

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

2016 Annual Report

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

Acknowledgments

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Acronyms and Abbreviations

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

Executive Summary

This report fulfills the annual reporting requirements at 40 CFR 51.366, the data analysis and reporting section of the United States Environmental Protection Agency's (USEPA's) rule on inspection and maintenance program requirements. This report covers calendar year 2016 (2015 for the vehicles with no known final outcome analysis), and is specific to the emissions portion of the State's enhanced Inspection and Maintenance (I/M) program. A summary of the key statistics for the years 2013 through 2016 is presented in Table 1.

Table 1: Key Statistics: Years 2013 – 2016 Comparison

Key Statistics	2013	2014	2015	2016
Number of Total Emission Inspections	2,404,866	2,412,793	2,337,516	2,217,137
Total Emission Inspections – Centralized/Decentralized* Split	84.7%/15.3%	85.9%/14.1%	85.9%/14.1%	87.2%/12.8%
Total Emission Inspections – Initial/Re-inspection Split	88.2%/11.8%	87.2%/12.8%	87.2%/12.8%	89.7%/10.3%
Number of Initial Emission Inspections	2,121,816	2,103,270	2,039,434	1,989,156
Overall Initial Emission Failure Rate	10.8%	10.6%	10.6%	9.5%
Centralized Initial Emission Failure Rate	11.5%	11.2%	11.3%	10.0%
Decentralized Initial Emission Failure Rate	6.7%	6.6%	6.4%	6.0%
Overall Emission Inspection 1 st Retest Pass Rate	75.7%	75.1%	74.7%	74.4%
OBD 1 st Retest Pass Rate	74.8%	74.2%	73.8%	74.1%
Two Speed Idle 1 st Retest Pass Rate	68.9%	67.2%	68.7%	67.6%
Number of Vehicles with No Known Final Outcome**	17,589	17,385	14,635	TBD
As Percentage of Initial Inspections	0.8%	0.8%	0.7%	TBD
As Percentage of Initial Failures	7.7%	7.8%	6.8%	TBD
Sticker Compliance Rate	95.7%	95.7%	95.7%	96.1%
Emissions-Only CIF Covert Performance Audit Fail Rate	9.7%	11.1%	8.8%	4.7%
Emissions-Only PIF Covert Performance Audit Fail Rate	12.4%	8.5%	4.0%	2.3%
CIF Equipment Audit Fail Rate	8.0%	8.0%	6.0%	3.0%
PIF Equipment Audit Fail Rate	67.9%	51.4%	37.9%	32.8%
# CIF Full Inspection Lanes	114	112	111	111
# PIFs	1,136	1,126	1,099	1,139
# Emission Repair Facilities (ERFs)	1,361	1,294	1,329	1,353

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

** Total vehicles with no known final outcome based on 12 months of registration data from the year succeeding the 2013, 2014, and 2015 reporting years. Vehicles with no known final outcome for 2016 are To Be Determined (TBD) and will be reported in the 2017 report to allow for analysis of data from a full registration cycle.

I. Purpose

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

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

II. Test Data Report

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

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

New Jersey's I/M program is in a state of migration from the current I/M contract to a new I/M contract. The new I/M contract changes to an inspection machine test of OBD-only, along with visual checks conducted by and populated within the inspection record by the Inspector. The new system drops tailpipe testing. To facilitate this migration, all initial tailpipe tests were ceased as of May 1, 2016, and all tailpipe retests were ceased as of August 1, 2016. Evaporative gas cap testing was also switched to a visual gas cap check to coincide with the cessation of tailpipe testing. USEPA Region 2 has been notified of these changes.

Additional information about these changes is noted in Appendix VII – Program Structure. As a result of these changes, the volume of overall inspections and especially tailpipe tests in the year 2016 is significantly decreased from prior years.

A. Total Emissions Inspections

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

Table 2: Total Emissions Inspections

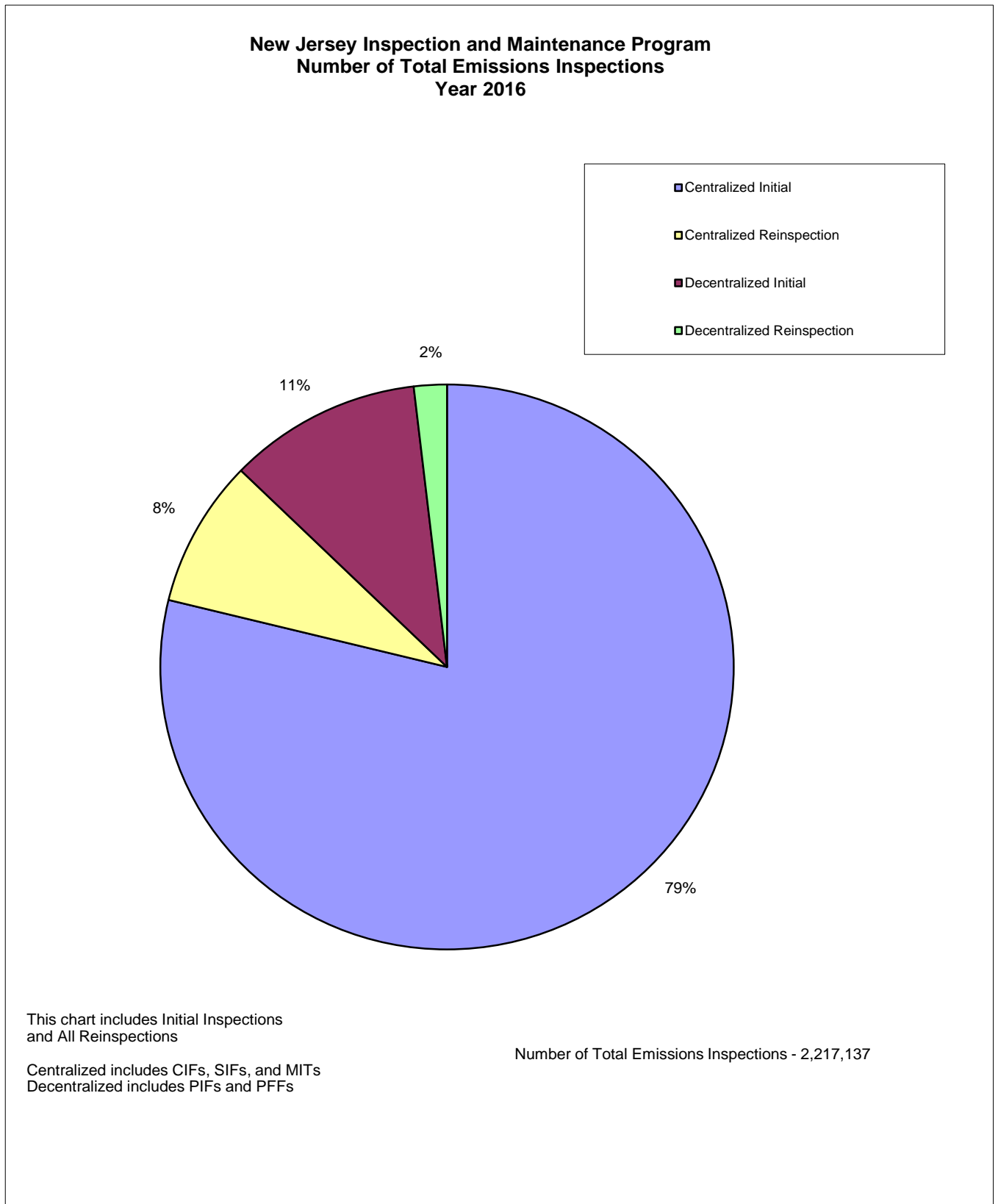
Test Station	Data	Initial Insp	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility (CIF)*	Total	1,729,781		180,587		1,910,368	
	Fail	171,245	9.9%	54,137	30.0%	225,382	11.8%
	Pass	1,558,536	90.1%	126,450	70.0%	1,684,986	88.2%
Private Inspection Facility (PIF)	Total	237,612		40,884		278,496	
	Fail	14,389	6.1%	2,514	6.1%	16,903	6.1%
	Pass	223,223	93.9%	38,370	93.9%	261,593	93.9%
Private Fleet Facility (PFF)	Total	4,148		316		4,464	
	Fail	137	3.3%	48	15.2%	185	4.1%
	Pass	4,011	96.7%	268	84.8%	4,279	95.9%
Specialty Inspection Facility (SIF)	Total	202		96		298	
	Fail	17	8.4%	24	25.0%	41	13.8%
	Pass	185	91.6%	72	75.0%	257	86.2%
Mobile Inspection Team (MIT)	Total	17,413		6,098		23,511	
	Fail	3,238	18.6%	1,161	19.0%	4,399	18.7%
	Pass	14,175	81.4%	4,937	81.0%	19,112	81.3%
Total		1,989,156		227,981		2,217,137	
Total Fail		189,026	9.5%	57,884	25.4%	246,910	11.1%
Total Pass		1,800,130	90.5%	170,097	74.6%	1,970,227	88.9%
% of Grand Total # of Inspections			89.7%		10.3%		

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

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

Of the total number of emissions inspections, 1,934,177 (87.2 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 282,960 (12.8 percent) were performed by the decentralized network (PIFs and PFFs). A graphical representation of this centralized/decentralized split is shown in Figure 1.

Figure 1: Total Emissions Inspections – Centralized/Decentralized Split



B. Initial Emission Inspections

Initial overall emission inspection results by model year and station type for the year 2016 are shown in Appendix I – Part B. There were 1,989,156 initial overall emission inspections conducted in New Jersey in the year 2016. The initial overall emission failure rate for the entire network was 9.5%. The centralized initial overall emission failure rate was 10.0% and the decentralized initial overall emission failure rate was 6.0%. A further look at the initial overall emission inspection results by each individual CIF is presented in Appendix I – Part C.

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

1,010,919	(50.8%) LDGVs,
875,529	(44.0%) LDGTs,
1,132	(0.06%) LDDTs,
3,772	(0.2%) LDDVs, and
97,804	(4.9%) HDGVs
<hr/>	
1,989,156	Total

Of the 1,989,156 initial overall emission inspections, 1,800,130 (90.5%) passed, while 189,026 (9.5%) failed at least one emission inspection component. Table 3 shows the number of passes and pass rate and the number of failures and fail rate for each initial emission inspection test type. As some initial overall emission inspections resulted in multiple test type failures, Table 3 reflects multiple counting of any such inspection.

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

Test Type	# Pass	Pass Rate	# Fail	Fail Rate
OBD	1,716,498	90.54%	179,275	9.46%
Two Speed Idle	17,151	81.22%	3,965	18.78%
Idle	39,978	96.98%	1,244	3.02%
Gas Cap	106,842	96.54%	3,828	3.46%
Catalytic Converter	1,982,458	99.93%	1,321	0.07%
Visible Smoke	1,987,836	99.93%	1,311	0.07%
Liquid Leak	1,989,005	99.99%	151	0.01%
Miscellaneous Emissions	1,988,832	99.98%	324	0.02%

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

C. OBD Inspections

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

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

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

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

OBD Test Failures Switched to Tailpipe Testing

Up until May 1, 2016, New Jersey also had mechanisms available to the centralized (CIF) and decentralized (PIF) networks to manually switch the OBD test (and run a TSI or curb idle test) for those motor vehicles that had demonstrated an issue meeting readiness criteria or could not communicate with the inspection workstation. For example, a vehicle may initially have failed OBD and then undergone repairs and diagnostics at an ERF who had verified that the vehicle had no additional repairable defects, or could not be made ready, or could communicate correctly with a generic scan tool, but not with the approved NJ workstation. After examination of the test results and repair information, the State may have authorized a CIF or PIF to switch the OBD test to a tailpipe test upon re-inspection. In addition, some initial OBD tests may have been switched to a tailpipe test as a result of actions initiated by the inspector. Due to program changes stated in the introduction and in Appendix VII, beginning on May 1, 2016, all initial tailpipe testing was ceased. The dropping of tailpipe testing eliminated the ability for OBD test failures to be switched to tailpipe testing.

During the timeframe when initial tailpipe testing was still being conducted, New Jersey required an attempt using the OBD test with a failed result before a re-inspection with a switched test could occur. All switched tests were required to be authorized by the State and

were split by network type. Centralized (CIF) switched tests were authorized by the NJDEP and Decentralized (PIF) switched tests were authorized by the NJMVC.

For the PIF network, the inspector was required to contact NJMVC to request approval to perform a switched test. The switched test approvals were entered into a state controlled system, so a monthly reconciliation could occur. Each month, all switched tests performed by the PIF network were compared to the authorizations given by NJMVC, and any station performing unauthorized OBD switched tests was referred to NJMVC for possible enforcement action.

For the CIF network, contact was made by a customer service representative to NJDEP requesting authorization for the OBD switched test providing all necessary information needed to make a decision. If the switched test was authorized, the customer representative made arrangements for the customer's vehicle to be re-inspected at a CIF station to receive the switched test.

A summary of the tests switched to tailpipe prior to May 1, 2016 is presented in Table 4. This information is presented in more detail by model year and vehicle type in Appendix I - Part F, Table F-6.

Table 4: OBD Test Failures Switched to Tailpipe

Network Type	Emission Test Switched To	# Initial OBD Tests	# Switched to Tailpipe	% Switched to Tailpipe	# Overall Fail	# Overall Pass	Overall Fail Rate
All	All	1,895,773	60	0.003%	0	60	0.0%
Centralized	Idle		32		0	32	0.0%
Centralized	TSI		15		0	15	0.0%
Centralized	All		47		0	47	0.0%
Decentralized	Idle		11		0	11	0.0%
Decentralized	TSI		2		0	2	0.0%
Decentralized	All		13		0	13	0.0%

Prior to May 1, 2016, it was possible, though rare, for an OBD switched test to not receive a tailpipe test (i.e. as in the case of a light-duty diesel vehicle). After May 1, 2016, all bypassed OBD tests were switched to secondary visual tests and are now required to be checked with a handheld OBD scanner at a state-run Specialty Inspection Facility (SIF), as described in more detail below.

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

Beginning on May 1, 2016, a more stringent review process for OBD bypasses was implemented with the dropping of tailpipe testing. New Jersey still requires an attempt using the standard inspection OBD test with a failed result before a bypass can occur, and all bypasses must be authorized by the State. However, bypasses are no longer split by network type; the new authorization protocol has all bypass requests reviewed and authorized by NJDEP, with NJMVC conducting the subsequent reinspection at a state run

specialty site (SIF). The new procedure requires that the authorized vehicle go to a SIF and be checked offline by a handheld OBD scanner as well as receive all secondary visual tests in order to receive a passing sticker.

This new review process reduced the number of authorized bypasses from 60 up until May 1, 2016 to two (2) over the final eight months of the year 2016.

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

Summary of OBD Inspection Data

There were a total of 1,895,773 initial OBD inspections in the year 2016. Of these, 1,844,196 (97.3%) passed either initially or a first or subsequent retest, and approximately 51,577 (2.7%) failed without a subsequent passing inspection (the number of vehicles without a subsequent passing inspection will be updated and reported in the 2017 Annual Report so that a full year's worth of registration and inspection data can be analyzed to more accurately determine the outcome of these vehicles). This information is presented in more detail by model year and vehicle type in Appendix I - Part F, Table F-1.

As stated earlier, an OBD inspection encompasses several different test components. These include the bulb check, the key-on-engine-running (KOER) MIL check, the DLC check, the communications check, the MIL command status, and the readiness status. Of the 1,895,773 initial overall OBD inspections, 1,716,498 (90.5%) passed initially, while 179,275 (9.5%) failed at least one OBD test component. The 9.5% fail rate is somewhat lower than the 10.2% fail rate in 2015.

Table 5 shows the initial pass/fail summary for the overall OBD inspection and for each individual component of the OBD inspection. As some initial overall OBD inspections resulted in multiple OBD component failures, Table 5 reflects multiple counting of any such inspection.

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

Component	# Initial Tests	# Pass	Pass Rate	# Fail	Fail Rate
Overall	1,895,773	1,716,498	90.5%	179,275	9.5%
Bulb Check	1,895,773	1,888,495	99.6%	7,278	0.4%
KOER MIL Check	1,888,495	1,820,989	96.4%	67,506	3.6%
DLC Check	1,895,773	1,893,752	99.9%	2,021	0.1%
Communication	1,893,752	1,890,740	99.8%	3,012	0.2%
Readiness Status	1,882,858	1,784,678	94.8%	98,180	5.2%
MIL Command Status	1,890,740	1,799,231	95.2%	91,509	4.8%

In Table 5, the number of some OBD component checks is less than the number of overall initial OBD tests because a test prior to the component check prohibited completion of the full OBD test. In 2016 there were 5,033 vehicles that had damaged, missing, or obstructed DLCs,

or which failed to communicate with the inspection workstation. There were 7,882 exempt from readiness testing.

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

Initial OBD and Gas Cap Test Results

There were 82,277 vehicles initially inspected for both OBDII and gas cap. Of these, 78,101 (94.9%) initially passed both tests while 115 (0.1%) initially failed both tests.

The number of vehicles initially failing the gas cap test and passing the OBD test was 2,525 (3.1%), while the number of vehicles initially passing the gas cap test and failing the OBD test was 1,536 (1.9%). These numbers are similar to last year's numbers percentage-wise, but the actual volumes are decreased significantly due to the cessation of evaporative gas cap testing along with all tailpipe testing on May 1, 2016.

Detailed information on OBD 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 1,890,740 initial OBD MIL command status checks which are summarized in Table 6.

Table 6: OBD Malfunction Indicator Light (MIL) Test Results

Scenario	# of Tests	% of Tests
MIL Off with No DTCs (pass inspection)	1,799,231	95.16%
MIL Off with DTCs (pass inspection)	0	0.00%
MIL On with No DTCs (fail inspection)	125	0.01%
MIL On with DTCs (fail inspection)	91,384	4.83%
Totals	1,890,740	100.00%

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

Readiness Status and Unset Monitors

There were 1,882,858 initial readiness checks. Of these, 1,585,819 (84.2%) had all monitors set, while 297,039 (15.8%) had at least one unset monitor. This number with not ready monitors are not necessarily failures, as model year 1996 through 2000 vehicles are allowed up to two not ready monitors, while model year 2001 and newer vehicles are allowed up to one not ready monitor. Taking these allowances into consideration, there was a readiness failure rate of 5.2 % (98,180). More detailed information on readiness status by model year and vehicle type is presented in Appendix I - Part F, Table F-5.

D. Roadside Inspections

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

MIT inspections for 2016 are summarized in Table 7. Vehicles failing a roadside inspection require repair and re-inspection at an authorized inspection facility (either CIF or PIF).

Table 7: Roadside Inspections

Station Type	# of Inspections	#Pass	# Fail	Fail Rate
MIT Roadside Initial	17,413	14,175	3,238	18.6%
MIT Roadside Re-inspection	6,098	4,937	1,161	19.0%
MIT Roadside Total	23,511	19,112	4,399	18.7%

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

E. Emission Re-Inspections

There were 189,026 (9.5%) overall initial emission inspection failures out of the 1,989,156 total initial overall emission inspections conducted in the year 2016. Vehicles failing their initial inspection are required to be repaired and re-inspected. In some cases, initially failed vehicles required multiple re-inspections before either passing or dropping from the inspection cycle. There were 191,419 initially failed emission tests in the year 2016. 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 (189,026) because a vehicle can fail more than one emission test type in any given inspection.

In Table 8, 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 8: Initially Failed Vehicles Failing/Passing First Retest by Emission Test Type

Test Type	# Initial Fails	# Fail First Retest	# Pass First Retest	% Failing First Retest	% Passing First Retest
OBD	179,275	36,384	103,826	20.3%	57.9%
Two Speed Idle	3,965	846	1,762	21.3%	44.4%
Idle	1,244	204	723	16.4%	58.1%
Gas Cap	3,828	86	3,325	2.2%	86.9%
Catalytic Converter	1,321	64	721	4.8%	54.6%
Visible Smoke	1,311	103	844	7.9%	64.4%
Liquid Leak	151	2	118	1.3%	78.1%
Miscellaneous Emissions	324	17	237	5.2%	73.1%
Overall Tests	191,419	37,706	111,556	19.7%	58.3%
Overall Vehicles	189,026	37,818	110,016	20.0%	58.2%

Table 9 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 2016.

Table 9: Initially Failed Vehicles Passing Second or Subsequent Retest by Emission Test Type

Test Type	# Initial Fails	# Pass 2nd or Subsequent Retest	% Pass 2nd or Subsequent Retest
OBD	179,275	23,872	13.3%
Two Speed Idle	3,965	414	10.4%
Idle	1,244	128	10.3%
Gas Cap	3,828	78	2.0%
Catalytic Converter	1,321	33	2.5%
Visible Smoke	1,311	65	5.0%
Liquid Leak	151	2	1.3%
Miscellaneous Emissions	324	15	4.6%
Overall Tests	191,419	24,607	12.9%
Overall Vehicles	189,026	24,697	13.1%

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

F. Waivers

No vehicles received a waiver in the year 2016, as the waiver program was officially phased out and discontinued by the end of 2009; every OBDII vehicle must all pass secondary visual checks at a minimum.

G. Vehicles With No Known Final Outcome - 2015

The following data is for 2015. Final outcomes for 2016 will be reported next year so that a full year's worth of registration and inspection data can be analyzed to more accurately determine the outcome of these vehicles.

Of the 216,767 overall initial emission inspection failures in the year 2015, 129,513 (59.7%) passed a first retest by the end of the first quarter of 2016, 29,122 (13.4%) passed a second or subsequent retest by the end of the first quarter of 2016, 3,955 (1.8%) passed a retest during the remaining three quarters of 2016, and 39,542 (18.2%) dropped out of the registration database (i.e. no longer in fleet), leaving 14,635 (6.8%) with no known final outcome. A vehicle with no known final outcome is one with an initial overall emissions result of fail that did not return and/or never received an emissions pass by the end of the following calendar year, and is continuously part of the registered fleet in New Jersey up to the end of the following calendar year. A breakdown of the no known final outcome vehicles is presented in Table 10.

Table 10: 2015 Initially Failed Inspections with No Known Final Outcome by Test Type

Test Type	# of Initial Inspections	# Of Initial Fails	# of Inspections with No Known Final Outcome	No Known Final Outcome Rate - % of Initial Fails	No Known Final Outcome Rate – % of Initial Inspections
OBD	1,823,212	185,184	12,625	6.8%	0.69%
Two Speed Idle	93,175	16,059	1,416	8.8%	1.52%
Idle	122,962	4,057	443	10.9%	0.36%
Gas Cap	387,698	12,950	304	2.3%	0.08%
Catalytic Converter	2,035,165	1,765	164	9.3%	0.01%
Visible Smoke	2,039,385	1,486	112	7.5%	0.01%
Liquid Leak	2,039,434	169	7	4.1%	0.00%
Miscellaneous Emissions	2,039,434	422	25	5.9%	0.00%
Overall Tests	2,039,434	222,092	15,096	6.8%	0.74%
Overall Vehicles	2,039,434	216,767	14,635	6.8%	0.72%

This analysis takes into consideration vehicles inspected late in the year 2015 that returned for inspection at any time throughout 2016, and also includes registration data through all of 2016. As such, the overall no known final outcome rate as a percentage of total initial emissions inspections is 0.70%.

Table 11 presents a detailed breakdown of this data by model year and vehicle type. It can be seen that vehicles in the 2001 – 2003 model year range (age 12 to 14 years) have higher percentages of vehicles with no known final outcome. This follows a trend over the past several years for vehicles in this age group and can likely be attributed to a peak in vehicle degradation, with vehicles probably averaging about 150,000 miles.

Table 11: 2015 Vehicles With No Known Final Outcome

Model Year	Overall # Vehicles With No Known Final Outcome	% of Total Vehicles With No Known Final Outcome	Vehicle Type					
			# HDGV Vehicles	# LDDT Vehicles	# LDDV Vehicles	# LDGT Vehicles	# LDGV Vehicles	# Unknown Type Vehicles
Pre91/Unknown	775	5.3%	54	0	0	287	434	0
1991	101	0.7%	3	0	0	31	67	0
1992	111	0.8%	3	0	0	44	64	0
1993	210	1.4%	10	0	0	96	104	0
1994	195	1.3%	16	0	0	96	83	0
1995	332	2.3%	22	0	0	154	156	0
1996	371	2.5%	12	0	0	155	204	0
1997	691	4.7%	31	0	1	312	347	0
1998	644	4.4%	12	0	1	274	357	0
1999	918	6.3%	26	0	1	391	500	0
2000	1,111	7.6%	25	0	2	439	645	0
2001	1,750	12.0%	19	0	0	834	897	0
2002	1,428	9.8%	20	0	3	689	716	0
2003	1,628	11.1%	11	0	2	819	796	0
2004	1,125	7.7%	10	0	0	606	509	0
2005	1,131	7.7%	6	1	3	603	518	0
2006	796	5.4%	10	1	1	380	404	0
2007	473	3.2%	2	0	0	223	248	0
2008	492	3.4%	3	1	0	241	247	0
2009	92	0.6%	0	0	2	31	59	0
2010	202	1.4%	0	3	11	70	118	0
2011	33	0.2%	0	0	0	16	17	0
2012	12	0.1%	0	0	0	11	1	0
2013	6	0.0%	0	0	0	2	4	0
2014	6	0.0%	0	0	0	5	1	0
2015	2	0.0%	0	0	0	2	0	0
2016	0	0.0%	0	0	0	0	0	0
Totals	14,635	100.0%	295	6	27	6,811	7,496	0
% of Total Vehicles With No Known Final Outcome			2.02%	0.04%	0.18%	46.54%	51.22%	0.00%

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

H. Emissions Repair

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

Table 12 presents first retest fail and pass rates by emission test type.

Table 12: First Retest Inspection Fail/Pass Rates by Emission Test Type

Test Type	# First Retest Insps	# Fail	# Pass	Fail Rate	Pass Rate
OBD	140,210	36,384	103,826	25.9%	74.1%
Two Speed Idle	2,608	846	1,762	32.4%	67.6%
Idle	927	204	723	22.0%	78.0%
Gas Cap	3,411	86	3,325	2.5%	97.5%
Catalytic Converter	785	64	721	8.2%	91.8%
Visible Smoke	947	103	844	10.9%	89.1%
Liquid Leak	120	2	118	1.7%	98.3%
Miscellaneous Emissions	254	17	237	6.7%	93.3%
Overall	149,262	37,706	111,556	25.3%	74.7%

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

III. Quality Assurance Report

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

A. Overt Performance Audits

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

NJMVC provided hard copy paper summaries of overt audit results which show the following for the year 2016:

CIFs: For the period January 1 through June 30, 2016, 284 inspectors were reported as in compliance, and 35 were reported as receiving corrective action, and for the period July 1 through December 31, 2016, 225 inspectors were reported as in compliance, and 69 were reported as receiving corrective action.

PIFs: For the period January 1 through June 30, 2016, 1,769 inspectors were reported as in compliance, and 107 were reported as receiving corrective action, and for the period July 1 through December 31, 2016, 1,701 inspectors were reported as in compliance, and 142 were reported as receiving corrective action.

Corrective action can range from warnings to suspensions and/or fines. Many of these actions did not result in suspensions, fines or other adverse actions. For a summary of formal fines and hearings, please refer to Table 16 in Section III.C of this report.

NJMVC did not record all of the aforementioned audits in their electronic database sent to NJDEP; NJDEP was only able to identify 136 (26 CIF and 110 PIF) inspector performance audits at 84 facilities from the database supplied.

An overall summary of the overt performance audit data according to the NJMVC's audit database is shown in Table 13.

Table 13: Overt Performance Audits

	CIFs	PIFs
# receiving overt performance audits	2	82
# not receiving overt performance audits	24	1,057
# shut down as a result of overt performance audits *	NA	NA

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

B. Covert Performance Audits

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

Covert performance audits detect one of two situations: either the vehicle fails inspection when it should have passed (false fail) or the vehicle falsely passes inspection (false pass). The first situation, failing a vehicle that should have passed inspection, is most likely due to an equipment malfunction or poor inspector training and is a consumer protection issue. The covert audits from the year 2016 indicate that this first situation does not often occur.

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

In the year 2016 the NJMVC had 20 covert auditors and 21 covert vehicles available to conduct covert performance audits.

Table 14 shows the number of covert performance audits set to fail the various emissions-related inspection components, and those vehicles falsely passed during a covert performance audit. Because a covert vehicle may be set to fail multiple components and a covert performance audit may result in a false pass for multiple components, the data in Table 14 reflects multiple counting of any such vehicle and audit.

Table 14: Covert Emissions-Related Performance Audits

Note: Data in this table reflects multiple counting of vehicles set to fail multiple components and audits falsely passing multiple components.		
	CIFs	PIFs
# conducted with the vehicle set to fail the exhaust test	0	0
# of audits resulting in a false pass for the exhaust test	0	0
# conducted with the vehicle set to fail OBD test	160	939
# of audits resulting in a false pass for the OBD test	5	15
# conducted with the vehicle set to fail the component check (catalyst)	88	712
# of audits resulting in a false pass for the component check (catalyst)	13	36
# conducted with the vehicle set to fail evaporative gas cap test	5	340
# of audits resulting in a false pass for the evaporative gas cap test	0	0
# conducted with the vehicle set to fail any combination of two or more of the above tests	11	114
# of audits resulting in a false pass for any combination of two or more of the above tests	3	2
# conducted with the vehicle not set to fail any emission inspection component	76	231
# of audits resulting in a false pass for any emissions related component	21	49
# of audits resulting in a false fail for any emissions related component	2	11
# of audits resulting in a proper Emission inspection (no false pass or false fails)	297	2,059
Total # of Covert Emissions-Related Performance Audits	318	2,108
Total # of Stations receiving a Covert Emissions-Related Performance Audit	26	1,032
Total # of Stations not receiving a Covert Emissions-Related Performance Audit	0	107

In 2016, the overall emission covert performance audit failure rate for the entire network was 2.6%. The overall emissions covert audit failure rate for the centralized network was 4.7%, while that for the decentralized network was 2.3%. This information is presented in Table 15.

Table 15: Overall Emission Covert Performance Audit Results

Network	Total Audits	Number Fail	Failure Rate	Number Pass	Pass Rate
Centralized	318	15	4.7%	303	95.3%
Decentralized	2,108	49	2.3%	2,059	97.7%
Total	2,426	64	2.6%	2,362	97.4%

C. Fines and Hearings

New Jersey had 4,230 licensed inspectors in 2016, of which 4,050 had an active status, 438 at some point were revoked, and 142 had been suspended. There were 2,490 inspectors who conducted an emission inspection during the year 2016. The NJMVC conducted 60 hearings to consider adverse actions against inspectors and inspection facilities, and 56 of these hearings resulted in adverse actions against inspectors and inspection facilities. The fines and hearings collected and conducted in 2016 are somewhat less than those from previous years. Table 16 summarizes the results of all adjudicated actions only during the year 2016.

Table 16: Fines and Hearings – Centralized and Decentralized Networks

	Inspectors	Facilities
# suspended, fined, or otherwise prohibited from testing as a result of covert audits	46	10
# suspended, fined, or otherwise prohibited from testing for other causes	0	0
# that received fines	31	7
# of hearings held to consider adverse actions	49	11
# of hearings held resulting in adverse actions	46	10
Total amount collected in fines	\$16,475	\$8,300

IV. 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 III, the quality control program focuses more directly on the emission testing equipment and its performance, rather than the overall performance of the inspectors and the inspection process.

A PIF equipment audit consists of the following tests: inspection of the system leak check, five (5) point gas analysis, RPM adapter inspection, inspection of the OBD reader, and gas cap audits. A CIF/SIF monthly lane audit is identical, but also includes a zero air generator (ZAG) inspection performed once a month per station.

As of August 1, 2016, all tailpipe testing and gas cap testing was dropped. As such, only the audit of the OBD reader was retained from that point forward.

A. PIF Equipment Audit Summary

In New Jersey, PIFs are all required to use equipment from a sole approved vendor, SGS Testcom. The NJMVC is responsible for performing audits of the emission testing equipment in the PIFs. Beginning in July of 2013, the NJDEP also began performing equipment audits at the PIFs to supplement the NJMVC audits, in an effort to increase the audit completion rate of the PIF network. NJMVC also started auditing OBD-only PIF equipment. Audits will be referred to as "Bench and OBD Combination Workstation audits" for those PIFs equipped with gas benches and OBD modules and "OBD-only Workstation audits" for those only equipped with OBD modules.

PIFs that are shut down as a result of an audit are unable to conduct inspections on their workstations or make any inspection transactions until the failed audit condition is corrected. When a PIF is noted as having "No current program equipment", it means that the PIF was audited and found not to have an SGS workstation. The PIF may have retained a license obtained during the prior program, but never bought the new required equipment in 2010 and was therefore unable to conduct inspections.

Table 17 summarizes audit results for Bench and OBD Combination Workstation audits only. For additional details regarding the OBD-only Workstation audits, see Appendix II, Table II-3.

Table 17: PIF Bench and OBD Combination Workstation Audit Summary

	2015			2016		
	#	%		#	%	
# of PIFs*	1,099	N/A		1,093	N/A	
# of Full year active PIFs requiring annual bench audits**	738	67.2%		746	68.3%	
# of Full year active PIFs receiving Bench and OBD Combination Workstation audits	730	98.9%		506	67.8%	
# of Full year active PIFs receiving two or more Bench and OBD Combination Workstation audits**	515	69.8%		N/A	N/A	
# of Full year active PIFs receiving OBD-only portion of the Bench and OBD Combination Workstation audits	50	6.8%		730	97.9%	
Bench and OBD Combination Workstation Audits						
Total	2,117	N/A		2,026	N/A	
Initial Bench/OBD Audits	1,493	70.5%		546	26.9%	
Initial Bench/OBD Audit Failures / Rate	425	28.5%		153	28.0%	
Initial OBD-only Audits	53	2.5%		1,365	67.4%	
Initial OBD-only Audit Failures / Rate	0	0.0%		13	1.0%	
Second or Subsequent	571	27.0%		115	5.7%	
Retest Failures / Rate	180	31.5%		21	18.3%	
PIFs Shut Down as a Result of Bench and OBD Combination Workstation Audit		% of PIFs Audited	% of all PIFs		% of PIFs Audited	% of all PIFs
Total	277	37.9%	25.2%	166	32.8%	15.2%
Failed equipment	277	37.9%	25.2%	166	32.8%	15.2%
No current program equipment	0	0.0%	0.0%	0	0.0%	0.0%

*18 of these PIFs did not perform inspections during 2016.

**Semi-annual equipment audits are required by 40 CFR 51.363 (c)

Effective May 1, 2016, initial inspection tailpipe testing was discontinued and effective August 1, 2016, retest inspection tailpipe testing was discontinued. Since the bench equipment was only used for part of the year, only one Bench audit was required for 2016; previous years required two audits.

B. CIF/SIF Equipment Audit Summary

In 2016, the NJDEP performed 1,317 (581 Bench and OBD / 736 OBD-only) initial audits of the equipment in the CIFs/SIFs. As of August 1, 2016, all tailpipe testing and gas cap testing was dropped. As such, OBD-only audits were conducted from that point forward. All audits are conducted on the lanes in "as-is" condition without prior notice to the centralized contractor, except for the 1 and 2 lane facilities, which are audited by appointment to avoid any impact on lane availability or vehicle throughput. In addition, audits are limited to non-peak periods.

A total of 19 of the 29 centralized stations, including the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2016. Given the number of audits these facilities receive annually, the failure of at least one audit each year is a normal condition.

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 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 18, one (1) centralized station (3%) had at least one lane shut down as a result of initial equipment audits during the year 2016.

Table 18: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	29
# of initial equipment audits	1,317
# of stations that failed equipment audits	19
% of stations that failed equipment audits	66%*
# of stations with at least one lane shut down as a result of equipment audits	1
% of stations with at least one lane shut down as a result of equipment audits	3%
# of centralized and specialty lanes	114
# of lanes shut down at some point during the year as a result of equipment audits	1
% of lanes shut down at some point during the year as a result of equipment audits (% of the total number of centralized lanes)	1%
% of overall initial equipment audit failures	3%

A detailed breakdown of initial equipment audits by station is shown in Table 19. An additional breakdown by lane is presented in Appendix II, Table II-2.

* As discussed above, most audit failures are minor in nature and equipment is quickly returned to service. It is not unusual for most stations to fail at least one audit for some component each year.

Table 19: CIF/SIF Initial Equipment Audit Pass/Fail Rates by Station

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	0	0%	2	100%
Bakers Basin	60	1	2%	59	98%
Cape May	11	1	9%	10	91%
Cherry Hill	72	3	4%	69	96%
Deptford	48	1	2%	47	98%
Eatontown	72	0	0%	72	100%
Flemington	36	0	0%	36	100%
Freehold	71	2	3%	69	97%
Kilmer	71	3	4%	68	96%
Lakewood	72	0	0%	72	100%
Lodi	60	1	2%	59	98%
Manahawkin	33	0	0%	33	100%
Mays Landing	52	2	4%	50	96%
Millville	24	1	4%	23	96%
Newark	60	1	2%	59	98%
Newton	24	0	0%	24	100%
Paramus	60	1	2%	59	98%
Plainfield	34	1	3%	33	97%
Rahway	72	6	8%	66	92%
Randolph	72	5	7%	67	93%
Salem	12	0	0%	12	100%
Secaucus	44	2	5%	42	95%
South Brunswick	72	0	0%	72	100%
Southampton	48	2	4%	46	96%
Washington	12	0	0%	12	100%
Wayne	84	1	1%	83	99%
Westfield Specialty	1	1	100%	0	0%
Winslow	36	1	3%	35	97%
Winslow Specialty	2	0	0%	2	100%
Totals	1317	36	3%	1281	97%

V. Enforcement Report

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

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

A. Inspection Sticker Compliance

Both the NJDEP and the NJMVC conduct sticker compliance surveys which is when vehicles are audited while in a parking lot, or while parked on the street, and compliance is determined by visually examining the inspection sticker expiration dates. The NJDEP sticker surveys are conducted on a regular monthly basis (an average of 4,323 vehicles per month in the year 2016) throughout the year. The NJMVC conducted one survey for a total of 5,000 vehicles in the year 2016. 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 2016 (94.0%) was lower than the NJDEP's (96.3%).

For the purposes of this report, both agencies' surveys were combined for an overall result. A total of 56,885 vehicles were surveyed in the year 2016. Of these, 54,648 (96.1%) were compliant with the program requirements. Detailed information on these sticker compliance surveys is presented in Appendix III.

B. Inspection Sticker Inventory Tracking

The NJMVC has a sticker Standard Operating Procedure (SOP) to track all stickers assigned to inspection facilities. This SOP was designed to prevent fraudulent issuance of approval stickers and in the event of missing stickers, an avenue for determining which responsible party may have been last to handle them. Sticker inventory audits are conducted two times per year at the CIFs in addition to monthly audits of the PIFs. Administrative action is taken against the inspector and/or facility if warranted. Table 20 presents inspection sticker enforcement activity for the year 2016.

Table 20: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations	2,035,546
# of missing compliance documents (stickers)	625
# of time extensions & other exemptions granted to motorists	1,201

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

vehicle outside of the program area would entail actually registering the vehicle in another state.

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

C. Inspection Fraud Monitoring

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

During the year 2016, the NJDEP and the NJMVC worked on a joint investigation with the Attorney General's Office Division of Criminal Justice on a case of OBD fraud. As a result of this collaborative effort, a former motor vehicle inspector and two current inspectors were charged on December 5, 2016 with fraudulently using a data simulator to generate false results for motor vehicle emissions inspections. In addition, two car owners were charged for allegedly having data simulators used to generate passing results for their own vehicles that had failed emissions inspections. Details of the investigation and resulting charges can be found in a Press Release on the Attorney General's Website at: <http://www.nj.gov/oag/newsreleases16/pr20161206a.html>. The press release is also included in this report as Appendix IX.

This case is a clear example of the direct link between the motor vehicle I/M program and air quality. Not only are investigations of this type ongoing, but the NJDEP is expanding its efforts to better identify fraudulent inspections. We will continue to monitor and audit the various program components so that we can maximize the effectiveness of the program and ensure that it is working properly. Given the potentially serious impact on air quality, this is a priority effort.

VI. Program Review and Evaluation

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

A. Program Changes

In the year 2016, the migration to a new contract and possible vendor had been started. There was a notice with intent to award on May 13, 2016. The award has been under appeal and as of May 22, 2017, has not been resolved. The migration to the new program entails cessation of all tailpipe testing and evaporative gas cap testing. The new I/M program will extend the OBD testing to heavy duty vehicles. A visual gas cap check will take the place of evaporative testing.

In order to help speed up the migration to OBD-only testing for the new program, initial tailpipe tests and evaporative gas cap tests were eliminated from the program as of May 1, 2016. Retests of both tailpipe failures and evaporative gas cap failures ceased to be conducted as of August 1, 2016. Simultaneously, OBD testing was extended to gasoline vehicles of model year 2008 and up with a gross vehicle weight rating (GVWR) of 8,501 to 14,000 lbs.

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

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

Two minor issues that were identified during the compilation of the data for this annual report are outlined in the table below. In addition, the status of two items that were noted in the USEPA's response letter to last year's (2015) report are addressed in the table.

Issue	Category	Action(s)
Software-related issue that causes the system to generate an inspection record with no primary emissions test result (impacts less than 250 HDGV inspection records)	Minor	Issue to be resolved with new software in new program in 2017.
Inspector-related data entry issues that cause the vehicle to receive an incorrect primary emissions test (impacts less than 800 vehicles)	Minor	Inspector-related data entry issues have significantly decreased since last year. NJDEP staff will continue to work with NJMVC to determine the cause of the remaining issues. NJMVC will then take the appropriate corrective measures such as: training and/or corrective action against the inspector and/or station.
In regard to the Overt Performance Audit data provided in the 2015 Annual Report, EPA recommends that the electronic reporting system be utilized and completed through one source to ensure all audit information is shared in its entirety and to be able to identify the facilities tested.	Moderate	<p>This is a data reporting issue whereby not all overt performance audits are recorded electronically, resulting in the reporting of two separate sets of data collected with different procedures – one from written reports and the other from the electronic database.</p> <p>The data in the 2016 Annual Report is similar to what was in the 2015 report. The NJDEP and NJMVC plan to resolve the differences in reporting with software changes at the time of implementation of the new future I/M program.</p>
In regard to the Covert Audit data provided in the 2015 Annual Report, EPA noted that although the covert audits were more comprehensive, there were significant changes in the types of situations used. Particularly, the decrease in the number conducted with the covert vehicle set to fail multiple test types was noted.	Moderate	The number of covert audits conducted with the covert vehicle set to fail multiple test types increased in the year 2016. The NJDEP and NJMVC will continue to ensure that the covert auditing program is robust and adequately monitors testing activity to maintain the integrity of the I/M program.

