LDDV	281	0	0	0.00%	-	281	0	0	0.00%	-
2005	LDGT	53,418	6	0	0.00%	0.00%	53,418	17	2	0.00%	11.76%
2005	LDGV	55,995	4	1	0.00%	25.00%	55,995	13	2	0.00%	15.38%
2006	HDGV	8,471	8	0	0.00%	0.00%	8,471	6	0	0.00%	0.00%
2006	LDDT	40	0	0	0.00%	-	40	0	0	0.00%	-
2006	LDDV	447	0	0	0.00%	-	447	2	1	0.22%	50.00%
2006	LDGT	76,788	5	0	0.00%	0.00%	76,788	10	0	0.00%	0.00%
2006	LDGV	85,368	7	0	0.00%	0.00%	85,368	18	3	0.00%	16.67%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	2016 Liquid Leak Initial Insp	2016 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	2016 Misc Emissions Initial Insp	2016 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
2007	HDGV	5,897	1	0	0.00%	0.00%	5,897	2	0	0.00%	0.00%
2007	LDDT	141	0	0	0.00%	-	141	0	0	0.00%	-
2007	LDDV	48	0	0	0.00%	-	48	0	0	0.00%	-
2007	LDGT	102,174	8	0	0.00%	0.00%	102,174	7	0	0.00%	0.00%
2007	LDGV	120,977	5	0	0.00%	0.00%	120,977	7	0	0.00%	0.00%
2008	HDGV	7,286	2	0	0.00%	0.00%	7,286	3	0	0.00%	0.00%
2008	LDDT	59	1	0	0.00%	0.00%	59	0	0	0.00%	-
2008	LDDV	28	0	0	0.00%	-	28	0	0	0.00%	-
2008	LDGT	38,002	2	1	0.00%	50.00%	38,002	4	0	0.00%	0.00%
2008	LDGV	38,600	0	0	0.00%	-	38,600	5	0	0.00%	0.00%
2009	HDGV	4,932	2	0	0.00%	0.00%	4,932	1	0	0.00%	0.00%
2009	LDDT	176	0	0	0.00%	-	176	0	0	0.00%	-
2009	LDDV	577	0	0	0.00%	-	577	0	0	0.00%	-
2009	LDGT	79,891	0	0	0.00%	-	79,891	4	1	0.00%	25.00%
2009	LDGV	118,664	2	0	0.00%	0.00%	118,664	2	0	0.00%	0.00%
2010	HDGV	4,256	1	0	0.00%	0.00%	4,256	2	0	0.00%	0.00%
2010	LDDT	129	0	0	0.00%	-	129	0	0	0.00%	-
2010	LDDV	327	0	0	0.00%	-	327	0	0	0.00%	-
2010	LDGT	42,810	0	0	0.00%	-	42,810	2	0	0.00%	0.00%
2010	LDGV	52,891	1	0	0.00%	0.00%	52,891	3	1	0.00%	33.33%
2011	HDGV	7,944	2	0	0.00%	0.00%	7,944	1	0	0.00%	0.00%
2011	LDDT	424	0	0	0.00%	-	424	0	0	0.00%	-
2011	LDDV	942	0	0	0.00%	-	942	1	0	0.00%	0.00%
2011	LDGT	124,739	0	0	0.00%	-	124,739	0	0	0.00%	-
2011	LDGV	113,446	0	0	0.00%	-	113,446	10	0	0.00%	0.00%
2012	HDGV	5,423	0	0	0.00%	-	5,423	0	0	0.00%	-
2012	LDDT	103	0	0	0.00%	-	103	0	0	0.00%	-
2012	LDDV	216	0	0	0.00%	-	216	0	0	0.00%	-
2012	LDGT	20,434	0	0	0.00%	-	20,434	1	0	0.00%	0.00%
2012	LDGV	26,505	0	0	0.00%	-	26,505	2	0	0.00%	0.00%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	2016 Liquid Leak Initial Insp	2016 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	2016 Misc Emissions Initial Insp	2016 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
2013	HDGV	4,569	0	0	0.00%	-	4,569	0	0	0.00%	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	12	0	0	0.00%	-	12	0	0	0.00%	-
2013	LDGT	4,036	0	0	0.00%	-	4,036	1	0	0.00%	0.00%
2013	LDGV	1,137	0	0	0.00%	-	1,137	0	0	0.00%	-
2014	HDGV	4,567	0	0	0.00%	-	4,567	0	0	0.00%	-
2014	LDDT	5	0	0	0.00%	-	5	0	0	0.00%	-
2014	LDDV	7	0	0	0.00%	-	7	0	0	0.00%	-
2014	LDGT	3,110	0	0	0.00%	-	3,110	0	0	0.00%	-
2014	LDGV	949	0	0	0.00%	-	949	0	0	0.00%	-
2015	HDGV	5,301	0	0	0.00%	-	5,301	0	0	0.00%	-
2015	LDDT	11	0	0	0.00%	-	11	0	0	0.00%	-
2015	LDDV	3	0	0	0.00%	-	3	0	0	0.00%	-
2015	LDGT	2,579	1	0	0.00%	0.00%	2,579	1	0	0.00%	0.00%
2015	LDGV	526	0	0	0.00%	-	526	0	0	0.00%	-
2016	HDGV	909	0	0	0.00%	-	909	0	0	0.00%	-
2016	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	516	1	0	0.00%	0.00%	516	0	0	0.00%	-
2016	LDGV	101	0	0	0.00%	-	101	0	0	0.00%	-
2017	HDGV	166	0	0	0.00%	-	166	0	0	0.00%	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-
2017	LDGT	26	0	0	0.00%	-	26	0	0	0.00%	-
2017	LDGV	6	0	0	0.00%	-	6	0	0	0.00%	-
Totals		1,989,156	151	6	0.000%	4.0%	1,989,156	324	28	0.00%	8.6%

**APPENDIX I -
PART J**

**FIRST RETEST
EMISSION INSPECTION
PASSES & FAILURES
BY TEST TYPE**

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	No Primary First Retest Insps	No Primary Fail	No Primary Pass	No Primary Fail Rate	No Primary Pass Rate
Pre96/Unk	HDGT	3	1	2	33.3%	66.7%	0	0	0	-	-	3	1	2	33.3%	66.7%
Pre96/Unk	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGT	2	0	2	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
Pre96/Unk	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	585	158	427	27.0%	73.0%	580	157	423	27.1%	72.9%	0	0	0	-	-
1996	LDGV	872	269	603	30.8%	69.2%	854	264	590	30.9%	69.1%	0	0	0	-	-
1997	HDGT	4	0	4	0.0%	100.0%	0	0	0	-	-	4	0	4	0.0%	100.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	4	1	3	25.0%	75.0%	4	1	3	25.0%	75.0%	0	0	0	-	-
1997	LDGT	1,450	396	1,054	27.3%	72.7%	1,440	393	1,047	27.3%	72.7%	0	0	0	-	-
1997	LDGV	2,000	571	1,429	28.6%	71.5%	1,967	564	1,402	28.7%	71.3%	0	0	0	-	-
1998	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
1998	LDGT	1,531	427	1,104	27.9%	72.1%	1,520	422	1,097	27.8%	72.2%	0	0	0	-	-
1998	LDGV	1,998	573	1,425	28.7%	71.3%	1,974	568	1,404	28.8%	71.1%	0	0	0	-	-
1999	HDGT	1	1	0	100.0%	0.0%	0	0	0	-	-	1	1	0	100.0%	0.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	6	0	6	0.0%	100.0%	6	0	6	0.0%	100.0%	0	0	0	-	-
1999	LDGT	2,388	640	1,748	26.8%	73.2%	2,361	632	1,729	26.8%	73.2%	0	0	0	-	-
1999	LDGV	3,397	920	2,477	27.1%	72.9%	3,347	910	2,437	27.2%	72.8%	0	0	0	-	-
2000	HDGT	5	0	5	0.0%	100.0%	0	0	0	-	-	5	0	5	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	7	1	6	14.3%	85.7%	7	1	6	14.3%	85.7%	0	0	0	-	-
2000	LDGT	2,567	691	1,876	26.9%	73.1%	2,534	684	1,849	27.0%	73.0%	0	0	0	-	-
2000	LDGV	3,641	1,043	2,598	28.6%	71.4%	3,607	1,036	2,570	28.7%	71.3%	0	0	0	-	-
2001	HDGT	3	0	3	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	7	0	7	0.0%	100.0%	7	0	7	0.0%	100.0%	0	0	0	-	-
2001	LDGT	5,741	1,883	3,858	32.8%	67.2%	5,716	1,871	3,845	32.7%	67.3%	0	0	0	-	-
2001	LDGV	6,724	2,198	4,526	32.7%	67.3%	6,673	2,184	4,488	32.7%	67.3%	0	0	0	-	-

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Model Yr	Veh Type	Overall First Retest Insp	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insp	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	No Primary First Retest Insp	No Primary Fail	No Primary Pass	No Primary Fail Rate	No Primary Pass Rate
2002	HDGT	11	1	10	9.1%	90.9%	0	0	0	-	-	11	1	10	9.1%	90.9%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	8	0	8	0.0%	100.0%	8	0	8	0.0%	100.0%	0	0	0	-	-
2002	LDGT	5,078	1,507	3,571	29.7%	70.3%	5,043	1,498	3,545	29.7%	70.3%	0	0	0	-	-
2002	LDGV	5,654	1,869	3,785	33.1%	66.9%	5,603	1,855	3,748	33.1%	66.9%	0	0	0	-	-
2003	HDGT	10	3	7	30.0%	70.0%	0	0	0	-	-	10	3	7	30.0%	70.0%
2003	LDDT	1	1	0	100.0%	0.0%	1	1	0	100.0%	0.0%	0	0	0	-	-
2003	LDDV	11	1	10	9.1%	90.9%	11	1	10	9.1%	90.9%	0	0	0	-	-
2003	LDGT	7,463	1,976	5,487	26.5%	73.5%	7,411	1,962	5,449	26.5%	73.5%	0	0	0	-	-
2003	LDGV	7,488	2,202	5,286	29.4%	70.6%	7,429	2,187	5,242	29.4%	70.6%	0	0	0	-	-
2004	HDGT	7	0	7	0.0%	100.0%	0	0	0	-	-	7	0	7	0.0%	100.0%
2004	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2004	LDDV	6	1	5	16.7%	83.3%	6	1	5	16.7%	83.3%	0	0	0	-	-
2004	LDGT	5,536	1,488	4,048	26.9%	73.1%	5,498	1,478	4,019	26.9%	73.1%	0	0	0	-	-
2004	LDGV	4,924	1,406	3,518	28.6%	71.4%	4,884	1,392	3,491	28.5%	71.5%	0	0	0	-	-
2005	HDGT	12	1	11	8.3%	91.7%	0	0	0	-	-	12	1	11	8.3%	91.7%
2005	LDDT	4	0	4	0.0%	100.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2005	LDDV	26	8	18	30.8%	69.2%	26	8	18	30.8%	69.2%	0	0	0	-	-
2005	LDGT	7,491	1,926	5,565	25.7%	74.3%	7,428	1,913	5,514	25.8%	74.2%	0	0	0	-	-
2005	LDGV	6,868	1,766	5,102	25.7%	74.3%	6,819	1,755	5,062	25.7%	74.2%	0	0	0	-	-
2006	HDGT	17	0	17	0.0%	100.0%	0	0	0	-	-	17	0	17	0.0%	100.0%
2006	LDDT	4	2	2	50.0%	50.0%	4	2	2	50.0%	50.0%	0	0	0	-	-
2006	LDDV	13	0	13	0.0%	100.0%	12	0	12	0.0%	100.0%	0	0	0	-	-
2006	LDGT	4,749	1,168	3,581	24.6%	75.4%	4,719	1,160	3,558	24.6%	75.4%	0	0	0	-	-
2006	LDGV	5,086	1,215	3,871	23.9%	76.1%	5,034	1,204	3,829	23.9%	76.1%	0	0	0	-	-
2007	HDGT	4	0	4	0.0%	100.0%	0	0	0	-	-	4	0	4	0.0%	100.0%
2007	LDDT	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2007	LDDV	5	0	5	0.0%	100.0%	5	0	5	0.0%	100.0%	0	0	0	-	-
2007	LDGT	3,078	748	2,330	24.3%	75.7%	3,067	746	2,321	24.3%	75.7%	0	0	0	-	-
2007	LDGV	3,192	736	2,456	23.1%	76.9%	3,157	729	2,428	23.1%	76.9%	0	0	0	-	-
2008	HDGT	769	231	538	30.0%	70.0%	763	231	531	30.3%	69.6%	0	0	0	-	-
2008	LDDT	6	2	4	33.3%	66.7%	5	2	3	40.0%	60.0%	0	0	0	-	-
2008	LDDV	6	1	5	16.7%	83.3%	6	1	5	16.7%	83.3%	0	0	0	-	-
2008	LDGT	5,276	1,164	4,112	22.1%	77.9%	5,254	1,160	4,092	22.1%	77.9%	0	0	0	-	-
2008	LDGV	5,499	1,163	4,336	21.1%	78.9%	5,446	1,153	4,293	21.2%	78.8%	0	0	0	-	-

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Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	No Primary First Retest Insps	No Primary Fail	No Primary Pass	No Primary Fail Rate	No Primary Pass Rate
2009	HDGT	453	149	304	32.9%	67.1%	450	149	301	33.1%	66.9%	1	0	1	0.0%	100.0%
2009	LDDT	16	6	10	37.5%	62.5%	16	6	10	37.5%	62.5%	0	0	0	-	-
2009	LDDV	13	4	9	30.8%	69.2%	13	4	9	30.8%	69.2%	0	0	0	-	-
2009	LDGT	1,259	262	997	20.8%	79.2%	1,254	261	993	20.8%	79.2%	0	0	0	-	-
2009	LDGV	1,668	367	1,301	22.0%	78.0%	1,655	367	1,288	22.2%	77.8%	0	0	0	-	-
2010	HDGT	500	158	342	31.6%	68.4%	495	157	338	31.7%	68.3%	2	0	2	0.0%	100.0%
2010	LDDT	54	23	31	42.6%	57.4%	54	23	31	42.6%	57.4%	0	0	0	-	-
2010	LDDV	37	18	19	48.6%	51.4%	37	18	19	48.6%	51.4%	0	0	0	-	-
2010	LDGT	2,891	554	2,337	19.2%	80.8%	2,879	552	2,327	19.2%	80.8%	0	0	0	-	-
2010	LDGV	3,261	683	2,578	20.9%	79.1%	3,229	679	2,550	21.0%	79.0%	0	0	0	-	-
2011	HDGT	547	158	389	28.9%	71.1%	544	158	385	29.0%	70.8%	2	0	2	0.0%	100.0%
2011	LDDT	35	11	24	31.4%	68.6%	35	11	24	31.4%	68.6%	0	0	0	-	-
2011	LDDV	17	8	9	47.1%	52.9%	17	8	9	47.1%	52.9%	0	0	0	-	-
2011	LDGT	1,338	248	1,090	18.5%	81.5%	1,330	247	1,083	18.6%	81.4%	0	0	0	-	-
2011	LDGV	1,501	327	1,174	21.8%	78.2%	1,484	321	1,163	21.6%	78.4%	0	0	0	-	-
2012	HDGT	506	116	390	22.9%	77.1%	501	115	386	23.0%	77.0%	0	0	0	-	-
2012	LDDT	71	30	41	42.3%	57.7%	70	30	40	42.9%	57.1%	0	0	0	-	-
2012	LDDV	36	17	19	47.2%	52.8%	36	17	19	47.2%	52.8%	0	0	0	-	-
2012	LDGT	3,352	888	2,464	26.5%	73.5%	3,343	888	2,454	26.6%	73.4%	0	0	0	-	-
2012	LDGV	3,420	818	2,602	23.9%	76.1%	3,394	812	2,582	23.9%	76.1%	0	0	0	-	-
2013	HDGT	228	55	173	24.1%	75.9%	227	55	172	24.2%	75.8%	1	0	1	0.0%	100.0%
2013	LDDT	11	3	8	27.3%	72.7%	11	3	8	27.3%	72.7%	0	0	0	-	-
2013	LDDV	5	0	5	0.0%	100.0%	5	0	5	0.0%	100.0%	0	0	0	-	-
2013	LDGT	637	125	512	19.6%	80.4%	633	124	509	19.6%	80.4%	0	0	0	-	-
2013	LDGV	754	200	554	26.5%	73.5%	747	198	549	26.5%	73.5%	0	0	0	-	-
2014	HDGT	201	42	159	20.9%	79.1%	193	42	151	21.8%	78.2%	8	0	8	0.0%	100.0%
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	150	29	121	19.3%	80.7%	146	29	117	19.9%	80.1%	0	0	0	-	-
2014	LDGV	35	5	30	14.3%	85.7%	34	5	29	14.7%	85.3%	0	0	0	-	-
2015	HDGT	210	43	167	20.5%	79.5%	203	43	159	21.2%	78.3%	7	0	7	0.0%	100.0%
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	89	19	70	21.3%	78.7%	87	19	68	21.8%	78.2%	0	0	0	-	-
2015	LDGV	19	2	17	10.5%	89.5%	19	2	17	10.5%	89.5%	0	0	0	-	-

