

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

**2008 Annual Report**

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

## **Acknowledgments**

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## **Acronyms and Abbreviations**

ASM	Acceleration Simulation Mode
CIF	Centralized Inspection Facility
CO	Carbon monoxide
ERF	Emission Repair Facility
ERT	Emission Repair Technician
Fed. Reg.	Federal Register
HC	Hydrocarbons
I/M	Inspection and Maintenance
MIT	Mobile Inspection Team
MY	Model Year
NAAQS	National Ambient Air Quality Standards
NJDEP	New Jersey Department of Environmental Protection
NJMVC	New Jersey Motor Vehicle Commission
NJDOT	New Jersey Department of Transportation
NO	Nitric Oxide
NO <sub>x</sub>	Oxides of Nitrogen
OBDII	On-Board Diagnostics Generation II
PIF	Private Inspection Facility
PFF	Private Fleet Facility
ppm	parts per million
RPM	Revolutions per Minute
SIP	State Implementation Plan
SIF	Specialty Inspection Facility
USEPA	United States Environmental Protection Agency
VID	Vehicle Inspection Database
VIN	Vehicle Identification Number
VOC	Volatile Organic Compounds

## **Executive Summary**

This report fulfills the annual reporting requirements at 40 CFR 51.366, the data analysis and reporting section of the United States Environmental Protection Agency's (USEPA's) final rule on inspection and maintenance program requirements, revised July 1, 2004. This report covers calendar year 2008. It is specific to the emissions portion of the State's enhanced Inspection and Maintenance (I/M) program; no statistical information on the safety portion of the State's inspection program is included.

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

There were 2,862,426 total emissions inspections performed in New Jersey during calendar year 2008. This includes initial inspections and all re-inspections. Of the total emissions inspections performed, 2,184,896 (76.3 percent) were initial inspections, and 677,530 (23.7 percent) were re-inspections (first re-inspections and second and subsequent re-inspections).

There were 29,391 less initial inspections in 2008 than there were in the year 2007. This decrease is due to the fact that the implementation of a biennial inspection cycle (in 1999), along with the four (4) year exemption, has caused an alternating pattern of high (even model years) and low (odd model years) volumes in a sawtooth pattern, with the year 2008 being a lower-volume year overall.

Of the total number of initial overall emission inspections, 1,785,427 (81.7%) were performed by the centralized network, while the remaining 399,469 (18.3%) were performed by the decentralized network. This remains a fairly consistent ratio (i.e. approximately 80% centralized/20% decentralized) for New Jersey's hybrid inspection network over the years.

The initial overall emission failure rate for the entire network was 12.1%. The centralized initial overall emission failure rate was 12.4% and the decentralized initial overall emission failure rate was 10.9%. These failure rates are almost identical to the 2007 failure rates of 12.1%, 12.3%, and 10.9%, respectively.

Although the overall OBD and ASM first retest pass rates decreased significantly from the

year 2007, they are comparable to both the years 2005 and 2006. The overall first retest pass rate went from 91.0% in 2007 to 80.1% in 2008, but was 80.6% and 80.2% in the years 2005 and 2006, respectively. The OBDII first retest pass rate went from 90.2% in 2007 to 78.9% in 2008 (80.1% in 2005; 80.0% in 2006), and the ASM first retest pass rate went from 88.4% in 2007 to 72.9% in 2008 (76.0% in 2005; 73.8% in 2006).

Of the 264,973 overall initial emission inspection failures, 181,407 (68.5%) passed a first retest, 32,207 (12.2%) passed a second or subsequent retest, 206 (0.08%) received a waiver, 23,188 (8.8%) dropped out of the registration database (i.e. no longer in fleet), and 28,229 (10.7%) had no known final outcome (i.e. dropped out of the inspection cycle without having passed an emission test or received a waiver in the 6 months following the end of the year and are still part of the registered fleet).

The program compliance rate, as measured by the date and type of windshield sticker on randomly surveyed vehicles, of 96.0% for the year 2008 remained close to the prior year's rates (96.6% for 2007 and 97.0% for 2006).

In regard to the inspection equipment, the CIF equipment audit fail rate improved from 16.0% in 2007 to 12.0% in 2008, and the PIF equipment audit fail rate improved from 9.3% in 2007 to 7.9% in 2008. This improvement in audit passing rates is especially noteworthy, as this equipment is now beyond its useful life and is due for replacement under New Jersey's new I/M program, expected to be implemented in late 2009/early 2010.

A comparison summary of the key statistics for the years 2007 and 2008 is presented in Table 1.



**Table 1: Year 2007 and 2008 Key Statistics Comparison**

<b>Key Statistics</b>	<b>2007</b>	<b>2008</b>
Number of Total Emission Inspections	2,454,821	2,862,426
Total Emission Inspections – Centralized/Decent. Split	79%/21%	80%/20%
Total Emission Inspections – Initial/Reinspection Split	90%/10%	76%/24%
Number of Initial Emission Inspections	2,214,287	2,184,896
Overall Initial Emission Failure Rate	12.1%	12.1%
Centralized Initial Emission Failure Rate	12.3%	12.4%
Decentralized Initial Emission Failure Rate	10.9%	10.9%
Overall Emission Inspection 1 <sup>st</sup> Retest Pass Rate	91.0%	80.1%
OBDII 1 <sup>st</sup> Retest Pass Rate	90.2%	78.9%
ASM 1 <sup>st</sup> Retest Pass Rate	88.4%	72.9%
Emission Reductions from Repairing to the ASM5015 Exhaust Emissions Test		
Number of vehicles	25,157	19,535
Hydrocarbons (HC)	52.9%	51.8%
Carbon Monoxide (CO)	61.9%	62.0%
Nitrogen Oxides (NOx)	42.6%	41.4%
Number of Waivers Issued	211	206
Waiver Rate (as % of Initial Emission Inspections)	0.01%	0.01%
Number of Vehicles with No Known Final Outcome <sup>1</sup>	27,685	28,229
As Percentage of Initial Inspections	1.3%	1.3%
As Percentage of Initial Failures	10.4%	10.7%
Sticker Compliance Rate	96.6%	96.0%
Emissions-Only CIF Covert Performance Audit Fail Rate	1.8%	3.5%
Emissions-Only PIF Covert Performance Audit Fail Rate	4.6%	5.2%
CIF Equipment Audit Fail Rate	16.0%	12.0%
PIF Equipment Audit Fail Rate	9.3%	7.9%

<sup>1</sup> Total vehicles with no known final outcome includes tests for the following 6 months of the new year (i.e., registration data through June 2008 for the 2007 report, and registration data through June 2009 for the 2008 report).

## **I. Purpose**

This report fulfills the annual reporting requirements at 40 CFR 51.366, the data analysis and reporting section of the United States Environmental Protection Agency's (USEPA's) rule on inspection and maintenance program requirements, revised July 1, 2004.

40 CFR 51.366 was designed to allow for monitoring and evaluation of the program by program management and the USEPA. It also provides a basis for reporting various information on the types of program activities performed and their final outcomes. This information includes summary statistics and evaluations of the enforcement mechanisms, the quality assurance system, the quality control program, and the testing element. This report covers calendar year 2008.

## **II. Background and Introduction**

In accordance with the requirements of the Clean Air Act, the State of New Jersey implemented an enhanced inspection and maintenance (I/M) program on December 13, 1999. At that time, the enhanced I/M program was designed to detect gasoline-fueled motor vehicles operating with excessive emissions under test conditions that represented more realistic driving conditions compared to New Jersey's previous basic I/M program, through implementation of a dynamometer-based tailpipe test known as the Acceleration Simulation Mode 5015 (ASM5015). In addition, the ASM5015 test inspected vehicles to detect excess emissions of nitric oxide (NO), a pollutant that was not measured as part of the basic I/M program. Oxides of nitrogen (NO<sub>x</sub>) and volatile organic compounds (VOCs<sup>2</sup>) are precursors to the formation of ozone.

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

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

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

The enhanced I/M program network design in New Jersey is a hybrid system with both centralized (test-only) and decentralized (test-and-repair) inspection facilities. Parsons, a private company under contract with the State, operates the centralized portion of the inspection network (centralized inspection facilities or CIFs) for the State.

There are 30 CIFs located throughout the State, consisting of a combined total of 122 inspection lanes. Of these 122 inspection lanes, three lanes are also adapted for and switchable to Mass Emission Transient Testing (METT) for program evaluation purposes.

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<sup>2</sup> VOCs are a subset of the hydrocarbons (HCs) category of pollutants, and HCs are directly measured by the enhanced I/M test analyzers. Similarly, nitric oxide (NO), a subset of the NO<sub>x</sub> category of pollutants, is measured by the enhanced I/M test analyzers.

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 30 CIFs range from individual one-lane stations (of which there are four (4) in the State) to one eight (8) lane station (Wayne CIF). Table 2 lists each of the CIFs within the State and the total number of operated lanes in each facility during the year 2008. The SIFs are not included in this table.

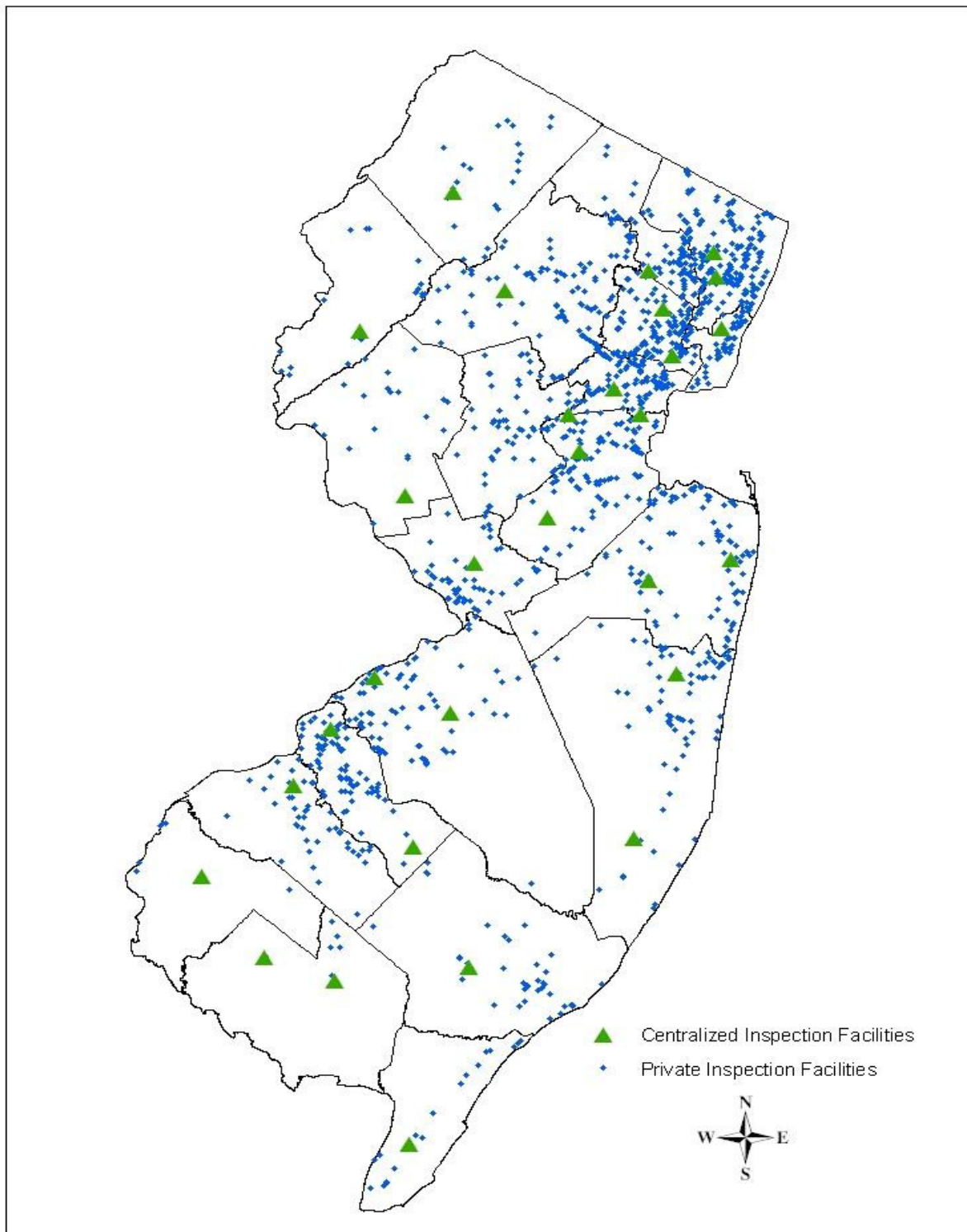
**Table 2: New Jersey's Centralized Inspection Facilities**

<b>Centralized Inspection Facility</b>	<b># of Lanes</b>
Baker's Basin	6
Bridgeton	1
Cape May	1
Cherry Hill	6
Delanco	3
Deptford	4
Eatontown	6
Flemington	3
Freehold	6
Kilmer	6
Lakewood	6
Lodi	5
Manahawkin	3
Mays Landing	4
Millville	2
Montclair	2
Newark	5
Newton	2
Paramus	5
Plainfield	3
Rahway	6
Randolph	6
Salem	1
Secaucus	6
South Brunswick	6
Southampton	4
Washington	1
Wayne	8
Westfield	2
Winslow	3
<b>Total</b>	<b>122</b>

The decentralized network is comprised of privately owned and operated Private Inspection Facilities (PIFs) and Private Fleet Facilities (PFFs) that are licensed by the New Jersey Motor Vehicle Commission (NJMVC) to perform vehicle inspections. The PFFs perform inspections only on their own fleet of vehicles, while the PIFs perform inspections on residents' vehicles. In 2008, there were 1,029 PIFs and 67 PFFs that performed inspections during the entire year, and 167 PIFs that only performed inspections for a portion of the year.

Figure 1 shows the locations of the CIFs and PIFs in New Jersey in the year 2008.

**Figure 1: 2008 New Jersey Inspection and Maintenance Facilities**



In addition, the NJMVC registers Emission Repair Facilities (ERFs) to perform emission-related repairs on vehicles that fail the emissions portion of the enhanced I/M test. All such emission failure-related repairs must be made by an ERF and are recorded to the Vehicle Inspection Database (VID) upon re-inspection. An ERF is required to have at least one certified Emission Repair Technician (ERT), specially trained in motor vehicle emissions repair, to perform or supervise these repairs. Alternatively, vehicle owners are permitted to make repairs to their own vehicles for reinspection purposes.

As of December 31, 2008, there were 1,685 registered ERFs. In addition, 1,165 licensed PIFs and 67 licensed PFFs remained active. Of all these facilities, 951 were registered and licensed as both ERFs and PIFs. Alternatively, 81 facilities were licensed only as PIFs, while 505 were registered only as ERFs.

The CIF/PIF hybrid network provides New Jersey's motorists a choice as to where to have their vehicles inspected, and if necessary, re-inspected. In calendar year 2008, the CIFs performed 2,273,774 emission inspections, or approximately 80 percent of the over 2.8 million total emission inspections performed. The PIFs performed 564,290 emission inspections, or approximately 20 percent of the total emission inspections performed.

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

For more detailed statistics regarding the inspections performed during the year 2008, please refer to Section III.A. – Test Data Report, and Appendix I – Test Data Report Tables and Figures.

### III. Data Analysis and Reporting

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

The biennial test frequency was initially implemented at enhanced program startup in 1999 by requiring all odd model year vehicles to be inspected in the odd calendar years and all even model year vehicles to be inspected in the even calendar years. The result is a "sawtooth" effect whenever the program's statistical data is graphically presented by model year. For the year 2008 data, the "sawtooth" effect is evident in the fact that the even model years have a significantly higher inspection volume than the odd model years (see Appendix I, Part D, Figure D-2).

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

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

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<sup>3</sup> The VID has a parameter for each PIF that sets a limit based on time and number of inspections. If this limit is exceeded, the PIF is locked out until records are transmitted. In January 2008 this parameter was changed from allowing 4 tests over 5 days to allowing 2 tests over 3 days. The goal is to gradually reduce these parameters to minimize the number of offline inspections.

<sup>4</sup> Appendix II contains monthly reports that show: 1) the number of inspection facilities with create dates greater than or equal to 24 hours (1 day) from the test date, and 2) those facilities with create dates greater than or equal to 120 hours (5 days) from the test date.



inspection type - initial, re-inspection, etc.) for which the record had information, it would be included in this query result. Therefore, depending on which field one selects for a query, the total numbers will vary slightly.

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

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

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

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

## **A. Test Data Report**

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

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

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

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

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

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

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

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

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

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

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

The remainder of this section is divided into separate topics: total emission inspections, initial emission inspections, OBDII inspections, random roadside inspections, emission re-inspections, waivers, vehicles with no known final outcome, and emission repairs. Each of these topics presents data and figures representing inspection volumes and percentages for the year 2008.

### **Total Emissions Inspections**

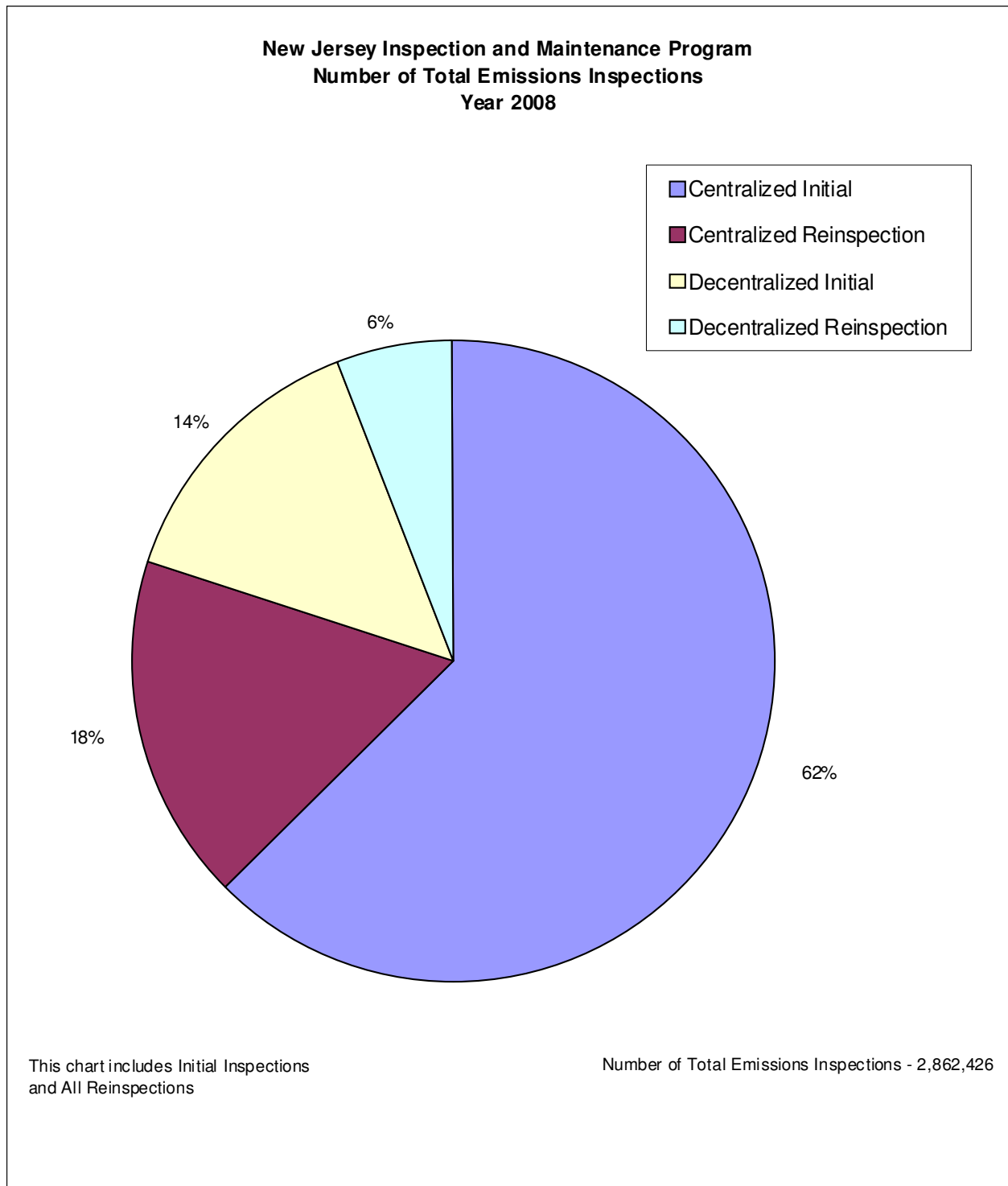
There were 2,862,426 total emissions inspections performed in New Jersey during calendar year 2008. This includes initial inspections and all re-inspections. Of the total emissions inspections performed, 2,184,896 (76.3 percent) were initial inspections, and 677,530 (23.7 percent) were re-inspections (first re-inspections and second and subsequent re-inspections). Table 3 provides a detailed summary of the total emissions inspections performed.

**Table 3: Total Emissions Inspections**

<b>Test Station</b>	<b>Data</b>	<b>Initial</b>	<b>Reinspection</b>	<b>Grand Total</b>
Centralized Inspection Facility	# of Inspections	1,769,185	504,589	2,273,774
	# Fail	217,563	51,160	268,723
	# Pass	1,551,622	453,429	2,005,051
Private Inspection Facility	# of Inspections	395,306	168,984	564,290
	# Fail	43,323	10,894	54,217
	# Pass	351,983	158,090	510,073
Private Fleet Facility	# of Inspections	4,163	501	4,664
	# Fail	272	58	330
	# Pass	3,891	443	4,334
Specialty Inspection Facility	# of Inspections	1,317	1,012	2,329
	# Fail	325	215	540
	# Pass	992	797	1,789
Mobile Inspection Team	# of Inspections	14,925	2,444	17,369
	# Fail	3,490	885	4,375
	# Pass	11,435	1,559	12,994
Total # of inspections		2,184,896	677,530	<b>2,862,426</b>
Total # Fail		264,973	63,212	328,185
Total # Pass		1,919,923	614,318	2,534,241
% of Grand Total # of Inspections		76.3%	23.7%	

Of the total number of emissions inspections, 2,293,472 (80.1 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 568,954 (19.9 percent) were performed by the decentralized network (PIFs and PFFs). A graphical representation of this centralized/decentralized split is shown in Figure 2.

**Figure 2: Total Emissions Inspections – Centralized/Decentralized Split**



## **Initial Emission Inspections**

Initial overall emission inspection results by model year and station type for the year 2008 are shown in Appendix I – Part B. There were 2,184,896 initial overall emission inspections conducted in New Jersey in the year 2008. Of the total number of initial overall emission inspections, 1,785,427 (81.7%) were performed by the centralized network, while the remaining 399,469 (18.3%) were performed by the decentralized network.

The initial overall emission failure rate for the entire network was 12.1%. The centralized initial overall emission failure rate was 12.4% and the decentralized initial overall emission failure rate was 10.9%.

A further look at the initial overall emission inspection results by each individual CIF is presented in Appendix I – Part C. The initial overall emission failure rates at the CIFs ranged from 8.4% (Paramus) to 20.5% (Newark). The highest volume CIF was Wayne (eight lanes), with a total of 113,627 initial overall emission inspections and a 11.9% initial overall emission failure rate, and the lowest was Montclair (two lanes), with a total of 12,414 initial overall emission inspections and a 10.8% initial overall emission failure rate.

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

1,298,807	(59.4%) LDGVs,
602,288	(27.6%) LDGT1s,
207,493	(9.5%) LDGT2s,
50,708	(2.3%) HDGVs, and
25,600	(1.2%) vehicles of unknown type <sup>5</sup>

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

The visual anti-tampering inspection, or catalytic converter check, is performed on all 1975 and later model year vehicles originally equipped with a catalytic converter. It is designed to ensure the presence of a catalytic converter. The visible smoke inspection is performed on all gasoline-fueled vehicles, regardless of model year, and checks for the

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

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

Of the 2,184,896 initial overall emission inspections, 1,919,923 (87.9%) passed, while 264,973 (12.1%) failed at least one emission inspection component. Table 4 shows the number of passes and pass rate and the number of failures and fail rate for each initial emission inspection test type. As some initial overall emission inspections resulted in multiple test type failures, Table 4 reflects multiple counting of any such inspection.

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

<b>Test Type</b>	<b># Pass</b>	<b>Pass Rate</b>	<b># Fail</b>	<b>Fail Rate</b>
OBDII	1,582,879	91.4%	149,188	8.6%
ASM5015	273,804	80.8%	64,863	19.2%
2500 RPM	25,728	86.2%	4,112	13.8%
Idle	79,129	93.8%	5,193	6.2%
Gas Cap	2,111,543	97.6%	51,049	2.4%
Catalytic Converter	2,176,404	99.96%	823	0.04%
Visible Smoke	2,176,473	99.61%	8,423	0.39%

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

## **OBDII Inspections**

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

By October 2006, the CIF Vetronix OBD interfaces were updated to include the ability to communicate with vehicles using the Controller Area Network (CAN) protocol. Given logistical and fiscal constraints, the PIF equipment was not upgraded to CAN capability. However, a CAN testing protocol was instituted for PIFs that required manual testing of CAN-equipped vehicles with a compatible scan tool and manual entry of the results in the inspection record. Since the only available space in the current inspection record for free-form entry of this nature is a miscellaneous safety field, the CAN OBD results from PIFs are not analyzed as emissions results. However, the vehicles do receive a tailpipe test and the results are recorded as tailpipe-tested vehicles. In addition, the miscellaneous comments are audited for compliance with the PIF CAN OBD protocol.

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

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

### **Components of the OBDII Test**

The OBDII test encompasses a visual check of the dashboard display function and status and an electronic examination of the OBDII computer itself. It consists of the following individual components: the Malfunction Indicator Light (MIL) bulb check, the data link connector (DLC) status, the vehicle readiness status, the MIL status (whether commanded on or off), and the Diagnostic Trouble Codes (DTCs) check for those vehicles with MILs commanded on.

In New Jersey, the DLC status is checked first; if the DLC is damaged, missing, or obstructed, the motor vehicle has failed the OBDII test. If the DLC is present and accessible, the OBDII analyzer is connected to the DLC with the motor vehicle's engine turned off. The MIL bulb check test is then performed by briefly turning the motor vehicle



ignition system to the Key On Engine Off (KOEO) position. If the MIL is not functional, the motor vehicle has failed the OBDII test.

For the remainder of the OBDII test, the motor vehicle is then started and left running (Key On Engine Running, or KOER) to allow the OBDII analyzer to attempt to communicate with the motor vehicle's OBDII system. If the analyzer cannot successfully communicate with the motor vehicle's OBDII system, the motor vehicle has failed the OBDII test. There are some vehicles of certain makes and models that have known OBDII communication problems. These vehicles are exempt from OBDII testing and instead are given an ASM5015 tailpipe emissions test. This is explained in more detail further in this section.

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

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

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

#### Exemptions from Readiness and/or OBDII

The OBDII system monitors the status of up to eleven emission control related subsystems by performing either continuous or periodic functional tests of specific components and vehicle conditions. The periodic, or non-continuous, monitors only run after a certain set of conditions has been met. The algorithms for running these non-continuous monitors are unique to each motor vehicle manufacturer and involve such things as ambient temperature as well as driving conditions.

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

In New Jersey, the USEPA’s document “Performing Onboard Diagnostic System Checks as Part of a Vehicle Inspection and Maintenance Program”, June 2001, (see Appendix V) is followed. This guidance allows two monitors to be “not ready” for model year 1996 through 2000 motor vehicles and one monitor to be “not ready” for model year 2001 and newer motor vehicles. Motor vehicles not ready fail the OBDII test.

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

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

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

During the year 2008, there were 10,327 OBDII tests bypassed by the decentralized network, which is approximately 0.60% of the total number of initial OBDII tests. Of these, 6,369 were bypassed to the 2500 RPM test and resulted in a 0.8% failure rate, and 3,958 were bypassed to the ASM5015 test, resulting in a 2.7% failure rate. The overall failure rate for decentralized bypasses was 1.5%.

A slightly modified bypass option is available to the CIF Inspectors who don't have the time and diagnostic tools to verify communications, run drive cycles, etc., like a PIF garage can. Prior to October 2006, most of the OBDII tests bypassed by the CIF network were 2004 and newer model year vehicles that use the Controller Area Network (CAN) OBDII protocol. After the CIF equipment was upgraded to include CAN-compatibility, the rate of communications failures and need for OBD bypasses dropped considerably. Other non-CAN-related bypasses for the CIF network are handled by telephone between the State and its centralized contractor, Parsons, on a real time case-by-case basis.

In the year 2008, there were 321 OBDII tests bypassed by the CIF network, which is approximately 0.02% of the total number of initial OBDII tests. Of these, 294 were bypassed to the 2500 RPM test and resulted in a 6.8% failure rate, and 27 were bypassed to the ASM5015 test, resulting in a 25.9% failure rate. The overall failure rate for the CIF bypasses was 8.4%.

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

#### Summary of OBDII Inspection Data

There were a total of 1,732,067 initial OBDII inspections in the year 2008. Of these, 1,701,779 (98.3%) passed either initially or a first or subsequent retest, and approximately 30,288 (1.7%) failed and dropped out of the inspection cycle without ever having passed. This information is presented in more detail by model year and vehicle type in Appendix I - Part F, Table F-1.

As stated earlier, an OBDII inspection encompasses several different test components. These include the bulb check, the key-on-engine-running (KOER) MIL check, the DLC check, the communications check, the MIL command status, and the readiness status. Of the 1,732,067 initial overall OBDII inspections, 1,582,879 (91.4%) passed, while 149,188 (8.6%) failed at least one OBDII test component. Table 5 shows the initial pass/fail summary for the overall OBDII inspection and for each individual component of the OBDII inspection. As some initial overall OBDII inspections resulted in multiple OBDII component failures, Table 5 reflects multiple counting of any such inspection.

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

<b>Component</b>	<b># Initial Tests</b>	<b># Pass</b>	<b>Pass Rate</b>	<b># Fail</b>	<b>Fail Rate</b>
<b>Overall</b>	<b>1,732,067</b>	<b>1,582,879</b>	<b>91.4%</b>	<b>149,188</b>	<b>8.6%</b>
Bulb Check	1,732,067	1,729,514	99.9%	2,553	0.1%
KOER MIL Check	1,729,514	1,712,785	99.0%	16,729	1.0%
DLC Check	1,732,067	1,731,689	99.98%	378	0.02%
Communication	1,730,863	1,730,137	99.96%	726	0.04%
Readiness Status	1,730,137	1,674,570	96.8%	55,567	3.2%
MIL Command Status	1,730,137	1,641,153	94.9%	88,984	5.1%

In Table 5, the number of initial communication checks is less than the number of overall initial OBDII tests because there are some vehicles of certain makes and models that have known OBDII communications problems and are therefore exempt from the communications, MIL command status, and readiness components of the OBDII test.

These vehicles are given an ASM5015 tailpipe emissions test as long as they passed the KOER MIL check component of the OBDII test.

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

#### Initial OBDII and Gas Cap Test Results

There were 1,716,284 vehicles initially inspected for both OBDII and gas cap. Table 6 presents a direct comparison of the results of these two tests.

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

Scenario	# of Tests	% of Tests
Passed Both OBDII and Gas Cap	1,672,079	97.4%
Passed OBDII and Failed Gas Cap	33,268	1.9%
Failed OBDII and Passed Gas Cap	10,673	0.6%
Failed Both OBDII and Gas Cap	264	0.02%
<b>Totals</b>	<b>1,716,284</b>	<b>100%</b>

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

#### MIL Command Status Versus Presence of DTCs

There were 1,730,137 initial OBDII MIL command status checks. This number is less than the total number of initial OBDII inspections because vehicles that fail for the DLC or communications portion of the OBDII test would not continue on to the MIL command status check. In addition, vehicles that receive the bulb check, KOER MIL check, and DLC check, but are then exempt for the remainder of the OBDII inspection due to a known communications problem, are not given a MIL command status check. Table 7 presents the results of the OBDII MIL command status checks in comparison to the presence of DTCs.

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

Scenario	# of Tests	% of Tests
MIL Off with No DTCs	1,632,390	94.4%
MIL Off with DTCs	8,763	0.51%
MIL On with No DTCs	1,409	0.08%
MIL On with DTCs	87,575	5.1%
<b>Totals</b>	<b>1,730,137</b>	<b>100%</b>

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

### Readiness Status and Unset Monitors

There were 1,730,137 initial readiness checks. Of these, 1,505,730 (87.0%) had all monitors set, while 224,407 (13.0%) had not ready monitors. This number with not ready monitors are not necessarily failures, as model year 1996 through 2000 vehicles are allowed up to two not ready monitors, while model year 2001 and newer vehicles are allowed up to one not ready monitor. Taking these allowances into consideration, there were 55,567 actual readiness failures, for a readiness failure rate of 3.2%. More detailed information on readiness status by model year and vehicle type is presented in Appendix I - Part F, Table F-5.

### OBDII Test Failures Switched to Tailpipe Testing

In the year 2008, there were 6,398 OBDII failures that were switched to tailpipe testing upon retest. This situation mainly occurs when a vehicle fails the OBDII test at a CIF and then is re-tested at a PIF. The reason this occurs varies, but can generally be grouped into one of the following categories:

By-Passes: The vehicle should have been on the OBDII exemption list when initially tested, but wasn't recognized due to a variant year/make/or model Inspector entry that differed from that appearing on the exemption list. It is then recognized at the retest.

Communications: The PIF is unable to communicate with the vehicle's OBDII system. This could be due to a vehicle that needed to be added to the exemption list, or again, a variant in the year/make/or model Inspector entry that differed from that appearing on the exemption list. In another communications scenario, a PIF's inspection analyzer may not communicate, but a generic scan tool will. In this case a by-pass of the OBDII test is allowed.

Procedural Issues: Some Inspectors initially had difficulty recognizing OBDII vehicles during rollout of the program. While this problem has been resolved, there are now problems with inspectors recognizing CAN-equipped OBD vehicles. These vehicles often initially fail OBD communications and are then switched to a tailpipe test. Although the CIF equipment has now been upgraded to include CAN-compatibility, this problem may still persist at PIFs.

Of the 6,398 OBDII failures switched to tailpipe testing, 6,355 (99.3%) passed the first or subsequent tailpipe retest, while 43 (0.7%) failed tailpipe testing and dropped out of the inspection cycle without ever having passed. This information is presented in more detail by model year and vehicle type in Appendix I - Part F, Table F-6.

## **Roadside Inspections**

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

A total of 15,684 MIT inspections were performed in the year 2008. All of these received an emissions test as part of the inspection. Of the roadside emission inspections, 11,759 (75.0%) vehicles passed while 3,925 (25.0%) failed. Those failing any portion of a roadside inspection (safety or emissions) require repair and re-inspection at an authorized inspection facility (either CIF or PIF). Table 8 shows the pass/fail breakdown of MIT inspections for the safety portion of the inspection only, the emissions portion of the inspection only, and for the overall inspection (safety and emissions combined).

**Table 8: Roadside Inspections**

<b>Inspection Component</b>	<b># of Inspections</b>	<b>#Pass</b>	<b># Fail</b>	<b>Fail Rate</b>
Overall (Safety & Emissions Combined)	15,684	7,116	8,568	54.6%
Safety Portion Only	15,684	8,322	7,362	46.9%
Emission Portion Only	15,684	11,759	3,925	25.0%

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

## **Emission Re-Inspections**

There were 264,973 (12.1%) overall initial emission inspection failures out of the 2,184,896 total initial overall emission inspections conducted in the year 2008. Vehicles failing their initial inspection are required to be repaired and re-inspected. In some cases, initially failed vehicles required multiple re-inspections before either passing or receiving a waiver from the inspection requirements.

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

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

When analyzing the data by total emission test failures, there were 283,651 initially failed emission tests in the year 2008. 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 (264,973) because a vehicle can fail more than one emission test type in any given inspection.

Table 9 shows the number of initial fails, number failing first retest, number passing first retest, percent failing first retest, and percent passing first retest for each emission test type for the year 2008. Note that the percentages failing and passing the first retest do not add up to 100% because they are shown as percentages of the number of initial failures, rather than the number of first retests.

**Table 9: Initially Failed Vehicles Failing/Passing First Retest by Emission Test Type**

Test Type	# Initial Fails	# Fail First Retest	# Pass First Retest	% Failing First Retest	% Passing First Retest
OBDII	149,188	26,800	100,312	18.0%	67.2%
ASM5015	64,863	14,085	37,967	21.7%	58.5%
2500 RPM	4,112	814	2,629	19.8%	63.9%
Idle	5,193	883	3,321	17.0%	64.0%
Gas Cap	51,049	1,659	45,038	3.2%	88.2%
Catalytic Converter	823	49	494	6.0%	60.0%
Visible Smoke	8,423	750	5,464	8.9%	64.9%
<b>Overall</b>	<b>264,973</b>	<b>45,036</b>	<b>181,407</b>	<b>17.0%</b>	<b>68.5%</b>

Table 10 shows the number of initial fails and the number and percent of second or subsequent retest passes for each emission test type for the year 2008.

**Table 10: Initially Failed Vehicles Passing Second or Subsequent Retest by Emission Test Type**

Test Type	# Initial Fails	# Pass 2 <sup>nd</sup> or Subsequent Retest	% Pass 2 <sup>nd</sup> or Subsequent Retest
OBDII	149,188	18,589	12.5%
ASM5015	64,863	10,498	16.2%
2500 RPM	4,112	615	15.0%
Idle	5,193	667	12.8%
Gas Cap	51,049	1,409	2.8%
Catalytic Converter	823	30	3.6%
Visible Smoke	8,423	481	5.7%
<b>Overall</b>	<b>264,973</b>	<b>32,207</b>	<b>12.2%</b>

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



## **Waivers**

In New Jersey, a vehicle that fails its ASM5015 exhaust emission test or its OBDII test can be waived from the inspection requirement. To receive a waiver, the vehicle must be able to pass an idle exhaust emission test (the inspection test used by the State for all vehicles in its basic I/M program, when no waivers were available), as well as the other emission-related component tests. In addition, the vehicle owner must have invested a minimum amount of monies toward emission-related repairs appropriate to the cause of the test failure. In the year 2008, that minimum cost expenditure was \$450.00.

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

In the year 2008, a total of 206 vehicles were granted waivers after initially failing an ASM5015 exhaust emission test or an OBDII test. This accounts for only 0.1 percent of the 190,730 vehicles that initially failed the ASM5015 exhaust emission test or OBDII test. Table 11 shows more details on the waivers issued by model year and vehicle type.

**Table 11: Waiver Report by Model Year and Vehicle Type**

<b>Model Year</b>	<b>Vehicles Initially Failing ASM5015 or OBD Test</b>	<b>Waivers Received</b>		<b>Waivers for LDGV Vehicles</b>	<b>Waivers for LDGT1 Vehicles</b>	<b>Waivers for LDGT2 Vehicles</b>
		<b>Number</b>	<b>%</b>			
<b>Pre84/Unknown</b>	618	1	0.16%	1	0	0
<b>1984</b>	694	0	0.00%	0	0	0
<b>1985</b>	620	1	0.16%	1	0	0
<b>1986</b>	1,533	0	0.00%	0	0	0
<b>1987</b>	1,209	0	0.00%	0	0	0
<b>1988</b>	2,601	3	0.12%	2	1	0
<b>1989</b>	1,782	0	0.00%	0	0	0
<b>1990</b>	3,957	1	0.03%	1	0	0
<b>1991</b>	3,352	2	0.06%	1	1	0
<b>1992</b>	6,977	6	0.09%	5	1	0
<b>1993</b>	5,066	6	0.12%	6	0	0
<b>1994</b>	7,824	8	0.10%	8	0	0
<b>1995</b>	5,233	6	0.11%	3	2	1
<b>1996</b>	17,338	23	0.13%	16	4	3
<b>1997</b>	15,355	31	0.20%	22	8	1
<b>1998</b>	20,065	27	0.13%	19	6	2
<b>1999</b>	14,561	17	0.12%	13	2	2
<b>2000</b>	20,476	30	0.15%	21	8	1
<b>2001</b>	17,200	24	0.14%	11	12	1
<b>2002</b>	19,748	13	0.07%	6	5	2
<b>2003</b>	8,648	5	0.06%	2	2	1
<b>2004</b>	9,205	1	0.01%	1	0	0
<b>2005</b>	3,915	1	0.03%	1	0	0
<b>2006</b>	1,338	0	0.00%	0	0	0
<b>2007</b>	885	0	0.00%	0	0	0
<b>2008</b>	496	0	0.00%	0	0	0
<b>2009</b>	34	0	0.00%	0	0	0
<b>TOTAL</b>	<b>190,730</b>	<b>206</b>	<b>0.11%</b>	<b>140</b>	<b>52</b>	<b>14</b>
<b>% of Waivers Issued by Vehicle Type</b>				<b>68%</b>	<b>25%</b>	<b>7%</b>

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

### **Vehicles With No Known Final Outcome**

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

Of the 264,973 overall initial emission inspection failures, 181,407 (68.5%) passed a first retest, 32,207 (12.2%) passed a second or subsequent retest, 206 (0.08%) received a waiver, 23,188 (8.8%) dropped out of the registration database (i.e. no longer in fleet), and 28,229 (10.7%) had no known final outcome (i.e. dropped out of the inspection cycle without having passed an emission test or received a waiver in the 6 months following the end of the year and are still part of the registered fleet).

Table 12 shows the number of initial fails and the number and percent of vehicles with no known final outcome for each individual emission test type for the year 2008. A vehicle with no known final outcome is one with an initial result of fail that did not return and/or never received an emissions pass or a waiver within the following six (6) months, and is still part of the registered fleet in New Jersey.

**Table 12: Initially Failed Inspections with No Known Final Outcome by Test Type**

<b>Test Type</b>	<b># of Initial Inspections</b>	<b># Of Initial Fails</b>	<b># of Inspections with No Known Final Outcome</b>	<b>Drop Rate - % of Initial Fails</b>	<b>Drop Rate – % of Initial Inspections</b>
OBDII	1,732,067	149,188	18,162	12.2%	1.0%
ASM5015	338,667	64,863	7,551	11.6%	2.2%
2500 RPM	29,840	4,112	422	10.3%	1.4 %
Idle	84,322	5,193	596	11.5%	0.7%
Gas Cap	2,162,592	51,049	2,645	5.2%	0.1%
Catalytic Converter	2,177,227	823	162	19.7%	0.01%
Visible Smoke	2,184,896	8,423	1,144	13.6%	0.1%
<b>Overall</b>	<b>2,184,896</b>	<b>264,973</b>	<b>28,229</b>	<b>10.7%</b>	<b>1.3%</b>

Overall, there were a total of 28,229 vehicles with no known final outcome for the year 2008. This analysis takes into consideration vehicles inspected late in the year 2008 that returned for inspection within the first six months of 2009, and also includes registration data through the first six months of 2009. As such, the overall drop rate (vehicles with no known final outcome) as a percentage of total initial emissions inspections is 1.3%.

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

**Table 13: Vehicles With No Known Final Outcome**

Model Year	Overall # Vehicles With No Known Outcome	% of Total Vehicles Dropped	Vehicle Type				
			# HDGV Vehicles	# LDGT1 Vehicles	# LDGT2 Vehicles	# LDGV Vehicles	# Unknown Type Vehicles
Pre84/Unknown	363	1.29%	17	47	27	248	24
1984	109	0.39%	5	26	12	63	3
1985	150	0.53%	10	30	9	96	5
1986	304	1.08%	8	63	34	188	11
1987	303	1.07%	9	67	31	188	8
1988	526	1.86%	17	121	51	327	10
1989	469	1.66%	13	121	50	275	10
1990	794	2.81%	16	152	57	557	12
1991	687	2.43%	7	134	27	511	8
1992	1,213	4.30%	10	213	63	921	6
1993	1,161	4.11%	11	275	54	811	10
1994	1,548	5.48%	18	411	99	1,009	11
1995	1,218	4.31%	21	289	80	810	18
1996	2,858	10.12%	14	793	217	1,825	9
1997	2,714	9.61%	15	796	218	1,673	12
1998	2,960	10.49%	10	953	250	1,743	4
1999	2,096	7.42%	6	543	259	1,278	10
2000	2,494	8.83%	11	714	189	1,570	10
2001	2,119	7.51%	9	658	208	1,239	5
2002	2,009	7.12%	13	666	278	1,046	6
2003	884	3.13%	6	240	133	501	4
2004	801	2.84%	10	233	122	429	7
2005	299	1.06%	2	82	36	178	1
2006	69	0.24%	1	20	9	38	1
2007	46	0.16%	1	11	2	32	0
2008	30	0.11%	1	5	3	21	0
2009	5	0.02%	0	1	0	4	0
<b>Totals</b>	<b>28,229</b>	<b>100%</b>	<b>261</b>	<b>7,664</b>	<b>2,518</b>	<b>17,581</b>	<b>205</b>
<b>% of Total Vehicles Dropped</b>			<b>0.92%</b>	<b>27.15%</b>	<b>8.92%</b>	<b>62.28%</b>	<b>0.73%</b>

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

## **Emissions Repair**

An analysis of the first retest pass rate is presented here as an indicator of repair effectiveness. The data is presented as a fraction of the actual number of first retests conducted, rather than the number of initially failing tests. A higher first retest pass rate could indicate a more effective repair. Table 14 presents first retest fail and pass rates by emission test type.

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

<b>Test Type</b>	<b># First Retest Insps</b>	<b># Fail</b>	<b># Pass</b>	<b>Fail Rate</b>	<b>Pass Rate</b>
OBDII	127,112	26,800	100,312	21.1%	78.9%
ASM5015	52,052	14,085	37,967	27.1%	72.9%
2500 RPM	3,443	814	2,629	23.6%	76.4%
Idle	4,204	883	3,321	21.0%	79.0%
Gas Cap	46,697	1,659	45,038	3.6%	96.4%
Catalytic Converter	543	49	494	9.0%	91.0%
Visible Smoke	6,214	750	5,464	12.1%	87.9%
<b>Overall</b>	<b>226,443</b>	<b>45,036</b>	<b>181,407</b>	<b>19.9%</b>	<b>80.1%</b>

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

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

For those vehicles which failed the ASM5015 exhaust emission test and were subsequently repaired to pass re-inspection, the program resulted in a 51.8 percent reduction in hydrocarbon emissions, a 62.0 percent reduction in carbon monoxide emissions and a 41.4 percent reduction in nitrogen oxide (NO<sub>x</sub>) emissions. These are combined totals from those vehicles tested in both the CIFs and PIFs.

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

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

<b>Facility Type</b>	<b># Vehicles</b>	<b>Hydrocarbons</b>	<b>Carbon Monoxide</b>	<b>Nitrogen Oxide</b>
CIF	10,389	35.0%	42.5%	24.9%
PIF	9,146	65.8%	78.2%	62.8%
Total	19,535	51.8%	62.0%	41.4%

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

## **B. Quality Assurance Report**

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

In New Jersey, overt and covert performance audits are conducted by the NJMVC at both the CIFs and the PIFs. Overt performance audits are open audits (i.e., the auditor's presence is known by the inspectors and facility management/owners) of the inspectors' performance of procedures and their ability to correctly apply vehicle characteristics to ensure the correct test and standards are used on the vehicle. Covert performance audits, on the other hand, allow the State to evaluate overall facility and inspector performance when the CIF or PIF is unaware they are being observed.

As discussed previously, in the year 2008, New Jersey's I/M program network consisted of 30 CIFs, with a combined total of 122 lanes, and 1,196 licensed PIFs. Each of these facilities received at least one overt performance audit in 2008. This information is shown in Table 16. The NJMVC auditors generally conduct these performance audits by observing the inspectors under real world conditions and conducting record checks at the CIF and PIF facilities.

**Table 16: Overt Performance Audits**

	<b>CIFs</b>	<b>PIFs</b>
# receiving overt performance audits	30	1,196
# not receiving overt performance audits	0	0
# shut down as a result of overt performance audits	NA*	20

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

Covert performance audits are more time consuming and resource intensive. The covert vehicle is often set to fail inspection, so that the State already knows what the results of the inspection should be prior to the actual inspection. The test results are then monitored to see if the inspection results are correct to the conditions of the audit scenario. Covert audits can be conducted with the vehicle set to fail the appropriate exhaust emission test, the visual anti-tampering (catalytic converter) inspection, the evaporative gas cap inspection, or any combination of two or more of these inspections.

Covert performance audits detect one of two situations: either the vehicle fails inspection when it should have passed or the vehicle falsely passes inspection. The first situation, failing a vehicle that should have passed inspection, is most likely due to an equipment

malfunction or poor inspector training and is a consumer protection issue. The covert audits from the year 2008 indicate that this first situation does not often occur.

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

In the year 2008, the NJMVC had 48 covert auditors and 34 covert vehicles available to conduct covert performance audits. During the year 2008, 30 CIFs and 1,149 PIFs received covert performance audits. A total of 373 covert audits were performed on the CIFs and 2,175 were performed on the PIFs. These totals include covert audits where the vehicle is set to fail safety and/or emissions.

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

**Table 17: Covert Emissions-Related Performance Audits**

<b>Note: Data in this table reflects double counting of vehicles set to fail multiple components.</b>		
	<b>CIFs</b>	<b>PIFs</b>
# conducted with the vehicle set to fail the exhaust test	1	0
# conducted with the vehicle set to fail OBDII test	182	960
# conducted with the vehicle set to fail the component check (catalyst)	25	101
# conducted with the vehicle set to fail the evaporative gas cap test	108	490
# conducted with the vehicle set to fail any combination of two or more of the above tests	98	407
# conducted with the vehicle not set to fail any emission inspection component	193	1,043
<b>Total # of Covert Performance Audits</b>	<b>373</b>	<b>2,175</b>

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



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

<b>Note: Data in this table reflects double counting of audits falsely passing multiple components.</b>		
	<b>CIFs</b>	<b>PIFs</b>
Total # of Covert Emissions-Related Audits	373	2,175
# of audits resulting in a false pass for the exhaust test	0	0
# of audits resulting in a false pass for the OBDII test	7	12
# of audits resulting in a false pass for the component check (catalyst)	6	11
# of audits resulting in a false pass for the evaporative gas cap test	0	1
# of audits resulting in a false pass for any combination of two or more of the above tests	1	1
# of audits resulting in a false pass for any non-emissions related component	61	623
# of audits resulting in a proper inspection (no false pass or false fails)	307	1,538

In the year 2008, the overall covert performance audit failure rate for the entire network was 27.6%. These results encompass all aspects of the covert performance audits, and are not strictly related to emissions items only. The overall failure rate for the centralized network alone was 17.7%, while that for the decentralized network was 29.3%. This information is presented in Table 19.

**Table 19: Overall Covert Performance Audit Results**

<b>Network</b>	<b>Total Audits</b>	<b>Number Fail</b>	<b>Failure Rate</b>	<b>Number Pass</b>	<b>Pass Rate</b>
Centralized	373	66	17.7%	307	82.3%
Decentralized	2,175	637	29.3%	1,538	70.7%
<b>Total</b>	<b>2,548</b>	<b>703</b>	<b>27.6%</b>	<b>1,845</b>	<b>72.4%</b>

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

New Jersey had 4,043 licensed inspectors conducting emission tests in both the CIFs and PIFs during the year 2008. Of these inspectors, 60 were suspended, fired, or otherwise prohibited from conducting emission inspections as a result of covert performance audits. In addition, 27 inspectors were suspended, fired, or otherwise prohibited from testing for other causes (such as stealing/selling inspection stickers, official misconduct, fraudulent/improper record keeping, or overcharging for inspection). A total of 178 inspectors were fined during the year 2008.

The NJMVC conducted 273 hearings to consider adverse actions against inspectors and inspection facilities, and 255 of these hearings resulted in adverse actions against

inspectors and inspection facilities. The remaining 18 resulted in no adverse action. A total of \$142,100 in fines was collected from either the State's centralized contractor, or from individual PIFs. The amount of the individual fine varies depending on the specific violation. Table 20 summarizes the results of all adjudicated actions only during the year 2008.

**Table 20: Fines and Hearings**

	<b>Inspectors</b>	<b>Facilities</b>
# suspended, fired, or otherwise prohibited from testing as a result of covert audits	60	34
# suspended, fired, or otherwise prohibited from testing for other causes	27	20
# that received fines	178	48
# of hearings held to consider adverse actions	235	38
# of hearings held resulting in adverse actions	232	23
Total amount collected in fines	\$89,350	\$52,750

### **C. Quality Control Report**

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

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

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

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

In the year 2008, the NJMVC conducted a total of 2,111 equipment audits at the PIFs. Of these, 2,054 were initial audits.

Of the 1,196 PIFs, 131 (approximately 11%) failed an equipment audit during the year and were shut down as a result (PIFs are immediately shut down upon failure of an equipment audit and are reinstated when the equipment is repaired). This number does not match the total number of equipment audit failures, as some PIFs may have received more than one audit during the year.

The overall initial decentralized equipment audit failure rate for the year 2008 was 7.9%. One way to look at the PIF equipment audit data is by equipment manufacturer rather than by individual PIF. Table 21 summarizes the decentralized network initial equipment audit results by equipment manufacturer.

**Table 21: Decentralized Initial Equipment Audit Summary**

<b>Manufacturer</b>	<b># Audits</b>	<b># Fail</b>	<b>% Fail</b>	<b># Pass</b>	<b>% Pass</b>
ESP	820	53	6%	767	94%
Dynotech	97	42	43%	55	57%
Snap-On	685	29	4%	656	96%
SPX	375	19	5%	356	95%
Worldwide	134	17	13%	117	87%
<b>Overall</b>	<b>2,111</b>	<b>160</b>	<b>8%</b>	<b>1,951</b>	<b>92%</b>

In the year 2003, the NJDEP had discovered that Dynotech had a component supply problem related to NOx cells. The manufacturer of the NOx cells had altered their design slightly, resulting in excessive NOx audit failures. Although the problem was addressed by modifications to the analyzer to ensure compatibility with the new NOx cell, it continued to affect the Dynotech equipment into subsequent years as evidenced by the continued low audit pass rate for Dynotech in comparison to the other manufacturers. However, the Dynotech pass rate of almost 57% for 2008 is about the same as its 2007 pass rate of 59%, both of which are an improvement from its 2003 pass rate of 27%, 2004 pass rate of 42%, 2005 pass rate of 52%, and 2006 pass rate of 48%.

In 2008, the NJDEP performed 1,428 initial lane audits of the equipment in the CIFs/SIFs. These audits are conducted on the lanes in "as-is" condition without prior notice to the centralized contractor, except for the 1 and 2 lane facilities, which are audited by appointment to avoid any impact on lane availability or vehicle throughput. In addition, audits are limited to non-peak periods and as such, are not conducted at the beginning or the end of each month.

A total of 31 of the 33 centralized stations, including the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2008.

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

For the purposes of this report, only those CIF/SIF lanes where the equipment could not be repaired to pass a re-audit on the same day as the initial audit are classified "shutdown". As shown in Table 22, 14 centralized stations (42%) had at least one lane shut down as a result of initial equipment audits during the year 2008. Lanes were shut down overnight an average of one and a half (1.5) times per month in the year 2008.

**Table 22: Centralized Initial Equipment Audit Summary**

# of centralized and specialty stations	33
# of initial equipment audits	1,428
# of stations that have failed equipment audits	31
% of stations that have failed equipment audits	94%
# of stations with at least one lane shut down as a result of equipment audits	14
% of stations with at least one lane shut down as a result of equipment audits	42%
# of centralized and specialty lanes	125
# of lanes shut down at some point during the year as a result of equipment audits	18
% of lanes shut down at some point during the year as a result of equipment audits (the percent of the total number of centralized lanes)	14%

The overall initial centralized equipment audit failure rate for the year 2008 was 12%. A detailed breakdown of initial equipment audits by station is shown in Table 23. An additional breakdown by lane is presented in Appendix III.

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

<b>Station</b>	<b>Initial Audits</b>	<b>Number Fail</b>	<b>Fail Rate</b>	<b>Number Pass</b>	<b>Pass Rate</b>
Asbury Park Specialty	2	1	50%	1	50%
Bakers Basin	66	8	12%	58	88%
Bridgeton	12	0	0%	12	100%
Cape May	12	2	17%	10	83%
Cherry Hill	68	2	3%	66	97%
Delanco	36	6	17%	30	83%
Deptford	49	5	10%	44	90%
Eatontown	72	7	10%	65	90%
Flemington	36	1	3%	35	97%
Freehold	72	1	1%	71	99%
Kilmer	64	10	16%	54	84%
Lakewood	72	4	6%	68	94%
Lodi	60	15	25%	45	75%
Manahawkin	33	2	6%	31	94%
Mays Landing	48	6	13%	42	88%
Millville	24	2	8%	22	92%
Montclair	12	0	0%	12	100%
Morristown Specialty	2	2	100%	0	0%
Newark	58	2	3%	56	97%
Newton	24	3	13%	21	88%
Paramus	60	9	15%	51	85%
Plainfield	36	10	28%	26	72%
Rahway	72	5	7%	67	93%
Randolph	69	21	30%	48	70%
Salem	12	3	25%	9	75%
Secaucus	72	12	17%	60	83%
South Brunswick	69	14	20%	55	80%
Southampton	48	3	6%	45	94%
Washington	12	2	17%	10	83%
Wayne	95	3	3%	92	97%
Westfield	24	2	8%	22	92%
Winslow	36	2	6%	34	94%
Winslow Specialty	1	1	100%	0	0%
<b>Totals</b>	<b>1,428</b>	<b>166</b>	<b>12%</b>	<b>1,262</b>	<b>88%</b>

## **D. Enforcement Report**

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

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

### Inspection Sticker Compliance

As mentioned previously, New Jersey performed over 2.8 million inspections in the year 2008. During that year, the State conducted inspection sticker compliance surveys. A compliance survey is when vehicles are audited in a parking lot, or parked on the street, and compliance is determined by the inspection sticker expiration dates.