APPENDIX I

TEST DATA REPORT TABLES AND FIGURES

**APPENDIX I -
PART A**

**TOTAL
EMISSION
INSPECTIONS**

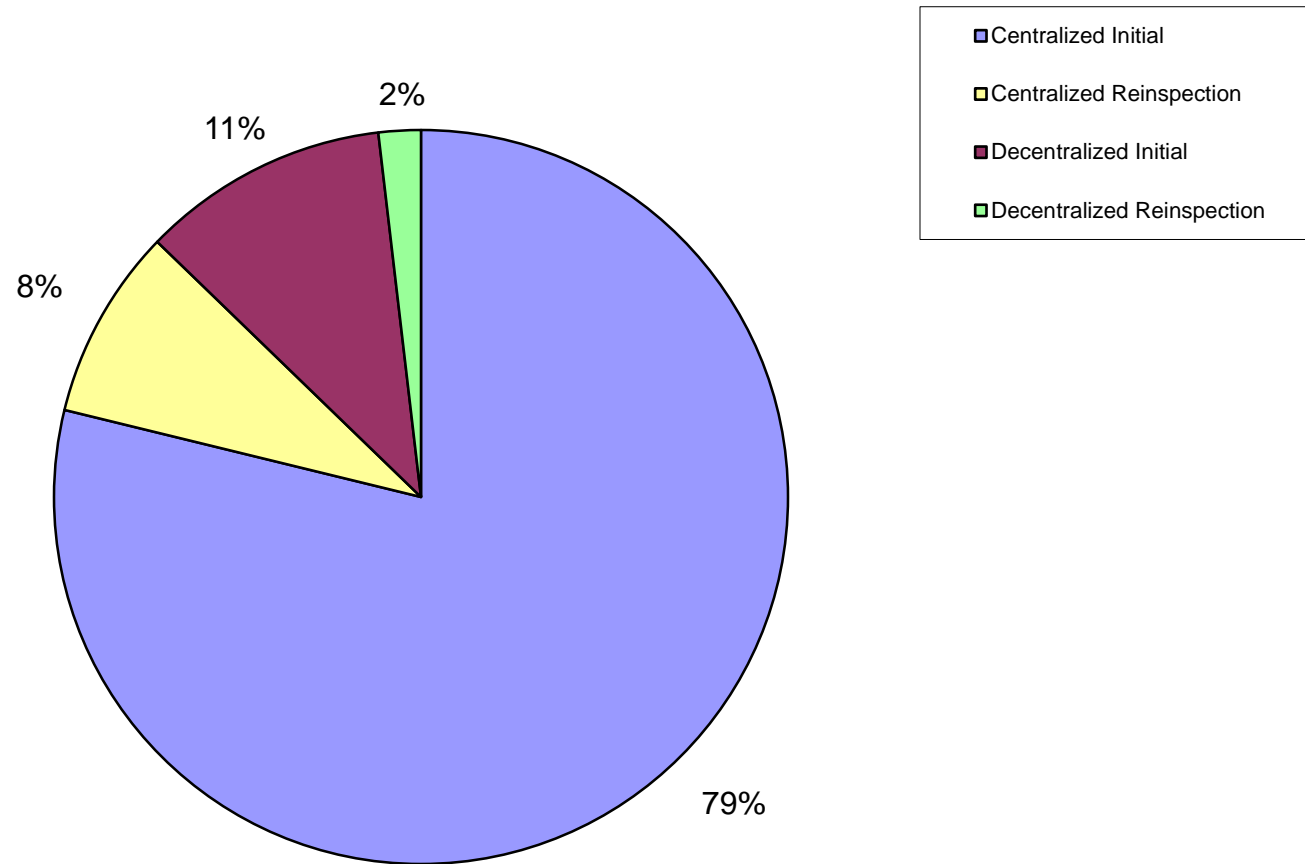
**New Jersey Enhanced Inspection and Maintenance Program
Summary of Total Emissions Inspections
Year 2016**

Test Station	Data	Initial Insp	Initial %	Reinsps	Reinsp %	Grand Total	Grand Total %
Centralized Inspection Facility	Total	1,729,781		180,587		1,910,368	
	Fail	171,245	9.9%	54,137	30.0%	225,382	11.8%
	Pass	1,558,536	90.1%	126,450	70.0%	1,684,986	88.2%
Private Inspection Facility	Total	237,612		40,884		278,496	
	Fail	14,389	6.1%	2,514	6.1%	16,903	6.1%
	Pass	223,223	93.9%	38,370	93.9%	261,593	93.9%
Private Fleet Facility	Total	4,148		316		4,464	
	Fail	137	3.3%	48	15.2%	185	4.1%
	Pass	4,011	96.7%	268	84.8%	4,279	95.9%
Specialty Inspection Facility	Total	202		96		298	
	Fail	17	8.4%	24	25.0%	41	13.8%
	Pass	185	91.6%	72	75.0%	257	86.2%
Mobile Inspection Team *Initial - 1st Inspection of cycle Retest - 2nd or subsequent of cycle	Total	17,413		6,098		23,511	
	Fail	3,238	18.6%	1,161	19.0%	4,399	18.7%
	Pass	14,175	81.4%	4,937	81.0%	19,112	81.3%
Total # of Inspections		1,989,156		227,981		2,217,137	
Total # Fail		189,026	9.5%	57,884	25.4%	246,910	11.1%
Total # Pass		1,800,130	90.5%	170,097	74.6%	1,970,227	88.9%
% of Grand Total # of Inspections			89.7%		10.3%		

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	1,934,177	87.2%
Decentralized	282,960	12.8%
Total	2,217,137	

Table A-1

**New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2016**



This chart includes Initial Inspections
and All Reinspections

Number of Total Emissions Inspections - 2,217,137

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 2016

Model Yr	Station Type	# Insp	# Fail	Fail Rate	# Pass	Pass Rate
Pre92/Unknown	Centralized	4,958	1,644	33.2%	3,314	66.8%
Pre92/Unknown	Decentralized	3,857	210	5.4%	3,647	94.6%
1992	Centralized	1,868	498	26.7%	1,370	73.3%
1992	Decentralized	775	26	3.4%	749	96.6%
1993	Centralized	1,953	592	30.3%	1,361	69.7%
1993	Decentralized	820	34	4.1%	786	95.9%
1994	Centralized	4,155	938	22.6%	3,217	77.4%
1994	Decentralized	1,528	63	4.1%	1,465	95.9%
1995	Centralized	4,458	1,117	25.1%	3,341	74.9%
1995	Decentralized	1,702	46	2.7%	1,656	97.3%
1996	Centralized	21,585	3,976	18.4%	17,609	81.6%
1996	Decentralized	4,795	365	7.6%	4,430	92.4%
1997	Centralized	21,203	4,837	22.8%	16,366	77.2%
1997	Decentralized	5,092	462	9.1%	4,630	90.9%
1998	Centralized	42,522	7,882	18.5%	34,640	81.5%
1998	Decentralized	8,461	598	7.1%	7,863	92.9%
1999	Centralized	39,115	7,992	20.4%	31,123	79.6%
1999	Decentralized	8,490	705	8.3%	7,785	91.7%
2000	Centralized	76,988	13,683	17.8%	63,305	82.2%
2000	Decentralized	14,679	1,055	7.2%	13,624	92.8%
2001	Centralized	60,763	14,415	23.7%	46,348	76.3%
2001	Decentralized	11,847	1,325	11.2%	10,522	88.8%
2002	Centralized	116,511	20,090	17.2%	96,421	82.8%
2002	Decentralized	18,534	1,559	8.4%	16,975	91.6%
2003	Centralized	88,108	14,483	16.4%	73,625	83.6%
2003	Decentralized	14,308	1,163	8.1%	13,145	91.9%
2004	Centralized	155,783	18,238	11.7%	137,545	88.3%
2004	Decentralized	20,987	1,421	6.8%	19,566	93.2%
2005	Centralized	101,320	12,539	12.4%	88,781	87.6%
2005	Decentralized	14,298	955	6.7%	13,343	93.3%
2006	Centralized	152,233	13,791	9.1%	138,442	90.9%
2006	Decentralized	18,881	1,014	5.4%	17,867	94.6%
2007	Centralized	208,312	13,054	6.3%	195,258	93.7%
2007	Decentralized	20,925	945	4.5%	19,980	95.5%
2008	Centralized	71,040	5,181	7.3%	65,859	92.7%
2008	Decentralized	12,935	636	4.9%	12,299	95.1%
2009	Centralized	188,303	7,601	4.0%	180,702	96.0%
2009	Decentralized	15,937	595	3.7%	15,342	96.3%
2010	Centralized	89,969	3,281	3.6%	86,688	96.4%
2010	Decentralized	10,444	360	3.4%	10,084	96.6%
2011	Centralized	227,316	6,322	2.8%	220,994	97.2%
2011	Decentralized	20,179	591	2.9%	19,588	97.1%
2012	Centralized	46,947	1,592	3.4%	45,355	96.6%
2012	Decentralized	5,734	233	4.1%	5,501	95.9%

New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2016

Model Yr	Station Type	# Insps	# Fail	Fail Rate	# Pass	Pass Rate
2013	Centralized	7,259	308	4.2%	6,951	95.8%
2013	Decentralized	2,495	85	3.4%	2,410	96.6%
2014	Centralized	6,650	236	3.5%	6,414	96.5%
2014	Decentralized	1,988	33	1.7%	1,955	98.3%
2015	Centralized	6,897	165	2.4%	6,732	97.6%
2015	Decentralized	1,523	27	1.8%	1,496	98.2%
2016	Centralized	1,010	40	4.0%	970	96.0%
2016	Decentralized	518	20	3.9%	498	96.1%
2017	Centralized	170	5	2.9%	165	97.1%
2017	Decentralized	28	0	0.0%	28	100.0%
Total	Centralized	1,747,396	174,500	10.0%	1,572,896	90.0%
Total	Decentralized	241,760	14,526	6.0%	227,234	94.0%
Grand Total		1,989,156	189,026	9.5%	1,800,130	90.5%

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2016**

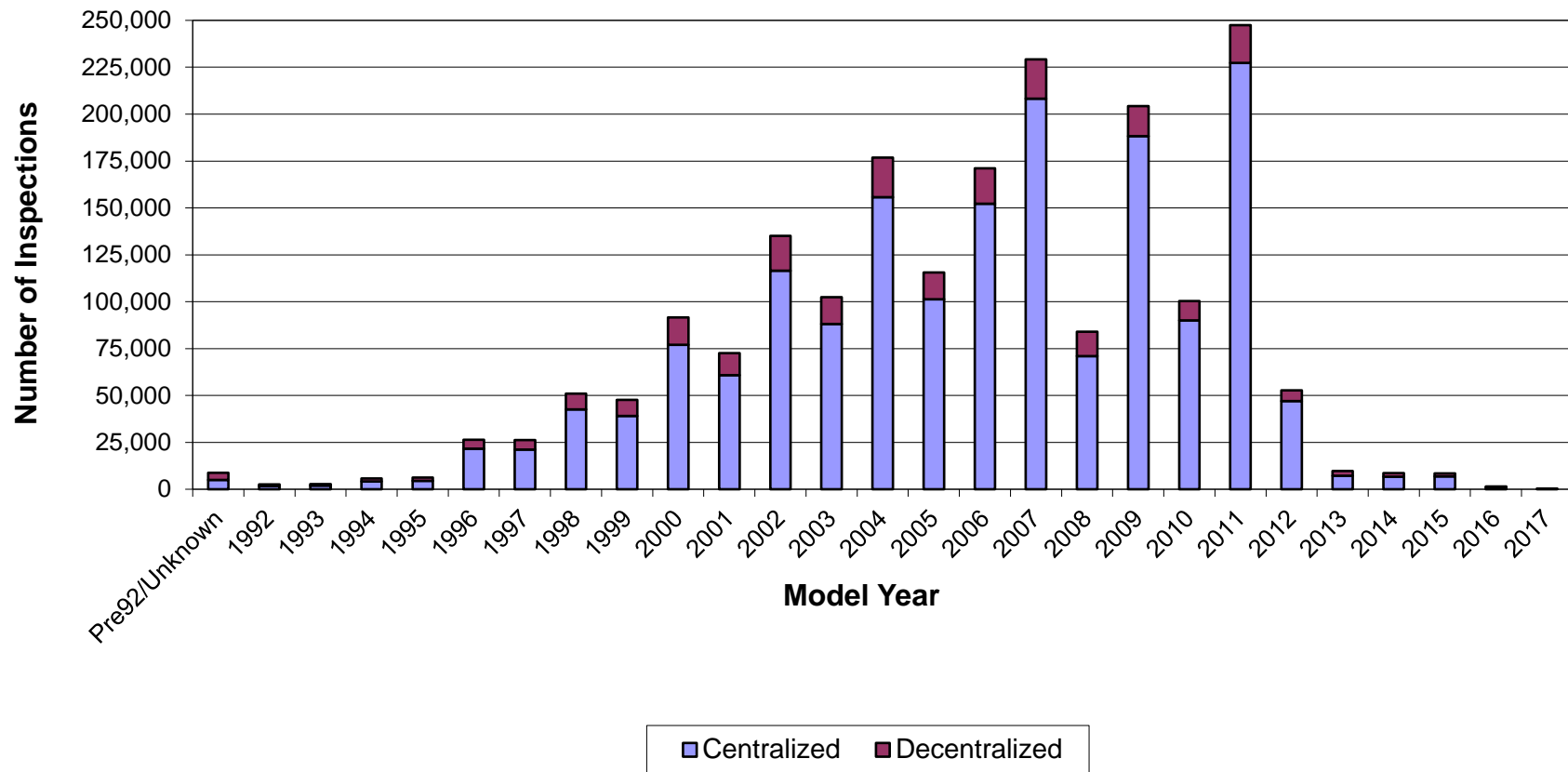


Figure B-1

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2016**

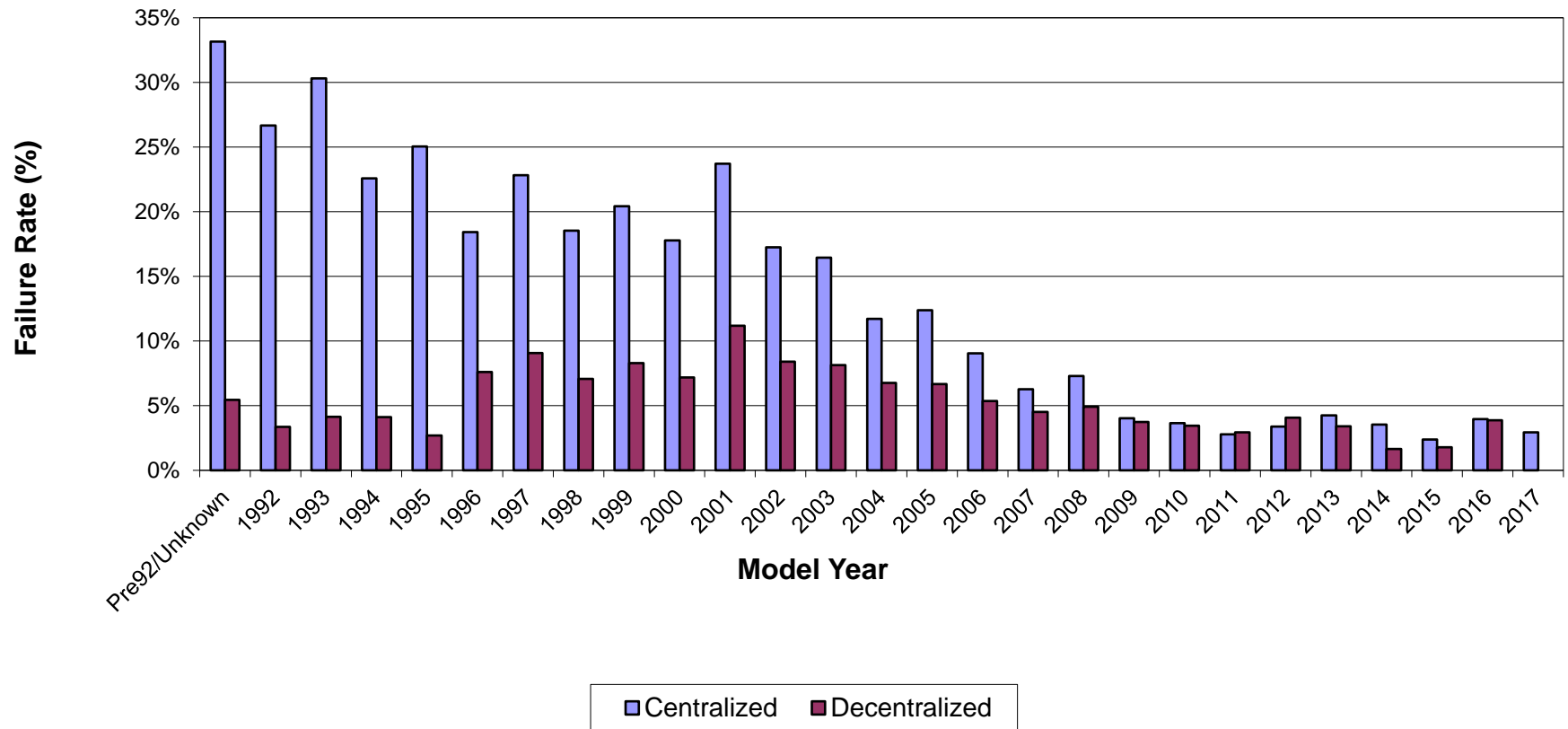


Figure B-2

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 2016

STATION NAME	# of Lanes/ Consoles	# Inspections	# Pass	# Fail	% Fail
BAKERS BASIN CIF	5	89,212	80,808	8,404	9.4%
CAPE MAY CIF	1	17,399	15,966	1,433	8.2%
CHERRY HILL CIF	6	92,904	82,453	10,451	11.2%
DEPTFORD CIF	4	81,583	73,677	7,906	9.7%
EATONTOWN CIF	6	83,657	75,877	7,780	9.3%
FLEMINGTON CIF	3	54,752	51,333	3,419	6.2%
FREEHOLD CIF	6	62,923	58,166	4,757	7.6%
KILMER CIF	6	76,016	69,135	6,881	9.1%
LAKEWOOD CIF	6	91,160	83,175	7,985	8.8%
LODI CIF	5	79,890	70,846	9,044	11.3%
MANAHAWKIN CIF	3	32,789	29,895	2,894	8.8%
MAYS LANDING CIF	4	53,236	47,418	5,818	10.9%
MILLVILLE CIF	2	39,661	34,505	5,156	13.0%
NEWARK CIF	5	90,984	75,031	15,953	17.5%
NEWTON CIF	2	36,627	33,440	3,187	8.7%
PARAMUS CIF	5	100,377	93,229	7,148	7.1%
PLAINFIELD CIF	3	55,942	50,017	5,925	10.6%
RAHWAY CIF	6	95,041	83,954	11,087	11.7%
RANDOLPH CIF	6	92,897	86,014	6,883	7.4%
SALEM CIF	1	17,312	15,408	1,904	11.0%
SECAUCUS CIF	4	75,861	67,104	8,757	11.5%
SOUTH BRUNSWICK CIF	6	61,377	56,772	4,605	7.5%
SOUTHAMPTON CIF	4	73,165	66,442	6,723	9.2%
WASHINGTON CIF	1	20,218	18,507	1,711	8.5%
WAYNE CIF	8	117,766	106,246	11,520	9.8%
WINSLOW CIF	3	37,032	33,118	3,914	10.6%
TOTAL	111	1,729,781	1,558,536	171,245	9.9%

Table C-1

**New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2016**

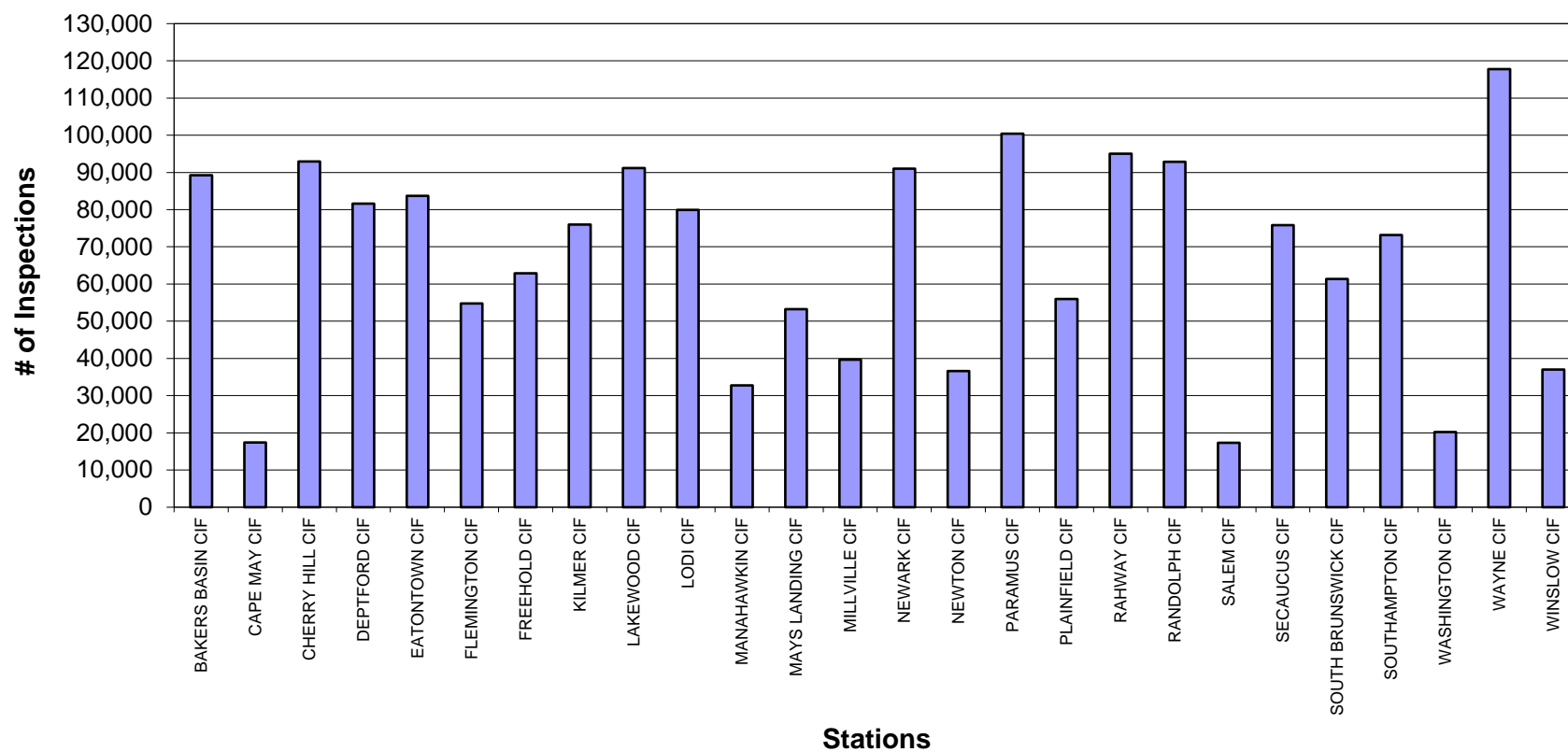


Figure C-1

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2016**

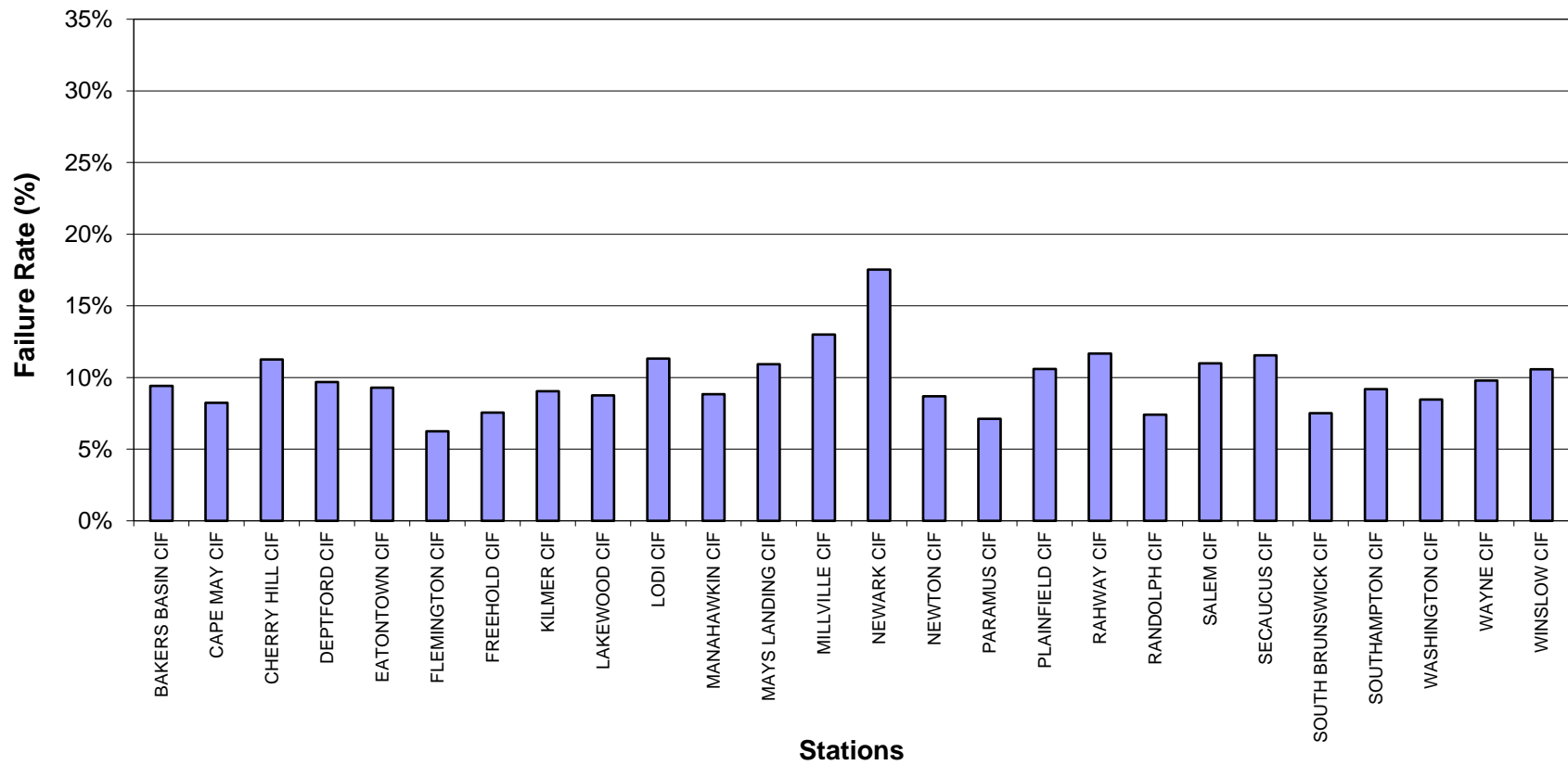


Figure C-2

**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 2016**

Model Year	# of Vehicles Tested					
	HDGV	LDDT	LDDV	LDGT	LDGV	Total
Pre92/Unknown	1,707	3	12	2,909	4,184	8,815
1992	217	1	0	813	1,612	2,643
1993	280	1	0	963	1,529	2,773
1994	557	1	0	2,195	2,930	5,683
1995	777	3	1	2,301	3,078	6,160
1996	835	1	2	9,689	15,853	26,380
1997	1,506	3	29	10,639	14,118	26,295
1998	1,159	4	105	19,609	30,106	50,983
1999	2,273	3	85	18,952	26,292	47,605
2000	3,309	0	101	34,815	53,442	91,667
2001	3,680	0	67	30,433	38,430	72,610
2002	4,393	0	169	61,256	69,227	135,045
2003	5,343	0	86	44,639	52,348	102,416
2004	6,138	7	227	87,793	82,605	176,770
2005	5,909	15	281	53,418	55,995	115,618
2006	8,471	40	447	76,788	85,368	171,114
2007	5,897	141	48	102,174	120,977	229,237
2008	7,286	59	28	38,002	38,600	83,975
2009	4,932	176	577	79,891	118,664	204,240
2010	4,256	129	327	42,810	52,891	100,413
2011	7,944	424	942	124,739	113,446	247,495
2012	5,423	103	216	20,434	26,505	52,681
2013	4,569	0	12	4,036	1,137	9,754
2014	4,567	5	7	3,110	949	8,638
2015	5,301	11	3	2,579	526	8,420
2016	909	2	0	516	101	1,528
2017	166	0	0	26	6	198
Totals	97,804	1,132	3,772	875,529	1,010,919	1,989,156
% of Grand Total	4.9%	0.06%	0.2%	44.0%	50.8%	

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

Table D-1

**New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type - Year 2016**

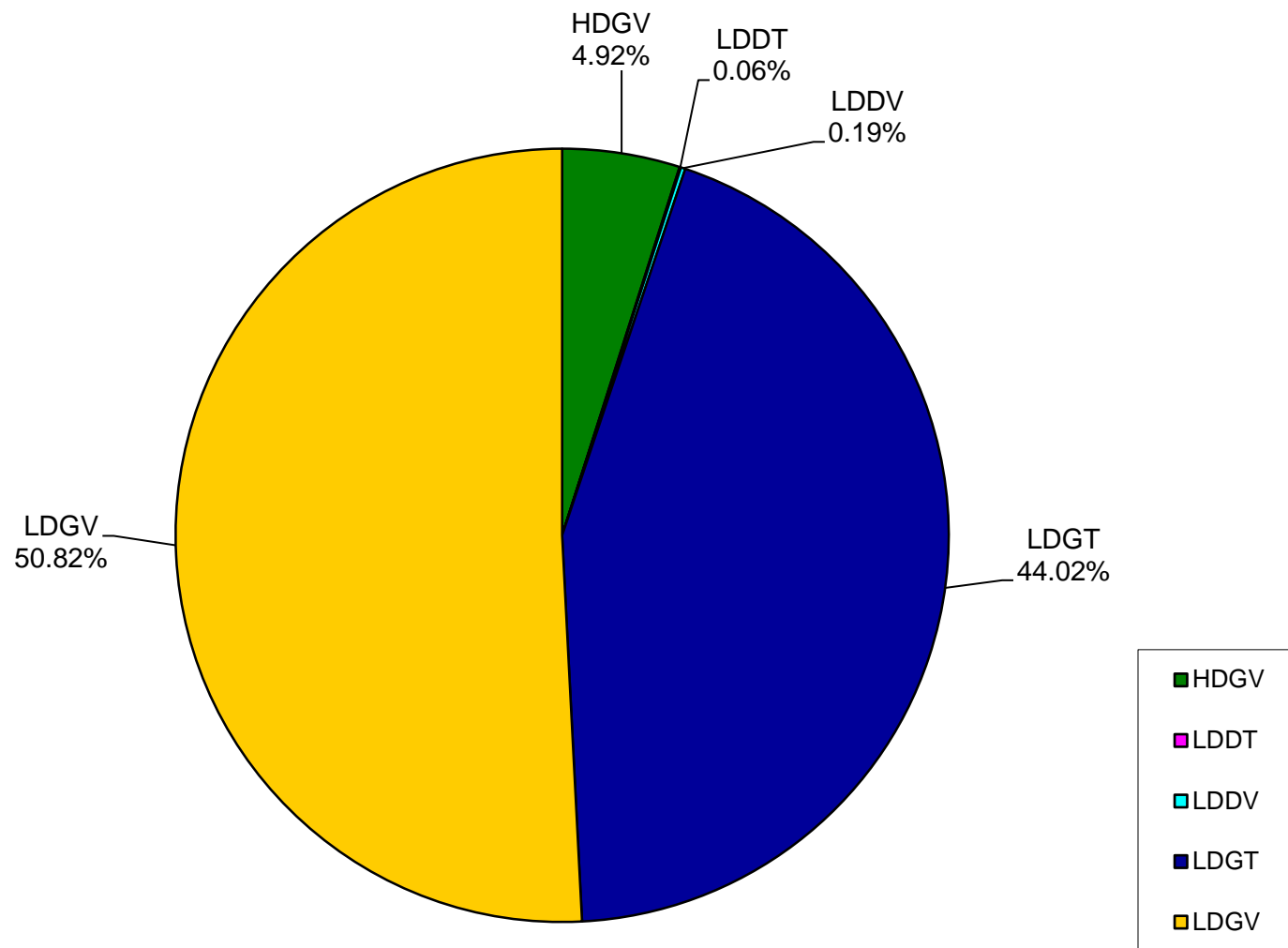


Figure D-1

**New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2016**

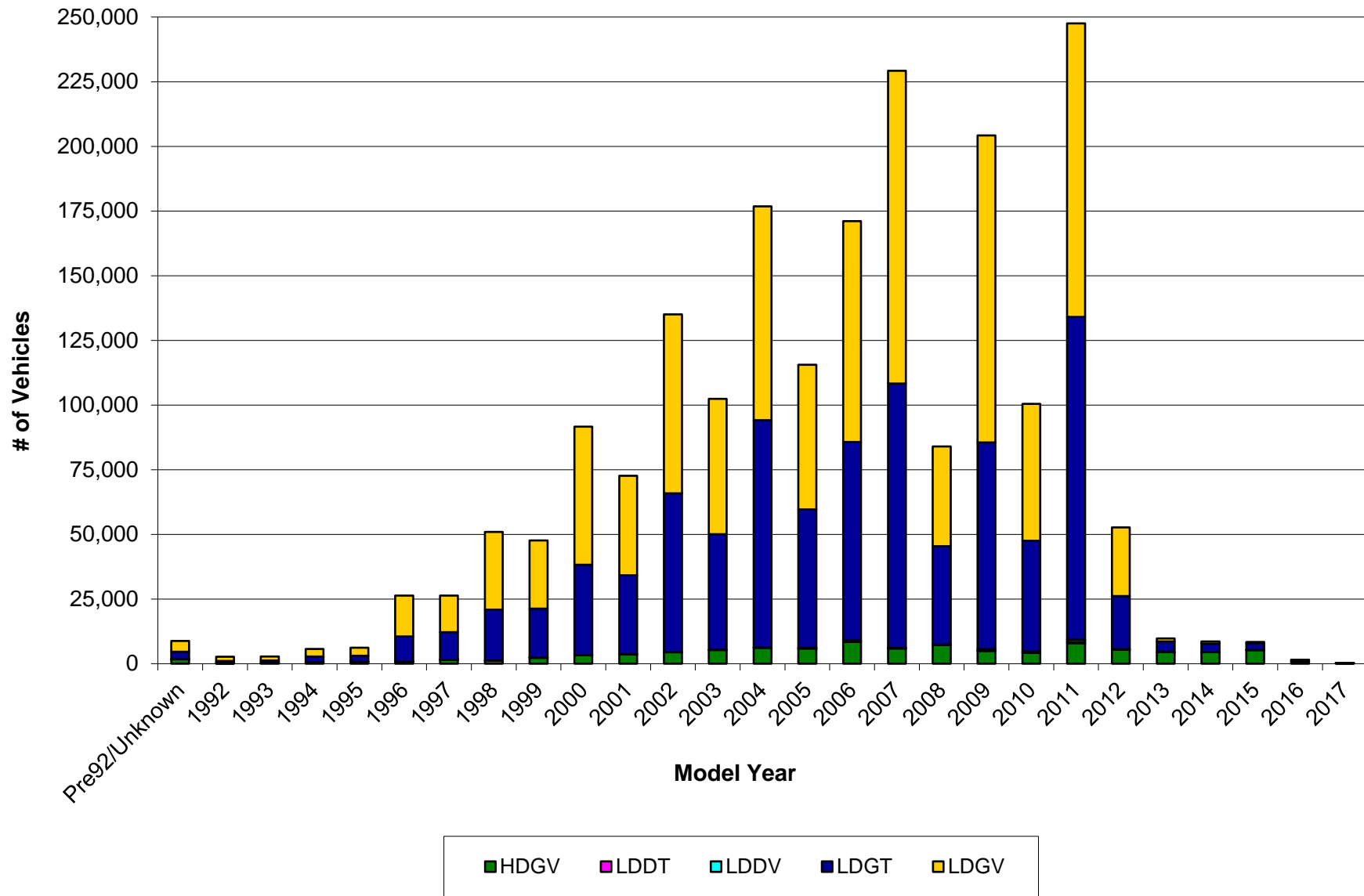


Figure D-2

**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 2016

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 92/Unknown	HDGV	1,707	204	1,503	12.0%	0	0	0	-
Pre 92/Unknown	LDDT	3	0	3	0.0%	0	0	0	-
Pre 92/Unknown	LDDV	12	0	12	0.0%	0	0	0	-
Pre 92/Unknown	LDGT	2,909	724	2,185	24.9%	0	0	0	-
Pre 92/Unknown	LDGV	4,184	926	3,258	22.1%	0	0	0	-
1992	HDGV	217	20	197	9.2%	0	0	0	-
1992	LDDT	1	0	1	0.0%	0	0	0	-
1992	LDDV	0	0	0	-	0	0	0	-
1992	LDGT	813	180	633	22.1%	0	0	0	-
1992	LDGV	1,612	324	1,288	20.1%	0	0	0	-
1993	HDGV	280	25	255	8.9%	0	0	0	-
1993	LDDT	1	0	1	0.0%	0	0	0	-
1993	LDDV	0	0	0	-	0	0	0	-
1993	LDGT	963	238	725	24.7%	0	0	0	-
1993	LDGV	1,529	363	1,166	23.7%	0	0	0	-
1994	HDGV	557	68	489	12.2%	0	0	0	-
1994	LDDT	1	0	1	0.0%	0	0	0	-
1994	LDDV	0	0	0	-	0	0	0	-
1994	LDGT	2,195	458	1,737	20.9%	0	0	0	-
1994	LDGV	2,930	475	2,455	16.2%	0	0	0	-
1995	HDGV	777	72	705	9.3%	0	0	0	-
1995	LDDT	3	0	3	0.0%	0	0	0	-
1995	LDDV	1	0	1	0.0%	0	0	0	-
1995	LDGT	2,301	484	1,817	21.0%	0	0	0	-
1995	LDGV	3,078	607	2,471	19.7%	0	0	0	-
1996	HDGV	835	90	745	10.8%	0	0	0	-
1996	LDDT	1	0	1	0.0%	0	0	0	-
1996	LDDV	2	0	2	0.0%	0	0	0	-
1996	LDGT	9,689	1,661	8,028	17.1%	9,689	1,511	8,178	15.6%
1996	LDGV	15,853	2,590	13,263	16.3%	15,853	2,461	13,392	15.5%
1997	HDGV	1,506	87	1,419	5.8%	0	0	0	-
1997	LDDT	3	0	3	0.0%	3	0	3	0.0%
1997	LDDV	29	4	25	13.8%	29	4	25	13.8%
1997	LDGT	10,639	2,262	8,377	21.3%	10,639	2,102	8,537	19.8%
1997	LDGV	14,118	2,946	11,172	20.9%	14,118	2,779	11,339	19.7%

Table E (Page 1 of 16)

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2016

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
1998	HDGV	1,159	71	1,088	6.1%	0	0	0	-
1998	LDDT	4	0	4	0.0%	4	0	4	0.0%
1998	LDDV	105	11	94	10.5%	105	11	94	10.5%
1998	LDGT	19,609	3,381	16,228	17.2%	19,609	3,153	16,456	16.1%
1998	LDGV	30,106	5,017	25,089	16.7%	30,105	4,749	25,356	15.8%
1999	HDGV	2,273	131	2,142	5.8%	0	0	0	-
1999	LDDT	3	1	2	33.3%	3	1	2	33.3%
1999	LDDV	85	6	79	7.1%	85	5	80	5.9%
1999	LDGT	18,952	3,526	15,426	18.6%	18,952	3,320	15,632	17.5%
1999	LDGV	26,292	5,033	21,259	19.1%	26,292	4,812	21,480	18.3%
2000	HDGV	3,309	172	3,137	5.2%	0	0	0	-
2000	LDDT	0	0	0	-	0	0	0	-
2000	LDDV	101	7	94	6.9%	101	7	94	6.9%
2000	LDGT	34,815	5,555	29,260	16.0%	34,815	5,098	29,717	14.6%
2000	LDGV	53,442	9,004	44,438	16.8%	53,441	8,641	44,800	16.2%
2001	HDGV	3,680	78	3,602	2.1%	0	0	0	-
2001	LDDT	0	0	0	-	0	0	0	-
2001	LDDV	67	8	59	11.9%	67	8	59	11.9%
2001	LDGT	30,433	7,086	23,347	23.3%	30,432	7,052	23,380	23.2%
2001	LDGV	38,430	8,568	29,862	22.3%	38,429	8,510	29,919	22.1%
2002	HDGV	4,393	102	4,291	2.3%	0	0	0	-
2002	LDDT	0	0	0	-	0	0	0	-
2002	LDDV	169	21	148	12.4%	169	21	148	12.4%
2002	LDGT	61,256	10,003	51,253	16.3%	61,256	9,928	51,328	16.2%
2002	LDGV	69,227	11,523	57,704	16.6%	69,227	11,406	57,821	16.5%
2003	HDGV	5,343	76	5,267	1.4%	0	0	0	-
2003	LDDT	0	0	0	-	0	0	0	-
2003	LDDV	86	9	77	10.5%	86	9	77	10.5%
2003	LDGT	44,639	7,321	37,318	16.4%	44,639	7,273	37,366	16.3%
2003	LDGV	52,348	8,240	44,108	15.7%	52,347	8,159	44,188	15.6%
2004	HDGV	6,138	57	6,081	0.9%	0	0	0	-
2004	LDDT	7	1	6	14.3%	7	1	6	14.3%
2004	LDDV	227	23	204	10.1%	227	23	204	10.1%
2004	LDGT	87,793	10,091	77,702	11.5%	87,793	10,001	77,792	11.4%
2004	LDGV	82,605	9,487	73,118	11.5%	82,604	9,394	73,210	11.4%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2016

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
2005	HDGV	5,909	48	5,861	0.8%	0	0	0	-
2005	LDDT	15	5	10	33.3%	15	5	10	33.3%
2005	LDDV	281	25	256	8.9%	281	25	256	8.9%
2005	LDGT	53,418	6,682	46,736	12.5%	53,418	6,635	46,783	12.4%
2005	LDGV	55,995	6,734	49,261	12.0%	55,995	6,657	49,338	11.9%
2006	HDGV	8,471	80	8,391	0.9%	0	0	0	-
2006	LDDT	40	4	36	10.0%	40	4	36	10.0%
2006	LDDV	447	20	427	4.5%	447	17	430	3.8%
2006	LDGT	76,788	6,966	69,822	9.1%	76,788	6,918	69,870	9.0%
2006	LDGV	85,368	7,735	77,633	9.1%	85,368	7,640	77,728	8.9%
2007	HDGV	5,897	14	5,883	0.2%	0	0	0	-
2007	LDDT	141	8	133	5.7%	141	8	133	5.7%
2007	LDDV	48	6	42	12.5%	48	6	42	12.5%
2007	LDGT	102,174	6,788	95,386	6.6%	102,173	6,754	95,419	6.6%
2007	LDGV	120,977	7,183	113,794	5.9%	120,977	7,116	113,861	5.9%
2008	HDGV	7,286	471	6,815	6.5%	4,162	460	3,702	11.1%
2008	LDDT	59	4	55	6.8%	59	3	56	5.1%
2008	LDDV	28	1	27	3.6%	28	1	27	3.6%
2008	LDGT	38,002	2,600	35,402	6.8%	38,002	2,583	35,419	6.8%
2008	LDGV	38,600	2,741	35,859	7.1%	38,600	2,699	35,901	7.0%
2009	HDGV	4,932	359	4,573	7.3%	3,297	351	2,946	10.6%
2009	LDDT	176	27	149	15.3%	176	27	149	15.3%
2009	LDDV	577	105	472	18.2%	577	105	472	18.2%
2009	LDGT	79,891	3,307	76,584	4.1%	79,891	3,288	76,603	4.1%
2009	LDGV	118,664	4,398	114,266	3.7%	118,655	4,361	114,294	3.7%
2010	HDGV	4,256	276	3,980	6.5%	2,635	270	2,365	10.2%
2010	LDDT	129	29	100	22.5%	129	29	100	22.5%
2010	LDDV	327	68	259	20.8%	326	68	258	20.9%
2010	LDGT	42,810	1,510	41,300	3.5%	42,810	1,504	41,306	3.5%
2010	LDGV	52,891	1,758	51,133	3.3%	52,891	1,742	51,149	3.3%
2011	HDGV	7,944	400	7,544	5.0%	4,745	384	4,361	8.1%
2011	LDDT	424	79	345	18.6%	424	79	345	18.6%
2011	LDDV	942	130	812	13.8%	942	130	812	13.8%
2011	LDGT	124,739	2,915	121,824	2.3%	124,739	2,909	121,830	2.3%
2011	LDGV	113,446	3,389	110,057	3.0%	113,446	3,331	110,115	2.9%

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New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2016

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
2012	HDGV	5,423	224	5,199	4.1%	3,164	222	2,942	7.0%
2012	LDDT	103	9	94	8.7%	103	9	94	8.7%
2012	LDDV	216	20	196	9.3%	216	20	196	9.3%
2012	LDGT	20,434	895	19,539	4.4%	20,434	892	19,542	4.4%
2012	LDGV	26,505	677	25,828	2.6%	26,505	669	25,836	2.5%
2013	HDGV	4,569	99	4,470	2.2%	2,584	98	2,486	3.8%
2013	LDDT	0	0	0	-	0	0	0	-
2013	LDDV	12	1	11	8.3%	12	1	11	8.3%
2013	LDGT	4,036	237	3,799	5.9%	4,036	237	3,799	5.9%
2013	LDGV	1,137	56	1,081	4.9%	1,137	56	1,081	4.9%
2014	HDGV	4,567	103	4,464	2.3%	2,466	103	2,363	4.2%
2014	LDDT	5	0	5	0.0%	5	0	5	0.0%
2014	LDDV	7	1	6	14.3%	7	1	6	14.3%
2014	LDGT	3,110	108	3,002	3.5%	3,109	108	3,001	3.5%
2014	LDGV	949	57	892	6.0%	949	57	892	6.0%
2015	HDGV	5,301	89	5,212	1.7%	3,340	89	3,251	2.7%
2015	LDDT	11	0	11	0.0%	11	0	11	0.0%
2015	LDDV	3	0	3	0.0%	3	0	3	0.0%
2015	LDGT	2,579	81	2,498	3.1%	2,578	79	2,499	3.1%
2015	LDGV	526	22	504	4.2%	526	22	504	4.2%
2016	HDGV	909	18	891	2.0%	474	18	456	3.8%
2016	LDDT	2	0	2	0.0%	2	0	2	0.0%
2016	LDDV	0	0	0	-	0	0	0	-
2016	LDGT	516	41	475	7.9%	516	40	476	7.8%
2016	LDGV	101	1	100	1.0%	101	1	100	1.0%
2017	HDGV	166	5	161	3.0%	112	5	107	4.5%
2017	LDDT	0	0	0	-	0	0	0	-
2017	LDDV	0	0	0	-	0	0	0	-
2017	LDGT	26	0	26	0.0%	26	0	26	0.0%
2017	LDGV	6	0	6	0.0%	6	0	6	0.0%
Totals		1,989,156	189,026	1,800,130	9.5%	1,895,773	179,275	1,716,498	9.5%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	TSI Insp	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insp	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insp ¹	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
Pre 92/Unknown	HDGV	0	0	0	-	992	165	827	16.6%	715	6	709	0.8%
Pre 92/Unknown	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.0%
Pre 92/Unknown	LDDV	0	0	0	-	0	0	0	-	12	0	12	0.0%
Pre 92/Unknown	LDGT	2,451	582	1,869	23.7%	215	50	165	23.3%	243	3	240	1.2%
Pre 92/Unknown	LDGV	3,682	715	2,967	19.4%	490	117	373	23.9%	12	0	12	0.0%
1992	HDGV	0	0	0	-	140	16	124	11.4%	77	0	77	0.0%
1992	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.0%
1992	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1992	LDGT	754	145	609	19.2%	0	0	0	-	59	0	59	0.0%
1992	LDGV	1,610	298	1,312	18.5%	0	0	0	-	2	0	2	0.0%
1993	HDGV	0	0	0	-	174	17	157	9.8%	106	0	106	0.0%
1993	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.0%
1993	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1993	LDGT	905	198	707	21.9%	0	0	0	-	58	1	57	1.7%
1993	LDGV	1,529	321	1,208	21.0%	0	0	0	-	0	0	0	-
1994	HDGV	0	0	0	-	363	45	318	12.4%	194	4	190	2.1%
1994	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.0%
1994	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1994	LDGT	2,064	349	1,715	16.9%	0	0	0	-	131	0	131	0.0%
1994	LDGV	2,928	424	2,504	14.5%	0	0	0	-	2	0	2	0.0%
1995	HDGV	0	0	0	-	442	52	390	11.8%	335	0	335	0.0%
1995	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.0%
1995	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.0%
1995	LDGT	2,117	394	1,723	18.6%	0	0	0	-	184	0	184	0.0%
1995	LDGV	3,070	539	2,531	17.6%	0	0	0	-	8	0	8	0.0%
1996	HDGV	0	0	0	-	477	54	423	11.3%	358	2	356	0.6%
1996	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.0%
1996	LDDV	0	0	0	-	0	0	0	-	2	0	2	0.0%
1996	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
1996	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
1997	HDGV	0	0	0	-	814	61	753	7.5%	692	0	692	0.0%
1997	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1997	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1997	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
1997	LDGV	0	0	0	-	0	0	0	-	0	0	0	-