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Year 2017

Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate	No Primary First Retest Insps	No Primary Fail	No Primary Pass	No Primary Fail Rate	No Primary Pass Rate
2016	HDGT	149	24	125	16.1%	83.9%	142	24	116	16.9%	81.7%	7	0	7	0.0%	100.0%
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	78	18	60	23.1%	76.9%	77	18	59	23.4%	76.6%	0	0	0	-	-
2016	LDGV	43	13	30	30.2%	69.8%	43	13	30	30.2%	69.8%	0	0	0	-	-
2017	HDGT	10	0	10	0.0%	100.0%	8	0	8	0.0%	100.0%	2	0	2	0.0%	100.0%
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	6	1	5	16.7%	83.3%	6	1	5	16.7%	83.3%	0	0	0	-	-
2017	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2018	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		134,847	35,783	99,064	26.5%	73.5%	133,664	35,525	98,117	26.6%	73.4%	110	7	103	6.4%	93.6%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	MIL Check First Retest Insps	MIL Check Fail	MIL Check Pass	MIL Check Fail Rate	MIL Check Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
Pre96/Unk	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
Pre96/Unk	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
Pre96/Unk	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	5	1	4	20.0%	80.0%	3	2	1	66.7%	33.3%
1996	LDGV	0	0	0	-	-	12	1	11	8.3%	91.7%	8	1	7	12.5%	87.5%
1997	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	8	1	7	12.5%	87.5%
1997	LDGV	0	0	0	-	-	19	3	16	15.8%	84.2%	18	1	17	5.6%	94.4%
1998	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	0	0	0	-	-	8	3	5	37.5%	62.5%	8	0	8	0.0%	100.0%
1998	LDGV	0	0	0	-	-	24	4	20	16.7%	83.3%	15	1	14	6.7%	93.3%
1999	HDGT	0	0	0	-	-	1	1	0	100.0%	0.0%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGT	0	0	0	-	-	9	0	9	0.0%	100.0%	23	4	19	17.4%	82.6%
1999	LDGV	0	0	0	-	-	29	2	27	6.9%	93.1%	32	3	29	9.4%	90.6%
2000	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	10	0	10	0.0%	100.0%	23	2	21	8.7%	91.3%
2000	LDGV	0	0	0	-	-	25	3	22	12.0%	88.0%	27	1	26	3.7%	96.3%
2001	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	12	1	11	8.3%	91.7%	27	1	26	3.7%	96.3%
2001	LDGV	0	0	0	-	-	28	3	25	10.7%	89.3%	36	1	35	2.8%	97.2%

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Model Yr	Veh Type	MIL Check First Retest Insps	MIL Check Fail	MIL Check Pass	MIL Check Fail Rate	MIL Check Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
2002	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	8	0	8	0.0%	100.0%	45	5	40	11.1%	88.9%
2002	LDGV	0	0	0	-	-	43	7	36	16.3%	83.7%	27	2	25	7.4%	92.6%
2003	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	3	1	2	33.3%	66.7%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	16	1	15	6.3%	93.8%	57	4	53	7.0%	93.0%
2003	LDGV	0	0	0	-	-	52	2	50	3.8%	96.2%	41	4	37	9.8%	90.2%
2004	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	11	1	10	9.1%	90.9%	28	4	24	14.3%	85.7%
2004	LDGV	0	0	0	-	-	37	2	35	5.4%	94.6%	21	2	19	9.5%	90.5%
2005	HDGT	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	15	1	14	6.7%	93.3%	52	5	47	9.6%	90.4%
2005	LDGV	0	0	0	-	-	39	1	38	2.6%	97.4%	24	3	21	12.5%	87.5%
2006	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%	34	0	34	0.0%	100.0%
2006	LDGV	0	0	0	-	-	25	1	24	4.0%	96.0%	41	6	35	14.6%	85.4%
2007	HDGT	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	8	0	8	0.0%	100.0%
2007	LDGV	0	0	0	-	-	20	1	19	5.0%	95.0%	16	1	15	6.3%	93.8%
2008	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	24	2	22	8.3%	91.7%
2008	LDGV	0	0	0	-	-	27	2	25	7.4%	92.6%	29	3	26	10.3%	89.7%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	MIL Check First Retest Insps	MIL Check Fail	MIL Check Pass	MIL Check Fail Rate	MIL Check Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
2009	HDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	LDGV	0	0	0	-	-	10	0	10	0.0%	100.0%	5	0	5	0.0%	100.0%
2010	HDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	6	1	5	16.7%	83.3%
2010	LDGV	0	0	0	-	-	19	1	18	5.3%	94.7%	12	0	12	0.0%	100.0%
2011	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	4	1	3	25.0%	75.0%
2011	LDGV	0	0	0	-	-	13	4	9	30.8%	69.2%	8	0	8	0.0%	100.0%
2012	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	8	0	8	0.0%	100.0%
2012	LDGV	0	0	0	-	-	31	6	25	19.4%	80.6%	7	0	7	0.0%	100.0%
2013	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2013	LDGV	0	0	0	-	-	7	1	6	14.3%	85.7%	2	0	2	0.0%	100.0%
2014	HDGT	7	0	7	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	5	0	5	0.0%	100.0%	0	0	0	-	-
2014	LDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2015	HDGT	6	0	6	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2015	LDGV	0	0	0	-	-	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 2017

Model Yr	Veh Type	MIL Check First Retest Insps	MIL Check Fail	MIL Check Pass	MIL Check Fail Rate	MIL Check Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
2016	HDGT	7	0	7	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	HDGT	2	0	2	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2018	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		22	0	22	0.0%	100.0%	598	53	545	8.9%	91.1%	751	62	689	8.3%	91.7%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
Pre96/Unk	HDGT	0	0	0	-	-	1	1	0	100.0%	0.0%
Pre96/Unk	LDDT	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDDV	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGT	0	0	0	-	-	0	0	0	-	-
Pre96/Unk	LDGV	0	0	0	-	-	0	0	0	-	-
1996	HDGT	0	0	0	-	-	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
1996	LDGV	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%
1997	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
1997	LDGV	0	0	0	-	-	8	0	8	0.0%	100.0%
1998	HDGT	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-
1998	LDGT	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
1998	LDGV	2	0	2	0.0%	100.0%	8	0	8	0.0%	100.0%
1999	HDGT	0	0	0	-	-	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	1	0	1	0.0%	100.0%	7	1	6	14.3%	85.7%
1999	LDGV	2	0	2	0.0%	100.0%	9	0	9	0.0%	100.0%
2000	HDGT	3	0	3	0.0%	100.0%	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	9	0	9	0.0%	100.0%
2000	LDGV	3	0	3	0.0%	100.0%	7	0	7	0.0%	100.0%
2001	HDGT	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	4	0	4	0.0%	100.0%	10	1	9	10.0%	90.0%
2001	LDGV	0	0	0	-	-	8	0	8	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 2017

Model Yr	Veh Type	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
2002	HDGT	6	0	6	0.0%	100.0%	5	1	4	20.0%	80.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	3	0	3	0.0%	100.0%	12	1	11	8.3%	91.7%
2002	LDGV	3	0	3	0.0%	100.0%	7	1	6	14.3%	85.7%
2003	HDGT	5	1	4	20.0%	80.0%	2	1	1	50.0%	50.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	3	0	3	0.0%	100.0%	12	2	10	16.7%	83.3%
2003	LDGV	4	0	4	0.0%	100.0%	16	1	15	6.3%	93.8%
2004	HDGT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	6	0	6	0.0%	100.0%	16	0	16	0.0%	100.0%
2004	LDGV	2	0	2	0.0%	100.0%	13	0	13	0.0%	100.0%
2005	HDGT	4	0	4	0.0%	100.0%	7	0	7	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	3	0	3	0.0%	100.0%	19	2	17	10.5%	89.5%
2005	LDGV	2	0	2	0.0%	100.0%	8	0	8	0.0%	100.0%
2006	HDGT	5	0	5	0.0%	100.0%	8	0	8	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%
2006	LDGV	2	0	2	0.0%	100.0%	5	0	5	0.0%	100.0%
2007	HDGT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	4	0	4	0.0%	100.0%
2007	LDGV	1	0	1	0.0%	100.0%	10	1	9	10.0%	90.0%
2008	HDGT	4	0	4	0.0%	100.0%	6	1	5	16.7%	83.3%
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	2	0	2	0.0%	100.0%	7	0	7	0.0%	100.0%
2008	LDGV	1	0	1	0.0%	100.0%	15	0	15	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 2017

Model Yr	Veh Type	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
2009	HDGT	1	0	1	0.0%	100.0%	2	1	1	50.0%	50.0%
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	4	1	3	25.0%	75.0%
2009	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%
2010	HDGT	4	0	4	0.0%	100.0%	2	0	2	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	1	0	1	0.0%	100.0%	7	0	7	0.0%	100.0%
2010	LDGV	0	0	0	-	-	4	0	4	0.0%	100.0%
2011	HDGT	4	0	4	0.0%	100.0%	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
2011	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2012	HDGT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2012	LDDT	0	0	0	-	-	1	0	1	0.0%	100.0%
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2012	LDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2013	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%
2013	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2014	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	2	0	2	0.0%	100.0%
2014	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-
2015	HDGT	2	0	2	0.0%	100.0%	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	0	0	0	-	-
2015	LDGV	0	0	0	-	-	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2017

Model Yr	Veh Type	Liquid Leak First Retest Insp	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insp	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
2016	HDGT	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	1	0	1	0.0%	100.0%	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-
2017	HDGT	0	0	0	-	-	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-
2017	LDGV	0	0	0	-	-	0	0	0	-	-
2018	HDGT	0	0	0	-	-	0	0	0	-	-
2018	LDDT	0	0	0	-	-	0	0	0	-	-
2018	LDDV	0	0	0	-	-	0	0	0	-	-
2018	LDGT	0	0	0	-	-	0	0	0	-	-
2018	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		106	1	105	0.9%	99.1%	304	16	288	5.3%	94.7%

APPENDIX II

**INSPECTION
FACILITY
EQUIPMENT AUDIT
REPORT**

**New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Station
Year 2017**

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	0	0%	2	100%
Bakers Basin	54	1	2%	53	98%
Cape May	11	0	0%	11	100%
Cherry Hill	72	1	1%	71	99%
Deptford	47	0	0%	47	100%
Eatontown	72	0	0%	72	100%
Flemington	36	0	0%	36	100%
Freehold	72	0	0%	72	100%
Kilmer	72	0	0%	72	100%
Lakewood	78	0	0%	78	100%
Lodi	60	0	0%	60	100%
Manahawkin	32	0	0%	32	100%
Mays Landing	44	0	0%	44	100%
Millville	24	0	0%	24	100%
Newark	60	0	0%	60	100%
Newton	24	0	0%	24	100%
Paramus	60	0	0%	60	100%
Plainfield	36	0	0%	36	100%
Rahway	72	0	0%	72	100%
Randolph	72	0	0%	72	100%
Salem	11	0	0%	11	100%
Secaucus	48	0	0%	48	100%
South Brunswick	78	0	0%	78	100%
Southampton	48	2	4%	46	96%
Washington	12	0	0%	12	100%
Wayne	60	0	0%	60	100%
Westfield Specialty	3	0	0%	3	100%
Winslow	33	0	0%	33	100%
Winslow Specialty	1	0	0%	1	100%
Totals	1,294	4	0.3%	1,290	99.7%

Table II-1

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2017

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	1	2	0	0%	2	100%
Bakers Basin	54	1	11	0	0%	11	100%
		2	11	0	0%	11	100%
		3	11	0	0%	11	100%
		4	11	1	9%	10	91%
		5	10	0	0%	10	100%
Cape May	11	1	11	0	0%	11	100%
Cherry Hill	72	1	12	1	8%	11	92%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Deptford	47	1	11	0	0%	11	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
Eatontown	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Flemington	36	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
Freehold	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Kilmer	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Lakewood	78	1	13	0	0%	13	100%
		2	13	0	0%	13	100%
		3	13	0	0%	13	100%
		4	13	0	0%	13	100%
		5	13	0	0%	13	100%
		6	13	0	0%	13	100%

Table II-2
(Page 1 of 3)

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2017

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Lodi	60	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
Manahawkin	32	1	11	0	0%	11	100%
		2	11	0	0%	11	100%
		3	10	0	0%	10	100%
Mays Landing	44	1	11	0	0%	11	100%
		2	11	0	0%	11	100%
		3	11	0	0%	11	100%
		4	11	0	0%	11	100%
Millville	24	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
Newark	60	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
Newton	24	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
Paramus	60	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
Plainfield	36	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
Rahway	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Randolph	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%

Table II-2
(Page 2 of 3)

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2017

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Salem	11	1	11	0	0%	11	100%
Secaucus	48	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
South Brunswick	78	1	13	0	0%	13	100%
		2	13	0	0%	13	100%
		3	13	0	0%	13	100%
		4	13	0	0%	13	100%
		5	13	0	0%	13	100%
		6	13	0	0%	13	100%
Southampton	48	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	2	17%	10	83%
Washington	12	1	12	0	0%	12	100%
Wayne	60	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
Westfield Specialty	3	1	3	0	0%	3	100%
Winslow	33	1	11	0	0%	11	100%
		2	11	0	0%	11	100%
		3	11	0	0%	11	100%
Winslow Specialty	1	1	1	0	0%	1	100%
Totals	1,294	111	1,294	4	0.3%	1,290	99.7%

Table II-2
(Page 3 of 3)

APPENDIX III

COMPLIANCE STICKER SURVEY REPORT

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Summary
Year 2017**

2017	Agency	Number Surveyed	Number Delinquent	Delinquent Length				Delinquent Vehicle Type			Compliance Rate
				No Sticker	1-30 Days	31-89 Days	90+ Days	Cars	Trucks	Commercial	
January	NJDEP	3,294	131	19	20	28	64	117	13	1	96.0%
Febuary	NJDEP	4,016	166	36	9	31	90	138	23	5	95.9%
March	NJDEP	3,803	167	26	16	19	106	149	15	3	95.6%
April	NJDEP	3,257	131	20	19	19	73	117	11	3	96.0%
May	NJDEP	2,500	97	25	4	8	60	95	0	2	96.1%
June	NJDEP	2,592	141	31	16	21	73	130	1	10	94.6%
July	NJDEP	4,511	216	46	32	38	100	201	3	12	95.2%
August	NJDEP	3,013	162	32	14	24	92	153	9	0	94.6%
September	NJDEP	2,064	110	20	14	19	57	108	1	1	94.7%
October	NJDEP	2,500	119	33	9	24	53	114	0	5	95.2%
November	NJDEP	2,005	83	14	9	10	50	81	1	1	95.9%
December	NJDEP	3,993	191	42	21	47	81	178	10	3	95.2%
Totals		37,548	1,714	344	183	288	899	1,581	87	46	95.4%