Both the NJDEP and the NJMVC conduct sticker surveys. The NJDEP sticker surveys are conducted on a regular monthly basis (an average of approximately 4,500 vehicles per month in the year 2008) throughout the year, while the NJMVC conducts one survey every six months (approximately 5,000 vehicles per survey). Both agencies conduct random surveys in various areas throughout the northern, central, and southern portions of the State. The NJMVC's overall compliance rate for the year 2008 was somewhat lower (93.6%) than the NJDEP's (96.4%).

For the purposes of this report, both agencies' surveys were combined for an overall result. A total of 64,721 vehicles were surveyed in the year 2008. Of these, 62,114 (96.0%) were compliant with the program requirements. Detailed information on these sticker compliance surveys is presented in Appendix IV.

### Inspection Sticker Inventory Tracking

The NJMVC developed a sticker Standard Operating Procedure (SOP) to track all stickers assigned to inspection facilities. This SOP was designed to prevent fraudulent issuance of approval stickers and in the event of missing stickers, an avenue in determining which responsible party may have been last to handle them. Sticker inventory audits are conducted two times per year at the CIFs in addition to monthly audits of the PIFs. Administrative action is taken against the inspector and/or facility if warranted. Table 24 presents inspection sticker enforcement activity for the year 2008.

**Table 24: Inspection Sticker Inventory Tracking**

Total # of compliance documents (stickers) issued to inspection stations	2,129,666
# of missing compliance documents (stickers)	4,472
# of time extensions & other exemptions granted to motorists	1,645

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.



## E. Key Statistics – Four Year Comparison

**Table 25: Years 2005 - 2008 Key Statistics Comparison**

Key Statistics	2005	2006	2007	2008
Number of Total Emission Inspections	2,419,633	2,449,711	2,454,821	2,862,426
Total Emission Inspections – Centralized/Decentralized Split	77%/23%	76%/24%	79%/21%	80%/20%
Total Emission Inspections – Initial/Reinspection Split	89%/11%	84%/16%	90%/10%	76%/24%
Number of Initial Emission Inspections	2,151,749	2,047,871	2,214,287	2,184,896
Overall Initial Emission Failure Rate	12.7%	12.5%	12.1%	12.1%
Centralized Initial Emission Failure Rate	13.0%	12.8%	12.3%	12.4%
Decentralized Initial Emission Failure Rate	11.4%	11.2%	10.9%	10.9%
Overall Emission Inspection 1 <sup>st</sup> Retest Pass Rate	80.6%	80.2%	91.0%	80.1%
OBDII 1 <sup>st</sup> Retest Pass Rate	80.1%	80.0%	90.2%	78.9%
ASM 1 <sup>st</sup> Retest Pass Rate	76.0%	73.8%	88.4%	72.9%
Emission Reductions from Repairing to the ASM5015 Exhaust Emissions Test				
Number of vehicles			25,157	19,535
Hydrocarbons (HC)	54.3%	54.8%	52.9%	51.8%
Carbon Monoxide (CO)	65.4%	65.1%	61.9%	62.0%
Nitrogen Oxides (NOx)	43.3%	42.9%	42.6%	41.4%
Number of Waivers Issued	180	161	211	206
Waiver Rate (as % of Initial Emission Inspections)	0.008%	0.008%	0.01%	0.01%
Number of Vehicles with No Known Final Outcome <sup>6</sup>	23,147	20,199	27,685	28,229
As Percentage of Initial Inspections	1.1%	1.0%	1.3%	1.3%
As Percentage of Initial Failures	8.5%	7.9%	10.4%	10.7%
Sticker Compliance Rate	96.2%	97.0%	96.6%	96.0%
Emissions-Only CIF Covert Performance Audit Fail Rate	13.0% includes safety	2.1%	1.8%	3.5%
Emissions-Only PIF Covert Performance Audit Fail Rate	36.7% includes safety	4.9%	4.6%	5.2%
CIF Equipment Audit Fail Rate	16.0%	22.0%	16.0%	12.0%
PIF Equipment Audit Fail Rate	23.0%	19.0%	9.3%	7.9%

<sup>6</sup> Total vehicles with no known final outcome analyses include 6 months of registration data from the following year for the 2007 and 2008 reports, and registration data from the full following year for the 2005 and 2006 reports.

# **APPENDIX I**

## **TEST DATA REPORT TABLES AND FIGURES**

**APPENDIX I -  
PART A**

**TOTAL  
EMISSION  
INSPECTIONS**

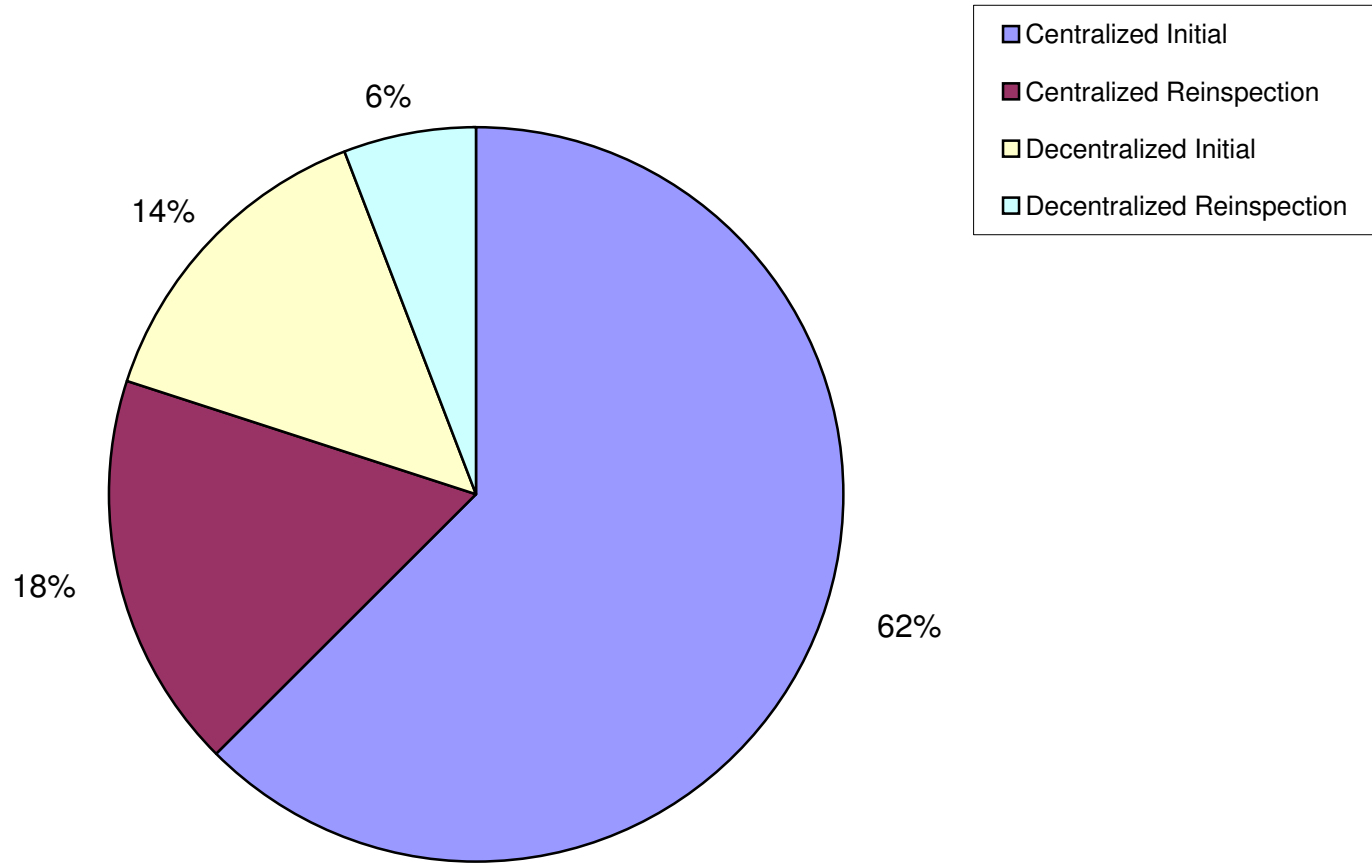
**New Jersey Enhanced Inspection and Maintenance Program  
Summary of Total Emissions Inspections  
Year 2008**

Test Station	Data	Initial	Reinspection	Grand Total
<b>Centralized Inspection Facility</b>	# of Inspections	1,769,185	504,589	2,273,774
	# Fail	217,563	51,160	268,723
	# Pass	1,551,622	453,429	2,005,051
<b>Private Inspection Facility</b>	# of Inspections	395,306	168,984	564,290
	# Fail	43,323	10,894	54,217
	# Pass	351,983	158,090	510,073
<b>Private Fleet Facility</b>	# of Inspections	4,163	501	4,664
	# Fail	272	58	330
	# Pass	3,891	443	4,334
<b>Specialty Inspection Facility</b>	# of Inspections	1,317	1,012	2,329
	# Fail	325	215	540
	# Pass	992	797	1,789
<b>Mobile Inspection Team</b> *Initial - 1st Inspection of 2008 Retest - 2nd or subsequent Insp 2008	# of Inspections	14,925	2,444	17,369
	# Fail	3,490	885	4,375
	# Pass	11,435	1,559	12,994
<b>Total # of Inspections</b>		2,184,896	677,530	<b>2,862,426</b>
<b>Total # Fail</b>		264,973	63,212	328,185
<b>Total # Pass</b>		1,919,923	614,318	2,534,241
<b>% of Grand Total # of Inspections</b>		76.3%	23.7%	

<b>Total Emissions Inspections - Centralized/Decentralized Summary</b>		
Centralized	2,293,472	80.1%
Decentralized	568,954	19.9%
<b>Total</b>	<b>2,862,426</b>	

**Table A-1**

**New Jersey Inspection and Maintenance Program  
Number of Total Emissions Inspections  
Year 2008**



This chart includes Initial Inspections  
and All Reinspections

Number of Total Emissions Inspections - 2,862,426

**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 2008**

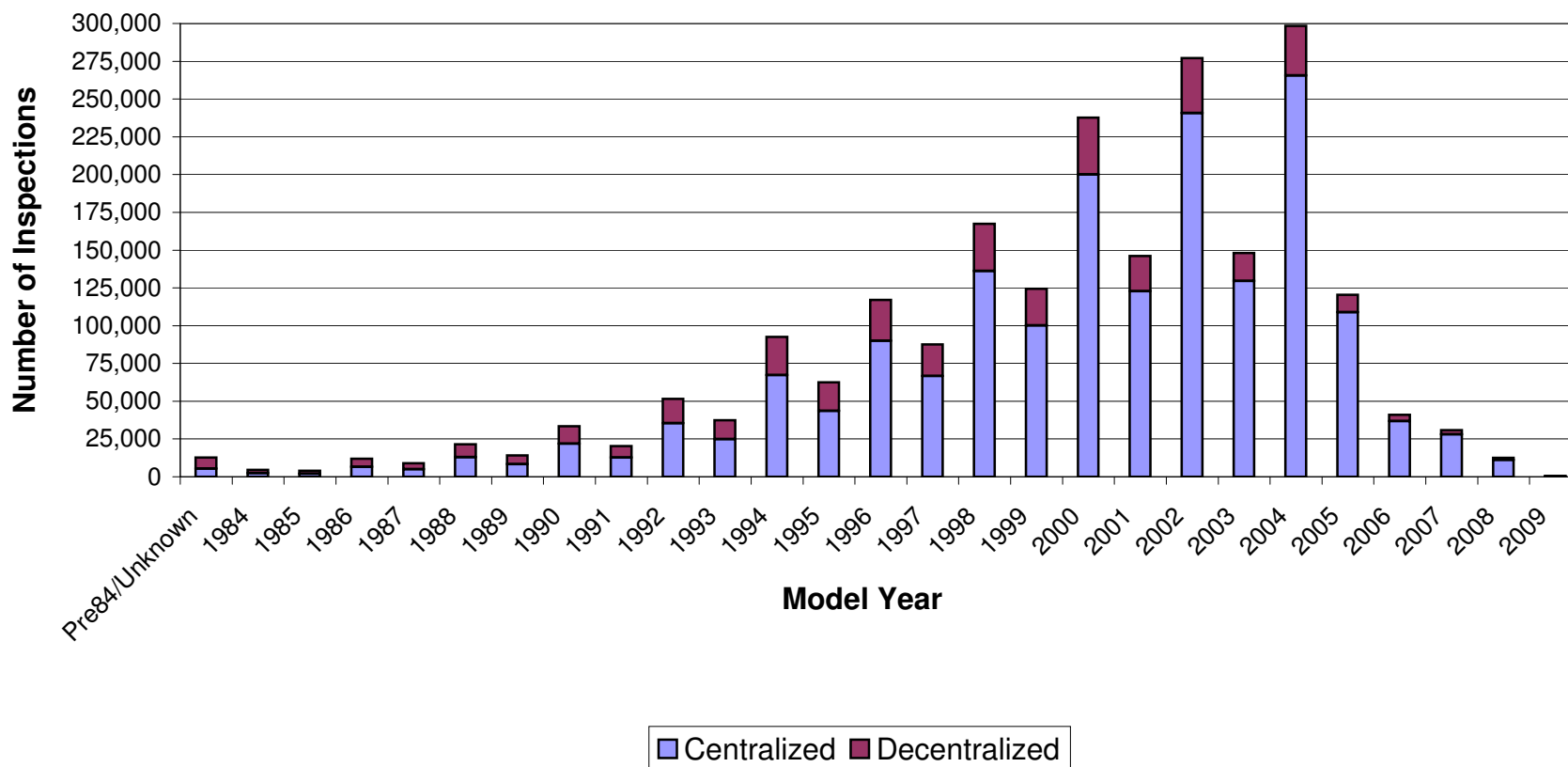
Model Yr	Station Type	# Insp	# Fail	Fail Rate	# Pass	Pass Rate
Pre84/Unknown	Centralized	5,422	2,291	42.3%	3,131	57.7%
Pre84/Unknown	Decentralized	7,279	1,020	14.0%	6,259	86.0%
1984	Centralized	2,377	913	38.4%	1,464	61.6%
1984	Decentralized	2,242	319	14.2%	1,923	85.8%
1985	Centralized	1,972	903	45.8%	1,069	54.2%
1985	Decentralized	1,914	244	12.7%	1,670	87.3%
1986	Centralized	6,654	2,236	33.6%	4,418	66.4%
1986	Decentralized	5,241	682	13.0%	4,559	87.0%
1987	Centralized	4,905	1,836	37.4%	3,069	62.6%
1987	Decentralized	4,017	484	12.0%	3,533	88.0%
1988	Centralized	12,915	3,863	29.9%	9,052	70.1%
1988	Decentralized	8,547	924	10.8%	7,623	89.2%
1989	Centralized	8,331	2,826	33.9%	5,505	66.1%
1989	Decentralized	5,826	661	11.3%	5,165	88.7%
1990	Centralized	21,843	5,974	27.3%	15,869	72.7%
1990	Decentralized	11,586	1,273	11.0%	10,313	89.0%
1991	Centralized	12,790	4,785	37.4%	8,005	62.6%
1991	Decentralized	7,591	1,006	13.3%	6,585	86.7%
1992	Centralized	35,521	10,229	28.8%	25,292	71.2%
1992	Decentralized	16,072	2,043	12.7%	14,029	87.3%
1993	Centralized	24,890	7,994	32.1%	16,896	67.9%
1993	Decentralized	12,453	1,508	12.1%	10,945	87.9%
1994	Centralized	67,313	13,928	20.7%	53,385	79.3%
1994	Decentralized	25,350	2,378	9.4%	22,972	90.6%
1995	Centralized	43,592	9,295	21.3%	34,297	78.7%
1995	Decentralized	18,826	1,657	8.8%	17,169	91.2%
1996	Centralized	90,023	16,834	18.7%	73,189	81.3%
1996	Decentralized	26,966	3,464	12.8%	23,502	87.2%
1997	Centralized	66,735	14,043	21.0%	52,692	79.0%
1997	Decentralized	20,794	3,322	16.0%	17,472	84.0%
1998	Centralized	136,100	19,297	14.2%	116,803	85.8%
1998	Decentralized	31,403	4,026	12.8%	27,377	87.2%
1999	Centralized	100,074	14,279	14.3%	85,795	85.7%
1999	Decentralized	24,295	2,820	11.6%	21,475	88.4%
2000	Centralized	200,030	21,134	10.6%	178,896	89.4%
2000	Decentralized	37,657	3,567	9.5%	34,090	90.5%
2001	Centralized	122,791	17,004	13.8%	105,787	86.2%
2001	Decentralized	23,336	2,994	12.8%	20,342	87.2%
2002	Centralized	240,698	21,517	8.9%	219,181	91.1%
2002	Decentralized	36,474	3,085	8.5%	33,389	91.5%
2003	Centralized	129,531	10,176	7.9%	119,355	92.1%
2003	Decentralized	18,666	1,346	7.2%	17,320	92.8%
2004	Centralized	265,473	12,771	4.8%	252,702	95.2%
2004	Decentralized	32,974	2,210	6.7%	30,764	93.3%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type**  
**Year 2008**

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
2005	Centralized	108,976	4,811	4.4%	104,165	95.6%
2005	Decentralized	11,540	1,108	9.6%	10,432	90.4%
2006	Centralized	36,812	1,308	3.6%	35,504	96.4%
2006	Decentralized	4,128	586	14.2%	3,542	85.8%
2007	Centralized	28,167	860	3.1%	27,307	96.9%
2007	Decentralized	2,601	499	19.2%	2,102	80.8%
2008	Centralized	11,073	258	2.3%	10,815	97.7%
2008	Decentralized	1,540	342	22.2%	1,198	77.8%
2009	Centralized	419	13	3.1%	406	96.9%
2009	Decentralized	151	27	17.9%	124	82.1%
Total	Centralized	1,785,427	221,378	12.4%	1,564,049	87.6%
Total	Decentralized	399,469	43,595	10.9%	355,874	89.1%
<b>Grand Total</b>		<b>2,184,896</b>	<b>264,973</b>	<b>12.1%</b>	<b>1,919,923</b>	<b>87.9%</b>

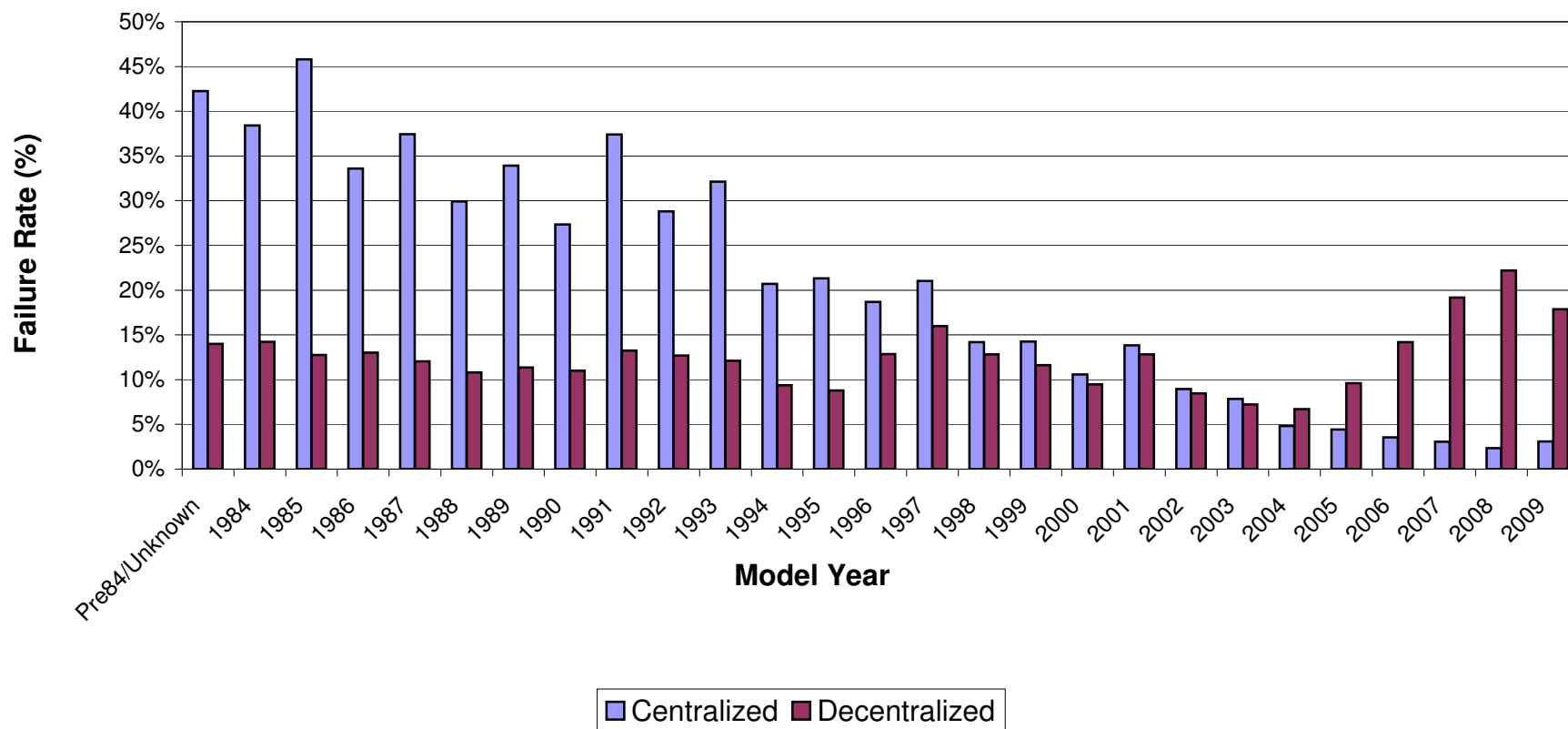


**New Jersey Enhanced Inspection and Maintenance Program  
Initial Emission Test Volume by Model Year - Centralized vs Decentralized  
Year 2008**



**Figure B-1**

**New Jersey Enhanced Inspection and Maintenance Program  
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized  
Year 2008**



**Figure B-2**

# **APPENDIX I - PART C**

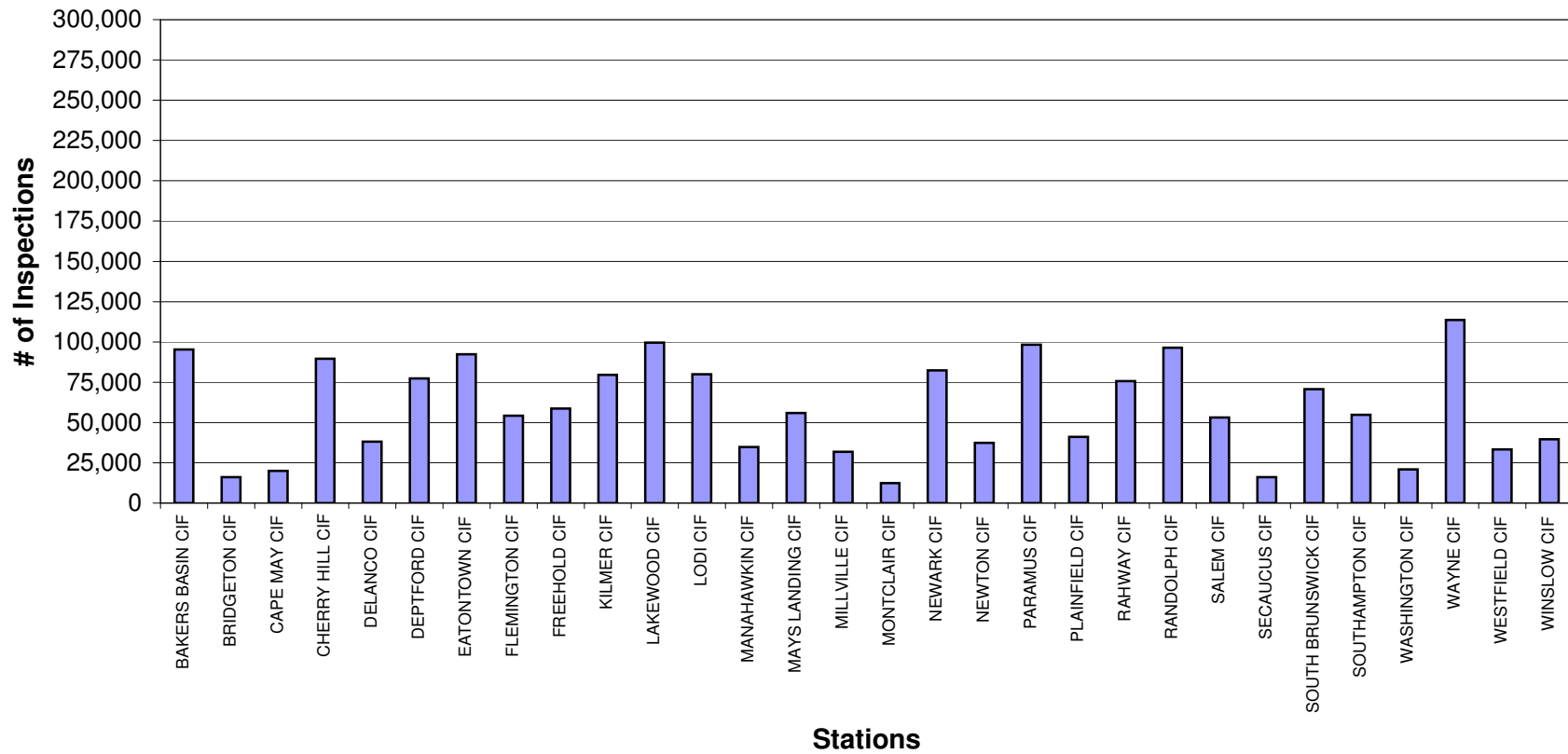
## **INITIAL EMISSION TEST VOLUME & FAILURE RATE BY CENTRALIZED INSPECTION FACILITY**

**New Jersey Enhanced Inspection and Maintenance Program  
Total Initial Emission Inspections - Centralized Inspection Facilities (CIFs)  
Year 2008**

<b>STATION NAME</b>	<b># of Lanes</b>	<b>Inspections</b>	<b># Pass</b>	<b># Fail</b>	<b>% Fail</b>
BAKERS BASIN CIF	6	95,349	84,136	11,213	11.8%
BRIDGETON CIF	1	16,134	13,412	2,722	16.9%
CAPE MAY CIF	1	20,015	17,717	2,298	11.5%
CHERRY HILL CIF	6	89,619	76,296	13,323	14.9%
DELANCO CIF	3	38,095	33,005	5,090	13.4%
DEPTFORD CIF	4	77,439	67,748	9,691	12.5%
EATONTOWN CIF	6	92,268	81,204	11,064	12.0%
FLEMINGTON CIF	3	54,301	49,436	4,865	9.0%
FREEHOLD CIF	6	58,590	52,783	5,807	9.9%
KILMER CIF	6	79,513	70,197	9,316	11.7%
LAKEWOOD CIF	6	99,573	88,226	11,347	11.4%
LODI CIF	5	79,913	68,647	11,266	14.1%
MANAHAWKIN CIF	3	34,857	31,130	3,727	10.7%
MAYS LANDING CIF	4	55,821	48,265	7,556	13.5%
MILLVILLE CIF	2	31,831	26,594	5,237	16.5%
MONTCLAIR CIF	2	12,414	11,070	1,344	10.8%
NEWARK CIF	5	82,293	65,457	16,836	20.5%
NEWTON CIF	2	37,319	33,277	4,042	10.8%
PARAMUS CIF	5	98,326	90,110	8,216	8.4%
PLAINFIELD CIF	3	41,152	35,046	6,106	14.8%
RAHWAY CIF	6	75,693	64,730	10,963	14.5%
RANDOLPH CIF	6	96,477	87,722	8,755	9.1%
SALEM CIF	1	53,182	48,019	5,163	9.7%
SECAUCUS CIF	6	16,084	14,091	1,993	12.4%
SOUTH BRUNSWICK CIF	6	70,708	60,466	10,242	14.5%
SOUTHAMPTON CIF	4	54,689	48,507	6,182	11.3%
WASHINGTON CIF	1	20,986	18,973	2,013	9.6%
WAYNE CIF	8	113,627	100,148	13,479	11.9%
WESTFIELD CIF	2	33,288	30,435	2,853	8.6%
WINSLOW CIF	3	39,629	34,775	4,854	12.2%
<b>TOTAL</b>	<b>122</b>	<b>1,769,185</b>	<b>1,551,622</b>	<b>217,563</b>	<b>12.3%</b>

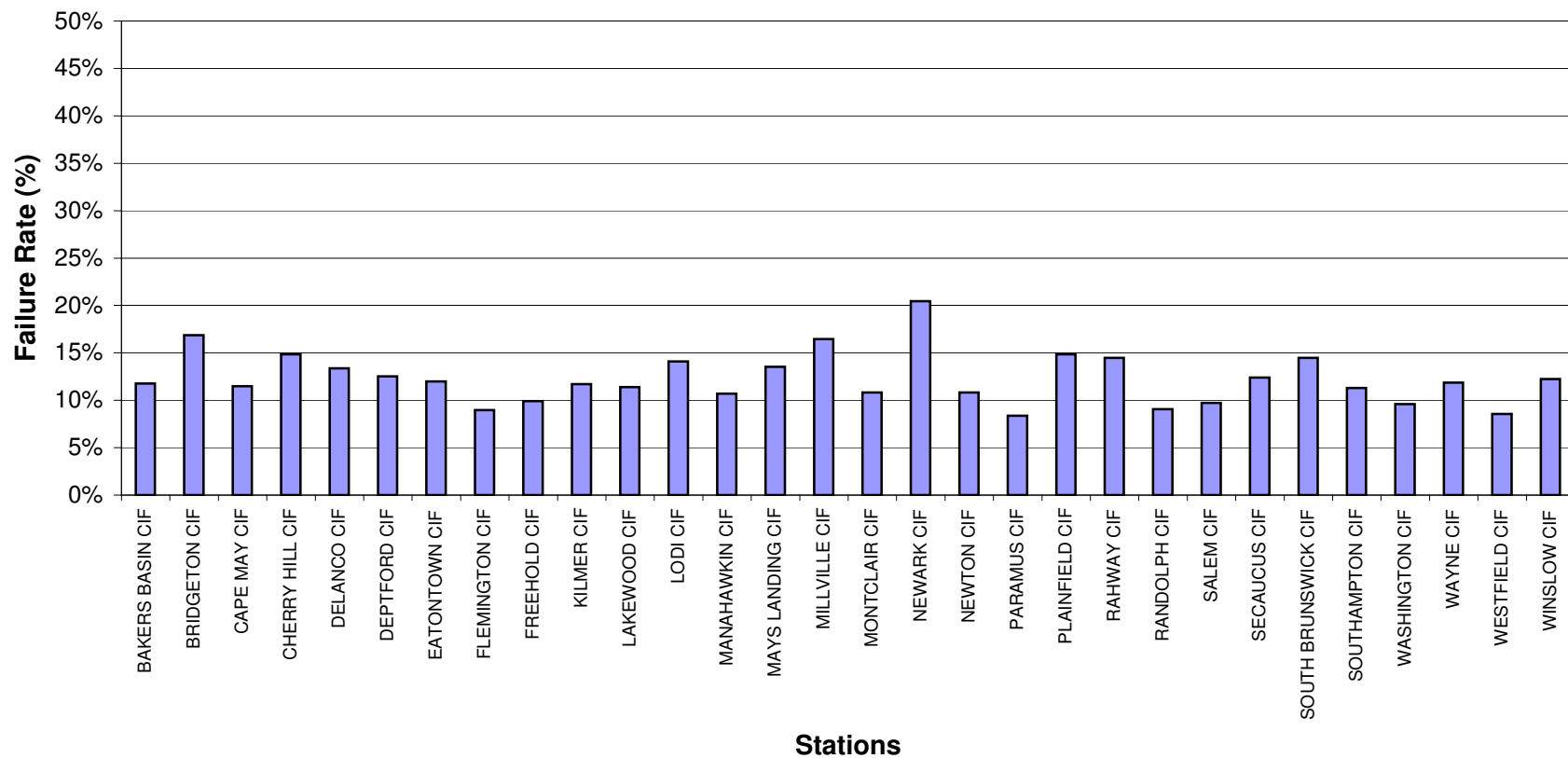
**Table C-1**

**New Jersey Enhanced Inspection and Maintenance Program  
Total Number of Initial Emission Inspections by Centralized Inspection Facility  
Year 2008**



**Figure C-1**

**New Jersey Enhanced Inspection and Maintenance Program  
Total Initial Emission Test Failure Rate by Centralized Inspection Facility  
Year 2008**



**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 2008**

Model Year	# of Vehicles Tested					
	HDGV	LDGT1	LDGT2	LDGV	Unknown	Total
Pre 84/Unknown	710	1,837	954	8,612	564	12,677
1984	316	818	344	2,996	145	4,619
1985	295	750	268	2,406	170	3,889
1986	826	2,359	815	7,499	395	11,894
1987	525	2,091	719	5,307	281	8,923
1988	1,118	4,793	2,103	12,974	479	21,467
1989	779	3,263	1,347	8,424	344	14,157
1990	933	5,685	2,408	24,013	395	33,434
1991	433	4,164	999	14,562	223	20,381
1992	845	9,256	3,194	37,919	377	51,591
1993	715	8,594	2,419	25,287	330	37,345
1994	2,001	22,677	7,509	59,633	841	92,661
1995	1,791	15,757	5,085	39,076	714	62,423
1996	2,403	30,103	8,332	75,177	979	116,994
1997	2,133	24,101	6,613	53,701	978	87,526
1998	2,555	47,535	12,794	103,399	1,233	167,516
1999	2,709	31,686	13,528	75,042	1,401	124,366
2000	5,348	64,895	19,399	145,119	2,924	237,685
2001	3,462	39,525	13,826	87,476	1,837	146,126
2002	5,856	88,426	27,121	152,530	3,245	277,178
2003	3,422	40,667	16,294	85,963	1,855	148,201
2004	7,090	96,977	38,944	151,714	3,717	298,442
2005	1,984	36,647	10,496	70,388	996	120,511
2006	1,171	9,228	6,358	23,623	558	40,938
2007	875	7,524	3,521	18,492	352	30,764
2008	389	2,795	2,067	7,139	229	12,619
2009	24	135	36	336	38	569
Totals	50,708	602,288	207,493	1,298,807	25,600	<b>2,184,896</b>
% of Grand Total	2.3%	27.6%	9.5%	59.4%	1.2%	

HDGV - Heavy-Duty Gasoline Fueled Vehicle

LDGT1 - Light-Duty Gasoline-Fueled Truck 1 (GVWR up to 6000 lb)

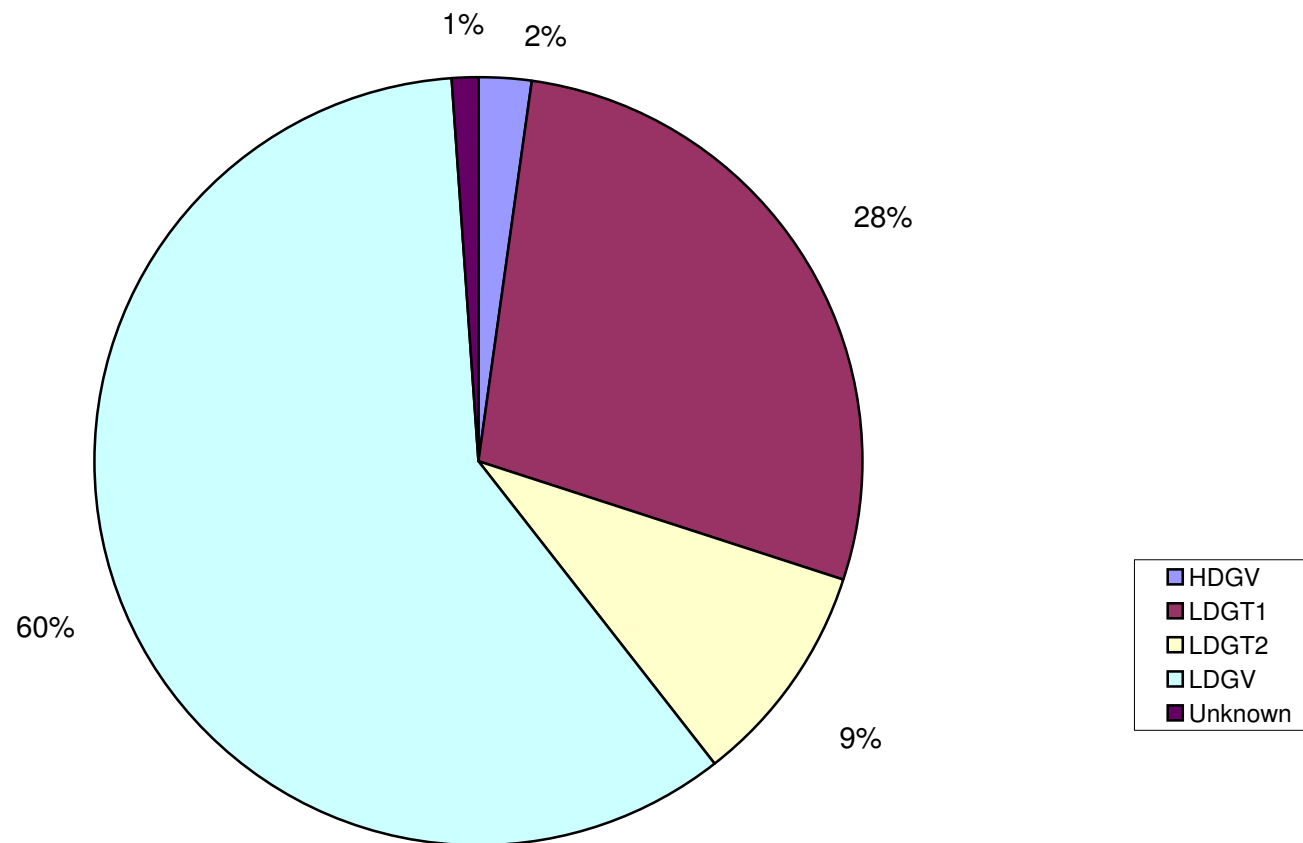
LDGT2 - Light-Duty Gasoline-Fueled Truck 2 (GVWR 6001 - 8500 lb)

LDGV - Light-Duty Gasoline-Fueled Vehicle

**Table D-1**

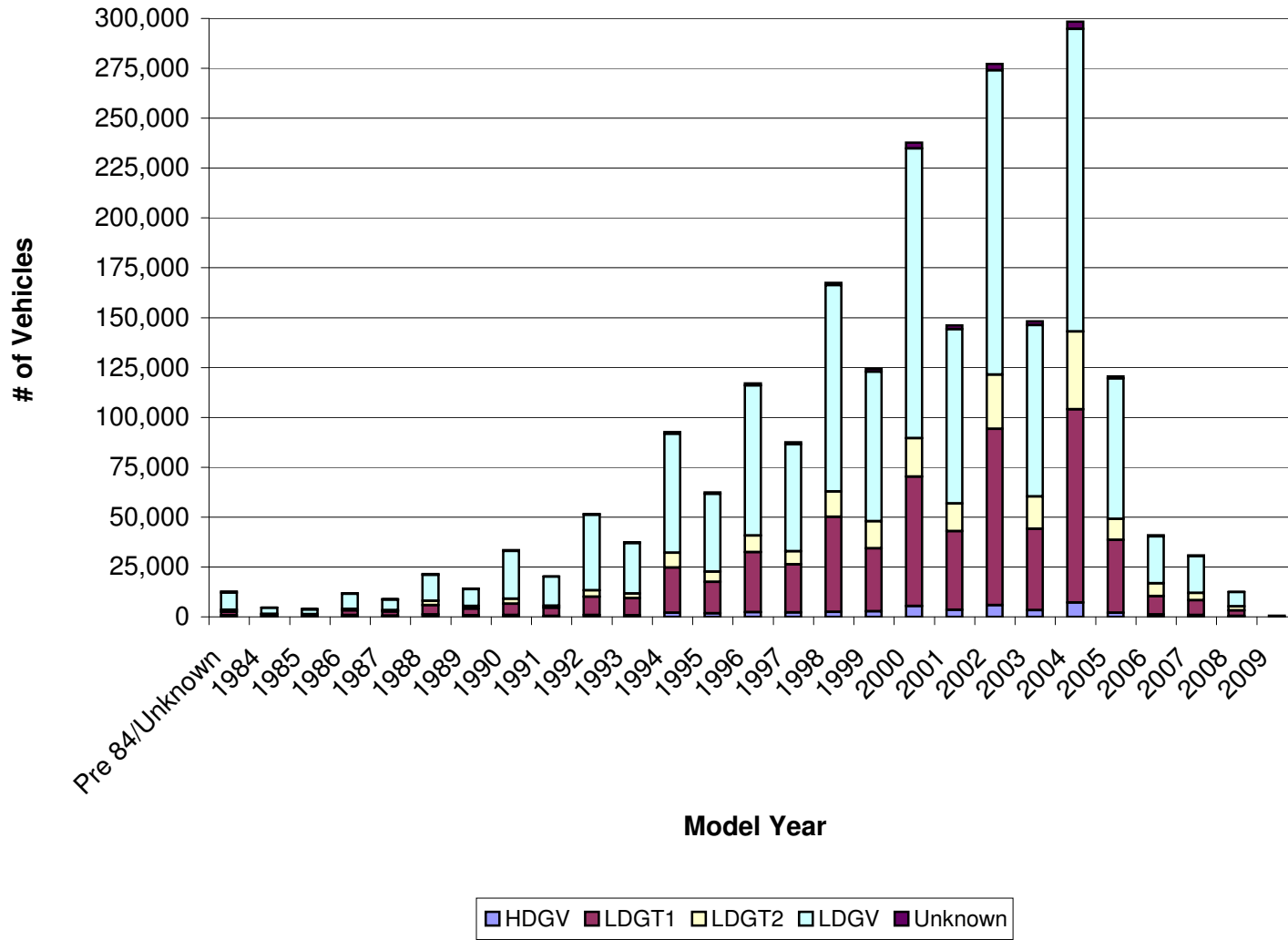


**New Jersey Inspection and Maintenance Program  
Initial Emission Inspection Volume by Vehicle Type  
Year 2008**



**Figure D-1**

**New Jersey Inspection and Maintenance Program  
Initial Emission Inspection Volume by Vehicle Type  
Year 2008**



**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 2008**

Model Yr	Veh Type	Overall Emissions Insps	Overall Emissions Fail	Overall Emissions Pass	Overall Emissions Fail Rate	OBD Insps	OBD Fail	OBD Pass	OBD Fail Rate
Pre 84/Unknown	HDGV	710	138	572	19.4%	0	0	0	-
Pre 84/Unknown	LDGT1	1,837	519	1,318	28.3%	55	10	45	18.2%
Pre 84/Unknown	LDGT2	954	289	665	30.3%	17	2	15	11.8%
Pre 84/Unknown	LDGV	8,612	2,188	6,424	25.4%	127	30	97	23.6%
Pre 84/Unknown	Unknown	564	159	405	28.2%	0	0	0	-
1984	HDGV	316	74	242	23.4%	0	0	0	-
1984	LDGT1	818	206	612	25.2%	0	0	0	-
1984	LDGT2	344	103	241	29.9%	0	0	0	-
1984	LDGV	2,996	797	2,199	26.6%	0	0	0	-
1984	Unknown	145	50	95	34.5%	0	0	0	-
1985	HDGV	295	59	236	20.0%	0	0	0	-
1985	LDGT1	750	239	511	31.9%	0	0	0	-
1985	LDGT2	268	88	180	32.8%	0	0	0	-
1985	LDGV	2,406	706	1,700	29.3%	0	0	0	-
1985	Unknown	170	57	113	33.5%	0	0	0	-
1986	HDGV	826	174	652	21.1%	0	0	0	-
1986	LDGT1	2,359	496	1,863	21.0%	0	0	0	-
1986	LDGT2	815	236	579	29.0%	0	0	0	-
1986	LDGV	7,499	1,905	5,594	25.4%	0	0	0	-
1986	Unknown	395	106	289	26.8%	0	0	0	-
1987	HDGV	525	108	417	20.6%	0	0	0	-
1987	LDGT1	2,091	485	1,606	23.2%	0	0	0	-
1987	LDGT2	719	182	537	25.3%	0	0	0	-
1987	LDGV	5,307	1,475	3,832	27.8%	0	0	0	-
1987	Unknown	281	71	210	25.3%	0	0	0	-
1988	HDGV	1,118	171	947	15.3%	0	0	0	-
1988	LDGT1	4,793	1,195	3,598	24.9%	0	0	0	-
1988	LDGT2	2,103	512	1,591	24.3%	0	0	0	-
1988	LDGV	12,974	2,786	10,188	21.5%	0	0	0	-
1988	Unknown	479	122	357	25.5%	0	0	0	-
1989	HDGV	779	133	646	17.1%	0	0	0	-
1989	LDGT1	3,263	920	2,343	28.2%	0	0	0	-
1989	LDGT2	1,347	331	1,016	24.6%	0	0	0	-
1989	LDGV	8,424	2,024	6,400	24.0%	0	0	0	-
1989	Unknown	344	80	264	23.3%	0	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2008**

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
1990	HDGV	933	149	784	16.0%	0	0	0	-
1990	LDGT1	5,685	1,340	4,345	23.6%	0	0	0	-
1990	LDGT2	2,408	492	1,916	20.4%	0	0	0	-
1990	LDGV	24,013	5,186	18,827	21.6%	0	0	0	-
1990	Unknown	395	83	312	21.0%	0	0	0	-
1991	HDGV	433	48	385	11.1%	0	0	0	-
1991	LDGT1	4,164	1,071	3,093	25.7%	0	0	0	-
1991	LDGT2	999	270	729	27.0%	0	0	0	-
1991	LDGV	14,562	4,356	10,206	29.9%	0	0	0	-
1991	Unknown	223	46	177	20.6%	0	0	0	-
1992	HDGV	845	104	741	12.3%	0	0	0	-
1992	LDGT1	9,256	2,316	6,940	25.0%	0	0	0	-
1992	LDGT2	3,194	674	2,520	21.1%	0	0	0	-
1992	LDGV	37,919	9,113	28,806	24.0%	0	0	0	-
1992	Unknown	377	64	313	17.0%	0	0	0	-
1993	HDGV	715	97	618	13.6%	0	0	0	-
1993	LDGT1	8,594	2,161	6,433	25.1%	0	0	0	-
1993	LDGT2	2,419	522	1,897	21.6%	0	0	0	-
1993	LDGV	25,287	6,669	18,618	26.4%	0	0	0	-
1993	Unknown	330	57	273	17.3%	0	0	0	-
1994	HDGV	2,001	241	1,760	12.0%	0	0	0	-
1994	LDGT1	22,677	4,188	18,489	18.5%	0	0	0	-
1994	LDGT2	7,509	1,109	6,400	14.8%	0	0	0	-
1994	LDGV	59,633	10,618	49,015	17.8%	0	0	0	-
1994	Unknown	841	148	693	17.6%	0	0	0	-
1995	HDGV	1,791	187	1,604	10.4%	0	0	0	-
1995	LDGT1	15,757	2,761	12,996	17.5%	0	0	0	-
1995	LDGT2	5,085	831	4,254	16.3%	0	0	0	-
1995	LDGV	39,076	7,058	32,018	18.1%	0	0	0	-
1995	Unknown	714	116	598	16.2%	0	0	0	-
1996	HDGV	2,403	212	2,191	8.8%	0	0	0	-
1996	LDGT1	30,103	5,843	24,260	19.4%	29,802	4,794	25,008	16.1%
1996	LDGT2	8,332	1,527	6,805	18.3%	8,205	1,339	6,866	16.3%
1996	LDGV	75,177	12,619	62,558	16.8%	74,881	11,170	63,711	14.9%
1996	Unknown	979	106	873	10.8%	16	2	14	12.5%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2008**

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
1997	HDGV	2,133	167	1,966	7.8%	0	0	0	-
1997	LDGT1	24,101	5,319	18,782	22.1%	23,761	4,628	19,133	19.5%
1997	LDGT2	6,613	1,311	5,302	19.8%	6,544	1,198	5,346	18.3%
1997	LDGV	53,701	10,457	43,244	19.5%	53,456	9,481	43,975	17.7%
1997	Unknown	978	115	863	11.8%	14	3	11	21.4%
1998	HDGV	2,555	158	2,397	6.2%	0	0	0	-
1998	LDGT1	47,535	7,331	40,204	15.4%	45,785	6,363	39,422	13.9%
1998	LDGT2	12,794	1,878	10,916	14.7%	12,686	1,622	11,064	12.8%
1998	LDGV	103,399	13,854	89,545	13.4%	102,906	12,020	90,886	11.7%
1998	Unknown	1,233	111	1,122	9.0%	27	2	25	7.4%
1999	HDGV	2,709	141	2,568	5.2%	0	0	0	-
1999	LDGT1	31,686	4,387	27,299	13.8%	31,667	3,723	27,944	11.8%
1999	LDGT2	13,528	1,784	11,744	13.2%	13,516	1,559	11,957	11.5%
1999	LDGV	75,042	10,659	64,383	14.2%	74,732	9,278	65,454	12.4%
1999	Unknown	1,401	123	1,278	8.8%	19	1	18	5.3%
2000	HDGV	5,348	211	5,137	3.9%	0	0	0	-
2000	LDGT1	64,895	7,063	57,832	10.9%	64,838	5,810	59,028	9.0%
2000	LDGT2	19,399	1,895	17,504	9.8%	19,390	1,527	17,863	7.9%
2000	LDGV	145,119	15,349	129,770	10.6%	144,783	13,139	131,644	9.1%
2000	Unknown	2,924	175	2,749	6.0%	30	4	26	13.3%
2001	HDGV	3,462	132	3,330	3.8%	0	0	0	-
2001	LDGT1	39,525	6,415	33,110	16.2%	39,499	5,572	33,927	14.1%
2001	LDGT2	13,826	2,022	11,804	14.6%	13,815	1,638	12,177	11.9%
2001	LDGV	87,476	11,320	76,156	12.9%	87,182	9,990	77,192	11.5%
2001	Unknown	1,837	109	1,728	5.9%	21	1	20	4.8%
2002	HDGV	5,856	206	5,650	3.5%	0	0	0	-
2002	LDGT1	88,426	8,855	79,571	10.0%	88,143	7,338	80,805	8.3%
2002	LDGT2	27,121	3,063	24,058	11.3%	27,095	2,446	24,649	9.0%
2002	LDGV	152,530	12,280	140,250	8.1%	152,444	9,956	142,488	6.5%
2002	Unknown	3,245	202	3,043	6.2%	36	4	32	11.1%
2003	HDGV	3,422	143	3,279	4.2%	0	0	0	-
2003	LDGT1	40,667	3,606	37,061	8.9%	40,649	2,595	38,054	6.4%
2003	LDGT2	16,294	1,485	14,809	9.1%	16,277	1,152	15,125	7.1%
2003	LDGV	85,963	6,150	79,813	7.2%	85,700	4,897	80,803	5.7%
2003	Unknown	1,855	138	1,717	7.4%	24	3	21	12.5%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2008**

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
2004	HDGV	7,090	234	6,856	3.3%	0	0	0	-
2004	LDGT1	96,977	4,704	92,273	4.9%	96,381	2,802	93,579	2.9%
2004	LDGT2	38,944	2,224	36,720	5.7%	38,382	1,521	36,861	4.0%
2004	LDGV	151,714	7,627	144,087	5.0%	147,149	4,895	142,254	3.3%
2004	Unknown	3,717	188	3,529	5.1%	38	1	37	2.6%
2005	HDGV	1,984	42	1,942	2.1%	0	0	0	-
2005	LDGT1	36,647	1,838	34,809	5.0%	36,073	1,230	34,843	3.4%
2005	LDGT2	10,496	583	9,913	5.6%	10,162	450	9,712	4.4%
2005	LDGV	70,388	3,428	66,960	4.9%	68,162	2,237	65,925	3.3%
2005	Unknown	996	27	969	2.7%	10	3	7	30.0%
2006	HDGV	1,171	14	1,157	1.2%	0	0	0	-
2006	LDGT1	9,228	413	8,815	4.5%	9,044	260	8,784	2.9%
2006	LDGT2	6,358	282	6,076	4.4%	6,082	231	5,851	3.8%
2006	LDGV	23,623	1,177	22,446	5.0%	22,778	844	21,934	3.7%
2006	Unknown	558	11	547	2.0%	5	0	5	0.0%
2007	HDGV	875	5	870	0.6%	0	0	0	-
2007	LDGT1	7,524	270	7,254	3.6%	7,287	191	7,096	2.6%
2007	LDGT2	3,521	152	3,369	4.3%	3,306	123	3,183	3.7%
2007	LDGV	18,492	930	17,562	5.0%	17,649	572	17,077	3.2%
2007	Unknown	352	3	349	0.9%	0	0	0	-
2008	HDGV	389	4	385	1.0%	0	0	0	-
2008	LDGT1	2,795	116	2,679	4.2%	2,567	99	2,468	3.9%
2008	LDGT2	2,067	110	1,957	5.3%	1,888	93	1,795	4.9%
2008	LDGV	7,139	369	6,770	5.2%	6,531	304	6,227	4.7%
2008	Unknown	229	2	227	0.9%	1	1	0	100.0%
2009	HDGV	24	0	24	0.0%	0	0	0	-
2009	LDGT1	135	9	126	6.7%	112	7	105	6.3%
2009	LDGT2	36	5	31	13.9%	28	4	24	14.3%
2009	LDGV	336	25	311	7.4%	290	23	267	7.9%
2009	Unknown	38	1	37	2.6%	0	0	0	-
<b>Totals</b>		<b>2,184,896</b>	<b>264,973</b>	<b>1,919,923</b>	<b>12.1%</b>	<b>1,732,067</b>	<b>149,188</b>	<b>1,582,879</b>	<b>8.6%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	ASM Insps	ASM Fail	ASM Pass	ASM Fail Rate	2500 Insps	2500 Fail	2500 Pass	2500 Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate
Pre 84/Unknown	HDGV	0	0	0	-	0	0	0	-	708	127	581	17.9%
Pre 84/Unknown	LDGT1	652	109	543	16.7%	52	13	39	25.0%	1,086	314	772	28.9%
Pre 84/Unknown	LDGT2	179	30	149	16.8%	15	6	9	40.0%	746	201	545	26.9%
Pre 84/Unknown	LDGV	1,895	453	1,442	23.9%	198	37	161	18.7%	6,407	1,538	4,869	24.0%
Pre 84/Unknown	Unknown	1	0	1	0.0%	0	0	0	-	563	132	431	23.4%
1984	HDGV	0	0	0	-	0	0	0	-	316	59	257	18.7%
1984	LDGT1	763	170	593	22.3%	55	9	46	16.4%	0	0	0	-
1984	LDGT2	325	78	247	24.0%	19	3	16	15.8%	0	0	0	-
1984	LDGV	2,796	685	2,111	24.5%	188	22	166	11.7%	11	6	5	54.5%
1984	Unknown	1	0	1	0.0%	0	0	0	-	144	40	104	27.8%
1985	HDGV	0	0	0	-	0	0	0	-	295	53	242	18.0%
1985	LDGT1	711	196	515	27.6%	37	13	24	35.1%	1	1	0	100.0%
1985	LDGT2	253	70	183	27.7%	15	5	10	33.3%	0	0	0	-
1985	LDGV	2,262	631	1,631	27.9%	128	27	101	21.1%	14	2	12	14.3%
1985	Unknown	2	0	2	0.0%	0	0	0	-	168	48	120	28.6%
1986	HDGV	0	0	0	-	0	0	0	-	826	155	671	18.8%
1986	LDGT1	2,254	379	1,875	16.8%	106	28	78	26.4%	0	0	0	-
1986	LDGT2	769	167	602	21.7%	46	14	32	30.4%	0	0	0	-
1986	LDGV	7,068	1,686	5,382	23.9%	388	58	330	14.9%	42	8	34	19.0%
1986	Unknown	1	0	1	0.0%	0	0	0	-	394	91	303	23.1%
1987	HDGV	0	0	0	-	0	0	0	-	525	98	427	18.7%
1987	LDGT1	1,989	385	1,604	19.4%	102	25	77	24.5%	0	0	0	-
1987	LDGT2	676	150	526	22.2%	43	9	34	20.9%	0	0	0	-
1987	LDGV	5,051	1,347	3,704	26.7%	229	47	182	20.5%	26	2	24	7.7%
1987	Unknown	2	0	2	0.0%	0	0	0	-	279	67	212	24.0%
1988	HDGV	0	0	0	-	0	0	0	-	1,120	146	974	13.0%
1988	LDGT1	4,603	1,045	3,558	22.7%	189	36	153	19.0%	0	0	0	-
1988	LDGT2	2,016	420	1,596	20.8%	87	15	72	17.2%	0	0	0	-
1988	LDGV	12,467	2,458	10,009	19.7%	490	81	409	16.5%	11	2	9	18.2%
1988	Unknown	3	1	2	33.3%	2	0	2	0.0%	474	94	380	19.8%
1989	HDGV	0	0	0	-	0	0	0	-	779	114	665	14.6%
1989	LDGT1	3,113	781	2,332	25.1%	151	42	109	27.8%	0	0	0	-
1989	LDGT2	1,302	267	1,035	20.5%	45	16	29	35.6%	0	0	0	-
1989	LDGV	8,098	1,823	6,275	22.5%	325	61	264	18.8%	0	0	0	-
1989	Unknown	3	1	2	33.3%	0	0	0	-	341	63	278	18.5%