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¹ Vehicles that did not receive an OBDII, TSI, or Idle Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	TSI Insp	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insp	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insp ¹	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
1998	HDGV	0	0	0	-	653	41	612	6.3%	506	0	506	0.0%
1998	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1998	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1998	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
1998	LDGV	1	0	1	0.0%	0	0	0	-	0	0	0	-
1999	HDGV	0	0	0	-	1,160	70	1,090	6.0%	1,113	1	1,112	0.1%
1999	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
1999	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1999	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
1999	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2000	HDGV	0	0	0	-	1,736	114	1,622	6.6%	1,573	2	1,571	0.1%
2000	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2000	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2000	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2000	LDGV	1	0	1	0.0%	0	0	0	-	0	0	0	-
2001	HDGV	0	0	0	-	1,802	74	1,728	4.1%	1,878	1	1,877	0.1%
2001	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2001	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2001	LDGT	1	0	1	0.0%	0	0	0	-	0	0	0	-
2001	LDGV	1	0	1	0.0%	0	0	0	-	0	0	0	-
2002	HDGV	0	0	0	-	2,322	96	2,226	4.1%	2,071	4	2,067	0.2%
2002	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2002	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2002	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2002	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2003	HDGV	0	0	0	-	2,465	73	2,392	3.0%	2,878	2	2,876	0.1%
2003	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2003	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2003	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2003	LDGV	1	0	1	0.0%	0	0	0	-	0	0	0	-
2004	HDGV	0	0	0	-	3,059	50	3,009	1.6%	3,079	5	3,074	0.2%
2004	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2004	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2004	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2004	LDGV	1	0	1	0.0%	0	0	0	-	0	0	0	-

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¹ Vehicles that did not receive an OBDII, TSI, or Idle Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	TSI Insp	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insp	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insp ¹	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2005	HDGV	0	0	0	-	2,705	41	2,664	1.5%	3,204	6	3,198	0.2%
2005	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2005	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2005	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2005	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2006	HDGV	0	0	0	-	3,859	64	3,795	1.7%	4,612	14	4,598	0.3%
2006	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2006	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2006	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2006	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2007	HDGV	0	0	0	-	2,664	11	2,653	0.4%	3,233	1	3,232	0.0%
2007	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2007	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2007	LDGT	0	0	0	-	0	0	0	-	1	0	1	0.0%
2007	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2008	HDGV	0	0	0	-	2,751	8	2,743	0.3%	373	0	373	0.0%
2008	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2008	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2008	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2008	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2009	HDGV	0	0	0	-	1,463	5	1,458	0.3%	172	0	172	0.0%
2009	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2009	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2009	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2009	LDGV	0	0	0	-	0	0	0	-	9	0	9	0.0%
2010	HDGV	0	0	0	-	1,489	4	1,485	0.3%	132	0	132	0.0%
2010	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2010	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.0%
2010	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2010	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2011	HDGV	0	0	0	-	2,729	13	2,716	0.5%	470	0	470	0.0%
2011	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2011	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2011	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2011	LDGV	0	0	0	-	0	0	0	-	0	0	0	-

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¹ Vehicles that did not receive an OBDII, TSI, or Idle Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	TSI Insp	TSI Fail	TSI Pass	TSI Fail Rate	Idle Insp	Idle Fail	Idle Pass	Idle Fail Rate	No Primary Test Insp ¹	No Primary Test Fail	No Primary Test Pass	No Primary Test Fail Rate
2012	HDGV	0	0	0	-	1,694	2	1,692	0.1%	565	0	565	0.0%
2012	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2012	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2012	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2012	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2013	HDGV	0	0	0	-	1,447	1	1,446	0.1%	538	0	538	0.0%
2013	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2013	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2013	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2013	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2014	HDGV	0	0	0	-	1,459	0	1,459	0.0%	642	0	642	0.0%
2014	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2014	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2014	LDGT	0	0	0	-	0	0	0	-	1	0	1	0.0%
2014	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2015	HDGV	0	0	0	-	1,488	0	1,488	0.0%	473	0	473	0.0%
2015	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2015	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2015	LDGT	0	0	0	-	0	0	0	-	1	0	1	0.0%
2015	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2016	HDGV	0	0	0	-	142	0	142	0.0%	293	0	293	0.0%
2016	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2016	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2016	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2016	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
2017	HDGV	0	0	0	-	28	0	28	0.0%	26	0	26	0.0%
2017	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2017	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2017	LDGT	0	0	0	-	0	0	0	-	0	0	0	-
2017	LDGV	0	0	0	-	0	0	0	-	0	0	0	-
Totals		21,116	3,965	17,151	18.8%	41,222	1,244	39,978	3.0%	31,045	52	30,993	0.2%

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¹ Vehicles that did not receive an OBDII, TSI, or Idle Test

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Gas Cap Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate
Pre 92/Unknown	HDGV	927	48	879	5.2%	1,614	10	1,604	0.62%	1,707	0	1,707	0.00%
Pre 92/Unknown	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
Pre 92/Unknown	LDDV	0	0	0	-	0	0	0	-	11	0	11	0.00%
Pre 92/Unknown	LDGT	2,610	156	2,454	6.0%	2,802	38	2,764	1.36%	2,909	1	2,908	0.03%
Pre 92/Unknown	LDGV	3,978	124	3,854	3.1%	3,911	31	3,880	0.79%	4,176	0	4,176	0.00%
1992	HDGV	139	6	133	4.3%	217	2	215	0.92%	217	0	217	0.00%
1992	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
1992	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1992	LDGT	754	49	705	6.5%	813	5	808	0.62%	813	0	813	0.00%
1992	LDGV	1,610	31	1,579	1.9%	1,612	9	1,603	0.56%	1,612	0	1,612	0.00%
1993	HDGV	168	9	159	5.4%	280	0	280	0.00%	280	0	280	0.00%
1993	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
1993	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1993	LDGT	905	51	854	5.6%	963	6	957	0.62%	963	0	963	0.00%
1993	LDGV	1,529	52	1,477	3.4%	1,529	13	1,516	0.85%	1,529	0	1,529	0.00%
1994	HDGV	360	21	339	5.8%	557	1	556	0.18%	557	0	557	0.00%
1994	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
1994	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
1994	LDGT	2,064	131	1,933	6.3%	2,195	4	2,191	0.18%	2,195	0	2,195	0.00%
1994	LDGV	2,925	57	2,868	1.9%	2,930	18	2,912	0.61%	2,930	0	2,930	0.00%
1995	HDGV	432	28	404	6.5%	777	0	777	0.00%	777	0	777	0.00%
1995	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
1995	LDDV	0	0	0	-	0	0	0	-	1	0	1	0.00%
1995	LDGT	2,117	114	2,003	5.4%	2,301	8	2,293	0.35%	2,301	0	2,301	0.00%
1995	LDGV	3,067	77	2,990	2.5%	3,078	19	3,059	0.62%	3,078	0	3,078	0.00%
1996	HDGV	476	44	432	9.2%	835	2	833	0.24%	835	0	835	0.00%
1996	LDDT	0	0	0	-	0	0	0	-	1	0	1	0.00%
1996	LDDV	0	0	0	-	0	0	0	-	2	0	2	0.00%
1996	LDGT	3,402	185	3,217	5.4%	9,689	10	9,679	0.10%	9,689	15	9,674	0.15%
1996	LDGV	5,347	132	5,215	2.5%	15,853	41	15,812	0.26%	15,853	32	15,821	0.20%
1997	HDGV	806	32	774	4.0%	1,506	0	1,506	0.00%	1,506	0	1,506	0.00%
1997	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
1997	LDDV	0	0	0	-	0	0	0	-	29	0	29	0.00%
1997	LDGT	4,146	191	3,955	4.6%	10,639	18	10,621	0.17%	10,639	30	10,609	0.28%
1997	LDGV	5,570	178	5,392	3.2%	14,118	53	14,065	0.38%	14,118	27	14,091	0.19%

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New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Gas Cap Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate
1998	HDGV	650	35	615	5.4%	1,159	0	1,159	0.00%	1,159	0	1,159	0.00%
1998	LDDT	0	0	0	-	0	0	0	-	4	0	4	0.00%
1998	LDDV	0	0	0	-	0	0	0	-	105	0	105	0.00%
1998	LDGT	6,712	255	6,457	3.8%	19,609	15	19,594	0.08%	19,609	34	19,575	0.17%
1998	LDGV	9,913	246	9,667	2.5%	30,106	70	30,036	0.23%	30,106	46	30,060	0.15%
1999	HDGV	1,146	62	1,084	5.4%	2,273	2	2,271	0.09%	2,273	0	2,273	0.00%
1999	LDDT	0	0	0	-	0	0	0	-	3	0	3	0.00%
1999	LDDV	0	0	0	-	0	0	0	-	85	1	84	1.18%
1999	LDGT	6,905	268	6,637	3.9%	18,952	18	18,934	0.09%	18,952	30	18,922	0.16%
1999	LDGV	9,318	265	9,053	2.8%	26,292	52	26,240	0.20%	26,292	45	26,247	0.17%
2000	HDGV	1,722	61	1,661	3.5%	3,309	2	3,307	0.06%	3,309	1	3,308	0.03%
2000	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2000	LDDV	0	0	0	-	0	0	0	-	101	0	101	0.00%
2000	LDGT	12,363	495	11,868	4.0%	34,815	19	34,796	0.05%	34,815	73	34,742	0.21%
2000	LDGV	18,593	425	18,168	2.3%	53,442	70	53,372	0.13%	53,442	70	53,372	0.13%
2001	HDGV	0	0	0	-	3,680	1	3,679	0.03%	3,680	0	3,680	0.00%
2001	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2001	LDDV	0	0	0	-	0	0	0	-	67	0	67	0.00%
2001	LDGT	3	0	3	0.0%	30,433	20	30,413	0.07%	30,433	62	30,371	0.20%
2001	LDGV	0	0	0	-	38,430	63	38,367	0.16%	38,430	44	38,386	0.11%
2002	HDGV	0	0	0	-	4,393	3	4,390	0.07%	4,393	1	4,392	0.02%
2002	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2002	LDDV	0	0	0	-	0	0	0	-	169	0	169	0.00%
2002	LDGT	2	0	2	0.0%	61,256	17	61,239	0.03%	61,256	99	61,157	0.16%
2002	LDGV	1	0	1	0.0%	69,227	106	69,121	0.15%	69,227	80	69,147	0.12%
2003	HDGV	0	0	0	-	5,343	1	5,342	0.02%	5,343	0	5,343	0.00%
2003	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2003	LDDV	0	0	0	-	0	0	0	-	86	0	86	0.00%
2003	LDGT	0	0	0	-	44,639	17	44,622	0.04%	44,639	77	44,562	0.17%
2003	LDGV	1	0	1	0.0%	52,348	78	52,270	0.15%	52,348	40	52,308	0.08%
2004	HDGV	0	0	0	-	6,138	3	6,135	0.05%	6,138	0	6,138	0.00%
2004	LDDT	0	0	0	-	0	0	0	-	7	0	7	0.00%
2004	LDDV	0	0	0	-	0	0	0	-	227	0	227	0.00%
2004	LDGT	1	0	1	0.0%	87,793	28	87,765	0.03%	87,793	80	87,713	0.09%
2004	LDGV	1	0	1	0.0%	82,605	74	82,531	0.09%	82,605	67	82,538	0.08%

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New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Gas Cap Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate
2005	HDGV	0	0	0	-	5,909	1	5,908	0.02%	5,909	0	5,909	0.00%
2005	LDDT	0	0	0	-	0	0	0	-	15	0	15	0.00%
2005	LDDV	0	0	0	-	0	0	0	-	281	0	281	0.00%
2005	LDGT	0	0	0	-	53,418	8	53,410	0.01%	53,418	65	53,353	0.12%
2005	LDGV	0	0	0	-	55,995	77	55,918	0.14%	55,995	25	55,970	0.04%
2006	HDGV	0	0	0	-	8,471	2	8,469	0.02%	8,471	0	8,471	0.00%
2006	LDDT	0	0	0	-	0	0	0	-	40	0	40	0.00%
2006	LDDV	0	0	0	-	0	0	0	-	447	2	445	0.45%
2006	LDGT	0	0	0	-	76,788	14	76,774	0.02%	76,788	43	76,745	0.06%
2006	LDGV	1	0	1	0.0%	85,368	53	85,315	0.06%	85,368	54	85,314	0.06%
2007	HDGV	0	0	0	-	5,897	0	5,897	0.00%	5,897	0	5,897	0.00%
2007	LDDT	0	0	0	-	0	0	0	-	141	0	141	0.00%
2007	LDDV	0	0	0	-	0	0	0	-	48	0	48	0.00%
2007	LDGT	0	0	0	-	102,174	7	102,167	0.01%	102,174	26	102,148	0.03%
2007	LDGV	0	0	0	-	120,977	48	120,929	0.04%	120,977	35	120,942	0.03%
2008	HDGV	0	0	0	-	7,286	0	7,286	0.00%	7,286	3	7,283	0.04%
2008	LDDT	0	0	0	-	0	0	0	-	59	1	58	1.69%
2008	LDDV	0	0	0	-	0	0	0	-	28	0	28	0.00%
2008	LDGT	0	0	0	-	38,002	6	37,996	0.02%	38,002	15	37,987	0.04%
2008	LDGV	0	0	0	-	38,600	34	38,566	0.09%	38,600	18	38,582	0.05%
2009	HDGV	1	0	1	0.0%	4,932	0	4,932	0.00%	4,932	0	4,932	0.00%
2009	LDDT	0	0	0	-	0	0	0	-	176	0	176	0.00%
2009	LDDV	0	0	0	-	0	0	0	-	577	0	577	0.00%
2009	LDGT	0	0	0	-	79,891	5	79,886	0.01%	79,891	16	79,875	0.02%
2009	LDGV	0	0	0	-	118,664	36	118,628	0.03%	118,664	13	118,651	0.01%
2010	HDGV	0	0	0	-	4,256	1	4,255	0.02%	4,256	0	4,256	0.00%
2010	LDDT	0	0	0	-	0	0	0	-	129	0	129	0.00%
2010	LDDV	0	0	0	-	0	0	0	-	327	0	327	0.00%
2010	LDGT	0	0	0	-	42,810	1	42,809	0.00%	42,810	3	42,807	0.01%
2010	LDGV	0	0	0	-	52,891	16	52,875	0.03%	52,891	4	52,887	0.01%
2011	HDGV	0	0	0	-	7,944	0	7,944	0.00%	7,944	0	7,944	0.00%
2011	LDDT	0	0	0	-	0	0	0	-	424	0	424	0.00%
2011	LDDV	0	0	0	-	0	0	0	-	942	0	942	0.00%
2011	LDGT	0	0	0	-	124,739	3	124,736	0.00%	124,739	6	124,733	0.00%
2011	LDGV	0	0	0	-	113,446	49	113,397	0.04%	113,446	19	113,427	0.02%

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New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Gas Cap Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Cat Conv Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Smoke Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate
2012	HDGV	0	0	0	-	5,423	0	5,423	0.00%	5,423	0	5,423	0.00%
2012	LDDT	0	0	0	-	0	0	0	-	103	0	103	0.00%
2012	LDDV	0	0	0	-	0	0	0	-	216	0	216	0.00%
2012	LDGT	0	0	0	-	20,434	1	20,433	0.00%	20,434	2	20,432	0.01%
2012	LDGV	0	0	0	-	26,505	9	26,496	0.03%	26,505	1	26,504	0.00%
2013	HDGV	0	0	0	-	4,569	0	4,569	0.00%	4,569	0	4,569	0.00%
2013	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2013	LDDV	0	0	0	-	0	0	0	-	12	0	12	0.00%
2013	LDGT	0	0	0	-	4,036	0	4,036	0.00%	4,036	0	4,036	0.00%
2013	LDGV	0	0	0	-	1,137	1	1,136	0.09%	1,137	0	1,137	0.00%
2014	HDGV	0	0	0	-	4,567	0	4,567	0.00%	4,567	1	4,566	0.02%
2014	LDDT	0	0	0	-	0	0	0	-	5	0	5	0.00%
2014	LDDV	0	0	0	-	0	0	0	-	7	0	7	0.00%
2014	LDGT	0	0	0	-	3,110	0	3,110	0.00%	3,110	1	3,109	0.03%
2014	LDGV	0	0	0	-	949	0	949	0.00%	949	0	949	0.00%
2015	HDGV	0	0	0	-	5,301	0	5,301	0.00%	5,301	0	5,301	0.00%
2015	LDDT	0	0	0	-	0	0	0	-	11	0	11	0.00%
2015	LDDV	0	0	0	-	0	0	0	-	3	0	3	0.00%
2015	LDGT	0	0	0	-	2,579	1	2,578	0.04%	2,579	1	2,578	0.04%
2015	LDGV	0	0	0	-	526	0	526	0.00%	526	0	526	0.00%
2016	HDGV	5	0	5	0.0%	909	0	909	0.00%	909	0	909	0.00%
2016	LDDT	0	0	0	-	0	0	0	-	2	0	2	0.00%
2016	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2016	LDGT	0	0	0	-	516	1	515	0.19%	516	2	514	0.39%
2016	LDGV	0	0	0	-	101	0	101	0.00%	101	0	101	0.00%
2017	HDGV	0	0	0	-	166	0	166	0.00%	166	0	166	0.00%
2017	LDDT	0	0	0	-	0	0	0	-	0	0	0	-
2017	LDDV	0	0	0	-	0	0	0	-	0	0	0	-
2017	LDGT	0	0	0	-	26	0	26	0.00%	26	0	26	0.00%
2017	LDGV	0	0	0	-	6	0	6	0.00%	6	0	6	0.00%
Totals		110,670	3,828	106,842	3.5%	1,983,779	1,321	1,982,458	0.07%	1,989,147	1,311	1,987,836	0.07%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps ²	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
Pre 92/Unknown	HDGV	1,707	1	1,706	0.06%	1,707	1	1,706	0.06%
Pre 92/Unknown	LDDT	3	0	3	0.00%	3	0	3	0.00%
Pre 92/Unknown	LDDV	12	0	12	0.00%	12	0	12	0.00%
Pre 92/Unknown	LDGT	2,909	1	2,908	0.03%	2,909	0	2,909	0.00%
Pre 92/Unknown	LDGV	4,184	0	4,184	0.00%	4,184	3	4,181	0.07%
1992	HDGV	217	0	217	0.00%	217	1	216	0.46%
1992	LDDT	1	0	1	0.00%	1	0	1	0.00%
1992	LDDV	0	0	0	-	0	0	0	-
1992	LDGT	813	0	813	0.00%	813	0	813	0.00%
1992	LDGV	1,612	0	1,612	0.00%	1,612	2	1,610	0.12%
1993	HDGV	280	0	280	0.00%	280	0	280	0.00%
1993	LDDT	1	0	1	0.00%	1	0	1	0.00%
1993	LDDV	0	0	0	-	0	0	0	-
1993	LDGT	963	0	963	0.00%	963	0	963	0.00%
1993	LDGV	1,529	0	1,529	0.00%	1,529	0	1,529	0.00%
1994	HDGV	557	1	556	0.18%	557	2	555	0.36%
1994	LDDT	1	0	1	0.00%	1	0	1	0.00%
1994	LDDV	0	0	0	-	0	0	0	-
1994	LDGT	2,195	0	2,195	0.00%	2,195	1	2,194	0.05%
1994	LDGV	2,930	2	2,928	0.07%	2,930	1	2,929	0.03%
1995	HDGV	777	0	777	0.00%	777	0	777	0.00%
1995	LDDT	3	0	3	0.00%	3	0	3	0.00%
1995	LDDV	1	0	1	0.00%	1	0	1	0.00%
1995	LDGT	2,301	0	2,301	0.00%	2,301	0	2,301	0.00%
1995	LDGV	3,078	2	3,076	0.06%	3,078	1	3,077	0.03%
1996	HDGV	835	0	835	0.00%	835	2	833	0.24%
1996	LDDT	1	0	1	0.00%	1	0	1	0.00%
1996	LDDV	2	0	2	0.00%	2	0	2	0.00%
1996	LDGT	9,689	1	9,688	0.01%	9,689	4	9,685	0.04%
1996	LDGV	15,853	5	15,848	0.03%	15,853	2	15,851	0.01%
1997	HDGV	1,506	0	1,506	0.00%	1,506	0	1,506	0.00%
1997	LDDT	3	0	3	0.00%	3	0	3	0.00%
1997	LDDV	29	0	29	0.00%	29	0	29	0.00%
1997	LDGT	10,639	3	10,636	0.03%	10,639	3	10,636	0.03%
1997	LDGV	14,118	1	14,117	0.01%	14,118	12	14,106	0.08%

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps ²	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
1998	HDGV	1,159	0	1,159	0.00%	1,159	0	1,159	0.00%
1998	LDDT	4	0	4	0.00%	4	0	4	0.00%
1998	LDDV	105	0	105	0.00%	105	0	105	0.00%
1998	LDGT	19,609	2	19,607	0.01%	19,609	6	19,603	0.03%
1998	LDGV	30,106	5	30,101	0.02%	30,106	10	30,096	0.03%
1999	HDGV	2,273	0	2,273	0.00%	2,273	0	2,273	0.00%
1999	LDDT	3	0	3	0.00%	3	0	3	0.00%
1999	LDDV	85	0	85	0.00%	85	0	85	0.00%
1999	LDGT	18,952	5	18,947	0.03%	18,952	9	18,943	0.05%
1999	LDGV	26,292	6	26,286	0.02%	26,292	11	26,281	0.04%
2000	HDGV	3,309	0	3,309	0.00%	3,309	1	3,308	0.03%
2000	LDDT	0	0	0	-	0	0	0	-
2000	LDDV	101	0	101	0.00%	101	0	101	0.00%
2000	LDGT	34,815	4	34,811	0.01%	34,815	14	34,801	0.04%
2000	LDGV	53,442	6	53,436	0.01%	53,442	13	53,429	0.02%
2001	HDGV	3,680	2	3,678	0.05%	3,680	2	3,678	0.05%
2001	LDDT	0	0	0	-	0	0	0	-
2001	LDDV	67	0	67	0.00%	67	0	67	0.00%
2001	LDGT	30,433	3	30,430	0.01%	30,433	5	30,428	0.02%
2001	LDGV	38,430	5	38,425	0.01%	38,430	14	38,416	0.04%
2002	HDGV	4,393	4	4,389	0.09%	4,393	1	4,392	0.02%
2002	LDDT	0	0	0	-	0	0	0	-
2002	LDDV	169	0	169	0.00%	169	0	169	0.00%
2002	LDGT	61,256	4	61,252	0.01%	61,256	15	61,241	0.02%
2002	LDGV	69,227	5	69,222	0.01%	69,227	16	69,211	0.02%
2003	HDGV	5,343	2	5,341	0.04%	5,343	0	5,343	0.00%
2003	LDDT	0	0	0	-	0	0	0	-
2003	LDDV	86	0	86	0.00%	86	0	86	0.00%
2003	LDGT	44,639	1	44,638	0.00%	44,639	3	44,636	0.01%
2003	LDGV	52,348	5	52,343	0.01%	52,348	9	52,339	0.02%
2004	HDGV	6,138	1	6,137	0.02%	6,138	3	6,135	0.05%
2004	LDDT	7	0	7	0.00%	7	0	7	0.00%
2004	LDDV	227	0	227	0.00%	227	0	227	0.00%
2004	LDGT	87,793	8	87,785	0.01%	87,793	16	87,777	0.02%
2004	LDGV	82,605	3	82,602	0.00%	82,605	14	82,591	0.02%

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

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps ²	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2005	HDGV	5,909	4	5,905	0.07%	5,909	2	5,907	0.03%
2005	LDDT	15	0	15	0.00%	15	0	15	0.00%
2005	LDDV	281	0	281	0.00%	281	0	281	0.00%
2005	LDGT	53,418	6	53,412	0.01%	53,418	17	53,401	0.03%
2005	LDGV	55,995	4	55,991	0.01%	55,995	13	55,982	0.02%
2006	HDGV	8,471	8	8,463	0.09%	8,471	6	8,465	0.07%
2006	LDDT	40	0	40	0.00%	40	0	40	0.00%
2006	LDDV	447	0	447	0.00%	447	2	445	0.45%
2006	LDGT	76,788	5	76,783	0.01%	76,788	10	76,778	0.01%
2006	LDGV	85,368	7	85,361	0.01%	85,368	18	85,350	0.02%
2007	HDGV	5,897	1	5,896	0.02%	5,897	2	5,895	0.03%
2007	LDDT	141	0	141	0.00%	141	0	141	0.00%
2007	LDDV	48	0	48	0.00%	48	0	48	0.00%
2007	LDGT	102,174	8	102,166	0.01%	102,174	7	102,167	0.01%
2007	LDGV	120,977	5	120,972	0.00%	120,977	7	120,970	0.01%
2008	HDGV	7,286	2	7,284	0.03%	7,286	3	7,283	0.04%
2008	LDDT	59	1	58	1.69%	59	0	59	0.00%
2008	LDDV	28	0	28	0.00%	28	0	28	0.00%
2008	LDGT	38,002	2	38,000	0.01%	38,002	4	37,998	0.01%
2008	LDGV	38,600	0	38,600	0.00%	38,600	5	38,595	0.01%
2009	HDGV	4,932	2	4,930	0.04%	4,932	1	4,931	0.02%
2009	LDDT	176	0	176	0.00%	176	0	176	0.00%
2009	LDDV	577	0	577	0.00%	577	0	577	0.00%
2009	LDGT	79,891	0	79,891	0.00%	79,891	4	79,887	0.01%
2009	LDGV	118,664	2	118,662	0.00%	118,664	2	118,662	0.00%
2010	HDGV	4,256	1	4,255	0.02%	4,256	2	4,254	0.05%
2010	LDDT	129	0	129	0.00%	129	0	129	0.00%
2010	LDDV	327	0	327	0.00%	327	0	327	0.00%
2010	LDGT	42,810	0	42,810	0.00%	42,810	2	42,808	0.00%
2010	LDGV	52,891	1	52,890	0.00%	52,891	3	52,888	0.01%
2011	HDGV	7,944	2	7,942	0.03%	7,944	1	7,943	0.01%
2011	LDDT	424	0	424	0.00%	424	0	424	0.00%
2011	LDDV	942	0	942	0.00%	942	1	941	0.11%
2011	LDGT	124,739	0	124,739	0.00%	124,739	0	124,739	0.00%
2011	LDGV	113,446	0	113,446	0.00%	113,446	10	113,436	0.01%

New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Liquid Leak Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Misc Emiss Insps ²	Misc Emiss Fail	Misc Emiss Pass	Misc Emiss Fail Rate
2012	HDGV	5,423	0	5,423	0.00%	5,423	0	5,423	0.00%
2012	LDDT	103	0	103	0.00%	103	0	103	0.00%
2012	LDDV	216	0	216	0.00%	216	0	216	0.00%
2012	LDGT	20,434	0	20,434	0.00%	20,434	1	20,433	0.00%
2012	LDGV	26,505	0	26,505	0.00%	26,505	2	26,503	0.01%
2013	HDGV	4,569	0	4,569	0.00%	4,569	0	4,569	0.00%
2013	LDDT	0	0	0	-	0	0	0	-
2013	LDDV	12	0	12	0.00%	12	0	12	0.00%
2013	LDGT	4,036	0	4,036	0.00%	4,036	1	4,035	0.02%
2013	LDGV	1,137	0	1,137	0.00%	1,137	0	1,137	0.00%
2014	HDGV	4,567	0	4,567	0.00%	4,567	0	4,567	0.00%
2014	LDDT	5	0	5	0.00%	5	0	5	0.00%
2014	LDDV	7	0	7	0.00%	7	0	7	0.00%
2014	LDGT	3,110	0	3,110	0.00%	3,110	0	3,110	0.00%
2014	LDGV	949	0	949	0.00%	949	0	949	0.00%
2015	HDGV	5,301	0	5,301	0.00%	5,301	0	5,301	0.00%
2015	LDDT	11	0	11	0.00%	11	0	11	0.00%
2015	LDDV	3	0	3	0.00%	3	0	3	0.00%
2015	LDGT	2,579	1	2,578	0.04%	2,579	1	2,578	0.04%
2015	LDGV	526	0	526	0.00%	526	0	526	0.00%
2016	HDGV	909	0	909	0.00%	909	0	909	0.00%
2016	LDDT	2	0	2	0.00%	2	0	2	0.00%
2016	LDDV	0	0	0	-	0	0	0	-
2016	LDGT	516	1	515	0.19%	516	0	516	0.00%
2016	LDGV	101	0	101	0.00%	101	0	101	0.00%
2017	HDGV	166	0	166	0.00%	166	0	166	0.00%
2017	LDDT	0	0	0	-	0	0	0	-
2017	LDDV	0	0	0	-	0	0	0	-
2017	LDGT	26	0	26	0.00%	26	0	26	0.00%
2017	LDGV	6	0	6	0.00%	6	0	6	0.00%
Totals		1,989,156	151	1,989,005	0.01%	1,989,156	324	1,988,832	0.02%

New Jersey Enhanced Inspection and Maintenance Program
Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2016

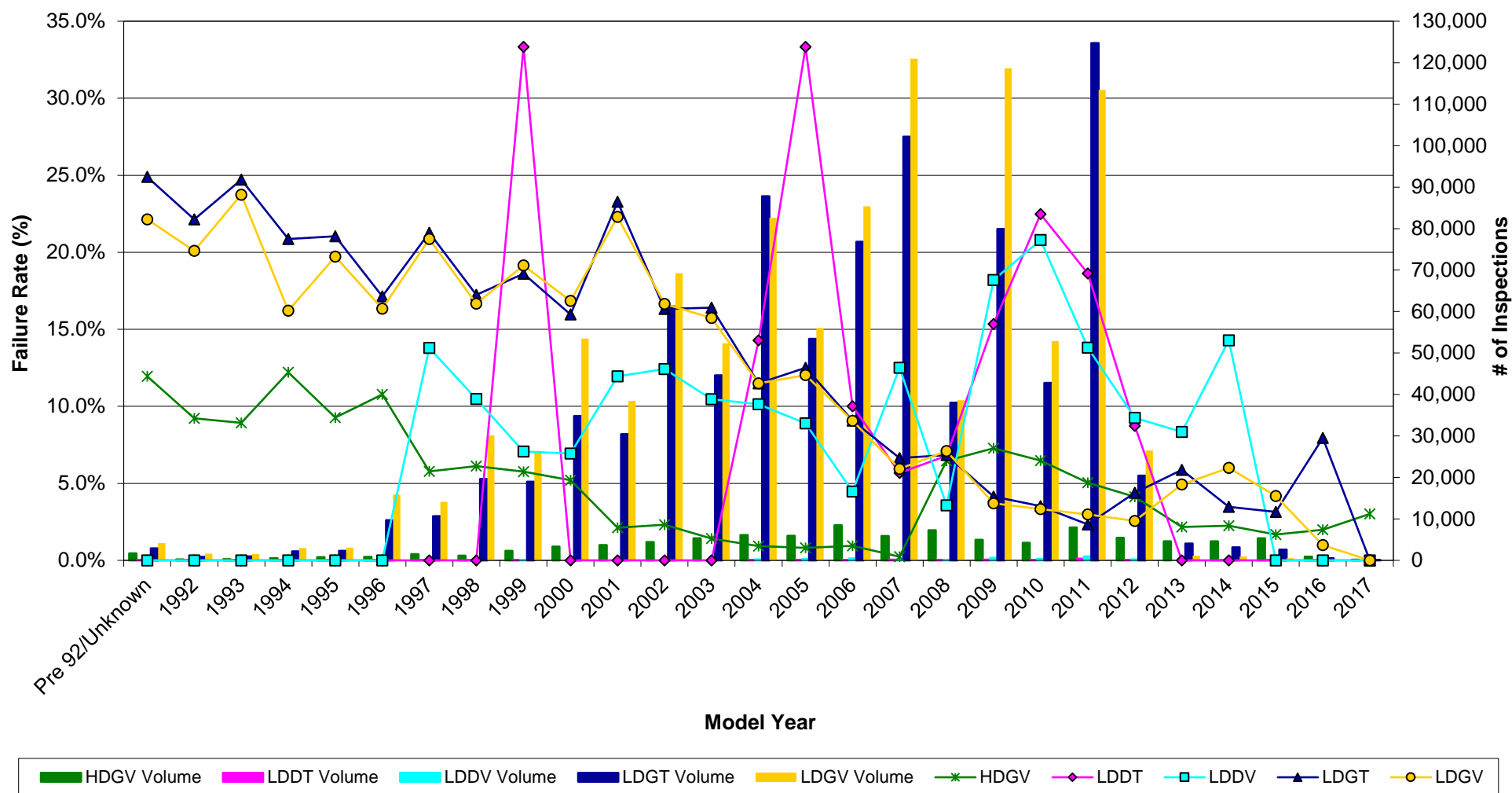


Figure E-1

**New Jersey Enhanced Inspection and Maintenance Program
Initial OBD Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2016**

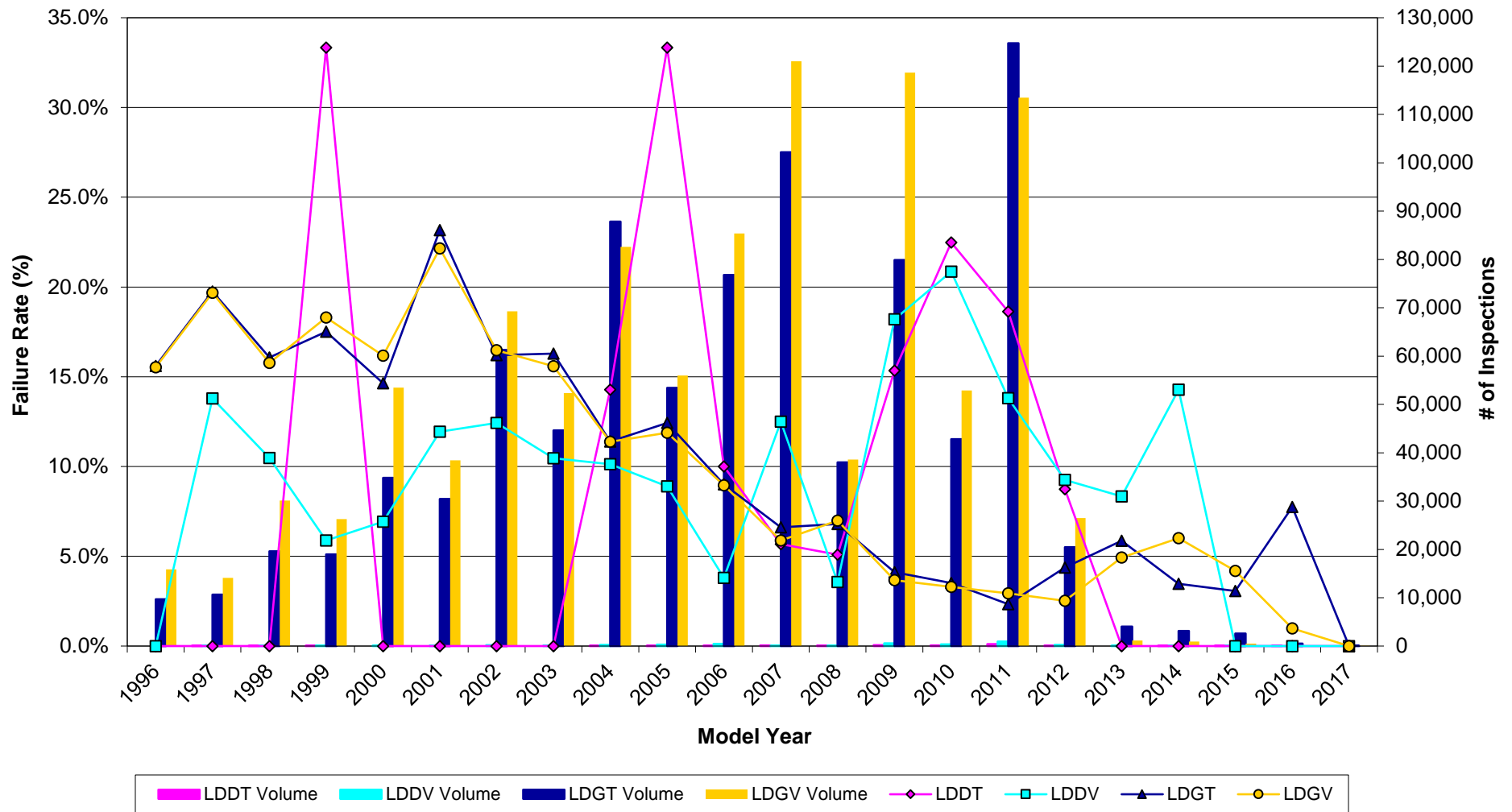
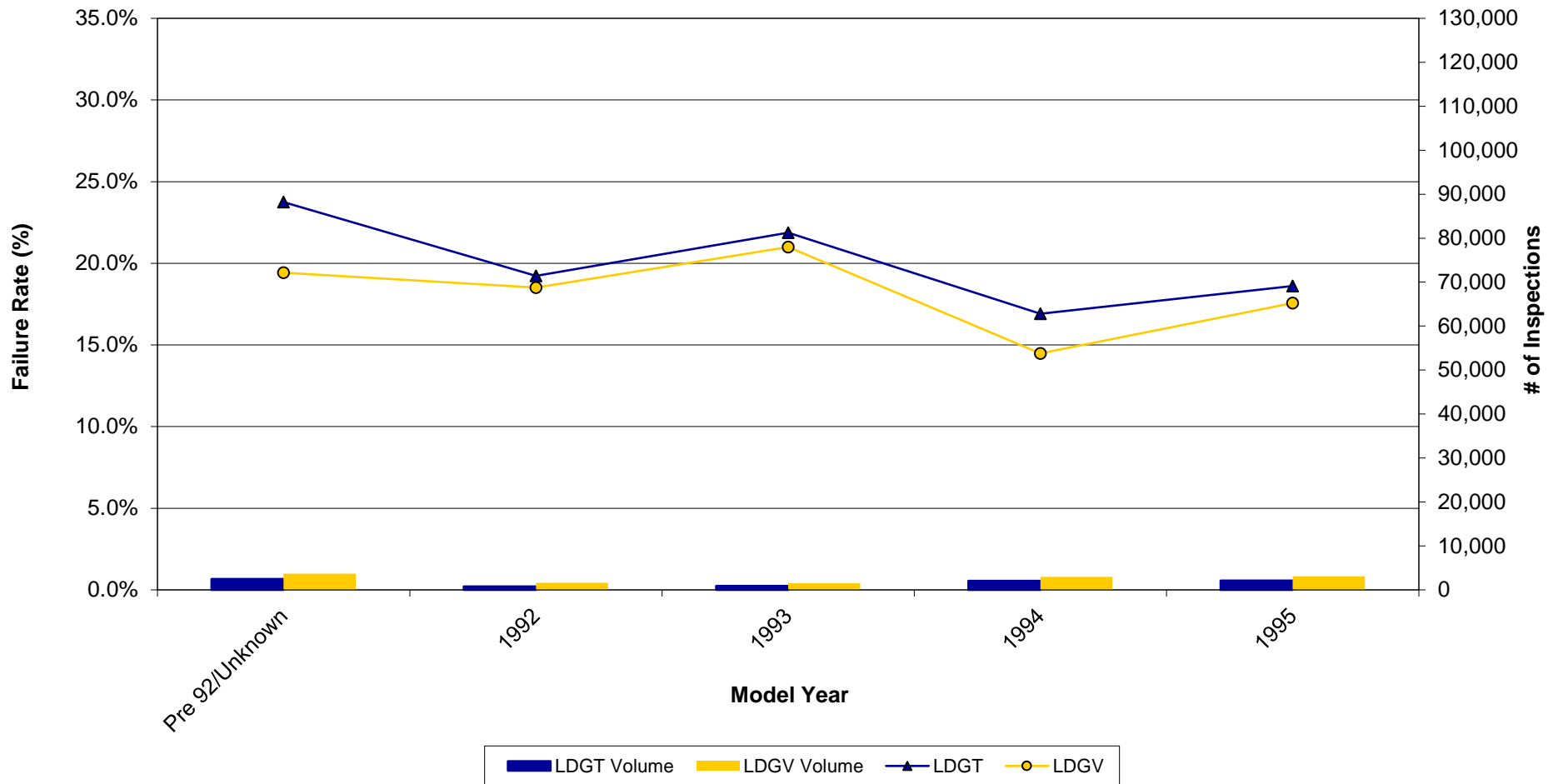


Figure E-2

**New Jersey Enhanced Inspection and Maintenance Program
Initial TSI Inspections Volume & Failure Rate by Model Year* and Vehicle Type
Year 2016**



*Note: A small sample of vehicles (6) in the Model Year 1996-2017 range were omitted from the graph to prevent skewing.