Table III-1

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2017**

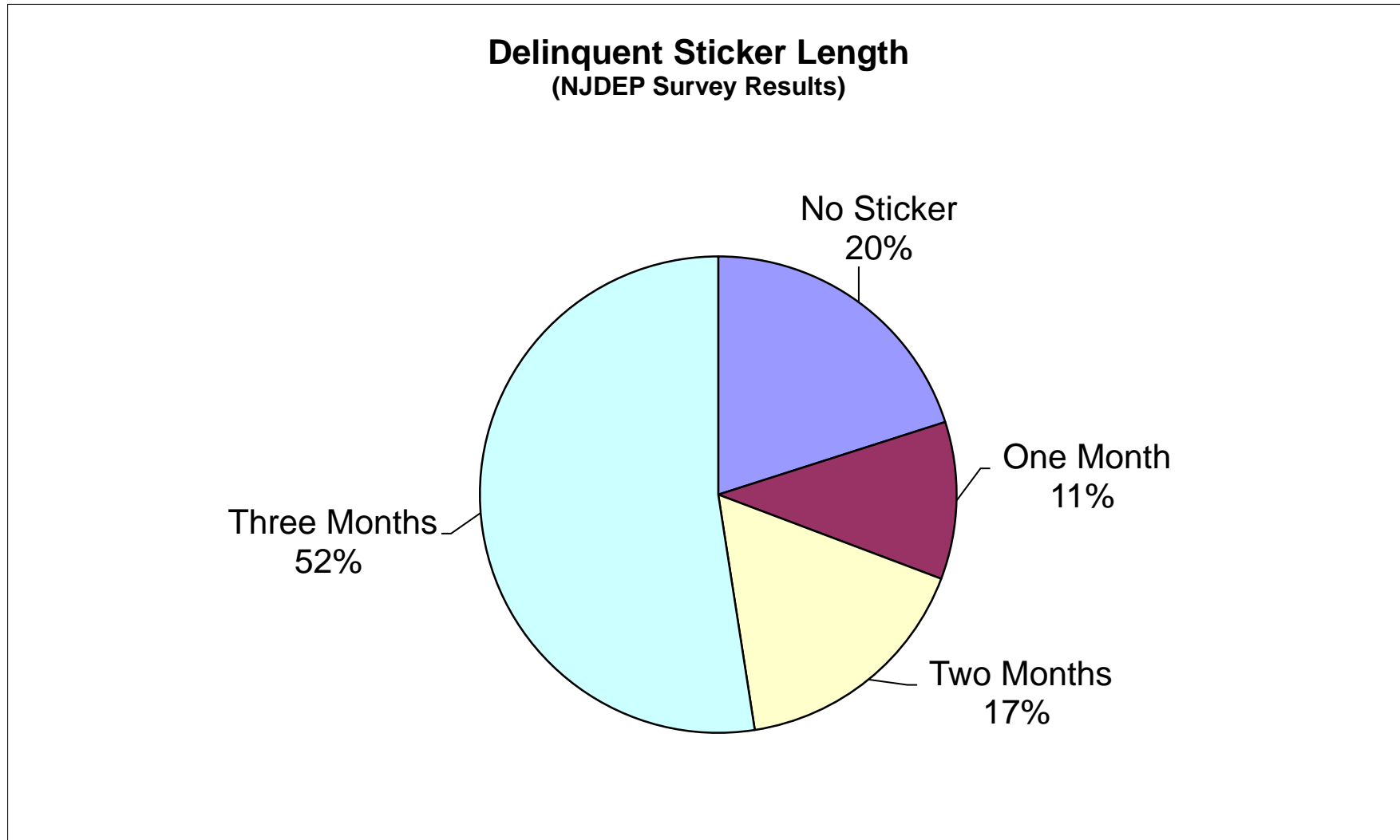


Figure III-1

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2017**

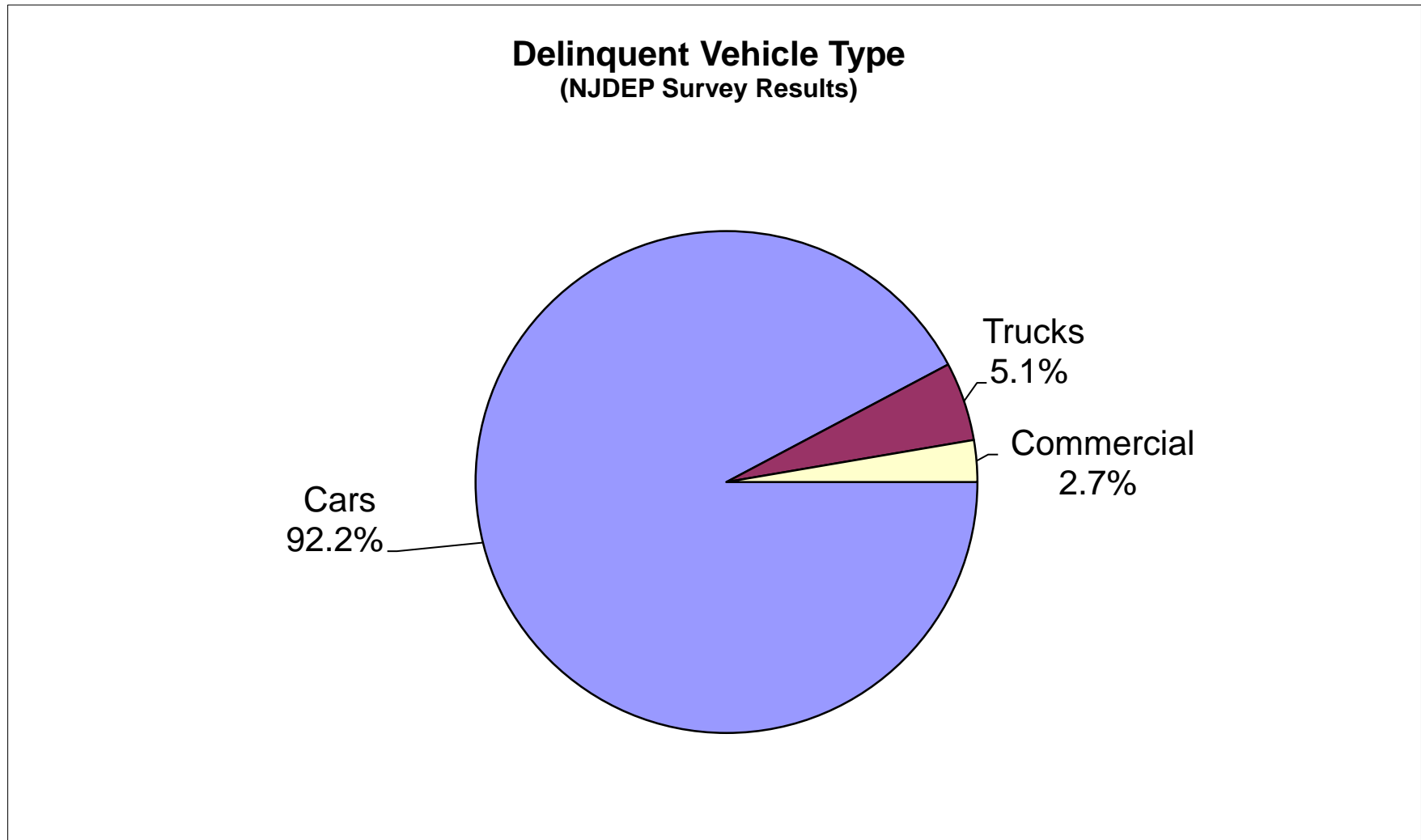


Figure III-2

APPENDIX IV

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

**Available Electronically
Upon Request**

APPENDIX V

NJDEP's OBD/Readiness Exclusion Process And OBD Exclusion List

Exclusions from Readiness and/or OBD

The OBD system monitors the status of up to eleven emission control related subsystems by performing either continuous or periodic functional tests of specific components and vehicle conditions. The periodic, or non-continuous, monitors only run after a certain set of conditions has been met. The algorithms for running these non-continuous monitors are unique to each motor vehicle manufacturer and readiness monitor and involve such conditions as ambient temperature, engine coolant temperature, and vehicle speed. When a motor vehicle is OBD-tested, these monitors can appear as either “ready” (the monitor has been evaluated), “not ready” (the monitor has not been evaluated), or “not supported” (the motor vehicle is not equipped with the monitor in question).

New Jersey follows the USEPA's document “Performing Onboard Diagnostic System Checks as Part of a Vehicle Inspection and Maintenance Program”, June 2001, (see Appendix IV). This guidance allows two monitors to be “not ready” for model year 1996 through 2000 motor vehicles and one monitor to be “not ready” for model year 2001 and newer motor vehicles. For gasoline vehicles, New Jersey requires that all three continuous monitors must be supported and ready. Motor vehicles deemed not ready fail the OBD test.

The process of determining the applicability of various readiness and exclusion criteria is explained in more detail below.

During an OBD inspection, if the OBD analyzer successfully communicates with the motor vehicle's OBD system, a check is made of the engine's RPM to ensure the vehicle is being tested in the KOER position. The RPM check minimizes the chance of a vehicle falsely failing the OBD test because it was tested in the KOEO state. Exclusions for RPM are also included in case requesting RPM from certain vehicles causes a problem, or simply the vehicle does not support the request. Currently, the only vehicles excluded from the RPM requirement of the OBD test are gasoline/electric hybrids.

Next, the analyzer will retrieve information to determine the readiness status of the vehicle. If the analyzer indicates that the motor vehicle does not meet the USEPA's criteria for “readiness”, that is, if the vehicle's OBD system does not indicate that the critical number of supported non-continuous readiness monitors have been set, the motor vehicle is deemed “not ready” for an OBD test which is a failure. If multiple modules respond to the request for readiness data the results from each module are combined using ‘inclusive or’ to provide one result. There are certain year/make/model combinations of vehicles that have known readiness problems. These vehicles are exempt from the readiness component of the OBD test, but still subject to all of the other components of the OBD test.

New Jersey's current system also states that the three continuous monitors, which are Fuel System, Misfire, and Comprehensive Components, must all be supported and ready for OBD tested gasoline vehicles. The intent of this criterion is twofold. First, it identifies potential tampering of the OBD system. Most Powertrain Control Module (PCM) performance upgrades disable one or all of these monitors to avoid MIL illumination when other engine parameters are changed that would normally trigger the MIL to be commanded on. Second, this criterion also ensures that communication with the vehicle's PCM has been established since Fuel System and Misfire monitors are only supported by that module type.

For those OBD motor vehicles with known readiness problems, New Jersey maintains a lookup table on the inspection analyzers that will ignore readiness status on those vehicles. Vehicles with known problems with continuous monitors can be excluded from this requirement using the same lookup table. The current exclusion table for OBD is found below, and can also be found on our website at http://www.state.nj.us/dep/bmvim/bmvim_gas.htm, under the link "OBD testing exceptions".

Currently, 84 of approximately 20,000+ OBD eligible individual year/make/model combinations are completely excluded from readiness testing results (OBD Scan still attempted). There are an additional 84 individual year/make/model combinations that have been excluded from the continuous monitor readiness portion of the OBD test. There are a total of 169 entries on the table.

This lookup table is also used to exclude motor vehicles with known communications problems from the OBD test. For those vehicles unable to communicate, the MIL itself, rather than the MIL command status, is used to determine pass/fail status. The visual MIL checks still apply even on these excluded vehicles, therefore if the MIL illuminates continuously or flashes in the KOER position the vehicle will fail the OBD test. Prior to May 1, 2016, the vehicle would also get a TSI tailpipe exhaust emissions test, and the primary emissions result would be an aggregate of the visual MIL checks and the TSI test results. With the cessation of all tailpipe testing on May 1, 2016, the TSI tailpipe exhaust emissions test is no longer performed, so the primary emissions test result is based solely on the visual MIL checks. In the current system one vehicle is excluded from OBD communications.

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass Allowed
1996	CHRYSLER	CIRRUS	*	N	N	Y	N	N	N	N
1996	CHRYSLER	CONCORDE	*	N	N	Y	N	N	N	N
1996	CHRYSLER	LHS	*	N	N	Y	N	N	N	N
1996	CHRYSLER	NEW YORKER	*	N	N	Y	N	N	N	N
1996	CHRYSLER	SEBRING	*	N	N	Y	N	N	N	N
1996	CHRYSLER	TOWN & COUNTRY	*	N	N	Y	N	N	N	N
1996	DODGE	AVENGER	*	N	N	Y	N	N	N	N
1996	DODGE	CARAVAN	*	N	N	Y	N	N	N	N
1996	DODGE	DAKOTA	*	N	N	Y	N	N	N	N
1996	DODGE	INTREPID	*	N	N	Y	N	N	N	N
1996	DODGE	NEON	*	N	N	Y	N	N	N	N
1996	DODGE	RAM PICKUP	*	N	N	Y	N	N	N	N
1996	DODGE	RAM VAN	*	N	N	Y	N	N	N	N
1996	DODGE	RAM WAGON	*	N	N	Y	N	N	N	N
1996	DODGE	STEALTH	*	N	N	Y	N	N	N	N
1996	DODGE	STRATUS	*	N	N	Y	N	N	N	N
1996	DODGE	VIPER	*	N	N	Y	N	N	N	N
1996	EAGLE	SUMMIT	*	N	N	Y	N	N	N	N
1996	EAGLE	TALON	*	N	N	Y	N	N	N	N
1996	EAGLE	VISION	*	N	N	Y	N	N	N	N
1996	FORD	BRONCO	*	N	N	N	Y	N	N	N
1996	FORD	CLUB WAGON	*	N	N	N	Y	N	N	N
1996	FORD	ECONOLINE	*	N	N	N	Y	N	N	N
1996	FORD	F-150	*	N	N	N	Y	N	N	N
1996	FORD	F150	*	N	N	N	Y	N	N	N
1996	INFINITI	G20	*	N	N	Y	N	N	N	N
1996	INFINITI	I30	*	N	N	Y	N	N	N	N
1996	INFINITI	J30	*	N	N	Y	N	N	N	N
1996	INFINITI	Q45	*	N	N	Y	N	N	N	N
1996	JEEP	CHEROKEE	*	N	N	Y	N	N	N	N
1996	JEEP	GRAND CHEROKEE	*	N	N	Y	N	N	N	N
1996	MAZDA	MPV	*	N	N	Y	Y	N	N	N
1996	MITSUBISHI	3000GT	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	DIAMANTE	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	ECLIPSE	*	N	N	Y	N	N	N	N