**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	ASM Insps	ASM Fail	ASM Pass	ASM Fail Rate	2500 Insps	2500 Fail	2500 Pass	2500 Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate
1990	HDGV	0	0	0	-	0	0	0	-	933	124	809	13.3%
1990	LDGT1	5,481	1,112	4,369	20.3%	202	47	155	23.3%	0	0	0	-
1990	LDGT2	2,330	392	1,938	16.8%	79	16	63	20.3%	0	0	0	-
1990	LDGV	23,157	4,582	18,575	19.8%	852	148	704	17.4%	0	0	0	-
1990	Unknown	8	1	7	12.5%	1	0	1	0.0%	386	64	322	16.6%
1991	HDGV	0	0	0	-	0	0	0	-	433	31	402	7.2%
1991	LDGT1	3,936	908	3,028	23.1%	230	46	184	20.0%	0	0	0	-
1991	LDGT2	924	230	694	24.9%	75	11	64	14.7%	0	0	0	-
1991	LDGV	13,603	3,885	9,718	28.6%	958	186	772	19.4%	0	0	0	-
1991	Unknown	4	1	3	25.0%	0	0	0	-	219	30	189	13.7%
1992	HDGV	0	0	0	-	0	0	0	-	845	71	774	8.4%
1992	LDGT1	8,853	1,951	6,902	22.0%	403	82	321	20.3%	0	0	0	-
1992	LDGT2	3,043	554	2,489	18.2%	152	30	122	19.7%	0	0	0	-
1992	LDGV	35,386	8,159	27,227	23.1%	2,534	342	2,192	13.5%	0	0	0	-
1992	Unknown	9	0	9	0.0%	2	0	2	0.0%	366	38	328	10.4%
1993	HDGV	0	0	0	-	0	0	0	-	715	79	636	11.0%
1993	LDGT1	7,674	1,679	5,995	21.9%	920	269	651	29.2%	0	0	0	-
1993	LDGT2	2,276	421	1,855	18.5%	142	25	117	17.6%	0	0	0	-
1993	LDGV	23,588	5,867	17,721	24.9%	1,697	369	1,328	21.7%	0	0	0	-
1993	Unknown	11	2	9	18.2%	2	0	2	0.0%	317	38	279	12.0%
1994	HDGV	0	0	0	-	0	0	0	-	2,001	170	1,831	8.5%
1994	LDGT1	20,348	3,188	17,160	15.7%	2,328	514	1,814	22.1%	0	0	0	-
1994	LDGT2	7,071	802	6,269	11.3%	438	60	378	13.7%	0	0	0	-
1994	LDGV	55,594	8,974	46,620	16.1%	4,042	581	3,461	14.4%	0	0	0	-
1994	Unknown	14	2	12	14.3%	4	0	4	0.0%	824	76	748	9.2%
1995	HDGV	0	0	0	-	0	0	0	-	1,791	128	1,663	7.1%
1995	LDGT1	14,215	2,140	12,075	15.1%	1,538	265	1,273	17.2%	1	1	0	100.0%
1995	LDGT2	4,695	609	4,086	13.0%	389	58	331	14.9%	0	0	0	-
1995	LDGV	36,304	5,830	30,474	16.1%	2,771	416	2,355	15.0%	1	1	0	100.0%
1995	Unknown	9	1	8	11.1%	2	0	2	0.0%	703	70	633	10.0%
1996	HDGV	0	0	0	-	0	0	0	-	2,403	143	2,260	6.0%
1996	LDGT1	163	17	146	10.4%	135	9	126	6.7%	0	0	0	-
1996	LDGT2	91	13	78	14.3%	36	1	35	2.8%	0	0	0	-
1996	LDGV	122	6	116	4.9%	172	11	161	6.4%	0	0	0	-
1996	Unknown	0	0	0	-	0	0	0	-	963	53	910	5.5%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	ASM Insps	ASM Fail	ASM Pass	ASM Fail Rate	2500 Insps	2500 Fail	2500 Pass	2500 Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate
1997	HDGV	0	0	0	-	0	0	0	-	2,131	107	2,024	5.0%
1997	LDGT1	228	25	203	11.0%	112	6	106	5.4%	0	0	0	-
1997	LDGT2	57	2	55	3.5%	10	0	10	0.0%	1	0	1	0.0%
1997	LDGV	209	30	179	14.4%	40	8	32	20.0%	0	0	0	-
1997	Unknown	0	0	0	-	0	0	0	-	966	59	907	6.1%
1998	HDGV	0	0	0	-	0	0	0	-	2,554	71	2,483	2.8%
1998	LDGT1	1,619	44	1,575	2.7%	131	0	131	0.0%	0	0	0	-
1998	LDGT2	81	4	77	4.9%	24	2	22	8.3%	0	0	0	-
1998	LDGV	423	61	362	14.4%	58	5	53	8.6%	1	0	1	0.0%
1998	Unknown	1	0	1	0.0%	0	0	0	-	1,206	39	1,167	3.2%
1999	HDGV	0	0	0	-	0	0	0	-	2,707	70	2,637	2.6%
1999	LDGT1	5	0	5	0.0%	13	2	11	15.4%	0	0	0	-
1999	LDGT2	4	1	3	25.0%	9	0	9	0.0%	0	0	0	-
1999	LDGV	251	8	243	3.2%	64	2	62	3.1%	0	0	0	-
1999	Unknown	0	0	0	-	1	0	1	0.0%	1,382	45	1,337	3.3%
2000	HDGV	0	0	0	-	0	0	0	-	5,350	79	5,271	1.5%
2000	LDGT1	32	2	30	6.3%	27	0	27	0.0%	1	1	0	100.0%
2000	LDGT2	2	0	2	0.0%	10	0	10	0.0%	0	0	0	-
2000	LDGV	261	2	259	0.8%	69	4	65	5.8%	0	0	0	-
2000	Unknown	0	0	0	-	0	0	0	-	2,894	51	2,843	1.8%
2001	HDGV	0	0	0	-	0	0	0	-	3,463	24	3,439	0.7%
2001	LDGT1	7	0	7	0.0%	18	0	18	0.0%	0	0	0	-
2001	LDGT2	3	0	3	0.0%	8	0	8	0.0%	0	0	0	-
2001	LDGV	228	4	224	1.8%	69	2	67	2.9%	0	0	0	-
2001	Unknown	0	0	0	-	0	0	0	-	1,814	24	1,790	1.3%
2002	HDGV	0	0	0	-	0	0	0	-	5,854	42	5,812	0.7%
2002	LDGT1	16	0	16	0.0%	264	0	264	0.0%	0	0	0	-
2002	LDGT2	6	0	6	0.0%	18	1	17	5.6%	0	0	0	-
2002	LDGV	30	3	27	10.0%	54	1	53	1.9%	2	2	0	100.0%
2002	Unknown	0	0	0	-	0	0	0	-	3,209	23	3,186	0.7%
2003	HDGV	0	0	0	-	0	0	0	-	3,421	20	3,401	0.6%
2003	LDGT1	4	0	4	0.0%	13	1	12	7.7%	0	0	0	-
2003	LDGT2	4	0	4	0.0%	13	0	13	0.0%	0	0	0	-
2003	LDGV	152	1	151	0.7%	107	2	105	1.9%	0	0	0	-
2003	Unknown	0	0	0	-	1	0	1	0.0%	1,832	15	1,817	0.8%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	ASM Insps	ASM Fail	ASM Pass	ASM Fail Rate	2500 Insps	2500 Fail	2500 Pass	2500 Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate
2004	HDGV	0	0	0	-	0	0	0	-	7,088	19	7,069	0.3%
2004	LDGT1	38	0	38	0.0%	558	0	558	0.0%	0	0	0	-
2004	LDGT2	217	0	217	0.0%	344	1	343	0.3%	0	0	0	-
2004	LDGV	3,949	12	3,937	0.3%	622	2	620	0.3%	0	0	0	-
2004	Unknown	1	0	1	0.0%	5	0	5	0.0%	3,675	11	3,664	0.3%
2005	HDGV	0	0	0	-	0	0	0	-	1,983	3	1,980	0.2%
2005	LDGT1	49	0	49	0.0%	531	1	530	0.2%	0	0	0	-
2005	LDGT2	113	1	112	0.9%	219	0	219	0.0%	0	0	0	-
2005	LDGV	1,451	3	1,448	0.2%	777	3	774	0.4%	0	0	0	-
2005	Unknown	2	0	2	0.0%	2	0	2	0.0%	983	4	979	0.4%
2006	HDGV	0	0	0	-	0	0	0	-	1,171	1	1,170	0.1%
2006	LDGT1	41	0	41	0.0%	142	0	142	0.0%	0	0	0	-
2006	LDGT2	52	0	52	0.0%	225	0	225	0.0%	0	0	0	-
2006	LDGV	337	2	335	0.6%	509	1	508	0.2%	0	0	0	-
2006	Unknown	0	0	0	-	1	0	1	0.0%	552	3	549	0.5%
2007	HDGV	0	0	0	-	0	0	0	-	874	0	874	0.0%
2007	LDGT1	53	0	53	0.0%	185	0	185	0.0%	0	0	0	-
2007	LDGT2	33	0	33	0.0%	182	0	182	0.0%	0	0	0	-
2007	LDGV	334	0	334	0.0%	513	11	502	2.1%	0	0	0	-
2007	Unknown	0	0	0	-	0	0	0	-	353	0	353	0.0%
2008	HDGV	0	0	0	-	0	0	0	-	389	1	388	0.3%
2008	LDGT1	25	0	25	0.0%	199	2	197	1.0%	0	0	0	-
2008	LDGT2	25	0	25	0.0%	155	0	155	0.0%	0	0	0	-
2008	LDGV	152	0	152	0.0%	453	1	452	0.2%	0	0	0	-
2008	Unknown	1	0	1	0.0%	0	0	0	-	227	0	227	0.0%
2009	HDGV	0	0	0	-	0	0	0	-	24	0	24	0.0%
2009	LDGT1	1	0	1	0.0%	22	0	22	0.0%	0	0	0	-
2009	LDGT2	0	0	0	-	8	0	8	0.0%	0	0	0	-
2009	LDGV	6	0	6	0.0%	41	1	40	2.4%	0	0	0	-
2009	Unknown	0	0	0	-	0	0	0	-	38	1	37	2.6%
<b>Totals</b>		<b>338,667</b>	<b>64,863</b>	<b>273,804</b>	<b>19.2%</b>	<b>29,840</b>	<b>4,112</b>	<b>25,728</b>	<b>13.8%</b>	<b>84,322</b>	<b>5,193</b>	<b>79,129</b>	<b>6.2%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
Pre 84/Unknown	HDGV	642	27	615	4.2%	414	2	412	0.48%	710	5	705	0.70%
Pre 84/Unknown	LDGT1	1,507	149	1,358	9.9%	1,303	17	1,286	1.30%	1,837	36	1,801	1.96%
Pre 84/Unknown	LDGT2	838	83	755	9.9%	645	19	626	2.95%	954	11	943	1.15%
Pre 84/Unknown	LDGV	5,730	281	5,449	4.9%	5,124	31	5,093	0.60%	8,612	150	8,462	1.74%
Pre 84/Unknown	Unknown	381	46	335	12.1%	227	2	225	0.88%	564	9	555	1.60%
1984	HDGV	300	18	282	6.0%	232	7	225	3.02%	316	3	313	0.95%
1984	LDGT1	793	43	750	5.4%	814	4	810	0.49%	818	13	805	1.59%
1984	LDGT2	341	26	315	7.6%	340	4	336	1.18%	344	6	338	1.74%
1984	LDGV	2,920	153	2,767	5.2%	2,995	8	2,987	0.27%	2,996	42	2,954	1.40%
1984	Unknown	128	15	113	11.7%	95	0	95	0.00%	145	1	144	0.69%
1985	HDGV	286	19	267	6.6%	199	1	198	0.50%	295	5	290	1.69%
1985	LDGT1	740	52	688	7.0%	746	8	738	1.07%	750	14	736	1.87%
1985	LDGT2	265	23	242	8.7%	267	4	263	1.50%	268	9	259	3.36%
1985	LDGV	2,349	93	2,256	4.0%	2,402	4	2,398	0.17%	2,406	42	2,364	1.75%
1985	Unknown	138	13	125	9.4%	97	1	96	1.03%	170	4	166	2.35%
1986	HDGV	786	35	751	4.5%	575	3	572	0.52%	826	3	823	0.36%
1986	LDGT1	2,333	143	2,190	6.1%	2,352	6	2,346	0.26%	2,359	31	2,328	1.31%
1986	LDGT2	807	76	731	9.4%	808	3	805	0.37%	815	10	805	1.23%
1986	LDGV	7,355	250	7,105	3.4%	7,484	14	7,470	0.19%	7,499	135	7,364	1.80%
1986	Unknown	316	25	291	7.9%	244	1	243	0.41%	395	7	388	1.77%
1987	HDGV	496	21	475	4.2%	418	1	417	0.24%	525	4	521	0.76%
1987	LDGT1	2,075	130	1,945	6.3%	2,086	8	2,078	0.38%	2,091	38	2,053	1.82%
1987	LDGT2	716	49	667	6.8%	716	4	712	0.56%	719	14	705	1.95%
1987	LDGV	5,215	179	5,036	3.4%	5,296	12	5,284	0.23%	5,307	92	5,215	1.73%
1987	Unknown	233	12	221	5.2%	190	1	189	0.53%	281	1	280	0.36%
1988	HDGV	1,067	41	1,026	3.8%	1,058	3	1,055	0.28%	1,118	5	1,113	0.45%
1988	LDGT1	4,772	225	4,547	4.7%	4,788	8	4,780	0.17%	4,793	64	4,729	1.34%
1988	LDGT2	2,087	128	1,959	6.1%	2,096	1	2,095	0.05%	2,103	35	2,068	1.66%
1988	LDGV	12,863	381	12,482	3.0%	12,959	14	12,945	0.11%	12,974	170	12,804	1.31%
1988	Unknown	404	34	370	8.4%	402	1	401	0.25%	479	1	478	0.21%
1989	HDGV	761	31	730	4.1%	762	1	761	0.13%	779	6	773	0.77%
1989	LDGT1	3,246	197	3,049	6.1%	3,258	3	3,255	0.09%	3,263	61	3,202	1.87%
1989	LDGT2	1,345	73	1,272	5.4%	1,343	6	1,337	0.45%	1,347	16	1,331	1.19%
1989	LDGV	8,315	251	8,064	3.0%	8,411	24	8,387	0.29%	8,424	148	8,276	1.76%
1989	Unknown	305	29	276	9.5%	304	1	303	0.33%	344	1	343	0.29%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
1990	HDGV	917	40	877	4.4%	908	1	907	0.11%	933	14	919	1.50%
1990	LDGT1	5,673	296	5,377	5.2%	5,677	9	5,668	0.16%	5,685	96	5,589	1.69%
1990	LDGT2	2,404	130	2,274	5.4%	2,405	4	2,401	0.17%	2,408	31	2,377	1.29%
1990	LDGV	23,877	728	23,149	3.0%	23,983	32	23,951	0.13%	24,013	316	23,697	1.32%
1990	Unknown	362	24	338	6.6%	371	0	371	0.00%	395	3	392	0.76%
1991	HDGV	431	20	411	4.6%	429	1	428	0.23%	433	4	429	0.92%
1991	LDGT1	4,158	192	3,966	4.6%	4,159	6	4,153	0.14%	4,164	65	4,099	1.56%
1991	LDGT2	999	49	950	4.9%	997	2	995	0.20%	999	11	988	1.10%
1991	LDGV	14,491	523	13,968	3.6%	14,542	24	14,518	0.17%	14,562	316	14,246	2.17%
1991	Unknown	209	19	190	9.1%	216	1	215	0.46%	223	2	221	0.90%
1992	HDGV	844	42	802	5.0%	843	1	842	0.12%	845	6	839	0.71%
1992	LDGT1	9,249	424	8,825	4.6%	9,249	4	9,245	0.04%	9,256	165	9,091	1.78%
1992	LDGT2	3,192	135	3,057	4.2%	3,191	1	3,190	0.03%	3,194	31	3,163	0.97%
1992	LDGV	37,847	954	36,893	2.5%	37,871	45	37,826	0.12%	37,919	756	37,163	1.99%
1992	Unknown	344	26	318	7.6%	362	2	360	0.55%	377	0	377	0.00%
1993	HDGV	711	30	681	4.2%	713	1	712	0.14%	715	7	708	0.98%
1993	LDGT1	8,579	346	8,233	4.0%	8,587	6	8,581	0.07%	8,594	191	8,403	2.22%
1993	LDGT2	2,416	107	2,309	4.4%	2,416	2	2,414	0.08%	2,419	18	2,401	0.74%
1993	LDGV	25,228	727	24,501	2.9%	25,258	37	25,221	0.15%	25,287	547	24,740	2.16%
1993	Unknown	309	22	287	7.1%	326	0	326	0.00%	330	2	328	0.61%
1994	HDGV	1,996	78	1,918	3.9%	1,988	2	1,986	0.10%	2,001	11	1,990	0.55%
1994	LDGT1	22,663	693	21,970	3.1%	22,659	9	22,650	0.04%	22,677	394	22,283	1.74%
1994	LDGT2	7,502	311	7,191	4.1%	7,506	3	7,503	0.04%	7,509	63	7,446	0.84%
1994	LDGV	59,496	1,543	57,953	2.6%	59,566	36	59,530	0.06%	59,633	1,047	58,586	1.76%
1994	Unknown	804	81	723	10.1%	828	1	827	0.12%	841	2	839	0.24%
1995	HDGV	1,786	67	1,719	3.8%	1,781	1	1,780	0.06%	1,791	6	1,785	0.34%
1995	LDGT1	15,737	463	15,274	2.9%	15,739	7	15,732	0.04%	15,757	150	15,607	0.95%
1995	LDGT2	5,080	215	4,865	4.2%	5,079	3	5,076	0.06%	5,085	31	5,054	0.61%
1995	LDGV	38,919	1,112	37,807	2.9%	39,033	36	38,997	0.09%	39,076	573	38,503	1.47%
1995	Unknown	676	50	626	7.4%	699	3	696	0.43%	714	2	712	0.28%
1996	HDGV	2,399	81	2,318	3.4%	2,362	0	2,362	0.00%	2,403	4	2,399	0.17%
1996	LDGT1	30,087	1,299	28,788	4.3%	30,080	4	30,076	0.01%	30,103	133	29,970	0.44%
1996	LDGT2	8,331	236	8,095	2.8%	8,328	4	8,324	0.05%	8,332	21	8,311	0.25%
1996	LDGV	75,032	1,595	73,437	2.1%	75,111	54	75,057	0.07%	75,177	392	74,785	0.52%
1996	Unknown	953	57	896	6.0%	955	1	954	0.10%	979	4	975	0.41%

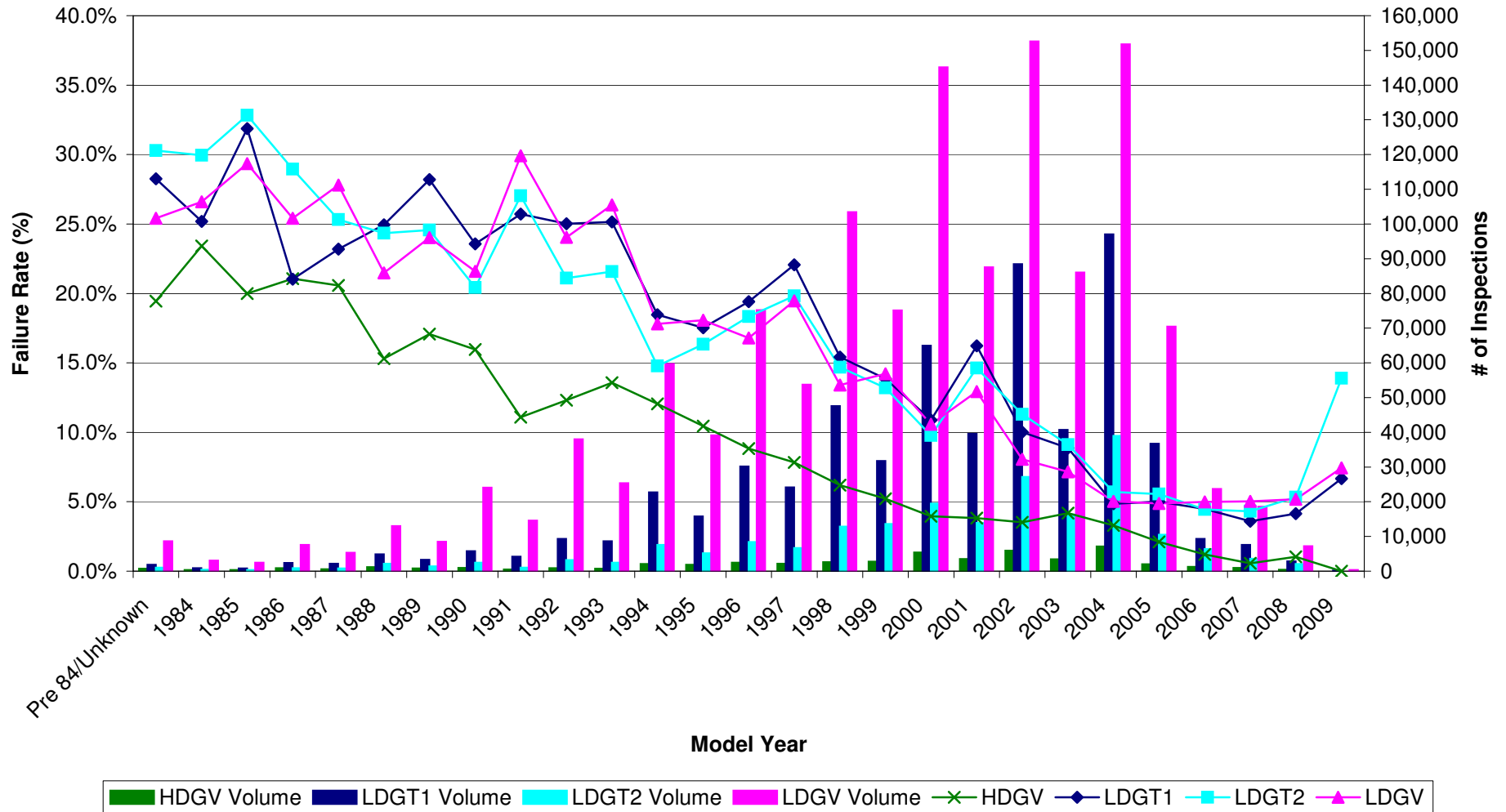
**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
1997	HDGV	2,126	64	2,062	3.0%	2,119	1	2,118	0.05%	2,133	9	2,124	0.42%
1997	LDGT1	24,090	870	23,220	3.6%	24,078	4	24,074	0.02%	24,101	85	24,016	0.35%
1997	LDGT2	6,610	150	6,460	2.3%	6,612	3	6,609	0.05%	6,613	22	6,591	0.33%
1997	LDGV	53,514	1,149	52,365	2.1%	53,651	35	53,616	0.07%	53,701	256	53,445	0.48%
1997	Unknown	935	66	869	7.1%	959	0	959	0.00%	978	1	977	0.10%
1998	HDGV	2,551	91	2,460	3.6%	2,553	0	2,553	0.00%	2,555	5	2,550	0.20%
1998	LDGT1	47,520	1,141	46,379	2.4%	47,504	5	47,499	0.01%	47,535	111	47,424	0.23%
1998	LDGT2	12,788	310	12,478	2.4%	12,786	2	12,784	0.02%	12,794	14	12,780	0.11%
1998	LDGV	103,056	1,990	101,066	1.9%	103,332	46	103,286	0.04%	103,399	343	103,056	0.33%
1998	Unknown	1,189	74	1,115	6.2%	1,227	2	1,225	0.16%	1,233	0	1,233	0.00%
1999	HDGV	2,699	73	2,626	2.7%	2,703	1	2,702	0.04%	2,709	3	2,706	0.11%
1999	LDGT1	31,671	826	30,845	2.6%	31,660	2	31,658	0.01%	31,686	59	31,627	0.19%
1999	LDGT2	13,523	279	13,244	2.1%	13,520	2	13,518	0.01%	13,528	17	13,511	0.13%
1999	LDGV	74,756	1,645	73,111	2.2%	74,988	24	74,964	0.03%	75,042	193	74,849	0.26%
1999	Unknown	1,378	83	1,295	6.0%	1,400	0	1,400	0.00%	1,401	1	1,400	0.07%
2000	HDGV	5,345	143	5,202	2.7%	5,345	0	5,345	0.00%	5,348	9	5,339	0.17%
2000	LDGT1	64,872	1,487	63,385	2.3%	64,867	4	64,863	0.01%	64,895	58	64,837	0.09%
2000	LDGT2	19,379	411	18,968	2.1%	19,393	1	19,392	0.01%	19,399	27	19,372	0.14%
2000	LDGV	144,627	2,455	142,172	1.7%	145,049	19	145,030	0.01%	145,119	273	144,846	0.19%
2000	Unknown	2,901	126	2,775	4.3%	2,923	0	2,923	0.00%	2,924	3	2,921	0.10%
2001	HDGV	3,457	109	3,348	3.2%	3,458	0	3,458	0.00%	3,462	1	3,461	0.03%
2001	LDGT1	39,498	1,109	38,389	2.8%	39,497	0	39,497	0.00%	39,525	21	39,504	0.05%
2001	LDGT2	13,799	463	13,336	3.4%	13,813	0	13,813	0.00%	13,826	16	13,810	0.12%
2001	LDGV	86,775	1,543	85,232	1.8%	87,430	14	87,416	0.02%	87,476	121	87,355	0.14%
2001	Unknown	1,812	86	1,726	4.7%	1,835	0	1,835	0.00%	1,837	1	1,836	0.05%
2002	HDGV	5,853	169	5,684	2.9%	5,853	0	5,853	0.00%	5,856	5	5,851	0.09%
2002	LDGT1	88,152	1,831	86,321	2.1%	88,394	5	88,389	0.01%	88,426	19	88,407	0.02%
2002	LDGT2	27,071	745	26,326	2.8%	27,105	1	27,104	0.00%	27,121	5	27,116	0.02%
2002	LDGV	150,924	2,654	148,270	1.8%	152,459	27	152,432	0.02%	152,530	68	152,462	0.04%
2002	Unknown	3,208	181	3,027	5.6%	3,242	0	3,242	0.00%	3,245	1	3,244	0.03%
2003	HDGV	3,422	126	3,296	3.7%	3,419	0	3,419	0.00%	3,422	3	3,419	0.09%
2003	LDGT1	40,516	1,191	39,325	2.9%	40,652	1	40,651	0.00%	40,667	6	40,661	0.01%
2003	LDGT2	16,245	388	15,857	2.4%	16,282	1	16,281	0.01%	16,294	2	16,292	0.01%
2003	LDGV	83,888	1,448	82,440	1.7%	85,923	12	85,911	0.01%	85,963	17	85,946	0.02%
2003	Unknown	1,837	124	1,713	6.8%	1,853	0	1,853	0.00%	1,855	0	1,855	0.00%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	Gas Cap Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate
2004	HDGV	7,058	218	6,840	3.1%	7,086	0	7,086	0.00%	7,090	4	7,086	0.06%
2004	LDGT1	96,656	2,033	94,623	2.1%	96,953	3	96,950	0.00%	96,977	8	96,969	0.01%
2004	LDGT2	38,834	759	38,075	2.0%	38,936	1	38,935	0.00%	38,944	1	38,943	0.00%
2004	LDGV	148,163	2,926	145,237	2.0%	151,658	21	151,637	0.01%	151,714	10	151,704	0.01%
2004	Unknown	3,683	179	3,504	4.9%	3,714	0	3,714	0.00%	3,717	1	3,716	0.03%
2005	HDGV	1,980	42	1,938	2.1%	1,983	0	1,983	0.00%	1,984	2	1,982	0.10%
2005	LDGT1	36,553	653	35,900	1.8%	36,634	0	36,634	0.00%	36,647	1	36,646	0.00%
2005	LDGT2	10,456	135	10,321	1.3%	10,496	0	10,496	0.00%	10,496	1	10,495	0.01%
2005	LDGV	67,732	1,255	66,477	1.9%	70,362	11	70,351	0.02%	70,388	9	70,379	0.01%
2005	Unknown	987	23	964	2.3%	994	0	994	0.00%	996	1	995	0.10%
2006	HDGV	1,169	13	1,156	1.1%	1,170	0	1,170	0.00%	1,171	0	1,171	0.00%
2006	LDGT1	9,204	160	9,044	1.7%	9,225	0	9,225	0.00%	9,228	0	9,228	0.00%
2006	LDGT2	6,316	52	6,264	0.8%	6,356	1	6,355	0.02%	6,358	0	6,358	0.00%
2006	LDGV	22,505	346	22,159	1.5%	23,618	0	23,618	0.00%	23,623	0	23,623	0.00%
2006	Unknown	553	9	544	1.6%	557	0	557	0.00%	558	0	558	0.00%
2007	HDGV	869	5	864	0.6%	874	0	874	0.00%	875	0	875	0.00%
2007	LDGT1	7,493	81	7,412	1.1%	7,521	1	7,520	0.01%	7,524	1	7,523	0.01%
2007	LDGT2	3,492	31	3,461	0.9%	3,521	0	3,521	0.00%	3,521	0	3,521	0.00%
2007	LDGV	17,891	349	17,542	2.0%	18,484	3	18,481	0.02%	18,492	3	18,489	0.02%
2007	Unknown	352	3	349	0.9%	352	0	352	0.00%	352	0	352	0.00%
2008	HDGV	373	4	369	1.1%	389	0	389	0.00%	389	0	389	0.00%
2008	LDGT1	2,642	15	2,627	0.6%	2,792	0	2,792	0.00%	2,795	0	2,795	0.00%
2008	LDGT2	1,893	18	1,875	1.0%	2,065	0	2,065	0.00%	2,067	0	2,067	0.00%
2008	LDGV	6,476	67	6,409	1.0%	7,138	0	7,138	0.00%	7,139	0	7,139	0.00%
2008	Unknown	217	1	216	0.5%	229	0	229	0.00%	229	0	229	0.00%
2009	HDGV	24	0	24	0.0%	24	0	24	0.00%	24	0	24	0.00%
2009	LDGT1	122	3	119	2.5%	135	0	135	0.00%	135	0	135	0.00%
2009	LDGT2	31	1	30	3.2%	36	0	36	0.00%	36	0	36	0.00%
2009	LDGV	288	2	286	0.7%	336	0	336	0.00%	336	0	336	0.00%
2009	Unknown	37	0	37	0.0%	38	0	38	0.00%	38	0	38	0.00%
<b>Totals</b>		<b>2,162,592</b>	<b>51,049</b>	<b>2,111,543</b>	<b>2.4%</b>	<b>2,177,227</b>	<b>823</b>	<b>2,176,404</b>	<b>0.04%</b>	<b>2,184,896</b>	<b>8,423</b>	<b>2,176,473</b>	<b>0.39%</b>

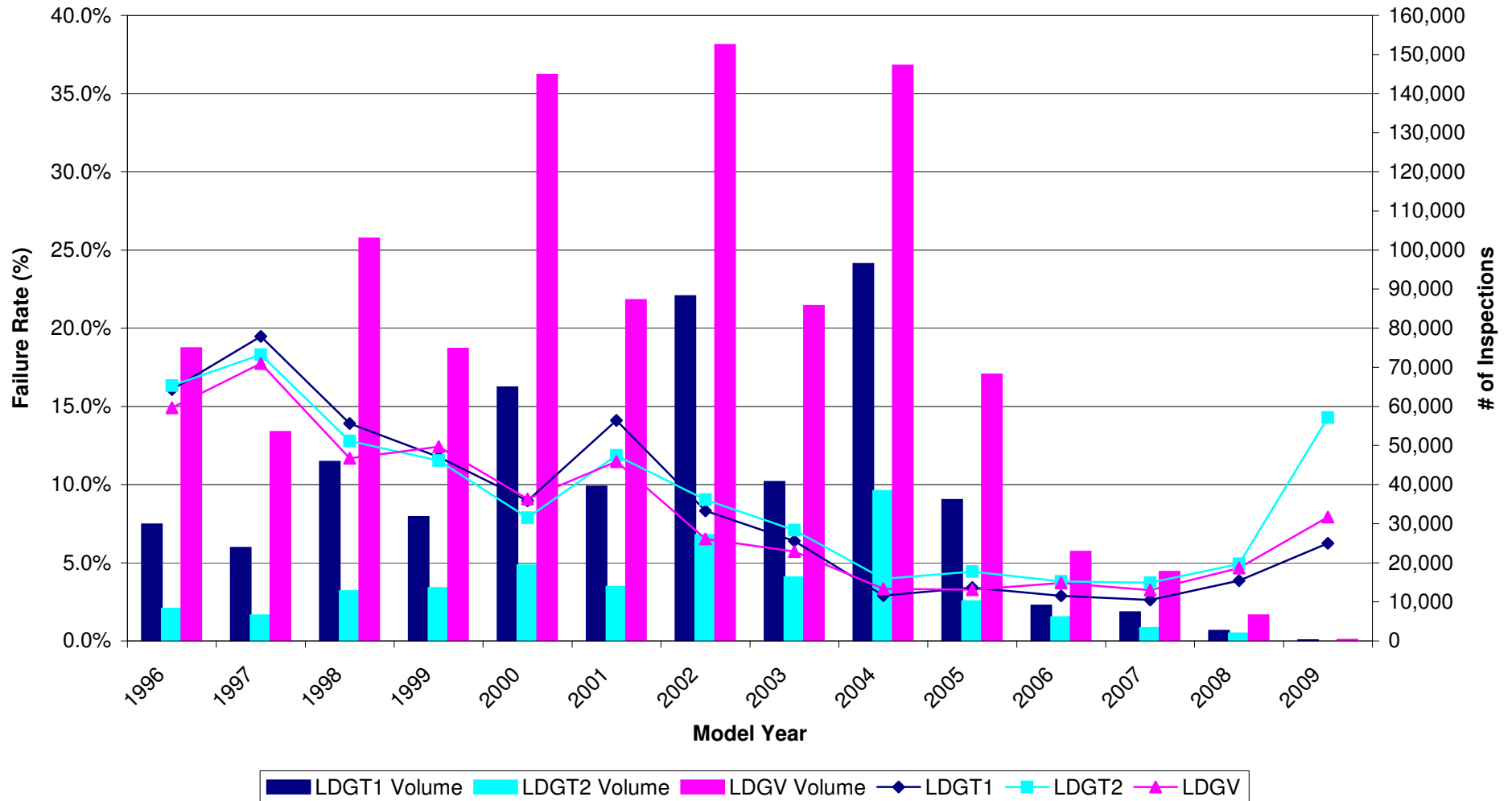
**New Jersey Enhanced Inspection and Maintenance Program**  
**Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type**  
**Year 2008**



**Figure E-1**

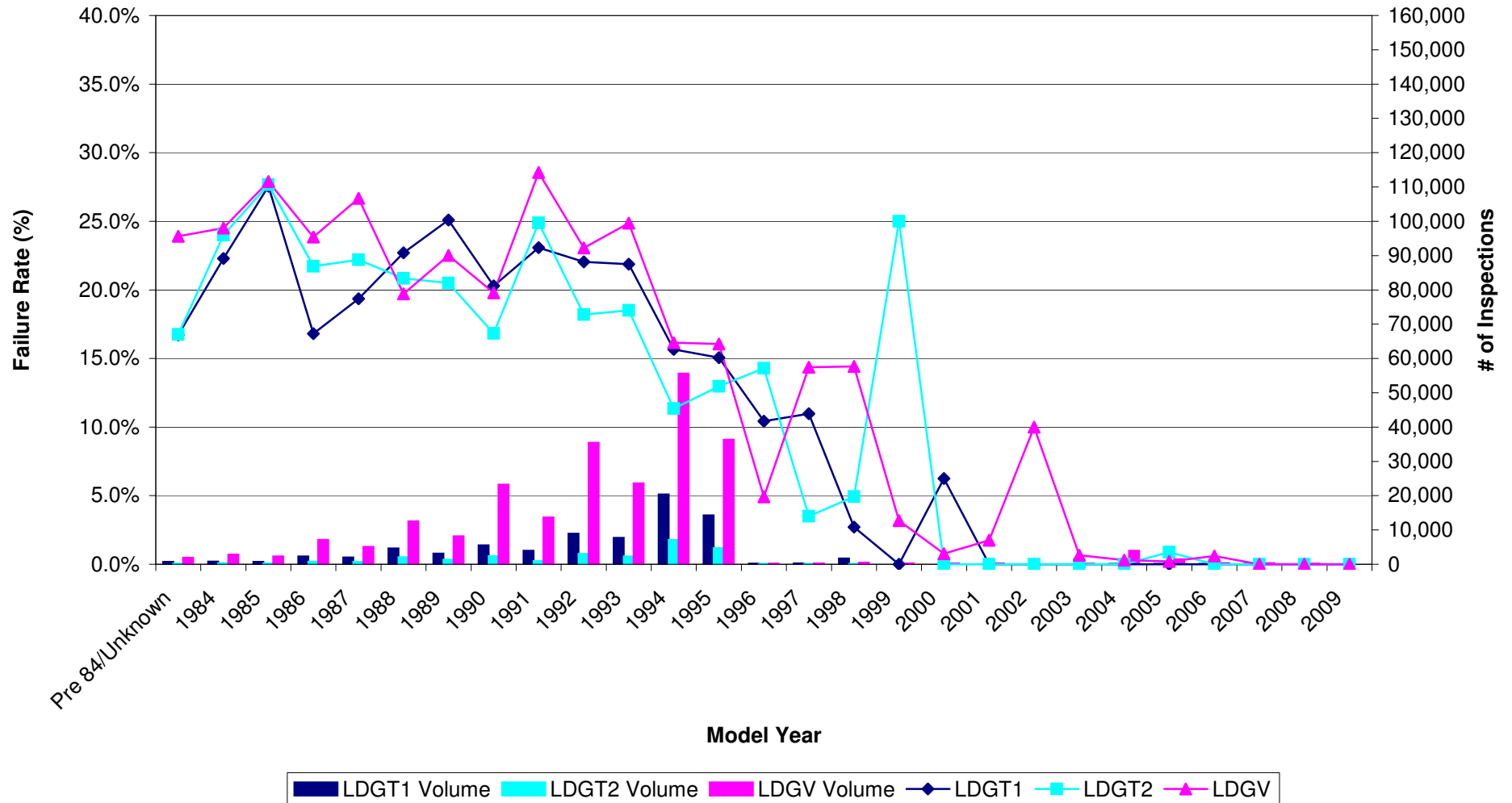


**New Jersey Enhanced Inspection and Maintenance Program  
Initial OBDII Inspections Volume & Failure Rate by Model Year and Vehicle Type  
Year 2008**



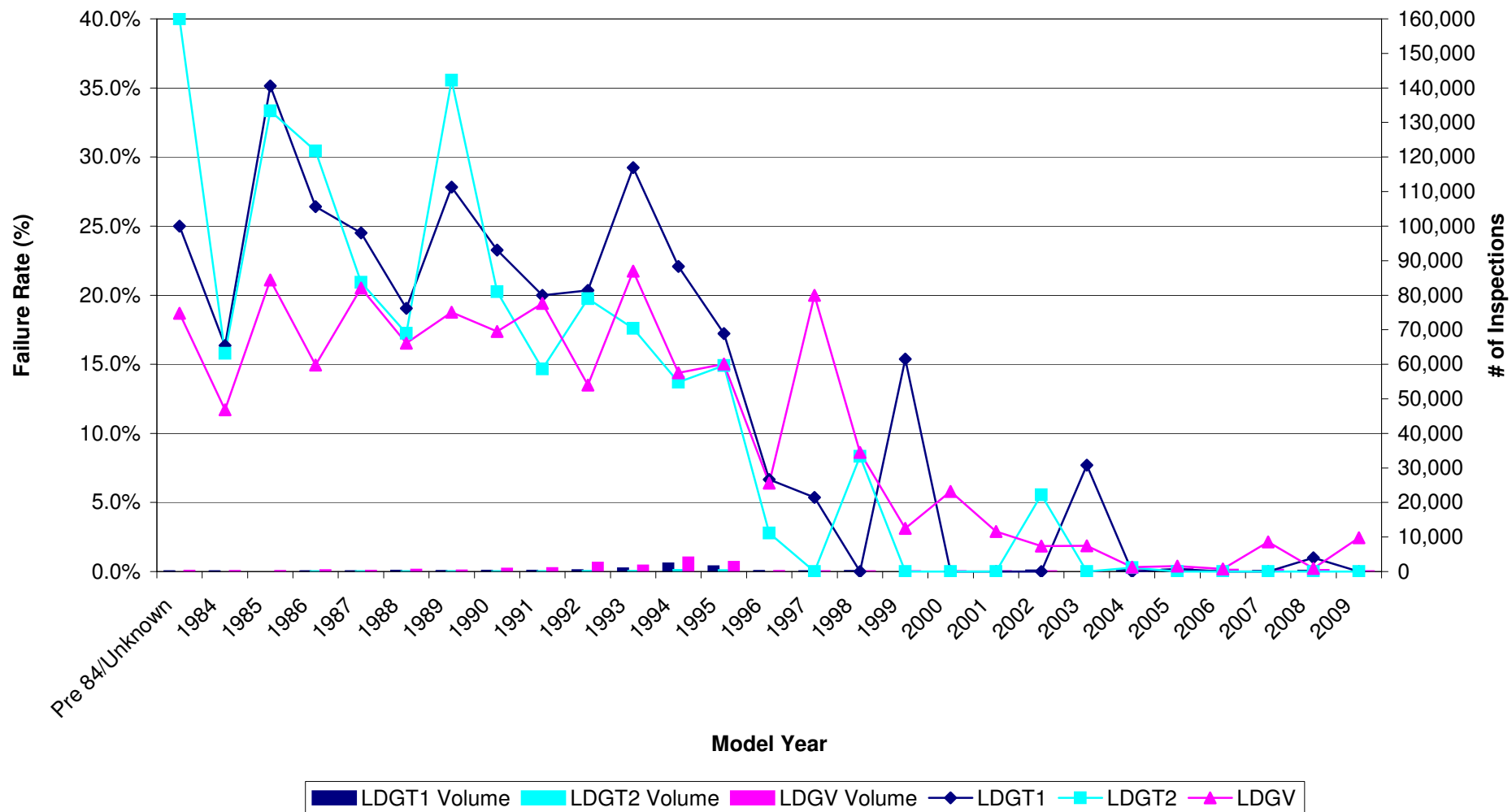
**Figure E-2**

# **New Jersey Enhanced Inspection and Maintenance Program Initial ASM Inspections Volume & Failure Rate by Model Year and Vehicle Type Year 2008**



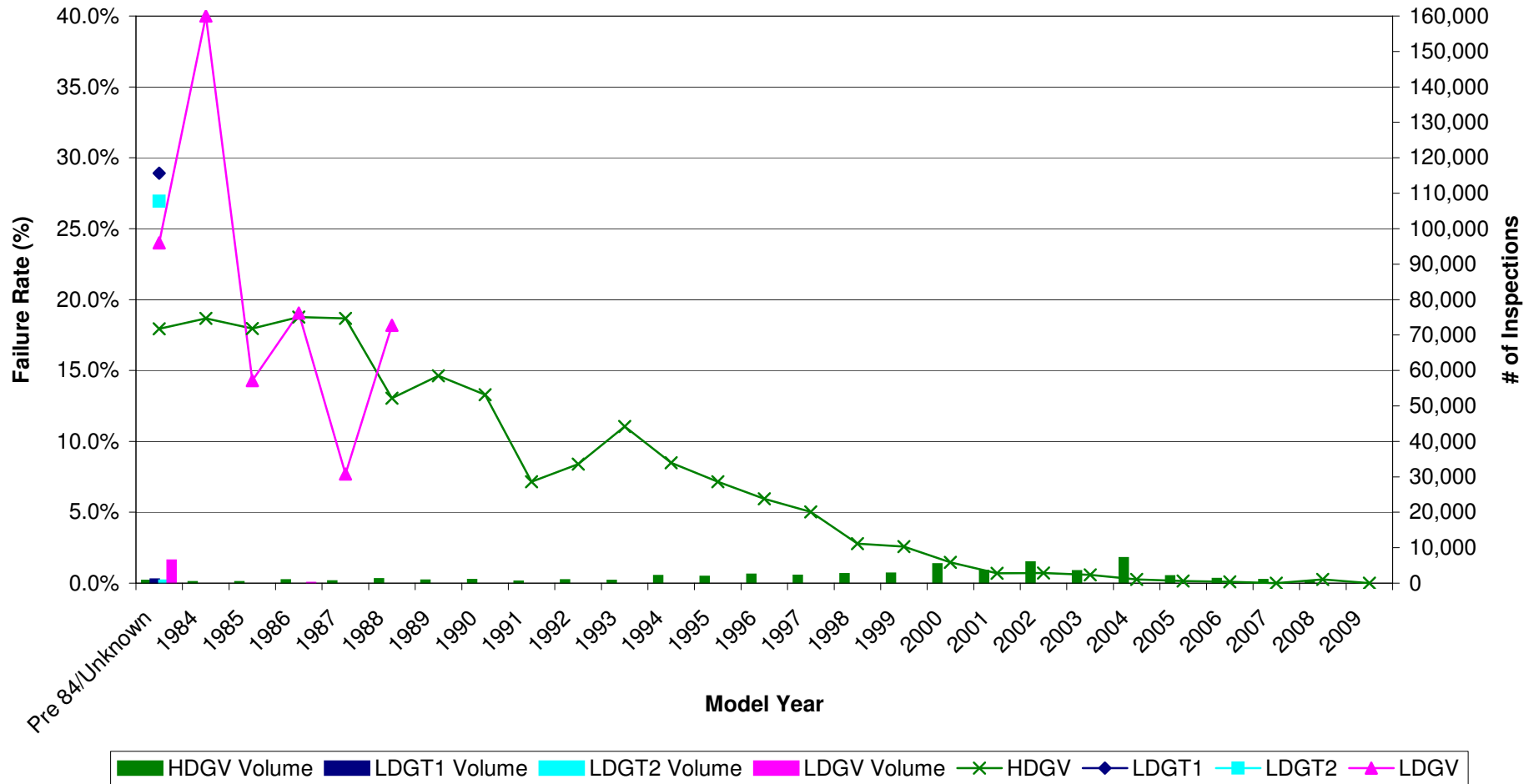
**Figure E-3**

# **New Jersey Enhanced Inspection and Maintenance Program Initial 2500 RPM Inspections Volume & Failure Rate by Model Year and Vehicle Type Year 2008**



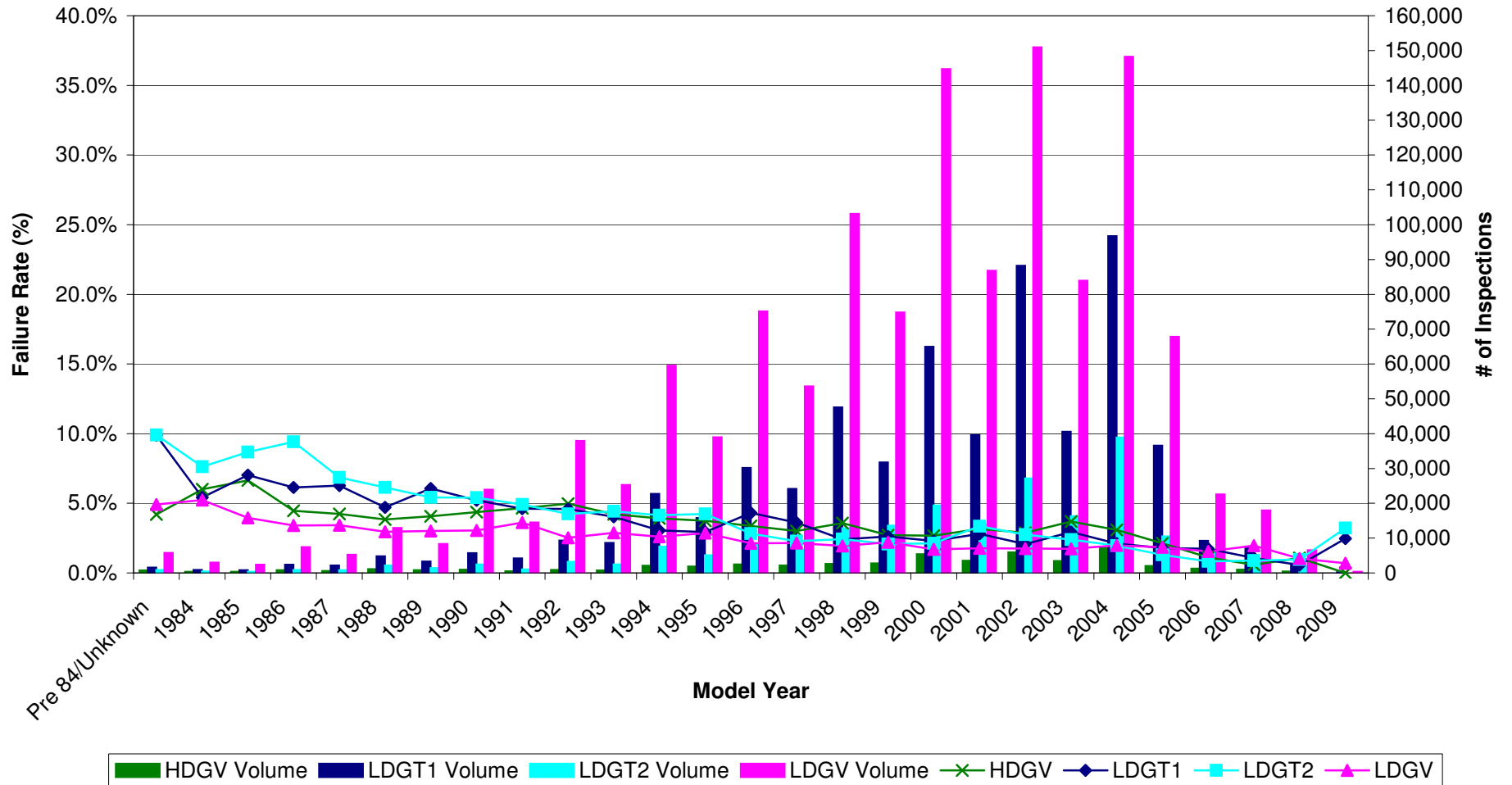
**Figure E-4**

# **New Jersey Enhanced Inspection and Maintenance Program Initial Idle Inspections Volume & Failure Rate by Model Year and Vehicle Type Year 2008**



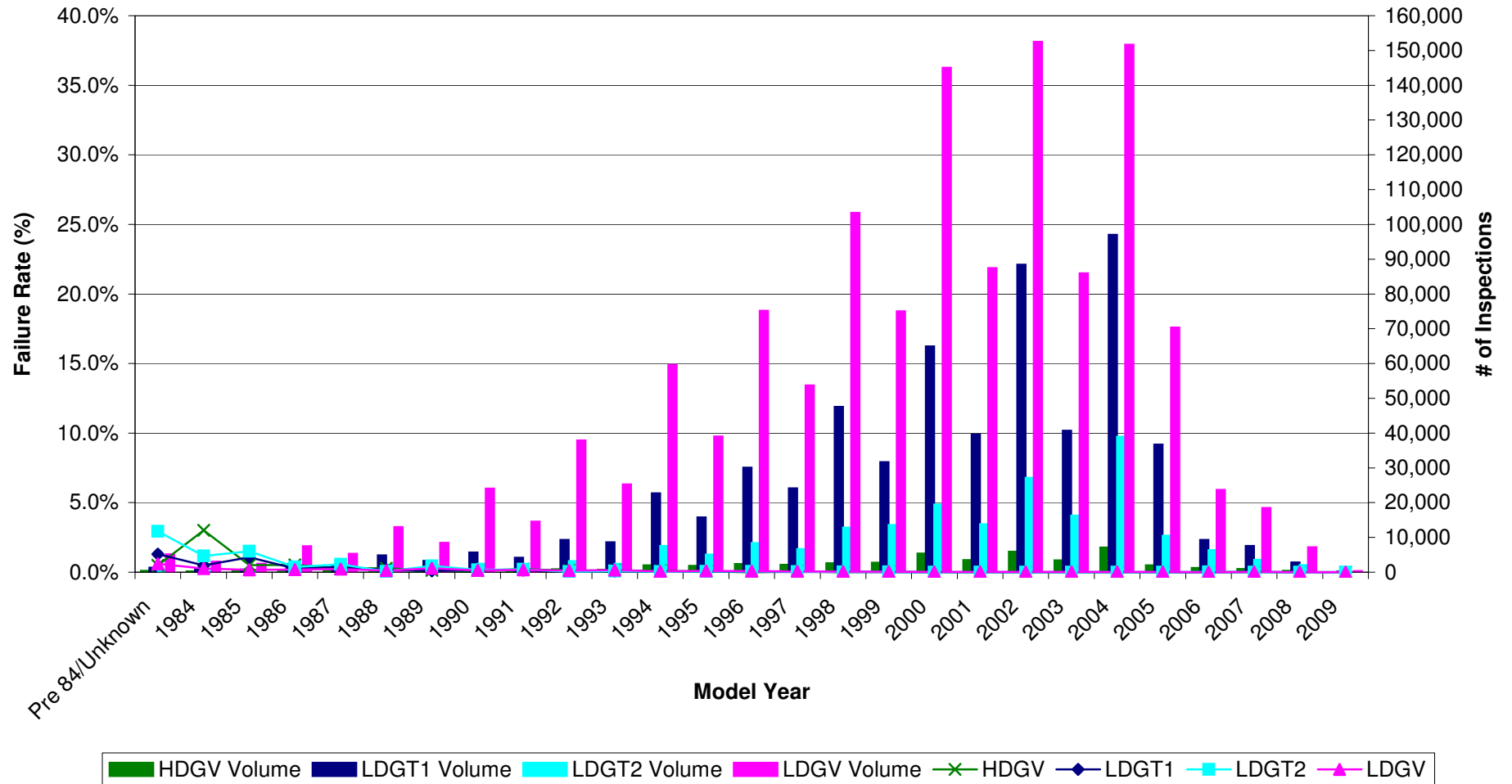
**Figure E-5**

**New Jersey Enhanced Inspection and Maintenance Program  
Initial Gas Cap Inspections Volume & Failure Rate by Model Year and Vehicle Type  
Year 2008**



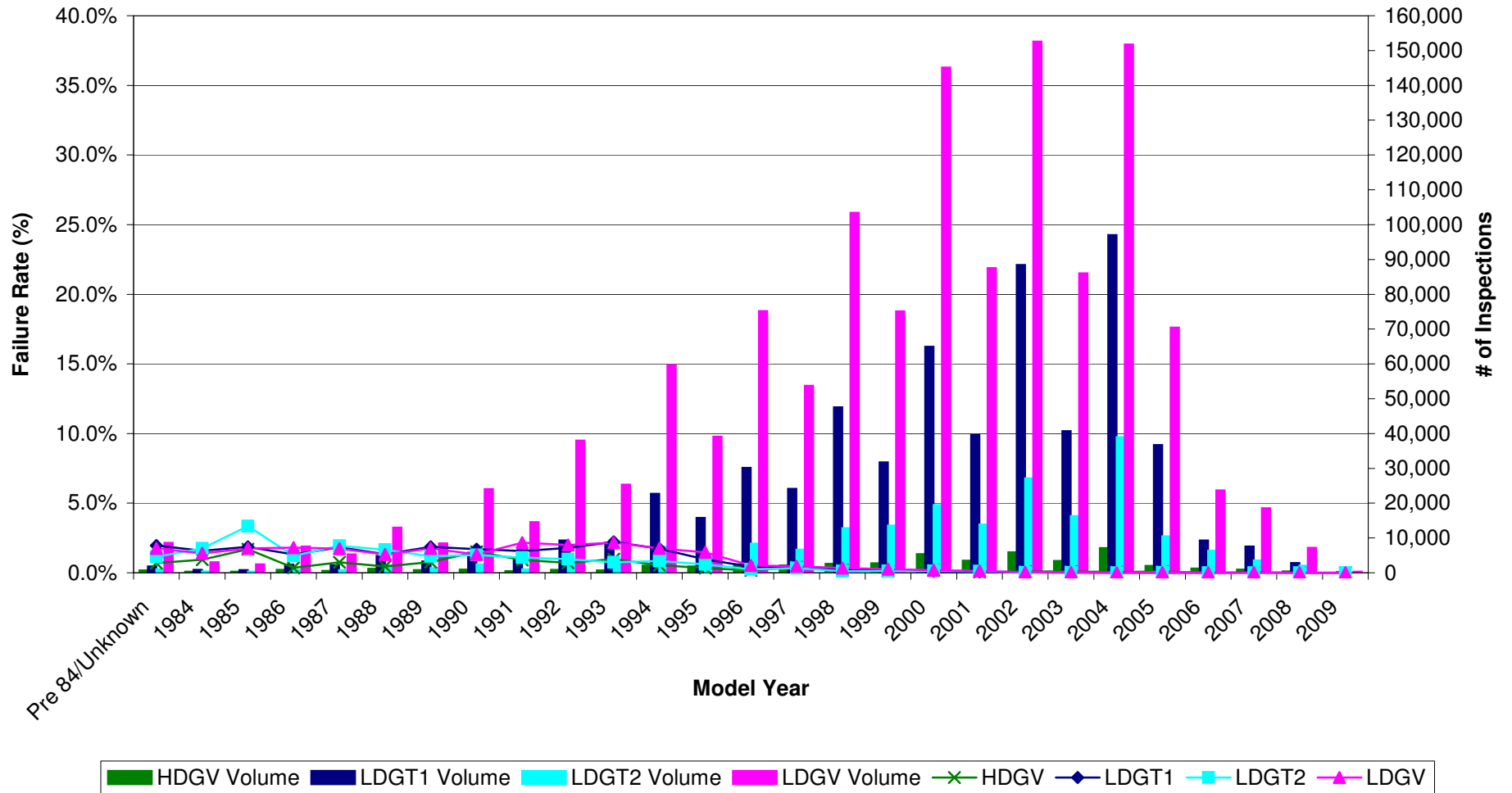
**Figure E-6**

**New Jersey Enhanced Inspection and Maintenance Program  
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type  
Year 2008**



**Figure E-7**

**New Jersey Enhanced Inspection and Maintenance Program  
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type  
Year 2008**



**Figure E-8**

**APPENDIX I -  
PART F**

**ON-BOARD DIAGNOSTICS II  
(OBDII)  
INSPECTIONS**



**New Jersey Enhanced Inspection and Maintenance Program**  
**Overall OBDII Inspections - Initial and All Retests**  
**Year 2008**

Model Yr	Veh Type	OBDII Initial Insps	Initial and 1st or Subsequent Retest Passes	Overall OBDII Pass Rate	Overall OBDII Failed (Dropped)*	Overall OBDII Fail Rate*
Unknown	LDGT1	55	52	94.5%	3	5.5%
Unknown	LDGT2	17	17	100.0%	0	0.0%
Unknown	LDGV	127	119	93.7%	8	6.3%
Unknown	Unknown	0	0	-	0	-
1996	LDGT1	29,802	28,453	95.5%	1,349	4.5%
1996	LDGT2	8,205	7,867	95.9%	338	4.1%
1996	LDGV	74,881	71,560	95.6%	3,321	4.4%
1996	Unknown	16	16	100.0%	0	0.0%
1997	LDGT1	23,761	22,452	94.5%	1,309	5.5%
1997	LDGT2	6,544	6,203	94.8%	341	5.2%
1997	LDGV	53,456	50,440	94.4%	3,016	5.6%
1997	Unknown	14	14	100.0%	0	0.0%
1998	LDGT1	45,785	44,267	96.7%	1,518	3.3%
1998	LDGT2	12,686	12,308	97.0%	378	3.0%
1998	LDGV	102,906	100,034	97.2%	2,872	2.8%
1998	Unknown	27	27	100.0%	0	0.0%
1999	LDGT1	31,667	30,799	97.3%	868	2.7%
1999	LDGT2	13,516	13,154	97.3%	362	2.7%
1999	LDGV	74,732	72,607	97.2%	2,125	2.8%
1999	Unknown	19	19	100.0%	0	0.0%
2000	LDGT1	64,838	63,801	98.4%	1,037	1.6%
2000	LDGT2	19,390	19,127	98.6%	263	1.4%
2000	LDGV	144,783	142,265	98.3%	2,518	1.7%
2000	Unknown	30	28	93.3%	2	6.7%
2001	LDGT1	39,499	38,535	97.6%	964	2.4%
2001	LDGT2	13,815	13,523	97.9%	292	2.1%
2001	LDGV	87,182	85,230	97.8%	1,952	2.2%
2001	Unknown	21	21	100.0%	0	0.0%
2002	LDGT1	88,143	87,234	99.0%	909	1.0%
2002	LDGT2	27,095	26,754	98.7%	341	1.3%
2002	LDGV	152,444	150,924	99.0%	1,520	1.0%
2002	Unknown	36	35	97.2%	1	2.8%
2003	LDGT1	40,649	40,336	99.2%	313	0.8%
2003	LDGT2	16,277	16,114	99.0%	163	1.0%
2003	LDGV	85,700	84,974	99.2%	726	0.8%
2003	Unknown	24	24	100.0%	0	0.0%
2004	LDGT1	96,381	96,087	99.7%	294	0.3%
2004	LDGT2	38,382	38,244	99.6%	138	0.4%
2004	LDGV	147,149	146,616	99.6%	533	0.4%
2004	Unknown	38	38	100.0%	0	0.0%

**Table F-1** (page 1 of 2)

\* Includes vehicles that are no longer registered.