Figure E-3

**New Jersey Enhanced Inspection and Maintenance Program
Initial Idle Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2016**

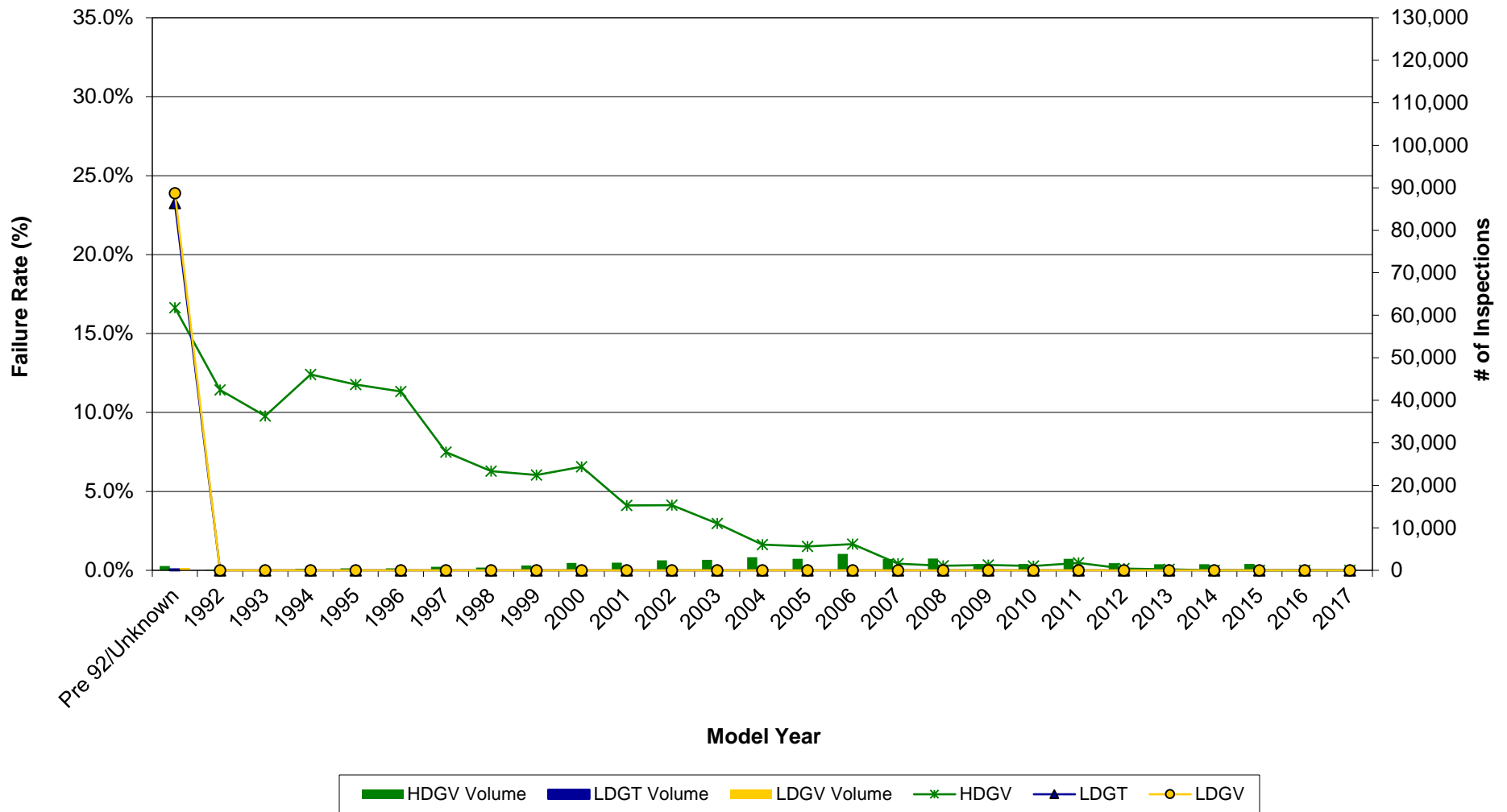


Figure E-4

**New Jersey Enhanced Inspection and Maintenance Program
Initial Gas Cap Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2016**

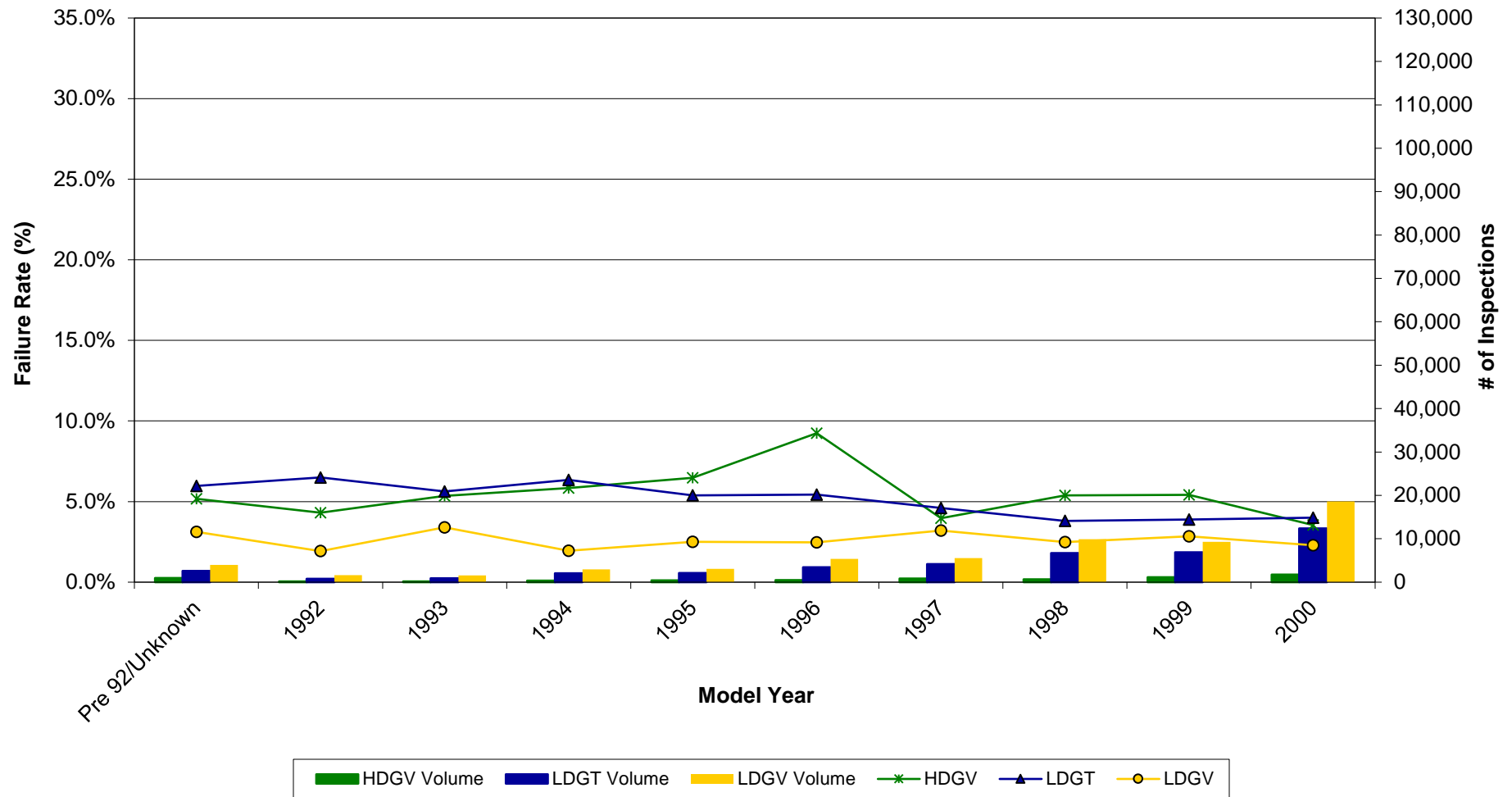


Figure E-5

**New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2016**

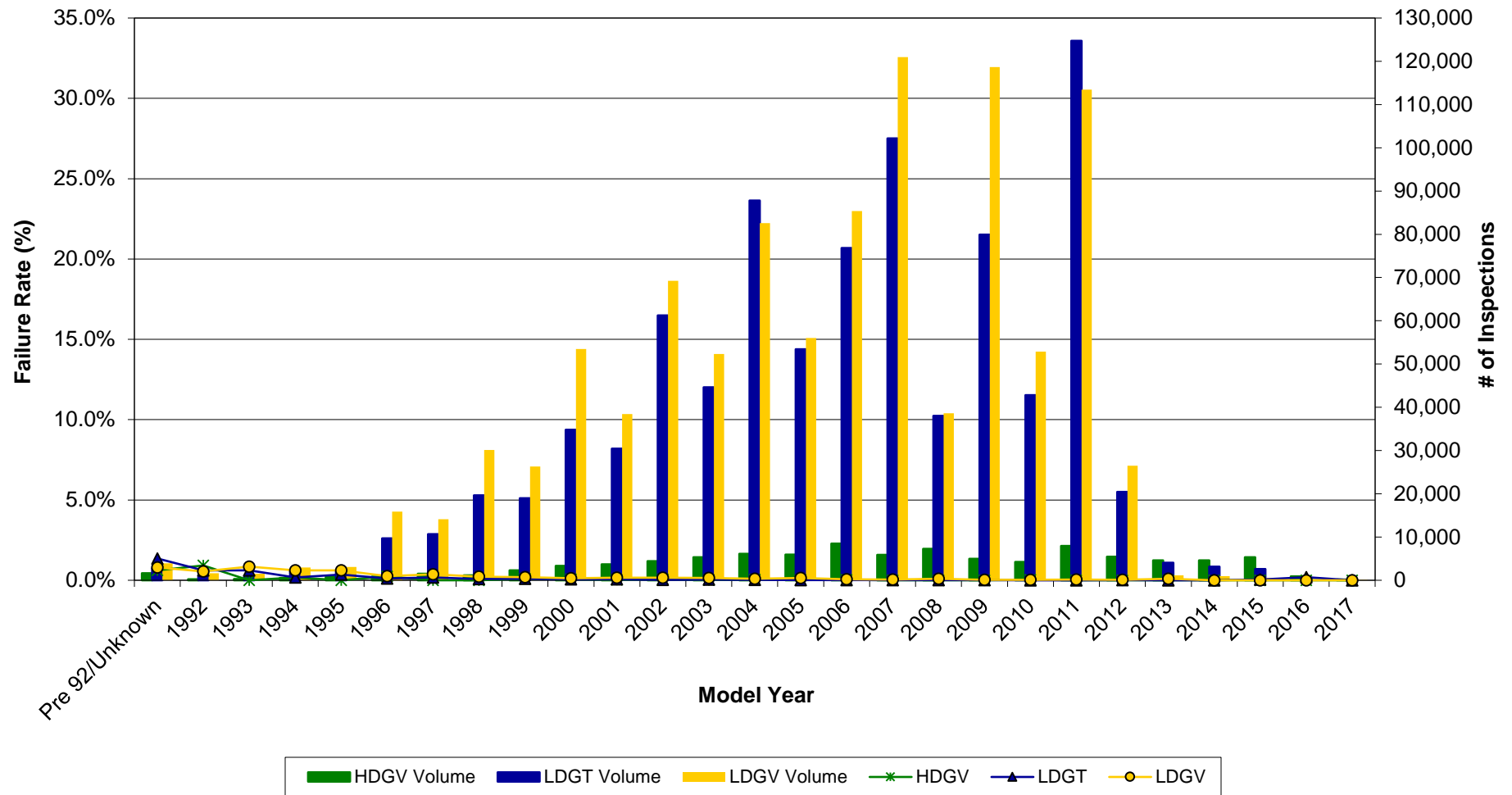


Figure E-6

**New Jersey Enhanced Inspection and Maintenance Program
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2016**

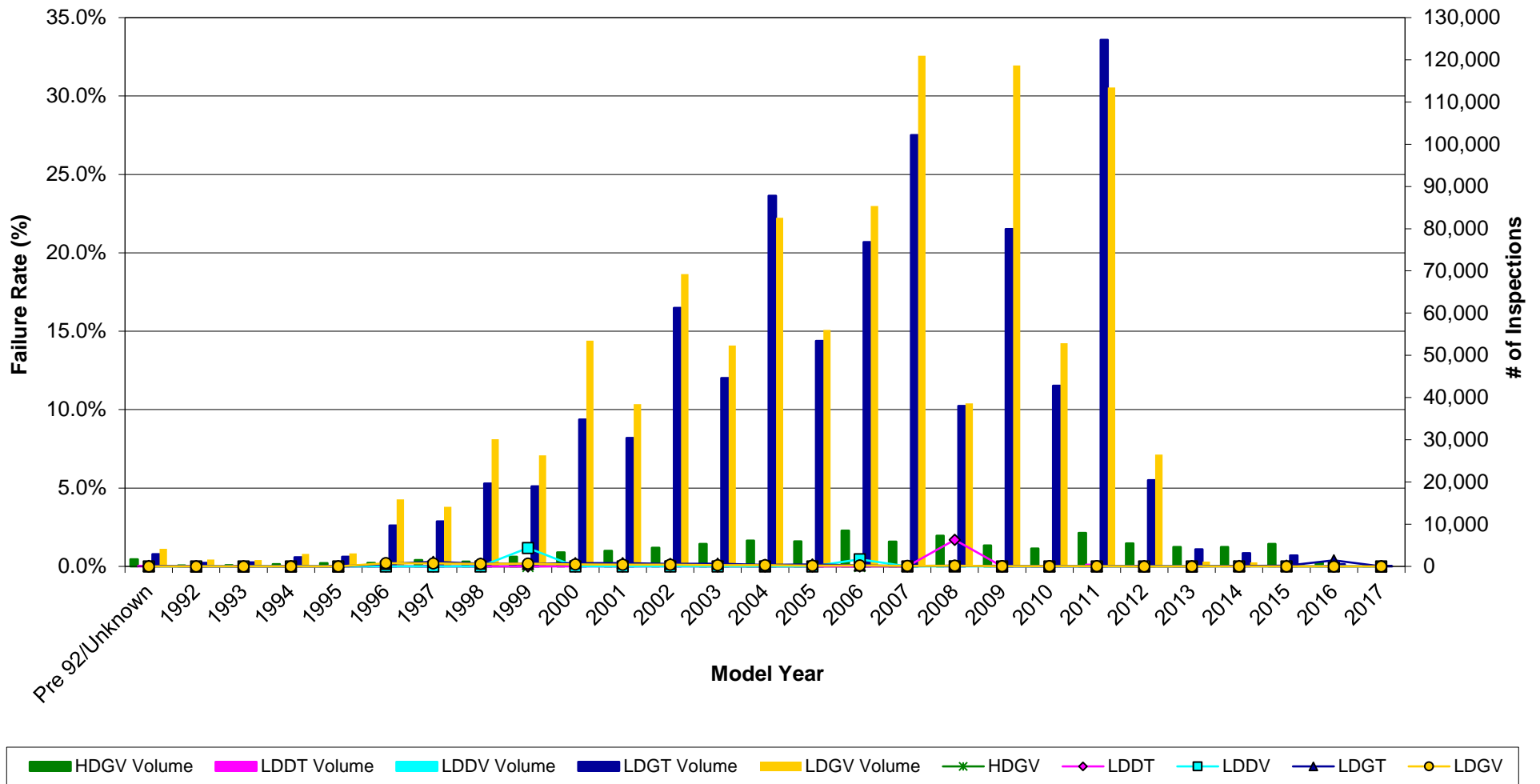


Figure E-7

**New Jersey Enhanced Inspection and Maintenance Program
Initial Liquid Leak Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2016**

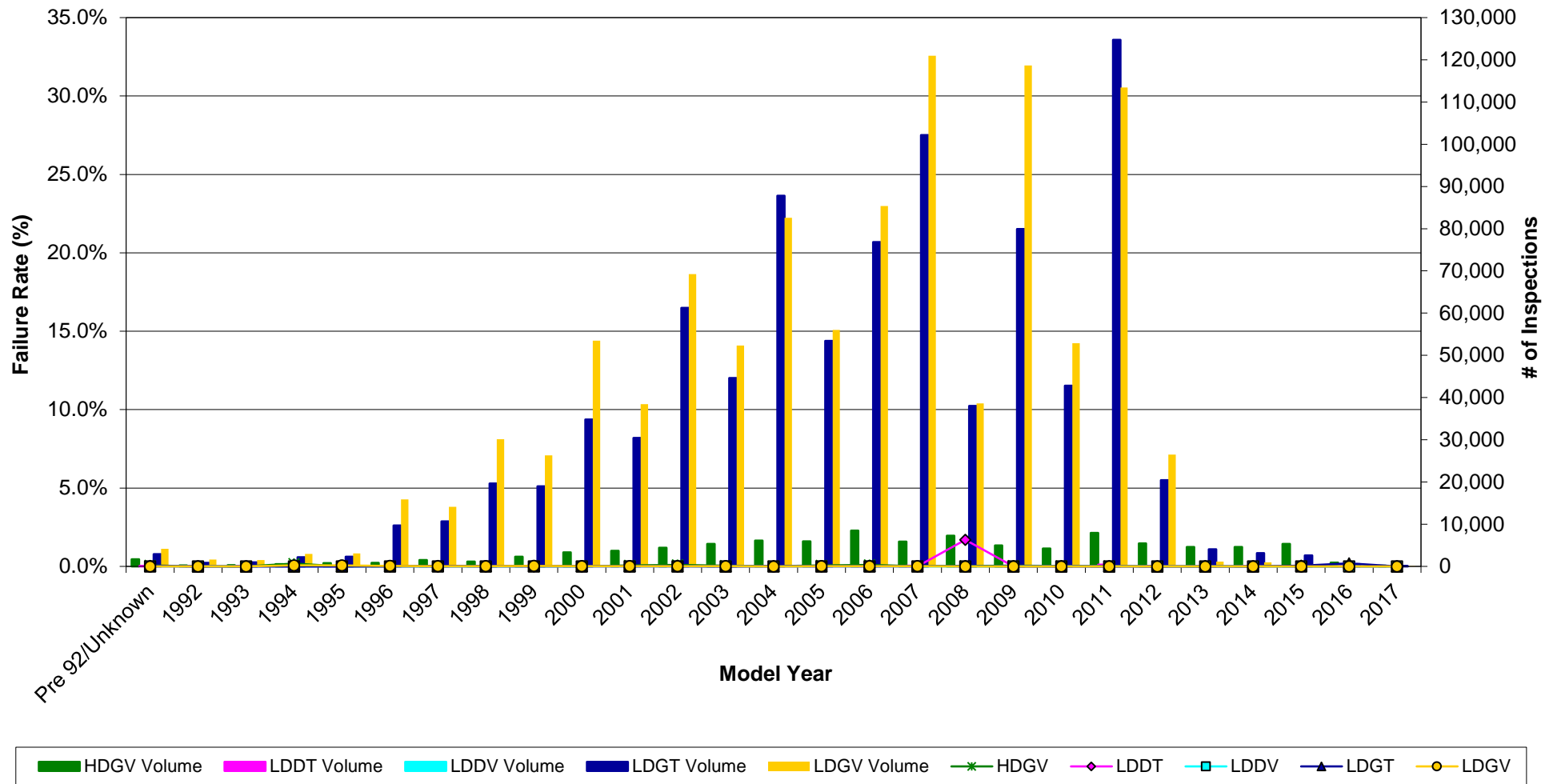


Figure E-8

**APPENDIX I -
PART F**

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

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2016

Model Yr	Veh Type	OBD Initial Insp	Initial and 1st or Subsequent Retest Passes	Overall OBD Pass Rate	Overall OBD Failed (Dropped)*	Overall OBD Fail Rate*
1996	LDDT	0	0	-	0	-
1996	LDDV	0	0	-	0	-
1996	LDGT	9,689	9,114	94.1%	575	5.9%
1996	LDGV	15,853	14,818	93.5%	1,035	6.5%
1997	LDDT	3	3	100.0%	0	0.0%
1997	LDDV	29	28	96.6%	1	3.4%
1997	LDGT	10,639	9,761	91.7%	878	8.3%
1997	LDGV	14,118	12,894	91.3%	1,224	8.7%
1998	LDDT	4	4	100.0%	0	0.0%
1998	LDDV	105	102	97.1%	3	2.9%
1998	LDGT	19,609	18,455	94.1%	1,154	5.9%
1998	LDGV	30,105	28,323	94.1%	1,782	5.9%
1999	LDDT	3	3	100.0%	0	0.0%
1999	LDDV	85	85	100.0%	0	0.0%
1999	LDGT	18,952	17,734	93.6%	1,218	6.4%
1999	LDGV	26,292	24,362	92.7%	1,930	7.3%
2000	LDDT	0	0	-	0	-
2000	LDDV	101	99	98.0%	2	2.0%
2000	LDGT	34,815	33,068	95.0%	1,747	5.0%
2000	LDGV	53,441	50,293	94.1%	3,148	5.9%
2001	LDDT	0	0	-	0	-
2001	LDDV	67	63	94.0%	4	6.0%
2001	LDGT	30,432	28,014	92.1%	2,418	7.9%
2001	LDGV	38,429	35,182	91.6%	3,247	8.4%
2002	LDDT	0	0	-	0	-
2002	LDDV	169	162	95.9%	7	4.1%
2002	LDGT	61,256	58,436	95.4%	2,820	4.6%
2002	LDGV	69,227	65,475	94.6%	3,752	5.4%
2003	LDDT	0	0	-	0	-
2003	LDDV	86	83	96.5%	3	3.5%
2003	LDGT	44,639	42,418	95.0%	2,221	5.0%
2003	LDGV	52,347	49,580	94.7%	2,767	5.3%
2004	LDDT	7	6	85.7%	1	14.3%
2004	LDDV	227	224	98.7%	3	1.3%
2004	LDGT	87,793	85,240	97.1%	2,553	2.9%
2004	LDGV	82,604	79,915	96.7%	2,689	3.3%
2005	LDDT	15	14	93.3%	1	6.7%
2005	LDDV	281	277	98.6%	4	1.4%
2005	LDGT	53,418	51,614	96.6%	1,804	3.4%
2005	LDGV	55,995	54,093	96.6%	1,902	3.4%
2006	LDDT	40	38	95.0%	2	5.0%
2006	LDDV	447	441	98.7%	6	1.3%
2006	LDGT	76,788	75,255	98.0%	1,533	2.0%
2006	LDGV	85,368	83,493	97.8%	1,875	2.2%

Table F-1 (page 1 of 3)

* Includes vehicles that are no longer registered.

New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2016

Model Yr	Veh Type	OBD Initial Insp	Initial and 1st or Subsequent Retest Passes	Overall OBD Pass Rate	Overall OBD Failed (Dropped)*	Overall OBD Fail Rate*
2007	LDDT	141	140	99.3%	1	0.7%
2007	LDDV	48	47	97.9%	1	2.1%
2007	LDGT	102,173	100,792	98.6%	1,381	1.4%
2007	LDGV	120,977	119,492	98.8%	1,485	1.2%
2008	HDGV	4,162	4,069	97.8%	93	2.2%
2008	LDDT	59	59	100.0%	0	0.0%
2008	LDDV	28	27	96.4%	1	3.6%
2008	LDGT	38,002	37,472	98.6%	530	1.4%
2008	LDGV	38,600	37,914	98.2%	686	1.8%
2009	HDGV	3,297	3,242	98.3%	55	1.7%
2009	LDDT	176	169	96.0%	7	4.0%
2009	LDDV	577	531	92.0%	46	8.0%
2009	LDGT	79,891	79,428	99.4%	463	0.6%
2009	LDGV	118,655	117,987	99.4%	668	0.6%
2010	HDGV	2,635	2,593	98.4%	42	1.6%
2010	LDDT	129	123	95.3%	6	4.7%
2010	LDDV	326	302	92.6%	24	7.4%
2010	LDGT	42,810	42,584	99.5%	226	0.5%
2010	LDGV	52,891	52,594	99.4%	297	0.6%
2011	HDGV	4,745	4,697	99.0%	48	1.0%
2011	LDDT	424	406	95.8%	18	4.2%
2011	LDDV	942	900	95.5%	42	4.5%
2011	LDGT	124,739	124,420	99.7%	319	0.3%
2011	LDGV	113,446	113,007	99.6%	439	0.4%
2012	HDGV	3,164	3,125	98.8%	39	1.2%
2012	LDDT	103	100	97.1%	3	2.9%
2012	LDDV	216	204	94.4%	12	5.6%
2012	LDGT	20,434	20,301	99.3%	133	0.7%
2012	LDGV	26,505	26,402	99.6%	103	0.4%
2013	HDGV	2,584	2,570	99.5%	14	0.5%
2013	LDDT	0	0	-	0	-
2013	LDDV	12	12	100.0%	0	0.0%
2013	LDGT	4,036	4,019	99.6%	17	0.4%
2013	LDGV	1,137	1,120	98.5%	17	1.5%
2014	HDGV	2,466	2,458	99.7%	8	0.3%
2014	LDDT	5	5	100.0%	0	0.0%
2014	LDDV	7	7	100.0%	0	0.0%
2014	LDGT	3,109	3,099	99.7%	10	0.3%
2014	LDGV	949	944	99.5%	5	0.5%
2015	HDGV	3,340	3,334	99.8%	6	0.2%
2015	LDDT	11	11	100.0%	0	0.0%
2015	LDDV	3	3	100.0%	0	0.0%
2015	LDGT	2,578	2,576	99.9%	2	0.1%
2015	LDGV	526	521	99.0%	5	1.0%

Table F-1 (page 2 of 3)

* Includes vehicles that are no longer registered.

**New Jersey Enhanced Inspection and Maintenance Program
Overall OBD Inspections - Initial and All Retests
Year 2016**

Model Yr	Veh Type	OBD Initial Insp	Initial and 1st or Subsequent Retest Passes	Overall OBD Pass Rate	Overall OBD Failed (Dropped)*	Overall OBD Fail Rate*
2016	HDGV	474	470	99.2%	4	0.8%
2016	LDDT	2	2	100.0%	0	0.0%
2016	LDDV	0	0	-	0	-
2016	LDGT	516	506	98.1%	10	1.9%
2016	LDGV	101	101	100.0%	0	0.0%
2017	HDGV	112	110	98.2%	2	1.8%
2017	LDDT	0	0	-	0	-
2017	LDDV	0	0	-	0	-
2017	LDGT	26	26	100.0%	0	0.0%
2017	LDGV	6	6	100.0%	0	0.0%
Totals		1,895,773	1,844,196	97.3%	51,577	2.7%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2016

Model Yr	Veh Type	OBD Initial Insp	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	9,689	9,412	277	2.9%	8,913	499	5.3%
1996	LDGV	15,853	15,634	219	1.4%	14,588	1,046	6.7%
1997	LDDT	3	3	0	0.0%	3	0	0.0%
1997	LDDV	29	27	2	6.9%	26	1	3.7%
1997	LDGT	10,639	10,270	369	3.5%	9,598	672	6.5%
1997	LDGV	14,118	13,863	255	1.8%	12,750	1,113	8.0%
1998	LDDT	4	4	0	0.0%	4	0	0.0%
1998	LDDV	105	104	1	1.0%	99	5	4.8%
1998	LDGT	19,609	19,185	424	2.2%	18,042	1,143	6.0%
1998	LDGV	30,105	29,733	372	1.2%	27,750	1,983	6.7%
1999	LDDT	3	3	0	0.0%	3	0	0.0%
1999	LDDV	85	85	0	0.0%	84	1	1.2%
1999	LDGT	18,952	18,586	366	1.9%	17,279	1,307	7.0%
1999	LDGV	26,292	25,942	350	1.3%	23,928	2,014	7.8%
2000	LDDT	0	0	0	-	0	0	-
2000	LDDV	101	101	0	0.0%	100	1	1.0%
2000	LDGT	34,815	34,320	495	1.4%	32,196	2,124	6.2%
2000	LDGV	53,441	52,867	574	1.1%	48,967	3,900	7.4%
2001	LDDT	0	0	0	-	0	0	-
2001	LDDV	67	66	1	1.5%	65	1	1.5%
2001	LDGT	30,432	29,946	486	1.6%	27,740	2,206	7.4%
2001	LDGV	38,429	37,966	463	1.2%	34,992	2,974	7.8%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	169	168	1	0.6%	164	4	2.4%
2002	LDGT	61,256	60,755	501	0.8%	57,253	3,502	5.8%
2002	LDGV	69,227	68,843	384	0.6%	64,398	4,445	6.5%
2003	LDDT	0	0	0	-	0	0	-
2003	LDDV	86	86	0	0.0%	84	2	2.3%
2003	LDGT	44,639	44,351	288	0.6%	41,558	2,793	6.3%
2003	LDGV	52,347	52,128	219	0.4%	49,047	3,081	5.9%
2004	LDDT	7	7	0	0.0%	7	0	0.0%
2004	LDDV	227	227	0	0.0%	212	15	6.6%
2004	LDGT	87,793	87,537	256	0.3%	83,562	3,975	4.5%
2004	LDGV	82,604	82,406	198	0.2%	78,796	3,610	4.4%
2005	LDDT	15	15	0	0.0%	10	5	33.3%
2005	LDDV	281	281	0	0.0%	267	14	5.0%
2005	LDGT	53,418	53,327	91	0.2%	50,765	2,562	4.8%
2005	LDGV	55,995	55,879	116	0.2%	53,361	2,518	4.5%
2006	LDDT	40	40	0	0.0%	37	3	7.5%
2006	LDDV	447	447	0	0.0%	436	11	2.5%
2006	LDGT	76,788	76,707	81	0.1%	74,005	2,702	3.5%
2006	LDGV	85,368	85,217	151	0.2%	82,225	2,992	3.5%

Table F-2 (Page 1 of 9)

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2016

Model Yr	Veh Type	OBD Initial Insps	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
2007	LDDT	141	141	0	0.0%	137	4	2.8%
2007	LDDV	48	48	0	0.0%	45	3	6.3%
2007	LDGT	102,173	102,123	50	0.0%	99,413	2,710	2.7%
2007	LDGV	120,977	120,903	74	0.1%	118,098	2,805	2.3%
2008	HDGV	4,162	4,161	1	0.0%	4,023	138	3.3%
2008	LDDT	59	59	0	0.0%	56	3	5.1%
2008	LDDV	28	28	0	0.0%	27	1	3.6%
2008	LDGT	38,002	37,983	19	0.0%	37,064	919	2.4%
2008	LDGV	38,600	38,574	26	0.1%	37,578	996	2.6%
2009	HDGV	3,297	3,293	4	0.1%	3,187	106	3.2%
2009	LDDT	176	176	0	0.0%	167	9	5.1%
2009	LDDV	577	576	1	0.2%	517	59	10.2%
2009	LDGT	79,891	79,873	18	0.0%	78,613	1,260	1.6%
2009	LDGV	118,655	118,586	69	0.1%	117,089	1,497	1.3%
2010	HDGV	2,635	2,633	2	0.1%	2,567	66	2.5%
2010	LDDT	129	128	1	0.8%	126	2	1.6%
2010	LDDV	326	326	0	0.0%	303	23	7.1%
2010	LDGT	42,810	42,803	7	0.0%	42,312	491	1.1%
2010	LDGV	52,891	52,875	16	0.0%	52,330	545	1.0%
2011	HDGV	4,745	4,745	0	0.0%	4,635	110	2.3%
2011	LDDT	424	424	0	0.0%	404	20	4.7%
2011	LDDV	942	942	0	0.0%	889	53	5.6%
2011	LDGT	124,739	124,730	9	0.0%	123,803	927	0.7%
2011	LDGV	113,446	113,418	28	0.0%	112,418	1,000	0.9%
2012	HDGV	3,164	3,164	0	0.0%	3,101	63	2.0%
2012	LDDT	103	103	0	0.0%	101	2	1.9%
2012	LDDV	216	216	0	0.0%	208	8	3.7%
2012	LDGT	20,434	20,432	2	0.0%	20,267	165	0.8%
2012	LDGV	26,505	26,499	6	0.0%	26,366	133	0.5%
2013	HDGV	2,584	2,584	0	0.0%	2,567	17	0.7%
2013	LDDT	0	0	0	-	0	0	-
2013	LDDV	12	12	0	0.0%	12	0	0.0%
2013	LDGT	4,036	4,036	0	0.0%	3,990	46	1.1%
2013	LDGV	1,137	1,137	0	0.0%	1,129	8	0.7%
2014	HDGV	2,466	2,464	2	0.1%	2,449	15	0.6%
2014	LDDT	5	5	0	0.0%	5	0	0.0%
2014	LDDV	7	7	0	0.0%	7	0	0.0%
2014	LDGT	3,109	3,108	1	0.0%	3,090	18	0.6%
2014	LDGV	949	949	0	0.0%	941	8	0.8%
2015	HDGV	3,340	3,339	1	0.0%	3,321	18	0.5%
2015	LDDT	11	11	0	0.0%	11	0	0.0%
2015	LDDV	3	3	0	0.0%	3	0	0.0%
2015	LDGT	2,578	2,578	0	0.0%	2,569	9	0.3%
2015	LDGV	526	526	0	0.0%	524	2	0.4%

**New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2016**

Model Yr	Veh Type	OBD Initial Insp	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
2016	HDGV	474	474	0	0.0%	470	4	0.8%
2016	LDDT	2	2	0	0.0%	2	0	0.0%
2016	LDDV	0	0	0	-	0	0	-
2016	LDGT	516	515	1	0.2%	498	17	3.3%
2016	LDGV	101	101	0	0.0%	101	0	0.0%
2017	HDGV	112	112	0	0.0%	110	2	1.8%
2017	LDDT	0	0	0	-	0	0	-
2017	LDDV	0	0	0	-	0	0	-
2017	LDGT	26	26	0	0.0%	26	0	0.0%
2017	LDGV	6	6	0	0.0%	6	0	0.0%
Totals		1,895,773	1,888,495	7,278	0.4%	1,820,989	67,506	3.6%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2016

Model Yr	Veh Type	OBD Initial Insp	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	9,689	9,680	9	0.09%	9,665	15	0.15%
1996	LDGV	15,853	15,813	40	0.25%	15,764	49	0.31%
1997	LDDT	3	3	0	0.00%	3	0	0.00%
1997	LDDV	29	29	0	0.00%	29	0	0.00%
1997	LDGT	10,639	10,627	12	0.11%	10,609	18	0.17%
1997	LDGV	14,118	14,082	36	0.25%	14,032	50	0.36%
1998	LDDT	4	4	0	0.00%	4	0	0.00%
1998	LDDV	105	104	1	0.95%	103	1	0.96%
1998	LDGT	19,609	19,591	18	0.09%	19,539	52	0.27%
1998	LDGV	30,105	30,063	42	0.14%	29,991	72	0.24%
1999	LDDT	3	3	0	0.00%	3	0	0.00%
1999	LDDV	85	84	1	1.18%	84	0	0.00%
1999	LDGT	18,952	18,930	22	0.12%	18,897	33	0.17%
1999	LDGV	26,292	26,229	63	0.24%	26,160	69	0.26%
2000	LDDT	0	0	0	-	0	0	-
2000	LDDV	101	101	0	0.00%	99	2	1.98%
2000	LDGT	34,815	34,789	26	0.07%	34,714	75	0.22%
2000	LDGV	53,441	53,378	63	0.12%	53,200	178	0.33%
2001	LDDT	0	0	0	-	0	0	-
2001	LDDV	67	67	0	0.00%	65	2	2.99%
2001	LDGT	30,432	30,410	22	0.07%	30,334	76	0.25%
2001	LDGV	38,429	38,386	43	0.11%	38,279	107	0.28%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	169	169	0	0.00%	168	1	0.59%
2002	LDGT	61,256	61,213	43	0.07%	61,112	101	0.16%
2002	LDGV	69,227	69,162	65	0.09%	69,033	129	0.19%
2003	LDDT	0	0	0	-	0	0	-
2003	LDDV	86	86	0	0.00%	86	0	0.00%
2003	LDGT	44,639	44,608	31	0.07%	44,522	86	0.19%
2003	LDGV	52,347	52,267	80	0.15%	52,186	81	0.15%
2004	LDDT	7	7	0	0.00%	6	1	14.29%
2004	LDDV	227	226	1	0.44%	226	0	0.00%
2004	LDGT	87,793	87,721	72	0.08%	87,560	161	0.18%
2004	LDGV	82,604	82,468	136	0.16%	82,369	99	0.12%
2005	LDDT	15	15	0	0.00%	15	0	0.00%
2005	LDDV	281	280	1	0.36%	280	0	0.00%
2005	LDGT	53,418	53,366	52	0.10%	53,254	112	0.21%
2005	LDGV	55,995	55,901	94	0.17%	55,828	73	0.13%
2006	LDDT	40	40	0	0.00%	40	0	0.00%
2006	LDDV	447	446	1	0.22%	446	0	0.00%
2006	LDGT	76,788	76,746	42	0.05%	76,625	121	0.16%
2006	LDGV	85,368	85,220	148	0.17%	84,986	234	0.27%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2016

Model Yr	Veh Type	OBD Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2007	LDDT	141	141	0	0.00%	140	1	0.71%
2007	LDDV	48	48	0	0.00%	47	1	2.08%
2007	LDGT	102,173	102,134	39	0.04%	102,009	125	0.12%
2007	LDGV	120,977	120,707	270	0.22%	120,472	235	0.19%
2008	HDGV	4,162	4,149	13	0.31%	4,134	15	0.36%
2008	LDDT	59	59	0	0.00%	59	0	0.00%
2008	LDDV	28	28	0	0.00%	28	0	0.00%
2008	LDGT	38,002	37,965	37	0.10%	37,933	32	0.08%
2008	LDGV	38,600	38,528	72	0.19%	38,473	55	0.14%
2009	HDGV	3,297	3,290	7	0.21%	3,278	12	0.36%
2009	LDDT	176	176	0	0.00%	176	0	0.00%
2009	LDDV	577	577	0	0.00%	577	0	0.00%
2009	LDGT	79,891	79,857	34	0.04%	79,815	42	0.05%
2009	LDGV	118,655	118,551	104	0.09%	118,431	120	0.10%
2010	HDGV	2,635	2,630	5	0.19%	2,625	5	0.19%
2010	LDDT	129	129	0	0.00%	129	0	0.00%
2010	LDDV	326	326	0	0.00%	326	0	0.00%
2010	LDGT	42,810	42,795	15	0.04%	42,774	21	0.05%
2010	LDGV	52,891	52,853	38	0.07%	52,806	47	0.09%
2011	HDGV	4,745	4,731	14	0.30%	4,712	19	0.40%
2011	LDDT	424	424	0	0.00%	423	1	0.24%
2011	LDDV	942	942	0	0.00%	941	1	0.11%
2011	LDGT	124,739	124,689	50	0.04%	124,640	49	0.04%
2011	LDGV	113,446	113,390	56	0.05%	113,260	130	0.11%
2012	HDGV	3,164	3,151	13	0.41%	3,144	7	0.22%
2012	LDDT	103	103	0	0.00%	102	1	0.97%
2012	LDDV	216	216	0	0.00%	216	0	0.00%
2012	LDGT	20,434	20,425	9	0.04%	20,415	10	0.05%
2012	LDGV	26,505	26,496	9	0.03%	26,475	21	0.08%
2013	HDGV	2,584	2,575	9	0.35%	2,570	5	0.19%
2013	LDDT	0	0	0	-	0	0	-
2013	LDDV	12	12	0	0.00%	12	0	0.00%
2013	LDGT	4,036	4,027	9	0.22%	4,000	27	0.67%
2013	LDGV	1,137	1,135	2	0.18%	1,133	2	0.18%
2014	HDGV	2,466	2,457	9	0.36%	2,448	9	0.37%
2014	LDDT	5	5	0	0.00%	5	0	0.00%
2014	LDDV	7	7	0	0.00%	7	0	0.00%
2014	LDGT	3,109	3,099	10	0.32%	3,096	3	0.10%
2014	LDGV	949	942	7	0.74%	940	2	0.21%
2015	HDGV	3,340	3,329	11	0.33%	3,321	8	0.24%
2015	LDDT	11	11	0	0.00%	11	0	0.00%
2015	LDDV	3	3	0	0.00%	3	0	0.00%
2015	LDGT	2,578	2,572	6	0.23%	2,565	7	0.27%
2015	LDGV	526	525	1	0.19%	525	0	0.00%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2016

Model Yr	Veh Type	OBD Initial Insp	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2016	HDGV	474	473	1	0.21%	472	1	0.21%
2016	LDDT	2	2	0	0.00%	2	0	0.00%
2016	LDDV	0	0	0	-	0	0	-
2016	LDGT	516	509	7	1.36%	509	0	0.00%
2016	LDGV	101	101	0	0.00%	101	0	0.00%
2017	HDGV	112	112	0	0.00%	112	0	0.00%
2017	LDDT	0	0	0	-	0	0	-
2017	LDDV	0	0	0	-	0	0	-
2017	LDGT	26	26	0	0.00%	26	0	0.00%
2017	LDGV	6	6	0	0.00%	6	0	0.00%
Totals		1,895,773	1,893,752	2,021	0.11%	1,890,740	3,012	0.16%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2016

Model Yr	Veh Type	OBD Initial Insp	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
1996	LDDT	0	0	0	-	0	0	-
1996	LDDV	0	0	0	-	0	0	-
1996	LDGT	9,689	8,735	930	9.6%	5,885	591	9.1%
1996	LDGV	15,853	14,260	1,504	9.5%	12,480	962	7.2%
1997	LDDT	3	3	0	0.0%	3	0	0.0%
1997	LDDV	29	27	2	6.9%	29	0	0.0%
1997	LDGT	10,639	9,393	1,216	11.5%	9,577	957	9.1%
1997	LDGV	14,118	12,423	1,609	11.5%	12,145	1,357	10.1%
1998	LDDT	4	4	0	0.0%	4	0	0.0%
1998	LDDV	105	95	8	7.8%	103	0	0.0%
1998	LDGT	19,609	17,742	1,797	9.2%	18,031	1,402	7.2%
1998	LDGV	30,105	27,084	2,907	9.7%	26,867	2,132	7.4%
1999	LDDT	3	2	1	33.3%	3	0	0.0%
1999	LDDV	85	80	4	4.8%	84	0	0.0%
1999	LDGT	18,952	16,983	1,914	10.1%	17,213	1,684	8.9%
1999	LDGV	26,292	23,316	2,844	10.9%	23,891	2,269	8.7%
2000	LDDT	0	0	0	-	0	0	-
2000	LDDV	101	94	5	5.1%	99	0	0.0%
2000	LDGT	34,815	31,825	2,889	8.3%	32,409	2,305	6.6%
2000	LDGV	53,441	47,731	5,469	10.3%	49,462	3,737	7.0%
2001	LDDT	0	0	0	-	0	0	-
2001	LDDV	67	60	5	7.7%	65	0	0.0%
2001	LDGT	30,432	27,190	3,144	10.4%	25,799	4,535	15.0%
2001	LDGV	38,429	34,158	4,121	10.8%	33,115	5,164	13.5%
2002	LDDT	0	0	0	-	0	0	-
2002	LDDV	169	149	19	11.3%	168	0	0.0%
2002	LDGT	61,256	56,277	4,835	7.9%	55,167	5,945	9.7%
2002	LDGV	69,227	63,177	5,856	8.5%	62,546	6,487	9.4%
2003	LDDT	0	0	0	-	0	0	-
2003	LDDV	86	77	9	10.5%	86	0	0.0%
2003	LDGT	44,639	40,830	3,692	8.3%	40,257	4,262	9.6%
2003	LDGV	52,347	48,060	4,126	7.9%	47,413	4,773	9.1%
2004	LDDT	7	6	0	0.0%	6	0	0.0%
2004	LDDV	227	210	16	7.1%	220	6	2.7%
2004	LDGT	87,793	82,363	5,197	5.9%	81,983	5,574	6.4%
2004	LDGV	82,604	77,630	4,739	5.8%	76,981	5,388	6.5%
2005	LDDT	15	10	5	33.3%	15	0	0.0%
2005	LDDV	281	264	16	5.7%	272	8	2.9%
2005	LDGT	53,418	49,935	3,319	6.2%	49,327	3,916	7.4%
2005	LDGV	55,995	52,476	3,352	6.0%	52,002	3,825	6.9%
2006	LDDT	40	36	4	10.0%	40	0	0.0%
2006	LDDV	447	432	14	3.1%	444	2	0.4%
2006	LDGT	76,788	73,039	3,586	4.7%	72,687	3,917	5.1%
2006	LDGV	85,368	81,112	3,874	4.6%	81,063	3,923	4.6%

New Jersey Enhanced Inspection and Maintenance Program
OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2016

Model Yr	Veh Type	OBD Initial Insp	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2007	LDDT	141	133	7	5.0%	139	1	0.7%
2007	LDDV	48	42	5	10.6%	47	0	0.0%
2007	LDGT	102,173	98,524	3,485	3.4%	98,304	3,683	3.6%
2007	LDGV	120,977	116,863	3,609	3.0%	117,007	3,464	2.9%
2008	HDGV	4,162	3,927	207	5.0%	3,868	258	6.3%
2008	LDDT	59	56	3	5.1%	59	0	0.0%
2008	LDDV	28	27	1	3.6%	28	0	0.0%
2008	LDGT	38,002	36,727	1,206	3.2%	36,361	1,525	4.0%
2008	LDGV	38,600	37,195	1,278	3.3%	37,003	1,468	3.8%
2009	HDGV	3,297	3,125	153	4.7%	3,057	213	6.5%
2009	LDDT	176	167	9	5.1%	160	16	9.1%
2009	LDDV	577	507	70	12.1%	527	50	8.7%
2009	LDGT	79,891	78,187	1,628	2.0%	77,993	1,798	2.3%
2009	LDGV	118,655	116,456	1,975	1.7%	116,038	2,391	2.0%
2010	HDGV	2,635	2,516	109	4.2%	2,443	179	6.8%
2010	LDDT	129	125	4	3.1%	103	26	20.2%
2010	LDDV	326	295	31	9.5%	278	48	14.7%
2010	LDGT	42,810	42,133	641	1.5%	41,827	908	2.1%
2010	LDGV	52,891	52,130	676	1.3%	51,767	1,039	2.0%
2011	HDGV	4,745	4,569	143	3.0%	4,462	248	5.3%
2011	LDDT	424	400	23	5.4%	363	60	14.2%
2011	LDDV	942	873	68	7.2%	865	76	8.1%
2011	LDGT	124,739	123,458	1,182	0.9%	122,898	1,726	1.4%
2011	LDGV	113,446	111,953	1,307	1.2%	111,333	1,927	1.7%
2012	HDGV	3,164	3,061	83	2.6%	2,993	149	4.7%
2012	LDDT	103	99	3	2.9%	97	5	4.9%
2012	LDDV	216	204	12	5.6%	204	12	5.6%
2012	LDGT	20,434	20,201	214	1.0%	19,694	694	3.4%
2012	LDGV	26,505	26,306	169	0.6%	25,995	475	1.8%
2013	HDGV	2,584	2,550	20	0.8%	2,499	69	2.7%
2013	LDDT	0	0	0	-	0	0	-
2013	LDDV	12	12	0	0.0%	11	1	8.3%
2013	LDGT	4,036	3,947	53	1.3%	3,827	160	4.0%
2013	LDGV	1,137	1,124	9	0.8%	1,088	45	4.0%
2014	HDGV	2,466	2,426	22	0.9%	2,381	64	2.6%
2014	LDDT	5	5	0	0.0%	5	0	0.0%
2014	LDDV	7	7	0	0.0%	6	1	14.3%
2014	LDGT	3,109	3,072	24	0.8%	3,009	73	2.4%
2014	LDGV	949	933	7	0.7%	897	43	4.6%
2015	HDGV	3,340	3,306	15	0.5%	3,257	54	1.6%
2015	LDDT	11	11	0	0.0%	10	0	0.0%
2015	LDDV	3	3	0	0.0%	3	0	0.0%
2015	LDGT	2,578	2,557	8	0.3%	2,491	58	2.3%
2015	LDGV	526	523	2	0.4%	505	20	3.8%