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass Allowed
1996	MITSUBISHI	GALANT	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	MIGHTY MAX	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	MIRAGE	*	N	N	Y	N	N	N	N
1996	MITSUBISHI	MONTERO	*	N	N	Y	N	N	N	N
1996	NISSAN	200SX	*	N	N	Y	N	N	N	N
1996	NISSAN	240SX	*	N	N	Y	N	N	N	N
1996	NISSAN	300ZX	*	N	N	Y	N	N	N	N
1996	NISSAN	ALTIMA	*	N	N	Y	N	N	N	N
1996	NISSAN	MAXIMA	*	N	N	Y	N	N	N	N
1996	NISSAN	PATHFINDER	*	N	N	Y	N	N	N	N
1996	NISSAN	PICKUP	*	N	N	Y	N	N	N	N
1996	NISSAN	QUEST	*	N	N	Y	N	N	N	N
1996	NISSAN	SENTRA	*	N	N	Y	N	N	N	N
1996	PLYMOUTH	BREEZE	*	N	N	Y	N	N	N	N
1996	PLYMOUTH	NEON	*	N	N	Y	N	N	N	N
1996	PLYMOUTH	VOYAGER	*	N	N	Y	N	N	N	N
1996	SAAB	900	*	N	N	Y	N	N	N	N
1996	SAAB	9000	*	N	N	Y	N	N	N	N
1996	SUBARU	IMPREZA	*	N	N	Y	N	N	N	N
1996	SUBARU	LEGACY	*	N	N	Y	N	N	N	N
1996	SUBARU	SVX	*	N	N	Y	N	N	N	N
1996	VOLVO	850 SERIES	*	N	N	Y	N	N	N	N
1996	VOLVO	960 SERIES	*	N	N	Y	N	N	N	N
1997	CADILLAC	DEVILLE	*	N	N	N	Y	N	N	N
1997	CADILLAC	ELDORADO	*	N	N	N	Y	N	N	N
1997	CADILLAC	SEVILLE	*	N	N	N	Y	N	N	N
1997	EAGLE	TALON	*	N	N	Y	N	N	N	N
1997	FORD	TAURUS	???????2?????????	N	N	N	Y	N	N	N
1997	MAZDA	MPV	*	N	N	Y	Y	N	N	N
1997	MITSUBISHI	3000GT	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	DIAMANTE	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	ECLIPSE	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	GALANT	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	MIRAGE	*	N	N	Y	N	N	N	N
1997	MITSUBISHI	MONTERO	*	N	N	Y	N	N	N	N

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass Allowed
1997	MITSUBISHI	MONTERO SPORT	*	N	N	Y	N	N	N	N
1997	NISSAN	200SX	*	N	N	Y	N	N	N	N
1997	OLDSMOBILE	AURORA	*	N	N	N	Y	N	N	N
1997	SAAB	900	*	N	N	Y	N	N	N	N
1997	SAAB	9000	*	N	N	Y	N	N	N	N
1997	TOYOTA	PASEO	*	N	N	Y	N	N	N	N
1997	TOYOTA	TERCEL	*	N	N	Y	N	N	N	N
1997	VOLVO	850 SERIES	*	N	N	Y	N	N	N	N
1997	VOLVO	960 SERIES	*	N	N	Y	N	N	N	N
1998	EAGLE	TALON	*	N	N	Y	N	N	N	N
1998	FORD	TAURUS	???????2?????????	N	N	N	Y	N	N	N
1998	MAZDA	MPV	*	N	N	N	Y	N	N	N
1998	MITSUBISHI	3000GT	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	DIAMANTE	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	ECLIPSE	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	GALANT	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	MIRAGE	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	MONTERO	*	N	N	Y	N	N	N	N
1998	MITSUBISHI	MONTERO SPORT	*	N	N	Y	N	N	N	N
1998	SAAB	900	*	N	N	Y	N	N	N	N
1998	SAAB	9000	*	N	N	Y	N	N	N	N
1998	VOLVO	C70	*	N	N	Y	N	N	N	N
1998	VOLVO	S70	*	N	N	Y	N	N	N	N
1998	VOLVO	S90	*	N	N	Y	N	N	N	N
1998	VOLVO	V70	*	N	N	Y	N	N	N	N
1998	VOLVO	V90	*	N	N	Y	N	N	N	N
1999	BUICK	CENTURY	*	N	N	N	Y	N	N	N
1999	BUICK	LESABRE	*	N	N	N	Y	N	N	N
1999	BUICK	PARK AVENUE	*	N	N	N	Y	N	N	N
1999	BUICK	REGAL	*	N	N	N	Y	N	N	N
1999	BUICK	RIVIERA	*	N	N	N	Y	N	N	N
1999	CHEVROLET	CAMARO	*	N	N	N	Y	N	N	N
1999	CHEVROLET	LUMINA	*	N	N	N	Y	N	N	N
1999	CHEVROLET	MALIBU	*	N	N	N	Y	N	N	N
1999	CHEVROLET	MONTE CARLO	*	N	N	N	Y	N	N	N

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass Allowed
1999	CHEVROLET	VENTURE	*	N	N	N	Y	N	N	N
1999	FORD	TAURUS	???????2?????????	N	N	N	Y	N	N	N
1999	OLDSMOBILE	ALERO	*	N	N	N	Y	N	N	N
1999	OLDSMOBILE	CUTLASS	*	N	N	N	Y	N	N	N
1999	OLDSMOBILE	EIGHTY EIGHT	*	N	N	N	Y	N	N	N
1999	OLDSMOBILE	INTRIGUE	*	N	N	N	Y	N	N	N
1999	OLDSMOBILE	SILHOUETTE	*	N	N	N	Y	N	N	N
1999	PONTIAC	BONNEVILLE	*	N	N	N	Y	N	N	N
1999	PONTIAC	FIREBIRD	*	N	N	N	Y	N	N	N
1999	PONTIAC	GRAND AM	*	N	N	N	Y	N	N	N
1999	PONTIAC	GRAND PRIX	*	N	N	N	Y	N	N	N
1999	PONTIAC	MONTANA	*	N	N	N	Y	N	N	N
1999	SAAB	9-5	*	N	N	N	Y	N	N	N
2000	BUICK	CENTURY	*	N	N	N	Y	N	N	N
2000	BUICK	LESABRE	*	N	N	N	Y	N	N	N
2000	BUICK	PARK AVENUE	*	N	N	N	Y	N	N	N
2000	BUICK	REGAL	*	N	N	N	Y	N	N	N
2000	CHEVROLET	CAMARO	*	N	N	N	Y	N	N	N
2000	CHEVROLET	IMPALA	*	N	N	N	Y	N	N	N
2000	CHEVROLET	LUMINA	*	N	N	N	Y	N	N	N
2000	CHEVROLET	MALIBU	*	N	N	N	Y	N	N	N
2000	CHEVROLET	MONTE CARLO	*	N	N	N	Y	N	N	N
2000	CHEVROLET	VENTURE	*	N	N	N	Y	N	N	N
2000	JAGUAR	XJ8	*	N	N	N	Y	N	N	N
2000	JAGUAR	XK8	*	N	N	N	Y	N	N	N
2000	JAGUAR	XKR	*	N	N	N	Y	N	N	N
2000	OLDSMOBILE	ALERO	1G3N??2E?YC??????	N	N	N	Y	N	N	N
2000	OLDSMOBILE	INTRIGUE	*	N	N	N	Y	N	N	N
2000	OLDSMOBILE	SILHOUETTE	*	N	N	N	Y	N	N	N
2000	PONTIAC	BONNEVILLE	1G2HZ541?Y4??????	N	N	N	Y	N	N	N
2000	PONTIAC	FIREBIRD	2G2FS?2K?Y2??????	N	N	N	Y	N	N	N
2000	PONTIAC	GRAND AM	1G2N??2E?Y????????	N	N	N	Y	N	N	N
2000	PONTIAC	GRAND PRIX	*	N	N	N	Y	N	N	N
2000	PONTIAC	MONTANA	*	N	N	N	Y	N	N	N
2000	VOLVO	S40	*	N	N	N	Y	N	N	N

Model Year	Make	Model	VIN Mask	Communications Exclusion	RPM Exclusion	Readiness Exclusion	Continuous Monitor Exclusion	CVN Exclusion	Catalyst Retest Exclusion	OBD Bypass Allowed
2000	VOLVO	V40	*	N	N	N	Y	N	N	N
2001	JAGUAR	XJ8	*	N	N	N	Y	N	N	N
2001	JAGUAR	XK8	*	N	N	N	Y	N	N	N
2001	OLDSMOBILE	AURORA	*	N	N	N	Y	N	N	N
2002	JAGUAR	X-TYPE	*	N	N	N	Y	N	N	N
2002	JAGUAR	XJ8	*	N	N	N	Y	N	N	N
2003	JAGUAR	S-TYPE	*	N	N	N	Y	N	N	N
2003	JAGUAR	X-TYPE	*	N	N	N	Y	N	N	N
2003	JAGUAR	XJ8	*	N	N	N	Y	N	N	N
2003	PORSCHE	BOXSTER	*	N	N	N	Y	N	N	N
2003	VOLVO	C70	*	N	N	N	Y	N	N	N
2004	JAGUAR	S-TYPE	*	N	N	N	Y	N	N	N
2004	JAGUAR	X-TYPE	*	N	N	N	Y	N	N	N
2004	JAGUAR	XJ SERIES	*	N	N	N	Y	N	N	N
2004	JAGUAR	XJ8	*	N	N	N	Y	N	N	N
2004	JAGUAR	XJR	*	N	N	N	Y	N	N	N
2004	VOLVO	C70	*	N	N	N	Y	N	N	N
2005	JAGUAR	S-TYPE	*	N	N	N	Y	N	N	N
2005	JAGUAR	X-TYPE	*	N	N	N	Y	N	N	N
2005	JAGUAR	XJ SERIES	*	N	N	N	Y	N	N	N
2005	JAGUAR	XJ8	*	N	N	N	Y	N	N	N
2005	JAGUAR	XJR	*	N	N	N	Y	N	N	N
2005	JAGUAR	XKR	*	N	N	N	Y	N	N	N
2006	JAGUAR	S-TYPE	*	N	N	N	Y	N	N	N
2006	JAGUAR	X-TYPE	*	N	N	N	Y	N	N	N
2006	JAGUAR	XJ8	*	N	N	N	Y	N	N	N
2006	JAGUAR	XK8	*	N	N	N	Y	N	N	N
2009	SAAB	9-5	*	Y	N	N	N	N	N	N
2013	RAM	1500	*	N	N	N	Y	N	N	N

APPENDIX VI

NJDEP's OBD Technical Synopsis and Process Flow Diagram

NJDEP's OBD Technical Synopsis

Components of the OBD Test

The OBD test encompasses a visual check of the dashboard display function, Diagnostic Link Connector (DLC) status, and an electronic examination of the OBD computer's data. It consists of the following individual components: the MIL bulb check, MIL Key On Engine Running (KOER) check, the DLC status, the vehicle readiness status, the MIL status (whether commanded on or off), and the Diagnostic Trouble Codes (DTCs) check for those vehicles with the MIL commanded on.

There is additional data captured during the OBD test used for vehicle identification purposes. These elements are designed to ensure the vehicle being OBD tested is in fact the vehicle entered into the inspection database and receiving a sticker, thus avoiding a process commonly referred to as clean-scanning, where a known passing vehicle is used when performing the OBD test on a vehicle that would have failed. There is also additional data captured during the OBD test that is used for flagging stations that may be routinely exploiting known weaknesses in OBD testing methodology to pass vehicles that should have failed.

In New Jersey, the MIL checks are conducted first, starting with the bulb check. The MIL bulb check is performed by briefly turning the motor vehicle ignition system to the Key On Engine Off (KOEO) position and visually verifying that the MIL illuminates. The next step in the MIL check is the Key On Engine Running (KOER) test. The KOER MIL test is performed by starting the vehicle, and visually determining if the MIL is on or off. If the MIL illuminates or flashes continuously while the engine is running it is considered on. If either MIL check fails, the motor vehicle has failed the OBD test.

Next, the DLC condition is checked; if the DLC is damaged, missing, or obstructed, the motor vehicle has failed the OBD test. If the DLC is present and accessible, the OBD analyzer is connected to the DLC with the motor vehicle's engine turned off.

For the remainder of the OBD test, the motor vehicle is then started and left running (KOER) to allow the OBD analyzer to attempt to communicate with the motor vehicle's OBD system. If the analyzer cannot successfully communicate with the motor vehicle's OBD system after 4 attempts, the motor vehicle has failed the OBD test.

OBD Technical Synopsis

During OBD investigations conducted in the legacy system it was found that some PCMs will ignore the request for readiness information 10~15% of the time, and only respond with the data from the Transmission Control Module (TCM). Since TCMs do not support all three of the newly required continuous monitors the vehicle will fail the readiness portion of the test. To mitigate this issue, an error trap with a retry loop was employed so for a vehicle that reports any one of the continuous monitors as either not supported or not ready, five additional attempts are made to retrieve readiness status from additional modules. Even with the error trap in place some vehicles have known issues with continuous monitors, and have been excluded from this portion of the OBD test. These vehicles are exempt from the continuous monitor readiness component of the OBD test, but still subject to all of the other components of the OBD test. This is explained in more detail further in this section. Currently, 84 of approximately 20,000 OBD eligible individual year/make/model combinations are completely excluded from readiness testing results (OBD Scan still attempted). There are an additional 80 individual year/make/model combinations that have been excluded from the continuous monitor readiness portion of the OBD test. There are a total of 164 entries on the table.

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

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

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

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

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

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

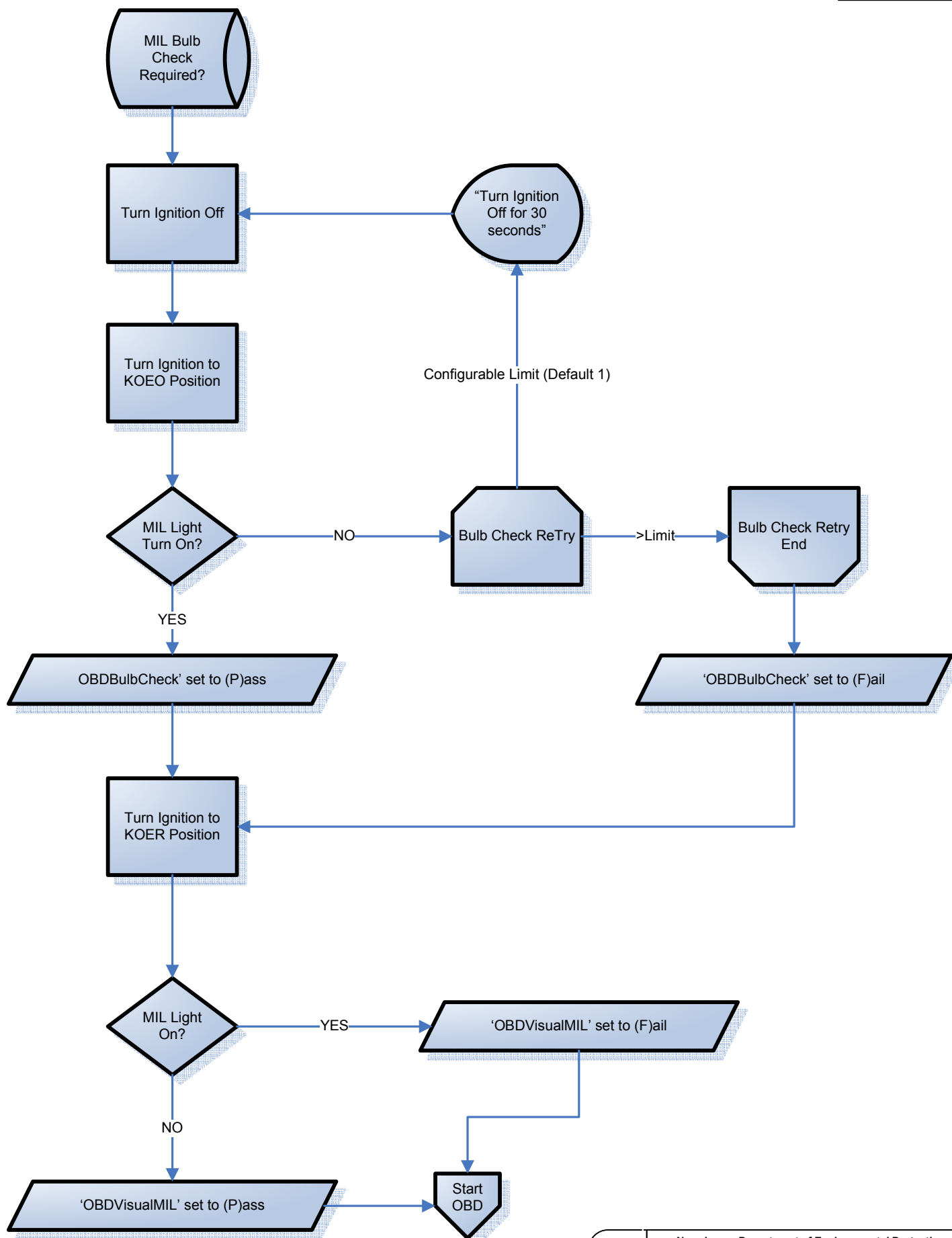
Vehicles were required to store the VIN number of the vehicle in the PCM starting in model year 2005, and some vehicle manufacturers started populating this data element early. As such, in the upgraded system electronic VIN information is recorded starting in model year 1998. Even if the electronic VIN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