**New Jersey Enhanced Inspection and Maintenance Program  
Overall OBDII Inspections - Initial and All Retests  
Year 2008**

Model Yr	Veh Type	OBDII Initial Insp	Initial and 1st or Subsequent Retest Passes	Overall OBDII Pass Rate	Overall OBDII Failed (Dropped)*	Overall OBDII Fail Rate*
2005	LDGT1	36,073	35,971	99.7%	102	0.3%
2005	LDGT2	10,162	10,123	99.6%	39	0.4%
2005	LDGV	68,162	67,975	99.7%	187	0.3%
2005	Unknown	10	9	90.0%	1	10.0%
2006	LDGT1	9,044	9,023	99.8%	21	0.2%
2006	LDGT2	6,082	6,070	99.8%	12	0.2%
2006	LDGV	22,778	22,721	99.7%	57	0.3%
2006	Unknown	5	5	100.0%	0	0.0%
2007	LDGT1	7,287	7,273	99.8%	14	0.2%
2007	LDGT2	3,306	3,303	99.9%	3	0.1%
2007	LDGV	17,649	17,612	99.8%	37	0.2%
2007	Unknown	0	0	-	0	-
2008	LDGT1	2,567	2,560	99.7%	7	0.3%
2008	LDGT2	1,888	1,884	99.8%	4	0.2%
2008	LDGV	6,531	6,507	99.6%	24	0.4%
2008	Unknown	1	1	100.0%	0	0.0%
2009	LDGT1	112	111	99.1%	1	0.9%
2009	LDGT2	28	28	100.0%	0	0.0%
2009	LDGV	290	285	98.3%	5	1.7%
2009	Unknown	0	0	-	0	-
<b>Totals</b>		<b>1,732,067</b>	<b>1,701,779</b>	<b>98.3%</b>	<b>30,288</b>	<b>1.7%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**OBDII Inspections - Pass/Fail Summary by OBDII Test Component**  
**Year 2008**

Model Yr	Veh Type	OBDII Initial Insps	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
Unknown	LDGT1	55	54	1	1.8%	52	2	3.7%
Unknown	LDGT2	17	17	0	0.0%	17	0	0.0%
Unknown	LDGV	127	127	0	0.0%	122	5	3.9%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDGT1	29,802	29,565	237	0.8%	28,850	715	2.4%
1996	LDGT2	8,205	8,150	55	0.7%	7,984	166	2.0%
1996	LDGV	74,881	74,482	399	0.5%	72,651	1,831	2.5%
1996	Unknown	16	16	0	0.0%	16	0	0.0%
1997	LDGT1	23,761	23,572	189	0.8%	22,912	660	2.8%
1997	LDGT2	6,544	6,483	61	0.9%	6,324	159	2.5%
1997	LDGV	53,456	53,149	307	0.6%	51,495	1,654	3.1%
1997	Unknown	14	14	0	0.0%	14	0	0.0%
1998	LDGT1	45,785	45,617	168	0.4%	44,790	827	1.8%
1998	LDGT2	12,686	12,634	52	0.4%	12,458	176	1.4%
1998	LDGV	102,906	102,673	233	0.2%	101,013	1,660	1.6%
1998	Unknown	27	27	0	0.0%	27	0	0.0%
1999	LDGT1	31,667	31,603	64	0.2%	31,079	524	1.7%
1999	LDGT2	13,516	13,482	34	0.3%	13,292	190	1.4%
1999	LDGV	74,732	74,565	167	0.2%	73,409	1,156	1.6%
1999	Unknown	19	19	0	0.0%	19	0	0.0%
2000	LDGT1	64,838	64,739	99	0.2%	64,155	584	0.9%
2000	LDGT2	19,390	19,378	12	0.1%	19,229	149	0.8%
2000	LDGV	144,783	144,639	144	0.1%	143,162	1,477	1.0%
2000	Unknown	30	30	0	0.0%	29	1	3.3%
2001	LDGT1	39,499	39,444	55	0.1%	38,930	514	1.3%
2001	LDGT2	13,815	13,803	12	0.1%	13,637	166	1.2%
2001	LDGV	87,182	87,074	108	0.1%	86,000	1,074	1.2%
2001	Unknown	21	21	0	0.0%	21	0	0.0%
2002	LDGT1	88,143	88,118	25	0.0%	87,564	554	0.6%
2002	LDGT2	27,095	27,085	10	0.0%	26,880	205	0.8%
2002	LDGV	152,444	152,391	53	0.0%	151,537	854	0.6%
2002	Unknown	36	36	0	0.0%	35	1	2.8%
2003	LDGT1	40,649	40,642	7	0.0%	40,432	210	0.5%
2003	LDGT2	16,277	16,271	6	0.0%	16,168	103	0.6%
2003	LDGV	85,700	85,678	22	0.0%	85,274	404	0.5%
2003	Unknown	24	24	0	0.0%	24	0	0.0%
2004	LDGT1	96,381	96,373	8	0.0%	96,196	177	0.2%
2004	LDGT2	38,382	38,380	2	0.0%	38,321	59	0.2%
2004	LDGV	147,149	147,136	13	0.0%	146,870	266	0.2%
2004	Unknown	38	38	0	0.0%	38	0	0.0%

**New Jersey Enhanced Inspection and Maintenance Program**  
**OBDII Inspections - Pass/Fail Summary by OBDII Test Component**  
**Year 2008**

Model Yr	Veh Type	OBDII Initial Insps	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
2005	LDGT1	36,073	36,073	0	0.0%	36,017	56	0.2%
2005	LDGT2	10,162	10,160	2	0.0%	10,144	16	0.2%
2005	LDGV	68,162	68,155	7	0.0%	68,064	91	0.1%
2005	Unknown	10	10	0	0.0%	10	0	0.0%
2006	LDGT1	9044	9044	0	0.0%	9034	10	0.1%
2006	LDGT2	6082	6082	0	0.0%	6075	7	0.1%
2006	LDGV	22778	22777	1	0.0%	22762	15	0.1%
2006	Unknown	5	5	0	0.0%	5	0	0.0%
2007	LDGT1	7287	7287	0	0.0%	7286	1	0.0%
2007	LDGT2	3306	3306	0	0.0%	3305	1	0.0%
2007	LDGV	17649	17649	0	0.0%	17643	6	0.0%
2007	Unknown	0	0	0	-	0	0	-
2008	LDGT1	2567	2567	0	0.0%	2567	0	0.0%
2008	LDGT2	1888	1888	0	0.0%	1888	0	0.0%
2008	LDGV	6531	6531	0	0.0%	6528	3	0.0%
2008	Unknown	1	1	0	0.0%	1	0	0.0%
2009	LDGT1	112	112	0	0.0%	112	0	0.0%
2009	LDGT2	28	28	0	0.0%	28	0	0.0%
2009	LDGV	290	290	0	0.0%	290	0	0.0%
2009	Unknown	0	0	0	-	0	0	-
<b>Totals</b>		<b>1,732,067</b>	<b>1,729,514</b>	<b>2,553</b>	<b>0.1%</b>	<b>1,712,785</b>	<b>16,729</b>	<b>1.0%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**OBDII Inspections - Pass/Fail Summary by OBDII Test Component**  
**Year 2008**

Model Yr	Veh Type	OBDII Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
Unknown	LDGT1	55	55	0	0.00%	55	0	0.00%
Unknown	LDGT2	17	17	0	0.00%	17	0	0.00%
Unknown	LDGV	127	127	0	0.00%	126	1	0.79%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDGT1	29,802	29,792	10	0.03%	29,769	23	0.08%
1996	LDGT2	8,205	8,196	9	0.11%	8,187	9	0.11%
1996	LDGV	74,881	74,822	59	0.08%	74,712	79	0.11%
1996	Unknown	16	16	0	0.00%	16	0	0.00%
1997	LDGT1	23,761	23,749	12	0.05%	23,686	19	0.08%
1997	LDGT2	6,544	6,534	10	0.15%	6,529	5	0.08%
1997	LDGV	53,456	53,410	46	0.09%	53,289	63	0.12%
1997	Unknown	14	14	0	0.00%	14	0	0.00%
1998	LDGT1	45,785	45,773	12	0.03%	45,402	17	0.04%
1998	LDGT2	12,686	12,676	10	0.08%	12,671	5	0.04%
1998	LDGV	102,906	102,856	50	0.05%	102,689	73	0.07%
1998	Unknown	27	27	0	0.00%	27	0	0.00%
1999	LDGT1	31,667	31,658	9	0.03%	31,651	7	0.02%
1999	LDGT2	13,516	13,512	4	0.03%	13,500	12	0.09%
1999	LDGV	74,732	74,697	35	0.05%	74,606	57	0.08%
1999	Unknown	19	19	0	0.00%	19	0	0.00%
2000	LDGT1	64,838	64,831	7	0.01%	64,807	24	0.04%
2000	LDGT2	19,390	19,386	4	0.02%	19,378	8	0.04%
2000	LDGV	144,783	144,762	21	0.01%	144,662	80	0.06%
2000	Unknown	30	30	0	0.00%	30	0	0.00%
2001	LDGT1	39,499	39,494	5	0.01%	39,486	8	0.02%
2001	LDGT2	13,815	13,814	1	0.01%	13,808	6	0.04%
2001	LDGV	87,182	87,166	16	0.02%	87,108	33	0.04%
2001	Unknown	21	21	0	0.00%	21	0	0.00%
2002	LDGT1	88,143	88,138	5	0.01%	88,090	12	0.01%
2002	LDGT2	27,095	27,094	1	0.00%	27,091	3	0.01%
2002	LDGV	152,444	152,431	13	0.01%	152,413	18	0.01%
2002	Unknown	36	36	0	0.00%	36	0	0.00%
2003	LDGT1	40,649	40,648	1	0.00%	40,640	8	0.02%
2003	LDGT2	16,277	16,276	1	0.01%	16,272	4	0.02%
2003	LDGV	85,700	85,695	5	0.01%	85,680	15	0.02%
2003	Unknown	24	24	0	0.00%	24	0	0.00%
2004	LDGT1	96,381	96,372	9	0.01%	96,361	11	0.01%
2004	LDGT2	38,382	38,380	2	0.01%	38,372	8	0.02%
2004	LDGV	147,149	147,144	5	0.00%	147,009	31	0.02%
2004	Unknown	38	38	0	0.00%	38	0	0.00%

**New Jersey Enhanced Inspection and Maintenance Program**  
**OBDII Inspections - Pass/Fail Summary by OBDII Test Component**  
**Year 2008**

Model Yr	Veh Type	OBDII Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2005	LDGT1	36,073	36,067	6	0.02%	36,057	10	0.03%
2005	LDGT2	10,162	10,162	0	0.00%	10,157	5	0.05%
2005	LDGV	68,162	68,159	3	0.00%	68,114	19	0.03%
2005	Unknown	10	10	0	0.00%	9	1	10.00%
2006	LDGT1	9044	9043	1	0.01%	9043	0	0.00%
2006	LDGT2	6082	6082	0	0.00%	6077	5	0.08%
2006	LDGV	22778	22778	0	0.00%	22760	18	0.08%
2006	Unknown	5	5	0	0.00%	5	0	0.00%
2007	LDGT1	7287	7287	0	0.00%	7285	2	0.03%
2007	LDGT2	3306	3306	0	0.00%	3305	1	0.03%
2007	LDGV	17649	17645	4	0.02%	17637	8	0.05%
2007	Unknown	0	0	0	-	0	0	-
2008	LDGT1	2567	2567	0	0.00%	2564	3	0.12%
2008	LDGT2	1888	1888	0	0.00%	1887	1	0.05%
2008	LDGV	6531	6529	2	0.03%	6517	12	0.18%
2008	Unknown	1	1	0	0.00%	1	0	0.00%
2009	LDGT1	112	112	0	0.00%	112	0	0.00%
2009	LDGT2	28	28	0	0.00%	28	0	0.00%
2009	LDGV	290	290	0	0.00%	288	2	0.69%
2009	Unknown	0	0	0	-	0	0	-
<b>Totals</b>		<b>1,732,067</b>	<b>1,731,689</b>	<b>378</b>	<b>0.02%</b>	<b>1,730,137</b>	<b>726</b>	<b>0.04%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**OBDII Inspections - Pass/Fail Summary by OBDII Test Component**  
**Year 2008**

Model Yr	Veh Type	OBDII Initial Insp	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
Unknown	LDGT1	55	50	5	9.1%	51	4	7.3%
Unknown	LDGT2	17	16	1	5.9%	16	1	5.9%
Unknown	LDGV	127	106	20	15.9%	119	7	5.6%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDGT1	29,802	26,398	3,371	11.3%	28,445	1,324	4.4%
1996	LDGT2	8,205	7,245	942	11.5%	7,871	316	3.9%
1996	LDGV	74,881	66,808	7,904	10.6%	71,849	2,863	3.8%
1996	Unknown	16	14	2	12.5%	16	0	0.0%
1997	LDGT1	23,761	20,913	2,773	11.7%	21,756	1,930	8.1%
1997	LDGT2	6,544	5,727	802	12.3%	6,182	347	5.3%
1997	LDGV	53,456	47,179	6,110	11.5%	49,628	3,661	6.9%
1997	Unknown	14	13	1	7.1%	12	2	14.3%
1998	LDGT1	45,785	41,609	3,793	8.4%	43,131	2,271	5.0%
1998	LDGT2	12,686	11,671	1,000	7.9%	12,115	556	4.4%
1998	LDGV	102,906	94,761	7,928	7.7%	98,634	4,055	3.9%
1998	Unknown	27	26	1	3.7%	26	1	3.7%
1999	LDGT1	31,667	29,323	2,328	7.4%	30,160	1,491	4.7%
1999	LDGT2	13,516	12,522	978	7.2%	12,860	640	4.7%
1999	LDGV	74,732	68,603	6,003	8.0%	71,340	3,266	4.4%
1999	Unknown	19	18	1	5.3%	19	0	0.0%
2000	LDGT1	64,838	61,023	3,784	5.8%	62,756	2,051	3.2%
2000	LDGT2	19,390	18,421	957	4.9%	18,894	484	2.5%
2000	LDGV	144,783	135,876	8,786	6.1%	140,361	4,301	3.0%
2000	Unknown	30	27	3	10.0%	29	1	3.3%
2001	LDGT1	39,499	36,342	3,144	8.0%	36,728	2,758	7.0%
2001	LDGT2	13,815	12,998	810	5.9%	12,954	854	6.2%
2001	LDGV	87,182	81,510	5,598	6.4%	82,489	4,619	5.3%
2001	Unknown	21	20	1	4.8%	21	0	0.0%
2002	LDGT1	88,143	83,616	4,474	5.1%	84,993	3,097	3.5%
2002	LDGT2	27,095	25,691	1,400	5.2%	26,059	1,032	3.8%
2002	LDGV	152,444	146,645	5,768	3.8%	148,281	4,132	2.7%
2002	Unknown	36	33	3	8.3%	35	1	2.8%
2003	LDGT1	40,649	39,109	1,531	3.8%	39,581	1,059	2.6%
2003	LDGT2	16,277	15,636	636	3.9%	15,828	444	2.7%
2003	LDGV	85,700	83,139	2,541	3.0%	83,468	2,212	2.6%
2003	Unknown	24	21	3	12.5%	23	1	4.2%
2004	LDGT1	96,381	95,031	1,330	1.4%	95,345	1,016	1.1%
2004	LDGT2	38,382	37,777	595	1.6%	37,755	617	1.6%
2004	LDGV	147,149	145,136	1,873	1.3%	144,968	2,041	1.4%
2004	Unknown	38	38	0	0.0%	37	1	2.6%

**New Jersey Enhanced Inspection and Maintenance Program**  
**OBDII Inspections - Pass/Fail Summary by OBDII Test Component**  
**Year 2008**

Model Yr	Veh Type	OBDII Initial Insps	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2005	LDGT1	36,073	35,549	508	1.4%	35,636	421	1.2%
2005	LDGT2	10,162	10,024	133	1.3%	9,981	176	1.7%
2005	LDGV	68,162	67,400	714	1.0%	67,257	857	1.3%
2005	Unknown	10	8	1	11.1%	9	0	0.0%
2006	LDGT1	9044	8948	95	1.1%	8955	88	1.0%
2006	LDGT2	6082	6045	32	0.5%	6017	60	1.0%
2006	LDGV	22778	22578	182	0.8%	22566	194	0.9%
2006	Unknown	5	5	0	0.0%	5	0	0.0%
2007	LDGT1	7287	7263	22	0.3%	7219	66	0.9%
2007	LDGT2	3306	3292	13	0.4%	3284	21	0.6%
2007	LDGV	17649	17577	60	0.3%	17522	115	0.7%
2007	Unknown	0	0	0	-	0	0	-
2008	LDGT1	2567	2559	5	0.2%	2541	23	0.9%
2008	LDGT2	1888	1883	4	0.2%	1860	27	1.4%
2008	LDGV	6531	6503	14	0.2%	6463	54	0.8%
2008	Unknown	1	1	0	0.0%	0	1	100.0%
2009	LDGT1	112	112	0	0.0%	109	3	2.7%
2009	LDGT2	28	28	0	0.0%	27	1	3.6%
2009	LDGV	290	287	1	0.3%	284	4	1.4%
2009	Unknown	0	0	0	-	0	0	-
<b>Totals</b>		<b>1,732,067</b>	<b>1,641,153</b>	<b>88,984</b>	<b>5.1%</b>	<b>1,674,570</b>	<b>55,567</b>	<b>3.2%</b>



**New Jersey Enhanced Inspection and Maintenance Program  
OBDII and Gas Cap (GC) Evaporative Test Report  
Year 2008**

Model Yr	Veh Type	# Initial OBD & GC Insp	# Pass OBD / Fail GC	% Pass OBD / Fail GC	# Pass Both	% Pass Both	# Fail OBD / Pass GC	% Fail OBD / Pass GC	# Fail Both	% Fail Both
Unknown	LDGT1	55	1	1.8%	54	98.2%	0	0.0%	0	0.00%
Unknown	LDGT2	17	0	0.0%	17	100.0%	0	0.0%	0	0.00%
Unknown	LDGV	127	3	2.4%	120	94.5%	4	3.1%	0	0.00%
Unknown	Unknown	0	0	-	0	-	0	-	0	-
1996	LDGT1	29,786	1,145	3.8%	28,481	95.6%	155	0.5%	5	0.02%
1996	LDGT2	8,204	207	2.5%	7,966	97.1%	29	0.4%	2	0.02%
1996	LDGV	74,741	1,445	1.9%	72,838	97.5%	452	0.6%	6	0.01%
1996	Unknown	16	0	0.0%	15	93.8%	1	6.3%	0	0.00%
1997	LDGT1	23,751	757	3.2%	22,766	95.9%	225	0.9%	3	0.01%
1997	LDGT2	6,541	131	2.0%	6,331	96.8%	79	1.2%	0	0.00%
1997	LDGV	53,272	1,004	1.9%	51,795	97.2%	458	0.9%	15	0.03%
1997	Unknown	14	0	0.0%	14	100.0%	0	0.0%	0	0.00%
1998	LDGT1	45,771	943	2.1%	44,547	97.3%	273	0.6%	8	0.02%
1998	LDGT2	12,681	286	2.3%	12,304	97.0%	90	0.7%	1	0.01%
1998	LDGV	102,566	1,789	1.7%	99,721	97.2%	1,039	1.0%	17	0.02%
1998	Unknown	27	0	0.0%	27	100.0%	0	0.0%	0	0.00%
1999	LDGT1	31,653	754	2.4%	30,676	96.9%	214	0.7%	9	0.03%
1999	LDGT2	13,511	260	1.9%	13,171	97.5%	76	0.6%	4	0.03%
1999	LDGV	74,456	1,505	2.0%	72,219	97.0%	719	1.0%	13	0.02%
1999	Unknown	19	0	0.0%	19	100.0%	0	0.0%	0	0.00%
2000	LDGT1	64,815	1,359	2.1%	63,088	97.3%	357	0.6%	11	0.02%
2000	LDGT2	19,372	381	2.0%	18,891	97.5%	99	0.5%	1	0.01%
2000	LDGV	144,301	2,257	1.6%	141,082	97.8%	946	0.7%	16	0.01%
2000	Unknown	30	0	0.0%	30	100.0%	0	0.0%	0	0.00%
2001	LDGT1	39,472	986	2.5%	38,075	96.5%	396	1.0%	15	0.04%
2001	LDGT2	13,789	423	3.1%	13,184	95.6%	176	1.3%	6	0.04%
2001	LDGV	86,486	1,422	1.6%	84,474	97.7%	579	0.7%	11	0.01%
2001	Unknown	21	0	0.0%	20	95.2%	1	4.8%	0	0.00%
2002	LDGT1	88,086	1,671	1.9%	85,432	97.0%	964	1.1%	19	0.02%
2002	LDGT2	27,046	679	2.5%	25,996	96.1%	359	1.3%	12	0.04%
2002	LDGV	150,859	2,456	1.6%	147,494	97.8%	886	0.6%	23	0.02%
2002	Unknown	35	0	0.0%	35	100.0%	0	0.0%	0	0.00%
2003	LDGT1	40,498	1,099	2.7%	39,011	96.3%	365	0.9%	23	0.06%
2003	LDGT2	16,228	361	2.2%	15,659	96.5%	202	1.2%	6	0.04%
2003	LDGV	83,629	1,340	1.6%	81,820	97.8%	451	0.5%	18	0.02%
2003	Unknown	24	0	0.0%	24	100.0%	0	0.0%	0	0.00%
2004	LDGT1	96,066	1,963	2.0%	93,861	97.7%	240	0.2%	2	0.00%
2004	LDGT2	38,277	737	1.9%	37,369	97.6%	168	0.4%	3	0.01%
2004	LDGV	143,621	2,816	2.0%	140,404	97.8%	392	0.3%	9	0.01%
2004	Unknown	38	1	2.6%	37	97.4%	0	0.0%	0	0.00%

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII and Gas Cap (GC) Evaporative Test Report  
Year 2008**

Model Yr	Veh Type	# Initial OBD & GC Insp	# Pass OBD / Fail GC	% Pass OBD / Fail GC	# Pass Both	% Pass Both	# Fail OBD / Pass GC	% Fail OBD / Pass GC	# Fail Both	% Fail Both
2005	LDGT1	35,986	633	1.8%	35,274	98.0%	78	0.2%	1	0.00%
2005	LDGT2	10,126	134	1.3%	9,969	98.4%	23	0.2%	0	0.00%
2005	LDGV	65,526	1,209	1.8%	64,207	98.0%	106	0.2%	4	0.01%
2005	Unknown	10	1	10.0%	9	90.0%	0	0.0%	0	0.00%
2006	LDGT1	9,020	158	1.8%	8,852	98.1%	10	0.1%	0	0.00%
2006	LDGT2	6,044	50	0.8%	5,988	99.1%	6	0.1%	0	0.00%
2006	LDGV	21,677	338	1.6%	21,306	98.3%	32	0.1%	1	0.00%
2006	Unknown	5	0	0.0%	5	100.0%	0	0.0%	0	0.00%
2007	LDGT1	7,255	80	1.1%	7,171	98.8%	4	0.1%	0	0.00%
2007	LDGT2	3,280	31	0.9%	3,248	99.0%	1	0.0%	0	0.00%
2007	LDGV	17,064	348	2.0%	16,702	97.9%	14	0.1%	0	0.00%
2007	Unknown	0	0	-	0	-	0	-	0	-
2008	LDGT1	2,417	15	0.6%	2,401	99.3%	1	0.0%	0	0.00%
2008	LDGT2	1,717	17	1.0%	1,699	99.0%	1	0.1%	0	0.00%
2008	LDGV	5,888	67	1.1%	5,819	98.8%	2	0.0%	0	0.00%
2008	Unknown	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2009	LDGT1	100	3	3.0%	97	97.0%	0	0.0%	0	0.00%
2009	LDGT2	23	1	4.3%	22	95.7%	0	0.0%	0	0.00%
2009	LDGV	244	2	0.8%	242	99.2%	0	0.0%	0	0.00%
2009	Unknown	0	0	-	0	-	0	-	0	-
<b>Totals</b>		<b>1,716,284</b>	<b>33,268</b>	<b>1.9%</b>	<b>1,672,079</b>	<b>97.4%</b>	<b>10,673</b>	<b>0.6%</b>	<b>264</b>	<b>0.02%</b>

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII Malfunction Indicator Lamp (MIL) Report  
Year 2008**

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
Unknown	LDGT1	55	50	90.9%	0	0.00%	0	0.00%	5	9.1%
Unknown	LDGT2	17	16	94.1%	0	0.00%	0	0.00%	1	5.9%
Unknown	LDGV	126	105	83.3%	1	0.79%	0	0.00%	20	15.9%
Unknown	Unknown	0	0	-	0	-	0	-	0	-
1996	LDGT1	29,769	25,926	87.1%	472	1.59%	4	0.01%	3,367	11.3%
1996	LDGT2	8,187	7,153	87.4%	92	1.12%	4	0.05%	938	11.5%
1996	LDGV	74,712	66,168	88.6%	640	0.86%	79	0.11%	7,825	10.5%
1996	Unknown	16	14	87.5%	0	0.00%	0	0.00%	2	12.5%
1997	LDGT1	23,686	20,589	86.9%	324	1.37%	6	0.03%	2,767	11.7%
1997	LDGT2	6,529	5,665	86.8%	62	0.95%	0	0.00%	802	12.3%
1997	LDGV	53,289	46,630	87.5%	549	1.03%	46	0.09%	6,064	11.4%
1997	Unknown	14	13	92.9%	0	0.00%	0	0.00%	1	7.1%
1998	LDGT1	45,402	41,240	90.8%	369	0.81%	4	0.01%	3,789	8.3%
1998	LDGT2	12,671	11,548	91.1%	123	0.97%	1	0.01%	999	7.9%
1998	LDGV	102,689	94,029	91.6%	732	0.71%	109	0.11%	7,819	7.6%
1998	Unknown	27	26	96.3%	0	0.00%	0	0.00%	1	3.7%
1999	LDGT1	31,651	29,124	92.0%	199	0.63%	10	0.03%	2,318	7.3%
1999	LDGT2	13,500	12,437	92.1%	85	0.63%	19	0.14%	959	7.1%
1999	LDGV	74,606	68,074	91.2%	529	0.71%	104	0.14%	5,899	7.9%
1999	Unknown	19	18	94.7%	0	0.00%	0	0.00%	1	5.3%
2000	LDGT1	64,807	60,563	93.5%	460	0.71%	7	0.01%	3,777	5.8%
2000	LDGT2	19,378	18,313	94.5%	108	0.56%	25	0.13%	932	4.8%
2000	LDGV	144,662	135,190	93.5%	686	0.47%	159	0.11%	8,627	6.0%
2000	Unknown	30	27	90.0%	0	0.00%	0	0.00%	3	10.0%
2001	LDGT1	39,486	36,128	91.5%	214	0.54%	24	0.06%	3,120	7.9%
2001	LDGT2	13,808	12,900	93.4%	98	0.71%	8	0.06%	802	5.8%
2001	LDGV	87,108	81,048	93.0%	462	0.53%	103	0.12%	5,495	6.3%
2001	Unknown	21	20	95.2%	0	0.00%	0	0.00%	1	4.8%
2002	LDGT1	88,090	83,226	94.5%	390	0.44%	83	0.09%	4,391	5.0%
2002	LDGT2	27,091	25,552	94.3%	139	0.51%	16	0.06%	1,384	5.1%
2002	LDGV	152,413	145,950	95.8%	695	0.46%	182	0.12%	5,586	3.7%
2002	Unknown	36	33	91.7%	0	0.00%	0	0.00%	3	8.3%
2003	LDGT1	40,640	38,935	95.8%	174	0.43%	35	0.09%	1,496	3.7%
2003	LDGT2	16,272	15,584	95.8%	52	0.32%	7	0.04%	629	3.9%
2003	LDGV	85,680	82,864	96.7%	275	0.32%	123	0.14%	2,418	2.8%
2003	Unknown	24	21	87.5%	0	0.00%	0	0.00%	3	12.5%
2004	LDGT1	96,361	94,792	98.4%	239	0.25%	43	0.04%	1,287	1.3%
2004	LDGT2	38,372	37,707	98.3%	70	0.18%	19	0.05%	576	1.5%
2004	LDGV	147,009	144,810	98.5%	326	0.22%	111	0.08%	1,762	1.2%
2004	Unknown	38	38	100.0%	0	0.00%	0	0.00%	0	0.0%

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII Malfunction Indicator Lamp (MIL) Report  
Year 2008**

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
2005	LDGT1	36,057	35,480	98.4%	69	0.19%	10	0.03%	498	1.4%
2005	LDGT2	10,157	10,017	98.6%	7	0.07%	4	0.04%	129	1.3%
2005	LDGV	68,114	67,315	98.8%	85	0.12%	30	0.04%	684	1.0%
2005	Unknown	9	8	88.9%	0	0.00%	0	0.00%	1	11.1%
2006	LDGT1	9,043	8,935	98.8%	13	0.14%	3	0.03%	92	1.0%
2006	LDGT2	6,077	6,044	99.5%	1	0.02%	2	0.03%	30	0.5%
2006	LDGV	22,760	22,563	99.1%	15	0.07%	15	0.07%	167	0.7%
2006	Unknown	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
2007	LDGT1	7,285	7,261	99.7%	2	0.03%	5	0.07%	17	0.2%
2007	LDGT2	3,305	3,292	99.6%	0	0.00%	0	0.00%	13	0.4%
2007	LDGV	17,637	17,572	99.6%	5	0.03%	8	0.05%	52	0.3%
2007	Unknown	0	0	-	0	-	0	-	0	-
2008	LDGT1	2,564	2,559	99.8%	0	0.00%	1	0.04%	4	0.2%
2008	LDGT2	1,887	1,883	99.8%	0	0.00%	0	0.00%	4	0.2%
2008	LDGV	6,517	6,502	99.8%	1	0.02%	0	0.00%	14	0.2%
2008	Unknown	1	1	100.0%	0	0.00%	0	0.00%	0	0.0%
2009	LDGT1	112	112	100.0%	0	0.00%	0	0.00%	0	0.0%
2009	LDGT2	28	28	100.0%	0	0.00%	0	0.00%	0	0.0%
2009	LDGV	288	287	99.7%	0	0.00%	0	0.00%	1	0.3%
2009	Unknown	0	0	-	0	-	0	-	0	-
<b>Totals</b>		<b>1,730,137</b>	<b>1,632,390</b>	<b>94.4%</b>	<b>8,763</b>	<b>0.51%</b>	<b>1,409</b>	<b>0.08%</b>	<b>87,575</b>	<b>5.1%</b>

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII Readiness Status Report  
Year 2008**

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
Unknown	LDGT1	55	14	41	25.5%
Unknown	LDGT2	17	7	10	41.2%
Unknown	LDGV	126	31	95	24.6%
Unknown	Unknown	0	0	0	-
1996	LDGT1	29,769	9,105	20,664	30.6%
1996	LDGT2	8,187	2,344	5,843	28.6%
1996	LDGV	74,712	21,549	53,163	28.8%
1996	Unknown	16	5	11	31.3%
1997	LDGT1	23,686	8,541	15,145	36.1%
1997	LDGT2	6,529	2,142	4,387	32.8%
1997	LDGV	53,289	14,744	38,545	27.7%
1997	Unknown	14	7	7	50.0%
1998	LDGT1	45,402	10,347	35,055	22.8%
1998	LDGT2	12,671	3,259	9,412	25.7%
1998	LDGV	102,689	18,663	84,026	18.2%
1998	Unknown	27	10	17	37.0%
1999	LDGT1	31,651	7,267	24,384	23.0%
1999	LDGT2	13,500	3,989	9,511	29.5%
1999	LDGV	74,606	13,492	61,114	18.1%
1999	Unknown	19	3	16	15.8%
2000	LDGT1	64,807	9,607	55,200	14.8%
2000	LDGT2	19,378	3,862	15,516	19.9%
2000	LDGV	144,662	20,410	124,252	14.1%
2000	Unknown	30	13	17	43.3%
2001	LDGT1	39,486	6,571	32,915	16.6%
2001	LDGT2	13,808	2,644	11,164	19.1%
2001	LDGV	87,108	11,146	75,962	12.8%
2001	Unknown	21	2	19	9.5%
2002	LDGT1	88,090	8,267	79,823	9.4%
2002	LDGT2	27,091	3,419	23,672	12.6%
2002	LDGV	152,413	10,650	141,763	7.0%
2002	Unknown	36	4	32	11.1%
2003	LDGT1	40,640	3,222	37,418	7.9%
2003	LDGT2	16,272	2,198	14,074	13.5%
2003	LDGV	85,680	5,966	79,714	7.0%
2003	Unknown	24	5	19	20.8%
2004	LDGT1	96,361	3,868	92,493	4.0%
2004	LDGT2	38,372	2,710	35,662	7.1%
2004	LDGV	147,009	6,125	140,884	4.2%
2004	Unknown	38	4	34	10.5%

**Table F-5** (Page 1 of 2)

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII Readiness Status Report  
Year 2008**

<b>Model Yr</b>	<b>Veh Type</b>	<b># Vehicles Tested for Readiness</b>	<b># With Unset Monitors</b>	<b># With All Monitors Set</b>	<b>Unset Rate</b>
2005	LDGT1	36,057	1,996	34,061	5.5%
2005	LDGT2	10,157	491	9,666	4.8%
2005	LDGV	68,114	2,636	65,478	3.9%
2005	Unknown	9	0	9	0.0%
2006	LDGT1	9,043	533	8,510	5.9%
2006	LDGT2	6,077	343	5,734	5.6%
2006	LDGV	22,760	936	21,824	4.1%
2006	Unknown	5	0	5	0.0%
2007	LDGT1	7,285	177	7,108	2.4%
2007	LDGT2	3,305	138	3,167	4.2%
2007	LDGV	17,637	544	17,093	3.1%
2007	Unknown	0	0	0	-
2008	LDGT1	2,564	76	2,488	3.0%
2008	LDGT2	1,887	84	1,803	4.5%
2008	LDGV	6,517	218	6,299	3.3%
2008	Unknown	1	1	0	100.0%
2009	LDGT1	112	7	105	6.3%
2009	LDGT2	28	4	24	14.3%
2009	LDGV	288	11	277	3.8%
2009	Unknown	0	0	0	-
<b>Totals</b>		<b>1,730,137</b>	<b>224,407</b>	<b>1,505,730</b>	<b>13.0%</b>

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII Failures Switched to Tailpipe Testing  
Year 2008**

<b>Model Yr</b>	<b>Veh Type</b>	<b>OBDII Initial Fails</b>	<b># Fail OBDII / Pass Tailpipe Test</b>	<b>% Fail OBDII / Pass Tailpipe Test</b>	<b># Fail OBDII / Fail Tailpipe Test</b>	<b>% Fail OBDII / Fail Tailpipe Test</b>
Unknown	LDGT1	10	4	40.0%	0	0.000%
Unknown	LDGT2	2	1	50.0%	0	0.000%
Unknown	LDGV	30	15	50.0%	0	0.000%
Unknown	Unknown	0	0	-	0	-
1996	LDGT1	4,794	101	2.1%	1	0.021%
1996	LDGT2	1,339	48	3.6%	2	0.149%
1996	LDGV	11,170	324	2.9%	8	0.072%
1996	Unknown	2	0	0.0%	0	0.000%
1997	LDGT1	4,628	123	2.7%	0	0.000%
1997	LDGT2	1,198	40	3.3%	0	0.000%
1997	LDGV	9,481	201	2.1%	5	0.053%
1997	Unknown	3	0	0.0%	0	0.000%
1998	LDGT1	6,363	381	6.0%	4	0.063%
1998	LDGT2	1,622	52	3.2%	1	0.062%
1998	LDGV	12,020	275	2.3%	2	0.017%
1998	Unknown	2	0	0.0%	0	0.000%
1999	LDGT1	3,723	33	0.9%	0	0.000%
1999	LDGT2	1,559	23	1.5%	0	0.000%
1999	LDGV	9,278	160	1.7%	2	0.022%
1999	Unknown	1	0	0.0%	0	0.000%
2000	LDGT1	5,810	86	1.5%	0	0.000%
2000	LDGT2	1,527	35	2.3%	1	0.065%
2000	LDGV	13,139	235	1.8%	4	0.030%
2000	Unknown	4	0	0.0%	0	0.000%
2001	LDGT1	5,572	74	1.3%	1	0.018%
2001	LDGT2	1,638	36	2.2%	0	0.000%
2001	LDGV	9,990	174	1.7%	4	0.040%
2001	Unknown	1	0	0.0%	0	0.000%
2002	LDGT1	7,338	105	1.4%	0	0.000%
2002	LDGT2	2,446	33	1.3%	0	0.000%
2002	LDGV	9,956	112	1.1%	1	0.010%
2002	Unknown	4	0	0.0%	0	0.000%
2003	LDGT1	2,595	44	1.7%	0	0.000%
2003	LDGT2	1,152	22	1.9%	0	0.000%
2003	LDGV	4,897	173	3.5%	0	0.000%
2003	Unknown	3	0	0.0%	0	0.000%
2004	LDGT1	2,802	250	8.9%	1	0.036%
2004	LDGT2	1,521	253	16.6%	0	0.000%
2004	LDGV	4,895	729	14.9%	3	0.061%
2004	Unknown	1	0	0.0%	0	0.000%

**Table F-6** (Page 1 of 2)

**New Jersey Enhanced Inspection and Maintenance Program  
OBDII Failures Switched to Tailpipe Testing  
Year 2008**

<b>Model Yr</b>	<b>Veh Type</b>	<b>OBDII Initial Fails</b>	<b># Fail OBDII / Pass Tailpipe Test</b>	<b>% Fail OBDII / Pass Tailpipe Test</b>	<b># Fail OBDII / Fail Tailpipe Test</b>	<b>% Fail OBDII / Fail Tailpipe Test</b>
2005	LDGT1	1,230	245	19.9%	0	0.000%
2005	LDGT2	450	119	26.4%	0	0.000%
2005	LDGV	2,237	558	24.9%	0	0.000%
2005	Unknown	3	1	33.3%	0	0.000%
2006	LDGT1	260	70	26.9%	0	0.000%
2006	LDGT2	231	111	48.1%	0	0.000%
2006	LDGV	844	327	38.7%	1	0.118%
2006	Unknown	0	0	-	0	-
2007	LDGT1	191	81	42.4%	1	0.524%
2007	LDGT2	123	75	61.0%	0	0.000%
2007	LDGV	572	299	52.3%	0	0.000%
2007	Unknown	0	0	-	0	-
2008	LDGT1	99	59	59.6%	0	0.000%
2008	LDGT2	93	52	55.9%	0	0.000%
2008	LDGV	304	193	63.5%	1	0.329%
2008	Unknown	1	0	0.0%	0	0.000%
2009	LDGT1	7	5	71.4%	0	0.000%
2009	LDGT2	4	3	75.0%	0	0.000%
2009	LDGV	23	15	65.2%	0	0.000%
2009	Unknown	0	0	-	0	-
<b>Totals</b>		<b>149,188</b>	<b>6,355</b>	<b>4.3%</b>	<b>43</b>	<b>0.029%</b>



# **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 2008**

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
Pre 84/Unknown	HDGV	138	22	95	15.9%	68.8%	0	0	0	-	-
Pre 84/Unknown	LDGT1	519	107	296	20.6%	57.0%	10	3	5	30.0%	50.0%
Pre 84/Unknown	LDGT2	289	59	184	20.4%	63.7%	2	0	2	0.0%	100.0%
Pre 84/Unknown	LDGV	2,188	408	1,271	18.6%	58.1%	30	6	16	20.0%	53.3%
Pre 84/Unknown	Unknown	159	27	102	17.0%	64.2%	0	0	0	-	-
1984	HDGV	74	10	55	13.5%	74.3%	0	0	0	-	-
1984	LDGT1	206	37	131	18.0%	63.6%	0	0	0	-	-
1984	LDGT2	103	21	66	20.4%	64.1%	0	0	0	-	-
1984	LDGV	797	168	489	21.1%	61.4%	0	0	0	-	-
1984	Unknown	50	10	29	20.0%	58.0%	0	0	0	-	-
1985	HDGV	59	14	34	23.7%	57.6%	0	0	0	-	-
1985	LDGT1	239	46	141	19.2%	59.0%	0	0	0	-	-
1985	LDGT2	88	22	45	25.0%	51.1%	0	0	0	-	-
1985	LDGV	706	160	372	22.7%	52.7%	0	0	0	-	-
1985	Unknown	57	10	38	17.5%	66.7%	0	0	0	-	-
1986	HDGV	174	28	125	16.1%	71.8%	0	0	0	-	-
1986	LDGT1	496	91	311	18.3%	62.7%	0	0	0	-	-
1986	LDGT2	236	38	154	16.1%	65.3%	0	0	0	-	-
1986	LDGV	1,905	386	1,170	20.3%	61.4%	0	0	0	-	-
1986	Unknown	106	16	74	15.1%	69.8%	0	0	0	-	-
1987	HDGV	108	11	83	10.2%	76.9%	0	0	0	-	-
1987	LDGT1	485	89	273	18.4%	56.3%	0	0	0	-	-
1987	LDGT2	182	28	103	15.4%	56.6%	0	0	0	-	-
1987	LDGV	1,475	333	790	22.6%	53.6%	0	0	0	-	-
1987	Unknown	71	13	49	18.3%	69.0%	0	0	0	-	-
1988	HDGV	171	28	120	16.4%	70.2%	0	0	0	-	-
1988	LDGT1	1,195	260	737	21.8%	61.7%	0	0	0	-	-
1988	LDGT2	512	89	321	17.4%	62.7%	0	0	0	-	-
1988	LDGV	2,786	535	1,739	19.2%	62.4%	0	0	0	-	-
1988	Unknown	122	25	86	20.5%	70.5%	0	0	0	-	-
1989	HDGV	133	19	85	14.3%	63.9%	0	0	0	-	-
1989	LDGT1	920	214	507	23.3%	55.1%	0	0	0	-	-
1989	LDGT2	331	51	201	15.4%	60.7%	0	0	0	-	-
1989	LDGV	2,024	445	1,080	22.0%	53.4%	0	0	0	-	-
1989	Unknown	80	13	55	16.3%	68.8%	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 2008**

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
1990	HDGV	149	23	101	15.4%	67.8%	0	0	0	-	-
1990	LDGT1	1,340	253	835	18.9%	62.3%	0	0	0	-	-
1990	LDGT2	492	85	319	17.3%	64.8%	0	0	0	-	-
1990	LDGV	5,186	958	3,248	18.5%	62.6%	0	0	0	-	-
1990	Unknown	83	16	52	19.3%	62.7%	0	0	0	-	-
1991	HDGV	48	6	33	12.5%	68.8%	0	0	0	-	-
1991	LDGT1	1,071	223	610	20.8%	57.0%	0	0	0	-	-
1991	LDGT2	270	56	168	20.7%	62.2%	0	0	0	-	-
1991	LDGV	4,356	1,067	2,364	24.5%	54.3%	0	0	0	-	-
1991	Unknown	46	6	27	13.0%	58.7%	0	0	0	-	-
1992	HDGV	104	14	74	13.5%	71.2%	0	0	0	-	-
1992	LDGT1	2,316	454	1,487	19.6%	64.2%	0	0	0	-	-
1992	LDGT2	674	132	447	19.6%	66.3%	0	0	0	-	-
1992	LDGV	9,113	2,004	5,580	22.0%	61.2%	0	0	0	-	-
1992	Unknown	64	10	45	15.6%	70.3%	0	0	0	-	-
1993	HDGV	97	11	76	11.3%	78.4%	0	0	0	-	-
1993	LDGT1	2,161	434	1,261	20.1%	58.4%	0	0	0	-	-
1993	LDGT2	522	101	328	19.3%	62.8%	0	0	0	-	-
1993	LDGV	6,669	1,534	3,793	23.0%	56.9%	0	0	0	-	-
1993	Unknown	57	5	38	8.8%	66.7%	0	0	0	-	-
1994	HDGV	241	30	177	12.4%	73.4%	0	0	0	-	-
1994	LDGT1	4,188	790	2,736	18.9%	65.3%	0	0	0	-	-
1994	LDGT2	1,109	178	804	16.1%	72.5%	0	0	0	-	-
1994	LDGV	10,618	2,006	6,936	18.9%	65.3%	0	0	0	-	-
1994	Unknown	148	25	101	16.9%	68.2%	0	0	0	-	-
1995	HDGV	187	19	139	10.2%	74.3%	0	0	0	-	-
1995	LDGT1	2,761	500	1,778	18.1%	64.4%	0	0	0	-	-
1995	LDGT2	831	167	550	20.1%	66.2%	0	0	0	-	-
1995	LDGV	7,058	1,335	4,391	18.9%	62.2%	0	0	0	-	-
1995	Unknown	116	15	79	12.9%	68.1%	0	0	0	-	-
1996	HDGV	212	19	174	9.0%	82.1%	0	0	0	-	-
1996	LDGT1	5,843	1,060	3,743	18.1%	64.1%	4,794	963	2,855	20.1%	59.6%
1996	LDGT2	1,527	230	1,023	15.1%	67.0%	1,339	217	856	16.2%	63.9%
1996	LDGV	12,619	2,380	7,722	18.9%	61.2%	11,170	2,256	6,486	20.2%	58.1%
1996	Unknown	106	12	83	11.3%	78.3%	2	0	2	0.0%	100.0%

**New Jersey Enhanced Inspection and Maintenance Program**  
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**Year 2008**

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
1997	HDGV	167	12	133	7.2%	79.6%	0	0	0	-	-
1997	LDGT1	5,319	1,021	3,311	19.2%	62.2%	4,628	954	2,732	20.6%	59.0%
1997	LDGT2	1,311	252	802	19.2%	61.2%	1,198	244	711	20.4%	59.3%
1997	LDGV	10,457	2,218	6,045	21.2%	57.8%	9,481	2,103	5,260	22.2%	55.5%
1997	Unknown	115	8	91	7.0%	79.1%	3	0	3	0.0%	100.0%
1998	HDGV	158	12	133	7.6%	84.2%	0	0	0	-	-
1998	LDGT1	7,331	1,349	4,841	18.4%	66.0%	6,363	1,261	4,010	19.8%	63.0%
1998	LDGT2	1,878	319	1,270	17.0%	67.6%	1,622	303	1,044	18.7%	64.4%
1998	LDGV	13,854	2,475	9,191	17.9%	66.3%	12,020	2,321	7,635	19.3%	63.5%
1998	Unknown	111	10	94	9.0%	84.7%	2	0	2	0.0%	100.0%
1999	HDGV	141	15	118	10.6%	83.7%	0	0	0	-	-
1999	LDGT1	4,387	694	3,001	15.8%	68.4%	3,723	649	2,409	17.4%	64.7%
1999	LDGT2	1,784	285	1,216	16.0%	68.2%	1,559	263	1,017	16.9%	65.2%
1999	LDGV	10,659	1,918	7,140	18.0%	67.0%	9,278	1,821	5,920	19.6%	63.8%
1999	Unknown	123	9	104	7.3%	84.6%	1	0	1	0.0%	100.0%
2000	HDGV	211	13	186	6.2%	88.2%	0	0	0	-	-
2000	LDGT1	7,063	1,019	5,237	14.4%	74.1%	5,810	942	4,101	16.2%	70.6%
2000	LDGT2	1,895	256	1,418	13.5%	74.8%	1,527	233	1,092	15.3%	71.5%
2000	LDGV	15,349	2,185	11,195	14.2%	72.9%	13,139	2,069	9,183	15.7%	69.9%
2000	Unknown	175	12	151	6.9%	86.3%	4	1	2	25.0%	50.0%
2001	HDGV	132	3	122	2.3%	92.4%	0	0	0	-	-
2001	LDGT1	6,415	1,282	4,439	20.0%	69.2%	5,572	1,223	3,676	21.9%	66.0%
2001	LDGT2	2,022	338	1,453	16.7%	71.9%	1,638	310	1,106	18.9%	67.5%
2001	LDGV	11,320	2,237	7,679	19.8%	67.8%	9,990	2,149	6,495	21.5%	65.0%
2001	Unknown	109	7	97	6.4%	89.0%	1	0	1	0.0%	100.0%
2002	HDGV	206	8	183	3.9%	88.8%	0	0	0	-	-
2002	LDGT1	8,855	1,300	6,866	14.7%	77.5%	7,338	1,224	5,457	16.7%	74.4%
2002	LDGT2	3,063	420	2,369	13.7%	77.3%	2,446	387	1,807	15.8%	73.9%
2002	LDGV	12,280	1,780	9,328	14.5%	76.0%	9,956	1,692	7,175	17.0%	72.1%
2002	Unknown	202	11	179	5.4%	88.6%	4	0	3	0.0%	75.0%
2003	HDGV	143	2	138	1.4%	96.5%	0	0	0	-	-
2003	LDGT1	3,606	446	2,897	12.4%	80.3%	2,595	405	1,954	15.6%	75.3%
2003	LDGT2	1,485	174	1,160	11.7%	78.1%	1,152	155	855	13.5%	74.2%
2003	LDGV	6,150	842	4,732	13.7%	76.9%	4,897	798	3,565	16.3%	72.8%
2003	Unknown	138	5	125	3.6%	90.6%	3	1	2	33.3%	66.7%