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OBD Inspections - Initial Pass/Fail Summary by OBD Test Component
Year 2016

Model Yr	Veh Type	OBD Initial Insp	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2016	HDGV	474	471	1	0.2%	384	14	3.5%
2016	LDDT	2	2	0	0.0%	2	0	0.0%
2016	LDDV	0	0	0	-	0	0	-
2016	LDGT	516	490	19	3.7%	316	14	4.2%
2016	LDGV	101	101	0	0.0%	100	1	1.0%
2017	HDGV	112	112	0	0.0%	18	3	14.3%
2017	LDDT	0	0	0	-	0	0	-
2017	LDDV	0	0	0	-	0	0	-
2017	LDGT	26	26	0	0.0%	10	0	0.0%
2017	LDGV	6	6	0	0.0%	5	0	0.0%
Totals		1,895,773	1,799,231	91,509	4.8%	1,784,678	98,180	5.2%

**New Jersey Enhanced Inspection and Maintenance Program
OBD and Gas Cap (GC) Evaporative Test Report
Year 2016**

Model Yr	Veh Type	# Initial OBD & GC Insps	# Pass OBD / Fail GC	% Pass OBD / Fail GC	# Pass Both	% Pass Both	# Fail OBD / Pass GC	% Fail OBD / Pass GC	# Fail Both	% Fail Both
1996	LDGT	3,402	178	5.2%	3,186	93.7%	31	0.9%	7	0.21%
1996	LDGV	5,347	126	2.4%	5,137	96.1%	78	1.5%	6	0.11%
1997	LDGT	4,146	186	4.5%	3,889	93.8%	66	1.6%	5	0.12%
1997	LDGV	5,570	169	3.0%	5,277	94.7%	115	2.1%	9	0.16%
1998	LDGT	6,712	248	3.7%	6,344	94.5%	113	1.7%	7	0.10%
1998	LDGV	9,912	233	2.4%	9,451	95.3%	215	2.2%	13	0.13%
1999	LDGT	6,905	255	3.7%	6,508	94.3%	129	1.9%	13	0.19%
1999	LDGV	9,318	254	2.7%	8,828	94.7%	225	2.4%	11	0.12%
2000	LDGT	12,363	483	3.9%	11,661	94.3%	207	1.7%	12	0.10%
2000	LDGV	18,592	393	2.1%	17,810	95.8%	357	1.9%	32	0.17%
2001	LDGT	3	0	0.0%	3	100.0%	0	0.0%	0	0.00%
2001	LDGV	0	0	-	0	-	0	-	0	-
2002	LDGT	2	0	0.0%	2	100.0%	0	0.0%	0	0.00%
2002	LDGV	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2003	LDGT	0	0	-	0	-	0	-	0	-
2003	LDGV	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2004	LDGT	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2004	LDGV	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2005	LDGT	0	0	-	0	-	0	-	0	-
2005	LDGV	0	0	-	0	-	0	-	0	-
2006	LDGT	0	0	-	0	-	0	-	0	-
2006	LDGV	1	0	0.0%	1	100.0%	0	0.0%	0	0.00%
2007	LDGT	0	0	-	0	-	0	-	0	-
2007	LDGV	0	0	-	0	-	0	-	0	-
2008	HDGV	0	0	-	0	-	0	-	0	-
2008	LDGT	0	0	-	0	-	0	-	0	-
2008	LDGV	0	0	-	0	-	0	-	0	-
2009	HDGV	0	0	-	0	-	0	-	0	-
2009	LDGT	0	0	-	0	-	0	-	0	-
2009	LDGV	0	0	-	0	-	0	-	0	-
2010	HDGV	0	0	-	0	-	0	-	0	-
2010	LDGT	0	0	-	0	-	0	-	0	-
2010	LDGV	0	0	-	0	-	0	-	0	-
2011	HDGV	0	0	-	0	-	0	-	0	-
2011	LDGT	0	0	-	0	-	0	-	0	-
2011	LDGV	0	0	-	0	-	0	-	0	-
2012	HDGV	0	0	-	0	-	0	-	0	-
2012	LDGT	0	0	-	0	-	0	-	0	-
2012	LDGV	0	0	-	0	-	0	-	0	-
2013	HDGV	0	0	-	0	-	0	-	0	-
2013	LDGT	0	0	-	0	-	0	-	0	-
2013	LDGV	0	0	-	0	-	0	-	0	-

**New Jersey Enhanced Inspection and Maintenance Program
OBD and Gas Cap (GC) Evaporative Test Report
Year 2016**

Model Yr	Veh Type	# Initial OBD & GC Insps	# Pass OBD / Fail GC	% Pass OBD / Fail GC	# Pass Both	% Pass Both	# Fail OBD / Pass GC	% Fail OBD / Pass GC	# Fail Both	% Fail Both
2014	HDGV	0	0	-	0	-	0	-	0	-
2014	LDGT	0	0	-	0	-	0	-	0	-
2014	LDGV	0	0	-	0	-	0	-	0	-
2015	HDGV	0	0	-	0	-	0	-	0	-
2015	LDGT	0	0	-	0	-	0	-	0	-
2015	LDGV	0	0	-	0	-	0	-	0	-
2016	HDGV	0	0	-	0	-	0	-	0	-
2016	LDGT	0	0	-	0	-	0	-	0	-
2016	LDGV	0	0	-	0	-	0	-	0	-
2017	HDGV	0	0	-	0	-	0	-	0	-
2017	LDGT	0	0	-	0	-	0	-	0	-
2017	LDGV	0	0	-	0	-	0	-	0	-
Totals		82,277	2,525	3.1%	78,101	94.9%	1,536	1.9%	115	0.14%

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2016

Model Yr	Veh Type	# Initial MIL Insp	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
1996	LDDT	0	0	-	0	-	0	-	0	-
1996	LDDV	0	0	-	0	-	0	-	0	-
1996	LDGT	9,665	8,735	90.4%	0	0.00%	3	0.03%	927	9.6%
1996	LDGV	15,764	14,260	90.5%	0	0.00%	2	0.01%	1,502	9.5%
1997	LDDT	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
1997	LDDV	29	27	93.1%	0	0.00%	0	0.00%	2	6.9%
1997	LDGT	10,609	9,393	88.5%	0	0.00%	1	0.01%	1,215	11.5%
1997	LDGV	14,032	12,423	88.5%	0	0.00%	0	0.00%	1,609	11.5%
1998	LDDT	4	4	100.0%	0	0.00%	0	0.00%	0	0.0%
1998	LDDV	103	95	92.2%	0	0.00%	0	0.00%	8	7.8%
1998	LDGT	19,539	17,742	90.8%	0	0.00%	0	0.00%	1,797	9.2%
1998	LDGV	29,991	27,084	90.3%	0	0.00%	1	0.00%	2,906	9.7%
1999	LDDT	3	2	66.7%	0	0.00%	0	0.00%	1	33.3%
1999	LDDV	84	80	95.2%	0	0.00%	0	0.00%	4	4.8%
1999	LDGT	18,897	16,983	89.9%	0	0.00%	15	0.08%	1,899	10.0%
1999	LDGV	26,160	23,316	89.1%	0	0.00%	0	0.00%	2,844	10.9%
2000	LDDT	0	0	-	0	-	0	-	0	-
2000	LDDV	99	94	94.9%	0	0.00%	0	0.00%	5	5.1%
2000	LDGT	34,714	31,825	91.7%	0	0.00%	4	0.01%	2,885	8.3%
2000	LDGV	53,200	47,731	89.7%	0	0.00%	2	0.00%	5,467	10.3%
2001	LDDT	0	0	-	0	-	0	-	0	-
2001	LDDV	65	60	92.3%	0	0.00%	0	0.00%	5	7.7%
2001	LDGT	30,334	27,190	89.6%	0	0.00%	1	0.00%	3,143	10.4%
2001	LDGV	38,279	34,158	89.2%	0	0.00%	2	0.01%	4,119	10.8%
2002	LDDT	0	0	-	0	-	0	-	0	-
2002	LDDV	168	149	88.7%	0	0.00%	0	0.00%	19	11.3%
2002	LDGT	61,112	56,277	92.1%	0	0.00%	1	0.00%	4,834	7.9%
2002	LDGV	69,033	63,177	91.5%	0	0.00%	10	0.01%	5,846	8.5%
2003	LDDT	0	0	-	0	-	0	-	0	-
2003	LDDV	86	77	89.5%	0	0.00%	0	0.00%	9	10.5%
2003	LDGT	44,522	40,830	91.7%	0	0.00%	3	0.01%	3,689	8.3%
2003	LDGV	52,186	48,060	92.1%	0	0.00%	6	0.01%	4,120	7.9%
2004	LDDT	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
2004	LDDV	226	210	92.9%	0	0.00%	1	0.44%	15	6.6%
2004	LDGT	87,560	82,363	94.1%	0	0.00%	2	0.00%	5,195	5.9%
2004	LDGV	82,369	77,630	94.2%	0	0.00%	8	0.01%	4,731	5.7%
2005	LDDT	15	10	66.7%	0	0.00%	0	0.00%	5	33.3%
2005	LDDV	280	264	94.3%	0	0.00%	0	0.00%	16	5.7%
2005	LDGT	53,254	49,935	93.8%	0	0.00%	5	0.01%	3,314	6.2%
2005	LDGV	55,828	52,476	94.0%	0	0.00%	4	0.01%	3,348	6.0%
2006	LDDT	40	36	90.0%	0	0.00%	0	0.00%	4	10.0%
2006	LDDV	446	432	96.9%	0	0.00%	0	0.00%	14	3.1%
2006	LDGT	76,625	73,039	95.3%	0	0.00%	9	0.01%	3,577	4.7%
2006	LDGV	84,986	81,112	95.4%	0	0.00%	3	0.00%	3,871	4.6%

New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2016

Model Yr	Veh Type	# Initial MIL Insp	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
2007	LDDT	140	133	95.0%	0	0.00%	0	0.00%	7	5.0%
2007	LDDV	47	42	89.4%	0	0.00%	0	0.00%	5	10.6%
2007	LDGT	102,009	98,524	96.6%	0	0.00%	15	0.01%	3,470	3.4%
2007	LDGV	120,472	116,863	97.0%	0	0.00%	9	0.01%	3,600	3.0%
2008	HDGV	4,134	3,927	95.0%	0	0.00%	0	0.00%	207	5.0%
2008	LDDT	59	56	94.9%	0	0.00%	0	0.00%	3	5.1%
2008	LDDV	28	27	96.4%	0	0.00%	0	0.00%	1	3.6%
2008	LDGT	37,933	36,727	96.8%	0	0.00%	2	0.01%	1,204	3.2%
2008	LDGV	38,473	37,195	96.7%	0	0.00%	6	0.02%	1,272	3.3%
2009	HDGV	3,278	3,125	95.3%	0	0.00%	0	0.00%	153	4.7%
2009	LDDT	176	167	94.9%	0	0.00%	0	0.00%	9	5.1%
2009	LDDV	577	507	87.9%	0	0.00%	0	0.00%	70	12.1%
2009	LDGT	79,815	78,187	98.0%	0	0.00%	2	0.00%	1,626	2.0%
2009	LDGV	118,431	116,456	98.3%	0	0.00%	4	0.00%	1,971	1.7%
2010	HDGV	2,625	2,516	95.8%	0	0.00%	0	0.00%	109	4.2%
2010	LDDT	129	125	96.9%	0	0.00%	0	0.00%	4	3.1%
2010	LDDV	326	295	90.5%	0	0.00%	0	0.00%	31	9.5%
2010	LDGT	42,774	42,133	98.5%	0	0.00%	1	0.00%	640	1.5%
2010	LDGV	52,806	52,130	98.7%	0	0.00%	1	0.00%	675	1.3%
2011	HDGV	4,712	4,569	97.0%	0	0.00%	0	0.00%	143	3.0%
2011	LDDT	423	400	94.6%	0	0.00%	0	0.00%	23	5.4%
2011	LDDV	941	873	92.8%	0	0.00%	0	0.00%	68	7.2%
2011	LDGT	124,640	123,458	99.1%	0	0.00%	1	0.00%	1,181	0.9%
2011	LDGV	113,260	111,953	98.8%	0	0.00%	0	0.00%	1,307	1.2%
2012	HDGV	3,144	3,061	97.4%	0	0.00%	0	0.00%	83	2.6%
2012	LDDT	102	99	97.1%	0	0.00%	0	0.00%	3	2.9%
2012	LDDV	216	204	94.4%	0	0.00%	0	0.00%	12	5.6%
2012	LDGT	20,415	20,201	99.0%	0	0.00%	1	0.00%	213	1.0%
2012	LDGV	26,475	26,306	99.4%	0	0.00%	0	0.00%	169	0.6%
2013	HDGV	2,570	2,550	99.2%	0	0.00%	0	0.00%	20	0.8%
2013	LDDT	0	0	-	0	-	0	-	0	-
2013	LDDV	12	12	100.0%	0	0.00%	0	0.00%	0	0.0%
2013	LDGT	4,000	3,947	98.7%	0	0.00%	0	0.00%	53	1.3%
2013	LDGV	1,133	1,124	99.2%	0	0.00%	0	0.00%	9	0.8%
2014	HDGV	2,448	2,426	99.1%	0	0.00%	0	0.00%	22	0.9%
2014	LDDT	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
2014	LDDV	7	7	100.0%	0	0.00%	0	0.00%	0	0.0%
2014	LDGT	3,096	3,072	99.2%	0	0.00%	0	0.00%	24	0.8%
2014	LDGV	940	933	99.3%	0	0.00%	0	0.00%	7	0.7%
2015	HDGV	3,321	3,306	99.5%	0	0.00%	0	0.00%	15	0.5%
2015	LDDT	11	11	100.0%	0	0.00%	0	0.00%	0	0.0%
2015	LDDV	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2015	LDGT	2,565	2,557	99.7%	0	0.00%	0	0.00%	8	0.3%
2015	LDGV	525	523	99.6%	0	0.00%	0	0.00%	2	0.4%

Table F-4 (Page 2 of 3)

DTC = Diagnostic Trouble Code

**New Jersey Enhanced Inspection and Maintenance Program
OBD Malfunction Indicator Lamp (MIL) Report
Year 2016**

Model Yr	Veh Type	# Initial MIL Insps	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
2016	HDGV	472	471	99.8%	0	0.00%	0	0.00%	1	0.2%
2016	LDDT	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2016	LDDV	0	0	-	0	-	0	-	0	-
2016	LDGT	509	490	96.3%	0	0.00%	0	0.00%	19	3.7%
2016	LDGV	101	101	100.0%	0	0.00%	0	0.00%	0	0.0%
2017	HDGV	112	112	100.0%	0	0.00%	0	0.00%	0	0.0%
2017	LDDT	0	0	-	0	-	0	-	0	-
2017	LDDV	0	0	-	0	-	0	-	0	-
2017	LDGT	26	26	100.0%	0	0.00%	0	0.00%	0	0.0%
2017	LDGV	6	6	100.0%	0	0.00%	0	0.00%	0	0.0%
Totals		1,890,740	1,799,231	95.2%	0	0.00%	125	0.01%	91,384	4.8%

**New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2016**

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
1996	LDDT	0	0	0	-
1996	LDDV	0	0	0	-
1996	LDGT	6,476	2,710	3,766	41.8%
1996	LDGV	13,442	4,830	8,612	35.9%
1997	LDDT	3	0	3	0.0%
1997	LDDV	29	12	17	41.4%
1997	LDGT	10,534	5,127	5,407	48.7%
1997	LDGV	13,502	5,549	7,953	41.1%
1998	LDDT	4	2	2	50.0%
1998	LDDV	103	30	73	29.1%
1998	LDGT	19,433	7,792	11,641	40.1%
1998	LDGV	28,999	9,173	19,826	31.6%
1999	LDDT	3	0	3	0.0%
1999	LDDV	84	24	60	28.6%
1999	LDGT	18,897	8,341	10,556	44.1%
1999	LDGV	26,160	9,008	17,152	34.4%
2000	LDDT	0	0	0	-
2000	LDDV	99	11	88	11.1%
2000	LDGT	34,714	12,078	22,636	34.8%
2000	LDGV	53,199	16,769	36,430	31.5%
2001	LDDT	0	0	0	-
2001	LDDV	65	2	63	3.1%
2001	LDGT	30,334	10,978	19,356	36.2%
2001	LDGV	38,279	11,711	26,568	30.6%
2002	LDDT	0	0	0	-
2002	LDDV	168	12	156	7.1%
2002	LDGT	61,112	15,968	45,144	26.1%
2002	LDGV	69,033	15,451	53,582	22.4%
2003	LDDT	0	0	0	-
2003	LDDV	86	3	83	3.5%
2003	LDGT	44,519	13,142	31,377	29.5%
2003	LDGV	52,186	11,593	40,593	22.2%
2004	LDDT	6	1	5	16.7%
2004	LDDV	226	17	209	7.5%
2004	LDGT	87,557	16,886	70,671	19.3%
2004	LDGV	82,369	13,061	69,308	15.9%
2005	LDDT	15	1	14	6.7%
2005	LDDV	280	16	264	5.7%
2005	LDGT	53,243	10,758	42,485	20.2%
2005	LDGV	55,827	8,906	46,921	16.0%
2006	LDDT	40	1	39	2.5%
2006	LDDV	446	14	432	3.1%
2006	LDGT	76,604	11,703	64,901	15.3%
2006	LDGV	84,986	10,878	74,108	12.8%

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**New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2016**

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2007	LDDT	140	4	136	2.9%
2007	LDDV	47	4	43	8.5%
2007	LDGT	101,987	10,657	91,330	10.4%
2007	LDGV	120,471	10,039	110,432	8.3%
2008	HDGV	4,126	732	3,394	17.7%
2008	LDDT	59	0	59	0.0%
2008	LDDV	28	2	26	7.1%
2008	LDGT	37,886	4,271	33,615	11.3%
2008	LDGV	38,471	4,005	34,466	10.4%
2009	HDGV	3,270	499	2,771	15.3%
2009	LDDT	176	35	141	19.9%
2009	LDDV	577	126	451	21.8%
2009	LDGT	79,791	4,935	74,856	6.2%
2009	LDGV	118,429	6,652	111,777	5.6%
2010	HDGV	2,622	395	2,227	15.1%
2010	LDDT	129	56	73	43.4%
2010	LDDV	326	82	244	25.2%
2010	LDGT	42,735	2,734	40,001	6.4%
2010	LDGV	52,806	2,930	49,876	5.5%
2011	HDGV	4,710	574	4,136	12.2%
2011	LDDT	423	119	304	28.1%
2011	LDDV	941	146	795	15.5%
2011	LDGT	124,624	5,606	119,018	4.5%
2011	LDGV	113,260	5,675	107,585	5.0%
2012	HDGV	3,142	307	2,835	9.8%
2012	LDDT	102	17	85	16.7%
2012	LDDV	216	64	152	29.6%
2012	LDGT	20,388	1,170	19,218	5.7%
2012	LDGV	26,470	1,019	25,451	3.8%
2013	HDGV	2,568	152	2,416	5.9%
2013	LDDT	0	0	0	-
2013	LDDV	12	1	11	8.3%
2013	LDGT	3,987	472	3,515	11.8%
2013	LDGV	1,133	94	1,039	8.3%
2014	HDGV	2,445	135	2,310	5.5%
2014	LDDT	5	0	5	0.0%
2014	LDDV	7	1	6	14.3%
2014	LDGT	3,082	217	2,865	7.0%
2014	LDGV	940	120	820	12.8%
2015	HDGV	3,311	144	3,167	4.3%
2015	LDDT	10	0	10	0.0%
2015	LDDV	3	0	3	0.0%
2015	LDGT	2,549	157	2,392	6.2%
2015	LDGV	525	52	473	9.9%

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**New Jersey Enhanced Inspection and Maintenance Program
OBD Readiness with at Least One Unset Monitor Report
Year 2016**

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2016	HDGV	398	31	367	7.8%
2016	LDDT	2	0	2	0.0%
2016	LDDV	0	0	0	-
2016	LDGT	330	35	295	10.6%
2016	LDGV	101	4	97	4.0%
2017	HDGV	21	9	12	42.9%
2017	LDDT	0	0	0	-
2017	LDDV	0	0	0	-
2017	LDGT	10	1	9	10.0%
2017	LDGV	5	1	4	20.0%
Totals		1,882,858	297,039	1,585,819	15.8%

New Jersey Enhanced Inspection and Maintenance Program
OBD Failures Switched to Tailpipe Testing
Year 2016

Model Yr	Veh Type	OBD Initial Fails	# Fail OBD / Pass Tailpipe Test	% Fail OBD / Pass Tailpipe Test	# Fail OBD / Fail Tailpipe Test	% Fail OBD / Fail Tailpipe Test
1996	LDDT	0	0	-	0	-
1996	LDDV	0	0	-	0	-
1996	LDGT	1,511	3	0.2%	0	0.000%
1996	LDGV	2,461	0	0.0%	0	0.000%
1997	LDDT	0	0	-	0	-
1997	LDDV	4	0	0.0%	0	0.000%
1997	LDGT	2,102	5	0.2%	0	0.000%
1997	LDGV	2,779	0	0.0%	0	0.000%
1998	LDDT	0	0	-	0	-
1998	LDDV	11	0	0.0%	0	0.000%
1998	LDGT	3,153	1	0.0%	0	0.000%
1998	LDGV	4,749	0	0.0%	0	0.000%
1999	LDDT	1	0	0.0%	0	0.000%
1999	LDDV	5	0	0.0%	0	0.000%
1999	LDGT	3,320	2	0.1%	0	0.000%
1999	LDGV	4,812	2	0.0%	0	0.000%
2000	LDDT	0	0	-	0	-
2000	LDDV	7	0	0.0%	0	0.000%
2000	LDGT	5,098	2	0.0%	0	0.000%
2000	LDGV	8,641	1	0.0%	0	0.000%
2001	LDDT	0	0	-	0	-
2001	LDDV	8	0	0.0%	0	0.000%
2001	LDGT	7,052	5	0.1%	0	0.000%
2001	LDGV	8,510	0	0.0%	0	0.000%
2002	LDDT	0	0	-	0	-
2002	LDDV	21	0	0.0%	0	0.000%
2002	LDGT	9,928	1	0.0%	0	0.000%
2002	LDGV	11,406	1	0.0%	0	0.000%
2003	LDDT	0	0	-	0	-
2003	LDDV	9	0	0.0%	0	0.000%
2003	LDGT	7,273	4	0.1%	0	0.000%
2003	LDGV	8,159	0	0.0%	0	0.000%
2004	LDDT	1	0	0.0%	0	0.000%
2004	LDDV	23	0	0.0%	0	0.000%
2004	LDGT	10,001	6	0.1%	0	0.000%
2004	LDGV	9,394	1	0.0%	0	0.000%
2005	LDDT	5	0	0.0%	0	0.000%
2005	LDDV	25	0	0.0%	0	0.000%
2005	LDGT	6,635	2	0.0%	0	0.000%
2005	LDGV	6,657	0	0.0%	0	0.000%
2006	LDDT	4	0	0.0%	0	0.000%
2006	LDDV	17	0	0.0%	0	0.000%
2006	LDGT	6,918	8	0.1%	0	0.000%
2006	LDGV	7,640	0	0.0%	0	0.000%

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**New Jersey Enhanced Inspection and Maintenance Program
OBD Failures Switched to Tailpipe Testing
Year 2016**

Model Yr	Veh Type	OBD Initial Fails	# Fail OBD / Pass Tailpipe Test	% Fail OBD / Pass Tailpipe Test	# Fail OBD / Fail Tailpipe Test	% Fail OBD / Fail Tailpipe Test
2007	LDDT	8	0	0.0%	0	0.000%
2007	LDDV	6	0	0.0%	0	0.000%
2007	LDGT	6,754	3	0.0%	0	0.000%
2007	LDGV	7,116	2	0.0%	0	0.000%
2008	HDGV	460	1	0.2%	0	0.000%
2008	LDDT	3	0	0.0%	0	0.000%
2008	LDDV	1	0	0.0%	0	0.000%
2008	LDGT	2,583	1	0.0%	0	0.000%
2008	LDGV	2,699	2	0.1%	0	0.000%
2009	HDGV	351	2	0.6%	0	0.000%
2009	LDDT	27	0	0.0%	0	0.000%
2009	LDDV	105	0	0.0%	0	0.000%
2009	LDGT	3,288	0	0.0%	0	0.000%
2009	LDGV	4,361	1	0.0%	0	0.000%
2010	HDGV	270	0	0.0%	0	0.000%
2010	LDDT	29	0	0.0%	0	0.000%
2010	LDDV	68	0	0.0%	0	0.000%
2010	LDGT	1,504	0	0.0%	0	0.000%
2010	LDGV	1,742	0	0.0%	0	0.000%
2011	HDGV	384	2	0.5%	0	0.000%
2011	LDDT	79	0	0.0%	0	0.000%
2011	LDDV	130	0	0.0%	0	0.000%
2011	LDGT	2,909	1	0.0%	0	0.000%
2011	LDGV	3,331	0	0.0%	0	0.000%
2012	HDGV	222	0	0.0%	0	0.000%
2012	LDDT	9	0	0.0%	0	0.000%
2012	LDDV	20	0	0.0%	0	0.000%
2012	LDGT	892	0	0.0%	0	0.000%
2012	LDGV	669	0	0.0%	0	0.000%
2013	HDGV	98	1	1.0%	0	0.000%
2013	LDDT	0	0	-	0	-
2013	LDDV	1	0	0.0%	0	0.000%
2013	LDGT	237	0	0.0%	0	0.000%
2013	LDGV	56	0	0.0%	0	0.000%
2014	HDGV	103	0	0.0%	0	0.000%
2014	LDDT	0	0	-	0	-
2014	LDDV	1	0	0.0%	0	0.000%
2014	LDGT	108	0	0.0%	0	0.000%
2014	LDGV	57	0	0.0%	0	0.000%
2015	HDGV	89	0	0.0%	0	0.000%
2015	LDDT	0	0	-	0	-
2015	LDDV	0	0	-	0	-
2015	LDGT	79	0	0.0%	0	0.000%
2015	LDGV	22	0	0.0%	0	0.000%

Table F-6 (Page 2 of 3)

**New Jersey Enhanced Inspection and Maintenance Program
OBD Failures Switched to Tailpipe Testing
Year 2016**

Model Yr	Veh Type	OBD Initial Fails	# Fail OBD / Pass Tailpipe Test	% Fail OBD / Pass Tailpipe Test	# Fail OBD / Fail Tailpipe Test	% Fail OBD / Fail Tailpipe Test
2016	HDGV	18	0	0.0%	0	0.000%
2016	LDDT	0	0	-	0	-
2016	LDDV	0	0	-	0	-
2016	LDGT	40	0	0.0%	0	0.000%
2016	LDGV	1	0	0.0%	0	0.000%
2017	HDGV	5	0	0.0%	0	0.000%
2017	LDDT	0	0	-	0	-
2017	LDDV	0	0	-	0	-
2017	LDGT	0	0	-	0	-
2017	LDGV	0	0	-	0	-
Totals		179,275	60	0.03%	0	0.000%

**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 2016

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail R1*	# Overall Pass R1*	% Overall Fail R1	% Overall Pass R1	OBD Initial Fails	# OBD Fail R1	# OBD Pass R1	% OBD Fail R1	% OBD Pass R1
Pre 92/Unknown	HDGV	204	29	125	14.2%	61.3%	0	0	0	-	-
Pre 92/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre 92/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 92/Unknown	LDGT	724	127	343	17.5%	47.4%	0	0	0	-	-
Pre 92/Unknown	LDGV	926	154	458	16.6%	49.5%	0	0	0	-	-
1992	HDGV	20	2	8	10.0%	40.0%	0	0	0	-	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	180	33	97	18.3%	53.9%	0	0	0	-	-
1992	LDGV	324	66	159	20.4%	49.1%	0	0	0	-	-
1993	HDGV	25	3	16	12.0%	64.0%	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	238	40	125	16.8%	52.5%	0	0	0	-	-
1993	LDGV	363	68	176	18.7%	48.5%	0	0	0	-	-
1994	HDGV	68	13	42	19.1%	61.8%	0	0	0	-	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	458	81	268	17.7%	58.5%	0	0	0	-	-
1994	LDGV	475	92	237	19.4%	49.9%	0	0	0	-	-
1995	HDGV	72	9	45	12.5%	62.5%	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	484	107	238	22.1%	49.2%	0	0	0	-	-
1995	LDGV	607	128	292	21.1%	48.1%	0	0	0	-	-
1996	HDGV	90	10	64	11.1%	71.1%	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	1,661	299	904	18.0%	54.4%	1,511	295	764	19.5%	50.6%
1996	LDGV	2,590	473	1,308	18.3%	50.5%	2,461	464	1,197	18.9%	48.6%
1997	HDGV	87	11	67	12.6%	77.0%	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	4	2	2	50.0%	50.0%	4	2	2	50.0%	50.0%
1997	LDGT	2,262	450	1,133	19.9%	50.1%	2,102	443	993	21.1%	47.2%
1997	LDGV	2,946	622	1,378	21.1%	46.8%	2,779	607	1,244	21.8%	44.8%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail R1*	# Overall Pass R1*	% Overall Fail R1	% Overall Pass R1	OBD Initial Fails	# OBD Fail R1	# OBD Pass R1	% OBD Fail R1	% OBD Pass R1
1998	HDGV	71	5	50	7.0%	70.4%	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	11	1	7	9.1%	63.6%	11	1	7	9.1%	63.6%
1998	LDGT	3,381	642	1,827	19.0%	54.0%	3,153	628	1,625	19.9%	51.5%
1998	LDGV	5,017	955	2,660	19.0%	53.0%	4,749	940	2,433	19.8%	51.2%
1999	HDGV	131	11	100	8.4%	76.3%	0	0	0	-	-
1999	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1999	LDDV	6	0	6	0.0%	100.0%	5	0	5	0.0%	100.0%
1999	LDGT	3,526	685	1,886	19.4%	53.5%	3,320	668	1,703	20.1%	51.3%
1999	LDGV	5,033	978	2,547	19.4%	50.6%	4,812	966	2,353	20.1%	48.9%
2000	HDGV	172	20	125	11.6%	72.7%	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	7	1	4	14.3%	57.1%	7	0	5	0.0%	71.4%
2000	LDGT	5,555	928	3,234	16.7%	58.2%	5,098	910	2,815	17.9%	55.2%
2000	LDGV	9,004	1,637	4,908	18.2%	54.5%	8,641	1,608	4,590	18.6%	53.1%
2001	HDGV	78	12	43	15.4%	55.1%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	8	2	2	25.0%	25.0%	8	2	2	25.0%	25.0%
2001	LDGT	7,086	1,827	3,508	25.8%	49.5%	7,052	1,812	3,494	25.7%	49.5%
2001	LDGV	8,568	2,134	4,051	24.9%	47.3%	8,510	2,124	4,024	25.0%	47.3%
2002	HDGV	102	13	66	12.7%	64.7%	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	21	3	14	14.3%	66.7%	21	3	14	14.3%	66.7%
2002	LDGT	10,003	2,164	5,730	21.6%	57.3%	9,928	2,146	5,685	21.6%	57.3%
2002	LDGV	11,523	2,611	6,140	22.7%	53.3%	11,406	2,583	6,073	22.6%	53.2%
2003	HDGV	76	10	54	13.2%	71.1%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	9	0	6	0.0%	66.7%	9	0	6	0.0%	66.7%
2003	LDGT	7,321	1,544	4,113	21.1%	56.2%	7,273	1,538	4,083	21.1%	56.1%
2003	LDGV	8,240	1,917	4,293	23.3%	52.1%	8,159	1,903	4,238	23.3%	51.9%
2004	HDGV	57	11	37	19.3%	64.9%	0	0	0	-	-
2004	LDDT	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%
2004	LDDV	23	3	17	13.0%	73.9%	23	3	17	13.0%	73.9%
2004	LDGT	10,091	1,904	6,204	18.9%	61.5%	10,001	1,893	6,136	18.9%	61.4%
2004	LDGV	9,487	1,890	5,559	19.9%	58.6%	9,394	1,871	5,502	19.9%	58.6%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail R1*	# Overall Pass R1*	% Overall Fail R1	% Overall Pass R1	OBD Initial Fails	# OBD Fail R1	# OBD Pass R1	% OBD Fail R1	% OBD Pass R1
2005	HDGV	48	5	39	10.4%	81.3%	0	0	0	-	-
2005	LDDT	5	0	4	0.0%	80.0%	5	0	4	0.0%	80.0%
2005	LDDV	25	1	20	4.0%	80.0%	25	1	20	4.0%	80.0%
2005	LDGT	6,682	1,421	3,892	21.3%	58.2%	6,635	1,409	3,863	21.2%	58.2%
2005	LDGV	6,734	1,332	3,939	19.8%	58.5%	6,657	1,319	3,891	19.8%	58.4%
2006	HDGV	80	10	59	12.5%	73.8%	0	0	0	-	-
2006	LDDT	4	0	2	0.0%	50.0%	4	0	2	0.0%	50.0%
2006	LDDV	20	0	13	0.0%	65.0%	17	0	11	0.0%	64.7%
2006	LDGT	6,966	1,320	4,453	18.9%	63.9%	6,918	1,309	4,421	18.9%	63.9%
2006	LDGV	7,735	1,415	4,872	18.3%	63.0%	7,640	1,405	4,809	18.4%	62.9%
2007	HDGV	14	4	8	28.6%	57.1%	0	0	0	-	-
2007	LDDT	8	2	5	25.0%	62.5%	8	2	5	25.0%	62.5%
2007	LDDV	6	1	4	16.7%	66.7%	6	1	4	16.7%	66.7%
2007	LDGT	6,788	1,240	4,472	18.3%	65.9%	6,754	1,235	4,448	18.3%	65.9%
2007	LDGV	7,183	1,176	4,810	16.4%	67.0%	7,116	1,165	4,773	16.4%	67.1%
2008	HDGV	471	108	297	22.9%	63.1%	460	104	291	22.6%	63.3%
2008	LDDT	4	0	4	0.0%	100.0%	3	0	3	0.0%	100.0%
2008	LDDV	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%
2008	LDGT	2,600	472	1,717	18.2%	66.0%	2,583	471	1,702	18.2%	65.9%
2008	LDGV	2,741	514	1,685	18.8%	61.5%	2,699	507	1,662	18.8%	61.6%
2009	HDGV	359	76	241	21.2%	67.1%	351	76	234	21.7%	66.7%
2009	LDDT	27	10	12	37.0%	44.4%	27	10	12	37.0%	44.4%
2009	LDDV	105	10	50	9.5%	47.6%	105	10	50	9.5%	47.6%
2009	LDGT	3,307	576	2,362	17.4%	71.4%	3,288	574	2,346	17.5%	71.4%
2009	LDGV	4,398	793	3,083	18.0%	70.1%	4,361	787	3,061	18.0%	70.2%
2010	HDGV	276	73	175	26.4%	63.4%	270	73	169	27.0%	62.6%
2010	LDDT	29	13	15	44.8%	51.7%	29	13	15	44.8%	51.7%
2010	LDDV	68	23	26	33.8%	38.2%	68	23	26	33.8%	38.2%
2010	LDGT	1,510	238	1,090	15.8%	72.2%	1,504	237	1,086	15.8%	72.2%
2010	LDGV	1,758	275	1,237	15.6%	70.4%	1,742	273	1,228	15.7%	70.5%
2011	HDGV	400	88	276	22.0%	69.0%	384	85	263	22.1%	68.5%
2011	LDDT	79	40	34	50.6%	43.0%	79	40	34	50.6%	43.0%
2011	LDDV	130	39	55	30.0%	42.3%	130	39	55	30.0%	42.3%
2011	LDGT	2,915	494	2,179	16.9%	74.8%	2,909	494	2,173	17.0%	74.7%
2011	LDGV	3,389	613	2,432	18.1%	71.8%	3,331	607	2,390	18.2%	71.8%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail R1*	# Overall Pass R1*	% Overall Fail R1	% Overall Pass R1	OBD Initial Fails	# OBD Fail R1	# OBD Pass R1	% OBD Fail R1	% OBD Pass R1
2012	HDGV	224	34	158	15.2%	70.5%	222	33	157	14.9%	70.7%
2012	LDDT	9	4	4	44.4%	44.4%	9	4	4	44.4%	44.4%
2012	LDDV	20	1	7	5.0%	35.0%	20	1	7	5.0%	35.0%
2012	LDGT	895	330	496	36.9%	55.4%	892	329	494	36.9%	55.4%
2012	LDGV	677	158	453	23.3%	66.9%	669	156	447	23.3%	66.8%
2013	HDGV	99	17	74	17.2%	74.7%	98	17	73	17.3%	74.5%
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2013	LDGT	237	52	173	21.9%	73.0%	237	52	173	21.9%	73.0%
2013	LDGV	56	12	29	21.4%	51.8%	56	12	29	21.4%	51.8%
2014	HDGV	103	24	74	23.3%	71.8%	103	24	74	23.3%	71.8%
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2014	LDGT	108	23	76	21.3%	70.4%	108	23	76	21.3%	70.4%
2014	LDGV	57	10	42	17.5%	73.7%	57	10	42	17.5%	73.7%
2015	HDGV	89	21	65	23.6%	73.0%	89	21	65	23.6%	73.0%
2015	LDDT	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-
2015	LDGT	81	10	69	12.3%	85.2%	79	10	67	12.7%	84.8%
2015	LDGV	22	5	14	22.7%	63.6%	22	5	14	22.7%	63.6%
2016	HDGV	18	2	12	11.1%	66.7%	18	2	12	11.1%	66.7%
2016	LDDT	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	41	5	26	12.2%	63.4%	40	5	25	12.5%	62.5%
2016	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2017	HDGV	5	1	2	20.0%	40.0%	5	1	2	20.0%	40.0%
2017	LDDT	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-
2017	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		189,026	37,818	110,016	20.0%	58.2%	179,275	36,384	103,826	20.3%	57.9%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	TSI Initial Fails	# TSI Fail R1	# TSI Pass R1	% TSI Fail R1	% TSI Pass R1	Idle Initial Fails	# Idle Fail R1	# Idle Pass R1	% Idle Fail R1	% Idle Pass R1	No Primary Test Initial Fails	# No Primary Test Fail R1	# No Primary Test Pass R1	% No Primary Test Fail R1	% No Primary Test Pass R1
Pre 92/Unknown	HDGV	0	0	0	-	-	165	29	88	17.6%	53.3%	6	0	6	0.0%	100.0%
Pre 92/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 92/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 92/Unknown	LDGT	582	111	254	19.1%	43.6%	50	8	18	16.0%	36.0%	3	0	2	0.0%	66.7%
Pre 92/Unknown	LDGV	715	130	334	18.2%	46.7%	117	20	46	17.1%	39.3%	0	0	0	-	-
1992	HDGV	0	0	0	-	-	16	2	5	12.5%	31.3%	0	0	0	-	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDGT	145	32	65	22.1%	44.8%	0	0	0	-	-	0	0	0	-	-
1992	LDGV	298	64	138	21.5%	46.3%	0	0	0	-	-	0	0	0	-	-
1993	HDGV	0	0	0	-	-	17	3	10	17.6%	58.8%	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	198	40	88	20.2%	44.4%	0	0	0	-	-	1	0	1	0.0%	100.0%
1993	LDGV	321	66	140	20.6%	43.6%	0	0	0	-	-	0	0	0	-	-
1994	HDGV	0	0	0	-	-	45	11	22	24.4%	48.9%	4	0	4	0.0%	100.0%
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	349	79	165	22.6%	47.3%	0	0	0	-	-	0	0	0	-	-
1994	LDGV	424	92	191	21.7%	45.0%	0	0	0	-	-	0	0	0	-	-
1995	HDGV	0	0	0	-	-	52	9	27	17.3%	51.9%	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDGT	394	104	161	26.4%	40.9%	0	0	0	-	-	0	0	0	-	-
1995	LDGV	539	128	226	23.7%	41.9%	0	0	0	-	-	0	0	0	-	-
1996	HDGV	0	0	0	-	-	54	8	32	14.8%	59.3%	2	0	1	0.0%	50.0%
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	HDGV	0	0	0	-	-	61	10	43	16.4%	70.5%	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	TSI Initial Fails	# TSI Fail R1	# TSI Pass R1	% TSI Fail R1	% TSI Pass R1	Idle Initial Fails	# Idle Fail R1	# Idle Pass R1	% Idle Fail R1	% Idle Pass R1	No Primary Test Initial Fails	# No Primary Test Fail R1	# No Primary Test Pass R1	% No Primary Test Fail R1	% No Primary Test Pass R1
1998	HDGV	0	0	0	-	-	41	5	24	12.2%	58.5%	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	HDGV	0	0	0	-	-	70	10	44	14.3%	62.9%	1	0	0	0.0%	0.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	HDGV	0	0	0	-	-	114	19	72	16.7%	63.2%	2	0	2	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	HDGV	0	0	0	-	-	74	12	39	16.2%	52.7%	1	0	1	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	HDGV	0	0	0	-	-	96	13	60	13.5%	62.5%	4	0	4	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	HDGV	0	0	0	-	-	73	10	53	13.7%	72.6%	2	0	1	0.0%	50.0%
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	HDGV	0	0	0	-	-	50	10	31	20.0%	62.0%	5	1	4	20.0%	80.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

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Year 2016

Model Yr	Veh Type	TSI Initial Fails	# TSI Fail R1	# TSI Pass R1	% TSI Fail R1	% TSI Pass R1	Idle Initial Fails	# Idle Fail R1	# Idle Pass R1	% Idle Fail R1	% Idle Pass R1	No Primary Test Initial Fails	# No Primary Test Fail R1	# No Primary Test Pass R1	% No Primary Test Fail R1	% No Primary Test Pass R1
2005	HDGV	0	0	0	-	-	41	4	33	9.8%	80.5%	6	0	6	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	HDGV	0	0	0	-	-	64	10	45	15.6%	70.3%	14	0	13	0.0%	92.9%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	HDGV	0	0	0	-	-	11	4	6	36.4%	54.5%	1	0	1	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGV	0	0	0	-	-	8	3	5	37.5%	62.5%	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	HDGV	0	0	0	-	-	5	0	4	0.0%	80.0%	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	HDGV	0	0	0	-	-	4	0	4	0.0%	100.0%	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	HDGV	0	0	0	-	-	13	3	10	23.1%	76.9%	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-

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Year 2016

Model Yr	Veh Type	TSI Initial Fails	# TSI Fail R1	# TSI Pass R1	% TSI Fail R1	% TSI Pass R1	Idle Initial Fails	# Idle Fail R1	# Idle Pass R1	% Idle Fail R1	% Idle Pass R1	No Primary Test Initial Fails	# No Primary Test Fail R1	# No Primary Test Pass R1	% No Primary Test Fail R1	% No Primary Test Pass R1
2012	HDGV	0	0	0	-	-	2	1	1	50.0%	50.0%	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		3,965	846	1,762	21.3%	44.4%	1,244	204	723	16.4%	58.1%	52	1	46	1.9%	88.5%

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Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap R1	# Gas Cap Pass R1	% Gas Cap Fail R1	% Gas Cap Pass R1	Cat Conv Initial Fails	# Cat Conv Fail R1	# Cat Conv Pass R1	% Cat Conv Fail R1	% Cat Conv Pass R1	Smoke Initial Fails	# Smoke Fail R1	# Smoke Pass R1	% Smoke Fail R1	% Smoke Pass R1
Pre 92/Unknown	HDGV	48	0	41	0.0%	85.4%	10	0	7	0.0%	70.0%	0	0	0	-	-
Pre 92/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 92/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 92/Unknown	LDGT	156	9	113	5.8%	72.4%	38	4	11	10.5%	28.9%	1	0	0	0.0%	0.0%
Pre 92/Unknown	LDGV	124	4	97	3.2%	78.2%	31	1	13	3.2%	41.9%	0	0	0	-	-
1992	HDGV	6	0	3	0.0%	50.0%	2	0	0	0.0%	0.0%	0	0	0	-	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDGT	49	0	39	0.0%	79.6%	5	0	2	0.0%	40.0%	0	0	0	-	-
1992	LDGV	31	2	24	6.5%	77.4%	9	0	3	0.0%	33.3%	0	0	0	-	-
1993	HDGV	9	0	6	0.0%	66.7%	0	0	0	-	-	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	51	0	46	0.0%	90.2%	6	0	4	0.0%	66.7%	0	0	0	-	-
1993	LDGV	52	2	43	3.8%	82.7%	13	0	3	0.0%	23.1%	0	0	0	-	-
1994	HDGV	21	2	18	9.5%	85.7%	1	0	1	0.0%	100.0%	0	0	0	-	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	131	2	117	1.5%	89.3%	4	0	0	0.0%	0.0%	0	0	0	-	-
1994	LDGV	57	0	52	0.0%	91.2%	18	0	6	0.0%	33.3%	0	0	0	-	-
1995	HDGV	28	0	23	0.0%	82.1%	0	0	0	-	-	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDGT	114	3	93	2.6%	81.6%	8	1	3	12.5%	37.5%	0	0	0	-	-
1995	LDGV	77	0	72	0.0%	93.5%	19	0	8	0.0%	42.1%	0	0	0	-	-
1996	HDGV	44	2	37	4.5%	84.1%	2	0	0	0.0%	0.0%	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	185	3	160	1.6%	86.5%	10	1	7	10.0%	70.0%	15	2	6	13.3%	40.0%
1996	LDGV	132	3	113	2.3%	85.6%	41	1	23	2.4%	56.1%	32	2	22	6.3%	68.8%
1997	HDGV	32	1	30	3.1%	93.8%	0	0	0	-	-	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	191	5	166	2.6%	86.9%	18	0	8	0.0%	44.4%	30	2	16	6.7%	53.3%
1997	LDGV	178	7	155	3.9%	87.1%	53	1	23	1.9%	43.4%	27	4	13	14.8%	48.1%