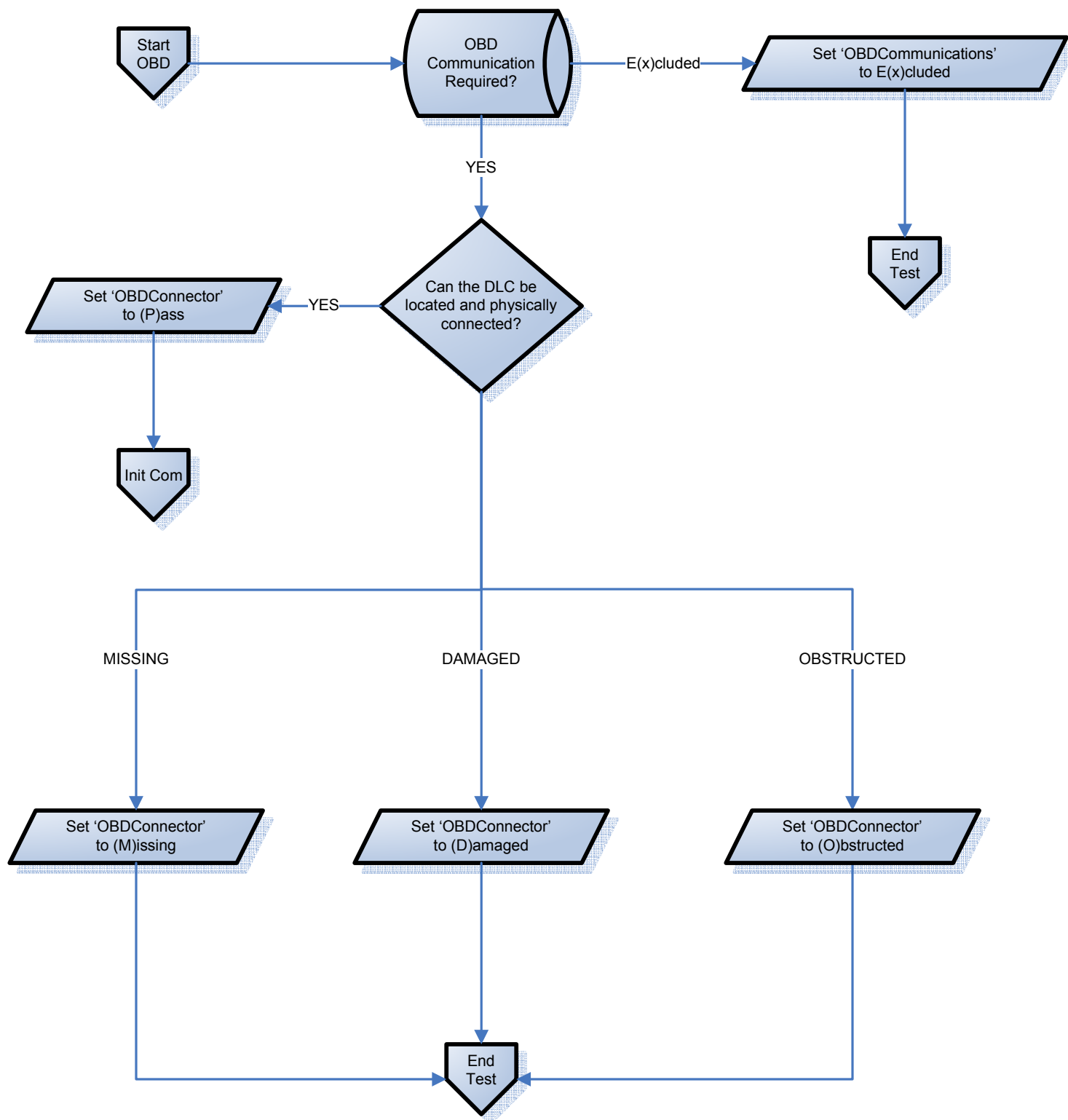
In the upgraded system, two additional vehicle identifiers have been added to the required data elements. These are the Calibration Identification Number (Calid) and Calibration Verification Number (CVN). These elements are not only useful for vehicle identification purposes but can also be used to identify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

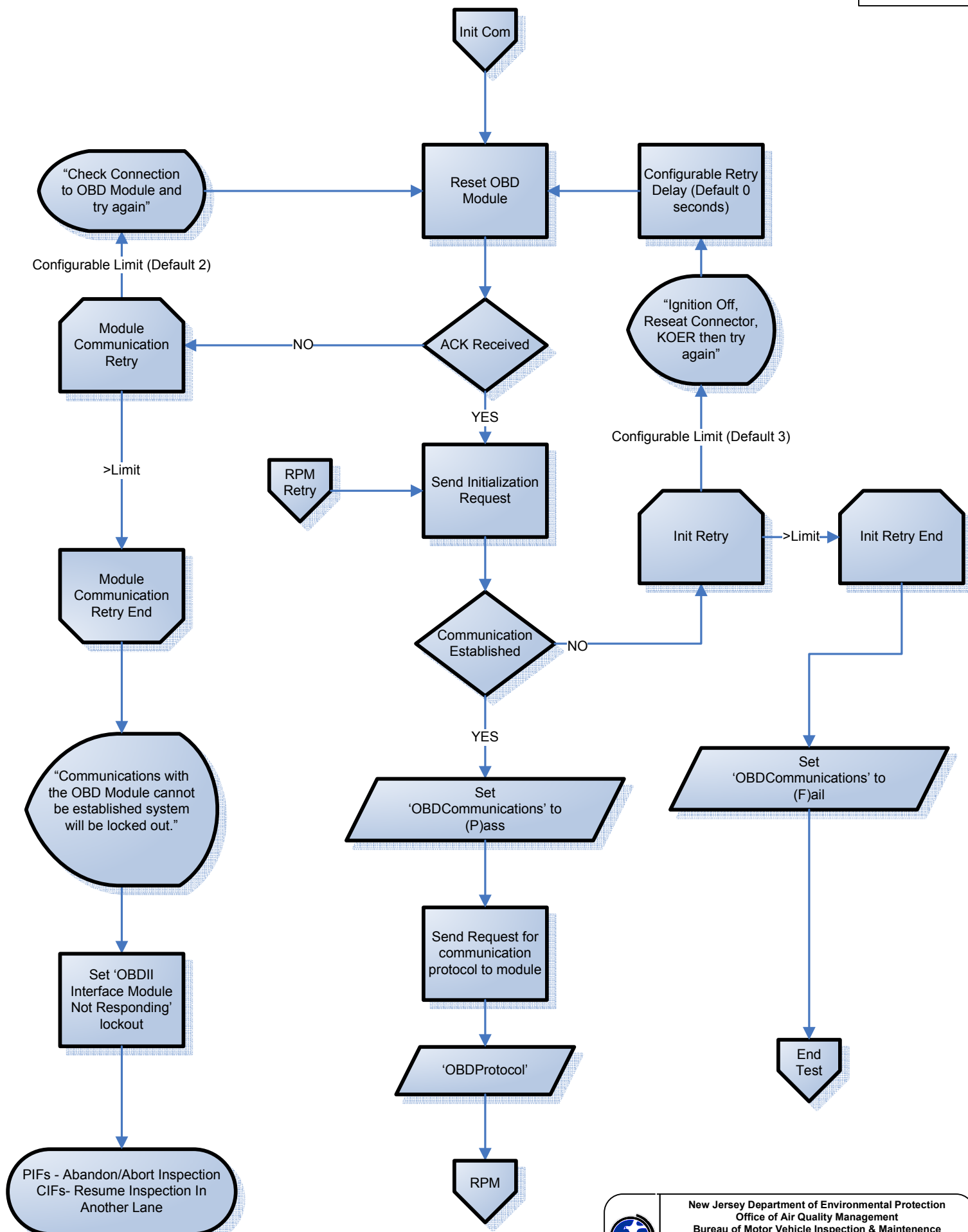
The additional data captured during the OBD test that is used for flagging stations that may be routinely exploiting known weaknesses in OBD testing methodology is: distance traveled with the MIL on, vehicle warm up cycles since the last time DTC information cleared from the PCM, distance travelled with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

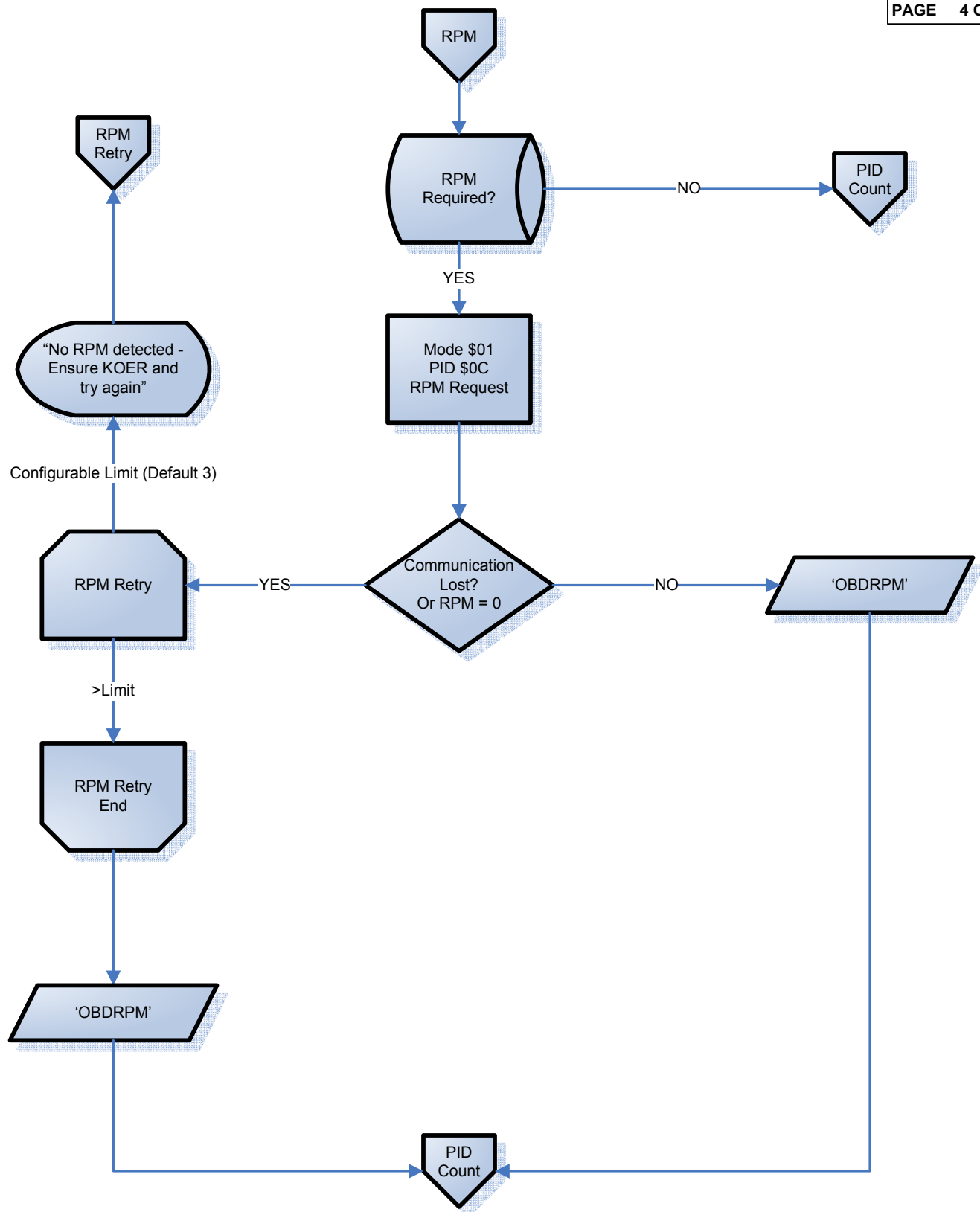
Each one of these parameters is configured in a reference table as to which model years they apply, and for what fuel types. For instance, PID 20 and PID 40 information is requested for gasoline vehicles starting with the 2000 model year.

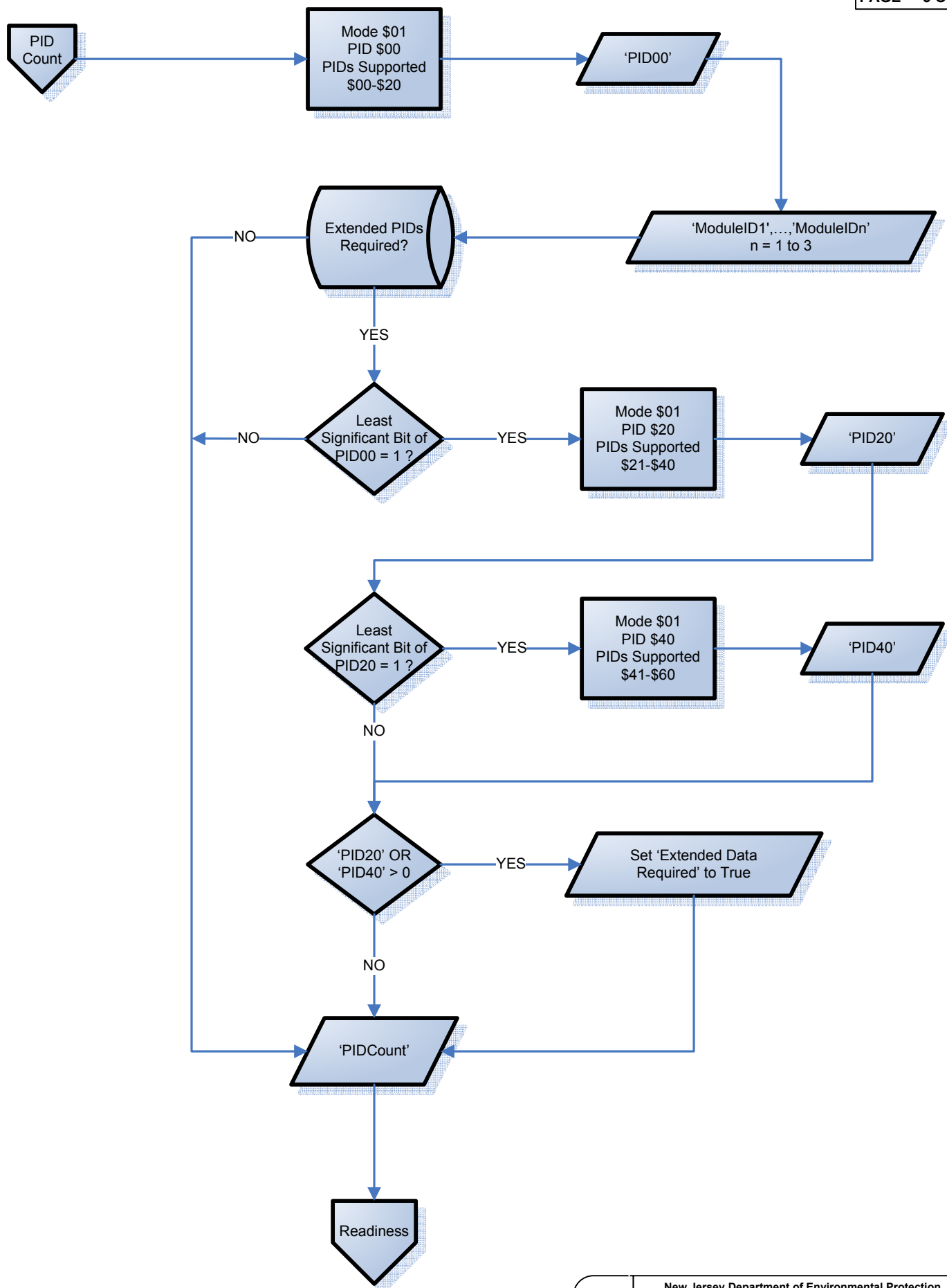
If the vehicle passes its visual MIL inspections, successfully communicates with the analyzer, the analyzer indicates that the motor vehicle is deemed “ready”, and the OBD system is not indicating any malfunctions of the motor vehicle (MIL is commanded off), then the motor vehicle has passed the OBD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