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**Year 2008**

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
2004	HDGV	234	6	219	2.6%	93.6%	0	0	0	-	-
2004	LDGT1	4,704	356	4,066	7.6%	86.4%	2,802	310	2,259	11.1%	80.6%
2004	LDGT2	2,224	240	1,858	10.8%	83.5%	1,521	220	1,197	14.5%	78.7%
2004	LDGV	7,627	735	6,404	9.6%	84.0%	4,895	634	3,844	13.0%	78.5%
2004	Unknown	188	6	170	3.2%	90.4%	1	0	1	0.0%	100.0%
2005	HDGV	42	1	39	2.4%	92.9%	0	0	0	-	-
2005	LDGT1	1,838	158	1,581	8.6%	86.0%	1,230	131	1,012	10.7%	82.3%
2005	LDGT2	583	56	492	9.6%	84.4%	450	55	363	12.2%	80.7%
2005	LDGV	3,428	294	2,937	8.6%	85.7%	2,237	271	1,826	12.1%	81.6%
2005	Unknown	27	1	23	3.7%	85.2%	3	1	1	33.3%	33.3%
2006	HDGV	14	1	12	7.1%	85.7%	0	0	0	-	-
2006	LDGT1	413	33	353	8.0%	85.5%	260	26	217	10.0%	83.5%
2006	LDGT2	282	19	248	6.7%	87.9%	231	18	201	7.8%	87.0%
2006	LDGV	1,177	76	1,046	6.5%	88.9%	844	67	729	7.9%	86.4%
2006	Unknown	11	1	9	9.1%	81.8%	0	0	0	-	-
2007	HDGV	5	0	4	0.0%	80.0%	0	0	0	-	-
2007	LDGT1	270	15	239	5.6%	88.5%	191	14	166	7.3%	86.9%
2007	LDGT2	152	11	137	7.2%	90.1%	123	11	109	8.9%	88.6%
2007	LDGV	930	62	829	6.7%	89.1%	572	54	487	9.4%	85.1%
2007	Unknown	3	1	2	33.3%	66.7%	0	0	0	-	-
2008	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-
2008	LDGT1	116	8	100	6.9%	86.2%	99	7	86	7.1%	86.9%
2008	LDGT2	110	8	97	7.3%	88.2%	93	8	81	8.6%	87.1%
2008	LDGV	369	19	327	5.1%	88.6%	304	19	265	6.3%	87.2%
2008	Unknown	2	0	1	0.0%	50.0%	1	0	1	0.0%	100.0%
2009	HDGV	0	0	0	-	-	0	0	0	-	-
2009	LDGT1	9	0	8	0.0%	88.9%	7	0	6	0.0%	85.7%
2009	LDGT2	5	1	4	20.0%	80.0%	4	1	3	25.0%	75.0%
2009	LDGV	25	0	20	0.0%	80.0%	23	0	18	0.0%	78.3%
2009	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-
<b>Totals</b>		<b>264,973</b>	<b>45,036</b>	<b>181,407</b>	<b>17.0%</b>	<b>68.5%</b>	<b>149,188</b>	<b>26,800</b>	<b>100,312</b>	<b>18.0%</b>	<b>67.2%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
Pre 84/Unknown	HDGV	0	0	0	-	-	0	0	0	-	-	127	21	87	16.5%	68.5%
Pre 84/Unknown	LDGT1	109	25	57	22.9%	52.3%	13	2	8	15.4%	61.5%	314	65	170	20.7%	54.1%
Pre 84/Unknown	LDGT2	30	6	19	20.0%	63.3%	6	2	3	33.3%	50.0%	201	44	124	21.9%	61.7%
Pre 84/Unknown	LDGV	453	89	262	19.6%	57.8%	37	10	17	27.0%	45.9%	1,538	287	883	18.7%	57.4%
Pre 84/Unknown	Unknown	0	0	0	-	-	0	0	0	-	-	132	23	82	17.4%	62.1%
1984	HDGV	0	0	0	-	-	0	0	0	-	-	59	10	43	16.9%	72.9%
1984	LDGT1	170	28	106	16.5%	62.4%	9	1	7	11.1%	77.8%	0	0	0	-	-
1984	LDGT2	78	19	45	24.4%	57.7%	3	0	3	0.0%	100.0%	0	0	0	-	-
1984	LDGV	685	155	401	22.6%	58.5%	22	3	18	13.6%	81.8%	6	2	3	33.3%	50.0%
1984	Unknown	0	0	0	-	-	0	0	0	-	-	40	9	21	22.5%	52.5%
1985	HDGV	0	0	0	-	-	0	0	0	-	-	53	14	29	26.4%	54.7%
1985	LDGT1	196	38	111	19.4%	56.6%	13	3	7	23.1%	53.8%	1	0	1	0.0%	100.0%
1985	LDGT2	70	18	33	25.7%	47.1%	5	2	2	40.0%	40.0%	0	0	0	-	-
1985	LDGV	631	148	320	23.5%	50.7%	27	7	13	25.9%	48.1%	2	0	2	0.0%	100.0%
1985	Unknown	0	0	0	-	-	0	0	0	-	-	48	10	30	20.8%	62.5%
1986	HDGV	0	0	0	-	-	0	0	0	-	-	155	27	109	17.4%	70.3%
1986	LDGT1	379	70	228	18.5%	60.2%	28	12	14	42.9%	50.0%	0	0	0	-	-
1986	LDGT2	167	27	106	16.2%	63.5%	14	3	7	21.4%	50.0%	0	0	0	-	-
1986	LDGV	1,686	371	986	22.0%	58.5%	58	9	42	15.5%	72.4%	8	1	6	12.5%	75.0%
1986	Unknown	0	0	0	-	-	0	0	0	-	-	91	12	63	13.2%	69.2%
1987	HDGV	0	0	0	-	-	0	0	0	-	-	98	11	73	11.2%	74.5%
1987	LDGT1	385	77	194	20.0%	50.4%	25	4	16	16.0%	64.0%	0	0	0	-	-
1987	LDGT2	150	28	78	18.7%	52.0%	9	0	5	0.0%	55.6%	0	0	0	-	-
1987	LDGV	1,347	319	698	23.7%	51.8%	47	7	28	14.9%	59.6%	2	0	1	0.0%	50.0%
1987	Unknown	0	0	0	-	-	0	0	0	-	-	67	13	45	19.4%	67.2%
1988	HDGV	0	0	0	-	-	0	0	0	-	-	146	27	98	18.5%	67.1%
1988	LDGT1	1,045	244	617	23.3%	59.0%	36	6	23	16.7%	63.9%	0	0	0	-	-
1988	LDGT2	420	79	245	18.8%	58.3%	15	2	11	13.3%	73.3%	0	0	0	-	-
1988	LDGV	2,458	496	1,477	20.2%	60.1%	81	17	51	21.0%	63.0%	2	0	1	0.0%	50.0%
1988	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	94	24	63	25.5%	67.0%
1989	HDGV	0	0	0	-	-	0	0	0	-	-	114	15	72	13.2%	63.2%
1989	LDGT1	781	195	414	25.0%	53.0%	42	6	21	14.3%	50.0%	0	0	0	-	-
1989	LDGT2	267	41	159	15.4%	59.6%	16	5	8	31.3%	50.0%	0	0	0	-	-
1989	LDGV	1,823	425	932	23.3%	51.1%	61	12	38	19.7%	62.3%	0	0	0	-	-
1989	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	63	11	43	17.5%	68.3%

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**Year 2008**

Model Yr	Veh Type	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
1990	HDGV	0	0	0	-	-	0	0	0	-	-	124	19	81	15.3%	65.3%
1990	LDGT1	1,112	220	660	19.8%	59.4%	47	10	29	21.3%	61.7%	0	0	0	-	-
1990	LDGT2	392	75	240	19.1%	61.2%	16	2	9	12.5%	56.3%	0	0	0	-	-
1990	LDGV	4,582	907	2,754	19.8%	60.1%	148	33	87	22.3%	58.8%	0	0	0	-	-
1990	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	64	15	36	23.4%	56.3%
1991	HDGV	0	0	0	-	-	0	0	0	-	-	31	4	20	12.9%	64.5%
1991	LDGT1	908	210	484	23.1%	53.3%	46	4	31	8.7%	67.4%	0	0	0	-	-
1991	LDGT2	230	49	140	21.3%	60.9%	11	4	4	36.4%	36.4%	0	0	0	-	-
1991	LDGV	3,885	996	2,028	25.6%	52.2%	186	36	114	19.4%	61.3%	0	0	0	-	-
1991	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	30	5	16	16.7%	53.3%
1992	HDGV	0	0	0	-	-	0	0	0	-	-	71	12	47	16.9%	66.2%
1992	LDGT1	1,951	420	1,188	21.5%	60.9%	82	17	53	20.7%	64.6%	0	0	0	-	-
1992	LDGT2	554	119	349	21.5%	63.0%	30	6	20	20.0%	66.7%	0	0	0	-	-
1992	LDGV	8,159	1,883	4,842	23.1%	59.3%	342	75	208	21.9%	60.8%	0	0	0	-	-
1992	Unknown	0	0	0	-	-	0	0	0	-	-	38	9	23	23.7%	60.5%
1993	HDGV	0	0	0	-	-	0	0	0	-	-	79	10	59	12.7%	74.7%
1993	LDGT1	1,679	365	926	21.7%	55.2%	269	52	162	19.3%	60.2%	0	0	0	-	-
1993	LDGT2	421	88	252	20.9%	59.9%	25	5	16	20.0%	64.0%	0	0	0	-	-
1993	LDGV	5,867	1,407	3,210	24.0%	54.7%	369	83	233	22.5%	63.1%	0	0	0	-	-
1993	Unknown	2	0	1	0.0%	50.0%	0	0	0	-	-	38	4	25	10.5%	65.8%
1994	HDGV	0	0	0	-	-	0	0	0	-	-	170	24	116	14.1%	68.2%
1994	LDGT1	3,188	650	1,982	20.4%	62.2%	514	111	335	21.6%	65.2%	0	0	0	-	-
1994	LDGT2	802	156	539	19.5%	67.2%	60	10	36	16.7%	60.0%	0	0	0	-	-
1994	LDGV	8,974	1,832	5,620	20.4%	62.6%	581	113	388	19.4%	66.8%	0	0	0	-	-
1994	Unknown	2	1	1	50.0%	50.0%	0	0	0	-	-	76	22	41	28.9%	53.9%
1995	HDGV	0	0	0	-	-	0	0	0	-	-	128	17	89	13.3%	69.5%
1995	LDGT1	2,140	426	1,304	19.9%	60.9%	265	39	185	14.7%	69.8%	1	0	1	0.0%	100.0%
1995	LDGT2	609	149	370	24.5%	60.8%	58	11	37	19.0%	63.8%	0	0	0	-	-
1995	LDGV	5,830	1,206	3,411	20.7%	58.5%	416	81	277	19.5%	66.6%	1	0	1	0.0%	100.0%
1995	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	70	14	40	20.0%	57.1%
1996	HDGV	0	0	0	-	-	0	0	0	-	-	143	19	106	13.3%	74.1%
1996	LDGT1	17	1	14	5.9%	82.4%	9	1	8	11.1%	88.9%	0	0	0	-	-
1996	LDGT2	13	1	12	7.7%	92.3%	1	0	1	0.0%	100.0%	0	0	0	-	-
1996	LDGV	6	2	4	33.3%	66.7%	11	3	6	27.3%	54.5%	0	0	0	-	-
1996	Unknown	0	0	0	-	-	0	0	0	-	-	53	8	39	15.1%	73.6%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
1997	HDGV	0	0	0	-	-	0	0	0	-	-	107	9	80	8.4%	74.8%
1997	LDGT1	25	1	20	4.0%	80.0%	6	1	5	16.7%	83.3%	0	0	0	-	-
1997	LDGT2	2	0	1	0.0%	50.0%	0	0	0	-	-	0	0	0	-	-
1997	LDGV	30	4	20	13.3%	66.7%	8	0	8	0.0%	100.0%	0	0	0	-	-
1997	Unknown	0	0	0	-	-	0	0	0	-	-	59	6	43	10.2%	72.9%
1998	HDGV	0	0	0	-	-	0	0	0	-	-	71	8	52	11.3%	73.2%
1998	LDGT1	44	3	35	6.8%	79.5%	0	0	1	-	-	0	0	0	-	-
1998	LDGT2	4	0	3	0.0%	75.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
1998	LDGV	61	11	37	18.0%	60.7%	5	0	4	0.0%	80.0%	0	0	0	-	-
1998	Unknown	0	0	0	-	-	0	0	0	-	-	39	7	27	17.9%	69.2%
1999	HDGV	0	0	0	-	-	0	0	0	-	-	70	11	51	15.7%	72.9%
1999	LDGT1	0	0	0	-	-	2	0	1	0.0%	50.0%	0	0	0	-	-
1999	LDGT2	1	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
1999	LDGV	8	1	5	12.5%	62.5%	2	1	1	50.0%	50.0%	0	0	0	-	-
1999	Unknown	0	0	0	-	-	0	0	0	-	-	45	7	33	15.6%	73.3%
2000	HDGV	0	0	0	-	-	0	0	0	-	-	79	6	62	7.6%	78.5%
2000	LDGT1	2	0	1	0.0%	50.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2000	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGV	2	1	1	50.0%	50.0%	4	0	2	0.0%	50.0%	0	0	0	-	-
2000	Unknown	0	0	0	-	-	0	0	0	-	-	51	5	40	9.8%	78.4%
2001	HDGV	0	0	0	-	-	0	0	0	-	-	24	3	18	12.5%	75.0%
2001	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGV	4	1	2	25.0%	50.0%	2	1	1	50.0%	50.0%	0	0	0	-	-
2001	Unknown	0	0	0	-	-	0	0	0	-	-	24	3	19	12.5%	79.2%
2002	HDGV	0	0	0	-	-	0	0	0	-	-	42	3	31	7.1%	73.8%
2002	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT2	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2002	LDGV	3	0	3	0.0%	100.0%	1	0	0	0.0%	0.0%	2	1	1	50.0%	50.0%
2002	Unknown	0	0	0	-	-	0	0	0	-	-	23	2	15	8.7%	65.2%
2003	HDGV	0	0	0	-	-	0	0	0	-	-	20	0	18	0.0%	90.0%
2003	LDGT1	0	0	0	-	-	1	1	0	100.0%	0.0%	0	0	0	-	-
2003	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGV	1	0	1	0.0%	100.0%	2	0	1	0.0%	50.0%	0	0	0	-	-
2003	Unknown	0	0	0	-	-	0	0	0	-	-	15	0	12	0.0%	80.0%



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**Year 2008**

Model Yr	Veh Type	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
2004	HDGV	0	0	0	-	-	0	0	0	-	-	19	2	13	10.5%	68.4%
2004	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT2	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDGV	12	1	9	8.3%	75.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2004	Unknown	0	0	0	-	-	0	0	0	-	-	11	1	6	9.1%	54.5%
2005	HDGV	0	0	0	-	-	0	0	0	-	-	3	0	2	0.0%	66.7%
2005	LDGT1	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2005	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGV	3	1	2	33.3%	66.7%	3	0	3	0.0%	100.0%	0	0	0	-	-
2005	Unknown	0	0	0	-	-	0	0	0	-	-	4	0	4	0.0%	100.0%
2006	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2006	Unknown	0	0	0	-	-	0	0	0	-	-	3	1	2	33.3%	66.7%
2007	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGV	0	0	0	-	-	11	1	9	9.1%	81.8%	0	0	0	-	-
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.0%	0.0%
2008	LDGT1	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2008	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	Unknown	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
<b>Totals</b>		<b>64,863</b>	<b>14,085</b>	<b>37,967</b>	<b>21.7%</b>	<b>58.5%</b>	<b>4,112</b>	<b>814</b>	<b>2,629</b>	<b>19.8%</b>	<b>63.9%</b>	<b>5,193</b>	<b>883</b>	<b>3,321</b>	<b>17.0%</b>	<b>64.0%</b>

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**Year 2008**

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
Pre 84/Unknown	HDGV	27	2	20	7.4%	74.1%	2	0	1	0.0%	50.0%	5	0	3	0.0%	60.0%
Pre 84/Unknown	LDGT1	149	11	97	7.4%	65.1%	17	2	8	11.8%	47.1%	36	1	21	2.8%	58.3%
Pre 84/Unknown	LDGT2	83	9	56	10.8%	67.5%	19	1	10	5.3%	52.6%	11	1	6	9.1%	54.5%
Pre 84/Unknown	LDGV	281	14	175	5.0%	62.3%	31	4	9	12.9%	29.0%	150	6	92	4.0%	61.3%
Pre 84/Unknown	Unknown	46	4	35	8.7%	76.1%	2	0	1	0.0%	50.0%	9	0	6	0.0%	66.7%
1984	HDGV	18	0	16	0.0%	88.9%	7	0	4	0.0%	57.1%	3	0	2	0.0%	66.7%
1984	LDGT1	43	6	32	14.0%	74.4%	4	0	3	0.0%	75.0%	13	1	4	7.7%	30.8%
1984	LDGT2	26	0	21	0.0%	80.8%	4	0	4	0.0%	100.0%	6	0	5	0.0%	83.3%
1984	LDGV	153	8	114	5.2%	74.5%	8	1	6	12.5%	75.0%	42	3	27	7.1%	64.3%
1984	Unknown	15	1	11	6.7%	73.3%	0	0	0	-	-	1	0	1	0.0%	100.0%
1985	HDGV	19	0	14	0.0%	73.7%	1	0	1	0.0%	100.0%	5	0	3	0.0%	60.0%
1985	LDGT1	52	3	34	5.8%	65.4%	8	1	5	12.5%	62.5%	14	1	10	7.1%	71.4%
1985	LDGT2	23	2	15	8.7%	65.2%	4	0	2	0.0%	50.0%	9	0	8	0.0%	88.9%
1985	LDGV	93	3	71	3.2%	76.3%	4	0	2	0.0%	50.0%	42	6	24	14.3%	57.1%
1985	Unknown	13	1	9	7.7%	69.2%	1	0	1	0.0%	100.0%	4	2	1	50.0%	25.0%
1986	HDGV	35	2	28	5.7%	80.0%	3	0	3	0.0%	100.0%	3	0	2	0.0%	66.7%
1986	LDGT1	143	6	109	4.2%	76.2%	6	2	4	33.3%	66.7%	31	4	18	12.9%	58.1%
1986	LDGT2	76	7	57	9.2%	75.0%	3	0	0	0.0%	0.0%	10	0	6	0.0%	60.0%
1986	LDGV	250	8	206	3.2%	82.4%	14	1	8	7.1%	57.1%	135	12	94	8.9%	69.6%
1986	Unknown	25	3	18	12.0%	72.0%	1	0	1	0.0%	100.0%	7	0	6	0.0%	85.7%
1987	HDGV	21	0	17	0.0%	81.0%	1	0	1	0.0%	100.0%	4	0	3	0.0%	75.0%
1987	LDGT1	130	10	101	7.7%	77.7%	8	0	6	0.0%	75.0%	38	4	16	10.5%	42.1%
1987	LDGT2	49	0	32	0.0%	65.3%	4	0	1	0.0%	25.0%	14	2	8	14.3%	57.1%
1987	LDGV	179	6	129	3.4%	72.1%	12	0	3	0.0%	25.0%	92	4	53	4.3%	57.6%
1987	Unknown	12	0	11	0.0%	91.7%	1	0	0	0.0%	0.0%	1	0	1	0.0%	100.0%
1988	HDGV	41	2	31	4.9%	75.6%	3	0	2	0.0%	66.7%	5	1	2	20.0%	40.0%
1988	LDGT1	225	13	179	5.8%	79.6%	8	0	6	0.0%	75.0%	64	5	43	7.8%	67.2%
1988	LDGT2	128	6	106	4.7%	82.8%	1	0	1	0.0%	100.0%	35	5	19	14.3%	54.3%
1988	LDGV	381	17	314	4.5%	82.4%	14	0	10	0.0%	71.4%	170	17	99	10.0%	58.2%
1988	Unknown	34	2	27	5.9%	79.4%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1989	HDGV	31	3	21	9.7%	67.7%	1	0	1	0.0%	100.0%	6	1	3	16.7%	50.0%
1989	LDGT1	197	19	140	9.6%	71.1%	3	0	3	0.0%	100.0%	61	5	42	8.2%	68.9%
1989	LDGT2	73	3	51	4.1%	69.9%	6	2	2	33.3%	33.3%	16	0	6	0.0%	37.5%
1989	LDGV	251	7	188	2.8%	74.9%	24	1	11	4.2%	45.8%	148	17	73	11.5%	49.3%
1989	Unknown	29	2	22	6.9%	75.9%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%

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Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
1990	HDGV	40	3	31	7.5%	77.5%	1	0	0	0.0%	0.0%	14	1	6	7.1%	42.9%
1990	LDGT1	296	16	241	5.4%	81.4%	9	2	6	22.2%	66.7%	96	10	47	10.4%	49.0%
1990	LDGT2	130	5	108	3.8%	83.1%	4	0	3	0.0%	75.0%	31	3	22	9.7%	71.0%
1990	LDGV	728	19	613	2.6%	84.2%	32	4	18	12.5%	56.3%	316	23	183	7.3%	57.9%
1990	Unknown	24	1	19	4.2%	79.2%	0	0	0	-	-	3	0	2	0.0%	66.7%
1991	HDGV	20	1	16	5.0%	80.0%	1	0	1	0.0%	100.0%	4	0	3	0.0%	75.0%
1991	LDGT1	192	5	154	2.6%	80.2%	6	0	1	0.0%	16.7%	65	4	42	6.2%	64.6%
1991	LDGT2	49	0	43	0.0%	87.8%	2	0	1	0.0%	50.0%	11	2	6	18.2%	54.5%
1991	LDGV	523	28	391	5.4%	74.8%	24	2	15	8.3%	62.5%	316	43	171	13.6%	54.1%
1991	Unknown	19	1	13	5.3%	68.4%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1992	HDGV	42	2	34	4.8%	81.0%	1	0	0	0.0%	0.0%	6	1	4	16.7%	66.7%
1992	LDGT1	424	14	353	3.3%	83.3%	4	0	1	0.0%	25.0%	165	11	115	6.7%	69.7%
1992	LDGT2	135	7	112	5.2%	83.0%	1	0	1	0.0%	100.0%	31	5	18	16.1%	58.1%
1992	LDGV	954	36	804	3.8%	84.3%	45	4	22	8.9%	48.9%	756	86	480	11.4%	63.5%
1992	Unknown	26	0	21	0.0%	80.8%	2	0	2	0.0%	100.0%	0	0	0	-	-
1993	HDGV	30	4	24	13.3%	80.0%	1	0	1	0.0%	100.0%	7	0	7	0.0%	100.0%
1993	LDGT1	346	12	265	3.5%	76.6%	6	0	4	0.0%	66.7%	191	18	119	9.4%	62.3%
1993	LDGT2	107	6	86	5.6%	80.4%	2	0	2	0.0%	100.0%	18	1	8	5.6%	44.4%
1993	LDGV	727	34	577	4.7%	79.4%	37	2	19	5.4%	51.4%	547	50	343	9.1%	62.7%
1993	Unknown	22	1	14	4.5%	63.6%	0	0	0	-	-	2	0	1	0.0%	50.0%
1994	HDGV	78	5	66	6.4%	84.6%	2	0	1	0.0%	50.0%	11	0	7	0.0%	63.6%
1994	LDGT1	693	21	579	3.0%	83.5%	9	1	6	11.1%	66.7%	394	44	262	11.2%	66.5%
1994	LDGT2	311	10	289	3.2%	92.9%	3	0	3	0.0%	100.0%	63	5	41	7.9%	65.1%
1994	LDGV	1,543	55	1,293	3.6%	83.8%	36	3	16	8.3%	44.4%	1,047	87	724	8.3%	69.1%
1994	Unknown	81	3	67	3.7%	82.7%	1	0	0	0.0%	0.0%	2	0	0	0.0%	0.0%
1995	HDGV	67	3	53	4.5%	79.1%	1	0	1	0.0%	100.0%	6	0	6	0.0%	100.0%
1995	LDGT1	463	23	382	5.0%	82.5%	7	0	2	0.0%	28.6%	150	9	97	6.0%	64.7%
1995	LDGT2	215	8	189	3.7%	87.9%	3	0	2	0.0%	66.7%	31	2	20	6.5%	64.5%
1995	LDGV	1,112	40	920	3.6%	82.7%	36	2	21	5.6%	58.3%	573	57	358	9.9%	62.5%
1995	Unknown	50	2	42	4.0%	84.0%	3	0	1	0.0%	33.3%	2	0	1	0.0%	50.0%
1996	HDGV	81	0	77	0.0%	95.1%	0	0	0	-	-	4	0	3	0.0%	75.0%
1996	LDGT1	1,299	55	1,113	4.2%	85.7%	4	1	2	25.0%	50.0%	133	14	80	10.5%	60.2%
1996	LDGT2	236	10	200	4.2%	84.7%	4	0	3	0.0%	75.0%	21	0	14	0.0%	66.7%
1996	LDGV	1,595	52	1,371	3.3%	86.0%	54	3	29	5.6%	53.7%	392	34	262	8.7%	66.8%
1996	Unknown	57	3	49	5.3%	86.0%	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%

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1997	HDGV	64	3	53	4.7%	82.8%	1	0	1	0.0%	100.0%	9	0	8	0.0%	88.9%
1997	LDGT1	870	26	763	3.0%	87.7%	4	2	1	50.0%	25.0%	85	8	55	9.4%	64.7%
1997	LDGT2	150	7	125	4.7%	83.3%	3	0	3	0.0%	100.0%	22	0	14	0.0%	63.6%
1997	LDGV	1,149	47	962	4.1%	83.7%	35	0	24	0.0%	68.6%	256	18	168	7.0%	65.6%
1997	Unknown	66	2	58	3.0%	87.9%	0	0	0	-	-	1	0	1	0.0%	100.0%
1998	HDGV	91	4	82	4.4%	90.1%	0	0	0	-	-	5	0	5	0.0%	100.0%
1998	LDGT1	1,141	51	1,010	4.5%	88.5%	5	0	5	0.0%	100.0%	111	9	78	8.1%	70.3%
1998	LDGT2	310	15	267	4.8%	86.1%	2	0	0	0.0%	0.0%	14	1	12	7.1%	85.7%
1998	LDGV	1,990	73	1,734	3.7%	87.1%	46	1	30	2.2%	65.2%	343	38	233	11.1%	67.9%
1998	Unknown	74	2	68	2.7%	91.9%	2	0	0	0.0%	0.0%	0	0	0	-	-
1999	HDGV	73	2	70	2.7%	95.9%	1	0	1	0.0%	100.0%	3	0	2	0.0%	66.7%
1999	LDGT1	826	26	726	3.1%	87.9%	2	0	2	0.0%	100.0%	59	3	41	5.1%	69.5%
1999	LDGT2	279	16	240	5.7%	86.0%	2	0	2	0.0%	100.0%	17	0	16	0.0%	94.1%
1999	LDGV	1,645	50	1,449	3.0%	88.1%	24	1	20	4.2%	83.3%	193	21	133	10.9%	68.9%
1999	Unknown	83	3	75	3.6%	90.4%	0	0	0	-	-	1	0	0	0.0%	0.0%
2000	HDGV	143	4	133	2.8%	93.0%	0	0	0	-	-	9	0	8	0.0%	88.9%
2000	LDGT1	1,487	51	1,354	3.4%	91.1%	4	1	2	25.0%	50.0%	58	4	43	6.9%	74.1%
2000	LDGT2	411	15	374	3.6%	91.0%	1	1	0	100.0%	0.0%	27	3	20	11.1%	74.1%
2000	LDGV	2,455	67	2,225	2.7%	90.6%	19	0	13	0.0%	68.4%	273	17	216	6.2%	79.1%
2000	Unknown	126	6	117	4.8%	92.9%	0	0	0	-	-	3	0	3	0.0%	100.0%
2001	HDGV	109	0	105	0.0%	96.3%	0	0	0	-	-	1	0	0	0.0%	0.0%
2001	LDGT1	1,109	45	999	4.1%	90.1%	0	0	0	-	-	21	0	15	0.0%	71.4%
2001	LDGT2	463	18	426	3.9%	92.0%	0	0	0	-	-	16	1	12	6.3%	75.0%
2001	LDGV	1,543	54	1,381	3.5%	89.5%	14	1	12	7.1%	85.7%	121	10	83	8.3%	68.6%
2001	Unknown	86	3	80	3.5%	93.0%	0	0	0	-	-	1	0	0	0.0%	0.0%
2002	HDGV	169	4	155	2.4%	91.7%	0	0	0	-	-	5	0	5	0.0%	100.0%
2002	LDGT1	1,831	50	1,712	2.7%	93.5%	5	0	5	0.0%	100.0%	19	3	15	15.8%	78.9%
2002	LDGT2	745	21	678	2.8%	91.0%	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%
2002	LDGV	2,654	71	2,449	2.7%	92.3%	27	0	25	0.0%	92.6%	68	4	51	5.9%	75.0%
2002	Unknown	181	9	165	5.0%	91.2%	0	0	0	-	-	1	0	0	0.0%	0.0%
2003	HDGV	126	2	120	1.6%	95.2%	0	0	0	-	-	3	0	3	0.0%	100.0%
2003	LDGT1	1,191	23	1,122	1.9%	94.2%	1	0	1	0.0%	100.0%	6	1	5	16.7%	83.3%
2003	LDGT2	388	11	360	2.8%	92.8%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2003	LDGV	1,448	26	1,347	1.8%	93.0%	12	2	5	16.7%	41.7%	17	0	14	0.0%	82.4%
2003	Unknown	124	4	116	3.2%	93.5%	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 2008**

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
2004	HDGV	218	4	206	1.8%	94.5%	0	0	0	-	-	4	0	2	0.0%	50.0%
2004	LDGT1	2,033	28	1,930	1.4%	94.9%	3	0	3	0.0%	100.0%	8	0	6	0.0%	75.0%
2004	LDGT2	759	13	718	1.7%	94.6%	1	0	1	0.0%	100.0%	1	0	0	0.0%	0.0%
2004	LDGV	2,926	72	2,754	2.5%	94.1%	21	1	15	4.8%	71.4%	10	0	7	0.0%	70.0%
2004	Unknown	179	5	163	2.8%	91.1%	0	0	0	-	-	1	0	1	0.0%	100.0%
2005	HDGV	42	1	38	2.4%	90.5%	0	0	0	-	-	2	0	2	0.0%	100.0%
2005	LDGT1	653	21	614	3.2%	94.0%	0	0	0	-	-	1	0	0	0.0%	0.0%
2005	LDGT2	135	0	131	0.0%	97.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2005	LDGV	1,255	13	1,170	1.0%	93.2%	11	0	9	0.0%	81.8%	9	1	8	11.1%	88.9%
2005	Unknown	23	0	21	0.0%	91.3%	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	HDGV	13	1	11	7.7%	84.6%	0	0	0	-	-	0	0	0	-	-
2006	LDGT1	160	6	143	3.8%	89.4%	0	0	0	-	-	0	0	0	-	-
2006	LDGT2	52	1	49	1.9%	94.2%	1	0	0	0.0%	0.0%	0	0	0	-	-
2006	LDGV	346	8	328	2.3%	94.8%	0	0	0	-	-	0	0	0	-	-
2006	Unknown	9	0	8	0.0%	88.9%	0	0	0	-	-	0	0	0	-	-
2007	HDGV	5	0	4	0.0%	80.0%	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	81	1	75	1.2%	92.6%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	LDGT2	31	0	30	0.0%	96.8%	0	0	0	-	-	0	0	0	-	-
2007	LDGV	349	7	333	2.0%	95.4%	3	0	3	0.0%	100.0%	3	0	2	0.0%	66.7%
2007	Unknown	3	1	2	33.3%	66.7%	0	0	0	-	-	0	0	0	-	-
2008	HDGV	4	0	3	0.0%	75.0%	0	0	0	-	-	0	0	0	-	-
2008	LDGT1	15	1	12	6.7%	80.0%	0	0	0	-	-	0	0	0	-	-
2008	LDGT2	18	0	15	0.0%	83.3%	0	0	0	-	-	0	0	0	-	-
2008	LDGV	67	0	58	0.0%	86.6%	0	0	0	-	-	0	0	0	-	-
2008	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT1	3	0	3	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	LDGV	2	0	1	0.0%	50.0%	0	0	0	-	-	0	0	0	-	-
2009	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
<b>Totals</b>		<b>51,049</b>	<b>1,659</b>	<b>45,038</b>	<b>3.2%</b>	<b>88.2%</b>	<b>823</b>	<b>49</b>	<b>494</b>	<b>6.0%</b>	<b>60.0%</b>	<b>8,423</b>	<b>750</b>	<b>5,464</b>	<b>8.9%</b>	<b>64.9%</b>

**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 2008**

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2
Pre 84/Unknown	HDGV	138	15	10.9%	0	0	-	0	0	-
Pre 84/Unknown	LDGT1	519	82	15.8%	10	2	20.0%	109	21	19.3%
Pre 84/Unknown	LDGT2	289	43	14.9%	2	0	0.0%	30	4	13.3%
Pre 84/Unknown	LDGV	2,188	302	13.8%	30	6	20.0%	453	70	15.5%
Pre 84/Unknown	Unknown	159	22	13.8%	0	0	-	0	0	-
1984	HDGV	74	9	12.2%	0	0	-	0	0	-
1984	LDGT1	206	28	13.6%	0	0	-	170	26	15.3%
1984	LDGT2	103	17	16.5%	0	0	-	78	17	21.8%
1984	LDGV	797	131	16.4%	0	0	-	685	126	18.4%
1984	Unknown	50	9	18.0%	0	0	-	0	0	-
1985	HDGV	59	8	13.6%	0	0	-	0	0	-
1985	LDGT1	239	27	11.3%	0	0	-	196	27	13.8%
1985	LDGT2	88	16	18.2%	0	0	-	70	15	21.4%
1985	LDGV	706	107	15.2%	0	0	-	631	104	16.5%
1985	Unknown	57	8	14.0%	0	0	-	0	0	-
1986	HDGV	174	27	15.5%	0	0	-	0	0	-
1986	LDGT1	496	64	12.9%	0	0	-	379	55	14.5%
1986	LDGT2	236	28	11.9%	0	0	-	167	26	15.6%
1986	LDGV	1,905	280	14.7%	0	0	-	1,686	272	16.1%
1986	Unknown	106	14	13.2%	0	0	-	0	0	-
1987	HDGV	108	7	6.5%	0	0	-	0	0	-
1987	LDGT1	485	58	12.0%	0	0	-	385	54	14.0%
1987	LDGT2	182	18	9.9%	0	0	-	150	18	12.0%
1987	LDGV	1,475	214	14.5%	0	0	-	1,347	209	15.5%
1987	Unknown	71	9	12.7%	0	0	-	0	0	-
1988	HDGV	171	22	12.9%	0	0	-	0	0	-
1988	LDGT1	1,195	192	16.1%	0	0	-	1,045	188	18.0%
1988	LDGT2	512	69	13.5%	0	0	-	420	67	16.0%
1988	LDGV	2,786	370	13.3%	0	0	-	2,458	354	14.4%
1988	Unknown	122	21	17.2%	0	0	-	1	0	0.0%
1989	HDGV	133	13	9.8%	0	0	-	0	0	-
1989	LDGT1	920	156	17.0%	0	0	-	781	151	19.3%
1989	LDGT2	331	33	10.0%	0	0	-	267	30	11.2%
1989	LDGV	2,024	282	13.9%	0	0	-	1,823	272	14.9%
1989	Unknown	80	11	13.8%	0	0	-	1	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 2008**

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2
1990	HDGV	149	17	11.4%	0	0	-	0	0	-
1990	LDGT1	1,340	191	14.3%	0	0	-	1,112	183	16.5%
1990	LDGT2	492	70	14.2%	0	0	-	392	68	17.3%
1990	LDGV	5,186	665	12.8%	0	0	-	4,582	640	14.0%
1990	Unknown	83	13	15.7%	0	0	-	1	0	0.0%
1991	HDGV	48	5	10.4%	0	0	-	0	0	-
1991	LDGT1	1,071	151	14.1%	0	0	-	908	148	16.3%
1991	LDGT2	270	44	16.3%	0	0	-	230	41	17.8%
1991	LDGV	4,356	728	16.7%	0	0	-	3,885	701	18.0%
1991	Unknown	46	6	13.0%	0	0	-	1	0	0.0%
1992	HDGV	104	8	7.7%	0	0	-	0	0	-
1992	LDGT1	2,316	343	14.8%	0	0	-	1,951	329	16.9%
1992	LDGT2	674	103	15.3%	0	0	-	554	100	18.1%
1992	LDGV	9,113	1,458	16.0%	0	0	-	8,159	1,404	17.2%
1992	Unknown	64	10	15.6%	0	0	-	0	0	-
1993	HDGV	97	6	6.2%	0	0	-	0	0	-
1993	LDGT1	2,161	305	14.1%	0	0	-	1,679	268	16.0%
1993	LDGT2	522	80	15.3%	0	0	-	421	76	18.1%
1993	LDGV	6,669	1,048	15.7%	0	0	-	5,867	989	16.9%
1993	Unknown	57	4	7.0%	0	0	-	2	0	0.0%
1994	HDGV	241	25	10.4%	0	0	-	0	0	-
1994	LDGT1	4,188	599	14.3%	0	0	-	3,188	508	15.9%
1994	LDGT2	1,109	136	12.3%	0	0	-	802	128	16.0%
1994	LDGV	10,618	1,508	14.2%	0	0	-	8,974	1,415	15.8%
1994	Unknown	148	22	14.9%	0	0	-	2	1	50.0%
1995	HDGV	187	14	7.5%	0	0	-	0	0	-
1995	LDGT1	2,761	384	13.9%	0	0	-	2,140	348	16.3%
1995	LDGT2	831	134	16.1%	0	0	-	609	125	20.5%
1995	LDGV	7,058	934	13.2%	0	0	-	5,830	872	15.0%
1995	Unknown	116	7	6.0%	0	0	-	1	0	0.0%
1996	HDGV	212	16	7.5%	0	0	-	0	0	-
1996	LDGT1	5,843	678	11.6%	4,794	590	12.3%	17	1	5.9%
1996	LDGT2	1,527	159	10.4%	1,339	145	10.8%	13	0	0.0%
1996	LDGV	12,619	1,481	11.7%	11,170	1,362	12.2%	6	2	33.3%
1996	Unknown	106	9	8.5%	2	0	0.0%	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 2008**

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2
1997	HDGV	167	11	6.6%	0	0	-	0	0	-
1997	LDGT1	5,319	651	12.2%	4,628	587	12.7%	25	9	36.0%
1997	LDGT2	1,311	153	11.7%	1,198	146	12.2%	2	0	0.0%
1997	LDGV	10,457	1,314	12.6%	9,481	1,205	12.7%	30	7	23.3%
1997	Unknown	115	7	6.1%	3	0	0.0%	0	0	-
1998	HDGV	158	10	6.3%	0	0	-	0	0	-
1998	LDGT1	7,331	920	12.5%	6,363	836	13.1%	44	7	15.9%
1998	LDGT2	1,878	217	11.6%	1,622	200	12.3%	4	1	25.0%
1998	LDGV	13,854	1,660	12.0%	12,020	1,513	12.6%	61	11	18.0%
1998	Unknown	111	10	9.0%	2	0	0.0%	0	0	-
1999	HDGV	141	13	9.2%	0	0	-	0	0	-
1999	LDGT1	4,387	488	11.1%	3,723	446	12.0%	0	0	-
1999	LDGT2	1,784	201	11.3%	1,559	180	11.5%	1	0	0.0%
1999	LDGV	10,659	1,327	12.4%	9,278	1,233	13.3%	8	3	37.5%
1999	Unknown	123	8	6.5%	1	0	0.0%	0	0	-
2000	HDGV	211	11	5.2%	0	0	-	0	0	-
2000	LDGT1	7,063	754	10.7%	5,810	672	11.6%	2	0	0.0%
2000	LDGT2	1,895	194	10.2%	1,527	173	11.3%	0	0	-
2000	LDGV	15,349	1,562	10.2%	13,139	1,438	10.9%	2	1	50.0%
2000	Unknown	175	10	5.7%	4	0	0.0%	0	0	-
2001	HDGV	132	1	0.8%	0	0	-	0	0	-
2001	LDGT1	6,415	999	15.6%	5,572	932	16.7%	0	0	-
2001	LDGT2	2,022	267	13.2%	1,638	240	14.7%	0	0	-
2001	LDGV	11,320	1,636	14.5%	9,990	1,543	15.4%	4	1	25.0%
2001	Unknown	109	5	4.6%	1	0	0.0%	0	0	-
2002	HDGV	206	7	3.4%	0	0	-	0	0	-
2002	LDGT1	8,855	1,045	11.8%	7,338	972	13.2%	0	0	-
2002	LDGT2	3,063	332	10.8%	2,446	298	12.2%	0	0	-
2002	LDGV	12,280	1,354	11.0%	9,956	1,261	12.7%	3	0	0.0%
2002	Unknown	202	11	5.4%	4	0	0.0%	0	0	-
2003	HDGV	143	2	1.4%	0	0	-	0	0	-
2003	LDGT1	3,606	369	10.2%	2,595	328	12.6%	0	0	-
2003	LDGT2	1,485	149	10.0%	1,152	134	11.6%	0	0	-
2003	LDGV	6,150	650	10.6%	4,897	606	12.4%	1	0	0.0%
2003	Unknown	138	5	3.6%	3	1	33.3%	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 2008**

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2
2004	HDGV	234	5	2.1%	0	0	-	0	0	-
2004	LDGT1	4,704	291	6.2%	2,802	249	8.9%	0	0	-
2004	LDGT2	2,224	205	9.2%	1,521	186	12.2%	0	0	-
2004	LDGV	7,627	607	8.0%	4,895	518	10.6%	12	4	33.3%
2004	Unknown	188	6	3.2%	1	0	0.0%	0	0	-
2005	HDGV	42	1	2.4%	0	0	-	0	0	-
2005	LDGT1	1,838	142	7.7%	1,230	116	9.4%	0	0	-
2005	LDGT2	583	49	8.4%	450	48	10.7%	1	0	0.0%
2005	LDGV	3,428	246	7.2%	2,237	224	10.0%	3	1	33.3%
2005	Unknown	27	1	3.7%	3	1	33.3%	0	0	-
2006	HDGV	14	1	7.1%	0	0	-	0	0	-
2006	LDGT1	413	29	7.0%	260	22	8.5%	0	0	-
2006	LDGT2	282	19	6.7%	231	18	7.8%	0	0	-
2006	LDGV	1,177	67	5.7%	844	58	6.9%	2	0	0.0%
2006	Unknown	11	1	9.1%	0	0	-	0	0	-
2007	HDGV	5	0	0.0%	0	0	-	0	0	-
2007	LDGT1	270	12	4.4%	191	11	5.8%	0	0	-
2007	LDGT2	152	11	7.2%	123	11	8.9%	0	0	-
2007	LDGV	930	56	6.0%	572	48	8.4%	0	0	-
2007	Unknown	3	1	33.3%	0	0	-	0	0	-
2008	HDGV	4	0	0.0%	0	0	-	0	0	-
2008	LDGT1	116	7	6.0%	99	6	6.1%	0	0	-
2008	LDGT2	110	8	7.3%	93	8	8.6%	0	0	-
2008	LDGV	369	15	4.1%	304	15	4.9%	0	0	-
2008	Unknown	2	0	0.0%	1	0	0.0%	0	0	-
2009	HDGV	0	0	-	0	0	-	0	0	-
2009	LDGT1	9	0	0.0%	7	0	0.0%	0	0	-
2009	LDGT2	5	1	20.0%	4	1	25.0%	0	0	-
2009	LDGV	25	0	0.0%	23	0	0.0%	0	0	-
2009	Unknown	1	0	0.0%	0	0	-	0	0	-
<b>Totals</b>		<b>264,973</b>	<b>32,207</b>	<b>12.2%</b>	<b>149,188</b>	<b>18,589</b>	<b>12.5%</b>	<b>64,863</b>	<b>10,498</b>	<b>16.2%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2
Pre 84/Unknown	HDGV	0	0	-	127	14	11.0%	27	2	7.4%	2	0	0.0%	5	0	0.0%
Pre 84/Unknown	LDGT1	13	1	7.7%	314	54	17.2%	149	7	4.7%	17	1	5.9%	36	0	0.0%
Pre 84/Unknown	LDGT2	6	2	33.3%	201	30	14.9%	83	7	8.4%	19	1	5.3%	11	1	9.1%
Pre 84/Unknown	LDGV	37	9	24.3%	1,538	206	13.4%	281	9	3.2%	31	2	6.5%	150	3	2.0%
Pre 84/Unknown	Unknown	0	0	-	132	18	13.6%	46	3	6.5%	2	0	0.0%	9	0	0.0%
1984	HDGV	0	0	-	59	9	15.3%	18	0	0.0%	7	0	0.0%	3	0	0.0%
1984	LDGT1	9	1	11.1%	0	0	-	43	6	14.0%	4	0	0.0%	13	0	0.0%
1984	LDGT2	3	0	0.0%	0	0	-	26	0	0.0%	4	0	0.0%	6	0	0.0%
1984	LDGV	22	3	13.6%	6	2	33.3%	153	6	3.9%	8	1	12.5%	42	3	7.1%
1984	Unknown	0	0	-	40	8	20.0%	15	1	6.7%	0	0	-	1	0	0.0%
1985	HDGV	0	0	-	53	8	15.1%	19	0	0.0%	1	0	0.0%	5	0	0.0%
1985	LDGT1	13	0	0.0%	1	0	0.0%	52	2	3.8%	8	0	0.0%	14	0	0.0%
1985	LDGT2	5	1	20.0%	0	0	-	23	2	8.7%	4	0	0.0%	9	0	0.0%
1985	LDGV	27	3	11.1%	2	0	0.0%	93	1	1.1%	4	0	0.0%	42	5	11.9%
1985	Unknown	0	0	-	48	8	16.7%	13	1	7.7%	1	0	0.0%	4	1	25.0%
1986	HDGV	0	0	-	155	26	16.8%	35	2	5.7%	3	0	0.0%	3	0	0.0%
1986	LDGT1	28	9	32.1%	0	0	-	143	3	2.1%	6	2	33.3%	31	3	9.7%
1986	LDGT2	14	2	14.3%	0	0	-	76	7	9.2%	3	0	0.0%	10	0	0.0%
1986	LDGV	58	7	12.1%	8	1	12.5%	250	5	2.0%	14	0	0.0%	135	7	5.2%
1986	Unknown	0	0	-	91	10	11.0%	25	3	12.0%	1	0	0.0%	7	0	0.0%
1987	HDGV	0	0	-	98	7	7.1%	21	0	0.0%	1	0	0.0%	4	0	0.0%
1987	LDGT1	25	4	16.0%	0	0	-	130	7	5.4%	8	0	0.0%	38	3	7.9%
1987	LDGT2	9	0	0.0%	0	0	-	49	0	0.0%	4	0	0.0%	14	2	14.3%
1987	LDGV	47	5	10.6%	2	0	0.0%	179	5	2.8%	12	0	0.0%	92	3	3.3%
1987	Unknown	0	0	-	67	9	13.4%	12	0	0.0%	1	0	0.0%	1	0	0.0%
1988	HDGV	0	0	-	146	21	14.4%	41	1	2.4%	3	0	0.0%	5	0	0.0%
1988	LDGT1	36	4	11.1%	0	0	-	225	12	5.3%	8	0	0.0%	64	3	4.7%
1988	LDGT2	15	2	13.3%	0	0	-	128	4	3.1%	1	0	0.0%	35	4	11.4%
1988	LDGV	81	14	17.3%	2	0	0.0%	381	13	3.4%	14	0	0.0%	170	9	5.3%
1988	Unknown	0	0	-	94	20	21.3%	34	1	2.9%	1	0	0.0%	1	0	0.0%
1989	HDGV	0	0	-	114	10	8.8%	31	2	6.5%	1	0	0.0%	6	0	0.0%
1989	LDGT1	42	4	9.5%	0	0	-	197	12	6.1%	3	0	0.0%	61	5	8.2%
1989	LDGT2	16	3	18.8%	0	0	-	73	3	4.1%	6	1	16.7%	16	0	0.0%
1989	LDGV	61	9	14.8%	0	0	-	251	4	1.6%	24	1	4.2%	148	7	4.7%
1989	Unknown	0	0	-	63	9	14.3%	29	2	6.9%	1	0	0.0%	1	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 2008**

Model Yr	Veh Type	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2
1990	HDGV	0	0	-	124	13	10.5%	40	3	7.5%	1	0	0.0%	14	0	0.0%
1990	LDGT1	47	8	17.0%	0	0	-	296	14	4.7%	9	2	22.2%	96	8	8.3%
1990	LDGT2	16	1	6.3%	0	0	-	130	5	3.8%	4	0	0.0%	31	1	3.2%
1990	LDGV	148	25	16.9%	0	0	-	728	16	2.2%	32	4	12.5%	316	14	4.4%
1990	Unknown	0	0	-	64	13	20.3%	24	0	0.0%	0	0	-	3	0	0.0%
1991	HDGV	0	0	-	31	3	9.7%	20	1	5.0%	1	0	0.0%	4	0	0.0%
1991	LDGT1	46	3	6.5%	0	0	-	192	3	1.6%	6	0	0.0%	65	2	3.1%
1991	LDGT2	11	3	27.3%	0	0	-	49	0	0.0%	2	0	0.0%	11	1	9.1%
1991	LDGV	186	24	12.9%	0	0	-	523	25	4.8%	24	1	4.2%	316	22	7.0%
1991	Unknown	0	0	-	30	5	16.7%	19	1	5.3%	1	0	0.0%	2	0	0.0%
1992	HDGV	0	0	-	71	7	9.9%	42	0	0.0%	1	0	0.0%	6	1	16.7%
1992	LDGT1	82	12	14.6%	0	0	-	424	10	2.4%	4	0	0.0%	165	8	4.8%
1992	LDGT2	30	3	10.0%	0	0	-	135	6	4.4%	1	0	0.0%	31	3	9.7%
1992	LDGV	342	56	16.4%	0	0	-	954	29	3.0%	45	2	4.4%	756	57	7.5%
1992	Unknown	0	0	-	38	9	23.7%	26	0	0.0%	2	0	0.0%	0	0	-
1993	HDGV	0	0	-	79	5	6.3%	30	3	10.0%	1	0	0.0%	7	0	0.0%
1993	LDGT1	269	36	13.4%	0	0	-	346	8	2.3%	6	0	0.0%	191	12	6.3%
1993	LDGT2	25	4	16.0%	0	0	-	107	4	3.7%	2	0	0.0%	18	1	5.6%
1993	LDGV	369	56	15.2%	0	0	-	727	24	3.3%	37	2	5.4%	547	31	5.7%
1993	Unknown	0	0	-	38	3	7.9%	22	1	4.5%	0	0	-	2	0	0.0%
1994	HDGV	0	0	-	170	19	11.2%	78	5	6.4%	2	0	0.0%	11	0	0.0%
1994	LDGT1	514	91	17.7%	0	0	-	693	14	2.0%	9	1	11.1%	394	29	7.4%
1994	LDGT2	60	8	13.3%	0	0	-	311	9	2.9%	3	0	0.0%	63	4	6.3%
1994	LDGV	581	92	15.8%	0	0	-	1,543	47	3.0%	36	2	5.6%	1,047	62	5.9%
1994	Unknown	0	0	-	76	19	25.0%	81	3	3.7%	1	0	0.0%	2	0	0.0%
1995	HDGV	0	0	-	128	12	9.4%	67	2	3.0%	1	0	0.0%	6	0	0.0%
1995	LDGT1	265	31	11.7%	1	0	0.0%	463	19	4.1%	7	0	0.0%	150	6	4.0%
1995	LDGT2	58	9	15.5%	0	0	-	215	5	2.3%	3	0	0.0%	31	2	6.5%
1995	LDGV	416	62	14.9%	1	0	0.0%	1,112	29	2.6%	36	1	2.8%	573	28	4.9%
1995	Unknown	0	0	-	70	6	8.6%	50	1	2.0%	3	0	0.0%	2	0	0.0%
1996	HDGV	0	0	-	143	16	11.2%	81	0	0.0%	0	0	-	4	0	0.0%
1996	LDGT1	9	1	11.1%	0	0	-	1,299	46	3.5%	4	0	0.0%	133	8	6.0%
1996	LDGT2	1	0	0.0%	0	0	-	236	8	3.4%	4	0	0.0%	21	0	0.0%
1996	LDGV	11	2	18.2%	0	0	-	1,595	41	2.6%	54	2	3.7%	392	21	5.4%
1996	Unknown	0	0	-	53	5	9.4%	57	3	5.3%	1	0	0.0%	4	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 2008**

Model Yr	Veh Type	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2
1997	HDGV	0	0	-	107	8	7.5%	64	3	4.7%	1	0	0.0%	9	0	0.0%
1997	LDGT1	6	1	16.7%	0	0	-	870	22	2.5%	4	1	25.0%	85	4	4.7%
1997	LDGT2	0	0	-	0	0	-	150	6	4.0%	3	0	0.0%	22	0	0.0%
1997	LDGV	8	0	0.0%	0	0	-	1,149	36	3.1%	35	0	0.0%	256	8	3.1%
1997	Unknown	0	0	-	59	5	8.5%	66	2	3.0%	0	0	-	1	0	0.0%
1998	HDGV	0	0	-	71	7	9.9%	91	3	3.3%	0	0	-	5	0	0.0%
1998	LDGT1	0	0	-	0	0	-	1,141	41	3.6%	5	0	0.0%	111	8	7.2%
1998	LDGT2	2	0	0.0%	0	0	-	310	15	4.8%	2	0	0.0%	14	1	7.1%
1998	LDGV	5	0	0.0%	0	0	-	1,990	58	2.9%	46	0	0.0%	343	29	8.5%
1998	Unknown	0	0	-	39	7	17.9%	74	2	2.7%	2	0	0.0%	0	0	-
1999	HDGV	0	0	-	70	10	14.3%	73	2	2.7%	1	0	0.0%	3	0	0.0%
1999	LDGT1	2	0	0.0%	0	0	-	826	23	2.8%	2	0	0.0%	59	3	5.1%
1999	LDGT2	0	0	-	0	0	-	279	14	5.0%	2	0	0.0%	17	0	0.0%
1999	LDGV	2	1	50.0%	0	0	-	1,645	41	2.5%	24	1	4.2%	193	13	6.7%
1999	Unknown	0	0	-	45	5	11.1%	83	3	3.6%	0	0	-	1	0	0.0%
2000	HDGV	0	0	-	79	6	7.6%	143	4	2.8%	0	0	-	9	0	0.0%
2000	LDGT1	0	0	-	1	0	0.0%	1,487	45	3.0%	4	1	25.0%	58	3	5.2%
2000	LDGT2	0	0	-	0	0	-	411	12	2.9%	1	0	0.0%	27	3	11.1%
2000	LDGV	4	0	0.0%	0	0	-	2,455	62	2.5%	19	0	0.0%	273	13	4.8%
2000	Unknown	0	0	-	51	4	7.8%	126	6	4.8%	0	0	-	3	0	0.0%
2001	HDGV	0	0	-	24	1	4.2%	109	0	0.0%	0	0	-	1	0	0.0%
2001	LDGT1	0	0	-	0	0	-	1,109	41	3.7%	0	0	-	21	0	0.0%
2001	LDGT2	0	0	-	0	0	-	463	16	3.5%	0	0	-	16	1	6.3%
2001	LDGV	2	1	50.0%	0	0	-	1,543	48	3.1%	14	0	0.0%	121	7	5.8%
2001	Unknown	0	0	-	24	1	4.2%	86	3	3.5%	0	0	-	1	0	0.0%
2002	HDGV	0	0	-	42	2	4.8%	169	4	2.4%	0	0	-	5	0	0.0%
2002	LDGT1	0	0	-	0	0	-	1,831	48	2.6%	5	0	0.0%	19	2	10.5%
2002	LDGT2	1	0	0.0%	0	0	-	745	20	2.7%	1	0	0.0%	5	0	0.0%
2002	LDGV	1	0	0.0%	2	1	50.0%	2,654	68	2.6%	27	0	0.0%	68	4	5.9%
2002	Unknown	0	0	-	23	2	8.7%	181	9	5.0%	0	0	-	1	0	0.0%
2003	HDGV	0	0	-	20	0	0.0%	126	2	1.6%	0	0	-	3	0	0.0%
2003	LDGT1	1	1	100.0%	0	0	-	1,191	23	1.9%	1	0	0.0%	6	1	16.7%
2003	LDGT2	0	0	-	0	0	-	388	10	2.6%	1	0	0.0%	2	0	0.0%
2003	LDGV	2	0	0.0%	0	0	-	1,448	24	1.7%	12	1	8.3%	17	0	0.0%
2003	Unknown	0	0	-	15	0	0.0%	124	4	3.2%	0	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 2008**

Model Yr	Veh Type	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2
2004	HDGV	0	0	-	19	1	5.3%	218	4	1.8%	0	0	-	4	0	0.0%
2004	LDGT1	0	0	-	0	0	-	2,033	26	1.3%	3	0	0.0%	8	0	0.0%
2004	LDGT2	1	0	0.0%	0	0	-	759	13	1.7%	1	0	0.0%	1	0	0.0%
2004	LDGV	2	0	0.0%	0	0	-	2,926	65	2.2%	21	0	0.0%	10	0	0.0%
2004	Unknown	0	0	-	11	1	9.1%	179	5	2.8%	0	0	-	1	0	0.0%
2005	HDGV	0	0	-	3	0	0.0%	42	1	2.4%	0	0	-	2	0	0.0%
2005	LDGT1	1	0	0.0%	0	0	-	653	20	3.1%	0	0	-	1	0	0.0%
2005	LDGT2	0	0	-	0	0	-	135	0	0.0%	0	0	-	1	0	0.0%
2005	LDGV	3	0	0.0%	0	0	-	1,255	11	0.9%	11	0	0.0%	9	1	11.1%
2005	Unknown	0	0	-	4	0	0.0%	23	0	0.0%	0	0	-	1	0	0.0%
2006	HDGV	0	0	-	1	0	0.0%	13	1	7.7%	0	0	-	0	0	-
2006	LDGT1	0	0	-	0	0	-	160	6	3.8%	0	0	-	0	0	-
2006	LDGT2	0	0	-	0	0	-	52	1	1.9%	1	0	0.0%	0	0	-
2006	LDGV	1	0	0.0%	0	0	-	346	8	2.3%	0	0	-	0	0	-
2006	Unknown	0	0	-	3	1	33.3%	9	0	0.0%	0	0	-	0	0	-
2007	HDGV	0	0	-	0	0	-	5	0	0.0%	0	0	-	0	0	-
2007	LDGT1	0	0	-	0	0	-	81	1	1.2%	1	0	0.0%	1	0	0.0%
2007	LDGT2	0	0	-	0	0	-	31	0	0.0%	0	0	-	0	0	-
2007	LDGV	11	1	9.1%	0	0	-	349	7	2.0%	3	0	0.0%	3	0	0.0%
2007	Unknown	0	0	-	0	0	-	3	1	33.3%	0	0	-	0	0	-
2008	HDGV	0	0	-	1	0	0.0%	4	0	0.0%	0	0	-	0	0	-
2008	LDGT1	2	0	0.0%	0	0	-	15	1	6.7%	0	0	-	0	0	-
2008	LDGT2	0	0	-	0	0	-	18	0	0.0%	0	0	-	0	0	-
2008	LDGV	1	0	0.0%	0	0	-	67	0	0.0%	0	0	-	0	0	-
2008	Unknown	0	0	-	0	0	-	1	0	0.0%	0	0	-	0	0	-
2009	HDGV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDGT1	0	0	-	0	0	-	3	0	0.0%	0	0	-	0	0	-
2009	LDGT2	0	0	-	0	0	-	1	0	0.0%	0	0	-	0	0	-
2009	LDGV	1	0	0.0%	0	0	-	2	0	0.0%	0	0	-	0	0	-
2009	Unknown	0	0	-	1	0	0.0%	0	0	-	0	0	-	0	0	-
<b>Totals</b>		<b>4,112</b>	<b>615</b>	<b>15.0%</b>	<b>5,193</b>	<b>667</b>	<b>12.8%</b>	<b>51,049</b>	<b>1,409</b>	<b>2.8%</b>	<b>823</b>	<b>30</b>	<b>3.6%</b>	<b>8,423</b>	<b>481</b>	<b>5.7%</b>