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Year 2016

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap R1	# Gas Cap Pass R1	% Gas Cap Fail R1	% Gas Cap Pass R1	Cat Conv Initial Fails	# Cat Conv Fail R1	# Cat Conv Pass R1	% Cat Conv Fail R1	% Cat Conv Pass R1	Smoke Initial Fails	# Smoke Fail R1	# Smoke Pass R1	% Smoke Fail R1	% Smoke Pass R1
1998	HDGV	35	0	31	0.0%	88.6%	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	255	7	228	2.7%	89.4%	15	0	10	0.0%	66.7%	34	3	19	8.8%	55.9%
1998	LDGV	246	5	220	2.0%	89.4%	70	7	36	10.0%	51.4%	46	3	28	6.5%	60.9%
1999	HDGV	62	1	57	1.6%	91.9%	2	0	1	0.0%	50.0%	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1999	LDGT	268	7	234	2.6%	87.3%	18	1	8	5.6%	44.4%	30	1	23	3.3%	76.7%
1999	LDGV	265	4	228	1.5%	86.0%	52	2	24	3.8%	46.2%	45	6	23	13.3%	51.1%
2000	HDGV	61	1	53	1.6%	86.9%	2	0	1	0.0%	50.0%	1	0	1	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	495	9	449	1.8%	90.7%	19	0	11	0.0%	57.9%	73	4	53	5.5%	72.6%
2000	LDGV	425	7	377	1.6%	88.7%	70	5	37	7.1%	52.9%	70	5	45	7.1%	64.3%
2001	HDGV	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	20	3	12	15.0%	60.0%	62	5	38	8.1%	61.3%
2001	LDGV	0	0	0	-	-	63	0	31	0.0%	49.2%	44	4	21	9.1%	47.7%
2002	HDGV	0	0	0	-	-	3	0	2	0.0%	66.7%	1	0	1	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	17	1	10	5.9%	58.8%	99	7	59	7.1%	59.6%
2002	LDGV	0	0	0	-	-	106	7	58	6.6%	54.7%	80	11	47	13.8%	58.8%
2003	HDGV	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	17	0	10	0.0%	58.8%	77	3	49	3.9%	63.6%
2003	LDGV	0	0	0	-	-	78	5	49	6.4%	62.8%	40	2	28	5.0%	70.0%
2004	HDGV	0	0	0	-	-	3	1	2	33.3%	66.7%	0	0	0	-	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	28	0	20	0.0%	71.4%	80	5	57	6.3%	71.3%
2004	LDGV	0	0	0	-	-	74	4	45	5.4%	60.8%	67	7	39	10.4%	58.2%

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Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap R1	# Gas Cap Pass R1	% Gas Cap Fail R1	% Gas Cap Pass R1	Cat Conv Initial Fails	# Cat Conv Fail R1	# Cat Conv Pass R1	% Cat Conv Fail R1	% Cat Conv Pass R1	Smoke Initial Fails	# Smoke Fail R1	# Smoke Pass R1	% Smoke Fail R1	% Smoke Pass R1
2005	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	8	0	6	0.0%	75.0%	65	7	40	10.8%	61.5%
2005	LDGV	0	0	0	-	-	77	6	48	7.8%	62.3%	25	2	15	8.0%	60.0%
2006	HDGV	0	0	0	-	-	2	0	2	0.0%	100.0%	0	0	0	-	-
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	2	0	1	0.0%	50.0%
2006	LDGT	0	0	0	-	-	14	0	11	0.0%	78.6%	43	5	29	11.6%	67.4%
2006	LDGV	0	0	0	-	-	53	4	28	7.5%	52.8%	54	3	41	5.6%	75.9%
2007	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	7	1	6	14.3%	85.7%	26	1	17	3.8%	65.4%
2007	LDGV	0	0	0	-	-	48	2	30	4.2%	62.5%	35	2	25	5.7%	71.4%
2008	HDGV	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
2008	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	6	0	3	0.0%	50.0%	15	0	15	0.0%	100.0%
2008	LDGV	0	0	0	-	-	34	2	18	5.9%	52.9%	18	4	10	22.2%	55.6%
2009	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	5	0	4	0.0%	80.0%	16	1	14	6.3%	87.5%
2009	LDGV	0	0	0	-	-	36	2	17	5.6%	47.2%	13	1	10	7.7%	76.9%
2010	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	3	1	2	33.3%	66.7%
2010	LDGV	0	0	0	-	-	16	0	9	0.0%	56.3%	4	0	4	0.0%	100.0%
2011	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	3	0	3	0.0%	100.0%	6	0	5	0.0%	83.3%
2011	LDGV	0	0	0	-	-	49	1	36	2.0%	73.5%	19	0	15	0.0%	78.9%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap R1	# Gas Cap Pass R1	% Gas Cap Fail R1	% Gas Cap Pass R1	Cat Conv Initial Fails	# Cat Conv Fail R1	# Cat Conv Pass R1	% Cat Conv Fail R1	% Cat Conv Pass R1	Smoke Initial Fails	# Smoke Fail R1	# Smoke Pass R1	% Smoke Fail R1	% Smoke Pass R1
2012	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2012	LDGV	0	0	0	-	-	9	1	5	11.1%	55.6%	1	0	1	0.0%	100.0%
2013	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGV	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
2014	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2014	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2015	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2016	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		3,828	86	3,325	2.2%	86.9%	1,321	64	721	4.8%	54.6%	1,311	103	844	7.9%	64.4%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail R1	# Liquid Leak Pass R1	% Liquid Leak Fail R1	% Liquid Leak Pass R1	Misc Emiss Initial Fails	# Misc Emiss Fail R1	# Misc Emiss Pass R1	% Misc Emiss Fail R1	% Misc Emiss Pass R1
Pre 92/Unknown	HDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
Pre 92/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre 92/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 92/Unknown	LDGT	1	0	1	0.0%	100.0%	0	0	0	-	-
Pre 92/Unknown	LDGV	0	0	0	-	-	3	0	0	0.0%	0.0%
1992	HDGV	0	0	0	-	-	1	0	0	0.0%	0.0%
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	0	0	0	-	-	0	0	0	-	-
1992	LDGV	0	0	0	-	-	2	0	0	0.0%	0.0%
1993	HDGV	0	0	0	-	-	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	0	0	0	-	-	0	0	0	-	-
1993	LDGV	0	0	0	-	-	0	0	0	-	-
1994	HDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
1994	LDGV	2	0	0	0.0%	0.0%	1	0	1	0.0%	100.0%
1995	HDGV	0	0	0	-	-	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	0	0	0	-	-	0	0	0	-	-
1995	LDGV	2	0	1	0.0%	50.0%	1	0	0	0.0%	0.0%
1996	HDGV	0	0	0	-	-	2	0	1	0.0%	50.0%
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	1	0	0	0.0%	0.0%	4	0	2	0.0%	50.0%
1996	LDGV	5	0	3	0.0%	60.0%	2	0	2	0.0%	100.0%
1997	HDGV	0	0	0	-	-	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	3	0	2	0.0%	66.7%	3	0	3	0.0%	100.0%
1997	LDGV	1	0	1	0.0%	100.0%	12	1	9	8.3%	75.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail R1	# Liquid Leak Pass R1	% Liquid Leak Fail R1	% Liquid Leak Pass R1	Misc Emiss Initial Fails	# Misc Emiss Fail R1	# Misc Emiss Pass R1	% Misc Emiss Fail R1	% Misc Emiss Pass R1
1998	HDGV	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-
1998	LDGT	2	0	1	0.0%	50.0%	6	0	5	0.0%	83.3%
1998	LDGV	5	1	4	20.0%	80.0%	10	0	7	0.0%	70.0%
1999	HDGV	0	0	0	-	-	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	5	0	4	0.0%	80.0%	9	0	5	0.0%	55.6%
1999	LDGV	6	0	2	0.0%	33.3%	11	1	6	9.1%	54.5%
2000	HDGV	0	0	0	-	-	1	0	1	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	4	0	4	0.0%	100.0%	14	1	10	7.1%	71.4%
2000	LDGV	6	0	4	0.0%	66.7%	13	2	7	15.4%	53.8%
2001	HDGV	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	3	0	2	0.0%	66.7%	5	0	3	0.0%	60.0%
2001	LDGV	5	0	3	0.0%	60.0%	14	0	9	0.0%	64.3%
2002	HDGV	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	4	0	4	0.0%	100.0%	15	2	12	13.3%	80.0%
2002	LDGV	5	0	4	0.0%	80.0%	16	2	12	12.5%	75.0%
2003	HDGV	2	0	1	0.0%	50.0%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	1	0	0	0.0%	0.0%	3	0	3	0.0%	100.0%
2003	LDGV	5	0	4	0.0%	80.0%	9	0	5	0.0%	55.6%
2004	HDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	8	0	6	0.0%	75.0%	16	1	11	6.3%	68.8%
2004	LDGV	3	0	1	0.0%	33.3%	14	0	11	0.0%	78.6%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail R1	# Liquid Leak Pass R1	% Liquid Leak Fail R1	% Liquid Leak Pass R1	Misc Emiss Initial Fails	# Misc Emiss Fail R1	# Misc Emiss Pass R1	% Misc Emiss Fail R1	% Misc Emiss Pass R1
2005	HDGV	4	0	4	0.0%	100.0%	2	1	1	50.0%	50.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	6	0	5	0.0%	83.3%	17	0	15	0.0%	88.2%
2005	LDGV	4	0	3	0.0%	75.0%	13	1	10	7.7%	76.9%
2006	HDGV	8	0	8	0.0%	100.0%	6	0	4	0.0%	66.7%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	2	0	1	0.0%	50.0%
2006	LDGT	5	0	5	0.0%	100.0%	10	0	10	0.0%	100.0%
2006	LDGV	7	0	7	0.0%	100.0%	18	1	14	5.6%	77.8%
2007	HDGV	1	0	1	0.0%	100.0%	2	0	1	0.0%	50.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	8	1	6	12.5%	75.0%	7	0	6	0.0%	85.7%
2007	LDGV	5	0	4	0.0%	80.0%	7	1	6	14.3%	85.7%
2008	HDGV	2	0	2	0.0%	100.0%	3	1	1	33.3%	33.3%
2008	LDDT	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	2	0	1	0.0%	50.0%	4	1	2	25.0%	50.0%
2008	LDGV	0	0	0	-	-	5	1	4	20.0%	80.0%
2009	HDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	4	0	3	0.0%	75.0%
2009	LDGV	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2010	HDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	2	0	1	0.0%	50.0%
2010	LDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2011	HDGV	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	1	0	1	0.0%	100.0%
2011	LDGT	0	0	0	-	-	0	0	0	-	-
2011	LDGV	0	0	0	-	-	10	0	9	0.0%	90.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Liquid Leak Initial Fails	# Liquid Leak Fail R1	# Liquid Leak Pass R1	% Liquid Leak Fail R1	% Liquid Leak Pass R1	Misc Emiss Initial Fails	# Misc Emiss Fail R1	# Misc Emiss Pass R1	% Misc Emiss Fail R1	% Misc Emiss Pass R1
2012	HDGV	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%
2012	LDGV	0	0	0	-	-	2	0	2	0.0%	100.0%
2013	HDGV	0	0	0	-	-	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	1	0	0	0.0%	0.0%
2013	LDGV	0	0	0	-	-	0	0	0	-	-
2014	HDGV	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	0	0	0	-	-
2014	LDGV	0	0	0	-	-	0	0	0	-	-
2015	HDGV	0	0	0	-	-	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-
2015	LDGT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2015	LDGV	0	0	0	-	-	0	0	0	-	-
2016	HDGV	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	1	0	1	0.0%	100.0%	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-
2017	HDGV	0	0	0	-	-	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-
2017	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		151	2	118	1.3%	78.1%	324	17	237	5.2%	73.1%

**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 2016

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2*	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	TSI Initial Fails	# TSI Pass R2	% TSI Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2
Pre 92/Unknown	HDGV	204	14	6.9%	0	0	-	0	0	-	165	14	8.5%	48	0	0.0%
Pre 92/Unknown	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Pre 92/Unknown	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Pre 92/Unknown	LDGT	724	66	9.1%	0	0	-	582	56	9.6%	50	3	6.0%	156	6	3.8%
Pre 92/Unknown	LDGV	926	78	8.4%	0	0	-	715	63	8.8%	117	11	9.4%	124	4	3.2%
1992	HDGV	20	2	10.0%	0	0	-	0	0	-	16	2	12.5%	6	0	0.0%
1992	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDGT	180	23	12.8%	0	0	-	145	22	15.2%	0	0	-	49	0	0.0%
1992	LDGV	324	29	9.0%	0	0	-	298	27	9.1%	0	0	-	31	2	6.5%
1993	HDGV	25	2	8.0%	0	0	-	0	0	-	17	2	11.8%	9	0	0.0%
1993	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDGT	238	24	10.1%	0	0	-	198	24	12.1%	0	0	-	51	0	0.0%
1993	LDGV	363	32	8.8%	0	0	-	321	30	9.3%	0	0	-	52	2	3.8%
1994	HDGV	68	7	10.3%	0	0	-	0	0	-	45	5	11.1%	21	2	9.5%
1994	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1994	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1994	LDGT	458	45	9.8%	0	0	-	349	44	12.6%	0	0	-	131	2	1.5%
1994	LDGV	475	41	8.6%	0	0	-	424	41	9.7%	0	0	-	57	0	0.0%
1995	HDGV	72	2	2.8%	0	0	-	0	0	-	52	2	3.8%	28	0	0.0%
1995	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDGT	484	54	11.2%	0	0	-	394	51	12.9%	0	0	-	114	3	2.6%
1995	LDGV	607	56	9.2%	0	0	-	539	56	10.4%	0	0	-	77	0	0.0%
1996	HDGV	90	8	8.9%	0	0	-	0	0	-	54	6	11.1%	44	2	4.5%
1996	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDGT	1,661	175	10.5%	1,511	172	11.4%	0	0	-	0	0	-	185	3	1.6%
1996	LDGV	2,590	235	9.1%	2,461	229	9.3%	0	0	-	0	0	-	132	2	1.5%
1997	HDGV	87	7	8.0%	0	0	-	0	0	-	61	6	9.8%	32	1	3.1%
1997	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDV	4	1	25.0%	4	1	25.0%	0	0	-	0	0	-	0	0	-
1997	LDGT	2,262	238	10.5%	2,102	231	11.0%	0	0	-	0	0	-	191	5	2.6%
1997	LDGV	2,946	323	11.0%	2,779	311	11.2%	0	0	-	0	0	-	178	6	3.4%

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R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2*	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	TSI Initial Fails	# TSI Pass R2	% TSI Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2
1998	HDGV	71	4	5.6%	0	0	-	0	0	-	41	4	9.8%	35	0	0.0%
1998	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDDV	11	1	9.1%	11	1	9.1%	0	0	-	0	0	-	0	0	-
1998	LDGT	3,381	384	11.4%	3,153	374	11.9%	0	0	-	0	0	-	255	7	2.7%
1998	LDGV	5,017	545	10.9%	4,749	534	11.2%	0	0	-	0	0	-	246	3	1.2%
1999	HDGV	131	8	6.1%	0	0	-	0	0	-	70	7	10.0%	62	1	1.6%
1999	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
1999	LDDV	6	0	0.0%	5	0	0.0%	0	0	-	0	0	-	0	0	-
1999	LDGT	3,526	412	11.7%	3,320	399	12.0%	0	0	-	0	0	-	268	7	2.6%
1999	LDGV	5,033	537	10.7%	4,812	529	11.0%	0	0	-	0	0	-	265	4	1.5%
2000	HDGV	172	15	8.7%	0	0	-	0	0	-	114	14	12.3%	61	1	1.6%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	7	1	14.3%	7	0	0.0%	0	0	-	0	0	-	0	0	-
2000	LDGT	5,555	551	9.9%	5,098	536	10.5%	0	0	-	0	0	-	495	8	1.6%
2000	LDGV	9,004	926	10.3%	8,641	903	10.5%	0	0	-	0	0	-	425	7	1.6%
2001	HDGV	78	8	10.3%	0	0	-	0	0	-	74	8	10.8%	0	0	-
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	8	2	25.0%	8	2	25.0%	0	0	-	0	0	-	0	0	-
2001	LDGT	7,086	1,150	16.2%	7,052	1,140	16.2%	0	0	-	0	0	-	0	0	-
2001	LDGV	8,568	1,246	14.5%	8,510	1,239	14.6%	0	0	-	0	0	-	0	0	-
2002	HDGV	102	7	6.9%	0	0	-	0	0	-	96	7	7.3%	0	0	-
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	21	0	0.0%	21	0	0.0%	0	0	-	0	0	-	0	0	-
2002	LDGT	10,003	1,439	14.4%	9,928	1,423	14.3%	0	0	-	0	0	-	0	0	-
2002	LDGV	11,523	1,601	13.9%	11,406	1,581	13.9%	0	0	-	0	0	-	0	0	-
2003	HDGV	76	9	11.8%	0	0	-	0	0	-	73	9	12.3%	0	0	-
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	9	0	0.0%	9	0	0.0%	0	0	-	0	0	-	0	0	-
2003	LDGT	7,321	974	13.3%	7,273	969	13.3%	0	0	-	0	0	-	0	0	-
2003	LDGV	8,240	1,165	14.1%	8,159	1,154	14.1%	0	0	-	0	0	-	0	0	-
2004	HDGV	57	10	17.5%	0	0	-	0	0	-	50	9	18.0%	0	0	-
2004	LDDT	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2004	LDDV	23	3	13.0%	23	3	13.0%	0	0	-	0	0	-	0	0	-
2004	LDGT	10,091	1,317	13.1%	10,001	1,312	13.1%	0	0	-	0	0	-	0	0	-
2004	LDGV	9,487	1,212	12.8%	9,394	1,203	12.8%	0	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 2016

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2*	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	TSI Initial Fails	# TSI Pass R2	% TSI Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2
2005	HDGV	48	4	8.3%	0	0	-	0	0	-	41	3	7.3%	0	0	-
2005	LDDT	5	0	0.0%	5	0	0.0%	0	0	-	0	0	-	0	0	-
2005	LDDV	25	1	4.0%	25	1	4.0%	0	0	-	0	0	-	0	0	-
2005	LDGT	6,682	978	14.6%	6,635	968	14.6%	0	0	-	0	0	-	0	0	-
2005	LDGV	6,734	871	12.9%	6,657	864	13.0%	0	0	-	0	0	-	0	0	-
2006	HDGV	80	8	10.0%	0	0	-	0	0	-	64	8	12.5%	0	0	-
2006	LDDT	4	0	0.0%	4	0	0.0%	0	0	-	0	0	-	0	0	-
2006	LDDV	20	0	0.0%	17	0	0.0%	0	0	-	0	0	-	0	0	-
2006	LDGT	6,966	970	13.9%	6,918	964	13.9%	0	0	-	0	0	-	0	0	-
2006	LDGV	7,735	961	12.4%	7,640	956	12.5%	0	0	-	0	0	-	0	0	-
2007	HDGV	14	2	14.3%	0	0	-	0	0	-	11	2	18.2%	0	0	-
2007	LDDT	8	2	25.0%	8	2	25.0%	0	0	-	0	0	-	0	0	-
2007	LDDV	6	1	16.7%	6	1	16.7%	0	0	-	0	0	-	0	0	-
2007	LDGT	6,788	930	13.7%	6,754	925	13.7%	0	0	-	0	0	-	0	0	-
2007	LDGV	7,183	865	12.0%	7,116	858	12.1%	0	0	-	0	0	-	0	0	-
2008	HDGV	471	78	16.6%	460	76	16.5%	0	0	-	8	2	25.0%	0	0	-
2008	LDDT	4	0	0.0%	3	0	0.0%	0	0	-	0	0	-	0	0	-
2008	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2008	LDGT	2,600	352	13.5%	2,583	351	13.6%	0	0	-	0	0	-	0	0	-
2008	LDGV	2,741	356	13.0%	2,699	351	13.0%	0	0	-	0	0	-	0	0	-
2009	HDGV	359	62	17.3%	351	62	17.7%	0	0	-	5	0	0.0%	0	0	-
2009	LDDT	27	8	29.6%	27	8	29.6%	0	0	-	0	0	-	0	0	-
2009	LDDV	105	9	8.6%	105	9	8.6%	0	0	-	0	0	-	0	0	-
2009	LDGT	3,307	481	14.5%	3,288	479	14.6%	0	0	-	0	0	-	0	0	-
2009	LDGV	4,398	638	14.5%	4,361	632	14.5%	0	0	-	0	0	-	0	0	-
2010	HDGV	276	59	21.4%	270	59	21.9%	0	0	-	4	0	0.0%	0	0	-
2010	LDDT	29	8	27.6%	29	8	27.6%	0	0	-	0	0	-	0	0	-
2010	LDDV	68	18	26.5%	68	18	26.5%	0	0	-	0	0	-	0	0	-
2010	LDGT	1,510	193	12.8%	1,504	192	12.8%	0	0	-	0	0	-	0	0	-
2010	LDGV	1,758	218	12.4%	1,742	217	12.5%	0	0	-	0	0	-	0	0	-
2011	HDGV	400	76	19.0%	384	73	19.0%	0	0	-	13	3	23.1%	0	0	-
2011	LDDT	79	27	34.2%	79	27	34.2%	0	0	-	0	0	-	0	0	-
2011	LDDV	130	33	25.4%	130	33	25.4%	0	0	-	0	0	-	0	0	-
2011	LDGT	2,915	417	14.3%	2,909	417	14.3%	0	0	-	0	0	-	0	0	-
2011	LDGV	3,389	506	14.9%	3,331	502	15.1%	0	0	-	0	0	-	0	0	-

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R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2*	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	TSI Initial Fails	# TSI Pass R2	% TSI Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2
2012	HDGV	224	27	12.1%	222	26	11.7%	0	0	-	2	1	50.0%	0	0	-
2012	LDDT	9	2	22.2%	9	2	22.2%	0	0	-	0	0	-	0	0	-
2012	LDDV	20	1	5.0%	20	1	5.0%	0	0	-	0	0	-	0	0	-
2012	LDGT	895	266	29.7%	892	265	29.7%	0	0	-	0	0	-	0	0	-
2012	LDGV	677	120	17.7%	669	119	17.8%	0	0	-	0	0	-	0	0	-
2013	HDGV	99	11	11.1%	98	11	11.2%	0	0	-	1	0	0.0%	0	0	-
2013	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2013	LDGT	237	47	19.8%	237	47	19.8%	0	0	-	0	0	-	0	0	-
2013	LDGV	56	10	17.9%	56	10	17.9%	0	0	-	0	0	-	0	0	-
2014	HDGV	103	21	20.4%	103	21	20.4%	0	0	-	0	0	-	0	0	-
2014	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDDV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2014	LDGT	108	22	20.4%	108	22	20.4%	0	0	-	0	0	-	0	0	-
2014	LDGV	57	10	17.5%	57	10	17.5%	0	0	-	0	0	-	0	0	-
2015	HDGV	89	18	20.2%	89	18	20.2%	0	0	-	0	0	-	0	0	-
2015	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDGT	81	10	12.3%	79	10	12.7%	0	0	-	0	0	-	0	0	-
2015	LDGV	22	3	13.6%	22	3	13.6%	0	0	-	0	0	-	0	0	-
2016	HDGV	18	2	11.1%	18	2	11.1%	0	0	-	0	0	-	0	0	-
2016	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDGT	41	5	12.2%	40	5	12.5%	0	0	-	0	0	-	0	0	-
2016	LDGV	1	0	0.0%	1	0	0.0%	0	0	-	0	0	-	0	0	-
2017	HDGV	5	1	20.0%	5	1	20.0%	0	0	-	0	0	-	0	0	-
2017	LDDT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDDV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDGT	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDGV	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Totals		189,026	24,697	13.1%	179,275	23,872	13.3%	3,965	414	10.4%	1,244	128	10.3%	3,828	78	2.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
Pre 92/Unknown	HDGV	10	0	0.0%	0	0	-	1	0	0.0%	1	0	0.0%
Pre 92/Unknown	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
Pre 92/Unknown	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
Pre 92/Unknown	LDGT	38	2	5.3%	1	0	0.0%	1	0	0.0%	0	0	-
Pre 92/Unknown	LDGV	31	1	3.2%	0	0	-	0	0	-	3	0	0.0%
1992	HDGV	2	0	0.0%	0	0	-	0	0	-	1	0	0.0%
1992	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1992	LDGT	5	0	0.0%	0	0	-	0	0	-	0	0	-
1992	LDGV	9	0	0.0%	0	0	-	0	0	-	2	0	0.0%
1993	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1993	LDGT	6	0	0.0%	0	0	-	0	0	-	0	0	-
1993	LDGV	13	0	0.0%	0	0	-	0	0	-	0	0	-
1994	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	2	0	0.0%
1994	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1994	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1994	LDGT	4	0	0.0%	0	0	-	0	0	-	1	0	0.0%
1994	LDGV	18	0	0.0%	0	0	-	2	0	0.0%	1	0	0.0%
1995	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1995	LDGT	8	0	0.0%	0	0	-	0	0	-	0	0	-
1995	LDGV	19	0	0.0%	0	0	-	2	0	0.0%	1	0	0.0%
1996	HDGV	2	0	0.0%	0	0	-	0	0	-	2	0	0.0%
1996	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1996	LDGT	10	1	10.0%	15	1	6.7%	1	0	0.0%	4	0	0.0%
1996	LDGV	41	1	2.4%	32	2	6.3%	5	0	0.0%	2	0	0.0%
1997	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1997	LDGT	18	0	0.0%	30	1	3.3%	3	0	0.0%	3	0	0.0%
1997	LDGV	53	1	1.9%	27	3	11.1%	1	0	0.0%	12	1	8.3%

Table H (Page 5 of 8)

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
1998	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
1998	LDGT	15	0	0.0%	34	2	5.9%	2	0	0.0%	6	0	0.0%
1998	LDGV	70	2	2.9%	46	1	2.2%	5	1	20.0%	10	0	0.0%
1999	HDGV	2	0	0.0%	0	0	-	0	0	-	0	0	-
1999	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
1999	LDDV	0	0	-	1	0	0.0%	0	0	-	0	0	-
1999	LDGT	18	0	0.0%	30	0	0.0%	5	0	0.0%	9	0	0.0%
1999	LDGV	52	1	1.9%	45	3	6.7%	6	0	0.0%	11	1	9.1%
2000	HDGV	2	0	0.0%	1	0	0.0%	0	0	-	1	0	0.0%
2000	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2000	LDGT	19	0	0.0%	73	2	2.7%	4	0	0.0%	14	1	7.1%
2000	LDGV	70	3	4.3%	70	2	2.9%	6	0	0.0%	13	2	15.4%
2001	HDGV	1	0	0.0%	0	0	-	2	0	0.0%	2	0	0.0%
2001	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2001	LDGT	20	1	5.0%	62	3	4.8%	3	0	0.0%	5	0	0.0%
2001	LDGV	63	0	0.0%	44	3	6.8%	5	0	0.0%	14	0	0.0%
2002	HDGV	3	0	0.0%	1	0	0.0%	4	0	0.0%	1	0	0.0%
2002	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2002	LDGT	17	1	5.9%	99	6	6.1%	4	0	0.0%	15	2	13.3%
2002	LDGV	106	6	5.7%	80	6	7.5%	5	0	0.0%	16	2	12.5%
2003	HDGV	1	0	0.0%	0	0	-	2	0	0.0%	0	0	-
2003	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2003	LDGT	17	0	0.0%	77	3	3.9%	1	0	0.0%	3	0	0.0%
2003	LDGV	78	1	1.3%	40	2	5.0%	5	0	0.0%	9	0	0.0%
2004	HDGV	3	1	33.3%	0	0	-	1	0	0.0%	3	0	0.0%
2004	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2004	LDGT	28	0	0.0%	80	2	2.5%	8	0	0.0%	16	0	0.0%
2004	LDGV	74	2	2.7%	67	4	6.0%	3	0	0.0%	14	0	0.0%

Table H (Page 6 of 8)

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
2005	HDGV	1	0	0.0%	0	0	-	4	0	0.0%	2	1	50.0%
2005	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2005	LDGT	8	0	0.0%	65	4	6.2%	6	0	0.0%	17	0	0.0%
2005	LDGV	77	2	2.6%	25	2	8.0%	4	0	0.0%	13	1	7.7%
2006	HDGV	2	0	0.0%	0	0	-	8	0	0.0%	6	0	0.0%
2006	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2006	LDDV	0	0	-	2	0	0.0%	0	0	-	2	0	0.0%
2006	LDGT	14	0	0.0%	43	3	7.0%	5	0	0.0%	10	0	0.0%
2006	LDGV	53	1	1.9%	54	1	1.9%	7	0	0.0%	18	1	5.6%
2007	HDGV	0	0	-	0	0	-	1	0	0.0%	2	0	0.0%
2007	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2007	LDGT	7	1	14.3%	26	1	3.8%	8	1	12.5%	7	0	0.0%
2007	LDGV	48	0	0.0%	35	2	5.7%	5	0	0.0%	7	1	14.3%
2008	HDGV	0	0	-	3	0	0.0%	2	0	0.0%	3	0	0.0%
2008	LDDT	0	0	-	1	0	0.0%	1	0	0.0%	0	0	-
2008	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGT	6	0	0.0%	15	0	0.0%	2	0	0.0%	4	1	25.0%
2008	LDGV	34	1	2.9%	18	3	16.7%	0	0	-	5	1	20.0%
2009	HDGV	0	0	-	0	0	-	2	0	0.0%	1	0	0.0%
2009	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2009	LDGT	5	0	0.0%	16	1	6.3%	0	0	-	4	0	0.0%
2009	LDGV	36	2	5.6%	13	1	7.7%	2	0	0.0%	2	0	0.0%
2010	HDGV	1	0	0.0%	0	0	-	1	0	0.0%	2	0	0.0%
2010	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2010	LDGT	1	0	0.0%	3	1	33.3%	0	0	-	2	0	0.0%
2010	LDGV	16	0	0.0%	4	0	0.0%	1	0	0.0%	3	0	0.0%
2011	HDGV	0	0	-	0	0	-	2	0	0.0%	1	0	0.0%
2011	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2011	LDDV	0	0	-	0	0	-	0	0	-	1	0	0.0%
2011	LDGT	3	0	0.0%	6	0	0.0%	0	0	-	0	0	-
2011	LDGV	49	1	2.0%	19	0	0.0%	0	0	-	10	0	0.0%

Table H (Page 7 of 8)

R2 = 2nd or Subsequent Retest

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2	Liquid Leak Initial Fails	# Liquid Leak Pass R2	% Liquid Leak Pass R2	Misc Emissions Initial Fails	# Misc Emissions Pass R2	% Misc Emissions Pass R2
2012	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2012	LDGT	1	0	0.0%	2	0	0.0%	0	0	-	1	0	0.0%
2012	LDGV	9	1	11.1%	1	0	0.0%	0	0	-	2	0	0.0%
2013	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2013	LDGT	0	0	-	0	0	-	0	0	-	1	0	0.0%
2013	LDGV	1	0	0.0%	0	0	-	0	0	-	0	0	-
2014	HDGV	0	0	-	1	0	0.0%	0	0	-	0	0	-
2014	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2014	LDGT	0	0	-	1	0	0.0%	0	0	-	0	0	-
2014	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2015	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2015	LDGT	1	0	0.0%	1	0	0.0%	1	0	0.0%	1	0	0.0%
2015	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2016	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2016	LDGT	1	0	0.0%	2	0	0.0%	1	0	0.0%	0	0	-
2016	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
2017	HDGV	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDDT	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDDV	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDGT	0	0	-	0	0	-	0	0	-	0	0	-
2017	LDGV	0	0	-	0	0	-	0	0	-	0	0	-
Totals		1,321	33	2.5%	1,311	65	5.0%	151	2	1.3%	324	15	4.6%

APPENDIX I - PART I

VEHICLES WITH NO KNOWN FINAL OUTCOME BY TEST TYPE

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	2015 Overall Initial Insps	2015 Overall Initial Fails	Dropped From Inspection ¹	Late Pass 2016 ²	Dropped From Fleet ³	Overall No Known Outcome ⁴	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2015 OBD Initial Insps	2015 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
Pre 91/Unknown	HDGV	2,974	613	142	12	76	54	1.82%	8.81%	0	0	0	-	-
Pre 91/Unknown	LDDT	10	0	0	0	0	0	0.00%	-	0	0	0	-	-
Pre 91/Unknown	LDDV	45	0	0	0	0	0	0.00%	-	0	0	0	-	-
Pre 91/Unknown	LDGT	8,291	2,474	724	12	425	287	3.46%	11.60%	0	0	0	-	-
Pre 91/Unknown	LDGV	15,847	3,361	999	15	550	434	2.74%	12.91%	0	0	0	-	-
1991	HDGV	317	57	8	0	5	3	0.95%	5.26%	0	0	0	-	-
1991	LDDT	0	0	0	0	0	0	-	-	0	0	0	-	-
1991	LDDV	5	0	0	0	0	0	0.00%	-	0	0	0	-	-
1991	LDGT	2,471	626	114	4	79	31	1.25%	4.95%	0	0	0	-	-
1991	LDGV	5,651	1,070	261	7	187	67	1.19%	6.26%	0	0	0	-	-
1992	HDGV	383	51	9	0	6	3	0.78%	5.88%	0	0	0	-	-
1992	LDDT	1	0	0	0	0	0	0.00%	-	0	0	0	-	-
1992	LDDV	3	0	0	0	0	0	0.00%	-	0	0	0	-	-
1992	LDGT	1,973	503	117	5	68	44	2.23%	8.75%	0	0	0	-	-
1992	LDGV	4,170	938	255	3	188	64	1.53%	6.82%	0	0	0	-	-
1993	HDGV	664	123	23	2	11	10	1.51%	8.13%	0	0	0	-	-
1993	LDDT	2	0	0	0	0	0	0.00%	-	0	0	0	-	-
1993	LDDV	2	0	0	0	0	0	0.00%	-	0	0	0	-	-
1993	LDGT	5,048	1,164	231	3	132	96	1.90%	8.25%	0	0	0	-	-
1993	LDGV	10,276	1,846	431	5	322	104	1.01%	5.63%	0	0	0	-	-
1994	HDGV	965	174	41	3	22	16	1.66%	9.20%	0	0	0	-	-
1994	LDDT	2	0	0	0	0	0	0.00%	-	0	0	0	-	-
1994	LDDV	1	0	0	0	0	0	0.00%	-	0	0	0	-	-
1994	LDGT	5,334	1,236	310	8	206	96	1.80%	7.77%	0	0	0	-	-
1994	LDGV	7,572	1,288	401	6	312	83	1.10%	6.44%	0	0	0	-	-
1995	HDGV	1,769	272	50	6	22	22	1.24%	8.09%	0	0	0	-	-
1995	LDDT	4	0	0	0	0	0	0.00%	-	0	0	0	-	-
1995	LDDV	4	0	0	0	0	0	0.00%	-	0	0	0	-	-
1995	LDGT	11,313	2,223	463	11	298	154	1.36%	6.93%	0	0	0	-	-
1995	LDGV	18,907	2,943	657	11	490	156	0.83%	5.30%	0	0	0	-	-

1 Initially failed, no emissions pass within the 1st quarter of the following year.

2 Initially failed, subsequent pass in 6th, 7th, or 8th quarter of the biennial cycle.

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

4 Initially failed, no emissions pass, continuously registered up to the end of following calendar year.

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	2015 Overall Initial Insps	2015 Overall Initial Fails	Dropped From Inspection ¹	Late Pass 2016 ²	Dropped From Fleet ³	Overall No Known Outcome ⁴	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2015 OBD Initial Insps	2015 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
1996	HDGV	1,355	185	33	2	19	12	0.89%	6.49%	0	0	0	-	-
1996	LDDT	5	0	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDDV	1	0	0	0	0	0	0.00%	-	0	0	0	-	-
1996	LDGT	8,309	1,906	630	34	441	155	1.87%	8.13%	8,309	1,619	153	1.84%	9.45%
1996	LDGV	13,024	2,747	1,095	63	828	204	1.57%	7.43%	13,024	2,491	200	1.54%	8.03%
1997	HDGV	2,966	359	72	6	35	31	1.05%	8.64%	0	0	0	-	-
1997	LDDT	8	0	0	0	0	0	0.00%	-	8	0	0	0.00%	-
1997	LDDV	56	10	3	0	2	1	1.79%	10.00%	56	10	1	1.79%	10.00%
1997	LDGT	19,544	4,025	1,181	72	797	312	1.60%	7.75%	19,544	3,424	311	1.59%	9.08%
1997	LDGV	30,445	5,755	1,980	75	1,558	347	1.14%	6.03%	30,445	5,100	343	1.13%	6.73%
1998	HDGV	1,943	218	45	1	32	12	0.62%	5.50%	0	0	0	-	-
1998	LDDT	1	0	0	0	0	0	0.00%	-	1	0	0	0.00%	-
1998	LDDV	72	11	5	0	4	1	1.39%	9.09%	72	10	1	1.39%	10.00%
1998	LDGT	18,026	3,964	1,238	64	900	274	1.52%	6.91%	18,026	3,382	270	1.50%	7.98%
1998	LDGV	26,265	5,466	1,988	82	1,549	357	1.36%	6.53%	26,265	4,894	353	1.34%	7.21%
1999	HDGV	4,114	401	61	1	34	26	0.63%	6.48%	0	0	0	-	-
1999	LDDT	7	0	0	0	0	0	0.00%	-	7	0	0	0.00%	-
1999	LDDV	157	14	6	0	5	1	0.64%	7.14%	157	13	1	0.64%	7.69%
1999	LDGT	31,234	5,719	1,673	113	1,169	391	1.25%	6.84%	31,233	4,835	386	1.24%	7.98%
1999	LDGV	47,591	8,401	2,697	115	2,082	500	1.05%	5.95%	47,591	7,464	494	1.04%	6.62%
2000	HDGV	5,131	496	86	14	47	25	0.49%	5.04%	0	0	0	-	-
2000	LDDT	3	0	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2000	LDDV	111	20	3	0	1	2	1.80%	10.00%	111	18	2	1.80%	11.11%
2000	LDGT	30,539	5,974	1,709	101	1,169	439	1.44%	7.35%	30,539	5,024	434	1.42%	8.64%
2000	LDGV	45,445	9,155	3,244	127	2,472	645	1.42%	7.05%	45,445	8,325	637	1.40%	7.65%
2001	HDGV	6,633	247	55	5	31	19	0.29%	7.69%	0	0	0	-	-
2001	LDDT	3	0	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2001	LDDV	155	19	7	1	6	0	0.00%	0.00%	155	19	0	0.00%	0.00%
2001	LDGT	51,461	10,479	3,035	197	2,004	834	1.62%	7.96%	51,461	10,412	833	1.62%	8.00%
2001	LDGV	66,725	12,800	4,163	225	3,041	897	1.34%	7.01%	66,724	12,717	894	1.34%	7.03%

¹ Initially failed, no emissions pass within the 1st quarter of the following year.

² Initially failed, subsequent pass in 6th, 7th, or 8th quarter of the biennial cycle.

³ Initially failed, no emissions pass, no longer registered.

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	2015 Overall Initial Insps	2015 Overall Initial Fails	Dropped From Inspection ¹	Late Pass 2016 ²	Dropped From Fleet ³	Overall No Known Outcome ⁴	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2015 OBD Initial Insps	2015 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2002	HDGV	6,327	205	57	5	32	20	0.32%	9.76%	0	0	0	-	-
2002	LDDT	8	0	0	0	0	0	0.00%	-	8	0	0	0.00%	-
2002	LDDV	153	15	5	0	2	3	1.96%	20.00%	153	15	3	1.96%	20.00%
2002	LDGT	46,639	8,601	2,549	182	1,678	689	1.48%	8.01%	46,639	8,540	687	1.47%	8.04%
2002	LDGV	55,871	10,203	3,369	193	2,460	716	1.28%	7.02%	55,871	10,089	712	1.27%	7.06%
2003	HDGV	9,642	257	38	2	25	11	0.11%	4.28%	0	0	0	-	-
2003	LDDT	5	0	0	0	0	0	0.00%	-	5	0	0	0.00%	-
2003	LDDV	191	20	5	2	1	2	1.05%	10.00%	191	20	2	1.05%	10.00%
2003	LDGT	84,990	11,330	2,790	236	1,735	819	0.96%	7.23%	84,989	11,267	816	0.96%	7.24%
2003	LDGV	93,456	12,035	3,369	238	2,335	796	0.85%	6.61%	93,456	11,926	787	0.84%	6.60%
2004	HDGV	8,235	161	32	1	21	10	0.12%	6.21%	0	0	0	-	-
2004	LDDT	4	0	0	0	0	0	0.00%	-	4	0	0	0.00%	-
2004	LDDV	108	13	3	0	3	0	0.00%	0.00%	108	13	0	0.00%	0.00%
2004	LDGT	59,899	7,571	2,006	200	1,200	606	1.01%	8.00%	59,898	7,528	602	1.01%	8.00%
2004	LDGV	57,784	7,474	2,149	136	1,504	509	0.88%	6.81%	57,784	7,394	504	0.87%	6.82%
2005	HDGV	9,314	120	16	4	6	6	0.06%	5.00%	0	0	0	-	-
2005	LDDT	70	11	3	0	2	1	1.43%	9.09%	70	11	1	1.43%	9.09%
2005	LDDV	455	35	7	0	4	3	0.66%	8.57%	455	31	2	0.44%	6.45%
2005	LDGT	100,740	9,357	1,965	218	1,144	603	0.60%	6.44%	100,740	9,308	602	0.60%	6.47%
2005	LDGV	100,703	9,331	2,097	166	1,413	518	0.51%	5.55%	100,703	9,250	515	0.51%	5.57%
2006	HDGV	10,906	169	23	3	10	10	0.09%	5.92%	0	0	0	-	-
2006	LDDT	50	4	2	0	1	1	2.00%	25.00%	50	4	1	2.00%	25.00%
2006	LDDV	356	17	2	0	1	1	0.28%	5.88%	356	16	1	0.28%	6.25%
2006	LDGT	66,626	5,531	1,206	174	652	380	0.57%	6.87%	66,626	5,494	378	0.57%	6.88%
2006	LDGV	74,688	6,426	1,549	160	985	404	0.54%	6.29%	74,688	6,334	397	0.53%	6.27%
2007	HDGV	7,011	59	5	0	3	2	0.03%	3.39%	0	0	0	-	-
2007	LDDT	66	6	0	0	0	0	0.00%	0.00%	66	5	0	0.00%	0.00%
2007	LDDV	28	4	1	0	1	0	0.00%	0.00%	28	4	0	0.00%	0.00%
2007	LDGT	41,969	3,248	702	75	404	223	0.53%	6.87%	41,969	3,229	220	0.52%	6.81%
2007	LDGV	52,197	3,664	831	81	502	248	0.48%	6.77%	52,197	3,614	246	0.47%	6.81%

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New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	2015 Overall Initial Insps	2015 Overall Initial Fails	Dropped From Inspection ¹	Late Pass 2016 ²	Dropped From Fleet ³	Overall No Known Outcome ⁴	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2015 OBD Initial Insps	2015 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2008	HDGV	9,593	34	7	3	1	3	0.03%	8.82%	0	0	0	-	-
2008	LDDT	257	10	1	0	0	1	0.39%	10.00%	257	8	1	0.39%	12.50%
2008	LDDV	83	5	1	1	0	0	0.00%	0.00%	83	5	0	0.00%	0.00%
2008	LDGT	128,121	5,421	804	135	428	241	0.19%	4.45%	128,121	5,396	240	0.19%	4.45%
2008	LDGV	142,142	6,077	969	116	606	247	0.17%	4.06%	142,141	6,021	244	0.17%	4.05%
2009	HDGV	4,276	8	1	0	1	0	0.00%	0.00%	0	0	0	-	-
2009	LDDT	73	7	1	1	0	0	0.00%	0.00%	73	7	0	0.00%	0.00%
2009	LDDV	133	21	8	1	5	2	1.50%	9.52%	133	20	2	1.50%	10.00%
2009	LDGT	18,021	914	141	21	89	31	0.17%	3.39%	18,021	911	31	0.17%	3.40%
2009	LDGV	26,181	1,361	237	22	156	59	0.23%	4.34%	26,181	1,353	59	0.23%	4.36%
2010	HDGV	4,980	7	2	1	1	0	0.00%	0.00%	0	0	0	-	-
2010	LDDT	309	53	8	1	4	3	0.97%	5.66%	309	49	3	0.97%	6.12%
2010	LDDV	1,028	200	31	3	17	11	1.07%	5.50%	1,028	194	11	1.07%	5.67%
2010	LDGT	100,140	2,522	275	52	153	70	0.07%	2.78%	100,140	2,510	70	0.07%	2.79%
2010	LDGV	119,614	3,003	411	61	232	118	0.10%	3.93%	119,613	2,974	117	0.10%	3.93%
2011	HDGV	5,082	10	1	0	1	0	0.00%	0.00%	0	0	0	-	-
2011	LDDT	129	24	3	1	2	0	0.00%	0.00%	129	23	0	0.00%	0.00%
2011	LDDV	157	27	5	3	2	0	0.00%	0.00%	157	24	0	0.00%	0.00%
2011	LDGT	24,299	566	53	16	21	16	0.07%	2.83%	24,299	562	15	0.06%	2.67%
2011	LDGV	22,916	683	76	15	44	17	0.07%	2.49%	22,916	674	17	0.07%	2.52%
2012	HDGV	4,983	1	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2012	LDDT	9	1	0	0	0	0	0.00%	0.00%	9	1	0	0.00%	0.00%
2012	LDDV	11	2	1	1	0	0	0.00%	0.00%	11	2	0	0.00%	0.00%
2012	LDGT	3,250	147	20	2	7	11	0.34%	7.48%	3,250	146	11	0.34%	7.53%
2012	LDGV	1,287	50	10	3	6	1	0.08%	2.00%	1,287	50	1	0.08%	2.00%
2013	HDGV	4,515	0	0	0	0	0	0.00%	-	0	0	0	-	-
2013	LDDT	1	0	0	0	0	0	0.00%	-	1	0	0	0.00%	-
2013	LDDV	12	1	0	0	0	0	0.00%	0.00%	12	0	0	0.00%	-
2013	LDGT	3,899	217	16	6	8	2	0.05%	0.92%	3,899	216	2	0.05%	0.93%
2013	LDGV	883	50	8	0	4	4	0.45%	8.00%	883	50	4	0.45%	8.00%

¹ Initially failed, no emissions pass within the 1st quarter of the following year.