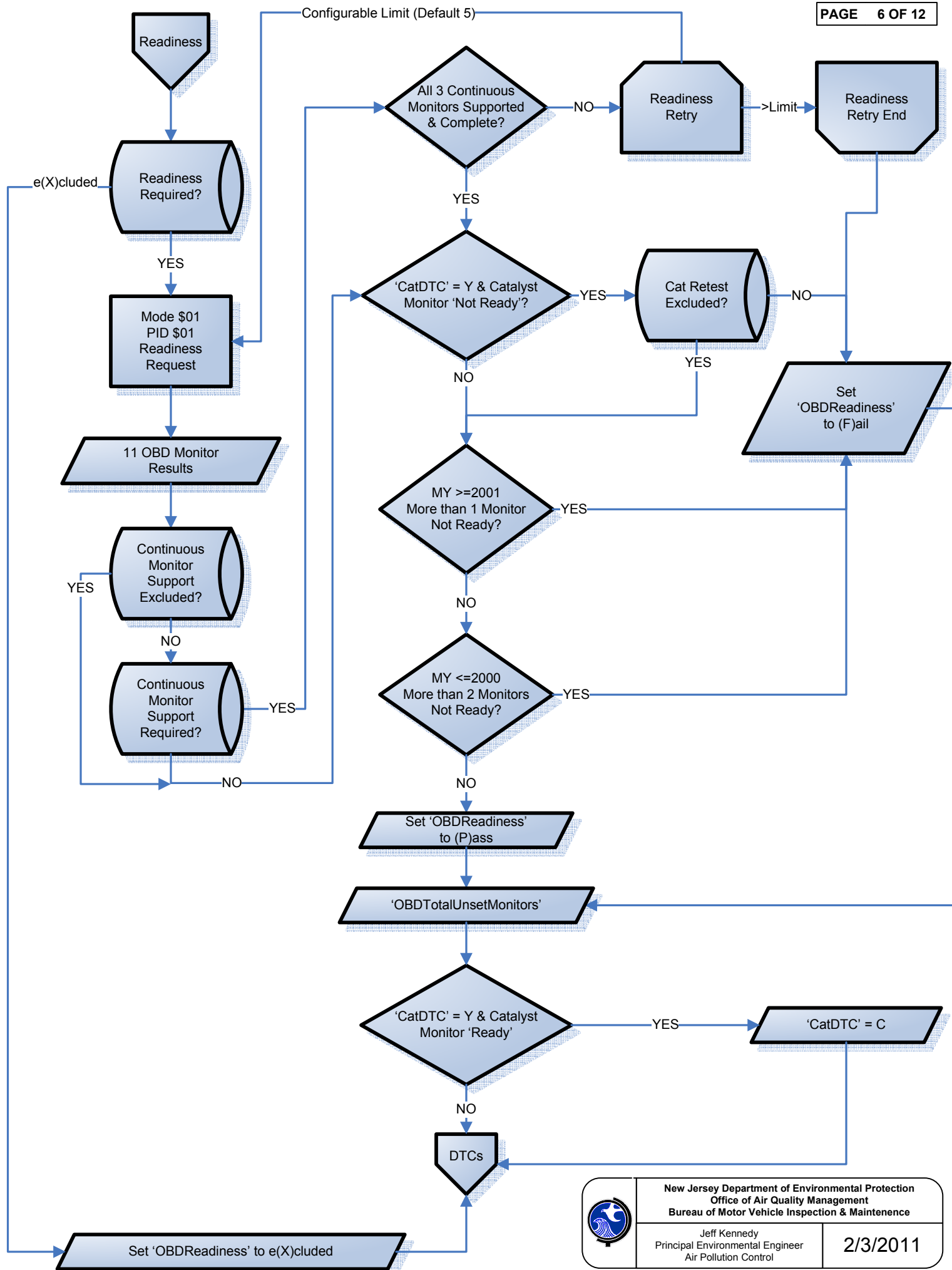








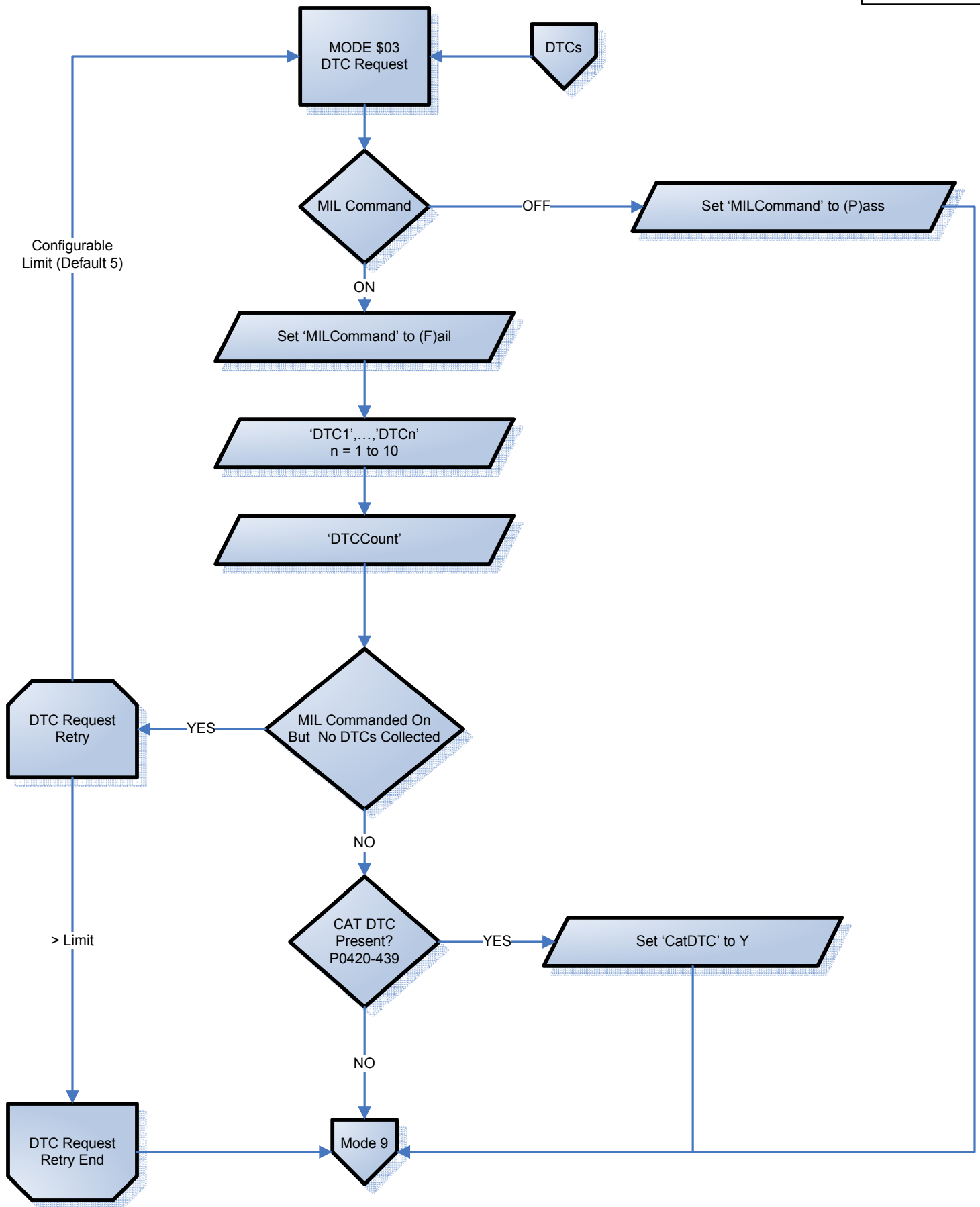
Configurable Limit (Default 5)

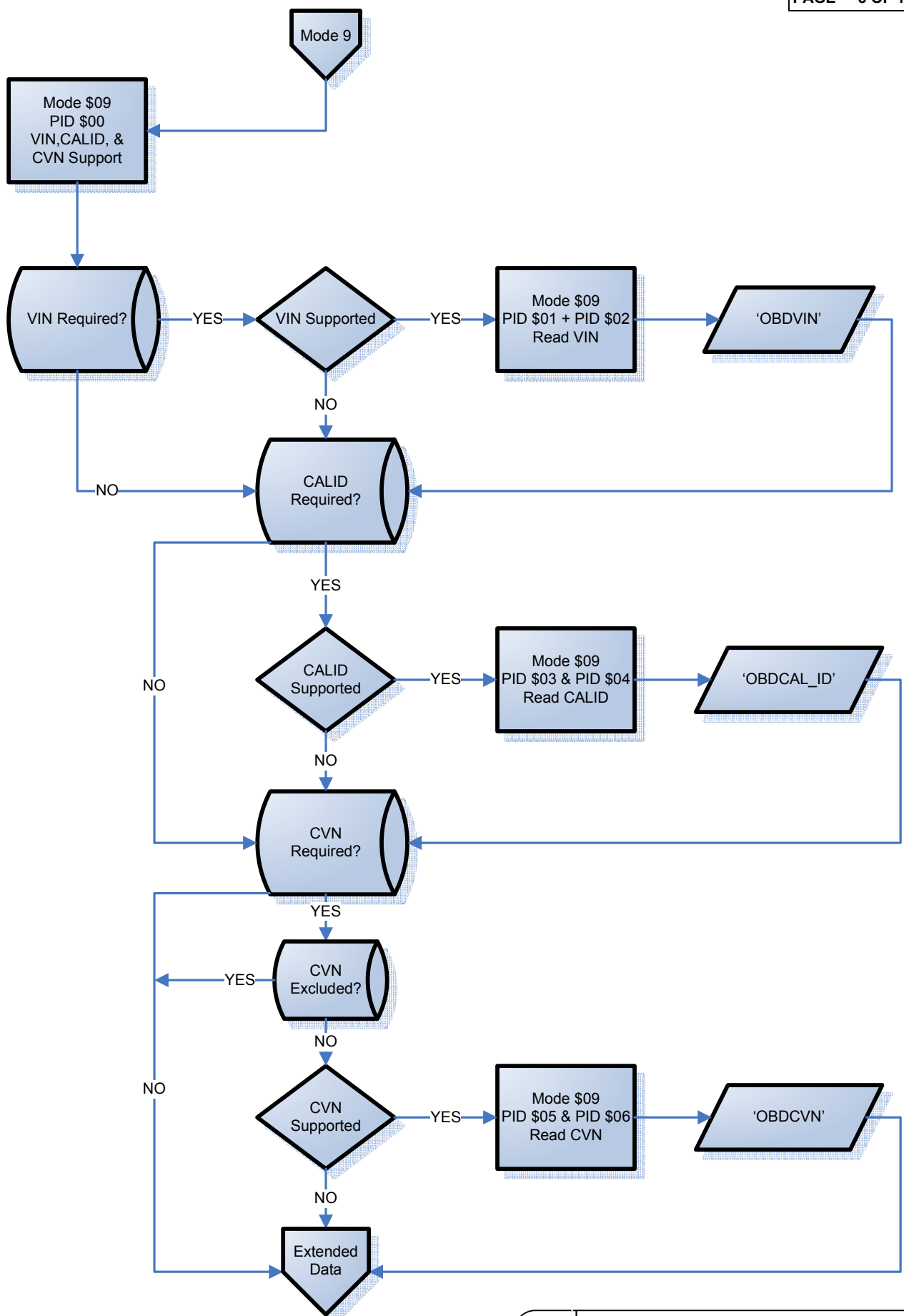


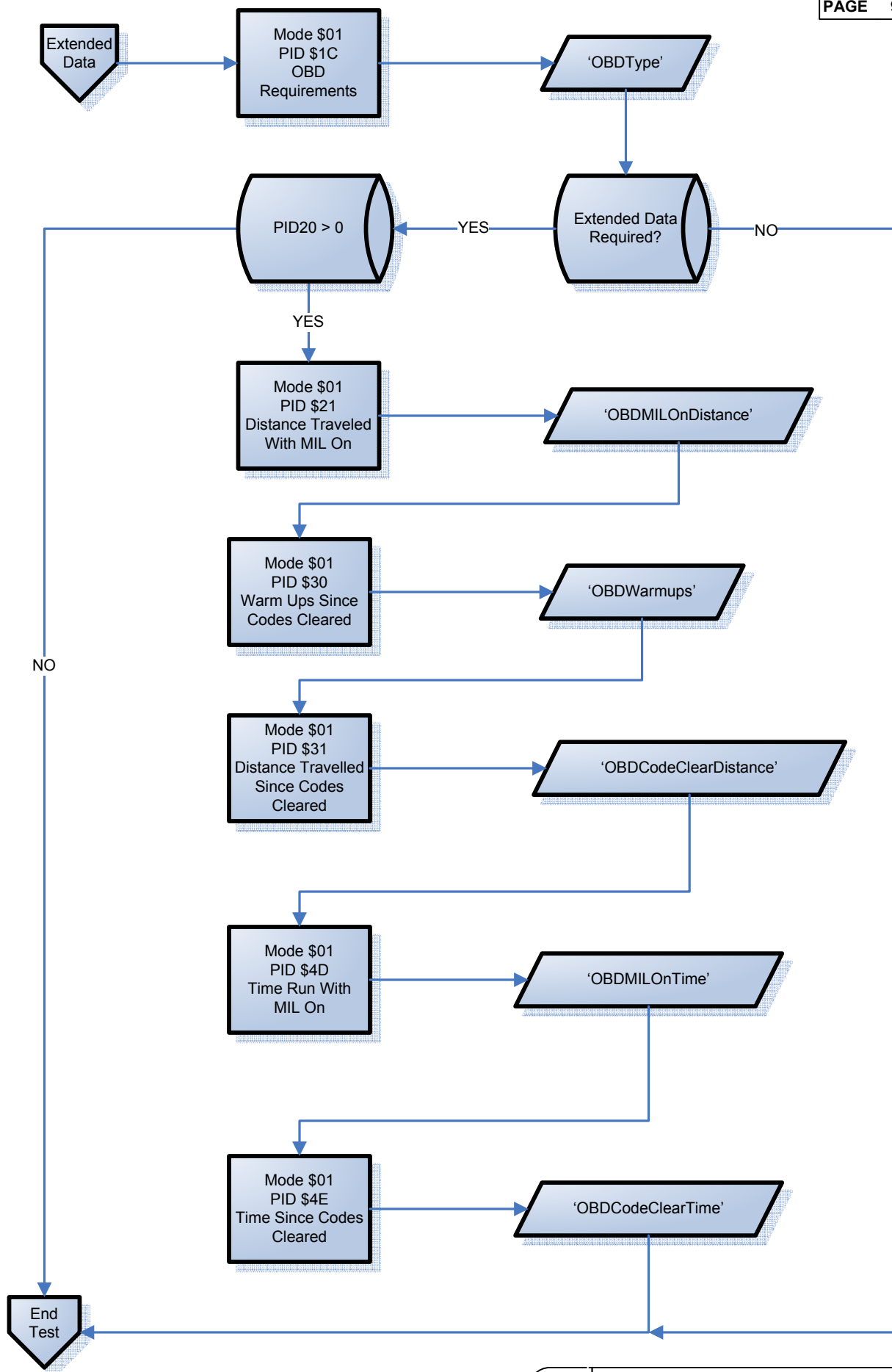
New Jersey Department of Environmental Protection
Office of Air Quality Management
Bureau of Motor Vehicle Inspection & Maintenance