# **APPENDIX I - PART I**

## **WAIVERS**

**New Jersey Enhanced Inspection and Maintenance Program  
Waiver Report by Model Year and Vehicle Type  
Year 2008**

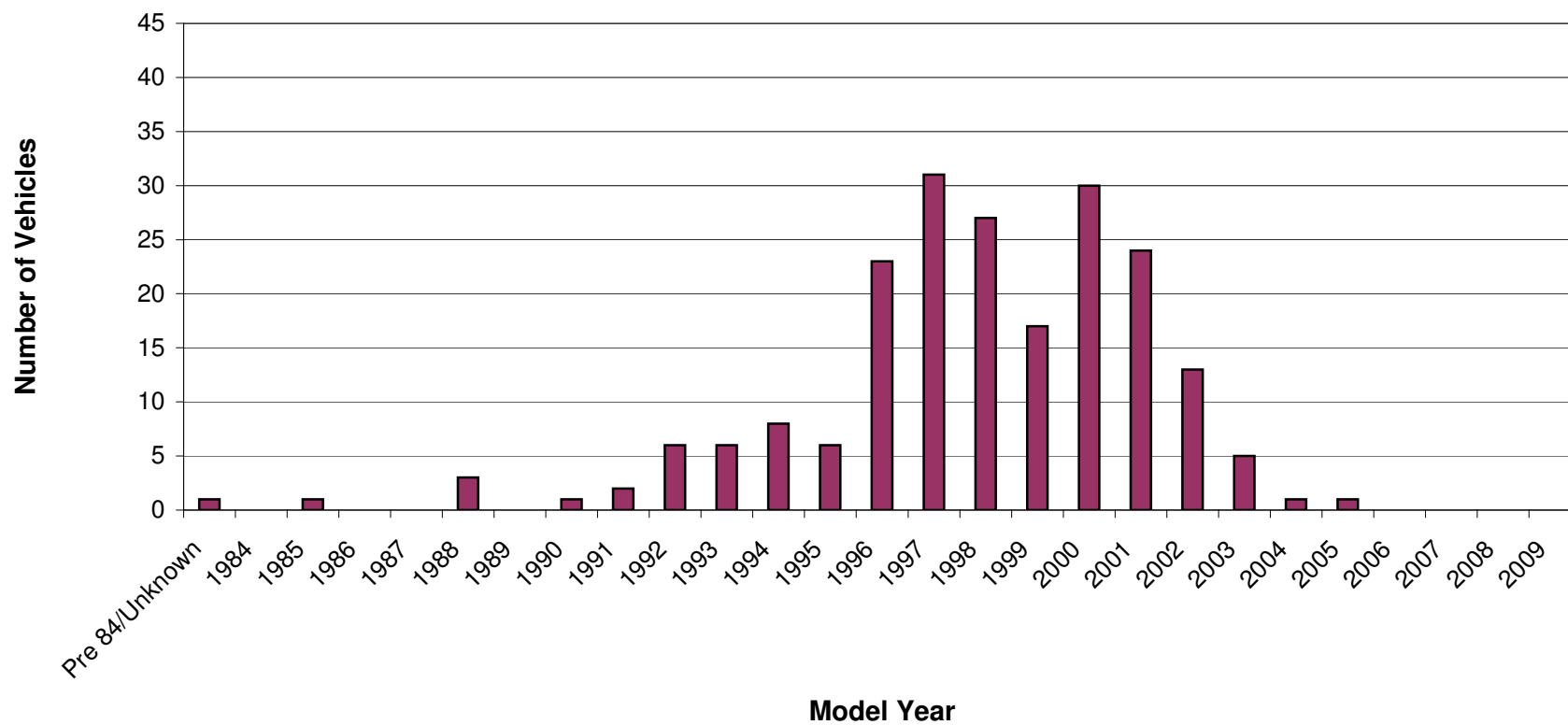
Model Year	Vehicles Initially Failing ASM5015 or OBD Test	Waivers Received		Waivers for LDGV Vehicles	Waivers for LDGT1 Vehicles	Waivers for LDGT2 Vehicles
		Number	%			
Pre 84/Unknown	618	1	0.16%	1	0	0
1984	694	0	0.00%	0	0	0
1985	620	1	0.16%	1	0	0
1986	1,533	0	0.00%	0	0	0
1987	1,209	0	0.00%	0	0	0
1988	2,601	3	0.12%	2	1	0
1989	1,782	0	0.00%	0	0	0
1990	3,957	1	0.03%	1	0	0
1991	3,352	2	0.06%	1	1	0
1992	6,977	6	0.09%	5	1	0
1993	5,066	6	0.12%	6	0	0
1994	7,824	8	0.10%	8	0	0
1995	5,233	6	0.11%	3	2	1
1996	17,338	23	0.13%	16	4	3
1997	15,355	31	0.20%	22	8	1
1998	20,065	27	0.13%	19	6	2
1999	14,561	17	0.12%	13	2	2
2000	20,476	30	0.15%	21	8	1
2001	17,200	24	0.14%	11	12	1
2002	19,748	13	0.07%	6	5	2
2003	8,648	5	0.06%	2	2	1
2004	9,205	1	0.01%	1	0	0
2005	3,915	1	0.03%	1	0	0
2006	1,338	0	0.00%	0	0	0
2007	885	0	0.00%	0	0	0
2008	496	0	0.00%	0	0	0
2009	34	0	0.00%	0	0	0
<b>TOTAL</b>	<b>190,730</b>	<b>206</b>	<b>0.11%</b>	<b>140</b>	<b>52</b>	<b>14</b>
<b>% of Waivers Issued by Vehicle Type</b>				<b>68%</b>	<b>25%</b>	<b>7%</b>

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

**Table I-1**



**New Jersey Enhanced Inspection and Maintenance Program  
Total Number of Waivers by Model Year  
Year 2008**



**Figure I-1**

# **APPENDIX I - PART J**

## **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 2008**

Model Yr	Veh Type	Overall Initial Insps	Overall Initial Fails	Dropped From Inspection <sup>1</sup>	Dropped From Fleet <sup>2</sup>	Overall No Known Outcome <sup>3</sup>	Overall Drop Rate % of Initial Insps	Overall Drop Rate % of Initial Fails	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD Drop Rate % of Initial Insps	OBD Drop Rate % of Initial Fails
Pre 84/Unknown	HDGV	709	137	27	10	17	2.40%	12.41%	0	0	0	-	-
Pre 84/Unknown	LDGT1	1,837	520	142	95	47	2.56%	9.04%	55	10	1	1.82%	10.00%
Pre 84/Unknown	LDGT2	953	289	62	35	27	2.83%	9.34%	17	2	0	0.00%	0.00%
Pre 84/Unknown	LDGV	8,605	2,189	616	368	248	2.88%	11.33%	127	30	1	0.79%	3.33%
Pre 84/Unknown	Unknown	563	159	35	11	24	4.26%	15.09%	0	0	0	-	-
1984	HDGV	317	74	10	5	5	1.58%	6.76%	0	0	0	-	-
1984	LDGT1	819	208	49	23	26	3.17%	12.50%	0	0	0	-	-
1984	LDGT2	344	103	20	8	12	3.49%	11.65%	0	0	0	-	-
1984	LDGV	2,995	797	177	114	63	2.10%	7.90%	0	0	0	-	-
1984	Unknown	144	50	12	9	3	2.08%	6.00%	0	0	0	-	-
1985	HDGV	296	59	17	7	10	3.38%	16.95%	0	0	0	-	-
1985	LDGT1	749	239	71	41	30	4.01%	12.55%	0	0	0	-	-
1985	LDGT2	268	88	27	18	9	3.36%	10.23%	0	0	0	-	-
1985	LDGV	2,404	704	225	129	96	3.99%	13.64%	0	0	0	-	-
1985	Unknown	169	57	11	6	5	2.96%	8.77%	0	0	0	-	-
1986	HDGV	827	174	22	14	8	0.97%	4.60%	0	0	0	-	-
1986	LDGT1	2,362	497	122	59	63	2.67%	12.68%	0	0	0	-	-
1986	LDGT2	815	236	54	20	34	4.17%	14.41%	0	0	0	-	-
1986	LDGV	7,498	1,905	455	267	188	2.51%	9.87%	0	0	0	-	-
1986	Unknown	394	106	18	7	11	2.79%	10.38%	0	0	0	-	-
1987	HDGV	527	108	18	9	9	1.71%	8.33%	0	0	0	-	-
1987	LDGT1	2,092	485	154	87	67	3.20%	13.81%	0	0	0	-	-
1987	LDGT2	719	182	61	30	31	4.31%	17.03%	0	0	0	-	-
1987	LDGV	5,307	1,474	470	282	188	3.54%	12.75%	0	0	0	-	-
1987	Unknown	279	71	13	5	8	2.87%	11.27%	0	0	0	-	-
1988	HDGV	1,125	173	31	14	17	1.51%	9.83%	0	0	0	-	-
1988	LDGT1	4,792	1,196	267	146	121	2.53%	10.12%	0	0	0	-	-
1988	LDGT2	2,104	512	122	71	51	2.42%	9.96%	0	0	0	-	-
1988	LDGV	12,970	2,786	677	350	327	2.52%	11.74%	0	0	0	-	-
1988	Unknown	474	121	14	4	10	2.11%	8.26%	0	0	0	-	-
1989	HDGV	782	134	36	23	13	1.66%	9.70%	0	0	0	-	-
1989	LDGT1	3,264	920	257	136	121	3.71%	13.15%	0	0	0	-	-
1989	LDGT2	1,347	331	97	47	50	3.71%	15.11%	0	0	0	-	-
1989	LDGV	8,423	2,023	661	386	275	3.26%	13.59%	0	0	0	-	-
1989	Unknown	341	79	13	3	10	2.93%	12.66%	0	0	0	-	-

1 Initially failed, no emission pass in next 6 months, still registered.

2 Initially failed, no emissions pass, no longer registered.

3 "Dropped From Inspection" minus "Dropped From Fleet".

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	Overall Initial Insps	Overall Initial Fails	Dropped From Inspection <sup>1</sup>	Dropped From Fleet <sup>2</sup>	Overall No Known Outcome <sup>3</sup>	Overall Drop Rate % of Initial Insps	Overall Drop Rate % of Initial Fails	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD Drop Rate % of Initial Insps	OBD Drop Rate % of Initial Fails
1990	HDGV	941	150	32	16	16	1.70%	10.67%	0	0	0	-	-
1990	LDGT1	5,684	1,340	314	162	152	2.67%	11.34%	0	0	0	-	-
1990	LDGT2	2,409	492	103	46	57	2.37%	11.59%	0	0	0	-	-
1990	LDGV	24,009	5,184	1,271	714	557	2.32%	10.74%	0	0	0	-	-
1990	Unknown	387	82	17	5	12	3.10%	14.63%	0	0	0	-	-
1991	HDGV	437	49	11	4	7	1.60%	14.29%	0	0	0	-	-
1991	LDGT1	4,166	1,073	312	178	134	3.22%	12.49%	0	0	0	-	-
1991	LDGT2	999	270	58	31	27	2.70%	10.00%	0	0	0	-	-
1991	LDGV	14,562	4,355	1,263	752	511	3.51%	11.73%	0	0	0	-	-
1991	Unknown	219	45	12	4	8	3.65%	17.78%	0	0	0	-	-
1992	HDGV	855	104	22	12	10	1.17%	9.62%	0	0	0	-	-
1992	LDGT1	9,256	2,316	487	274	213	2.30%	9.20%	0	0	0	-	-
1992	LDGT2	3,197	675	125	62	63	1.97%	9.33%	0	0	0	-	-
1992	LDGV	37,922	9,113	2,076	1,155	921	2.43%	10.11%	0	0	0	-	-
1992	Unknown	367	64	9	3	6	1.63%	9.38%	0	0	0	-	-
1993	HDGV	728	99	17	6	11	1.51%	11.11%	0	0	0	-	-
1993	LDGT1	8,595	2,160	594	319	275	3.20%	12.73%	0	0	0	-	-
1993	LDGT2	2,418	521	113	59	54	2.23%	10.36%	0	0	0	-	-
1993	LDGV	25,286	6,667	1,827	1,016	811	3.21%	12.16%	0	0	0	-	-
1993	Unknown	317	55	13	3	10	3.15%	18.18%	0	0	0	-	-
1994	HDGV	2,018	243	41	23	18	0.89%	7.41%	0	0	0	-	-
1994	LDGT1	22,675	4,186	851	440	411	1.81%	9.82%	0	0	0	-	-
1994	LDGT2	7,510	1,109	169	70	99	1.32%	8.93%	0	0	0	-	-
1994	LDGV	59,636	10,622	2,179	1,170	1,009	1.69%	9.50%	0	0	0	-	-
1994	Unknown	825	146	23	12	11	1.33%	7.53%	0	0	0	-	-
1995	HDGV	1,800	188	35	14	21	1.17%	11.17%	0	0	0	-	-
1995	LDGT1	15,757	2,763	602	313	289	1.83%	10.46%	0	0	0	-	-
1995	LDGT2	5,084	831	147	67	80	1.57%	9.63%	0	0	0	-	-
1995	LDGV	39,091	7,069	1,745	935	810	2.07%	11.46%	0	0	0	-	-
1995	Unknown	705	115	29	11	18	2.55%	15.65%	0	0	0	-	-
1996	HDGV	2,416	213	23	9	14	0.58%	6.57%	0	0	0	-	-
1996	LDGT1	30,100	5,840	1,419	626	793	2.63%	13.58%	29,802	4,794	745	2.50%	15.54%
1996	LDGT2	8,332	1,527	345	128	217	2.60%	14.21%	8,205	1,339	209	2.55%	15.61%
1996	LDGV	75,175	12,613	3,413	1,588	1,825	2.43%	14.47%	74,881	11,170	1,767	2.36%	15.82%
1996	Unknown	966	105	13	4	9	0.93%	8.57%	16	2	0	0.00%	0.00%

1 Initially failed, no emission pass in next 6 months, still registered.

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3 "Dropped From Inspection" minus "Dropped From Fleet".

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	Overall Initial Insps	Overall Initial Fails	Dropped From Inspection <sup>1</sup>	Dropped From Fleet <sup>2</sup>	Overall No Known Outcome <sup>3</sup>	Overall Drop Rate % of Initial Insps	Overall Drop Rate % of Initial Fails	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD Drop Rate % of Initial Insps	OBD Drop Rate % of Initial Fails
1997	HDGV	2,146	170	26	11	15	0.70%	8.82%	0	0	0	-	-
1997	LDGT1	24,101	5,318	1,357	561	796	3.30%	14.97%	23,761	4,628	762	3.21%	16.46%
1997	LDGT2	6,612	1,311	356	138	218	3.30%	16.63%	6,544	1,198	210	3.21%	17.53%
1997	LDGV	53,705	10,454	3,097	1,424	1,673	3.12%	16.00%	53,456	9,481	1,610	3.01%	16.98%
1997	Unknown	965	112	14	2	12	1.24%	10.71%	14	3	0	0.00%	0.00%
1998	HDGV	2,579	159	16	6	10	0.39%	6.29%	0	0	0	-	-
1998	LDGT1	47,536	7,330	1,569	616	953	2.00%	13.00%	45,785	6,363	906	1.98%	14.24%
1998	LDGT2	12,791	1,876	390	140	250	1.95%	13.33%	12,686	1,622	239	1.88%	14.73%
1998	LDGV	103,388	13,848	3,003	1,260	1,743	1.69%	12.59%	102,906	12,020	1,638	1.59%	13.63%
1998	Unknown	1,209	110	6	2	4	0.33%	3.64%	27	2	0	0.00%	0.00%
1999	HDGV	2,727	142	10	4	6	0.22%	4.23%	0	0	0	-	-
1999	LDGT1	31,684	4,385	896	353	543	1.71%	12.38%	31,667	3,723	525	1.66%	14.10%
1999	LDGT2	13,529	1,786	371	112	259	1.91%	14.50%	13,516	1,559	250	1.85%	16.04%
1999	LDGV	75,047	10,664	2,202	924	1,278	1.70%	11.98%	74,732	9,278	1,217	1.63%	13.12%
1999	Unknown	1,382	122	11	1	10	0.72%	8.20%	19	1	0	0.00%	0.00%
2000	HDGV	5,377	216	18	7	11	0.20%	5.09%	0	0	0	-	-
2000	LDGT1	64,898	7,068	1,081	367	714	1.10%	10.10%	64,838	5,810	673	1.04%	11.58%
2000	LDGT2	19,402	1,895	284	95	189	0.97%	9.97%	19,390	1,527	173	0.89%	11.33%
2000	LDGV	145,113	15,351	2,602	1,032	1,570	1.08%	10.23%	144,783	13,139	1,505	1.04%	11.45%
2000	Unknown	2,897	171	11	1	10	0.35%	5.85%	30	4	1	3.33%	25.00%
2001	HDGV	3,480	132	9	0	9	0.26%	6.82%	0	0	0	-	-
2001	LDGT1	39,524	6,416	985	327	658	1.66%	10.26%	39,499	5,572	637	1.61%	11.43%
2001	LDGT2	13,826	2,022	302	94	208	1.50%	10.29%	13,815	1,638	196	1.42%	11.97%
2001	LDGV	87,479	11,319	2,007	768	1,239	1.42%	10.95%	87,182	9,990	1,198	1.37%	11.99%
2001	Unknown	1,818	109	7	2	5	0.28%	4.59%	21	1	0	0.00%	0.00%
2002	HDGV	5,881	208	18	5	13	0.22%	6.25%	0	0	0	-	-
2002	LDGT1	88,423	8,853	943	277	666	0.75%	7.52%	88,143	7,338	633	0.72%	8.63%
2002	LDGT2	27,119	3,063	363	85	278	1.03%	9.08%	27,095	2,446	258	0.95%	10.55%
2002	LDGV	152,531	12,279	1,600	554	1,046	0.69%	8.52%	152,444	9,956	976	0.64%	9.80%
2002	Unknown	3,218	199	9	3	6	0.19%	3.02%	36	4	0	0.00%	0.00%
2003	HDGV	3,441	146	6	0	6	0.17%	4.11%	0	0	0	-	-
2003	LDGT1	40,666	3,604	339	99	240	0.59%	6.66%	40,649	2,595	217	0.53%	8.36%
2003	LDGT2	16,294	1,486	178	45	133	0.82%	8.95%	16,277	1,152	122	0.75%	10.59%
2003	LDGV	85,959	6,150	770	269	501	0.58%	8.15%	85,700	4,897	474	0.55%	9.68%
2003	Unknown	1,837	136	6	2	4	0.22%	2.94%	24	3	0	0.00%	0.00%

1 Initially failed, no emission pass in next 6 months, still registered.

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3 "Dropped From Inspection" minus "Dropped From Fleet".

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	Overall Initial Insps	Overall Initial Fails	Dropped From Inspection <sup>1</sup>	Dropped From Fleet <sup>2</sup>	Overall No Known Outcome <sup>3</sup>	Overall Drop Rate % of Initial Insps	Overall Drop Rate % of Initial Fails	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD Drop Rate % of Initial Insps	OBD Drop Rate % of Initial Fails
2004	HDGV	7,127	235	11	1	10	0.14%	4.26%	0	0	0	-	-
2004	LDGT1	96,977	4,704	347	114	233	0.24%	4.95%	96,381	2,802	196	0.20%	7.00%
2004	LDGT2	38,943	2,224	161	39	122	0.31%	5.49%	38,382	1,521	105	0.27%	6.90%
2004	LDGV	151,720	7,631	620	191	429	0.28%	5.62%	147,149	4,895	364	0.25%	7.44%
2004	Unknown	3,680	187	11	4	7	0.19%	3.74%	38	1	0	0.00%	0.00%
2005	HDGV	1,997	42	2	0	2	0.10%	4.76%	0	0	0	-	-
2005	LDGT1	36,653	1,838	115	33	82	0.22%	4.46%	36,073	1,230	71	0.20%	5.77%
2005	LDGT2	10,494	583	42	6	36	0.34%	6.17%	10,162	450	33	0.32%	7.33%
2005	LDGV	70,389	3,430	247	69	178	0.25%	5.19%	68,162	2,237	133	0.20%	5.95%
2005	Unknown	983	26	2	1	1	0.10%	3.85%	10	3	0	0.00%	0.00%
2006	HDGV	1,175	14	1	0	1	0.09%	7.14%	0	0	0	-	-
2006	LDGT1	9,227	412	30	10	20	0.22%	4.85%	9,044	260	12	0.13%	4.62%
2006	LDGT2	6,359	281	14	5	9	0.14%	3.20%	6,082	231	7	0.12%	3.03%
2006	LDGV	23,625	1,176	63	25	38	0.16%	3.23%	22,778	844	34	0.15%	4.03%
2006	Unknown	554	11	1	0	1	0.18%	9.09%	5	0	0	0.00%	-
2007	HDGV	874	5	1	0	1	0.11%	20.00%	0	0	0	-	-
2007	LDGT1	7,525	270	19	8	11	0.15%	4.07%	7,287	191	9	0.12%	4.71%
2007	LDGT2	3,521	152	4	2	2	0.06%	1.32%	3,306	123	1	0.03%	0.81%
2007	LDGV	18,495	929	44	12	32	0.17%	3.44%	17,649	572	25	0.14%	4.37%
2007	Unknown	353	3	0	0	0	0.00%	0.00%	0	0	0	-	-
2008	HDGV	391	5	1	0	1	0.26%	20.00%	0	0	0	-	-
2008	LDGT1	2,791	116	9	4	5	0.18%	4.31%	2,567	99	3	0.12%	3.03%
2008	LDGT2	2,068	110	5	2	3	0.15%	2.73%	1,888	93	2	0.11%	2.15%
2008	LDGV	7,136	368	26	5	21	0.29%	5.71%	6,531	304	19	0.29%	6.25%
2008	Unknown	227	1	0	0	0	0.00%	0.00%	1	1	0	0.00%	0.00%
2009	HDGV	24	0	0	0	0	0.00%	-	0	0	0	-	-
2009	LDGT1	135	9	1	0	1	0.74%	11.11%	112	7	1	0.89%	14.29%
2009	LDGT2	36	5	0	0	0	0.00%	0.00%	28	4	0	0.00%	0.00%
2009	LDGV	337	25	5	1	4	1.19%	16.00%	290	23	4	1.38%	17.39%
2009	Unknown	38	1	0	0	0	0.00%	0.00%	0	0	0	-	-
<b>Totals</b>		<b>2,184,896</b>	<b>264,973</b>	<b>51,417</b>	<b>23,188</b>	<b>28,229</b>	<b>1.3%</b>	<b>10.7%</b>	<b>1,732,067</b>	<b>149,188</b>	<b>18,162</b>	<b>1.0%</b>	<b>12.2%</b>

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3 "Dropped From Inspection" minus "Dropped From Fleet".

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	ASM Initial Insps	ASM Initial Fails	ASM No Known Outcome	ASM Drop Rate % of Initial Insps	ASM Drop Rate % of Initial Fails	2500 Initial Insps	2500 Initial Fails	2500 No Known Outcome	2500 Drop Rate % of Initial Insps	2500 Drop Rate % of Initial Fails	Idle Initial Insps	Idle Initial Fails	Idle No Known Outcome	Idle Drop Rate % of Initial Insps	Idle Drop Rate % of Initial Fails
Pre 84/Unknown	HDGV	0	0	0	-	-	0	0	0	-	-	708	127	16	2.26%	12.60%
Pre 84/Unknown	LDGT1	652	109	17	2.61%	15.60%	52	13	1	1.92%	7.69%	1,086	314	22	2.03%	7.01%
Pre 84/Unknown	LDGT2	179	30	3	1.68%	10.00%	15	6	0	0.00%	0.00%	746	201	21	2.82%	10.45%
Pre 84/Unknown	LDGV	1,895	453	46	2.43%	10.15%	198	37	5	2.53%	13.51%	6,407	1,538	183	2.86%	11.90%
Pre 84/Unknown	Unknown	1	0	0	0.00%	-	0	0	0	-	-	563	132	23	4.09%	17.42%
1984	HDGV	0	0	0	-	-	0	0	0	-	-	316	59	4	1.27%	6.78%
1984	LDGT1	763	170	26	3.41%	15.29%	55	9	0	0.00%	0.00%	0	0	0	-	-
1984	LDGT2	325	78	11	3.38%	14.10%	19	3	0	0.00%	0.00%	0	0	0	-	-
1984	LDGV	2,796	685	58	2.07%	8.47%	188	22	1	0.53%	4.55%	11	6	0	0.00%	0.00%
1984	Unknown	1	0	0	0.00%	-	0	0	0	-	-	144	40	3	2.08%	7.50%
1985	HDGV	0	0	0	-	-	0	0	0	-	-	295	53	10	3.39%	18.87%
1985	LDGT1	711	196	23	3.23%	11.73%	37	13	5	13.51%	38.46%	1	1	0	0.00%	0.00%
1985	LDGT2	253	70	8	3.16%	11.43%	15	5	1	6.67%	20.00%	0	0	0	-	-
1985	LDGV	2,262	631	88	3.89%	13.95%	128	27	4	3.13%	14.81%	14	2	0	0.00%	0.00%
1985	Unknown	2	0	0	0.00%	-	0	0	0	-	-	168	48	4	2.38%	8.33%
1986	HDGV	0	0	0	-	-	0	0	0	-	-	826	155	7	0.85%	4.52%
1986	LDGT1	2,254	379	52	2.31%	13.72%	106	28	4	3.77%	14.29%	0	0	0	-	-
1986	LDGT2	769	167	26	3.38%	15.57%	46	14	5	10.87%	35.71%	0	0	0	-	-
1986	LDGV	7,068	1,686	182	2.57%	10.79%	388	58	3	0.77%	5.17%	42	8	1	2.38%	12.50%
1986	Unknown	1	0	0	0.00%	-	0	0	0	-	-	394	91	11	2.79%	12.09%
1987	HDGV	0	0	0	-	-	0	0	0	-	-	525	98	9	1.71%	9.18%
1987	LDGT1	1,989	385	59	2.97%	15.32%	102	25	5	4.90%	20.00%	0	0	0	-	-
1987	LDGT2	676	150	28	4.14%	18.67%	43	9	1	2.33%	11.11%	0	0	0	-	-
1987	LDGV	5,051	1,347	178	3.52%	13.21%	229	47	6	2.62%	12.77%	26	2	0	0.00%	0.00%
1987	Unknown	2	0	0	0.00%	-	0	0	0	-	-	279	67	8	2.87%	11.94%
1988	HDGV	0	0	0	-	-	0	0	0	-	-	1,120	146	14	1.25%	9.59%
1988	LDGT1	4,603	1,045	111	2.41%	10.62%	189	36	4	2.12%	11.11%	0	0	0	-	-
1988	LDGT2	2,016	420	48	2.38%	11.43%	87	15	0	0.00%	0.00%	0	0	0	-	-
1988	LDGV	12,467	2,458	308	2.47%	12.53%	490	81	7	1.43%	8.64%	11	2	1	9.09%	50.00%
1988	Unknown	3	1	0	0.00%	0.00%	2	0	0	0.00%	-	474	94	8	1.69%	8.51%
1989	HDGV	0	0	0	-	-	0	0	0	-	-	779	114	13	1.67%	11.40%
1989	LDGT1	3,113	781	103	3.31%	13.19%	151	42	14	9.27%	33.33%	0	0	0	-	-
1989	LDGT2	1,302	267	41	3.15%	15.36%	45	16	1	2.22%	6.25%	0	0	0	-	-
1989	LDGV	8,098	1,823	259	3.20%	14.21%	325	61	8	2.46%	13.11%	0	0	0	-	-
1989	Unknown	3	1	0	0.00%	0.00%	0	0	0	-	-	341	63	8	2.35%	12.70%

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Model Yr	Veh Type	ASM Initial Insps	ASM Initial Fails	ASM No Known Outcome	ASM Drop Rate % of Initial Insps	ASM Drop Rate % of Initial Fails	2500 Initial Insps	2500 Initial Fails	2500 No Known Outcome	2500 Drop Rate % of Initial Insps	2500 Drop Rate % of Initial Fails	Idle Initial Insps	Idle Initial Fails	Idle No Known Outcome	Idle Drop Rate % of Initial Insps	Idle Drop Rate % of Initial Fails
1990	HDGV	0	0	0	-	-	0	0	0	-	-	933	124	16	1.71%	12.90%
1990	LDGT1	5,481	1,112	138	2.52%	12.41%	202	47	5	2.48%	10.64%	0	0	0	-	-
1990	LDGT2	2,330	392	47	2.02%	11.99%	79	16	5	6.33%	31.25%	0	0	0	-	-
1990	LDGV	23,157	4,582	520	2.25%	11.35%	852	148	19	2.23%	12.84%	0	0	0	-	-
1990	Unknown	8	1	0	0.00%	0.00%	1	0	0	0.00%	-	386	64	10	2.59%	15.63%
1991	HDGV	0	0	0	-	-	0	0	0	-	-	433	31	5	1.15%	16.13%
1991	LDGT1	3,936	908	121	3.07%	13.33%	230	46	6	2.61%	13.04%	0	0	0	-	-
1991	LDGT2	924	230	23	2.49%	10.00%	75	11	1	1.33%	9.09%	0	0	0	-	-
1991	LDGV	13,603	3,885	476	3.50%	12.25%	958	186	19	1.98%	10.22%	0	0	0	-	-
1991	Unknown	4	1	0	0.00%	0.00%	0	0	0	-	-	219	30	5	2.28%	16.67%
1992	HDGV	0	0	0	-	-	0	0	0	-	-	845	71	7	0.83%	9.86%
1992	LDGT1	8,853	1,951	195	2.20%	9.99%	403	82	8	1.99%	9.76%	0	0	0	-	-
1992	LDGT2	3,043	554	56	1.84%	10.11%	152	30	3	1.97%	10.00%	0	0	0	-	-
1992	LDGV	35,386	8,159	854	2.41%	10.47%	2,534	342	42	1.66%	12.28%	0	0	0	-	-
1992	Unknown	9	0	0	0.00%	-	2	0	0	0.00%	-	366	38	3	0.82%	7.89%
1993	HDGV	0	0	0	-	-	0	0	0	-	-	715	79	11	1.54%	13.92%
1993	LDGT1	7,674	1,679	221	2.88%	13.16%	920	269	38	4.13%	14.13%	0	0	0	-	-
1993	LDGT2	2,276	421	47	2.07%	11.16%	142	25	2	1.41%	8.00%	0	0	0	-	-
1993	LDGV	23,588	5,867	748	3.17%	12.75%	1,697	369	37	2.18%	10.03%	0	0	0	-	-
1993	Unknown	11	2	0	0.00%	0.00%	2	0	0	0.00%	-	317	38	8	2.52%	21.05%
1994	HDGV	0	0	0	-	-	0	0	0	-	-	2,001	170	14	0.70%	8.24%
1994	LDGT1	20,348	3,188	352	1.73%	11.04%	2,328	514	41	1.76%	7.98%	0	0	0	-	-
1994	LDGT2	7,071	802	90	1.27%	11.22%	438	60	6	1.37%	10.00%	0	0	0	-	-
1994	LDGV	55,594	8,974	927	1.67%	10.33%	4,042	581	42	1.04%	7.23%	0	0	0	-	-
1994	Unknown	14	2	0	0.00%	0.00%	4	0	0	0.00%	-	824	76	6	0.73%	7.89%
1995	HDGV	0	0	0	-	-	0	0	0	-	-	1,791	128	16	0.89%	12.50%
1995	LDGT1	14,215	2,140	242	1.70%	11.31%	1,538	265	22	1.43%	8.30%	1	1	0	0.00%	0.00%
1995	LDGT2	4,695	609	65	1.38%	10.67%	389	58	6	1.54%	10.34%	0	0	0	-	-
1995	LDGV	36,304	5,830	729	2.01%	12.50%	2,771	416	41	1.48%	9.86%	1	1	1	100.00%	100.00%
1995	Unknown	9	1	0	0.00%	0.00%	2	0	0	0.00%	-	703	70	16	2.28%	22.86%
1996	HDGV	0	0	0	-	-	0	0	0	-	-	2,403	143	13	0.54%	9.09%
1996	LDGT1	163	17	1	0.61%	5.88%	135	9	0	0.00%	0.00%	0	0	0	-	-
1996	LDGT2	91	13	0	0.00%	0.00%	36	1	0	0.00%	0.00%	0	0	0	-	-
1996	LDGV	122	6	0	0.00%	0.00%	172	11	1	0.58%	9.09%	0	0	0	-	-
1996	Unknown	0	0	0	-	-	0	0	0	-	-	963	53	7	0.73%	13.21%



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Model Yr	Veh Type	ASM Initial Insps	ASM Initial Fails	ASM No Known Outcome	ASM Drop Rate % of Initial Insps	ASM Drop Rate % of Initial Fails	2500 Initial Insps	2500 Initial Fails	2500 No Known Outcome	2500 Drop Rate % of Initial Insps	2500 Drop Rate % of Initial Fails	Idle Initial Insps	Idle Initial Fails	Idle No Known Outcome	Idle Drop Rate % of Initial Insps	Idle Drop Rate % of Initial Fails
1997	HDGV	0	0	0	-	-	0	0	0	-	-	2,131	107	13	0.61%	12.15%
1997	LDGT1	228	25	2	0.88%	8.00%	112	6	0	0.00%	0.00%	0	0	0	-	-
1997	LDGT2	57	2	0	0.00%	0.00%	10	0	0	0.00%	-	1	0	0	0.00%	-
1997	LDGV	209	30	4	1.91%	13.33%	40	8	0	0.00%	0.00%	0	0	1	-	-
1997	Unknown	0	0	0	-	-	0	0	0	-	-	966	59	10	1.04%	16.95%
1998	HDGV	0	0	0	-	-	0	0	0	-	-	2,554	71	7	0.27%	9.86%
1998	LDGT1	1,619	44	7	0.43%	15.91%	131	0	0	0.00%	-	0	0	0	-	-
1998	LDGT2	81	4	1	1.23%	25.00%	24	2	0	0.00%	0.00%	0	0	0	-	-
1998	LDGV	423	61	9	2.13%	14.75%	58	5	1	1.72%	20.00%	1	0	0	0.00%	-
1998	Unknown	1	0	0	0.00%	-	0	0	0	-	-	1,206	39	3	0.25%	7.69%
1999	HDGV	0	0	0	-	-	0	0	0	-	-	2,707	70	6	0.22%	8.57%
1999	LDGT1	5	0	0	0.00%	-	13	2	0	0.00%	0.00%	0	0	0	-	-
1999	LDGT2	4	1	0	0.00%	0.00%	9	0	0	0.00%	-	0	0	0	-	-
1999	LDGV	251	8	1	0.40%	12.50%	64	2	0	0.00%	0.00%	0	0	0	-	-
1999	Unknown	0	0	0	-	-	1	0	0	0.00%	-	1,382	45	6	0.43%	13.33%
2000	HDGV	0	0	0	-	-	0	0	0	-	-	5,350	79	7	0.13%	8.86%
2000	LDGT1	32	2	0	0.00%	0.00%	27	0	0	0.00%	-	1	1	0	0.00%	0.00%
2000	LDGT2	2	0	0	0.00%	-	10	0	0	0.00%	-	0	0	0	-	-
2000	LDGV	261	2	0	0.00%	0.00%	69	4	1	1.45%	25.00%	0	0	0	-	-
2000	Unknown	0	0	0	-	-	0	0	0	-	-	2,894	51	7	0.24%	13.73%
2001	HDGV	0	0	0	-	-	0	0	0	-	-	3,463	24	5	0.14%	20.83%
2001	LDGT1	7	0	0	0.00%	-	18	0	0	0.00%	-	0	0	0	-	-
2001	LDGT2	3	0	0	0.00%	-	8	0	0	0.00%	-	0	0	0	-	-
2001	LDGV	228	4	0	0.00%	0.00%	69	2	0	0.00%	0.00%	0	0	1	-	-
2001	Unknown	0	0	0	-	-	0	0	0	-	-	1,814	24	3	0.17%	12.50%
2002	HDGV	0	0	0	-	-	0	0	0	-	-	5,854	42	7	0.12%	16.67%
2002	LDGT1	16	0	0	0.00%	-	264	0	0	0.00%	-	0	0	0	-	-
2002	LDGT2	6	0	0	0.00%	-	18	1	0	0.00%	0.00%	0	0	0	-	-
2002	LDGV	30	3	0	0.00%	0.00%	54	1	1	1.85%	100.00%	2	2	1	50.00%	50.00%
2002	Unknown	0	0	0	-	-	0	0	0	-	-	3,209	23	3	0.09%	13.04%
2003	HDGV	0	0	0	-	-	0	0	0	-	-	3,421	20	2	0.06%	10.00%
2003	LDGT1	4	0	0	0.00%	-	13	1	0	0.00%	0.00%	0	0	0	-	-
2003	LDGT2	4	0	0	0.00%	-	13	0	0	0.00%	-	0	0	0	-	-
2003	LDGV	152	1	0	0.00%	0.00%	107	2	0	0.00%	0.00%	0	0	0	-	-
2003	Unknown	0	0	0	-	-	1	0	0	0.00%	-	1,832	15	1	0.05%	6.67%

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Model Yr	Veh Type	ASM Initial Insp	ASM Initial Fails	ASM No Known Outcome	ASM Drop Rate % of Initial Insp	ASM Drop Rate % of Initial Fails	2500 Initial Insp	2500 Initial Fails	2500 No Known Outcome	2500 Drop Rate % of Initial Insp	2500 Drop Rate % of Initial Fails	Idle Initial Insp	Idle Initial Fails	Idle No Known Outcome	Idle Drop Rate % of Initial Insp	Idle Drop Rate % of Initial Fails
2004	HDGV	0	0	0	-	-	0	0	0	-	-	7,088	19	5	0.07%	26.32%
2004	LDGT1	38	0	0	0.00%	-	558	0	0	0.00%	-	0	0	0	-	-
2004	LDGT2	217	0	0	0.00%	-	344	1	0	0.00%	0.00%	0	0	0	-	-
2004	LDGV	3,949	12	0	0.00%	0.00%	622	2	0	0.00%	0.00%	0	0	0	-	-
2004	Unknown	1	0	0	0.00%	-	5	0	0	0.00%	-	3,675	11	2	0.05%	18.18%
2005	HDGV	0	0	0	-	-	0	0	0	-	-	1,983	3	1	0.05%	33.33%
2005	LDGT1	49	0	0	0.00%	-	531	1	0	0.00%	0.00%	0	0	0	-	-
2005	LDGT2	113	1	0	0.00%	0.00%	219	0	0	0.00%	-	0	0	0	-	-
2005	LDGV	1,451	3	0	0.00%	0.00%	777	3	0	0.00%	0.00%	0	0	0	-	-
2005	Unknown	2	0	0	0.00%	-	2	0	0	0.00%	-	983	4	0	0.00%	0.00%
2006	HDGV	0	0	0	-	-	0	0	0	-	-	1,171	1	0	0.00%	0.00%
2006	LDGT1	41	0	0	0.00%	-	142	0	0	0.00%	-	0	0	0	-	-
2006	LDGT2	52	0	0	0.00%	-	225	0	0	0.00%	-	0	0	0	-	-
2006	LDGV	337	2	0	0.00%	0.00%	509	1	0	0.00%	0.00%	0	0	0	-	-
2006	Unknown	0	0	0	-	-	1	0	0	0.00%	-	552	3	0	0.00%	0.00%
2007	HDGV	0	0	0	-	-	0	0	0	-	-	874	0	0	0.00%	-
2007	LDGT1	53	0	0	0.00%	-	185	0	0	0.00%	-	0	0	0	-	-
2007	LDGT2	33	0	0	0.00%	-	182	0	0	0.00%	-	0	0	0	-	-
2007	LDGV	334	0	0	0.00%	-	513	11	0	0.00%	0.00%	0	0	0	-	-
2007	Unknown	0	0	0	-	-	0	0	0	-	-	353	0	0	0.00%	-
2008	HDGV	0	0	0	-	-	0	0	0	-	-	389	1	1	0.26%	100.00%
2008	LDGT1	25	0	0	0.00%	-	199	2	0	0.00%	0.00%	0	0	0	-	-
2008	LDGT2	25	0	0	0.00%	-	155	0	0	0.00%	-	0	0	0	-	-
2008	LDGV	152	0	0	0.00%	-	453	1	0	0.00%	0.00%	0	0	0	-	-
2008	Unknown	1	0	0	0.00%	-	0	0	0	-	-	227	0	0	0.00%	-
2009	HDGV	0	0	0	-	-	0	0	0	-	-	24	0	0	0.00%	-
2009	LDGT1	1	0	0	0.00%	-	22	0	0	0.00%	-	0	0	0	-	-
2009	LDGT2	0	0	0	-	-	8	0	0	0.00%	-	0	0	0	-	-
2009	LDGV	6	0	0	0.00%	-	41	1	0	0.00%	0.00%	0	0	0	-	-
2009	Unknown	0	0	0	-	-	0	0	0	-	-	38	1	0	0.00%	0.00%
<b>Totals</b>		<b>338,667</b>	<b>64,863</b>	<b>7,551</b>	<b>2.2%</b>	<b>11.6%</b>	<b>29,840</b>	<b>4,112</b>	<b>422</b>	<b>1.4%</b>	<b>10.3%</b>	<b>84,322</b>	<b>5,193</b>	<b>596</b>	<b>0.7%</b>	<b>11.5%</b>

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Model Yr	Veh Type	Gas Cap Initial Insp	Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap Drop Rate % of Initial Insp	Gas Cap Drop Rate % of Initial Fails	Cat Conv Initial Insp	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv Drop Rate % of Initial Insp	Cat Conv Drop Rate % of Initial Fails	Smoke Initial Insp	Smoke Initial Fails	Smoke No Known Outcome	Smoke Drop Rate % of Initial Insp	Smoke Drop Rate % of Initial Fails
Pre 84/Unknown	HDGV	642	27	4	0.62%	14.81%	414	2	0	0.00%	0.00%	710	5	2	0.28%	40.00%
Pre 84/Unknown	LDGT1	1,507	149	14	0.93%	9.40%	1,303	17	0	0.00%	0.00%	1,837	36	5	0.27%	13.89%
Pre 84/Unknown	LDGT2	838	83	10	1.19%	12.05%	645	19	1	0.16%	5.26%	954	11	0	0.00%	0.00%
Pre 84/Unknown	LDGV	5,730	281	35	0.61%	12.46%	5,124	31	5	0.10%	16.13%	8,612	150	29	0.34%	19.33%
Pre 84/Unknown	Unknown	381	46	4	1.05%	8.70%	227	2	0	0.00%	0.00%	564	9	2	0.35%	22.22%
1984	HDGV	300	18	1	0.33%	5.56%	232	7	1	0.43%	14.29%	316	3	0	0.00%	0.00%
1984	LDGT1	793	43	2	0.25%	4.65%	814	4	0	0.00%	0.00%	818	13	6	0.73%	46.15%
1984	LDGT2	341	26	2	0.59%	7.69%	340	4	0	0.00%	0.00%	344	6	0	0.00%	0.00%
1984	LDGV	2,920	153	15	0.51%	9.80%	2,995	8	1	0.03%	12.50%	2,996	42	3	0.10%	7.14%
1984	Unknown	128	15	0	0.00%	0.00%	95	0	0	0.00%	-	145	1	0	0.00%	0.00%
1985	HDGV	286	19	2	0.70%	10.53%	199	1	0	0.00%	100.00%	295	5	1	0.34%	20.00%
1985	LDGT1	740	52	5	0.68%	9.62%	746	8	1	0.13%	12.50%	750	14	1	0.13%	7.14%
1985	LDGT2	265	23	1	0.38%	4.35%	267	4	1	0.37%	25.00%	268	9	2	0.75%	22.22%
1985	LDGV	2,349	93	10	0.43%	10.75%	2,402	4	1	0.04%	25.00%	2,406	42	8	0.33%	19.05%
1985	Unknown	138	13	2	1.45%	15.38%	97	1	0	0.00%	0.00%	170	4	1	0.59%	25.00%
1986	HDGV	786	35	2	0.25%	5.71%	575	3	0	0.00%	0.00%	826	3	0	0.00%	0.00%
1986	LDGT1	2,333	143	21	0.90%	14.69%	2,352	6	0	0.00%	0.00%	2,359	31	4	0.17%	12.90%
1986	LDGT2	807	76	7	0.87%	9.21%	808	3	1	0.12%	33.33%	815	10	3	0.37%	30.00%
1986	LDGV	7,355	250	14	0.19%	5.60%	7,484	14	6	0.08%	42.86%	7,499	135	10	0.13%	7.41%
1986	Unknown	316	25	1	0.32%	4.00%	244	1	0	0.00%	0.00%	395	7	1	0.25%	14.29%
1987	HDGV	496	21	3	0.60%	14.29%	418	1	0	0.00%	0.00%	525	4	1	0.19%	25.00%
1987	LDGT1	2,075	130	14	0.67%	10.77%	2,086	8	1	0.05%	12.50%	2,091	38	10	0.48%	26.32%
1987	LDGT2	716	49	11	1.54%	22.45%	716	4	2	0.28%	50.00%	719	14	2	0.28%	14.29%
1987	LDGV	5,215	179	22	0.42%	12.29%	5,296	12	5	0.09%	41.67%	5,307	92	17	0.32%	18.48%
1987	Unknown	233	12	0	0.00%	0.00%	190	1	1	0.53%	100.00%	281	1	0	0.00%	0.00%
1988	HDGV	1,067	41	5	0.47%	12.20%	1,058	3	0	0.00%	0.00%	1,118	5	2	0.18%	40.00%
1988	LDGT1	4,772	225	22	0.46%	9.78%	4,788	8	1	0.02%	12.50%	4,793	64	9	0.19%	14.06%
1988	LDGT2	2,087	128	9	0.43%	7.03%	2,096	1	0	0.00%	0.00%	2,103	35	5	0.24%	14.29%
1988	LDGV	12,863	381	29	0.23%	7.61%	12,959	14	3	0.02%	21.43%	12,974	170	29	0.22%	17.06%
1988	Unknown	404	34	4	0.99%	11.76%	402	1	0	0.00%	0.00%	479	1	0	0.00%	0.00%
1989	HDGV	761	31	3	0.39%	9.68%	762	1	0	0.00%	0.00%	779	6	0	0.00%	0.00%
1989	LDGT1	3,246	197	20	0.62%	10.15%	3,258	3	0	0.00%	0.00%	3,263	61	6	0.18%	9.84%
1989	LDGT2	1,345	73	13	0.97%	17.81%	1,343	6	2	0.15%	33.33%	1,347	16	4	0.30%	25.00%
1989	LDGV	8,315	251	20	0.24%	7.97%	8,411	24	6	0.07%	25.00%	8,424	148	24	0.28%	16.22%
1989	Unknown	305	29	4	1.31%	13.79%	304	1	0	0.00%	0.00%	344	1	0	0.00%	0.00%

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**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	Gas Cap Initial Insp	Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap Drop Rate % of Initial Insp	Gas Cap Drop Rate % of Initial Fails	Cat Conv Initial Insp	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv Drop Rate % of Initial Insp	Cat Conv Drop Rate % of Initial Fails	Smoke Initial Insp	Smoke Initial Fails	Smoke No Known Outcome	Smoke Drop Rate % of Initial Insp	Smoke Drop Rate % of Initial Fails
1990	HDGV	917	40	2	0.22%	5.00%	908	1	0	0.00%	0.00%	933	14	7	0.75%	50.00%
1990	LDGT1	5,673	296	25	0.44%	8.45%	5,677	9	2	0.04%	22.22%	5,685	96	14	0.25%	14.58%
1990	LDGT2	2,404	130	12	0.50%	9.23%	2,405	4	1	0.04%	25.00%	2,408	31	7	0.29%	22.58%
1990	LDGV	23,877	728	48	0.20%	6.59%	23,983	32	6	0.03%	18.75%	24,013	316	54	0.22%	17.09%
1990	Unknown	362	24	3	0.83%	12.50%	371	0	0	0.00%	-	395	3	1	0.25%	33.33%
1991	HDGV	431	20	2	0.46%	10.00%	429	1	0	0.00%	0.00%	433	4	1	0.23%	25.00%
1991	LDGT1	4,158	192	16	0.38%	8.33%	4,159	6	2	0.05%	33.33%	4,164	65	9	0.22%	13.85%
1991	LDGT2	999	49	5	0.50%	10.20%	997	2	0	0.00%	0.00%	999	11	3	0.30%	27.27%
1991	LDGV	14,491	523	44	0.30%	8.41%	14,542	24	4	0.03%	16.67%	14,562	316	53	0.36%	16.77%
1991	Unknown	209	19	3	1.44%	15.79%	216	1	0	0.00%	0.00%	223	2	0	0.00%	0.00%
1992	HDGV	844	42	3	0.36%	7.14%	843	1	1	0.12%	100.00%	845	6	1	0.12%	16.67%
1992	LDGT1	9,249	424	25	0.27%	5.90%	9,249	4	2	0.02%	50.00%	9,256	165	17	0.18%	10.30%
1992	LDGT2	3,192	135	12	0.38%	8.89%	3,191	1	1	0.03%	100.00%	3,194	31	6	0.19%	19.35%
1992	LDGV	37,847	954	60	0.16%	6.29%	37,871	45	11	0.03%	24.44%	37,919	756	93	0.25%	12.30%
1992	Unknown	344	26	3	0.87%	11.54%	362	2	0	0.00%	0.00%	377	0	0	0.00%	-
1993	HDGV	711	30	1	0.14%	3.33%	713	1	0	0.00%	0.00%	715	7	0	0.00%	0.00%
1993	LDGT1	8,579	346	41	0.48%	11.85%	8,587	6	0	0.00%	0.00%	8,594	191	28	0.33%	14.66%
1993	LDGT2	2,416	107	8	0.33%	7.48%	2,416	2	0	0.00%	0.00%	2,419	18	3	0.12%	16.67%
1993	LDGV	25,228	727	67	0.27%	9.22%	25,258	37	11	0.04%	29.73%	25,287	547	82	0.32%	14.99%
1993	Unknown	309	22	3	0.97%	13.64%	326	0	0	0.00%	-	330	2	1	0.30%	50.00%
1994	HDGV	1,996	78	4	0.20%	5.13%	1,988	2	0	0.00%	0.00%	2,001	11	2	0.10%	18.18%
1994	LDGT1	22,663	693	54	0.24%	7.79%	22,659	9	1	0.00%	11.11%	22,677	394	39	0.17%	9.90%
1994	LDGT2	7,502	311	5	0.07%	1.61%	7,506	3	0	0.00%	0.00%	7,509	63	13	0.17%	20.63%
1994	LDGV	59,496	1,543	98	0.16%	6.35%	59,566	36	7	0.01%	19.44%	59,633	1,047	107	0.18%	10.22%
1994	Unknown	804	81	6	0.75%	7.41%	828	1	0	0.00%	0.00%	841	2	0	0.00%	0.00%
1995	HDGV	1,786	67	7	0.39%	10.45%	1,781	1	0	0.00%	0.00%	1,791	6	0	0.00%	0.00%
1995	LDGT1	15,737	463	37	0.24%	7.99%	15,739	7	3	0.02%	42.86%	15,757	150	23	0.15%	15.33%
1995	LDGT2	5,080	215	13	0.26%	6.05%	5,079	3	1	0.02%	33.33%	5,085	31	4	0.08%	12.90%
1995	LDGV	38,919	1,112	82	0.21%	7.37%	39,033	36	10	0.03%	27.78%	39,076	573	90	0.23%	15.71%
1995	Unknown	676	50	4	0.59%	8.00%	699	3	1	0.14%	33.33%	714	2	1	0.14%	50.00%
1996	HDGV	2,399	81	2	0.08%	2.47%	2,362	0	0	0.00%	-	2,403	4	1	0.04%	25.00%
1996	LDGT1	30,087	1,299	101	0.34%	7.78%	30,080	4	2	0.01%	50.00%	30,103	133	22	0.07%	16.54%
1996	LDGT2	8,331	236	11	0.13%	4.66%	8,328	4	1	0.01%	25.00%	8,332	21	3	0.04%	14.29%
1996	LDGV	75,032	1,595	117	0.16%	7.34%	75,111	54	16	0.02%	29.63%	75,177	392	43	0.06%	10.97%
1996	Unknown	953	57	2	0.21%	3.51%	955	1	0	0.00%	0.00%	979	4	0	0.00%	0.00%

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	Gas Cap Initial Insp	Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap Drop Rate % of Initial Insp	Gas Cap Drop Rate % of Initial Fails	Cat Conv Initial Insp	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv Drop Rate % of Initial Insp	Cat Conv Drop Rate % of Initial Fails	Smoke Initial Insp	Smoke Initial Fails	Smoke No Known Outcome	Smoke Drop Rate % of Initial Insp	Smoke Drop Rate % of Initial Fails
1997	HDGV	2,126	64	2	0.09%	3.13%	2,119	1	0	0.00%	0.00%	2,133	9	0	0.00%	0.00%
1997	LDGT1	24,090	870	60	0.25%	6.90%	24,078	4	1	0.00%	25.00%	24,101	85	10	0.04%	11.76%
1997	LDGT2	6,610	150	14	0.21%	9.33%	6,612	3	0	0.00%	0.00%	6,613	22	3	0.05%	13.64%
1997	LDGV	53,514	1,149	83	0.16%	7.22%	53,651	35	5	0.01%	14.29%	53,701	256	36	0.07%	14.06%
1997	Unknown	935	66	5	0.53%	7.58%	959	0	0	0.00%	-	978	1	0	0.00%	0.00%
1998	HDGV	2,551	91	4	0.16%	4.40%	2,553	0	0	0.00%	-	2,555	5	0	0.00%	0.00%
1998	LDGT1	47,520	1,141	61	0.13%	5.35%	47,504	5	0	0.00%	0.00%	47,535	111	14	0.03%	12.61%
1998	LDGT2	12,788	310	18	0.14%	5.81%	12,786	2	1	0.01%	50.00%	12,794	14	2	0.02%	14.29%
1998	LDGV	103,056	1,990	111	0.11%	5.58%	103,332	46	12	0.01%	26.09%	103,399	343	53	0.05%	15.45%
1998	Unknown	1,189	74	3	0.25%	4.05%	1,227	2	0	0.00%	0.00%	1,233	0	0	0.00%	-
1999	HDGV	2,699	73	0	0.00%	0.00%	2,703	1	0	0.00%	0.00%	2,709	3	1	0.04%	33.33%
1999	LDGT1	31,671	826	36	0.11%	4.36%	31,660	2	0	0.00%	0.00%	31,686	59	5	0.02%	8.47%
1999	LDGT2	13,523	279	18	0.13%	6.45%	13,520	2	1	0.01%	50.00%	13,528	17	1	0.01%	5.88%
1999	LDGV	74,756	1,645	93	0.12%	5.65%	74,988	24	5	0.01%	20.83%	75,042	193	22	0.03%	11.40%
1999	Unknown	1,378	83	5	0.36%	6.02%	1,400	0	0	0.00%	-	1,401	1	2	0.14%	200.00%
2000	HDGV	5,345	143	5	0.09%	3.50%	5,345	0	0	0.00%	-	5,348	9	1	0.02%	11.11%
2000	LDGT1	64,872	1,487	62	0.10%	4.17%	64,867	4	1	0.00%	25.00%	64,895	58	8	0.01%	13.79%
2000	LDGT2	19,379	411	15	0.08%	3.65%	19,393	1	1	0.01%	100.00%	19,399	27	5	0.03%	18.52%
2000	LDGV	144,627	2,455	97	0.07%	3.95%	145,049	19	2	0.00%	10.53%	145,119	273	25	0.02%	9.16%
2000	Unknown	2,901	126	2	0.07%	1.59%	2,923	0	0	0.00%	-	2,924	3	0	0.00%	0.00%
2001	HDGV	3,457	109	5	0.14%	4.59%	3,458	0	0	0.00%	-	3,462	1	1	0.03%	100.00%
2001	LDGT1	39,498	1,109	40	0.10%	3.61%	39,497	0	0	0.00%	-	39,525	21	4	0.01%	19.05%
2001	LDGT2	13,799	463	18	0.13%	3.89%	13,813	0	0	0.00%	-	13,826	16	3	0.02%	18.75%
2001	LDGV	86,775	1,543	69	0.08%	4.47%	87,430	14	2	0.00%	14.29%	87,476	121	17	0.02%	14.05%
2001	Unknown	1,812	86	3	0.17%	3.49%	1,835	0	0	0.00%	-	1,837	1	0	0.00%	0.00%
2002	HDGV	5,853	169	7	0.12%	4.14%	5,853	0	0	0.00%	-	5,856	5	0	0.00%	0.00%
2002	LDGT1	88,152	1,831	58	0.07%	3.17%	88,394	5	0	0.00%	0.00%	88,426	19	1	0.00%	5.26%
2002	LDGT2	27,071	745	37	0.14%	4.97%	27,105	1	0	0.00%	0.00%	27,121	5	0	0.00%	0.00%
2002	LDGV	150,924	2,654	91	0.06%	3.43%	152,459	27	0	0.00%	0.00%	152,530	68	8	0.01%	11.76%
2002	Unknown	3,208	181	5	0.16%	2.76%	3,242	0	0	0.00%	-	3,245	1	0	0.00%	0.00%
2003	HDGV	3,422	126	5	0.15%	3.97%	3,419	0	0	0.00%	-	3,422	3	0	0.00%	0.00%
2003	LDGT1	40,516	1,191	31	0.08%	2.60%	40,652	1	0	0.00%	0.00%	40,667	6	1	0.00%	16.67%
2003	LDGT2	16,245	388	17	0.10%	4.38%	16,282	1	0	0.00%	0.00%	16,294	2	0	0.00%	0.00%
2003	LDGV	83,888	1,448	43	0.05%	2.97%	85,923	12	4	0.00%	33.33%	85,963	17	2	0.00%	11.76%
2003	Unknown	1,837	124	3	0.16%	2.42%	1,853	0	0	0.00%	-	1,855	0	0	0.00%	-