² Initially failed, subsequent pass in 6th, 7th, or 8th quarter of the biennial cycle.

³ Initially failed, no emissions pass, no longer registered.

⁴ Initially failed, no emissions pass, continuously registered up to the end of following calendar year.

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	2015 Overall Initial Insps	2015 Overall Initial Fails	Dropped From Inspection ¹	Late Pass 2016 ²	Dropped From Fleet ³	Overall No Known Outcome ⁴	Overall No Known Outcome % of Initial Insps	Overall No Known Outcome % of Initial Fails	2015 OBD Initial Insps	2015 OBD Initial Fails	OBD No Known Outcome	OBD No Known Outcome % of Initial Insps	OBD No Known Outcome % of Initial Fails
2014	HDGV	3,936	1	0	0	0	0	0.00%	0.00%	0	0	0	-	-
2014	LDDT	5	0	0	0	0	0	0.00%	-	5	0	0	0.00%	-
2014	LDDV	7	0	0	0	0	0	0.00%	-	7	0	0	0.00%	-
2014	LDGT	2,655	87	9	1	3	5	0.19%	5.75%	2,655	84	5	0.19%	5.95%
2014	LDGV	820	41	4	1	2	1	0.12%	2.44%	820	41	1	0.12%	2.44%
2015	HDGV	1,206	2	1	1	0	0	0.00%	0.00%	0	0	0	-	-
2015	LDDT	3	0	0	0	0	0	0.00%	-	3	0	0	0.00%	-
2015	LDDV	2	0	0	0	0	0	0.00%	-	2	0	0	0.00%	-
2015	LDGT	402	10	2	0	0	2	0.50%	20.00%	402	10	2	0.50%	20.00%
2015	LDGV	75	4	0	0	0	0	0.00%	0.00%	75	4	0	0.00%	0.00%
2016	HDGV	58	0	0	0	0	0	0.00%	-	0	0	0	-	-
2016	LDDT	0	0	0	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	0	0	0	-	-	0	0	0	-	-
2016	LDGT	53	0	0	0	0	0	0.00%	-	53	0	0	0.00%	-
2016	LDGV	4	0	0	0	0	0	0.00%	-	4	0	0	0.00%	-
Totals		2,039,434	216,767	58,132	3,955	39,542	14,635	0.7%	6.8%	1,823,212	185,184	12,625	0.7%	6.8%

1 Initially failed, no emissions pass within the 1st quarter of the following year.

2 Initially failed, subsequent pass in 6th, 7th, or 8th quarter of the biennial cycle.

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

4 Initially failed, no emissions pass, continuously registered up to the end of following calendar year.

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	2015 TSI Initial Insp	2015 TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insp	TSI No Known Outcome % of Initial Fails	2015 Idle Initial Insp	2015 Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insp	Idle No Known Outcome % of Initial Fails
Pre 91/Unknown	HDGV	0	0	2	-	-	2,974	523	51	1.71%	9.75%
Pre 91/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-
Pre 91/Unknown	LDGT	7,562	1,943	250	3.31%	12.87%	729	197	33	4.53%	16.75%
Pre 91/Unknown	LDGV	12,892	2,379	279	2.16%	11.73%	2,955	669	150	5.08%	22.42%
1991	HDGV	0	0	0	-	-	317	39	2	0.63%	5.13%
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-
1991	LDGT	2,471	493	31	1.25%	6.29%	0	0	0	-	-
1991	LDGV	5,651	938	64	1.13%	6.82%	0	0	0	-	-
1992	HDGV	0	0	1	-	-	383	35	2	0.52%	5.71%
1992	LDDT	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-
1992	LDGT	1,973	394	41	2.08%	10.41%	0	0	0	-	-
1992	LDGV	4,170	826	64	1.53%	7.75%	0	0	0	-	-
1993	HDGV	0	0	1	-	-	664	89	9	1.36%	10.11%
1993	LDDT	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-
1993	LDGT	5,048	935	96	1.90%	10.27%	0	0	0	-	-
1993	LDGV	10,276	1,652	104	1.01%	6.30%	0	0	0	-	-
1994	HDGV	0	0	0	-	-	965	118	14	1.45%	11.86%
1994	LDDT	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-
1994	LDGT	5,334	955	95	1.78%	9.95%	0	0	0	-	-
1994	LDGV	7,572	1,114	81	1.07%	7.27%	0	0	0	-	-
1995	HDGV	0	0	0	-	-	1,769	196	21	1.19%	10.71%
1995	LDDT	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-
1995	LDGT	11,313	1,877	153	1.35%	8.15%	0	0	0	-	-
1995	LDGV	18,907	2,553	154	0.81%	6.03%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	2015 TSI Initial Insp	2015 TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insp	TSI No Known Outcome % of Initial Fails	2015 Idle Initial Insp	2015 Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insp	Idle No Known Outcome % of Initial Fails
1996	HDGV	0	0	0	-	-	1,355	128	11	0.81%	8.59%
1996	LDDT	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	0	0	0	-	-
1996	LDGV	0	0	0	-	-	0	0	0	-	-
1997	HDGV	0	0	0	-	-	2,966	230	27	0.91%	11.74%
1997	LDDT	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	0	0	0	-	-
1997	LDGV	0	0	0	-	-	0	0	0	-	-
1998	HDGV	0	0	0	-	-	1,943	129	9	0.46%	6.98%
1998	LDDT	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-
1998	LDGT	0	0	0	-	-	0	0	0	-	-
1998	LDGV	0	0	0	-	-	0	0	0	-	-
1999	HDGV	0	0	0	-	-	4,114	229	19	0.46%	8.30%
1999	LDDT	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-
1999	LDGT	1	0	0	0.00%	-	0	0	0	-	-
1999	LDGV	0	0	0	-	-	0	0	0	-	-
2000	HDGV	0	0	0	-	-	5,131	282	20	0.39%	7.09%
2000	LDDT	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	0	0	0	-	-
2000	LDGV	0	0	0	-	-	0	0	0	-	-
2001	HDGV	0	0	0	-	-	6,633	241	19	0.29%	7.88%
2001	LDDT	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	0	0	0	-	-
2001	LDGV	1	0	0	0.00%	-	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	2015 TSI Initial Insp	2015 TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insp	TSI No Known Outcome % of Initial Fails	2015 Idle Initial Insp	2015 Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insp	Idle No Known Outcome % of Initial Fails
2002	HDGV	0	0	0	-	-	6,327	194	20	0.32%	10.31%
2002	LDDT	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	0	0	0	-	-
2002	LDGV	0	0	0	-	-	0	0	0	-	-
2003	HDGV	0	0	0	-	-	9,642	248	11	0.11%	4.44%
2003	LDDT	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-
2003	LDGT	1	0	0	0.00%	-	0	0	0	-	-
2003	LDGV	0	0	0	-	-	0	0	0	-	-
2004	HDGV	0	0	0	-	-	8,235	150	8	0.10%	5.33%
2004	LDDT	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-
2004	LDGT	1	0	0	0.00%	-	0	0	0	-	-
2004	LDGV	0	0	0	-	-	0	0	0	-	-
2005	HDGV	0	0	0	-	-	9,314	108	6	0.06%	5.56%
2005	LDDT	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	0	0	0	-	-
2005	LDGV	0	0	0	-	-	0	0	0	-	-
2006	HDGV	0	0	0	-	-	10,906	156	8	0.07%	5.13%
2006	LDDT	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-
2006	LDGT	0	0	0	-	-	0	0	0	-	-
2006	LDGV	0	0	0	-	-	0	0	0	-	-
2007	HDGV	0	0	0	-	-	7,011	53	2	0.03%	3.77%
2007	LDDT	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	0	0	0	-	-
2007	LDGV	0	0	0	-	-	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	2015 TSI Initial Insp	2015 TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insp	TSI No Known Outcome % of Initial Fails	2015 Idle Initial Insp	2015 Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insp	Idle No Known Outcome % of Initial Fails
2008	HDGV	0	0	0	-	-	9,593	25	1	0.01%	4.00%
2008	LDDT	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	0	0	0	-	-
2008	LDGV	1	0	0	0.00%	-	0	0	0	-	-
2009	HDGV	0	0	0	-	-	4,276	6	0	0.00%	0.00%
2009	LDDT	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	0	0	0	-	-
2009	LDGV	0	0	0	-	-	0	0	0	-	-
2010	HDGV	0	0	0	-	-	4,980	4	0	0.00%	0.00%
2010	LDDT	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	0	0	0	-	-
2010	LDGV	1	0	0	0.00%	-	0	0	0	-	-
2011	HDGV	0	0	0	-	-	5,082	7	0	0.00%	0.00%
2011	LDDT	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-
2011	LDGV	0	0	0	-	-	0	0	0	-	-
2012	HDGV	0	0	0	-	-	4,983	0	0	0.00%	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-
2012	LDGV	0	0	0	-	-	0	0	0	-	-
2013	HDGV	0	0	0	-	-	4,515	0	0	0.00%	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	0	0	0	-	-
2013	LDGV	0	0	0	-	-	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	2015 TSI Initial Insp	2015 TSI Initial Fails	TSI No Known Outcome	TSI No Known Outcome % of Initial Insp	TSI No Known Outcome % of Initial Fails	2015 Idle Initial Insp	2015 Idle Initial Fails	Idle No Known Outcome	Idle No Known Outcome % of Initial Insp	Idle No Known Outcome % of Initial Fails
2014	HDGV	0	0	0	-	-	3,936	0	0	0.00%	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	0	0	0	-	-
2014	LDGV	0	0	0	-	-	0	0	0	-	-
2015	HDGV	0	0	0	-	-	1,206	1	0	0.00%	0.00%
2015	LDDT	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	0	0	0	-	-
2015	LDGV	0	0	0	-	-	0	0	0	-	-
2016	HDGV	0	0	0	-	-	58	0	0	0.00%	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-
Totals		93,175	16,059	1,416	1.5%	8.8%	122,962	4,057	443	0.4%	10.9%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	2015 Gas Cap Initial Insps	2015 Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap No Known Outcome % of Initial Insps	Gas Cap No Known Outcome % of Initial Fails	2015 Cat Conv Initial Insps	2015 Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insps	Cat Conv No Known Outcome % of Initial Fails	2015 Smoke Initial Insps	2015 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails
Pre 91/Unknown	HDGV	2,769	153	11	0.40%	7.19%	2,770	10	0	0.00%	0.00%	2,974	0	0	0.00%	-
Pre 91/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	10	0	0	0.00%	-
Pre 91/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	45	0	0	0.00%	-
Pre 91/Unknown	LDGT	8,120	609	36	0.44%	5.91%	8,028	91	18	0.22%	19.78%	8,291	0	0	0.00%	-
Pre 91/Unknown	LDGV	14,460	405	22	0.15%	5.43%	14,092	98	18	0.13%	18.37%	15,798	0	0	0.00%	-
1991	HDGV	308	20	2	0.65%	10.00%	317	0	0	0.00%	-	317	0	0	0.00%	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1991	LDDV	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
1991	LDGT	2,471	171	1	0.04%	0.58%	2,471	12	0	0.00%	0.00%	2,471	0	0	0.00%	-
1991	LDGV	5,645	168	2	0.04%	1.19%	5,651	27	2	0.04%	7.41%	5,651	0	0	0.00%	-
1992	HDGV	380	20	0	0.00%	0.00%	383	1	0	0.00%	0.00%	383	0	0	0.00%	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
1992	LDGT	1,973	140	7	0.35%	5.00%	1,973	10	1	0.05%	10.00%	1,973	0	0	0.00%	-
1992	LDGV	4,166	131	3	0.07%	2.29%	4,170	28	0	0.00%	0.00%	4,170	0	0	0.00%	-
1993	HDGV	656	42	0	0.00%	0.00%	664	3	0	0.00%	0.00%	664	0	0	0.00%	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
1993	LDGT	5,046	285	6	0.12%	2.11%	5,048	10	0	0.00%	0.00%	5,048	0	0	0.00%	-
1993	LDGV	10,272	228	1	0.01%	0.44%	10,276	57	5	0.05%	8.77%	10,276	0	0	0.00%	-
1994	HDGV	960	66	3	0.31%	4.55%	965	5	0	0.00%	0.00%	965	0	0	0.00%	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-	2	0	0	0.00%	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
1994	LDGT	5,333	360	12	0.23%	3.33%	5,334	19	1	0.02%	5.26%	5,334	0	0	0.00%	-
1994	LDGV	7,558	188	2	0.03%	1.06%	7,572	66	8	0.11%	12.12%	7,572	0	0	0.00%	-
1995	HDGV	1,740	92	1	0.06%	1.09%	1,769	2	0	0.00%	0.00%	1,769	0	0	0.00%	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-	4	0	0	0.00%	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	4	0	0	0.00%	-
1995	LDGT	11,313	466	17	0.15%	3.65%	11,313	25	0	0.00%	0.00%	11,313	0	0	0.00%	-
1995	LDGV	18,880	438	4	0.02%	0.91%	18,907	51	5	0.03%	9.80%	18,907	0	0	0.00%	-

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Model Yr	Veh Type	2015 Gas Cap Initial Insps	2015 Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap No Known Outcome % of Initial Insps	Gas Cap No Known Outcome % of Initial Fails	2015 Cat Conv Initial Insps	2015 Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insps	Cat Conv No Known Outcome % of Initial Fails	2015 Smoke Initial Insps	2015 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insps	Smoke No Known Outcome % of Initial Fails
1996	HDGV	1,342	74	2	0.15%	2.70%	1,355	2	0	0.00%	0.00%	1,355	0	0	0.00%	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	5	0	0	0.00%	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
1996	LDGT	8,309	410	11	0.13%	2.68%	8,309	16	1	0.01%	6.25%	8,309	14	0	0.00%	0.00%
1996	LDGV	13,011	289	5	0.04%	1.73%	13,024	62	5	0.04%	8.06%	13,024	50	7	0.05%	14.00%
1997	HDGV	2,946	135	3	0.10%	2.22%	2,966	2	1	0.03%	50.00%	2,966	0	0	0.00%	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	8	0	0	0.00%	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	56	0	0	0.00%	-
1997	LDGT	19,544	756	14	0.07%	1.85%	19,544	14	0	0.00%	0.00%	19,544	35	1	0.01%	2.86%
1997	LDGV	30,422	772	13	0.04%	1.68%	30,445	87	2	0.01%	2.30%	30,445	75	4	0.01%	5.33%
1998	HDGV	1,926	96	3	0.16%	3.13%	1,943	0	0	0.00%	-	1,943	0	0	0.00%	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	1	0	0	0.00%	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	72	1	0	0.00%	0.00%
1998	LDGT	18,022	767	16	0.09%	2.09%	18,026	28	1	0.01%	3.57%	18,026	35	2	0.01%	5.71%
1998	LDGV	26,247	726	8	0.03%	1.10%	26,265	73	4	0.02%	5.48%	26,265	56	3	0.01%	5.36%
1999	HDGV	4,084	183	8	0.20%	4.37%	4,114	2	0	0.00%	0.00%	4,114	0	0	0.00%	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	7	0	0	0.00%	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	157	1	0	0.00%	0.00%
1999	LDGT	31,221	1,134	24	0.08%	2.12%	31,234	20	2	0.01%	10.00%	31,234	59	4	0.01%	6.78%
1999	LDGV	47,545	1,119	14	0.03%	1.25%	47,591	76	9	0.02%	11.84%	47,591	87	8	0.02%	9.20%
2000	HDGV	5,084	234	6	0.12%	2.56%	5,131	6	1	0.02%	16.67%	5,131	0	0	0.00%	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	111	2	0	0.00%	0.00%
2000	LDGT	30,516	1,223	26	0.09%	2.13%	30,539	19	1	0.00%	5.26%	30,539	58	6	0.02%	10.34%
2000	LDGV	45,398	1,050	21	0.05%	2.00%	45,445	62	8	0.02%	12.90%	45,445	108	5	0.01%	4.63%
2001	HDGV	0	0	0	-	-	6,633	3	0	0.00%	0.00%	6,633	0	0	0.00%	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	3	0	0	0.00%	-
2001	LDDV	0	0	0	-	-	2	0	0	0.00%	-	155	0	0	0.00%	-
2001	LDGT	3	0	0	0.00%	-	51,461	16	3	0.01%	18.75%	51,461	92	6	0.01%	6.52%
2001	LDGV	2	0	0	0.00%	-	66,725	70	8	0.01%	11.43%	66,725	87	7	0.01%	8.05%

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2002	HDGV	3	0	0	0.00%	-	6,327	4	0	0.00%	0.00%	6,327	0	0	0.00%	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	8	0	0	0.00%	-
2002	LDDV	0	0	0	-	-	1	0	0	0.00%	-	153	0	0	0.00%	-
2002	LDGT	3	0	0	0.00%	-	46,639	26	2	0.00%	7.69%	46,639	64	7	0.02%	10.94%
2002	LDGV	1	0	0	0.00%	-	55,871	101	7	0.01%	6.93%	55,871	83	6	0.01%	7.23%
2003	HDGV	0	0	0	-	-	9,642	5	0	0.00%	0.00%	9,642	0	0	0.00%	-
2003	LDDT	0	0	0	-	-	1	0	0	0.00%	-	5	0	0	0.00%	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	191	0	0	0.00%	-
2003	LDGT	1	0	0	0.00%	-	84,990	17	3	0.00%	17.65%	84,990	80	6	0.01%	7.50%
2003	LDGV	7	0	0	0.00%	-	93,456	106	10	0.01%	9.43%	93,456	85	6	0.01%	7.06%
2004	HDGV	1	0	0	0.00%	-	8,235	3	0	0.00%	0.00%	8,235	0	0	0.00%	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-	4	0	0	0.00%	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	108	0	0	0.00%	-
2004	LDGT	1	0	0	0.00%	-	59,899	19	0	0.00%	0.00%	59,899	52	9	0.02%	17.31%
2004	LDGV	2	0	0	0.00%	-	57,784	87	5	0.01%	5.75%	57,784	42	6	0.01%	14.29%
2005	HDGV	0	0	0	-	-	9,314	3	0	0.00%	0.00%	9,314	0	0	0.00%	-
2005	LDDT	0	0	0	-	-	1	0	0	0.00%	-	70	0	0	0.00%	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	455	2	1	0.22%	50.00%
2005	LDGT	3	0	0	0.00%	-	100,740	10	0	0.00%	0.00%	100,740	50	4	0.00%	8.00%
2005	LDGV	2	0	0	0.00%	-	100,703	76	5	0.00%	6.58%	100,703	44	2	0.00%	4.55%
2006	HDGV	0	0	0	-	-	10,906	4	0	0.00%	0.00%	10,906	0	0	0.00%	-
2006	LDDT	0	0	0	-	-	1	0	0	0.00%	-	50	0	0	0.00%	-
2006	LDDV	0	0	0	-	-	5	0	0	0.00%	-	356	0	0	0.00%	-
2006	LDGT	0	0	0	-	-	66,626	8	1	0.00%	12.50%	66,626	43	4	0.01%	9.30%
2006	LDGV	0	0	0	-	-	74,688	61	10	0.01%	16.39%	74,688	55	2	0.00%	3.64%
2007	HDGV	0	0	0	-	-	7,011	0	0	0.00%	-	7,011	0	0	0.00%	-
2007	LDDT	0	0	0	-	-	66	1	0	0.00%	0.00%	66	0	0	0.00%	-
2007	LDDV	0	0	0	-	-	28	0	0	0.00%	-	28	0	0	0.00%	-
2007	LDGT	0	0	0	-	-	41,969	4	1	0.00%	25.00%	41,969	15	2	0.00%	13.33%
2007	LDGV	0	0	0	-	-	52,197	42	7	0.01%	16.67%	52,197	28	1	0.00%	3.57%

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2008	HDGV	0	0	0	-	-	9,593	0	0	0.00%	-	9,593	0	0	0.00%	-
2008	LDDT	0	0	0	-	-	257	2	0	0.00%	0.00%	257	0	0	0.00%	-
2008	LDDV	0	0	0	-	-	83	0	0	0.00%	-	83	0	0	0.00%	-
2008	LDGT	0	0	0	-	-	128,121	5	0	0.00%	0.00%	128,121	17	1	0.00%	5.88%
2008	LDGV	2	0	0	0.00%	-	142,142	37	6	0.00%	16.22%	142,142	32	2	0.00%	6.25%
2009	HDGV	0	0	0	-	-	4,276	0	0	0.00%	-	4,276	0	0	0.00%	-
2009	LDDT	0	0	0	-	-	73	0	0	0.00%	-	73	0	0	0.00%	-
2009	LDDV	0	0	0	-	-	133	2	0	0.00%	0.00%	133	0	0	0.00%	-
2009	LDGT	0	0	0	-	-	18,021	1	0	0.00%	0.00%	18,021	5	0	0.00%	0.00%
2009	LDGV	0	0	0	-	-	26,181	9	0	0.00%	0.00%	26,181	5	0	0.00%	0.00%
2010	HDGV	0	0	0	-	-	4,980	0	0	0.00%	-	4,980	0	0	0.00%	-
2010	LDDT	0	0	0	-	-	309	4	0	0.00%	0.00%	309	0	0	0.00%	-
2010	LDDV	0	0	0	-	-	1,028	7	1	0.10%	14.29%	1,028	0	0	0.00%	-
2010	LDGT	0	0	0	-	-	100,140	2	0	0.00%	0.00%	100,140	9	0	0.00%	0.00%
2010	LDGV	0	0	0	-	-	119,614	27	2	0.00%	7.41%	119,614	9	0	0.00%	0.00%
2011	HDGV	0	0	0	-	-	5,082	0	0	0.00%	-	5,082	0	0	0.00%	-
2011	LDDT	0	0	0	-	-	129	2	0	0.00%	0.00%	129	0	0	0.00%	-
2011	LDDV	0	0	0	-	-	157	3	0	0.00%	0.00%	157	0	0	0.00%	-
2011	LDGT	0	0	0	-	-	24,299	1	0	0.00%	0.00%	24,299	2	0	0.00%	0.00%
2011	LDGV	0	0	0	-	-	22,916	7	0	0.00%	0.00%	22,916	2	0	0.00%	0.00%
2012	HDGV	0	0	0	-	-	4,983	0	0	0.00%	-	4,983	0	0	0.00%	-
2012	LDDT	0	0	0	-	-	9	0	0	0.00%	-	9	0	0	0.00%	-
2012	LDDV	0	0	0	-	-	11	0	0	0.00%	-	11	0	0	0.00%	-
2012	LDGT	0	0	0	-	-	3,250	0	0	0.00%	-	3,250	2	0	0.00%	0.00%
2012	LDGV	0	0	0	-	-	1,287	0	0	0.00%	-	1,287	0	0	0.00%	-
2013	HDGV	0	0	0	-	-	4,515	0	0	0.00%	-	4,515	0	0	0.00%	-
2013	LDDT	0	0	0	-	-	1	0	0	0.00%	-	1	0	0	0.00%	-
2013	LDDV	0	0	0	-	-	12	1	0	0.00%	0.00%	12	0	0	0.00%	-
2013	LDGT	0	0	0	-	-	3,899	1	0	0.00%	0.00%	3,899	0	0	0.00%	-
2013	LDGV	0	0	0	-	-	883	0	0	0.00%	-	883	0	0	0.00%	-

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Model Yr	Veh Type	2015 Gas Cap Initial Insp	2015 Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap No Known Outcome % of Initial Insp	Gas Cap No Known Outcome % of Initial Fails	2015 Cat Conv Initial Insp	2015 Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv No Known Outcome % of Initial Insp	Cat Conv No Known Outcome % of Initial Fails	2015 Smoke Initial Insp	2015 Smoke Initial Fails	Smoke No Known Outcome	Smoke No Known Outcome % of Initial Insp	Smoke No Known Outcome % of Initial Fails
2014	HDGV	0	0	0	-	-	3,936	0	0	0.00%	-	3,936	0	0	0.00%	-
2014	LDDT	0	0	0	-	-	5	0	0	0.00%	-	5	0	0	0.00%	-
2014	LDDV	0	0	0	-	-	7	0	0	0.00%	-	7	0	0	0.00%	-
2014	LDGT	0	0	0	-	-	2,655	3	0	0.00%	0.00%	2,655	0	0	0.00%	-
2014	LDGV	0	0	0	-	-	820	0	0	0.00%	-	820	0	0	0.00%	-
2015	HDGV	0	0	0	-	-	1,206	1	0	0.00%	0.00%	1,206	0	0	0.00%	-
2015	LDDT	0	0	0	-	-	3	0	0	0.00%	-	3	0	0	0.00%	-
2015	LDDV	0	0	0	-	-	2	0	0	0.00%	-	2	0	0	0.00%	-
2015	LDGT	0	0	0	-	-	402	0	0	0.00%	-	402	0	0	0.00%	-
2015	LDGV	0	0	0	-	-	75	0	0	0.00%	-	75	0	0	0.00%	-
2016	HDGV	0	0	0	-	-	58	0	0	0.00%	-	58	0	0	0.00%	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	53	0	0	0.00%	-	53	0	0	0.00%	-
2016	LDGV	0	0	0	-	-	4	0	0	0.00%	-	4	0	0	0.00%	-
Totals		387,698	12,950	304	0.1%	2.3%	2,035,165	1,765	164	0.01%	9.3%	2,039,385	1,486	112	0.01%	7.5%

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Model Yr	Veh Type	2015 Liquid Leak Initial Insp	2015 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	2015 Misc Emissions Initial Insp	2015 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
Pre 91/Unknown	HDGV	2,974	0	0	0.00%	-	2,974	7	0	0.00%	0.00%
Pre 91/Unknown	LDDT	10	0	0	0.00%	-	10	0	0	0.00%	-
Pre 91/Unknown	LDDV	45	0	0	0.00%	-	45	0	0	0.00%	-
Pre 91/Unknown	LDGT	8,291	2	0	0.00%	0.00%	8,291	9	1	0.01%	11.11%
Pre 91/Unknown	LDGV	15,847	9	1	0.01%	11.11%	15,847	10	1	0.01%	10.00%
1991	HDGV	317	0	0	0.00%	-	317	0	0	0.00%	-
1991	LDDT	0	0	0	-	-	0	0	0	-	-
1991	LDDV	5	0	0	0.00%	-	5	0	0	0.00%	-
1991	LDGT	2,471	0	0	0.00%	-	2,471	2	0	0.00%	0.00%
1991	LDGV	5,651	2	0	0.00%	0.00%	5,651	3	0	0.00%	0.00%
1992	HDGV	383	0	0	0.00%	-	383	1	0	0.00%	0.00%
1992	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
1992	LDDV	3	0	0	0.00%	-	3	0	0	0.00%	-
1992	LDGT	1,973	1	0	0.00%	0.00%	1,973	1	0	0.00%	0.00%
1992	LDGV	4,170	4	0	0.00%	0.00%	4,170	4	0	0.00%	0.00%
1993	HDGV	664	0	0	0.00%	-	664	1	0	0.00%	0.00%
1993	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
1993	LDDV	2	0	0	0.00%	-	2	0	0	0.00%	-
1993	LDGT	5,048	4	0	0.00%	0.00%	5,048	3	0	0.00%	0.00%
1993	LDGV	10,276	0	0	0.00%	-	10,276	4	0	0.00%	0.00%
1994	HDGV	965	0	0	0.00%	-	965	2	0	0.00%	0.00%
1994	LDDT	2	0	0	0.00%	-	2	0	0	0.00%	-
1994	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-
1994	LDGT	5,334	0	0	0.00%	-	5,334	4	0	0.00%	0.00%
1994	LDGV	7,572	1	0	0.00%	0.00%	7,572	6	0	0.00%	0.00%
1995	HDGV	1,769	1	0	0.00%	0.00%	1,769	3	0	0.00%	0.00%
1995	LDDT	4	0	0	0.00%	-	4	0	0	0.00%	-
1995	LDDV	4	0	0	0.00%	-	4	0	0	0.00%	-
1995	LDGT	11,313	4	0	0.00%	0.00%	11,313	7	1	0.01%	14.29%
1995	LDGV	18,907	7	0	0.00%	0.00%	18,907	10	0	0.00%	0.00%

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Model Yr	Veh Type	2015 Liquid Leak Initial Insp	2015 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	2015 Misc Emissions Initial Insp	2015 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
1996	HDGV	1,355	0	0	0.00%	-	1,355	0	0	0.00%	-
1996	LDDT	5	0	0	0.00%	-	5	0	0	0.00%	-
1996	LDDV	1	0	0	0.00%	-	1	0	0	0.00%	-
1996	LDGT	8,309	1	0	0.00%	0.00%	8,309	1	0	0.00%	0.00%
1996	LDGV	13,024	0	0	0.00%	-	13,024	6	2	0.02%	33.33%
1997	HDGV	2,966	2	0	0.00%	0.00%	2,966	5	1	0.03%	20.00%
1997	LDDT	8	0	0	0.00%	-	8	0	0	0.00%	-
1997	LDDV	56	0	0	0.00%	-	56	0	0	0.00%	-
1997	LDGT	19,544	8	1	0.01%	12.50%	19,544	9	1	0.01%	11.11%
1997	LDGV	30,445	2	0	0.00%	0.00%	30,445	10	0	0.00%	0.00%
1998	HDGV	1,943	0	0	0.00%	-	1,943	2	0	0.00%	0.00%
1998	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
1998	LDDV	72	0	0	0.00%	-	72	0	0	0.00%	-
1998	LDGT	18,026	2	0	0.00%	0.00%	18,026	8	1	0.01%	12.50%
1998	LDGV	26,265	5	0	0.00%	0.00%	26,265	14	1	0.00%	7.14%
1999	HDGV	4,114	2	0	0.00%	0.00%	4,114	4	0	0.00%	0.00%
1999	LDDT	7	0	0	0.00%	-	7	0	0	0.00%	-
1999	LDDV	157	0	0	0.00%	-	157	0	0	0.00%	-
1999	LDGT	31,234	4	0	0.00%	0.00%	31,234	8	0	0.00%	0.00%
1999	LDGV	47,591	4	0	0.00%	0.00%	47,591	15	1	0.00%	6.67%
2000	HDGV	5,131	1	0	0.00%	0.00%	5,131	5	0	0.00%	0.00%
2000	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
2000	LDDV	111	0	0	0.00%	-	111	0	0	0.00%	-
2000	LDGT	30,539	3	0	0.00%	0.00%	30,539	10	1	0.00%	10.00%
2000	LDGV	45,445	8	0	0.00%	0.00%	45,445	11	0	0.00%	0.00%
2001	HDGV	6,633	2	0	0.00%	0.00%	6,633	2	0	0.00%	0.00%
2001	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
2001	LDDV	155	0	0	0.00%	-	155	0	0	0.00%	-
2001	LDGT	51,461	7	1	0.00%	14.29%	51,461	17	0	0.00%	0.00%
2001	LDGV	66,725	7	0	0.00%	0.00%	66,725	15	2	0.00%	13.33%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	2015 Liquid Leak Initial Insp	2015 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	2015 Misc Emissions Initial Insp	2015 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
2002	HDGV	6,327	2	0	0.00%	0.00%	6,327	6	0	0.00%	0.00%
2002	LDDT	8	0	0	0.00%	-	8	0	0	0.00%	-
2002	LDDV	153	0	0	0.00%	-	153	0	0	0.00%	-
2002	LDGT	46,639	9	1	0.00%	11.11%	46,639	14	1	0.00%	7.14%
2002	LDGV	55,871	7	1	0.00%	14.29%	55,871	14	0	0.00%	0.00%
2003	HDGV	9,642	2	0	0.00%	0.00%	9,642	4	0	0.00%	0.00%
2003	LDDT	5	0	0	0.00%	-	5	0	0	0.00%	-
2003	LDDV	191	0	0	0.00%	-	191	0	0	0.00%	-
2003	LDGT	84,990	2	0	0.00%	0.00%	84,990	15	0	0.00%	0.00%
2003	LDGV	93,456	3	0	0.00%	0.00%	93,456	17	1	0.00%	5.88%
2004	HDGV	8,235	2	0	0.00%	0.00%	8,235	8	2	0.02%	25.00%
2004	LDDT	4	0	0	0.00%	-	4	0	0	0.00%	-
2004	LDDV	108	0	0	0.00%	-	108	0	0	0.00%	-
2004	LDGT	59,899	3	1	0.00%	33.33%	59,899	12	0	0.00%	0.00%
2004	LDGV	57,784	5	0	0.00%	0.00%	57,784	10	0	0.00%	0.00%
2005	HDGV	9,314	2	0	0.00%	0.00%	9,314	7	0	0.00%	0.00%
2005	LDDT	70	0	0	0.00%	-	70	0	0	0.00%	-
2005	LDDV	455	0	0	0.00%	-	455	2	0	0.00%	0.00%
2005	LDGT	100,740	8	1	0.00%	12.50%	100,740	7	0	0.00%	0.00%
2005	LDGV	100,703	3	0	0.00%	0.00%	100,703	8	0	0.00%	0.00%
2006	HDGV	10,906	2	0	0.00%	0.00%	10,906	8	2	0.02%	25.00%
2006	LDDT	50	0	0	0.00%	-	50	0	0	0.00%	-
2006	LDDV	356	0	0	0.00%	-	356	1	0	0.00%	0.00%
2006	LDGT	66,626	3	0	0.00%	0.00%	66,626	7	0	0.00%	0.00%
2006	LDGV	74,688	4	0	0.00%	0.00%	74,688	13	1	0.00%	7.69%
2007	HDGV	7,011	2	0	0.00%	0.00%	7,011	4	0	0.00%	0.00%
2007	LDDT	66	0	0	0.00%	-	66	0	0	0.00%	-
2007	LDDV	28	0	0	0.00%	-	28	0	0	0.00%	-
2007	LDGT	41,969	0	0	0.00%	-	41,969	2	0	0.00%	0.00%
2007	LDGV	52,197	1	0	0.00%	0.00%	52,197	6	2	0.00%	33.33%

New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2015

Model Yr	Veh Type	2015 Liquid Leak Initial Insp	2015 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	2015 Misc Emissions Initial Insp	2015 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
2008	HDGV	9,593	1	0	0.00%	0.00%	9,593	8	2	0.02%	25.00%
2008	LDDT	257	0	0	0.00%	-	257	0	0	0.00%	-
2008	LDDV	83	0	0	0.00%	-	83	0	0	0.00%	-
2008	LDGT	128,121	9	0	0.00%	0.00%	128,121	4	0	0.00%	0.00%
2008	LDGV	142,142	2	0	0.00%	0.00%	142,142	6	0	0.00%	0.00%
2009	HDGV	4,276	0	0	0.00%	-	4,276	2	0	0.00%	0.00%
2009	LDDT	73	0	0	0.00%	-	73	0	0	0.00%	-
2009	LDDV	133	0	0	0.00%	-	133	0	0	0.00%	-
2009	LDGT	18,021	0	0	0.00%	-	18,021	1	0	0.00%	0.00%
2009	LDGV	26,181	0	0	0.00%	-	26,181	0	0	0.00%	-
2010	HDGV	4,980	0	0	0.00%	-	4,980	3	0	0.00%	0.00%
2010	LDDT	309	0	0	0.00%	-	309	0	0	0.00%	-
2010	LDDV	1,028	0	0	0.00%	-	1,028	0	0	0.00%	-
2010	LDGT	100,140	0	0	0.00%	-	100,140	1	0	0.00%	0.00%
2010	LDGV	119,614	1	0	0.00%	0.00%	119,614	3	0	0.00%	0.00%
2011	HDGV	5,082	1	0	0.00%	0.00%	5,082	2	0	0.00%	0.00%
2011	LDDT	129	0	0	0.00%	-	129	0	0	0.00%	-
2011	LDDV	157	0	0	0.00%	-	157	0	0	0.00%	-
2011	LDGT	24,299	0	0	0.00%	-	24,299	1	1	0.00%	100.00%
2011	LDGV	22,916	0	0	0.00%	-	22,916	2	0	0.00%	0.00%
2012	HDGV	4,983	0	0	0.00%	-	4,983	1	0	0.00%	0.00%
2012	LDDT	9	0	0	0.00%	-	9	0	0	0.00%	-
2012	LDDV	11	0	0	0.00%	-	11	0	0	0.00%	-
2012	LDGT	3,250	1	0	0.00%	0.00%	3,250	3	0	0.00%	0.00%
2012	LDGV	1,287	0	0	0.00%	-	1,287	0	0	0.00%	-
2013	HDGV	4,515	0	0	0.00%	-	4,515	0	0	0.00%	-
2013	LDDT	1	0	0	0.00%	-	1	0	0	0.00%	-
2013	LDDV	12	0	0	0.00%	-	12	0	0	0.00%	-
2013	LDGT	3,899	0	0	0.00%	-	3,899	1	0	0.00%	0.00%
2013	LDGV	883	0	0	0.00%	-	883	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 2015

Model Yr	Veh Type	2015 Liquid Leak Initial Insp	2015 Liquid Leak Initial Fails	Liquid Leak No Known Outcome	Liquid Leak No Known Outcome % of Initial Insp	Liquid Leak No Known Outcome % of Initial Fails	2015 Misc Emissions Initial Insp	2015 Misc Emissions Initial Fails	Misc Emissions No Known Outcome	Misc Emissions No Known Outcome % of Initial Insp	Misc Emissions No Known Outcome % of Initial Fails
2014	HDGV	3,936	1	0	0.00%	0.00%	3,936	0	0	0.00%	-
2014	LDDT	5	0	0	0.00%	-	5	0	0	0.00%	-
2014	LDDV	7	0	0	0.00%	-	7	0	0	0.00%	-
2014	LDGT	2,655	0	0	0.00%	-	2,655	0	0	0.00%	-
2014	LDGV	820	0	0	0.00%	-	820	0	0	0.00%	-
2015	HDGV	1,206	0	0	0.00%	-	1,206	0	0	0.00%	-
2015	LDDT	3	0	0	0.00%	-	3	0	0	0.00%	-
2015	LDDV	2	0	0	0.00%	-	2	0	0	0.00%	-
2015	LDGT	402	0	0	0.00%	-	402	0	0	0.00%	-
2015	LDGV	75	0	0	0.00%	-	75	0	0	0.00%	-
2016	HDGV	58	0	0	0.00%	-	58	0	0	0.00%	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-
2016	LDGT	53	0	0	0.00%	-	53	0	0	0.00%	-
2016	LDGV	4	0	0	0.00%	-	4	0	0	0.00%	-
Totals		2,039,434	169	7	0.000%	4.1%	2,039,434	422	25	0.00%	5.9%

**APPENDIX I -
PART J**

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

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2016

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	TSI First Retest Insps	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
Pre 92/Unknown	HDGT	154	29	125	18.8%	81.2%	0	0	0	-	-	0	0	0	-	-
Pre 92/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 92/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 92/Unknown	LDGT	470	127	343	27.0%	73.0%	0	0	0	-	-	365	111	254	30.4%	69.6%
Pre 92/Unknown	LDGV	612	154	458	25.2%	74.8%	0	0	0	-	-	464	130	334	28.0%	72.0%
1992	HDGT	10	2	8	20.0%	80.0%	0	0	0	-	-	0	0	0	-	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDGT	130	33	97	25.4%	74.6%	0	0	0	-	-	97	32	65	33.0%	67.0%
1992	LDGV	225	66	159	29.3%	70.7%	0	0	0	-	-	202	64	138	31.7%	68.3%
1993	HDGT	19	3	16	15.8%	84.2%	0	0	0	-	-	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	165	40	125	24.2%	75.8%	0	0	0	-	-	128	40	88	31.3%	68.8%
1993	LDGV	244	68	176	27.9%	72.1%	0	0	0	-	-	206	66	140	32.0%	68.0%
1994	HDGT	55	13	42	23.6%	76.4%	0	0	0	-	-	0	0	0	-	-
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	349	81	268	23.2%	76.8%	0	0	0	-	-	244	79	165	32.4%	67.6%
1994	LDGV	329	92	237	28.0%	72.0%	0	0	0	-	-	283	92	191	32.5%	67.5%
1995	HDGT	54	9	45	16.7%	83.3%	0	0	0	-	-	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDGT	345	107	238	31.0%	69.0%	0	0	0	-	-	265	104	161	39.2%	60.8%
1995	LDGV	420	128	292	30.5%	69.5%	0	0	0	-	-	354	128	226	36.2%	63.8%
1996	HDGT	74	10	64	13.5%	86.5%	0	0	0	-	-	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	1,203	299	904	24.9%	75.1%	1,059	295	764	27.9%	72.1%	0	0	0	-	-
1996	LDGV	1,781	473	1,308	26.6%	73.4%	1,661	464	1,197	27.9%	72.1%	0	0	0	-	-
1997	HDGT	78	11	67	14.1%	85.9%	0	0	0	-	-	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	4	2	2	50.0%	50.0%	4	2	2	50.0%	50.0%	0	0	0	-	-
1997	LDGT	1,583	450	1,133	28.4%	71.6%	1,436	443	993	30.8%	69.2%	0	0	0	-	-
1997	LDGV	2,000	622	1,378	31.1%	68.9%	1,851	607	1,244	32.8%	67.2%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2016