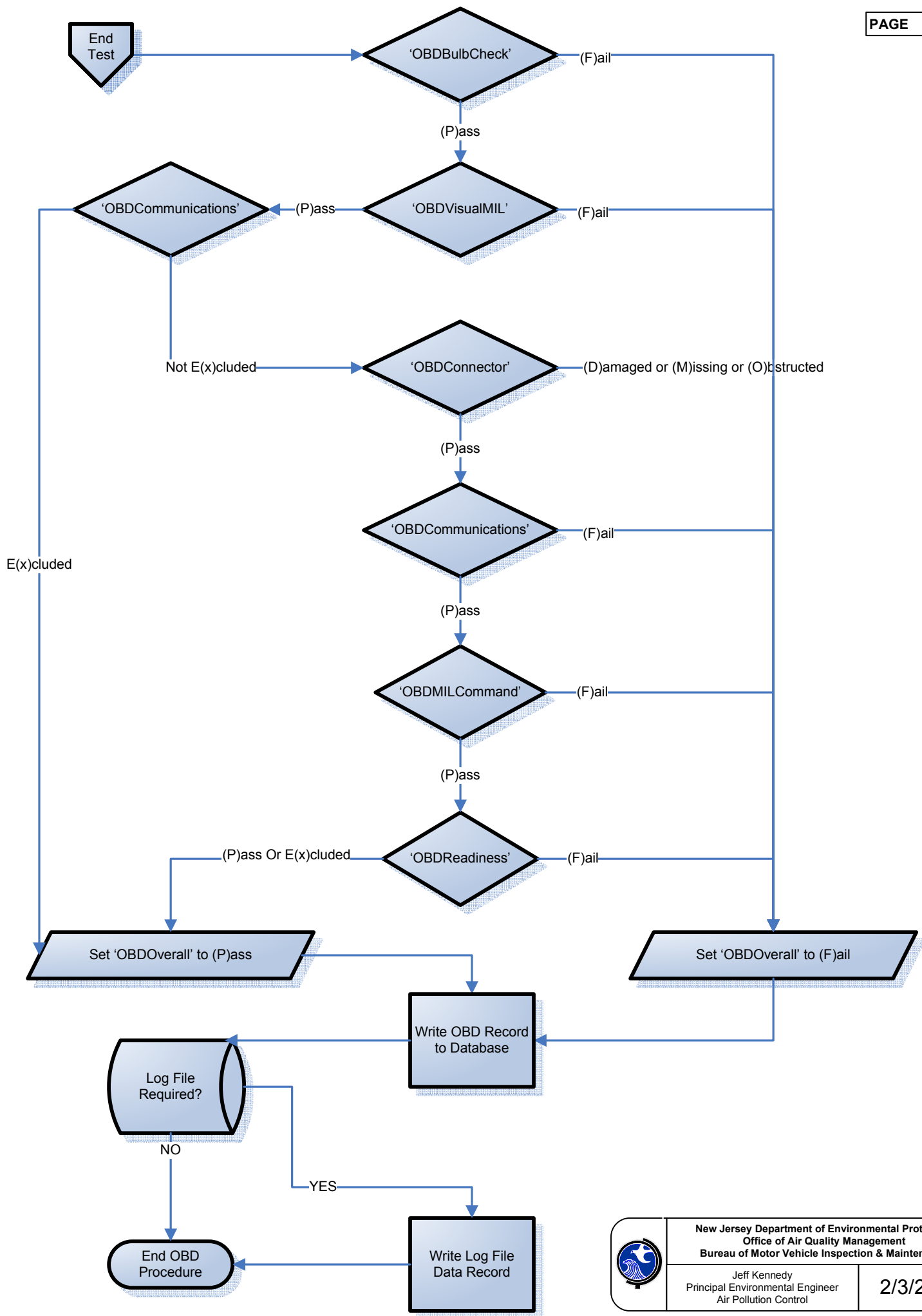
Jeff Kennedy
Principal Environmental Engineer
Air Pollution Control

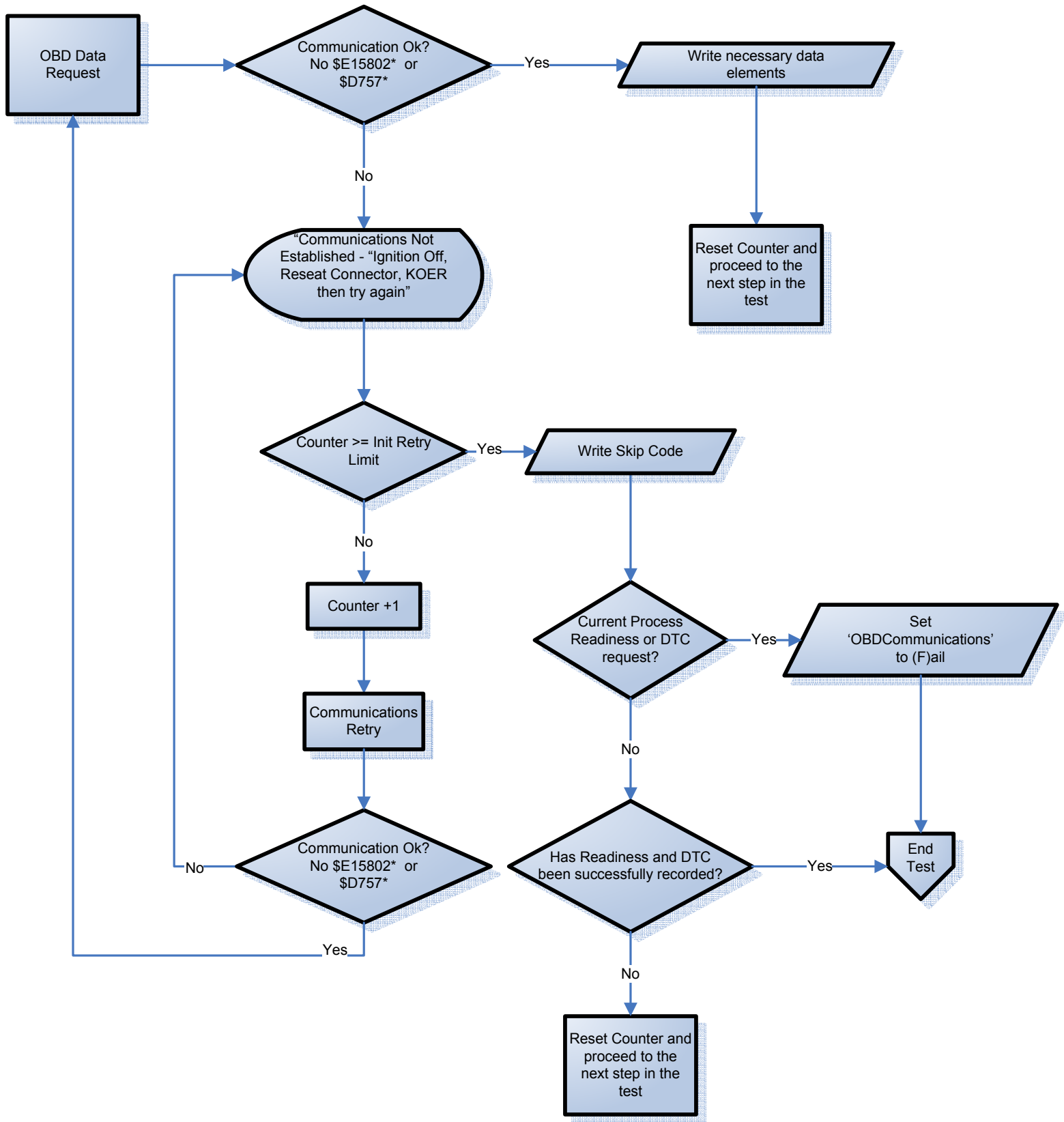
2/3/2011

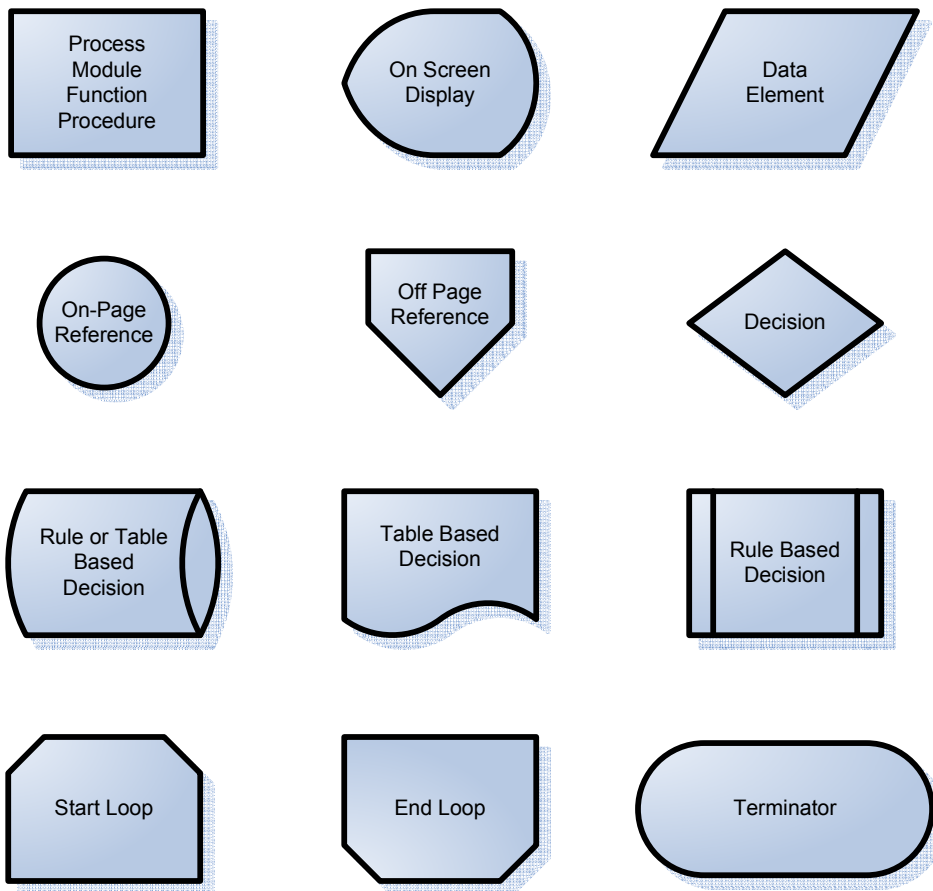












APPENDIX VII

Program Structure

Vehicle Types Subject to Inspection

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

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

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

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

In addition, the two diesel vehicle categories are:

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

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

Emission-Related Test Types Performed in New Jersey

The primary emission test performed in New Jersey in the year 2017 is the OBD test. In addition, several secondary emission-related tests are performed: the visible smoke check, a visual anti-tampering inspection (also called the catalytic converter check), a liquid leak check, and a miscellaneous emissions check (which includes a visual gas cap check).

There is also a grouping called “No Primary Test” for those vehicles that did not receive an OBD test. The “No Primary Test” group consists mainly of commercial diesel vehicles and heavy-duty gasoline vehicles model year \geq 2014 and GVWR 14,001 lbs. and up that were not eligible for a primary emissions test. Where applicable, these vehicles still received our secondary visual emissions tests: MIL check, anti-tampering, visible smoke, liquid leak, and miscellaneous tests.

It is important to note in this Report that an overall emissions inspection consists of the several test types listed in the preceding paragraphs., i.e. the OBD test (in all cases except for OBD exempt/bypassed vehicles) along with one or more of the secondary emissions tests. The results are presented by overall emissions inspections and by each test type.

In addition, the OBD test consists of several components (i.e. bulb check, key-on-engine-running Malfunction Indicator Light (MIL) check, Diagnostic Link Connector (DLC) check, communications check, MIL command status, and readiness status).

These results are presented by overall OBD inspections and by each individual component. The OBD test is performed on all 1996 and newer LDGVs and LDGTs, all 1997 and newer LDDVs and LDDTs, and all HDGVs between 8,501 and 14,000 lbs. of model year 2008 and above.

The visual anti-tampering inspection, or catalytic converter check, is performed on all 1975 and later model year vehicles originally equipped with a catalytic converter. It is designed to ensure the presence of a catalytic converter. The visible smoke inspection is performed on all diesel and gasoline vehicles, regardless of model year, and checks for the presence of any visible continuous smoke emitted from either the tailpipe or the crankcase. The liquid leak inspection is performed on all vehicles and detects visibly leaking fuel. The miscellaneous emissions check, also for all vehicles, is designed to allow inspectors to fail a vehicle for any other obvious emission-related defect or other serious vehicle malfunctions. This category also includes a visual gas cap check.

Emission-Related Test Types – 2017

Vehicles with GVWR ≤ 8,500 lbs.

Gasoline Vehicles Model Year 1995 and older:

- Non-Commercial vehicles are not required to receive an emissions inspection.
- Commercial vehicles are required to receive an emissions inspection for visible smoke, fuel leak, visible fuel cap and catalytic converter check if originally equipped (1975 and newer).

Gasoline Vehicles Model Year 1996 and newer:

- All vehicles are required to receive an emissions inspection for OBD, visible smoke, fuel leak, visible fuel cap, and catalytic converter check.

Diesel Vehicles Model Year 1996 and older:

- Non-Commercial vehicles are not required to receive an emissions inspection.
- Commercial vehicles are required to receive an emissions inspection for visible smoke, and fuel leak.

Diesel Vehicles Model Year 1997 and newer:

- All vehicles are required to receive an emissions inspection for OBD, visible smoke, and fuel leak.

Vehicles with GVWR 8,501 to 14,000 lbs.

Gasoline vehicles Model Year 2007 and older:

- Non-Commercial vehicles are not required to receive an emissions inspection.
- Commercial vehicles are required to receive an emissions inspection for visible smoke, fuel leak, visible fuel cap and catalytic converter check if originally equipped (1975 and newer).

Gasoline vehicles Model Year 2008 and newer:

- All vehicles are required to receive an emissions inspection for OBD, visible smoke, fuel leak, visible fuel cap, and catalytic converter check.

Vehicles with GVWR >= 14,001 lbs.

Gasoline vehicles Model Year 2013 and older:

- Non-Commercial vehicles are not required to receive an emissions inspection.
- Commercial vehicles are required to receive an emissions inspection for visible smoke, fuel leak, visible fuel cap and catalytic converter check if originally equipped (1975 and newer).

Gasoline vehicles Model Year 2014 and newer:

- All vehicles are required to receive an emissions inspection for bulb check, key-on-engine-running Malfunction Indicator Light (MIL) check, visible smoke, fuel leak, visible fuel cap, and catalytic converter check. Once the program transitions to a new vendor, these vehicles will also be subject to an OBD test.

Test Data Anomalies – Invalid Data and Failed/Test Not Performed

Past years' annual reports included inspections that had missing or inconsistent data fields. If a data field needed for a table or analysis was usable, the inspection record was included, and if the data field contained invalid data, the inspection record was excluded from that particular query. This slightly skewed the table results, caused inconsistent totals among some of the tables, and required extensive staff resources to compile. Beginning with the year 2013 Annual Report, the entire inspection record with invalid data was excluded. In 2017, there were 3,032 vehicle inspections that met the criterion for the "invalid data" exclusion.