**New Jersey Enhanced Inspection and Maintenance Program**  
**Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	Gas Cap Initial Insp	Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap Drop Rate % of Initial Insp	Gas Cap Drop Rate % of Initial Fails	Cat Conv Initial Insp	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv Drop Rate % of Initial Insp	Cat Conv Drop Rate % of Initial Fails	Smoke Initial Insp	Smoke Initial Fails	Smoke No Known Outcome	Smoke Drop Rate % of Initial Insp	Smoke Drop Rate % of Initial Fails
2004	HDGV	7,058	218	7	0.10%	3.21%	7,086	0	0	0.00%	-	7,090	4	2	0.03%	50.00%
2004	LDGT1	96,656	2,033	50	0.05%	2.46%	96,953	3	0	0.00%	0.00%	96,977	8	1	0.00%	12.50%
2004	LDGT2	38,834	759	22	0.06%	2.90%	38,936	1	0	0.00%	0.00%	38,944	1	0	0.00%	0.00%
2004	LDGV	148,163	2,926	74	0.05%	2.53%	151,658	21	3	0.00%	14.29%	151,714	10	0	0.00%	0.00%
2004	Unknown	3,683	179	5	0.14%	2.79%	3,714	0	0	0.00%	-	3,717	1	0	0.00%	0.00%
2005	HDGV	1,980	42	2	0.10%	4.76%	1,983	0	0	0.00%	-	1,984	2	0	0.00%	0.00%
2005	LDGT1	36,553	653	14	0.04%	2.14%	36,634	0	0	0.00%	-	36,647	1	1	0.00%	100.00%
2005	LDGT2	10,456	135	4	0.04%	2.96%	10,496	0	0	0.00%	-	10,496	1	0	0.00%	0.00%
2005	LDGV	67,732	1,255	50	0.07%	3.98%	70,362	11	1	0.00%	9.09%	70,388	9	0	0.00%	0.00%
2005	Unknown	987	23	1	0.10%	4.35%	994	0	0	0.00%	-	996	1	0	0.00%	0.00%
2006	HDGV	1,169	13	1	0.09%	7.69%	1,170	0	0	0.00%	-	1,171	0	0	0.00%	-
2006	LDGT1	9,204	160	8	0.09%	5.00%	9,225	0	0	0.00%	-	9,228	0	0	0.00%	-
2006	LDGT2	6,316	52	1	0.02%	1.92%	6,356	1	1	0.02%	100.00%	6,358	0	0	0.00%	-
2006	LDGV	22,505	346	4	0.02%	1.16%	23,618	0	0	0.00%	-	23,623	0	0	0.00%	-
2006	Unknown	553	9	1	0.18%	11.11%	557	0	0	0.00%	-	558	0	0	0.00%	-
2007	HDGV	869	5	1	0.12%	20.00%	874	0	0	0.00%	-	875	0	0	0.00%	-
2007	LDGT1	7,493	81	2	0.03%	2.47%	7,521	1	0	0.00%	0.00%	7,524	1	0	0.00%	0.00%
2007	LDGT2	3,492	31	1	0.03%	3.23%	3,521	0	0	0.00%	-	3,521	0	0	0.00%	-
2007	LDGV	17,891	349	7	0.04%	2.01%	18,484	3	0	0.00%	0.00%	18,492	3	0	0.00%	0.00%
2007	Unknown	352	3	0	0.00%	0.00%	352	0	0	0.00%	-	352	0	0	0.00%	-
2008	HDGV	373	4	1	0.27%	25.00%	389	0	0	0.00%	-	389	0	0	0.00%	-
2008	LDGT1	2,642	15	2	0.08%	13.33%	2,792	0	0	0.00%	-	2,795	0	0	0.00%	-
2008	LDGT2	1,893	18	1	0.05%	5.56%	2,065	0	0	0.00%	-	2,067	0	0	0.00%	-
2008	LDGV	6,476	67	3	0.05%	4.48%	7,138	0	0	0.00%	-	7,139	0	0	0.00%	-
2008	Unknown	217	1	0	0.00%	0.00%	229	0	0	0.00%	-	229	0	0	0.00%	-
2009	HDGV	24	0	0	0.00%	-	24	0	0	0.00%	-	24	0	0	0.00%	-
2009	LDGT1	122	3	0	0.00%	0.00%	135	0	0	0.00%	-	135	0	0	0.00%	-
2009	LDGT2	31	1	0	0.00%	0.00%	36	0	0	0.00%	-	36	0	0	0.00%	-
2009	LDGV	288	2	0	0.00%	0.00%	336	0	0	0.00%	-	336	0	0	0.00%	-
2009	Unknown	37	0	0	0.00%	-	38	0	0	0.00%	-	38	0	0	0.00%	-
<b>Totals</b>		<b>2,162,592</b>	<b>51,049</b>	<b>2,645</b>	<b>0.1%</b>	<b>5.2%</b>	<b>2,177,227</b>	<b>823</b>	<b>162</b>	<b>0.01%</b>	<b>19.7%</b>	<b>2,184,896</b>	<b>8,423</b>	<b>1,144</b>	<b>0.1%</b>	<b>13.6%</b>

**APPENDIX I -  
PART K**

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

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	Overall First Retest Insps	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insps	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate
Pre 84/Unknown	HDGV	117	22	95	18.8%	81.2%	0	0	0	-	-
Pre 84/Unknown	LDGT1	403	107	296	26.6%	73.4%	8	3	5	37.5%	62.5%
Pre 84/Unknown	LDGT2	243	59	184	24.3%	75.7%	2	0	2	0.0%	100.0%
Pre 84/Unknown	LDGV	1679	408	1271	24.3%	75.7%	22	6	16	27.3%	72.7%
Pre 84/Unknown	Unknown	129	27	102	20.9%	79.1%	0	0	0	-	-
1984	HDGV	65	10	55	15.4%	84.6%	0	0	0	-	-
1984	LDGT1	168	37	131	22.0%	78.0%	0	0	0	-	-
1984	LDGT2	87	21	66	24.1%	75.9%	0	0	0	-	-
1984	LDGV	657	168	489	25.6%	74.4%	0	0	0	-	-
1984	Unknown	39	10	29	25.6%	74.4%	0	0	0	-	-
1985	HDGV	48	14	34	29.2%	70.8%	0	0	0	-	-
1985	LDGT1	187	46	141	24.6%	75.4%	0	0	0	-	-
1985	LDGT2	67	22	45	32.8%	67.2%	0	0	0	-	-
1985	LDGV	532	160	372	30.1%	69.9%	0	0	0	-	-
1985	Unknown	48	10	38	20.8%	79.2%	0	0	0	-	-
1986	HDGV	153	28	125	18.3%	81.7%	0	0	0	-	-
1986	LDGT1	402	91	311	22.6%	77.4%	0	0	0	-	-
1986	LDGT2	192	38	154	19.8%	80.2%	0	0	0	-	-
1986	LDGV	1556	386	1170	24.8%	75.2%	0	0	0	-	-
1986	Unknown	90	16	74	17.8%	82.2%	0	0	0	-	-
1987	HDGV	94	11	83	11.7%	88.3%	0	0	0	-	-
1987	LDGT1	362	89	273	24.6%	75.4%	0	0	0	-	-
1987	LDGT2	131	28	103	21.4%	78.6%	0	0	0	-	-
1987	LDGV	1123	333	790	29.7%	70.3%	0	0	0	-	-
1987	Unknown	62	13	49	21.0%	79.0%	0	0	0	-	-
1988	HDGV	148	28	120	18.9%	81.1%	0	0	0	-	-
1988	LDGT1	997	260	737	26.1%	73.9%	0	0	0	-	-
1988	LDGT2	410	89	321	21.7%	78.3%	0	0	0	-	-
1988	LDGV	2274	535	1739	23.5%	76.5%	0	0	0	-	-
1988	Unknown	111	25	86	22.5%	77.5%	0	0	0	-	-
1989	HDGV	104	19	85	18.3%	81.7%	0	0	0	-	-
1989	LDGT1	721	214	507	29.7%	70.3%	0	0	0	-	-
1989	LDGT2	252	51	201	20.2%	79.8%	0	0	0	-	-
1989	LDGV	1525	445	1080	29.2%	70.8%	0	0	0	-	-
1989	Unknown	68	13	55	19.1%	80.9%	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 2008**

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
1990	HDGV	124	23	101	18.5%	81.5%	0	0	0	-	-
1990	LDGT1	1088	253	835	23.3%	76.7%	0	0	0	-	-
1990	LDGT2	404	85	319	21.0%	79.0%	0	0	0	-	-
1990	LDGV	4206	958	3248	22.8%	77.2%	0	0	0	-	-
1990	Unknown	68	16	52	23.5%	76.5%	0	0	0	-	-
1991	HDGV	39	6	33	15.4%	84.6%	0	0	0	-	-
1991	LDGT1	833	223	610	26.8%	73.2%	0	0	0	-	-
1991	LDGT2	224	56	168	25.0%	75.0%	0	0	0	-	-
1991	LDGV	3431	1067	2364	31.1%	68.9%	0	0	0	-	-
1991	Unknown	33	6	27	18.2%	81.8%	0	0	0	-	-
1992	HDGV	88	14	74	15.9%	84.1%	0	0	0	-	-
1992	LDGT1	1941	454	1487	23.4%	76.6%	0	0	0	-	-
1992	LDGT2	579	132	447	22.8%	77.2%	0	0	0	-	-
1992	LDGV	7584	2004	5580	26.4%	73.6%	0	0	0	-	-
1992	Unknown	55	10	45	18.2%	81.8%	0	0	0	-	-
1993	HDGV	87	11	76	12.6%	87.4%	0	0	0	-	-
1993	LDGT1	1695	434	1261	25.6%	74.4%	0	0	0	-	-
1993	LDGT2	429	101	328	23.5%	76.5%	0	0	0	-	-
1993	LDGV	5327	1534	3793	28.8%	71.2%	0	0	0	-	-
1993	Unknown	43	5	38	11.6%	88.4%	0	0	0	-	-
1994	HDGV	207	30	177	14.5%	85.5%	0	0	0	-	-
1994	LDGT1	3526	790	2736	22.4%	77.6%	0	0	0	-	-
1994	LDGT2	982	178	804	18.1%	81.9%	0	0	0	-	-
1994	LDGV	8942	2006	6936	22.4%	77.6%	0	0	0	-	-
1994	Unknown	126	25	101	19.8%	80.2%	0	0	0	-	-
1995	HDGV	158	19	139	12.0%	88.0%	0	0	0	-	-
1995	LDGT1	2278	500	1778	21.9%	78.1%	0	0	0	-	-
1995	LDGT2	717	167	550	23.3%	76.7%	0	0	0	-	-
1995	LDGV	5726	1335	4391	23.3%	76.7%	0	0	0	-	-
1995	Unknown	94	15	79	16.0%	84.0%	0	0	0	-	-
1996	HDGV	193	19	174	9.8%	90.2%	0	0	0	-	-
1996	LDGT1	4803	1060	3743	22.1%	77.9%	3,818	963	2,855	25.2%	74.8%
1996	LDGT2	1253	230	1023	18.4%	81.6%	1,073	217	856	20.2%	79.8%
1996	LDGV	10102	2380	7722	23.6%	76.4%	8,742	2,256	6,486	25.8%	74.2%
1996	Unknown	95	12	83	12.6%	87.4%	2	0	2	0.0%	100.0%

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2008**

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
1997	HDGV	145	12	133	8.3%	91.7%	0	0	0	-	-
1997	LDGT1	4332	1021	3311	23.6%	76.4%	3,686	954	2,732	25.9%	74.1%
1997	LDGT2	1054	252	802	23.9%	76.1%	955	244	711	25.5%	74.5%
1997	LDGV	8263	2218	6045	26.8%	73.2%	7,363	2,103	5,260	28.6%	71.4%
1997	Unknown	99	8	91	8.1%	91.9%	3	0	3	0.0%	100.0%
1998	HDGV	145	12	133	8.3%	91.7%	0	0	0	-	-
1998	LDGT1	6190	1349	4841	21.8%	78.2%	5,271	1,261	4,010	23.9%	76.1%
1998	LDGT2	1589	319	1270	20.1%	79.9%	1,347	303	1,044	22.5%	77.5%
1998	LDGV	11666	2475	9191	21.2%	78.8%	9,956	2,321	7,635	23.3%	76.7%
1998	Unknown	104	10	94	9.6%	90.4%	2	0	2	0.0%	100.0%
1999	HDGV	133	15	118	11.3%	88.7%	0	0	0	-	-
1999	LDGT1	3695	694	3001	18.8%	81.2%	3,058	649	2,409	21.2%	78.8%
1999	LDGT2	1501	285	1216	19.0%	81.0%	1,280	263	1,017	20.5%	79.5%
1999	LDGV	9058	1918	7140	21.2%	78.8%	7,741	1,821	5,920	23.5%	76.5%
1999	Unknown	113	9	104	8.0%	92.0%	1	0	1	0.0%	100.0%
2000	HDGV	199	13	186	6.5%	93.5%	0	0	0	-	-
2000	LDGT1	6256	1019	5237	16.3%	83.7%	5,043	942	4,101	18.7%	81.3%
2000	LDGT2	1674	256	1418	15.3%	84.7%	1,325	233	1,092	17.6%	82.4%
2000	LDGV	13380	2185	11195	16.3%	83.7%	11,252	2,069	9,183	18.4%	81.6%
2000	Unknown	163	12	151	7.4%	92.6%	3	1	2	33.3%	66.7%
2001	HDGV	125	3	122	2.4%	97.6%	0	0	0	-	-
2001	LDGT1	5721	1282	4439	22.4%	77.6%	4,899	1,223	3,676	25.0%	75.0%
2001	LDGT2	1791	338	1453	18.9%	81.1%	1,416	310	1,106	21.9%	78.1%
2001	LDGV	9916	2237	7679	22.6%	77.4%	8,644	2,149	6,495	24.9%	75.1%
2001	Unknown	104	7	97	6.7%	93.3%	1	0	1	0.0%	100.0%
2002	HDGV	191	8	183	4.2%	95.8%	0	0	0	-	-
2002	LDGT1	8166	1300	6866	15.9%	84.1%	6,681	1,224	5,457	18.3%	81.7%
2002	LDGT2	2789	420	2369	15.1%	84.9%	2,194	387	1,807	17.6%	82.4%
2002	LDGV	11108	1780	9328	16.0%	84.0%	8,867	1,692	7,175	19.1%	80.9%
2002	Unknown	190	11	179	5.8%	94.2%	3	0	3	0.0%	100.0%
2003	HDGV	140	2	138	1.4%	98.6%	0	0	0	-	-
2003	LDGT1	3343	446	2897	13.3%	86.7%	2,359	405	1,954	17.2%	82.8%
2003	LDGT2	1334	174	1160	13.0%	87.0%	1,010	155	855	15.3%	84.7%
2003	LDGV	5574	842	4732	15.1%	84.9%	4,363	798	3,565	18.3%	81.7%
2003	Unknown	130	5	125	3.8%	96.2%	3	1	2	33.3%	66.7%

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2008**

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
2004	HDGV	225	6	219	2.7%	97.3%	0	0	0	-	-
2004	LDGT1	4422	356	4066	8.1%	91.9%	2,569	310	2,259	12.1%	87.9%
2004	LDGT2	2098	240	1858	11.4%	88.6%	1,417	220	1,197	15.5%	84.5%
2004	LDGV	7139	735	6404	10.3%	89.7%	4,478	634	3,844	14.2%	85.8%
2004	Unknown	176	6	170	3.4%	96.6%	1	0	1	0.0%	100.0%
2005	HDGV	40	1	39	2.5%	97.5%	0	0	0	-	-
2005	LDGT1	1739	158	1581	9.1%	90.9%	1,143	131	1,012	11.5%	88.5%
2005	LDGT2	548	56	492	10.2%	89.8%	418	55	363	13.2%	86.8%
2005	LDGV	3231	294	2937	9.1%	90.9%	2,097	271	1,826	12.9%	87.1%
2005	Unknown	24	1	23	4.2%	95.8%	2	1	1	50.0%	50.0%
2006	HDGV	13	1	12	7.7%	92.3%	0	0	0	-	-
2006	LDGT1	386	33	353	8.5%	91.5%	243	26	217	10.7%	89.3%
2006	LDGT2	267	19	248	7.1%	92.9%	219	18	201	8.2%	91.8%
2006	LDGV	1122	76	1046	6.8%	93.2%	796	67	729	8.4%	91.6%
2006	Unknown	10	1	9	10.0%	90.0%	0	0	0	-	-
2007	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-
2007	LDGT1	254	15	239	5.9%	94.1%	180	14	166	7.8%	92.2%
2007	LDGT2	148	11	137	7.4%	92.6%	120	11	109	9.2%	90.8%
2007	LDGV	891	62	829	7.0%	93.0%	541	54	487	10.0%	90.0%
2007	Unknown	3	1	2	33.3%	66.7%	0	0	0	-	-
2008	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-
2008	LDGT1	108	8	100	7.4%	92.6%	93	7	86	7.5%	92.5%
2008	LDGT2	105	8	97	7.6%	92.4%	89	8	81	9.0%	91.0%
2008	LDGV	346	19	327	5.5%	94.5%	284	19	265	6.7%	93.3%
2008	Unknown	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	HDGV	0	0	0	-	-	0	0	0	-	-
2009	LDGT1	8	0	8	0.0%	100.0%	6	0	6	0.0%	100.0%
2009	LDGT2	5	1	4	20.0%	80.0%	4	1	3	25.0%	75.0%
2009	LDGV	20	0	20	0.0%	100.0%	18	0	18	0.0%	100.0%
2009	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-
<b>Totals</b>		<b>226,443</b>	<b>45,036</b>	<b>181,407</b>	<b>19.9%</b>	<b>80.1%</b>	<b>127,112</b>	<b>26,800</b>	<b>100,312</b>	<b>21.1%</b>	<b>78.9%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	ASM First Retest Insps	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate	2500 First Retest Insps	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
Pre 84/Unknown	HDGV	0	0	0	-	-	0	0	0	-	-	108	21	87	19.4%	80.6%
Pre 84/Unknown	LDGT1	82	25	57	30.5%	69.5%	10	2	8	20.0%	80.0%	235	65	170	27.7%	72.3%
Pre 84/Unknown	LDGT2	25	6	19	24.0%	76.0%	5	2	3	40.0%	60.0%	168	44	124	26.2%	73.8%
Pre 84/Unknown	LDGV	351	89	262	25.4%	74.6%	27	10	17	37.0%	63.0%	1,170	287	883	24.5%	75.5%
Pre 84/Unknown	Unknown	0	0	0	-	-	0	0	0	-	-	105	23	82	21.9%	78.1%
1984	HDGV	0	0	0	-	-	0	0	0	-	-	53	10	43	18.9%	81.1%
1984	LDGT1	134	28	106	20.9%	79.1%	8	1	7	12.5%	87.5%	0	0	0	-	-
1984	LDGT2	64	19	45	29.7%	70.3%	3	0	3	0.0%	100.0%	0	0	0	-	-
1984	LDGV	556	155	401	27.9%	72.1%	21	3	18	14.3%	85.7%	5	2	3	40.0%	60.0%
1984	Unknown	0	0	0	-	-	0	0	0	-	-	30	9	21	30.0%	70.0%
1985	HDGV	0	0	0	-	-	0	0	0	-	-	43	14	29	32.6%	67.4%
1985	LDGT1	149	38	111	25.5%	74.5%	10	3	7	30.0%	70.0%	1	0	1	0.0%	100.0%
1985	LDGT2	51	18	33	35.3%	64.7%	4	2	2	50.0%	50.0%	0	0	0	-	-
1985	LDGV	468	148	320	31.6%	68.4%	20	7	13	35.0%	65.0%	2	0	2	0.0%	100.0%
1985	Unknown	0	0	0	-	-	0	0	0	-	-	40	10	30	25.0%	75.0%
1986	HDGV	0	0	0	-	-	0	0	0	-	-	136	27	109	19.9%	80.1%
1986	LDGT1	298	70	228	23.5%	76.5%	26	12	14	46.2%	53.8%	0	0	0	-	-
1986	LDGT2	133	27	106	20.3%	79.7%	10	3	7	30.0%	70.0%	0	0	0	-	-
1986	LDGV	1,357	371	986	27.3%	72.7%	51	9	42	17.6%	82.4%	7	1	6	14.3%	85.7%
1986	Unknown	0	0	0	-	-	0	0	0	-	-	75	12	63	16.0%	84.0%
1987	HDGV	0	0	0	-	-	0	0	0	-	-	84	11	73	13.1%	86.9%
1987	LDGT1	271	77	194	28.4%	71.6%	20	4	16	20.0%	80.0%	0	0	0	-	-
1987	LDGT2	106	28	78	26.4%	73.6%	5	0	5	0.0%	100.0%	0	0	0	-	-
1987	LDGV	1,017	319	698	31.4%	68.6%	35	7	28	20.0%	80.0%	1	0	1	0.0%	100.0%
1987	Unknown	0	0	0	-	-	0	0	0	-	-	58	13	45	22.4%	77.6%
1988	HDGV	0	0	0	-	-	0	0	0	-	-	125	27	98	21.6%	78.4%
1988	LDGT1	861	244	617	28.3%	71.7%	29	6	23	20.7%	79.3%	0	0	0	-	-
1988	LDGT2	324	79	245	24.4%	75.6%	13	2	11	15.4%	84.6%	0	0	0	-	-
1988	LDGV	1,973	496	1,477	25.1%	74.9%	68	17	51	25.0%	75.0%	1	0	1	0.0%	100.0%
1988	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	87	24	63	27.6%	72.4%
1989	HDGV	0	0	0	-	-	0	0	0	-	-	87	15	72	17.2%	82.8%
1989	LDGT1	609	195	414	32.0%	68.0%	27	6	21	22.2%	77.8%	0	0	0	-	-
1989	LDGT2	200	41	159	20.5%	79.5%	13	5	8	38.5%	61.5%	0	0	0	-	-
1989	LDGV	1,357	425	932	31.3%	68.7%	50	12	38	24.0%	76.0%	0	0	0	-	-
1989	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	54	11	43	20.4%	79.6%

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**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	ASM First Retest Insps	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate	2500 First Retest Insps	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
1990	HDGV	0	0	0	-	-	0	0	0	-	-	100	19	81	19.0%	81.0%
1990	LDGT1	880	220	660	25.0%	75.0%	39	10	29	25.6%	74.4%	0	0	0	-	-
1990	LDGT2	315	75	240	23.8%	76.2%	11	2	9	18.2%	81.8%	0	0	0	-	-
1990	LDGV	3,661	907	2,754	24.8%	75.2%	120	33	87	27.5%	72.5%	0	0	0	-	-
1990	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	51	15	36	29.4%	70.6%
1991	HDGV	0	0	0	-	-	0	0	0	-	-	24	4	20	16.7%	83.3%
1991	LDGT1	694	210	484	30.3%	69.7%	35	4	31	11.4%	88.6%	0	0	0	-	-
1991	LDGT2	189	49	140	25.9%	74.1%	8	4	4	50.0%	50.0%	0	0	0	-	-
1991	LDGV	3,024	996	2,028	32.9%	67.1%	150	36	114	24.0%	76.0%	0	0	0	-	-
1991	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	21	5	16	23.8%	76.2%
1992	HDGV	0	0	0	-	-	0	0	0	-	-	59	12	47	20.3%	79.7%
1992	LDGT1	1,608	420	1,188	26.1%	73.9%	70	17	53	24.3%	75.7%	0	0	0	-	-
1992	LDGT2	468	119	349	25.4%	74.6%	26	6	20	23.1%	76.9%	0	0	0	-	-
1992	LDGV	6,725	1,883	4,842	28.0%	72.0%	283	75	208	26.5%	73.5%	0	0	0	-	-
1992	Unknown	0	0	0	-	-	0	0	0	-	-	32	9	23	28.1%	71.9%
1993	HDGV	0	0	0	-	-	0	0	0	-	-	69	10	59	14.5%	85.5%
1993	LDGT1	1,291	365	926	28.3%	71.7%	214	52	162	24.3%	75.7%	0	0	0	-	-
1993	LDGT2	340	88	252	25.9%	74.1%	21	5	16	23.8%	76.2%	0	0	0	-	-
1993	LDGV	4,617	1,407	3,210	30.5%	69.5%	316	83	233	26.3%	73.7%	0	0	0	-	-
1993	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	29	4	25	13.8%	86.2%
1994	HDGV	0	0	0	-	-	0	0	0	-	-	140	24	116	17.1%	82.9%
1994	LDGT1	2,632	650	1,982	24.7%	75.3%	446	111	335	24.9%	75.1%	0	0	0	-	-
1994	LDGT2	695	156	539	22.4%	77.6%	46	10	36	21.7%	78.3%	0	0	0	-	-
1994	LDGV	7,452	1,832	5,620	24.6%	75.4%	501	113	388	22.6%	77.4%	0	0	0	-	-
1994	Unknown	2	1	1	50.0%	50.0%	0	0	0	-	-	63	22	41	34.9%	65.1%
1995	HDGV	0	0	0	-	-	0	0	0	-	-	106	17	89	16.0%	84.0%
1995	LDGT1	1,730	426	1,304	24.6%	75.4%	224	39	185	17.4%	82.6%	1	0	1	0.0%	100.0%
1995	LDGT2	519	149	370	28.7%	71.3%	48	11	37	22.9%	77.1%	0	0	0	-	-
1995	LDGV	4,617	1,206	3,411	26.1%	73.9%	358	81	277	22.6%	77.4%	1	0	1	0.0%	100.0%
1995	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	54	14	40	25.9%	74.1%
1996	HDGV	0	0	0	-	-	0	0	0	-	-	125	19	106	15.2%	84.8%
1996	LDGT1	15	1	14	6.7%	93.3%	9	1	8	11.1%	88.9%	0	0	0	-	-
1996	LDGT2	13	1	12	7.7%	92.3%	1	0	1	0.0%	100.0%	0	0	0	-	-
1996	LDGV	6	2	4	33.3%	66.7%	9	3	6	33.3%	66.7%	0	0	0	-	-
1996	Unknown	0	0	0	-	-	0	0	0	-	-	47	8	39	17.0%	83.0%

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**New Jersey Enhanced Inspection and Maintenance Program**  
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**Year 2008**

Model Yr	Veh Type	ASM First Retest Insps	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate	2500 First Retest Insps	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
1997	HDGV	0	0	0	-	-	0	0	0	-	-	89	9	80	10.1%	89.9%
1997	LDGT1	21	1	20	4.8%	95.2%	6	1	5	16.7%	83.3%	0	0	0	-	-
1997	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1997	LDGV	24	4	20	16.7%	83.3%	8	0	8	0.0%	100.0%	0	0	0	-	-
1997	Unknown	0	0	0	-	-	0	0	0	-	-	49	6	43	12.2%	87.8%
1998	HDGV	0	0	0	-	-	0	0	0	-	-	60	8	52	13.3%	86.7%
1998	LDGT1	38	3	35	7.9%	92.1%	1	0	1	0.0%	100.0%	0	0	0	-	-
1998	LDGT2	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
1998	LDGV	48	11	37	22.9%	77.1%	4	0	4	0.0%	100.0%	0	0	0	-	-
1998	Unknown	0	0	0	-	-	0	0	0	-	-	34	7	27	20.6%	79.4%
1999	HDGV	0	0	0	-	-	0	0	0	-	-	62	11	51	17.7%	82.3%
1999	LDGT1	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGV	6	1	5	16.7%	83.3%	2	1	1	50.0%	50.0%	0	0	0	-	-
1999	Unknown	0	0	0	-	-	0	0	0	-	-	40	7	33	17.5%	82.5%
2000	HDGV	0	0	0	-	-	0	0	0	-	-	68	6	62	8.8%	91.2%
2000	LDGT1	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2000	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGV	2	1	1	50.0%	50.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2000	Unknown	0	0	0	-	-	0	0	0	-	-	45	5	40	11.1%	88.9%
2001	HDGV	0	0	0	-	-	0	0	0	-	-	21	3	18	14.3%	85.7%
2001	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGV	3	1	2	33.3%	66.7%	2	1	1	50.0%	50.0%	0	0	0	-	-
2001	Unknown	0	0	0	-	-	0	0	0	-	-	22	3	19	13.6%	86.4%
2002	HDGV	0	0	0	-	-	0	0	0	-	-	34	3	31	8.8%	91.2%
2002	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT2	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2002	LDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	2	1	1	50.0%	50.0%
2002	Unknown	0	0	0	-	-	0	0	0	-	-	17	2	15	11.8%	88.2%
2003	HDGV	0	0	0	-	-	0	0	0	-	-	18	0	18	0.0%	100.0%
2003	LDGT1	0	0	0	-	-	1	1	0	100.0%	0.0%	0	0	0	-	-
2003	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2003	Unknown	0	0	0	-	-	0	0	0	-	-	12	0	12	0.0%	100.0%

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**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	ASM First Retest Insps	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate	2500 First Retest Insps	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
2004	HDGV	0	0	0	-	-	0	0	0	-	-	15	2	13	13.3%	86.7%
2004	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT2	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDGV	10	1	9	10.0%	90.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2004	Unknown	0	0	0	-	-	0	0	0	-	-	7	1	6	14.3%	85.7%
2005	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2005	LDGT1	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2005	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGV	3	1	2	33.3%	66.7%	3	0	3	0.0%	100.0%	0	0	0	-	-
2005	Unknown	0	0	0	-	-	0	0	0	-	-	4	0	4	0.0%	100.0%
2006	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2006	Unknown	0	0	0	-	-	0	0	0	-	-	3	1	2	33.3%	66.7%
2007	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGV	0	0	0	-	-	10	1	9	10.0%	90.0%	0	0	0	-	-
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT1	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2008	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2009	Unknown	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
<b>Totals</b>		<b>52,052</b>	<b>14,085</b>	<b>37,967</b>	<b>27.1%</b>	<b>72.9%</b>	<b>3,443</b>	<b>814</b>	<b>2,629</b>	<b>23.6%</b>	<b>76.4%</b>	<b>4,204</b>	<b>883</b>	<b>3,321</b>	<b>21.0%</b>	<b>79.0%</b>

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
Pre 84/Unknown	HDGV	22	2	20	9.1%	90.9%	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
Pre 84/Unknown	LDGT1	108	11	97	10.2%	89.8%	10	2	8	20.0%	80.0%	22	1	21	4.5%	95.5%
Pre 84/Unknown	LDGT2	65	9	56	13.8%	86.2%	11	1	10	9.1%	90.9%	7	1	6	14.3%	85.7%
Pre 84/Unknown	LDGV	189	14	175	7.4%	92.6%	13	4	9	30.8%	69.2%	98	6	92	6.1%	93.9%
Pre 84/Unknown	Unknown	39	4	35	10.3%	89.7%	1	0	1	0.0%	100.0%	6	0	6	0.0%	100.0%
1984	HDGV	16	0	16	0.0%	100.0%	4	0	4	0.0%	100.0%	2	0	2	0.0%	100.0%
1984	LDGT1	38	6	32	15.8%	84.2%	3	0	3	0.0%	100.0%	5	1	4	20.0%	80.0%
1984	LDGT2	21	0	21	0.0%	100.0%	4	0	4	0.0%	100.0%	5	0	5	0.0%	100.0%
1984	LDGV	122	8	114	6.6%	93.4%	7	1	6	14.3%	85.7%	30	3	27	10.0%	90.0%
1984	Unknown	12	1	11	8.3%	91.7%	0	0	0	-	-	1	0	1	0.0%	100.0%
1985	HDGV	14	0	14	0.0%	100.0%	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
1985	LDGT1	37	3	34	8.1%	91.9%	6	1	5	16.7%	83.3%	11	1	10	9.1%	90.9%
1985	LDGT2	17	2	15	11.8%	88.2%	2	0	2	0.0%	100.0%	8	0	8	0.0%	100.0%
1985	LDGV	74	3	71	4.1%	95.9%	2	0	2	0.0%	100.0%	30	6	24	20.0%	80.0%
1985	Unknown	10	1	9	10.0%	90.0%	1	0	1	0.0%	100.0%	3	2	1	66.7%	33.3%
1986	HDGV	30	2	28	6.7%	93.3%	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
1986	LDGT1	115	6	109	5.2%	94.8%	6	2	4	33.3%	66.7%	22	4	18	18.2%	81.8%
1986	LDGT2	64	7	57	10.9%	89.1%	0	0	0	-	-	6	0	6	0.0%	100.0%
1986	LDGV	214	8	206	3.7%	96.3%	9	1	8	11.1%	88.9%	106	12	94	11.3%	88.7%
1986	Unknown	21	3	18	14.3%	85.7%	1	0	1	0.0%	100.0%	6	0	6	0.0%	100.0%
1987	HDGV	17	0	17	0.0%	100.0%	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
1987	LDGT1	111	10	101	9.0%	91.0%	6	0	6	0.0%	100.0%	20	4	16	20.0%	80.0%
1987	LDGT2	32	0	32	0.0%	100.0%	1	0	1	0.0%	100.0%	10	2	8	20.0%	80.0%
1987	LDGV	135	6	129	4.4%	95.6%	3	0	3	0.0%	100.0%	57	4	53	7.0%	93.0%
1987	Unknown	11	0	11	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1988	HDGV	33	2	31	6.1%	93.9%	2	0	2	0.0%	100.0%	3	1	2	33.3%	66.7%
1988	LDGT1	192	13	179	6.8%	93.2%	6	0	6	0.0%	100.0%	48	5	43	10.4%	89.6%
1988	LDGT2	112	6	106	5.4%	94.6%	1	0	1	0.0%	100.0%	24	5	19	20.8%	79.2%
1988	LDGV	331	17	314	5.1%	94.9%	10	0	10	0.0%	100.0%	116	17	99	14.7%	85.3%
1988	Unknown	29	2	27	6.9%	93.1%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1989	HDGV	24	3	21	12.5%	87.5%	1	0	1	0.0%	100.0%	4	1	3	25.0%	75.0%
1989	LDGT1	159	19	140	11.9%	88.1%	3	0	3	0.0%	100.0%	47	5	42	10.6%	89.4%
1989	LDGT2	54	3	51	5.6%	94.4%	4	2	2	50.0%	50.0%	6	0	6	0.0%	100.0%
1989	LDGV	195	7	188	3.6%	96.4%	12	1	11	8.3%	91.7%	90	17	73	18.9%	81.1%
1989	Unknown	24	2	22	8.3%	91.7%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%

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**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
1990	HDGV	34	3	31	8.8%	91.2%	0	0	0	-	-	7	1	6	14.3%	85.7%
1990	LDGT1	257	16	241	6.2%	93.8%	8	2	6	25.0%	75.0%	57	10	47	17.5%	82.5%
1990	LDGT2	113	5	108	4.4%	95.6%	3	0	3	0.0%	100.0%	25	3	22	12.0%	88.0%
1990	LDGV	632	19	613	3.0%	97.0%	22	4	18	18.2%	81.8%	206	23	183	11.2%	88.8%
1990	Unknown	20	1	19	5.0%	95.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
1991	HDGV	17	1	16	5.9%	94.1%	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
1991	LDGT1	159	5	154	3.1%	96.9%	1	0	1	0.0%	100.0%	46	4	42	8.7%	91.3%
1991	LDGT2	43	0	43	0.0%	100.0%	1	0	1	0.0%	100.0%	8	2	6	25.0%	75.0%
1991	LDGV	419	28	391	6.7%	93.3%	17	2	15	11.8%	88.2%	214	43	171	20.1%	79.9%
1991	Unknown	14	1	13	7.1%	92.9%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1992	HDGV	36	2	34	5.6%	94.4%	0	0	0	-	-	5	1	4	20.0%	80.0%
1992	LDGT1	367	14	353	3.8%	96.2%	1	0	1	0.0%	100.0%	126	11	115	8.7%	91.3%
1992	LDGT2	119	7	112	5.9%	94.1%	1	0	1	0.0%	100.0%	23	5	18	21.7%	78.3%
1992	LDGV	840	36	804	4.3%	95.7%	26	4	22	15.4%	84.6%	566	86	480	15.2%	84.8%
1992	Unknown	21	0	21	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
1993	HDGV	28	4	24	14.3%	85.7%	1	0	1	0.0%	100.0%	7	0	7	0.0%	100.0%
1993	LDGT1	277	12	265	4.3%	95.7%	4	0	4	0.0%	100.0%	137	18	119	13.1%	86.9%
1993	LDGT2	92	6	86	6.5%	93.5%	2	0	2	0.0%	100.0%	9	1	8	11.1%	88.9%
1993	LDGV	611	34	577	5.6%	94.4%	21	2	19	9.5%	90.5%	393	50	343	12.7%	87.3%
1993	Unknown	15	1	14	6.7%	93.3%	0	0	0	-	-	1	0	1	0.0%	100.0%
1994	HDGV	71	5	66	7.0%	93.0%	1	0	1	0.0%	100.0%	7	0	7	0.0%	100.0%
1994	LDGT1	600	21	579	3.5%	96.5%	7	1	6	14.3%	85.7%	306	44	262	14.4%	85.6%
1994	LDGT2	299	10	289	3.3%	96.7%	3	0	3	0.0%	100.0%	46	5	41	10.9%	89.1%
1994	LDGV	1,348	55	1,293	4.1%	95.9%	19	3	16	15.8%	84.2%	811	87	724	10.7%	89.3%
1994	Unknown	70	3	67	4.3%	95.7%	0	0	0	-	-	0	0	0	-	-
1995	HDGV	56	3	53	5.4%	94.6%	1	0	1	0.0%	100.0%	6	0	6	0.0%	100.0%
1995	LDGT1	405	23	382	5.7%	94.3%	2	0	2	0.0%	100.0%	106	9	97	8.5%	91.5%
1995	LDGT2	197	8	189	4.1%	95.9%	2	0	2	0.0%	100.0%	22	2	20	9.1%	90.9%
1995	LDGV	960	40	920	4.2%	95.8%	23	2	21	8.7%	91.3%	415	57	358	13.7%	86.3%
1995	Unknown	44	2	42	4.5%	95.5%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1996	HDGV	77	0	77	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
1996	LDGT1	1,168	55	1,113	4.7%	95.3%	3	1	2	33.3%	66.7%	94	14	80	14.9%	85.1%
1996	LDGT2	210	10	200	4.8%	95.2%	3	0	3	0.0%	100.0%	14	0	14	0.0%	100.0%
1996	LDGV	1,423	52	1,371	3.7%	96.3%	32	3	29	9.4%	90.6%	296	34	262	11.5%	88.5%
1996	Unknown	52	3	49	5.8%	94.2%	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%

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**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	Gas Cap First Retest Insps	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insps	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
1997	HDGV	56	3	53	5.4%	94.6%	1	0	1	0.0%	100.0%	8	0	8	0.0%	100.0%
1997	LDGT1	789	26	763	3.3%	96.7%	3	2	1	66.7%	33.3%	63	8	55	12.7%	87.3%
1997	LDGT2	132	7	125	5.3%	94.7%	3	0	3	0.0%	100.0%	14	0	14	0.0%	100.0%
1997	LDGV	1,009	47	962	4.7%	95.3%	24	0	24	0.0%	100.0%	186	18	168	9.7%	90.3%
1997	Unknown	60	2	58	3.3%	96.7%	0	0	0	-	-	1	0	1	0.0%	100.0%
1998	HDGV	86	4	82	4.7%	95.3%	0	0	0	-	-	5	0	5	0.0%	100.0%
1998	LDGT1	1,061	51	1,010	4.8%	95.2%	5	0	5	0.0%	100.0%	87	9	78	10.3%	89.7%
1998	LDGT2	282	15	267	5.3%	94.7%	0	0	0	-	-	13	1	12	7.7%	92.3%
1998	LDGV	1,807	73	1,734	4.0%	96.0%	31	1	30	3.2%	96.8%	271	38	233	14.0%	86.0%
1998	Unknown	70	2	68	2.9%	97.1%	0	0	0	-	-	0	0	0	-	-
1999	HDGV	72	2	70	2.8%	97.2%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1999	LDGT1	752	26	726	3.5%	96.5%	2	0	2	0.0%	100.0%	44	3	41	6.8%	93.2%
1999	LDGT2	256	16	240	6.3%	93.8%	2	0	2	0.0%	100.0%	16	0	16	0.0%	100.0%
1999	LDGV	1,499	50	1,449	3.3%	96.7%	21	1	20	4.8%	95.2%	154	21	133	13.6%	86.4%
1999	Unknown	78	3	75	3.8%	96.2%	0	0	0	-	-	0	0	0	-	-
2000	HDGV	137	4	133	2.9%	97.1%	0	0	0	-	-	8	0	8	0.0%	100.0%
2000	LDGT1	1,405	51	1,354	3.6%	96.4%	3	1	2	33.3%	66.7%	47	4	43	8.5%	91.5%
2000	LDGT2	389	15	374	3.9%	96.1%	1	1	0	100.0%	0.0%	23	3	20	13.0%	87.0%
2000	LDGV	2,292	67	2,225	2.9%	97.1%	13	0	13	0.0%	100.0%	233	17	216	7.3%	92.7%
2000	Unknown	123	6	117	4.9%	95.1%	0	0	0	-	-	3	0	3	0.0%	100.0%
2001	HDGV	105	0	105	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2001	LDGT1	1,044	45	999	4.3%	95.7%	0	0	0	-	-	15	0	15	0.0%	100.0%
2001	LDGT2	444	18	426	4.1%	95.9%	0	0	0	-	-	13	1	12	7.7%	92.3%
2001	LDGV	1,435	54	1,381	3.8%	96.2%	13	1	12	7.7%	92.3%	93	10	83	10.8%	89.2%
2001	Unknown	83	3	80	3.6%	96.4%	0	0	0	-	-	0	0	0	-	-
2002	HDGV	159	4	155	2.5%	97.5%	0	0	0	-	-	5	0	5	0.0%	100.0%
2002	LDGT1	1,762	50	1,712	2.8%	97.2%	5	0	5	0.0%	100.0%	18	3	15	16.7%	83.3%
2002	LDGT2	699	21	678	3.0%	97.0%	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%
2002	LDGV	2,520	71	2,449	2.8%	97.2%	25	0	25	0.0%	100.0%	55	4	51	7.3%	92.7%
2002	Unknown	174	9	165	5.2%	94.8%	0	0	0	-	-	0	0	0	-	-
2003	HDGV	122	2	120	1.6%	98.4%	0	0	0	-	-	3	0	3	0.0%	100.0%
2003	LDGT1	1,145	23	1,122	2.0%	98.0%	1	0	1	0.0%	100.0%	6	1	5	16.7%	83.3%
2003	LDGT2	371	11	360	3.0%	97.0%	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2003	LDGV	1,373	26	1,347	1.9%	98.1%	7	2	5	28.6%	71.4%	14	0	14	0.0%	100.0%
2003	Unknown	120	4	116	3.3%	96.7%	0	0	0	-	-	0	0	0	-	-

**Table K** (Page 11 of 12)

**New Jersey Enhanced Inspection and Maintenance Program**  
**First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type**  
**Year 2008**

Model Yr	Veh Type	Gas Cap First Retest Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
2004	HDGV	210	4	206	1.9%	98.1%	0	0	0	-	-	2	0	2	0.0%	100.0%
2004	LDGT1	1,958	28	1,930	1.4%	98.6%	3	0	3	0.0%	100.0%	6	0	6	0.0%	100.0%
2004	LDGT2	731	13	718	1.8%	98.2%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDGV	2,826	72	2,754	2.5%	97.5%	16	1	15	6.3%	93.8%	7	0	7	0.0%	100.0%
2004	Unknown	168	5	163	3.0%	97.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2005	HDGV	39	1	38	2.6%	97.4%	0	0	0	-	-	2	0	2	0.0%	100.0%
2005	LDGT1	635	21	614	3.3%	96.7%	0	0	0	-	-	0	0	0	-	-
2005	LDGT2	131	0	131	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2005	LDGV	1,183	13	1,170	1.1%	98.9%	9	0	9	0.0%	100.0%	9	1	8	11.1%	88.9%
2005	Unknown	21	0	21	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	HDGV	12	1	11	8.3%	91.7%	0	0	0	-	-	0	0	0	-	-
2006	LDGT1	149	6	143	4.0%	96.0%	0	0	0	-	-	0	0	0	-	-
2006	LDGT2	50	1	49	2.0%	98.0%	0	0	0	-	-	0	0	0	-	-
2006	LDGV	336	8	328	2.4%	97.6%	0	0	0	-	-	0	0	0	-	-
2006	Unknown	8	0	8	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2007	HDGV	4	0	4	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	76	1	75	1.3%	98.7%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	LDGT2	30	0	30	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2007	LDGV	340	7	333	2.1%	97.9%	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
2007	Unknown	3	1	2	33.3%	66.7%	0	0	0	-	-	0	0	0	-	-
2008	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2008	LDGT1	13	1	12	7.7%	92.3%	0	0	0	-	-	0	0	0	-	-
2008	LDGT2	15	0	15	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2008	LDGV	58	0	58	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2008	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT1	3	0	3	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
<b>Totals</b>		<b>46,697</b>	<b>1,659</b>	<b>45,038</b>	<b>3.6%</b>	<b>96.4%</b>	<b>543</b>	<b>49</b>	<b>494</b>	<b>9.0%</b>	<b>91.0%</b>	<b>6,214</b>	<b>750</b>	<b>5,464</b>	<b>12.1%</b>	<b>87.9%</b>

# **APPENDIX I - PART L**

## **AVERAGE CHANGE IN VEHICLE EMISSION LEVELS AFTER REPAIRS**

**New Jersey Enhanced Inspection and Maintenance Program**  
**Centralized/Decentralized Network**  
**Average Change in Vehicle Emission Levels After Repairs - All Vehicles**  
**Year 2008**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	111	2,242	6.8		864	4.1		-61.5%	-38.9%	
1969	21	1,663	5.7		618	3.5		-62.8%	-38.1%	
1970	25	2,012	5.6		460	3.2		-77.1%	-43.4%	
1971	38	1,056	5.7		601	2.6		-43.1%	-54.0%	
1972	85	1,122	4.9		364	2.0		-67.5%	-58.7%	
1973	32	1,158	5.0		489	2.8		-57.8%	-43.7%	
1974	46	1,346	4.9		587	2.8		-56.4%	-43.3%	
1975	35	703	3.1		572	2.0		-18.6%	-34.0%	
1976	78	657	3.7		387	1.6		-41.1%	-56.8%	
1977	62	768	3.7		336	1.7		-56.3%	-55.2%	
1978	127	892	3.0		444	1.4		-50.3%	-55.3%	
1979	103	729	3.8		304	1.6		-58.3%	-58.0%	
1980	89	685	4.0		227	1.3		-66.9%	-67.0%	
1981	62	236	1.8	1,325	151	0.7	776	-36.3%	-62.2%	-41.4%
1982	117	284	2.6	934	93	0.7	616	-67.1%	-74.2%	-34.0%
1983	114	292	2.6	1,011	132	1.0	659	-54.8%	-62.1%	-34.8%
1984	381	279	2.0	1,130	100	0.6	715	-64.1%	-67.8%	-36.7%
1985	260	283	2.0	1,187	132	0.8	820	-53.1%	-59.8%	-30.9%
1986	826	295	2.2	1,090	122	0.7	681	-58.6%	-66.3%	-37.5%
1987	528	277	2.1	1,193	128	0.7	751	-53.8%	-65.9%	-37.0%
1988	1,249	207	1.6	1,282	115	0.6	732	-44.3%	-64.4%	-42.9%
1989	788	253	1.8	1,352	122	0.6	781	-51.9%	-65.9%	-42.2%
1990	1,696	185	1.6	1,470	93	0.5	836	-49.8%	-68.2%	-43.2%
1991	1,355	167	1.3	1,338	87	0.4	793	-47.8%	-67.8%	-40.8%
1992	3,016	139	1.2	1,327	80	0.4	771	-42.0%	-64.4%	-41.9%
1993	2,014	150	1.0	1,319	87	0.4	779	-42.2%	-56.8%	-40.9%
1994	3,643	143	1.0	1,221	78	0.4	721	-45.7%	-60.0%	-40.9%
1995	2,226	152	1.0	1,238	78	0.4	699	-48.7%	-57.9%	-43.5%
1996	105	462	2.4	291	127	0.6	78	-72.6%	-75.3%	-73.3%
1997	67	698	2.1	258	148	0.8	150	-78.7%	-62.8%	-42.0%
1998	76	418	0.8	638	107	0.3	318	-74.5%	-64.9%	-50.2%
1999	38	622	1.0	21	181	0.3	13	-70.9%	-70.6%	-40.2%
2000	42	752	1.2	75	157	0.4	21	-79.1%	-69.8%	-71.4%
2001	11	803	1.3	0	384	0.7	0	-52.2%	-50.0%	0.0%
2002	19	650	1.0	75	66	0.2	45	-89.9%	-79.7%	-40.1%
2003	9	495	0.9	0	135	0.3	0	-72.7%	-68.8%	0.0%
2004	19	239	0.5	185	87	0.0	10	-63.4%	-92.3%	-94.8%
2005	8	176	0.4	686	20	0.0	121	-88.8%	-94.3%	-82.4%
2006	3	94	0.2	275	13	0.0	5	-86.5%	-100.0%	-98.3%
2007	8	272	3.9	0	156	3.6	0	-42.6%	-7.7%	0.0%
2008	3	86	0.3	0	11	0.0	0	-87.5%	-100.0%	0.0%
<b>Total</b>	<b>19,535</b>	<b>224</b>	<b>1.5</b>	<b>1,204</b>	<b>108</b>	<b>0.6</b>	<b>706</b>	<b>-51.8%</b>	<b>-62.0%</b>	<b>-41.4%</b>

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

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

**Table L-1**

**New Jersey Enhanced Inspection and Maintenance Program**  
**Centralized/Decentralized Network**  
**Average Change in Vehicle Emission Levels After Repair - LDGV**  
**Year 2008**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	97	2291	6.9		900	4.0		-60.7	-42.1	
1969	18	1837	5.8		657	3.9		-64.3	-32.4	
1970	20	1758	6.4		508	3.1		-71.1	-51.0	
1971	29	1190	5.6		707	2.5		-40.6	-54.9	
1972	61	972	5.2		394	2.0		-59.4	-61.8	
1973	24	999	5.9		449	3.4		-55.1	-42.6	
1974	35	1217	5.0		497	3.1		-59.2	-37.4	
1975	28	716	3.2		507	2.0		-29.2	-38.2	
1976	54	564	3.7		344	1.4		-39.0	-62.7	
1977	37	835	3.3		387	1.5		-53.6	-55.7	
1978	72	901	2.7		478	1.1		-47.0	-58.4	
1979	66	734	3.4		278	1.4		-62.1	-59.9	
1980	55	670	3.9		222	1.2		-66.9	-68.7	
1981	42	155	1.6	1281	79	0.5	591	-49.1	-70.1	-53.9
1982	82	193	2.2	1146	78	0.4	703	-59.8	-80.8	-38.7
1983	69	160	1.9	1111	100	0.8	668	-37.5	-59.2	-39.9
1984	253	163	1.5	1308	83	0.5	718	-48.9	-65.3	-45.1
1985	168	206	1.5	1318	109	0.7	808	-47.1	-56.6	-38.7
1986	549	187	1.8	1267	99	0.6	719	-47.0	-65.5	-43.2
1987	349	201	1.8	1334	114	0.6	765	-43.2	-68.4	-42.6
1988	688	171	1.5	1355	106	0.5	768	-38.2	-66.2	-43.3
1989	418	175	1.5	1491	114	0.5	843	-35.0	-69.2	-43.5
1990	1155	157	1.5	1591	89	0.5	886	-43.6	-68.8	-44.4
1991	1017	148	1.2	1385	80	0.4	838	-45.5	-66.0	-39.5
1992	2222	120	1.1	1365	75	0.4	806	-37.1	-64.1	-41.0
1993	1374	135	0.9	1420	84	0.4	860	-37.6	-54.6	-39.5
1994	2247	120	0.9	1304	74	0.4	780	-38.6	-58.7	-40.2
1995	1350	133	0.9	1269	74	0.4	727	-44.3	-58.8	-42.7
1996	9	186	1.3	407	91	0.3	25	-51.1	-78.0	-93.9
1997	17	66	0.3	580	40	0.2	435	-39.0	-41.1	-24.9
1998	25	204	0.2	804	33	0.2	516	-83.8	-30.3	-35.8
1999	4	319	0.4	199	66	0.2	119	-79.3	-57.6	-40.1
2000	1	132	0.3	0	8	0.0	0	-93.9	-100.0	0.0
2001	2	84	0.0	0	73	0.0	0	-12.6	0.0	0.0
2002	2	53	0.0	709	62	0.2	425	16.0	1025.0	-40.1
2003	0									
2004	8	32	0.4	439	6	0.1	23	-81.3	-70.6	-94.7
2005	5	204	0.3	743	8	0.0	123	-95.9	-98.5	-83.4
2006	2	141	0.3	412	11	0.0	7	-92.2	-93.7	-98.3
2007	8	272	3.9	0	156	3.6	0	-42.6	-7.8	0.0
2008	1	105	0.1	0	26	0.0	0	-75.2	-71.4	0.0
<b>Total</b>	<b>12,663</b>	<b>190</b>	<b>1.3</b>	<b>1,296</b>	<b>103</b>	<b>0.5</b>	<b>758</b>	<b>-45.8%</b>	<b>-60.6%</b>	<b>-41.5%</b>

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

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

**Table L-2**

**New Jersey Enhanced Inspection and Maintenance Program  
Centralized/Decentralized Network  
Average Change in Vehicle Emission Levels After Repair - LDGT1  
Year 2008**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	11	1584	6.3		671	6.0		-57.6	-5.8	
1969	2	817	3.8		522	0.2		-36.1	-94.0	
1970	3	3774	3.7		386	5.6		-89.8	49.2	
1971	7	618	5.2		281	3.1		-54.6	-40.6	
1972	17	1329	4.4		298	2.2		-77.6	-49.5	
1973	4	1998	2.9		641	1.2		-67.9	-58.2	
1974	6	1477	4.5		290	2.6		-80.3	-41.5	
1975	6	684	3.0		968	2.5		41.5	-17.5	
1976	7	842	4.5		243	2.5		-71.1	-43.2	
1977	6	731	4.4		172	2.5		-76.4	-44.0	
1978	18	422	5.1		150	1.8		-64.4	-65.5	
1979	13	749	5.3		426	2.5		-43.1	-52.7	
1980	22	528	5.1		237	1.9		-55.0	-61.9	
1981	10	159	2.5	2225	131	1.4	1949	-17.5	-42.2	-12.4
1982	17	326	3.8	799	133	1.2	678	-59.0	-69.0	-15.1
1983	20	243	3.6	1642	205	1.8	1110	-15.6	-49.9	-32.4
1984	68	230	3.1	1127	106	0.9	966	-53.9	-71.3	-14.3
1985	56	206	2.7	1231	128	0.7	1131	-37.6	-74.8	-8.2
1986	125	273	2.8	1179	141	1.0	1010	-48.3	-64.6	-14.4
1987	96	260	2.9	1138	117	1.1	910	-55.0	-62.2	-20.0
1988	362	191	1.6	1390	102	0.6	808	-46.6	-58.6	-41.9
1989	235	175	1.9	1453	106	0.7	862	-39.6	-65.7	-40.7
1990	366	179	1.8	1370	89	0.5	800	-50.1	-69.3	-41.6
1991	249	186	1.4	1238	97	0.4	667	-47.8	-68.1	-46.1
1992	563	156	1.4	1304	82	0.4	694	-47.9	-70.1	-46.8
1993	489	151	1.3	1169	83	0.5	645	-44.8	-63.4	-44.8
1994	1033	144	1.1	1141	73	0.4	654	-49.8	-62.5	-42.7
1995	590	137	0.9	1283	65	0.4	709	-52.5	-60.1	-44.7
1996	17	53	0.4	805	27	0.1	226	-48.3	-70.0	-71.9
1997	8	83	0.3	925	40	0.2	328	-52.3	-42.2	-64.6
1998	19	32	0.3	1137	28	0.1	507	-11.8	-47.6	-55.4
1999	1	213	5.1	0	10	0.0	0	-95.3	-99.8	0.0
2000	2	63	0.3	1576	33	0.0	451	-47.6	-86.8	-71.4
2001	0									
2002	0									
2003	1	264	0.8	0	64	0.1	0	-75.8	-92.5	0.0
2004	0									
2005	1	179	0.4	0	6	0.0	0	-96.6	-100.0	0.0
2006	0									
2007	0									
2008	2	76	0.4	0	3	0.0	0	-96.1	-98.9	0.0
<b>Total</b>	<b>4,452</b>	<b>187</b>	<b>1.5</b>	<b>1,216</b>	<b>93</b>	<b>0.6</b>	<b>711</b>	<b>-50.2%</b>	<b>-63.6%</b>	<b>-41.5%</b>

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

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

**Table L-3**

**New Jersey Enhanced Inspection and Maintenance Program**  
**Centralized/Decentralized Network**  
**Average Change in Vehicle Emission Levels After Repair - LDGT2**  
**Year 2008**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	3	3,074	4.5		416	1.9		-86.5	-57.8	
1969	1	229	8.2		114	3.8		-50.2	-53.5	
1970	1	1,570	0.2		168	0.1		-89.3	-38.9	
1971	2	639	8.1		187	2.4		-70.8	-70.3	
1972	4	2,210	1.0		259	2.4		-88.3	133.8	
1973	4	1,270	2.0		578	1.1		-54.5	-43.3	
1974	2	1,129	4.3		1,133	0.2		0.4	-95.9	
1975	1	465	0.1		30	0.1		-93.5	-45.5	
1976	10	676	3.8		272	1.7		-59.8	-55.4	
1977	14	547	4.2		303	1.7		-44.7	-60.3	
1978	30	949	2.6		572	1.8		-39.7	-31.2	
1979	16	707	3.7		394	1.6		-44.3	-56.9	
1980	5	601	3.7		363	0.4		-39.6	-89.1	
1981	5	514	0.8	1,224	783	0.3	760	52.3	-62.7	-37.9
1982	5	574	2.7	343	84	1.0	581	-85.3	-63.2	69.7
1983	7	158	3.5	817	111	0.7	979	-29.7	-78.9	19.8
1984	21	228	2.0	1,087	111	0.8	1,185	-51.1	-58.2	8.9
1985	18	363	2.9	1,018	152	1.4	783	-58.1	-49.6	-23.1
1986	57	247	3.4	1,004	138	1.0	734	-44.2	-71.8	-26.9
1987	40	402	1.7	1,377	166	0.7	1,059	-58.6	-57.2	-23.1
1988	127	183	1.7	1,304	142	0.6	739	-22.2	-64.1	-43.3
1989	77	277	1.6	1,311	116	0.6	788	-58.1	-62.7	-39.9
1990	121	254	1.5	1,271	93	0.4	834	-63.4	-73.8	-34.4
1991	77	185	1.2	1,254	93	0.3	726	-49.6	-71.1	-42.1
1992	204	190	1.0	1,149	97	0.4	701	-49.0	-57.8	-39.0
1993	119	200	0.9	1,118	93	0.5	609	-53.5	-49.3	-45.6
1994	290	184	1.0	1,167	96	0.4	685	-47.7	-60.6	-41.3
1995	228	195	1.1	1,257	99	0.4	687	-49.1	-59.0	-45.4
1996	11	86	0.4	1,204	50	0.2	374	-42.2	-60.8	-68.9
1997	0									
1998	3	74	0.6	2,269	34	0.1	541	-53.6	-88.0	-76.1
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	1	206	0.2	0	9	0.0	0	-95.6	-100.0	0.0
2005	2	103	0.8	888	56	0.1	177	-46.1	-90.9	-80.1
2006	0									
2007	0									
2008	0									
<b>Total</b>	<b>1,506</b>	<b>256</b>	<b>1.4</b>	<b>1,128</b>	<b>127</b>	<b>0.6</b>	<b>681</b>	<b>-50.2%</b>	<b>-61.8%</b>	<b>-39.6%</b>

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

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

**Table L-4**



**New Jersey Enhanced Inspection and Maintenance Program  
Centralized/Decentralized Network  
Average Change in Vehicle Emission Levels After Repairs - HDGV  
Year 2008**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	0									
1969	0									
1970	1	2,242			17			-99.2	-100.0	
1971	0									
1972	3	1,560	6.4		277	0.8		-82.2	-88.3	
1973	0									
1974	3	2,735	5.4		1,861	1.4		-31.9	-74.8	
1975	0									
1976	7	1,157	2.8		1,022	2.1		-11.7	-25.8	
1977	5	938	4.4		243	1.7		-74.1	-61.0	
1978	7	1,767	3.3		298	1.1		-83.1	-67.5	
1979	8	705	4.5		142	1.6		-79.9	-63.4	
1980	7	1,357	1.0		133	0.9		-90.2	-8.1	
1981	5	797	2.7		159	1.0		-80.1	-64.4	
1982	13	691	3.7		142	1.6		-79.5	-58.2	
1983	18	904	3.8		182	0.9		-79.8	-75.7	
1984	39	1,146	3.5		196	1.1		-82.9	-69.1	
1985	18	1,156	3.8		346	1.6		-70.1	-56.5	
1986	95	974	3.1		220	1.1		-77.5	-65.0	
1987	43	816	3.1		232	0.8		-71.6	-73.0	
1988	72	666	2.3		219	1.0		-67.1	-56.5	
1989	58	1,105	3.2		250	0.9		-77.4	-73.4	
1990	54	664	3.0		200	1.1		-69.9	-64.0	
1991	12	1,267	3.1		454	1.5		-64.2	-50.5	
1992	27	912	3.6		359	2.3		-60.6	-37.7	
1993	32	619	1.8		253	0.8		-59.2	-52.4	
1994	73	669	3.9		179	0.9		-73.2	-77.6	
1995	58	565	3.5		215	1.0		-61.9	-72.9	
1996	68	662	3.3		169	0.8		-74.5	-76.3	
1997	42	1,071	3.1		213	1.1		-80.1	-64.8	
1998	29	891	1.7		229	0.5		-74.3	-73.1	
1999	33	671	0.9		200	0.3		-70.3	-61.7	
2000	39	803	1.3		167	0.4		-79.2	-67.0	
2001	9	963	1.6		453	0.8		-53.0	-48.1	
2002	17	720	1.1		66	0.2		-90.8	-82.9	
2003	8	524	0.9		144	0.3		-72.5	-65.6	
2004	10	407	0.7		160	0.0		-60.7	-93.8	
2005	0									
2006	1	0	0.0		16	0.0		0.0	0.0	
2007	0									
2008	0									
<b>Total</b>	<b>914</b>	<b>837</b>	<b>2.9</b>		<b>227</b>	<b>1.0</b>		<b>-72.9%</b>	<b>-66.7%</b>	

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

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

**Table L-5**

**New Jersey Enhanced Inspection and Maintenance Program**  
**Centralized Network**  
**Average Change in Vehicle Emission Levels After Repairs - All Vehicles**  
**Year 2008**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	43	2,212	6.7		864	4.3		-60.9%	-36.4%	
1969	11	1,387	5.5		453	4.4		-67.3%	-20.5%	
1970	10	1,982	6.2		375	4.0		-81.1%	-35.1%	
1971	15	1,269	5.6		949	2.7		-25.2%	-51.8%	
1972	28	1,268	4.6		513	2.5		-59.6%	-46.3%	
1973	17	1,122	4.6		646	2.9		-42.4%	-36.7%	
1974	16	1,297	4.5		785	4.0		-39.5%	-10.6%	
1975	16	746	3.1		861	2.2		15.4%	-29.3%	
1976	28	801	2.5		737	2.3		-8.0%	-6.8%	
1977	22	919	3.6		667	2.8		-27.4%	-21.8%	
1978	47	1,013	2.2		784	1.5		-22.6%	-33.4%	
1979	42	665	3.0		370	2.3		-44.3%	-22.0%	
1980	33	836	3.5		345	1.8		-58.7%	-47.6%	
1981	25	258	1.5	1,793	264	1.1	1,396	2.4%	-25.9%	-22.2%
1982	39	203	2.1	1,329	99	1.0	1,006	-51.2%	-48.9%	-24.3%
1983	47	160	1.9	1,416	165	1.6	1,030	3.2%	-15.1%	-27.3%
1984	154	214	1.7	1,316	114	1.1	1,058	-46.8%	-34.7%	-19.6%
1985	120	291	1.8	1,318	185	1.3	1,151	-36.5%	-29.8%	-12.7%
1986	361	245	1.9	1,243	171	1.2	979	-30.3%	-37.9%	-21.2%
1987	242	276	1.9	1,298	179	1.2	1,004	-35.1%	-38.0%	-22.7%
1988	632	183	1.4	1,420	141	0.9	1,011	-22.7%	-36.6%	-28.8%
1989	397	204	1.5	1,444	147	0.8	1,077	-28.0%	-48.5%	-25.4%
1990	873	167	1.5	1,527	108	0.7	1,113	-35.1%	-50.3%	-27.1%
1991	756	173	1.2	1,369	103	0.5	1,067	-40.2%	-54.6%	-22.1%
1992	1,706	127	1.1	1,354	94	0.6	1,008	-25.6%	-43.8%	-25.5%
1993	1,180	139	1.0	1,306	103	0.6	1,025	-25.8%	-36.5%	-21.5%
1994	2,115	132	1.0	1,248	89	0.5	929	-32.7%	-46.7%	-25.5%
1995	1,280	136	0.9	1,253	89	0.5	920	-35.0%	-40.6%	-26.6%
1996	25	665	3.3	0	221	1.0	0	-66.7%	-68.9%	0.0%
1997	16	433	1.6	471	162	1.1	459	-62.5%	-34.6%	-2.7%
1998	40	300	0.5	786	121	0.3	508	-59.9%	-36.8%	-35.4%
1999	13	792	1.1	0	292	0.4	0	-63.1%	-63.6%	0.0%
2000	14	863	1.6	0	156	0.5	0	-81.9%	-68.8%	0.0%
2001	5	955	1.8	0	772	1.2	0	-19.2%	-31.8%	0.0%
2002	5	571	2.3	0	59	0.1	0	-89.7%	-95.7%	0.0%
2003	5	581	1.2	0	54	0.2	0	-90.7%	-83.3%	0.0%
2004	10	11	0.4	351	8	0.1	18	-21.9%	-80.0%	-94.8%
2005	0									
2006	0									
2007	1	45	2.0	0	77	0.4	0	71.1%	-80.0%	0.0%
2008	0									
<b>Total</b>	<b>10,389</b>	<b>193</b>	<b>1.3</b>	<b>1,277</b>	<b>125</b>	<b>0.7</b>	<b>959</b>	<b>-35.0%</b>	<b>-42.5%</b>	<b>-24.9%</b>

Report includes only inspection records where the vehicle has both a before and after repair record.  
The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

**Table L-6**

**New Jersey Enhanced Inspection and Maintenance Program**  
**Centralized Network**  
**Average Change in Vehicle Emission Levels After Repairs - LDGV**  
**Year 2008**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	37	2223	6.9		908	4.3		-59.2	-37.5	
1969	8	1674	5.6		478	5.5		-71.4	-2.0	
1970	7	1214	7.2		370	3.3		-69.5	-54.8	
1971	12	1491	5.5		1091	2.4		-26.8	-57.0	
1972	21	1221	5.4		574	2.2		-53.0	-59.7	
1973	11	1030	5.5		589	3.9		-42.8	-30.3	
1974	15	1383	4.8		819	4.0		-40.8	-15.8	
1975	13	716	3.1		654	2.0		-8.8	-34.5	
1976	19	685	2.6		641	2.1		-6.4	-19.8	
1977	16	1138	3.0		715	2.7		-37.2	-12.3	
1978	30	948	1.9		805	1.3		-15.0	-34.6	
1979	32	691	2.8		423	2.0		-38.8	-29.5	
1980	20	775	3.8		360	1.7		-53.6	-56.2	
1981	14	226	2.0	1261	123	1.1	951	-45.3	-46.2	-24.6
1982	31	191	1.4	1442	86	0.7	1033	-54.9	-47.9	-28.4
1983	31	110	1.4	1364	115	1.4	1021	4.2	-2.9	-25.1
1984	106	139	1.4	1449	99	1.0	1055	-28.6	-29.0	-27.2
1985	84	158	1.5	1431	145	1.1	1153	-7.7	-25.4	-19.4
1986	258	160	1.6	1319	129	1.0	990	-19.6	-37.2	-24.9
1987	170	226	1.6	1406	161	1.0	1004	-28.9	-40.7	-28.6
1988	371	159	1.4	1458	130	0.8	1033	-18.1	-44.4	-29.1
1989	235	171	1.3	1545	146	0.6	1111	-14.6	-49.2	-28.1
1990	599	141	1.4	1632	103	0.7	1172	-27.1	-51.6	-28.2
1991	579	153	1.1	1406	95	0.5	1118	-37.8	-52.0	-20.5
1992	1286	113	1.0	1375	90	0.6	1048	-21.1	-45.5	-23.8
1993	829	121	0.9	1394	98	0.6	1115	-18.7	-37.6	-20.1
1994	1355	117	0.9	1308	85	0.5	986	-27.5	-44.4	-24.6
1995	795	122	0.8	1283	85	0.5	951	-30.7	-39.9	-25.9
1996	2	100	0.3	0	155	0.3	0	54.5	-5.9	0.0
1997	6	19	0.1	912	51	0.2	945	169.3	66.3	3.6
1998	17	13	0.2	989	19	0.2	710	43.0	-21.8	-28.2
1999	0									
2000	0									
2001	1	167	0.0	0	146	0.0	0	-12.6	0.0	0.0
2002	0									
2003	0									
2004	7	15	0.5	502	4	0.1	26	-70.6	-76.3	-94.7
2005	0									
2006	0									
2007	1	45	2.0	0	77	0.4	0	71.1	-79.1	0.0
2008	0									
<b>Total</b>	<b>7,018</b>	<b>168</b>	<b>1.2</b>	<b>1,339</b>	<b>119</b>	<b>0.7</b>	<b>1,010</b>	<b>-29.5%</b>	<b>-41.5%</b>	<b>-24.6%</b>

Report includes only inspection records where the vehicle has both a before and after repair record.  
The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

**Table L-7**

**New Jersey Enhanced Inspection and Maintenance Program**  
**Centralized Network**  
**Average Change in Vehicle Emission Levels After Repairs - LDGT1**  
**Year 2008**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	3	1216	6.2		774	6.0		-36.4	-1.9	
1969	2	817	3.8		522	0.2		-36.1	-94.0	
1970	3	3774	3.7		386	5.6		-89.8	49.2	
1971	3	380	6.2		383	4.0		0.8	-35.7	
1972	5	1079	2.2		291	2.6		-73.0	18.7	
1973	3	1459	3.3		757	0.7		-48.1	-78.4	
1974	1	0	0.0		274	4.4		0.0	0.0	
1975	3	877	3.2		1760	3.1		100.6	-3.4	
1976	2	343	4.4		357	6.2		3.9	41.8	
1977	2	416	7.3		256	4.5		-38.5	-37.5	
1978	5	592	5.1		219	2.9		-62.9	-42.7	
1979	6	609	3.6		246	4.5		-59.7	25.2	
1980	8	546	3.9		287	2.8		-47.4	-26.8	
1981	7	135	1.3	3009	153	1.6	2540	13.7	22.7	-15.6
1982	5	292	5.6	1117	151	2.1	1229	-48.1	-62.1	10.0
1983	11	225	2.9	1925	241	2.4	1165	7.1	-17.5	-39.5
1984	31	319	3.2	952	132	1.6	1074	-58.6	-50.3	12.8
1985	23	221	2.4	1280	177	1.1	1499	-20.0	-53.9	17.1
1986	63	264	2.5	1408	193	1.6	1301	-27.0	-36.0	-7.6
1987	42	184	2.9	1090	147	1.9	1125	-20.1	-33.5	3.2
1988	192	169	1.3	1482	116	0.9	1036	-31.6	-27.8	-30.1
1989	111	156	1.6	1493	130	1.0	1181	-16.8	-37.7	-20.9
1990	195	174	1.5	1391	106	0.8	1029	-39.0	-45.0	-26.1
1991	135	196	1.3	1269	128	0.7	898	-34.7	-48.3	-29.3
1992	311	130	1.3	1354	90	0.6	896	-30.8	-53.9	-33.8
1993	276	154	1.2	1143	102	0.7	857	-34.3	-43.2	-25.0
1994	587	135	1.0	1174	81	0.5	823	-39.7	-44.9	-29.9
1995	345	118	0.9	1262	69	0.5	896	-41.8	-50.8	-29.0
1996	0									
1997	2	23	0.3	1035	25	0.3	836	8.7	20.0	-19.3
1998	13	20	0.2	1125	26	0.2	634	31.8	-22.4	-43.7
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	0									
2005	0									
2006	0									
2007	0									
2008	0									
<b>Total</b>	<b>2,395</b>	<b>167</b>	<b>1.3</b>	<b>1,258</b>	<b>106</b>	<b>0.8</b>	<b>920</b>	<b>-36.4%</b>	<b>-42.6%</b>	<b>-26.9%</b>

Report includes only inspection records where the vehicle has both a before and after repair record.  
The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

**Table L-8**

**New Jersey Enhanced Inspection and Maintenance Program  
Centralized Network  
Average Change in Vehicle Emission Levels After Repairs - LDGT2  
Year 2008**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	3	3074	4.5		416	1.9		-86.5	-57.8	
1969	1	229	8.2		114	3.8		-50.2	-53.5	
1970	0									
1971	0									
1972	2	2233	1.9		423	4.8		-81.1	152.5	
1973	3	1121	2.6		745	1.5		-33.5	-42.3	
1974	0									
1975	0									
1976	5	780	2.1		308	2.3		-60.5	7.3	
1977	4	294	4.1		683	2.4		131.9	-41.9	
1978	11	1125	1.9		989	1.4		-12.1	-25.2	
1979	4	544	3.4		136	1.6		-75.0	-52.4	
1980	1	936	4.1		1252	0.2		33.8	-95.6	
1981	4	583	0.1	1530	950	0.3	950	62.8	114.5	-37.9
1982	2	188	2.8	765	138	2.1	525	-26.9	-26.9	-31.4
1983	3	151	3.1	1037	132	1.3	1319	-12.6	-57.5	27.2
1984	11	270	0.9	1784	135	1.1	1617	-50.2	17.9	-9.4
1985	6	758	1.6	1412	273	2.9	1129	-64.0	84.4	-20.1
1986	20	293	3.2	980	263	2.0	799	-10.2	-37.8	-18.5
1987	21	467	1.9	1397	217	1.1	1193	-53.6	-40.9	-14.6
1988	49	160	1.2	1472	243	1.1	1153	51.9	-5.3	-21.7
1989	34	359	2.0	1305	148	1.0	1043	-58.7	-52.4	-20.0
1990	61	274	1.7	1376	112	0.5	1127	-59.1	-68.9	-18.1
1991	36	219	1.7	1384	114	0.4	1058	-48.1	-73.9	-23.5
1992	98	223	1.2	1223	119	0.5	951	-46.9	-56.7	-22.2
1993	58	204	1.2	1215	114	0.7	846	-43.9	-41.4	-30.4
1994	153	198	1.1	1158	124	0.6	951	-37.2	-46.0	-17.9
1995	121	234	1.1	1232	131	0.6	929	-43.9	-49.7	-24.6
1996	0									
1997	0									
1998	0									
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	0									
2005	0									
2006	0									
2007	0									
2008	0									
<b>Total</b>	<b>711</b>	<b>283</b>	<b>1.4</b>	<b>1,202</b>	<b>168</b>	<b>0.8</b>	<b>947</b>	<b>-40.4%</b>	<b>-45.4%</b>	<b>-21.2%</b>

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

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

**Table L-9**

**New Jersey Enhanced Inspection and Maintenance Program  
Centralized Network  
Average Change in Vehicle Emission Levels After Repair - HDGV  
Year 2008**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	0									
1969	0									
1970	0									
1971	0									
1972	0									
1973	0									
1974	0									
1975	0									
1976	2	2,418	0.2		3,107	0.3		28.5	13.6	
1977	0									
1978	1	3,813	0.2		729	0.1		-80.9	-33.3	
1979	0									
1980	4	1,693	0.7		160	0.8		-90.5	17.3	
1981	0									
1982	1	163	3.0		165	4.5		1.2	49.8	
1983	2	583	2.5		565	1.2		-3.1	-52.0	
1984	6	881	1.7		236	1.2		-73.2	-31.8	
1985	7	1,713	3.8		611	2.5		-64.3	-33.5	
1986	20	1,229	3.3		544	1.8		-55.7	-45.3	
1987	9	1,213	2.3		592	1.0		-51.2	-56.6	
1988	20	817	2.6		347	1.7		-57.5	-34.6	
1989	17	673	2.6		274	1.2		-59.3	-52.2	
1990	18	593	3.2		303	2.0		-49.0	-37.9	
1991	6	1,314	4.2		304	1.6		-76.8	-62.9	
1992	11	804	4.7		518	3.5		-35.5	-24.5	
1993	17	521	1.5		314	0.8		-39.7	-42.6	
1994	20	504	3.5		277	1.4		-45.1	-60.5	
1995	19	454	2.5		331	1.4		-27.2	-43.5	
1996	23	714	3.6		227	1.1		-68.2	-69.4	
1997	8	845	3.1		280	1.9		-66.9	-37.8	
1998	10	1,153	1.3		416	0.6		-63.9	-58.6	
1999	13	792	1.1		292	0.4		-63.1	-65.1	
2000	14	863	1.6		156	0.5		-81.9	-65.3	
2001	4	1,152	2.2		928	1.5		-19.4	-31.8	
2002	5	571	2.3		59	0.1		-89.6	-95.3	
2003	5	581	1.2		54	0.2		-90.7	-81.7	
2004	3	0	0.0		18	0.0		0.0	0.0	
2005	0									
2006	0									
2007	0									
2008	0									
<b>Total</b>	<b>265</b>	<b>829</b>	<b>2.6</b>		<b>356</b>	<b>1.3</b>		<b>-57.0%</b>	<b>-48.9%</b>	

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

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

**Table L-10**

**New Jersey Enhanced Inspection and Maintenance Program**  
**Decentralized Network**  
**Average Change in Vehicle Emission Levels After Repairs - All Vehicles**  
**Year 2008**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	68	2,261	6.8		864	4.1		-61.8%	-40.7%	
1969	10	1,967	6.0		799	2.7		-59.4%	-55.0%	
1970	15	2,032	5.2		518	2.6		-74.5%	-49.4%	
1971	23	918	5.6		374	2.5		-59.2%	-54.7%	
1972	57	1,051	5.0		292	1.8		-72.2%	-63.9%	
1973	15	1,199	5.6		311	2.8		-74.0%	-50.2%	
1974	30	1,373	5.2		481	2.2		-65.0%	-57.4%	
1975	19	667	3.1		329	1.9		-50.6%	-38.3%	
1976	50	575	4.4		190	1.2		-66.9%	-72.7%	
1977	40	685	3.8		154	1.0		-77.6%	-73.0%	
1978	80	822	3.6		244	1.4		-70.3%	-62.0%	
1979	61	773	4.3		259	1.1		-66.5%	-75.3%	
1980	56	595	4.2		157	1.0		-73.7%	-76.2%	
1981	37	222	2.0	1,009	74	0.4	357	-66.6%	-79.9%	-64.6%
1982	78	325	2.9	737	91	0.5	421	-72.1%	-84.1%	-42.9%
1983	67	385	3.0	726	109	0.6	399	-71.6%	-81.9%	-45.0%
1984	227	324	2.2	1,003	92	0.4	481	-71.8%	-83.7%	-52.0%
1985	140	276	2.3	1,076	88	0.4	536	-68.2%	-84.1%	-50.2%
1986	465	334	2.4	971	85	0.4	451	-74.7%	-82.4%	-53.6%
1987	286	278	2.4	1,104	85	0.3	538	-69.4%	-85.8%	-51.2%
1988	617	231	1.8	1,141	88	0.3	448	-62.0%	-84.3%	-60.8%
1989	391	303	2.1	1,260	96	0.3	481	-68.5%	-84.1%	-61.8%
1990	823	204	1.7	1,410	76	0.3	541	-62.8%	-83.2%	-61.6%
1991	599	158	1.2	1,299	67	0.2	447	-57.5%	-82.7%	-65.6%
1992	1,310	153	1.3	1,292	62	0.2	461	-59.2%	-81.9%	-64.3%
1993	834	167	1.1	1,336	65	0.2	431	-61.3%	-77.7%	-67.8%
1994	1,528	160	1.1	1,183	62	0.2	433	-61.0%	-80.3%	-63.4%
1995	946	173	1.1	1,218	64	0.2	400	-63.0%	-78.4%	-67.1%
1996	80	399	2.0	382	97	0.4	102	-75.6%	-79.6%	-73.3%
1997	51	781	2.3	191	144	0.6	53	-81.6%	-71.5%	-72.4%
1998	36	549	1.2	474	91	0.3	107	-83.4%	-76.3%	-77.4%
1999	25	534	0.9	32	123	0.3	19	-77.0%	-70.0%	-40.2%
2000	28	697	1.1	113	158	0.4	32	-77.3%	-67.6%	-71.4%
2001	6	677	1.0	0	61	0.3	0	-91.0%	-75.0%	0.0%
2002	14	679	0.5	101	68	0.2	61	-90.0%	-61.1%	-40.1%
2003	4	386	0.6	0	237	0.4	0	-38.8%	-30.4%	0.0%
2004	9	491	0.8	0	175	0.1	0	-64.4%	-87.7%	0.0%
2005	8	176	0.4	686	20	0.0	121	-88.8%	-94.3%	-82.4%
2006	3	94	0.2	275	13	0.0	5	-86.5%	-100.0%	-98.3%
2007	7	304	4.2	0	167	4.0	0	-45.1%	-4.8%	0.0%
2008	3	86	0.3	0	11	0.0	0	-87.5%	-100.0%	0.0%
<b>Total</b>	<b>9,146</b>	<b>261</b>	<b>1.7</b>	<b>1,122</b>	<b>89</b>	<b>0.4</b>	<b>418</b>	<b>-65.8%</b>	<b>-78.2%</b>	<b>-62.8%</b>

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

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

**Table L-11**

**New Jersey Enhanced Inspection and Maintenance Program  
Decentralized Network  
Average Change in Vehicle Emission Levels After Repairs - LDGV  
Year 2008**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	60	2333	6.9		895	3.8		-61.6	-44.8	
1969	10	1967	6.0		799	2.7		-59.4	-54.9	
1970	13	2051	5.9		583	3.0		-71.6	-48.5	
1971	17	979	5.6		436	2.6		-55.4	-53.4	
1972	40	841	5.1		300	1.9		-64.3	-62.9	
1973	13	973	6.3		331	3.0		-66.0	-51.8	
1974	20	1093	5.2		255	2.5		-76.6	-52.4	
1975	15	716	3.3		380	2.0		-46.9	-41.2	
1976	35	498	4.3		183	1.0		-63.3	-76.9	
1977	21	604	3.5		138	0.6		-77.1	-84.2	
1978	42	868	3.3		244	1.1		-71.9	-68.2	
1979	34	774	3.9		142	0.8		-81.6	-80.6	
1980	35	609	3.9		143	0.9		-76.6	-75.8	
1981	28	120	1.4	1291	57	0.2	411	-52.6	-87.2	-68.1
1982	51	195	2.7	967	73	0.2	502	-62.8	-91.5	-48.1
1983	38	201	2.2	904	88	0.3	380	-56.2	-88.7	-58.0
1984	147	181	1.6	1206	72	0.2	475	-60.2	-87.2	-60.6
1985	84	255	1.6	1206	73	0.2	463	-71.4	-87.2	-61.6
1986	291	212	1.9	1221	73	0.3	479	-65.4	-85.8	-60.7
1987	179	177	2.1	1265	70	0.2	539	-60.5	-89.0	-57.4
1988	317	186	1.7	1236	77	0.2	458	-58.3	-86.2	-62.9
1989	183	180	1.8	1422	72	0.2	499	-60.0	-87.8	-64.9
1990	556	174	1.6	1548	73	0.3	577	-58.0	-84.5	-62.7
1991	438	140	1.2	1357	61	0.2	468	-56.6	-82.9	-65.5
1992	936	128	1.2	1352	55	0.2	473	-56.7	-85.8	-65.0
1993	545	157	0.9	1460	63	0.2	471	-59.7	-80.1	-67.7
1994	892	126	0.9	1297	58	0.2	466	-54.3	-79.7	-64.1
1995	555	149	1.0	1249	59	0.2	406	-60.4	-81.0	-67.5
1996	7	211	1.6	524	73	0.3	32	-65.4	-82.3	-93.9
1997	11	91	0.4	399	34	0.1	157	-62.7	-61.8	-60.5
1998	8	609	0.3	411	64	0.2	105	-89.6	-45.0	-74.4
1999	4	319	0.4	199	66	0.2	119	-79.3	-57.6	-40.1
2000	1	132	0.3	0	8	0.0	0	-93.9	-100.0	0.0
2001	1	0	0.0	0	0	0.0	0	0.0	0.0	0.0
2002	2	53	0.0	709	62	0.2	425	16.0	1025.0	-40.1
2003	0									
2004	1	150	0.1	0	17	0.2	0	-88.7	120.0	0.0
2005	5	204	0.3	743	8	0.0	123	-95.9	-98.5	-83.4
2006	2	141	0.3	412	11	0.0	7	-92.2	-93.7	-98.3
2007	7	304	4.2	0	167	4.0	0	-45.0	-2.9	0.0
2008	1	105	0.1	0	26	0.0	0	-75.2	-71.4	0.0
<b>Total</b>	<b>5,645</b>	<b>216</b>	<b>1.5</b>	<b>1,243</b>	<b>83</b>	<b>0.3</b>	<b>444</b>	<b>-61.5%</b>	<b>-78.4%</b>	<b>-64.3%</b>

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

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

**Table L-12**



**New Jersey Enhanced Inspection and Maintenance Program  
Decentralized Network  
Average Change in Vehicle Emission Levels After Repairs - LDGT1  
Year 2008**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	8	1722	6.4		632	6.0		-63.3	-7.2	
1969	0									
1970	0									
1971	4	797	4.5		204	2.4		-74.4	-45.7	
1972	12	1433	5.3		300	2.1		-79.0	-61.2	
1973	1	3613	1.7		294	2.7		-91.9	60.2	
1974	5	1772	5.3		294	2.3		-83.4	-57.9	
1975	3	491	2.8		176	1.9		-64.2	-33.5	
1976	5	1042	4.5		198	1.1		-81.0	-76.5	
1977	4	889	3.0		131	1.4		-85.3	-52.1	
1978	13	357	5.1		124	1.3		-65.3	-74.2	
1979	7	869	6.7		581	0.8		-33.2	-88.4	
1980	14	517	5.8		209	1.4		-59.6	-75.3	
1981	3	216	5.4	396	80	1.2	569	-63.0	-78.1	43.7
1982	12	340	3.1	666	126	0.8	449	-62.9	-74.1	-32.6
1983	9	266	4.5	1296	162	1.1	1043	-39.1	-75.6	-19.5
1984	37	155	3.1	1273	84	0.3	875	-45.6	-89.5	-31.2
1985	33	195	3.0	1197	95	0.4	874	-51.4	-86.5	-27.0
1986	62	283	3.2	947	89	0.4	714	-68.5	-87.4	-24.7
1987	54	319	2.9	1175	93	0.5	743	-70.7	-83.9	-36.8
1988	170	215	1.9	1287	87	0.3	551	-59.8	-82.4	-57.2
1989	124	192	2.2	1417	84	0.4	576	-56.1	-83.5	-59.4
1990	171	185	2.1	1346	70	0.2	539	-62.1	-89.0	-60.0
1991	114	173	1.5	1201	60	0.2	394	-65.4	-88.4	-67.2
1992	252	189	1.6	1242	71	0.2	444	-62.4	-86.1	-64.3
1993	213	146	1.5	1203	59	0.3	371	-59.3	-82.9	-69.2
1994	446	157	1.2	1098	61	0.2	432	-61.2	-81.4	-60.7
1995	245	164	0.8	1312	60	0.2	445	-63.5	-74.7	-66.1
1996	17	53	0.4	805	27	0.1	226	-48.3	-70.0	-71.9
1997	6	103	0.4	888	44	0.2	159	-56.8	-55.9	-82.2
1998	6	59	0.4	1163	34	0.1	233	-43.2	-73.9	-79.9
1999	1	213	5.1	0	10	0.0	0	-95.3	-99.8	0.0
2000	2	63	0.3	1576	33	0.0	451	-47.6	-86.8	-71.4
2001	0									
2002	0									
2003	1	264	0.8	0	64	0.1	0	-75.8	-92.5	0.0
2004	0									
2005	1	179	0.4	0	6	0.0	0	-96.6	-100.0	0.0
2006	0									
2007	0									
2008	2	76	0.4	0	3	0.0	0	-96.1	-98.9	0.0
<b>Total</b>	<b>2,057</b>	<b>210</b>	<b>1.8</b>	<b>1,167</b>	<b>77</b>	<b>0.3</b>	<b>469</b>	<b>-63.1%</b>	<b>-81.7%</b>	<b>-59.8%</b>

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

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

**Table L-13**

**New Jersey Enhanced Inspection and Maintenance Program  
Decentralized Network  
Average Change in Vehicle Emission Levels After Repairs - LDGT2  
Year 2008**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	0									
1969	0									
1970	1	1,570	0.2		168	0.1		-89.3	-38.9	
1971	2	639	8.1		187	2.4		-70.8	-70.3	
1972	2	2,187	0.2		96	0.1		-95.6	-56.8	
1973	1	1,716	0.2		75	0.0		-95.6	-81.0	
1974	2	1,129	4.3		1133	0.2		0.4	-95.9	
1975	1	465	0.1		30	0.1		-93.5	-45.5	
1976	5	572	5.5		236	1.1		-58.7	-79.5	
1977	10	648	4.3		151	1.4		-76.8	-67.3	
1978	19	848	3.0		331	2.0		-60.9	-33.5	
1979	12	762	3.9		480	1.6		-37.0	-58.2	
1980	4	517	3.5		141	0.5		-72.8	-87.2	
1981	1	237	3.4	0	115	0.3	0	-51.5	-91.0	0.0
1982	3	831	2.6	61	49	0.3	619	-94.1	-90.0	915.3
1983	4	164	3.9	652	96	0.3	724	-41.5	-91.5	11.1
1984	10	182	3.2	320	86	0.6	709	-52.7	-82.6	121.1
1985	12	165	3.5	821	91	0.7	610	-44.8	-80.0	-25.6
1986	37	222	3.4	1,016	70	0.4	698	-68.3	-89.1	-31.3
1987	19	329	1.5	1,355	110	0.3	912	-66.5	-78.9	-32.7
1988	78	197	2.1	1,198	79	0.3	479	-59.9	-84.2	-60.0
1989	43	213	1.3	1,316	91	0.3	586	-57.2	-75.1	-55.5
1990	60	233	1.3	1,164	73	0.3	536	-68.6	-80.4	-54.0
1991	41	155	0.7	1,140	75	0.2	434	-51.5	-65.3	-61.9
1992	106	159	0.9	1,080	77	0.4	470	-51.6	-59.0	-56.5
1993	61	195	0.7	1,026	72	0.2	383	-62.9	-62.5	-62.6
1994	137	168	1.0	1,177	64	0.2	389	-61.6	-79.6	-67.0
1995	107	152	1.0	1,286	64	0.3	414	-58.1	-70.6	-67.8
1996	11	86	0.4	1,204	50	0.2	374	-42.2	-60.8	-68.9
1997	0									
1998	3	74	0.6	2,269	34	0.1	541	-53.6	-88.0	-76.1
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	1	206	0.2	0	9	0.0	0	-95.6	-100.0	0.0
2005	2	103	0.8	888	56	0.1	177	-46.1	-90.9	-80.1
2006	0									
2007	0									
2008	0									
<b>Total</b>	<b>795</b>	<b>232</b>	<b>1.5</b>	<b>1,061</b>	<b>91</b>	<b>0.4</b>	<b>442</b>	<b>-60.9%</b>	<b>-74.6%</b>	<b>-58.3%</b>

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

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

**Table L-14**

**New Jersey Enhanced Inspection and Maintenance Program  
Decentralized Network  
Average Change in Vehicle Emission Levels After Repairs - HDGV  
Year 2008**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	0									
1969	0									
1970	1	2,242	0.4		17	0.0		-99.2	-100.0	
1971	0									
1972	3	1,560	6.4		277	0.8		-82.2	-88.3	
1973	0									
1974	3	2,735	5.4		1,861	1.4		-31.9	-74.8	
1975	0									
1976	5	653	3.8		188	2.8		-71.3	-26.7	
1977	5	938	4.4		243	1.7		-74.1	-61.0	
1978	6	1,426	3.8		226	1.2		-84.1	-67.7	
1979	8	705	4.5		142	1.6		-79.9	-63.4	
1980	3	908	1.4		96	1.0		-89.4	-25.2	
1981	5	797	2.7		159	1.0		-80.1	-64.4	
1982	12	735	3.8		140	1.3		-81.0	-65.5	
1983	16	944	4.0		134	0.9		-85.8	-77.5	
1984	33	1,195	3.8		189	1.1		-84.2	-72.1	
1985	11	802	3.8		177	1.1		-77.9	-71.2	
1986	75	906	3.0		133	0.9		-85.3	-70.7	
1987	34	712	3.3		136	0.8		-80.9	-76.1	
1988	52	608	2.2		170	0.8		-72.1	-66.3	
1989	41	1,284	3.5		240	0.7		-81.3	-79.9	
1990	36	700	2.9		148	0.6		-78.8	-78.4	
1991	6	1,220	1.9		604	1.5		-50.5	-22.8	
1992	16	987	2.9		250	1.4		-74.7	-52.1	
1993	15	730	2.1		182	0.8		-75.0	-60.0	
1994	53	731	4.0		143	0.7		-80.5	-83.2	
1995	39	619	4.0		159	0.7		-74.3	-81.6	
1996	45	635	3.1		139	0.6		-78.1	-80.3	
1997	34	1,124	3.2		197	0.9		-82.5	-71.0	
1998	19	753	1.9		130	0.4		-82.7	-78.5	
1999	20	593	0.8		140	0.3		-76.4	-58.6	
2000	25	770	1.2		174	0.4		-77.4	-68.3	
2001	5	812	1.2		73	0.3		-91.0	-72.3	
2002	12	783	0.6		69	0.2		-91.2	-64.0	
2003	3	427	0.5		294	0.5		-31.2	2.8	
2004	7	581	1.0		221	0.1		-62.0	-93.9	
2005	0									
2006	1	0	0.0		16	0.0		0.0	0.0	
2007	0									
2008	0									
<b>Total</b>	<b>649</b>	<b>841</b>	<b>3.0</b>		<b>174</b>	<b>0.8</b>		<b>-79.3%</b>	<b>-73.3%</b>	

Report includes only inspection records where the vehicle has both a before and after repair record.  
The initial emissions exhaust test failure inspection is the "Before Repairs" and the last emissions exhaust test is the "After Repairs"

**Table L-15**

## **APPENDIX II**

### **CREATE DATE REPORT**

## Create Date vs Test Date Statistics\* for the Year 2008

Report Period:	Station Type	# of Inspections	# of Inspections with a Create Date/Time >= 24 hours of Test Date/Time	% of Inspections with a Create Date/Time >= 24 hours of Test Date/Time	# of Inspections with a Create Date/Time >= 120 hours of Test Date/Time	% of Inspections with a Create Date/Time >= 120 hours of Test Date/Time
January 2008	CIF/SIF	178,330	28	0.02%	1	0.00%
	PIF/PFF	46,405	802	1.73%	452	0.97%
	TOTAL	224,735	830	0.37%	453	0.20%
February 2008	CIF/SIF	161,336	118	0.07%	0	0.00%
	PIF/PFF	42,714	338	0.79%	64	0.15%
	TOTAL	204,050	456	0.22%	64	0.03%
March 2008	CIF/SIF	201,166	14	0.01%	0	0.00%
	PIF/PFF	51,737	301	0.58%	29	0.06%
	TOTAL	252,903	315	0.12%	29	0.01%
April 2008	CIF/SIF	212,442	159	0.07%	9	0.00%
	PIF/PFF	54,208	337	0.62%	72	0.13%
	TOTAL	266,650	496	0.19%	81	0.03%
May 2008	CIF/SIF	214,144	522	0.24%	6	0.00%
	PIF/PFF	55,675	501	0.90%	208	0.37%
	TOTAL	269,819	1,023	0.38%	214	0.08%
June 2008	CIF/SIF	206,111	259	0.13%	0	0.00%
	PIF/PFF	52,296	669	1.28%	287	0.55%
	TOTAL	258,407	928	0.36%	287	0.11%
July 2008	CIF/SIF	221,410	561	0.25%	1	0.00%
	PIF/PFF	52,712	404	0.77%	127	0.24%
	TOTAL	274,122	965	0.35%	128	0.05%
August 2008	CIF/SIF	222,783	20	0.01%	14	0.01%
	PIF/PFF	51,251	558	1.09%	236	0.46%
	TOTAL	274,034	578	0.21%	250	0.09%
September 2008	CIF/SIF	197,638	132	0.07%	0	0.00%
	PIF/PFF	47,712	770	1.61%	366	0.77%
	TOTAL	245,350	902	0.37%	366	0.15%
October 2008	CIF/SIF	195,840	3	0.00%	0	0.00%
	PIF/PFF	48,275	909	1.88%	547	1.13%
	TOTAL	244,115	912	0.37%	547	0.22%
November 2008	CIF/SIF	160,224	175	0.11%	0	0.00%
	PIF/PFF	38,102	401	1.05%	82	0.22%
	TOTAL	198,326	576	0.29%	82	0.04%
December 2008	CIF/SIF	170,298	33	0.02%	0	0.00%
	PIF/PFF	38,056	317	0.83%	89	0.23%
	TOTAL	208,354	350	0.17%	89	0.04%
Year 2008	CIF/SIF	2,341,722	2,024	0.09%	31	0.00%
	PIF/PFF	579,143	6,307	1.09%	2,559	0.44%
	TOTAL	2,920,865	8,331	0.29%	2,590	0.09%

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

**APPENDIX III**

**CENTRALIZED  
INSPECTION  
FACILITY  
EQUIPMENT AUDIT  
REPORT**

**New Jersey Enhanced Inspection and Maintenance Program  
CIF Initial Equipment Audit Pass/Fail Rates by Station  
Year 2008**

<b>Station</b>	<b>Initial Audits</b>	<b>Number Fail</b>	<b>Fail Rate</b>	<b>Number Pass</b>	<b>Pass Rate</b>
Asbury Park Specialty	2	1	50%	1	50%
Bakers Basin	66	8	12%	58	88%
Bridgeton	12	0	0%	12	100%
Cape May	12	2	17%	10	83%
Cherry Hill	68	2	3%	66	97%
Delanco	36	6	17%	30	83%
Deptford	49	5	10%	44	90%
Eatontown	72	7	10%	65	90%
Flemington	36	1	3%	35	97%
Freehold	72	1	1%	71	99%
Kilmer	64	10	16%	54	84%
Lakewood	72	4	6%	68	94%
Lodi	60	15	25%	45	75%
Manahawkin	33	2	6%	31	94%
Mays Landing	48	6	13%	42	88%
Millville	24	2	8%	22	92%
Montclair	12	0	0%	12	100%
Morristown Specialty	2	2	100%	0	0%
Newark	58	2	3%	56	97%
Newton	24	3	13%	21	88%
Paramus	60	9	15%	51	85%
Plainfield	36	10	28%	26	72%
Rahway	72	5	7%	67	93%
Randolph	69	21	30%	48	70%
Salem	12	3	25%	9	75%
Secaucus	72	12	17%	60	83%
South Brunswick	69	14	20%	55	80%
Southampton	48	3	6%	45	94%
Washington	12	2	17%	10	83%
Wayne	95	3	3%	92	97%
Westfield	24	2	8%	22	92%
Winslow	36	2	6%	34	94%
Winslow Specialty	1	1	100%	0	0%
<b>Totals</b>	<b>1,428</b>	<b>166</b>	<b>12%</b>	<b>1,262</b>	<b>88%</b>

**Table III-1**

**New Jersey Enhanced Inspection and Maintenance Program**  
**CIF Initial Equipment Audit Pass/Fail Rates by Lane**  
**Year 2008**

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	1	2	1	50%	1	50%
Bakers Basin	66	1	11	3	27%	8	73%
		2	11	3	27%	8	73%
		3	11	0	0%	11	100%
		4	11	0	0%	11	100%
		5	11	1	9%	10	91%
		6 (METT)	11	1	9%	10	91%
Bridgeton	12	1	12	0	0%	12	100%
Cape May	12	1	12	2	17%	10	83%
Cherry Hill	68	1	11	2	18%	9	82%
		2	10	0	0%	10	100%
		3	11	0	0%	11	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6 (METT)	12	0	0%	12	100%
Delanco	36	1	12	4	33%	8	67%
		2	12	2	17%	10	83%
		3	12	0	0%	12	100%
Deptford	49	1	12	2	17%	10	83%
		2	12	1	8%	11	92%
		3	13	2	15%	11	85%
		4	12	0	0%	12	100%
Eatontown	72	1	12	1	8%	11	92%
		2	12	2	17%	10	83%
		3	12	3	25%	9	75%
		4	12	1	8%	11	92%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Flemington	36	1	12	1	8%	11	92%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
Freehold	72	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
		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	64	1	11	1	9%	10	91%
		2	10	3	30%	7	70%
		3	10	1	10%	9	90%
		4	11	1	9%	10	91%
		5	11	3	27%	8	73%
		6	11	1	9%	10	91%

**Table III-2**  
**(Page 1 of 3)**



**New Jersey Enhanced Inspection and Maintenance Program**  
**CIF Initial Equipment Audit Pass/Fail Rates by Lane**  
**Year 2008**

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Lakewood	72	1	12	1	8%	11	92%
		2	12	1	8%	11	92%
		3	12	1	8%	11	92%
		4	12	1	8%	11	92%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Lodi	60	1	12	6	50%	6	50%
		2	12	3	25%	9	75%
		3	12	4	33%	8	67%
		4	12	2	17%	10	83%
		5	12	0	0%	12	100%
Manahawkin	33	1	11	2	18%	9	82%
		2	11	0	0%	11	100%
		3	11	0	0%	11	100%
Mays Landing	48	1	12	1	8%	11	92%
		2	12	4	33%	8	67%
		3	12	0	0%	12	100%
		4	12	1	8%	11	92%
Millville	24	1	12	2	17%	10	83%
		2	12	0	0%	12	100%
Montclair	12	1	6	0	0%	6	100%
		2	6	0	0%	6	100%
Morristown Specialty	2	1	2	2	100%	0	0%
Newark	58	1	12	1	8%	11	92%
		2	11	0	0%	11	100%
		3	11	1	9%	10	91%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
Newton	24	1	12	2	17%	10	83%
		2	12	1	8%	11	92%
Paramus	60	1	12	4	33%	8	67%
		2	12	4	33%	8	67%
		3	12	1	8%	11	92%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
Plainfield	36	1	12	6	50%	6	50%
		2	12	4	33%	8	67%
		3	12	0	0%	12	100%
Rahway	72	1	12	2	17%	10	83%
		2	12	0	0%	12	100%
		3	12	2	17%	10	83%
		4	12	0	0%	12	100%
		5	12	1	8%	11	92%
		6	12	0	0%	12	100%

**Table III-2**  
**(Page 2 of 3)**

**New Jersey Enhanced Inspection and Maintenance Program**  
**CIF Initial Equipment Audit Pass/Fail Rates by Lane**  
**Year 2008**

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Randolph	69	1	11	4	36%	7	64%
		2	11	6	55%	5	45%
		3	11	2	18%	9	82%
		4	12	3	25%	9	75%
		5	12	3	25%	9	75%
		6	12	3	25%	9	75%
Salem	12	1	12	3	25%	9	75%
Secaucus	72	1	12	1	8%	11	92%
		2	12	6	50%	6	50%
		3	12	2	17%	10	83%
		4	12	0	0%	12	100%
		5	12	2	17%	10	83%
		6	12	1	8%	11	92%
South Brunswick	69	1	11	2	18%	9	82%
		2 (AWD)	12	0	0%	12	100%
		3	11	7	64%	4	36%
		4	12	1	8%	11	92%
		5	12	2	17%	10	83%
		6	11	2	18%	9	82%
Southampton	48	1	12	0	0%	12	100%
		2	12	3	25%	9	75%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
Washington	12	1	12	2	17%	10	83%
Wayne	95	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
		3	11	2	18%	9	82%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
		7	12	0	0%	12	100%
		8	12	0	0%	12	100%
Westfield	24	1	12	2	17%	10	83%
		2	12	0	0%	12	100%
Winslow	36	1	12	0	0%	12	100%
		2	12	2	17%	10	83%
		3	12	0	0%	12	100%
Winslow Specialty	1	1	1	1	100%	0	0%
<b>Totals</b>	<b>1,428</b>	<b>125</b>	<b>1,428</b>	<b>166</b>	<b>12%</b>	<b>1,262</b>	<b>88%</b>

**Table III-2**  
**(Page 3 of 3)**

**APPENDIX IV**

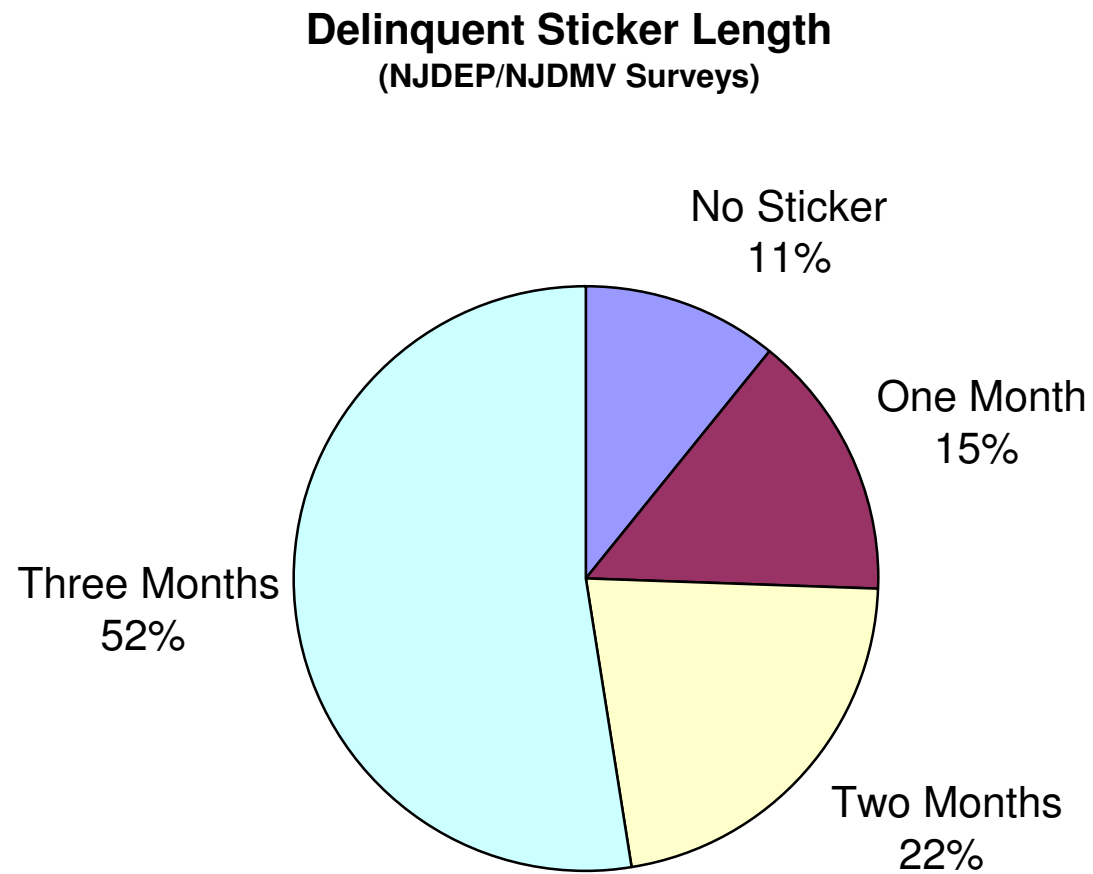
**COMPLIANCE  
STICKER SURVEY  
REPORT**

**New Jersey Enhanced Inspection and Maintenance Program  
Compliance Sticker Survey Summary  
Year 2008**

<b>2008</b>	<b>Agency</b>	<b>Number Surveyed</b>	<b>Number Delinquent</b>	<b>Delinquent Length</b>				<b>Delinquent Vehicle Type</b>			<b>Compliance Rate</b>
				<b>No Sticker</b>	<b>1-30 Days</b>	<b>31-89 Days</b>	<b>90+ Days</b>	<b>Cars</b>	<b>Trucks</b>	<b>Commercial</b>	
<b>January</b>	<b>NJDEP</b>	5,439	166	12	18	46	90	151	12	3	96.9%
<b>Febuary</b>	<b>NJDEP</b>	4,640	179	23	10	42	104	158	19	2	96.1%
<b>March</b>	<b>NJDEP</b>	4,771	199	25	19	41	114	171	23	5	95.8%
<b>April</b>	<b>NJDEP</b>	4,999	191	22	22	30	117	159	29	3	96.2%
<b>May</b>	<b>NJMVC</b>	5,000	297	0	52	68	177	Not Reported			94.1%
<b>May</b>	<b>NJDEP</b>	4,593	158	33	26	28	71	124	29	5	96.6%
<b>June</b>	<b>NJDEP</b>	4,371	153	21	24	26	82	124	24	5	96.5%
<b>July</b>	<b>NJDEP</b>	4,116	158	32	29	27	70	142	14	2	96.2%
<b>August</b>	<b>NJDEP</b>	4,360	147	23	22	29	73	120	26	1	96.6%
<b>September</b>	<b>NJDEP</b>	4,427	155	23	29	30	73	132	22	1	96.5%
<b>October</b>	<b>NJDEP</b>	5,363	191	29	30	43	89	161	26	4	96.4%
<b>October</b>	<b>NJMVC</b>	5,000	332	0	67	78	187	Not Reported			93.4%
<b>November</b>	<b>NJDEP</b>	3,876	145	19	28	39	59	119	25	1	96.3%
<b>December</b>	<b>NJDEP</b>	3,766	136	21	10	39	66	113	20	3	96.4%
<b>Totals</b>		64,721	2,607	283	386	566	1,372	1,674	269	35	96.0%

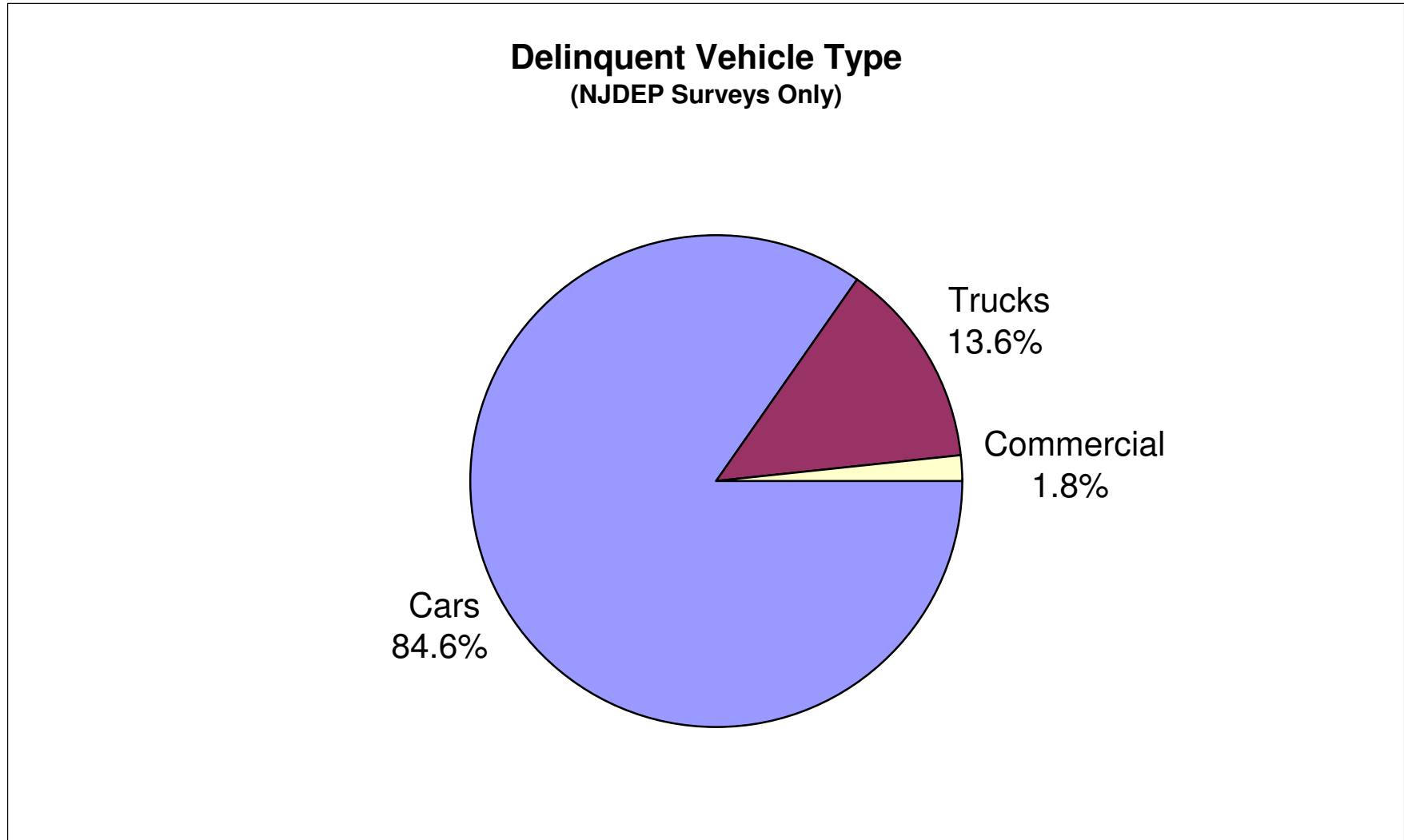
**Table IV-1**

**New Jersey Enhanced Inspection and Maintenance Program  
Compliance Sticker Survey Results  
Year 2008**



**Figure IV-1**

**New Jersey Enhanced Inspection and Maintenance Program  
Compliance Sticker Survey Results  
Year 2008**



**Figure IV-2**

## **APPENDIX V**

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

**Available Electronically  
Upon Request**