In addition, prior annual reports included inspections for vehicles that automatically failed the emissions inspection due to safety concerns (i.e., vehicle is unsafe to test). This data skewed failure rates, especially newer vehicles. Beginning with the year 2013 Annual Report, inspections for vehicles that fail because the emissions test could not be performed were excluded. In 2017, there were 3,047 vehicle inspections that met the criterion for the "failed/test not performed" exclusion.

The combined exclusion for both the invalid vehicle inspections and failed/test not performed vehicle inspections is 0.32% (6,079/1,893,393) of the total initial 2017 inspection volume.

Test Frequency and Network Design

New Jersey requires vehicles to be inspected once every other year. In addition, new vehicles are exempt from inspection until they are five years old.

There have been two major changes over the life of the I/M program that affect ongoing

annual inspection volumes. The first was when the biennial test frequency was initially implemented at enhanced program startup in 1999 by requiring all odd model year vehicles to be inspected in the odd calendar years and all even model year vehicles to be inspected in the even calendar years. The result was a "sawtooth" effect whenever the program's statistical data was graphically presented by model year, with significantly higher inspection volumes for odd model year vehicles in odd calendar years and vice versa for even calendar years.

The second occurred in the latter half of 2010 when the new vehicle inspection exemption was increased from four years to five years. We are still determining the effect of the second change, but it appears that the sawtooth pattern becomes inverted starting in model year 2007, as seen in the years 2013 through 2016 Annual Reports, as well as this year 2017 Annual Report (see Appendix I, Part D, Figure D-2).

The enhanced I/M program network design in New Jersey is a hybrid system with both centralized (test-only) and decentralized (test-and-repair) inspection facilities. Parsons, a private company under contract with the State through 2018, operates the centralized portion of the inspection network (centralized inspection facilities or CIFs) for the State. The decentralized network is comprised of privately owned and operated Private Inspection Facilities (PIFs) and Private Fleet Facilities (PFFs) that are licensed by the NJMVC to perform vehicle inspections. The PFFs perform inspections only on their own fleet of vehicles, while the PIFs perform inspections on residents' vehicles.

There are 26 CIFs located throughout the State, consisting of a total of 108 full inspection lanes (see Table VII-1). This is three less lanes than in the year 2016, as the Wayne CIF closed 3 lanes in the year 2017.

In addition, the State has three (3) specialty sites (Specialty Inspection Facilities, or SIFs), consisting of one lane each. These are where specialized inspections are conducted and customer disputes are resolved. These specialty sites are run by the State and are not in general use for inspection purposes. The number of SIFs remains the same as last year.

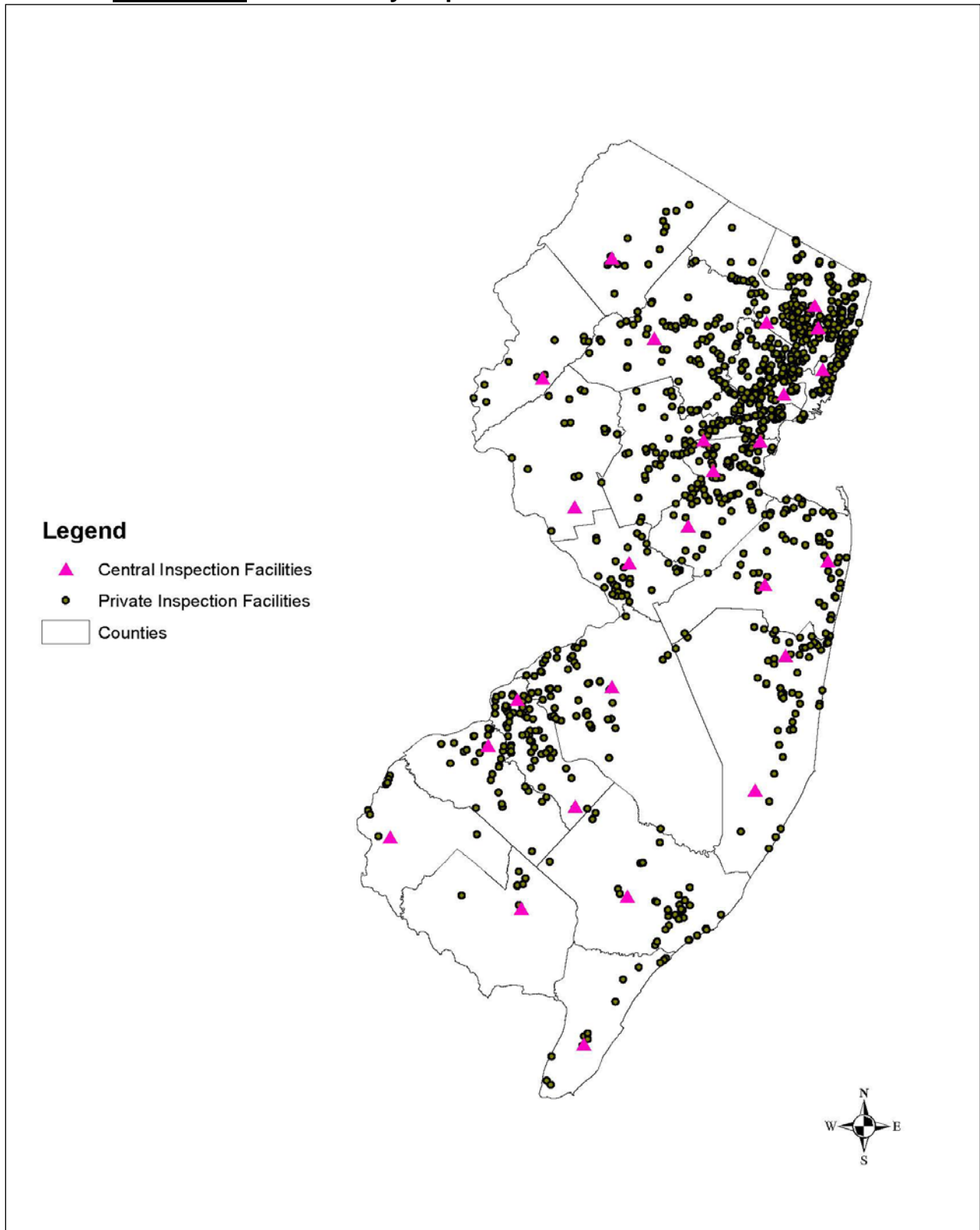
Table VII-1: New Jersey's Centralized Inspection Facilities

Centralized Inspection Facility	# of Lanes
Baker's Basin	5
Cape May	1
Cherry Hill	6
Deptford	4
Eatontown	6
Flemington	3
Freehold	6
Kilmer	6
Lakewood	6
Lodi	5
Manahawkin	3
Mays Landing	4
Millville	2
Newark	5
Newton	2
Paramus	5
Plainfield	3
Rahway	6
Randolph	6
Salem	1
Secaucus	4
South Brunswick	6
Southampton	4
Washington	1
Wayne	5
Winslow	3
Total	108

In 2017, there were 1,055 PIFs that performed at least one inspection during the entire year; of these, 101 PIFs only performed inspections for a portion of the year (at least three months with no inspections).

Figure VII-1 shows the locations of the CIFs and PIFs in New Jersey in the year 2017.

Figure VII-1: New Jersey Inspection and Maintenance Facilities



New Jersey has 1,118 registered Emission Repair Facilities (ERFs) that were able to perform emission-related repairs on vehicles. Emission failure-related repairs must be made by an ERF and are recorded to the Vehicle Inspection Database (VID) upon re-inspection. An ERF is required to have at least one certified Emission Repair Technician (ERT) to perform or supervise these repairs. Vehicle owners are permitted to make repairs to their own vehicles for re-inspection purposes.

APPENDIX VIII

USEPA's Annual Reporting Requirements - Reference Checklist

Cross Reference EPA Reporting Requirements and 2017 Annual Report Section

Reporting Requirement	2017 Annual Report Section
(a.) Test Data Report	
(1) The number of vehicles tested by model year and vehicle type;	Table 1; Appendix I - Part D
(2) By model year and vehicle type, the number and percentage of vehicles:	
(i) Failing the emissions test initially, per test type;	Table 3; Appendix I - Part E
(ii) Failing the first retest per test type;	Table 7; Appendix I - Parts G and J
(iii) Passing the first retest per test type;	Table 7; Appendix I - Parts G and J
(iv) Initially failed vehicles passing the second or subsequent retest per test type;	Table 8; Appendix I - Part H
(v) Initially failed vehicles receiving a waiver;	n/a
(vi) vehicles with no known final outcome (regardless of reason);	Table 9; Table 10; Appendix I - Part I
(vii) - (x) [Reserved]	n/a
(xi) Passing the on-board diagnostic check;	Table 3; Table 4; Appendix I - Part F, Table F-1
(xii) Failing the on-board diagnostic check;	Table 3; Table 4; Appendix I - Part F, Table F-1
(xiii) Failing the on-board diagnostic check and passing the tailpipe test (if applicable);	n/a; dropping of tailpipe testing noted in Section II
(xiv) Failing the on-board diagnostic check and failing the tailpipe test (if applicable);	n/a; dropping of tailpipe testing noted in Section II
(xv) Passing the on-board diagnostic check and failing the I/M gas cap evaporative system test (if applicable);	n/a; dropping of evaporative gas cap testing noted in Section II
(xvi) Failing the on-board diagnostic check and passing the I/M gas cap evaporative system test (if applicable);	n/a; dropping of evaporative gas cap testing noted in Section II
(xvii) Passing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);	n/a; dropping of evaporative gas cap testing noted in Section II
(xviii) Failing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);	n/a; dropping of evaporative gas cap testing noted in Section II
(xix) MIL is commanded on and no codes are stored;	Table 5; Appendix I - Part F, Table F-3
(xx) MIL is not commanded on and codes are stored;	Table 5; Appendix I - Part F, Table F-3
(xxi) MIL is commanded on and codes are stored;	Table 5; Appendix I - Part F, Table F-3
(xxii) MIL is not commanded on and codes are not stored;	Table 5; Appendix I - Part F, Table F-3
(xxiii) Readiness status indicates that the evaluation is not complete for any module supported by on-board diagnostic systems;	Section II.C.; Appendix I - Part F, Table F-4
(3) The initial test volume by model year and test station(<i>Type</i>);	Appendix I - Part B
(4) The initial test failure rate by model year and test station(<i>Type</i>);	Appendix I - Part B
(5) The average increase or decrease in tailpipe emission levels for HC, CO, and NOx (if applicable) after repairs by model year and vehicle type for vehicles receiving a mass emissions	n/a
(b.) Quality Assurance Report	
(1) The number of inspection stations and lanes:	
(i) Operating throughout the year; and	Appendix VII, Test Frequency and Network Design
(ii) Operating for only part of the year;	Appendix VII, Test Frequency and Network Design
(2) The number of inspection stations and lanes operating throughout the year:	
(i) Receiving overt performance audits in the year;	Section III.A.; Table 12

Cross Reference EPA Reporting Requirements and 2017 Annual Report Section

Reporting Requirement	2017 Annual Report Section
(ii) Not receiving overt performance audits in the year;	Section III.A.; Table 12
(iii) Receiving covert performance audits in the year;	Section III.B.; Table 13
(iv) Not receiving covert performance audits in the year; and	Section III.B.; Table 13
(v) That have been shut down as a result of overt performance audits;	Table 12
(3) The number of covert audits:	
(i) Conducted with the vehicle set to fail per test type;	Table 13
Vehicle set to fail the emission test;	
Vehicle set to fail the component check;	
Vehicle set to fail the evaporative system checks;	visual gas cap check only
(ii) Conducted with the vehicle set to fail any combination of two or more of the above checks;	Table 13
(iii) Resulting in a false pass per test type; and	Table 13
Resulting in a false pass for emissions;	
Resulting in a false pass for component checks;	
Resulting in a false pass for the evaporative system check	visual gas cap check only
(viii) Resulting in a false pass for any combination of two or more of the above checks;	Table 13
(4) The number of licensed inspectors and stations:	Section III.C.; Table 15
(i) That were suspended, fired, or otherwise prohibited from testing as a result of covert audits;	
(ii) That were suspended, fired, or otherwise prohibited from testing for other causes;	
(iii) That received fines;	
(5) The number of inspectors licensed or certified to conduct testing;	Section III.C.
(6) The number of hearings:	Section III.C.; Table 15
(i) Held to consider adverse actions against inspectors and stations; and	
(ii) Resulting in adverse actions against inspectors and stations;	
(7) The total amount collected in fines from inspectors and stations by type of violation;	Section III.C.; Table 15
(8) The total number of covert vehicles available for undercover audits over the year; and	Section III.B.
(9) The number of covert auditors available for undercover audits.	Section III.B.
(c.) Quality Control Report	
(1) The number of emission testing sites and lanes in use in the program;	Appendix VII, Test Frequency and Network Design
(2) The number of equipment audits by station and lane;	Table 18; Appendix II
(3) The number and percentage of stations that have failed equipment audits; and	Section IV; Tables 16 and 17
(4) Number and percentage of stations and lanes shut down as a result of equipment audits.	Section IV; Tables 16 and 17
(d.) Enforcement Report	
(1) All Enforcement Programs:	
(i) An estimate of the number of vehicles subject to the inspection program, including the results of an analysis of the registration data base;	Section V.B.
(ii) The percentage of motorist compliance based upon a comparison of the number of valid final tests with the number of subject vehicles	Section V.A.
(iii) The total number of compliance documents issued to inspection stations;	Table 19

Cross Reference EPA Reporting Requirements and 2017 Annual Report Section

Reporting Requirement	2017 Annual Report Section
(iv) The number of missing compliance documents;	Table 19
(v) The number of time extensions and other exemptions granted to motorists; and	Table 19
(vi) The number of compliance surveys conducted, number of vehicles surveyed in each, and the compliance rates found.	Appendix III
(2) Registration Denial Programs:	
(i) A report of the program's efforts and actions to prevent motorists from falsely registering vehicles out of the program area or falsely changing fuel type or weight class on the vehicle registration, and the results of special studies to investigate the frequency of such activity; and	n/a
(ii) The number of registration file audits, number of registrations reviewed, and compliance rates found in such audits.	n/a
(3) Computer-Matching Programs:	n/a
(i) The number and percentage of subject vehicles that were tested by the initial deadline, and by other milestones in the cycle;	n/a
(ii) A report on the program's efforts to detect and enforce against motorists falsely changing vehicle classifications to circumvent program requirements, and the frequency of this type of activity; and	n/a
(iii) The number of enforcement system audits, and the error rate found during those audits.	n/a
(4) Sticker-Based Programs:	
(i) A report on the program's efforts to prevent, detect, and enforce against sticker theft and counterfeiting, and the frequency of this type of activity;	Section V.B.
(ii) A report on the program's efforts to detect and enforce against motorists falsely changing vehicle classifications to circumvent program requirements, and the frequency of this type of activity; and	Section V.B.
(iii) The number of parking lot sticker audits conducted, the number of vehicles surveyed in each, and the noncompliance rate found during those audits.	Appendix III
(e.) Additional Reporting Requirements	
(1) Any changes made in program design, funding, personnel levels, procedures, regulations, and legal authority, with detailed discussion and evaluation of the impact on the program of all such changes; and	Section VI.A.
(2) Any weaknesses or problems identified in the program within the two-year reporting period, what steps have already been taken to correct those problems, the results of those steps, and any future efforts planned.	Section VI.B.
Additional Information provided but not required	
OBD Components (Initial Pass/Fail)	Appendix I - Part F, Table F-2
Inspection Fraud Monitoring	Section V.C.