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	TSI First Retest Insps	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
1998	HDGT	55	5	50	9.1%	90.9%	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	8	1	7	12.5%	87.5%	8	1	7	12.5%	87.5%	0	0	0	-	-
1998	LDGT	2,469	642	1,827	26.0%	74.0%	2,253	628	1,625	27.9%	72.1%	0	0	0	-	-
1998	LDGV	3,615	955	2,660	26.4%	73.6%	3,373	940	2,433	27.9%	72.1%	0	0	0	-	-
1999	HDGT	111	11	100	9.9%	90.1%	0	0	0	-	-	0	0	0	-	-
1999	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	LDDV	6	0	6	0.0%	100.0%	5	0	5	0.0%	100.0%	0	0	0	-	-
1999	LDGT	2,571	685	1,886	26.6%	73.4%	2,371	668	1,703	28.2%	71.8%	0	0	0	-	-
1999	LDGV	3,525	978	2,547	27.7%	72.3%	3,319	966	2,353	29.1%	70.9%	0	0	0	-	-
2000	HDGT	145	20	125	13.8%	86.2%	0	0	0	-	-	0	0	0	-	-
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	5	1	4	20.0%	80.0%	5	0	5	0.0%	100.0%	0	0	0	-	-
2000	LDGT	4,162	928	3,234	22.3%	77.7%	3,725	910	2,815	24.4%	75.6%	0	0	0	-	-
2000	LDGV	6,545	1,637	4,908	25.0%	75.0%	6,198	1,608	4,590	25.9%	74.1%	0	0	0	-	-
2001	HDGT	55	12	43	21.8%	78.2%	0	0	0	-	-	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	4	2	2	50.0%	50.0%	4	2	2	50.0%	50.0%	0	0	0	-	-
2001	LDGT	5,335	1,827	3,508	34.2%	65.8%	5,306	1,812	3,494	34.2%	65.8%	0	0	0	-	-
2001	LDGV	6,185	2,134	4,051	34.5%	65.5%	6,148	2,124	4,024	34.5%	65.5%	0	0	0	-	-
2002	HDGT	79	13	66	16.5%	83.5%	0	0	0	-	-	0	0	0	-	-
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	17	3	14	17.6%	82.4%	17	3	14	17.6%	82.4%	0	0	0	-	-
2002	LDGT	7,894	2,164	5,730	27.4%	72.6%	7,831	2,146	5,685	27.4%	72.6%	0	0	0	-	-
2002	LDGV	8,751	2,611	6,140	29.8%	70.2%	8,656	2,583	6,073	29.8%	70.2%	0	0	0	-	-
2003	HDGT	64	10	54	15.6%	84.4%	0	0	0	-	-	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	6	0	6	0.0%	100.0%	6	0	6	0.0%	100.0%	0	0	0	-	-
2003	LDGT	5,657	1,544	4,113	27.3%	72.7%	5,621	1,538	4,083	27.4%	72.6%	0	0	0	-	-
2003	LDGV	6,210	1,917	4,293	30.9%	69.1%	6,141	1,903	4,238	31.0%	69.0%	0	0	0	-	-
2004	HDGT	48	11	37	22.9%	77.1%	0	0	0	-	-	0	0	0	-	-
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	20	3	17	15.0%	85.0%	20	3	17	15.0%	85.0%	0	0	0	-	-
2004	LDGT	8,108	1,904	6,204	23.5%	76.5%	8,029	1,893	6,136	23.6%	76.4%	0	0	0	-	-
2004	LDGV	7,449	1,890	5,559	25.4%	74.6%	7,373	1,871	5,502	25.4%	74.6%	0	0	0	-	-

New Jersey Enhanced Inspection and Maintenance Program
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Year 2016

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	TSI First Retest Insps	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
2005	HDGT	44	5	39	11.4%	88.6%	0	0	0	-	-	0	0	0	-	-
2005	LDDT	4	0	4	0.0%	100.0%	4	0	4	0.0%	100.0%	0	0	0	-	-
2005	LDDV	21	1	20	4.8%	95.2%	21	1	20	4.8%	95.2%	0	0	0	-	-
2005	LDGT	5,313	1,421	3,892	26.7%	73.3%	5,272	1,409	3,863	26.7%	73.3%	0	0	0	-	-
2005	LDGV	5,271	1,332	3,939	25.3%	74.7%	5,210	1,319	3,891	25.3%	74.7%	0	0	0	-	-
2006	HDGT	69	10	59	14.5%	85.5%	0	0	0	-	-	0	0	0	-	-
2006	LDDT	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2006	LDDV	13	0	13	0.0%	100.0%	11	0	11	0.0%	100.0%	0	0	0	-	-
2006	LDGT	5,773	1,320	4,453	22.9%	77.1%	5,730	1,309	4,421	22.8%	77.2%	0	0	0	-	-
2006	LDGV	6,287	1,415	4,872	22.5%	77.5%	6,214	1,405	4,809	22.6%	77.4%	0	0	0	-	-
2007	HDGT	12	4	8	33.3%	66.7%	0	0	0	-	-	0	0	0	-	-
2007	LDDT	7	2	5	28.6%	71.4%	7	2	5	28.6%	71.4%	0	0	0	-	-
2007	LDDV	5	1	4	20.0%	80.0%	5	1	4	20.0%	80.0%	0	0	0	-	-
2007	LDGT	5,712	1,240	4,472	21.7%	78.3%	5,683	1,235	4,448	21.7%	78.3%	0	0	0	-	-
2007	LDGV	5,986	1,176	4,810	19.6%	80.4%	5,938	1,165	4,773	19.6%	80.4%	0	0	0	-	-
2008	HDGT	405	108	297	26.7%	73.3%	395	104	291	26.3%	73.7%	0	0	0	-	-
2008	LDDT	4	0	4	0.0%	100.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	2,189	472	1,717	21.6%	78.4%	2,173	471	1,702	21.7%	78.3%	0	0	0	-	-
2008	LDGV	2,199	514	1,685	23.4%	76.6%	2,169	507	1,662	23.4%	76.6%	0	0	0	-	-
2009	HDGT	317	76	241	24.0%	76.0%	310	76	234	24.5%	75.5%	0	0	0	-	-
2009	LDDT	22	10	12	45.5%	54.5%	22	10	12	45.5%	54.5%	0	0	0	-	-
2009	LDDV	60	10	50	16.7%	83.3%	60	10	50	16.7%	83.3%	0	0	0	-	-
2009	LDGT	2,938	576	2,362	19.6%	80.4%	2,920	574	2,346	19.7%	80.3%	0	0	0	-	-
2009	LDGV	3,876	793	3,083	20.5%	79.5%	3,848	787	3,061	20.5%	79.5%	0	0	0	-	-
2010	HDGT	248	73	175	29.4%	70.6%	242	73	169	30.2%	69.8%	0	0	0	-	-
2010	LDDT	28	13	15	46.4%	53.6%	28	13	15	46.4%	53.6%	0	0	0	-	-
2010	LDDV	49	23	26	46.9%	53.1%	49	23	26	46.9%	53.1%	0	0	0	-	-
2010	LDGT	1,328	238	1,090	17.9%	82.1%	1,323	237	1,086	17.9%	82.1%	0	0	0	-	-
2010	LDGV	1,512	275	1,237	18.2%	81.8%	1,501	273	1,228	18.2%	81.8%	0	0	0	-	-
2011	HDGT	364	88	276	24.2%	75.8%	348	85	263	24.4%	75.6%	0	0	0	-	-
2011	LDDT	74	40	34	54.1%	45.9%	74	40	34	54.1%	45.9%	0	0	0	-	-
2011	LDDV	94	39	55	41.5%	58.5%	94	39	55	41.5%	58.5%	0	0	0	-	-
2011	LDGT	2,673	494	2,179	18.5%	81.5%	2,667	494	2,173	18.5%	81.5%	0	0	0	-	-
2011	LDGV	3,045	613	2,432	20.1%	79.9%	2,997	607	2,390	20.3%	79.7%	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 2016

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	TSI First Retest Insps	TSI Fail	TSI Pass	TSI Fail Rate	TSI Pass Rate
2012	HDGT	192	34	158	17.7%	82.3%	190	33	157	17.4%	82.6%	0	0	0	-	-
2012	LDDT	8	4	4	50.0%	50.0%	8	4	4	50.0%	50.0%	0	0	0	-	-
2012	LDDV	8	1	7	12.5%	87.5%	8	1	7	12.5%	87.5%	0	0	0	-	-
2012	LDGT	826	330	496	40.0%	60.0%	823	329	494	40.0%	60.0%	0	0	0	-	-
2012	LDGV	611	158	453	25.9%	74.1%	603	156	447	25.9%	74.1%	0	0	0	-	-
2013	HDGT	91	17	74	18.7%	81.3%	90	17	73	18.9%	81.1%	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2013	LDGT	225	52	173	23.1%	76.9%	225	52	173	23.1%	76.9%	0	0	0	-	-
2013	LDGV	41	12	29	29.3%	70.7%	41	12	29	29.3%	70.7%	0	0	0	-	-
2014	HDGT	98	24	74	24.5%	75.5%	98	24	74	24.5%	75.5%	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2014	LDGT	99	23	76	23.2%	76.8%	99	23	76	23.2%	76.8%	0	0	0	-	-
2014	LDGV	52	10	42	19.2%	80.8%	52	10	42	19.2%	80.8%	0	0	0	-	-
2015	HDGT	86	21	65	24.4%	75.6%	86	21	65	24.4%	75.6%	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	79	10	69	12.7%	87.3%	77	10	67	13.0%	87.0%	0	0	0	-	-
2015	LDGV	19	5	14	26.3%	73.7%	19	5	14	26.3%	73.7%	0	0	0	-	-
2016	HDGT	14	2	12	14.3%	85.7%	14	2	12	14.3%	85.7%	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	31	5	26	16.1%	83.9%	30	5	25	16.7%	83.3%	0	0	0	-	-
2016	LDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2017	HDGT	3	1	2	33.3%	66.7%	3	1	2	33.3%	66.7%	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		147,834	37,818	110,016	25.6%	74.4%	140,210	36,384	103,826	25.9%	74.1%	2,608	846	1,762	32.4%	67.6%

New Jersey Enhanced Inspection and Maintenance Program
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Year 2016

Model Yr	Veh Type	Idle First Retest Insp	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	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
Pre 92/Unknown	HDGT	117	29	88	24.8%	75.2%	41	0	41	0.0%	100.0%	7	0	7	0.0%	100.0%
Pre 92/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 92/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 92/Unknown	LDGT	26	8	18	30.8%	69.2%	122	9	113	7.4%	92.6%	15	4	11	26.7%	73.3%
Pre 92/Unknown	LDGV	66	20	46	30.3%	69.7%	101	4	97	4.0%	96.0%	14	1	13	7.1%	92.9%
1992	HDGT	7	2	5	28.6%	71.4%	3	0	3	0.0%	100.0%	0	0	0	-	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDGT	0	0	0	-	-	39	0	39	0.0%	100.0%	2	0	2	0.0%	100.0%
1992	LDGV	0	0	0	-	-	26	2	24	7.7%	92.3%	3	0	3	0.0%	100.0%
1993	HDGT	13	3	10	23.1%	76.9%	6	0	6	0.0%	100.0%	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	0	0	0	-	-	46	0	46	0.0%	100.0%	4	0	4	0.0%	100.0%
1993	LDGV	0	0	0	-	-	45	2	43	4.4%	95.6%	3	0	3	0.0%	100.0%
1994	HDGT	33	11	22	33.3%	66.7%	20	2	18	10.0%	90.0%	1	0	1	0.0%	100.0%
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	0	0	0	-	-	119	2	117	1.7%	98.3%	0	0	0	-	-
1994	LDGV	0	0	0	-	-	52	0	52	0.0%	100.0%	6	0	6	0.0%	100.0%
1995	HDGT	36	9	27	25.0%	75.0%	23	0	23	0.0%	100.0%	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDGT	0	0	0	-	-	96	3	93	3.1%	96.9%	4	1	3	25.0%	75.0%
1995	LDGV	0	0	0	-	-	72	0	72	0.0%	100.0%	8	0	8	0.0%	100.0%
1996	HDGT	40	8	32	20.0%	80.0%	39	2	37	5.1%	94.9%	0	0	0	-	-
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	0	0	0	-	-	163	3	160	1.8%	98.2%	8	1	7	12.5%	87.5%
1996	LDGV	0	0	0	-	-	116	3	113	2.6%	97.4%	24	1	23	4.2%	95.8%
1997	HDGT	53	10	43	18.9%	81.1%	31	1	30	3.2%	96.8%	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	0	0	0	-	-	171	5	166	2.9%	97.1%	8	0	8	0.0%	100.0%
1997	LDGV	0	0	0	-	-	162	7	155	4.3%	95.7%	24	1	23	4.2%	95.8%

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Year 2016

Model Yr	Veh Type	Idle First Retest Insp	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	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
1998	HDGT	29	5	24	17.2%	82.8%	31	0	31	0.0%	100.0%	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	0	0	0	-	-	235	7	228	3.0%	97.0%	10	0	10	0.0%	100.0%
1998	LDGV	0	0	0	-	-	225	5	220	2.2%	97.8%	43	7	36	16.3%	83.7%
1999	HDGT	54	10	44	18.5%	81.5%	58	1	57	1.7%	98.3%	1	0	1	0.0%	100.0%
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGT	0	0	0	-	-	241	7	234	2.9%	97.1%	9	1	8	11.1%	88.9%
1999	LDGV	0	0	0	-	-	232	4	228	1.7%	98.3%	26	2	24	7.7%	92.3%
2000	HDGT	91	19	72	20.9%	79.1%	54	1	53	1.9%	98.1%	1	0	1	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	0	0	0	-	-	458	9	449	2.0%	98.0%	11	0	11	0.0%	100.0%
2000	LDGV	0	0	0	-	-	384	7	377	1.8%	98.2%	42	5	37	11.9%	88.1%
2001	HDGT	51	12	39	23.5%	76.5%	0	0	0	-	-	0	0	0	-	-
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	0	0	0	-	-	0	0	0	-	-	15	3	12	20.0%	80.0%
2001	LDGV	0	0	0	-	-	0	0	0	-	-	31	0	31	0.0%	100.0%
2002	HDGT	73	13	60	17.8%	82.2%	0	0	0	-	-	2	0	2	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	0	0	0	-	-	0	0	0	-	-	11	1	10	9.1%	90.9%
2002	LDGV	0	0	0	-	-	0	0	0	-	-	65	7	58	10.8%	89.2%
2003	HDGT	63	10	53	15.9%	84.1%	0	0	0	-	-	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	0	0	0	-	-	0	0	0	-	-	10	0	10	0.0%	100.0%
2003	LDGV	0	0	0	-	-	0	0	0	-	-	54	5	49	9.3%	90.7%
2004	HDGT	41	10	31	24.4%	75.6%	0	0	0	-	-	3	1	2	33.3%	66.7%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	0	0	0	-	-	0	0	0	-	-	20	0	20	0.0%	100.0%
2004	LDGV	0	0	0	-	-	0	0	0	-	-	49	4	45	8.2%	91.8%

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Year 2016

Model Yr	Veh Type	Idle First Retest Insp	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	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
2005	HDGT	37	4	33	10.8%	89.2%	0	0	0	-	-	1	0	1	0.0%	100.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	0	0	0	-	-	0	0	0	-	-	6	0	6	0.0%	100.0%
2005	LDGV	0	0	0	-	-	0	0	0	-	-	54	6	48	11.1%	88.9%
2006	HDGT	55	10	45	18.2%	81.8%	0	0	0	-	-	2	0	2	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT	0	0	0	-	-	0	0	0	-	-	11	0	11	0.0%	100.0%
2006	LDGV	0	0	0	-	-	0	0	0	-	-	32	4	28	12.5%	87.5%
2007	HDGT	10	4	6	40.0%	60.0%	0	0	0	-	-	0	0	0	-	-
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	0	0	0	-	-	0	0	0	-	-	7	1	6	14.3%	85.7%
2007	LDGV	0	0	0	-	-	0	0	0	-	-	32	2	30	6.3%	93.8%
2008	HDGT	8	3	5	37.5%	62.5%	0	0	0	-	-	0	0	0	-	-
2008	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
2008	LDGV	0	0	0	-	-	0	0	0	-	-	20	2	18	10.0%	90.0%
2009	HDGT	4	0	4	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	0	0	0	-	-	0	0	0	-	-	4	0	4	0.0%	100.0%
2009	LDGV	0	0	0	-	-	0	0	0	-	-	19	2	17	10.5%	89.5%
2010	HDGT	4	0	4	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2010	LDGV	0	0	0	-	-	0	0	0	-	-	9	0	9	0.0%	100.0%
2011	HDGT	13	3	10	23.1%	76.9%	0	0	0	-	-	0	0	0	-	-
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDGT	0	0	0	-	-	0	0	0	-	-	3	0	3	0.0%	100.0%
2011	LDGV	0	0	0	-	-	0	0	0	-	-	37	1	36	2.7%	97.3%

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Model Yr	Veh Type	Idle First Retest Insps	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate	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
2012	HDGT	2	1	1	50.0%	50.0%	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2012	LDGV	0	0	0	-	-	0	0	0	-	-	6	1	5	16.7%	83.3%
2013	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2015	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2016	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		927	204	723	22.0%	78.0%	3,411	86	3,325	2.5%	97.5%	785	64	721	8.2%	91.8%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
Pre 92/Unknown	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
Pre 92/Unknown	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 92/Unknown	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Pre 92/Unknown	LDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
Pre 92/Unknown	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1992	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1993	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
1994	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1994	LDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1994	LDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1995	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1995	LDGV	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
1996	HDGT	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
1996	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1996	LDGT	8	2	6	25.0%	75.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
1996	LDGV	24	2	22	8.3%	91.7%	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%
1997	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1997	LDGT	18	2	16	11.1%	88.9%	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
1997	LDGV	17	4	13	23.5%	76.5%	1	0	1	0.0%	100.0%	10	1	9	10.0%	90.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Smoke First Retest Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate	Liquid Leak First Retest Insp	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insp	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
1998	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGT	22	3	19	13.6%	86.4%	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%
1998	LDGV	31	3	28	9.7%	90.3%	5	1	4	20.0%	80.0%	7	0	7	0.0%	100.0%
1999	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1999	LDGT	24	1	23	4.2%	95.8%	4	0	4	0.0%	100.0%	5	0	5	0.0%	100.0%
1999	LDGV	29	6	23	20.7%	79.3%	2	0	2	0.0%	100.0%	7	1	6	14.3%	85.7%
2000	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2000	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT	57	4	53	7.0%	93.0%	4	0	4	0.0%	100.0%	11	1	10	9.1%	90.9%
2000	LDGV	50	5	45	10.0%	90.0%	4	0	4	0.0%	100.0%	9	2	7	22.2%	77.8%
2001	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2001	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGT	43	5	38	11.6%	88.4%	2	0	2	0.0%	100.0%	3	0	3	0.0%	100.0%
2001	LDGV	25	4	21	16.0%	84.0%	3	0	3	0.0%	100.0%	9	0	9	0.0%	100.0%
2002	HDGT	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%
2002	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT	66	7	59	10.6%	89.4%	4	0	4	0.0%	100.0%	14	2	12	14.3%	85.7%
2002	LDGV	58	11	47	19.0%	81.0%	4	0	4	0.0%	100.0%	14	2	12	14.3%	85.7%
2003	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2003	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT	52	3	49	5.8%	94.2%	0	0	0	-	-	3	0	3	0.0%	100.0%
2003	LDGV	30	2	28	6.7%	93.3%	4	0	4	0.0%	100.0%	5	0	5	0.0%	100.0%
2004	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2004	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT	62	5	57	8.1%	91.9%	6	0	6	0.0%	100.0%	12	1	11	8.3%	91.7%
2004	LDGV	46	7	39	15.2%	84.8%	1	0	1	0.0%	100.0%	11	0	11	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 2016

Model Yr	Veh Type	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
2005	HDGT	0	0	0	-	-	4	0	4	0.0%	100.0%	2	1	1	50.0%	50.0%
2005	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT	47	7	40	14.9%	85.1%	5	0	5	0.0%	100.0%	15	0	15	0.0%	100.0%
2005	LDGV	17	2	15	11.8%	88.2%	3	0	3	0.0%	100.0%	11	1	10	9.1%	90.9%
2006	HDGT	0	0	0	-	-	8	0	8	0.0%	100.0%	4	0	4	0.0%	100.0%
2006	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDDV	1	0	1	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	LDGT	34	5	29	14.7%	85.3%	5	0	5	0.0%	100.0%	10	0	10	0.0%	100.0%
2006	LDGV	44	3	41	6.8%	93.2%	7	0	7	0.0%	100.0%	15	1	14	6.7%	93.3%
2007	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2007	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT	18	1	17	5.6%	94.4%	7	1	6	14.3%	85.7%	6	0	6	0.0%	100.0%
2007	LDGV	27	2	25	7.4%	92.6%	4	0	4	0.0%	100.0%	7	1	6	14.3%	85.7%
2008	HDGT	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%	2	1	1	50.0%	50.0%
2008	LDDT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT	15	0	15	0.0%	100.0%	1	0	1	0.0%	100.0%	3	1	2	33.3%	66.7%
2008	LDGV	14	4	10	28.6%	71.4%	0	0	0	-	-	5	1	4	20.0%	80.0%
2009	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2009	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2009	LDGT	15	1	14	6.7%	93.3%	0	0	0	-	-	3	0	3	0.0%	100.0%
2009	LDGV	11	1	10	9.1%	90.9%	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%
2010	HDGT	0	0	0	-	-	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%
2010	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2010	LDGT	3	1	2	33.3%	66.7%	0	0	0	-	-	1	0	1	0.0%	100.0%
2010	LDGV	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%
2011	HDGT	0	0	0	-	-	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
2011	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2011	LDDV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2011	LDGT	5	0	5	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2011	LDGV	15	0	15	0.0%	100.0%	0	0	0	-	-	9	0	9	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2016

Model Yr	Veh Type	Smoke First Retest Insps	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate	Liquid Leak First Retest Insps	Liquid Leak Fail	Liquid Leak Pass	Liquid Leak Fail Rate	Liquid Leak Pass Rate	Misc Emissions First Retest Insps	Misc Emissions Fail	Misc Emissions Pass	Misc Emissions Fail Rate	Misc Emissions Pass Rate
2012	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2012	LDGT	2	0	2	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2012	LDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2013	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2013	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	HDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2014	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2014	LDGT	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2014	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2015	LDGT	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2015	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2016	LDGT	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2016	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	HDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDDV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGT	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2017	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		947	103	844	10.9%	89.1%	120	2	118	1.7%	98.3%	254	17	237	6.7%	93.3%

APPENDIX II

**INSPECTION
FACILITY
EQUIPMENT AUDIT
REPORT**

**New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Station
Year 2016**

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	0	0%	2	100%
Bakers Basin	60	1	2%	59	98%
Cape May	11	1	9%	10	91%
Cherry Hill	72	3	4%	69	96%
Deptford	48	1	2%	47	98%
Eatontown	72	0	0%	72	100%
Flemington	36	0	0%	36	100%
Freehold	71	2	3%	69	97%
Kilmer	71	3	4%	68	96%
Lakewood	72	0	0%	72	100%
Lodi	60	1	2%	59	98%
Manahawkin	33	0	0%	33	100%
Mays Landing	52	2	4%	50	96%
Millville	24	1	4%	23	96%
Newark	60	1	2%	59	98%
Newton	24	0	0%	24	100%
Paramus	60	1	2%	59	98%
Plainfield	34	1	3%	33	97%
Rahway	72	6	8%	66	92%
Randolph	72	5	7%	67	93%
Salem	12	0	0%	12	100%
Secaucus	44	2	5%	42	95%
South Brunswick	72	0	0%	72	100%
Southampton	48	2	4%	46	96%
Washington	12	0	0%	12	100%
Wayne	84	1	1%	83	99%
Westfield Specialty	1	1	100%	0	0%
Winslow	36	1	3%	35	97%
Winslow Specialty	2	0	0%	2	100%
Totals	1,317	36	3%	1,281	97%

Table II-1

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2016

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	2	1	2	0	0%	2	100%
Bakers Basin	60	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%
Cape May	11	1	11	1	9%	10	91%
Cherry Hill	72	1	12	1	8%	11	92%
		2	12	1	8%	11	92%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	1	8%	11	92%
		6	12	0	0%	12	100%
Deptford	48	1	12	1	8%	11	92%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
Eatontown	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Flemington	36	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
Freehold	71	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	11	0	0%	11	100%
		6	12	2	17%	10	83%
Kilmer	71	1	12	1	8%	11	92%
		2	12	2	17%	10	83%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	11	0	0%	11	100%
Lakewood	72	1	11	0	0%	11	100%
		2	13	0	0%	13	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%

Table II-2
(Page 1 of 3)

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2016

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Lodi	60	1	12	1	8%	11	92%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
Manahawkin	33	1	11	0	0%	11	100%
		2	11	0	0%	11	100%
		3	11	0	0%	11	100%
Mays Landing	52	1	13	0	0%	13	100%
		2	13	0	0%	13	100%
		3	13	1	8%	12	92%
		4	13	1	8%	12	92%
Millville	24	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
Newark	60	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%
Newton	24	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
Paramus	60	1	12	1	8%	11	92%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
Plainfield	34	1	12	0	0%	12	100%
		2	11	1	9%	10	91%
		3	11	0	0%	11	100%
Rahway	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	1	8%	11	92%
		5	12	3	25%	9	75%
		6	12	2	17%	10	83%
Randolph	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	11	2	18%	9	82%
		4	12	1	8%	11	92%
		5	12	2	17%	10	83%
		6	13	0	0%	13	100%

Table II-2
(Page 2 of 3)

New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2016

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Salem	12	1	12	0	0%	12	100%
Secaucus	44	1	11	1	9%	10	91%
		2	11	0	0%	11	100%
		3	11	0	0%	11	100%
		4	11	1	9%	10	91%
South Brunswick	72	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Southampton	48	1	12	2	17%	10	83%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
Washington	12	1	12	0	0%	12	100%
Wayne	84	1	12	0	0%	12	100%
		2	12	0	0%	12	100%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
		5	12	1	8%	11	92%
		6	8	0	0%	8	100%
		7	8	0	0%	8	100%
		8	8	0	0%	8	100%
Westfield Specialty	1	1	1	1	100%	0	0%
Winslow	36	1	12	0	0%	12	100%
		2	12	1	8%	11	92%
		3	12	0	0%	12	100%
Winslow Specialty	2	1	2	0	0%	2	100%
Totals	1317	114	1317	36	3%	1281	97%

Table II-2
(Page 3 of 3)

New Jersey Enhanced Inspection and Maintenance Program
PIF Equipment Audit Statistics
Year 2016

PIF Bench and OBD Combination Workstation Audit Summary	2015			2016			
	#	%		#	%		
# of PIFs*	1,099	N/A		1,093	N/A		
# of Full year active PIFs requiring 2 annual bench audits**	738	67.2%		746	68.3%		
# of Full year active PIFs receiving Bench and OBD Combination Workstation audits	730	98.9%		506	67.8%		
# of Full year active PIFs receiving two or more Bench and OBD Combination Workstation audits**	515	69.8%		N/A	N/A		
# of Full year active PIFs receiving OBD-only portion of the Bench and OBD Combination Workstation audits	50	6.8%		730	97.9%		
Bench and OBD Combination Workstation Audits							
Total	2,117	N/A		2,026	N/A		
Initial Bench/OBD Audits	1,493	70.5%		546	26.9%		
Initial Bench/OBD Audit Failures / Rate	425	28.5%		153	28.0%		
Initial OBD-only Audits	53	2.5%		1,365	67.4%		
Initial OBD-only Audit Failures / Rate	0	0.0%		13	1.0%		
Second or Subsequent	571	27.0%		115	5.7%		
Retest Failures / Rate	180	31.5%		21	18.3%		
PIFs Shut Down as a Result of the Bench and OBD Combination Workstation Audit			% of PIFs Audited	% of all PIFs		% of PIFs Audited	% of all PIFs
Total	277	37.9%	25.2%	166	32.8%	15.2%	
Failed equipment	277	37.9%	25.2%	166	32.8%	15.2%	
No current program equipment	0	0.0%	0.0%	0	0.0%	0.0%	
PIF OBD-only Workstation Audit Summary	2015			2016			
	#	%		#	%		
# of PIFs*	1,099	N/A		1,093	N/A		
# of Full year active PIFs with OBD-only workstation	274	24.9%		270	24.7%		
# of Full year active PIFs receiving OBD-only workstation audits	84	30.7%		269	99.6%		
# of Full year active PIFs receiving two or more OBD-only workstation audits	63	23.0%		234	86.7%		
OBD-only Workstation Audits							
Total	168	N/A		721	N/A		
Initial	168	100.0%		710	98.5%		
Initial Failure Rate	1	0.6%		14	2.0%		
Second or Subsequent	0	0.0%		11	1.5%		
Retest Failure Rate	0	0%		0	0%		
PIFs Shut Down as a Result of the OBD-only Workstation Audits			% of PIFs Audited	% of all PIFs		% of PIFs Audited	% of all PIFs
Total	1	1.2%	0.4%	14	5.2%	5.2%	
Failed equipment	1	1.2%	0.4%	14	5.2%	5.2%	
No current program equipment	0	0.0%	0.0%	0	0.0%	0.0%	

* 18 of these PIFs did not perform inspections during 2016.

** Semi-annual equipment audits are required by 40 CFR 51.363

Effective May 1, 2016, initial inspection tailpipe testing was discontinued and effective August 1, 2016, retest inspection tailpipe testing was discontinued. Since the bench equipment was only used for part of the year, only one Bench audit was required for 2016; previous years required two audits.

Table II-3

APPENDIX III

COMPLIANCE STICKER SURVEY REPORT

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Summary
Year 2016**

2016	Agency	Number Surveyed	Number Delinquent	Delinquent Length				Delinquent Vehicle Type			Compliance Rate
				No Sticker	1-30 Days	31-89 Days	90+ Days	Cars	Trucks	Commercial	
January	NJDEP	4,427	172	17	38	36	81	149	18	5	96.1%
Febuary	NJDEP	4,250	139	13	8	28	90	111	24	4	96.7%
March	NJDEP	4,869	184	19	14	43	108	141	43	0	96.2%
April	NJDEP	3,749	149	25	11	35	78	119	28	2	96.0%
May	NJDEP	4,237	173	29	18	24	102	135	35	3	95.9%
June	NJDEP	4,257	156	27	17	23	89	131	20	5	96.3%
July	NJDEP	4,242	158	23	25	31	79	135	20	3	96.3%
August	NJDEP	4,270	158	34	17	31	76	131	23	4	96.3%
August	NJMVC	5,000	302	0	77	113	112	Not Reported			94.0%
September	NJDEP	4,230	156	15	29	20	92	128	23	5	96.3%
October	NJDEP	4,241	156	24	23	27	82	134	19	3	96.3%
November	NJDEP	6,090	189	32	21	38	98	153	29	7	96.9%
December	NJDEP	3,023	145	26	22	28	69	137	7	1	95.2%
Totals		56,885	2,237	284	320	477	1,156	1,604	289	42	96.1%

Table III-1

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2016**

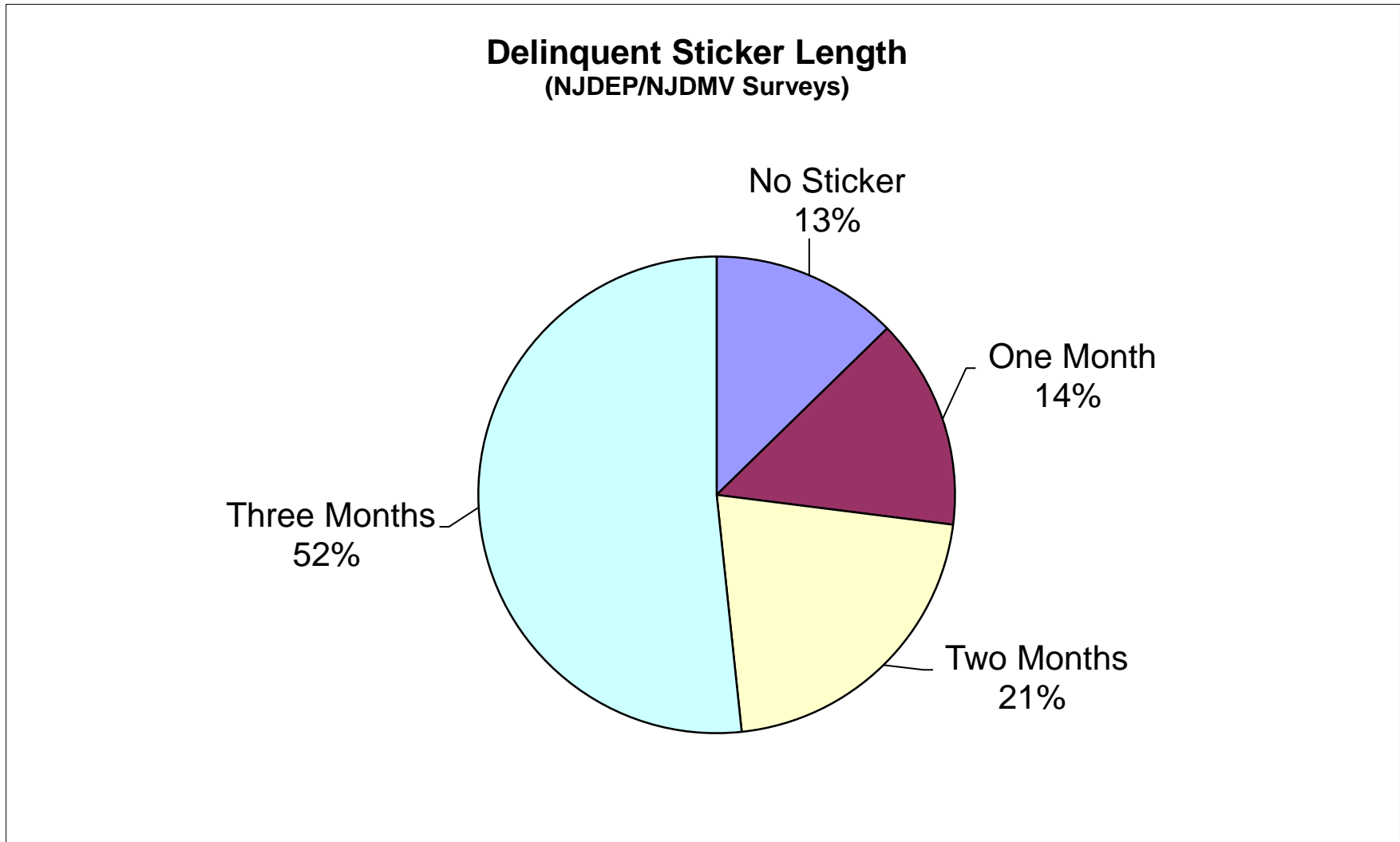


Figure III-1

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2016**

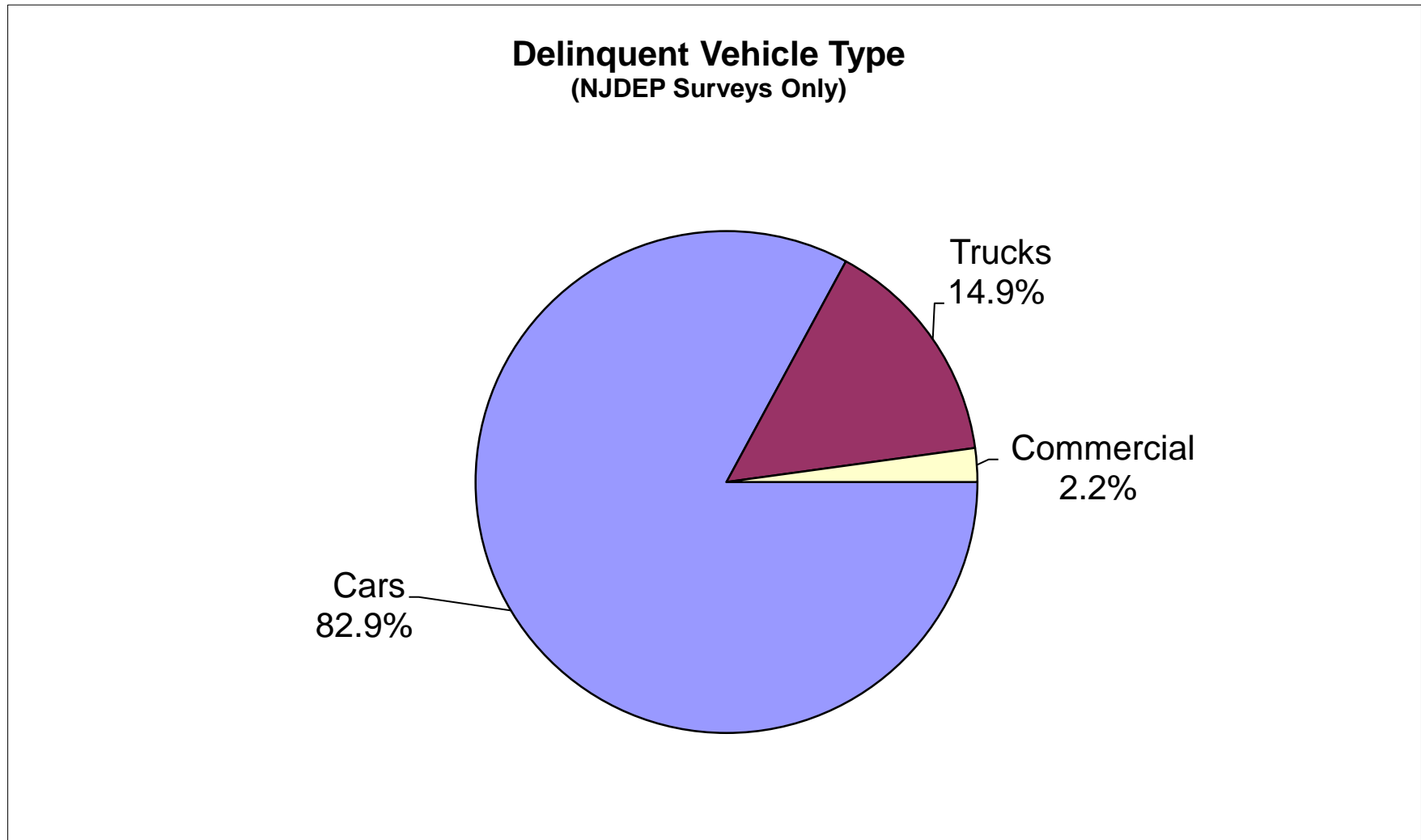


Figure III-2

APPENDIX IV

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

**Available Electronically
Upon Request**

APPENDIX V

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

Exclusions from Readiness and/or OBD

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX VI

NJDEP's OBD Technical Synopsis and Process Flow Diagram

NJDEP's OBD Technical Synopsis

Components of the OBD Test

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

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

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

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

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

OBD Technical Synopsis

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

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

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

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

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

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

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

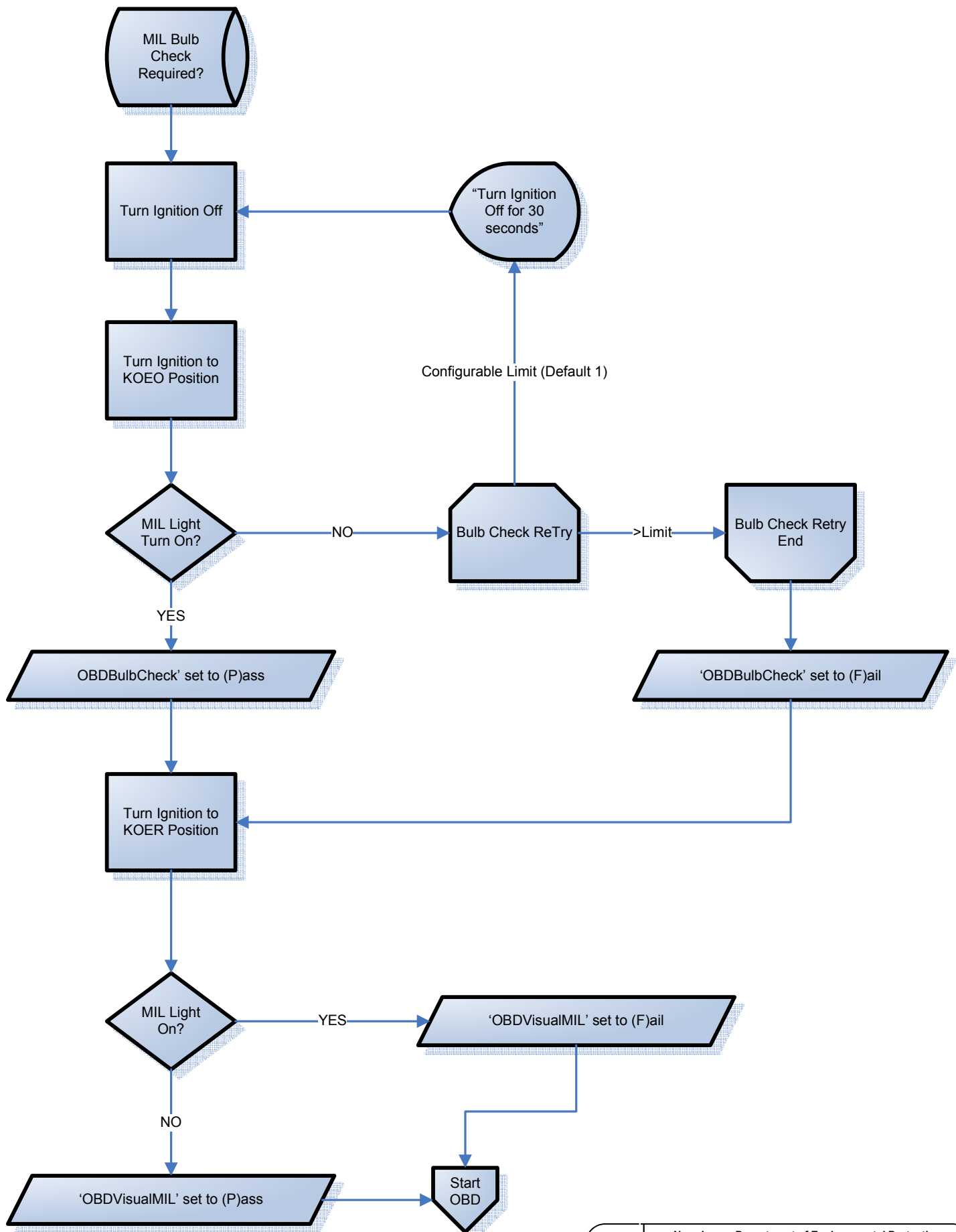
Vehicles were required to store the VIN number of the vehicle in the PCM starting in model year 2005, and some vehicle manufacturers started populating this data element early. As such, in the upgraded system electronic VIN information is recorded starting in model year 1998. Even if the electronic VIN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

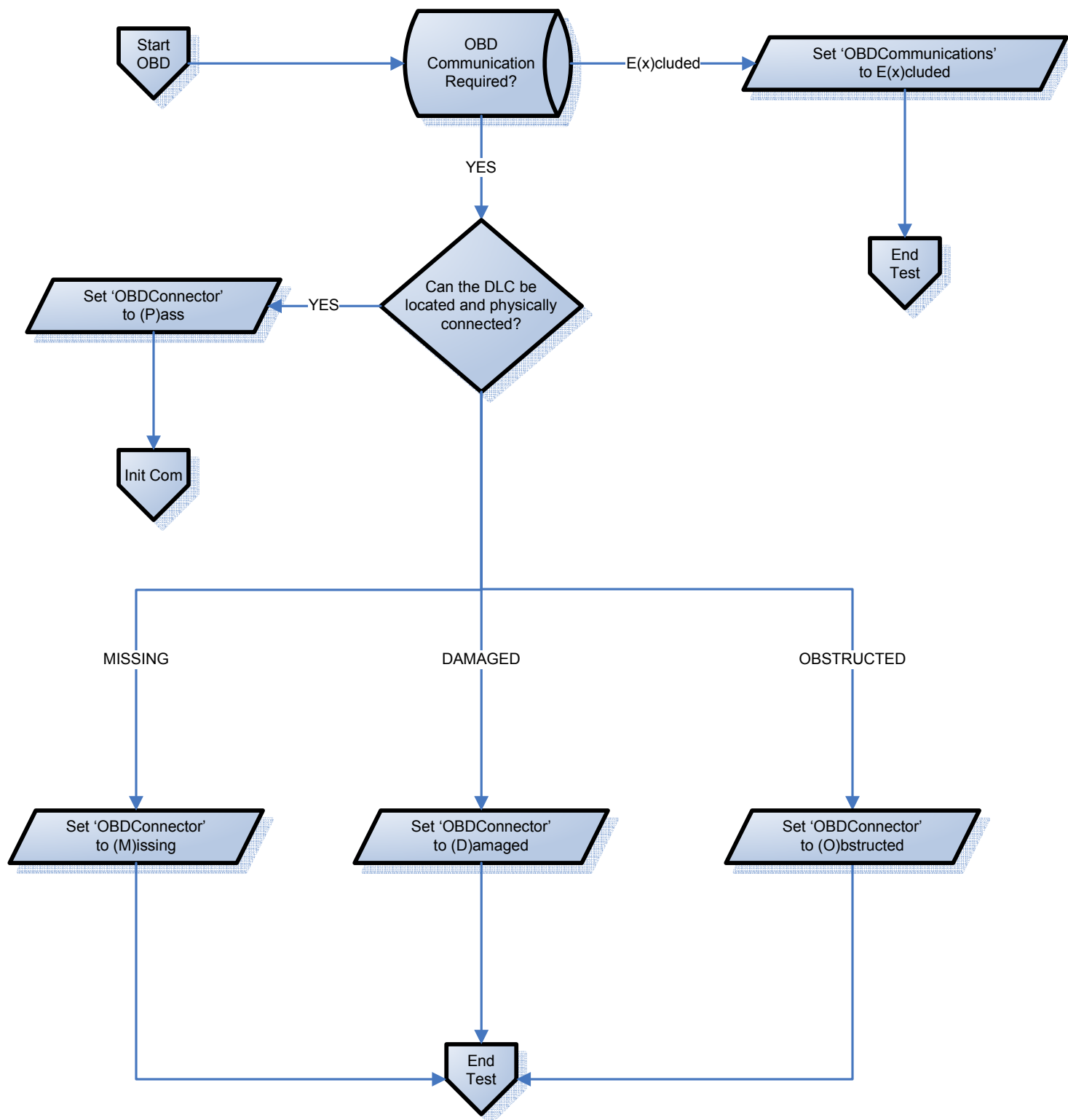
In the upgraded system, two additional vehicle identifiers have been added to the required data elements. These are the Calibration Identification Number (Calid) and Calibration Verification Number (CVN). These elements are not only useful for vehicle identification purposes but can also be used to identify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

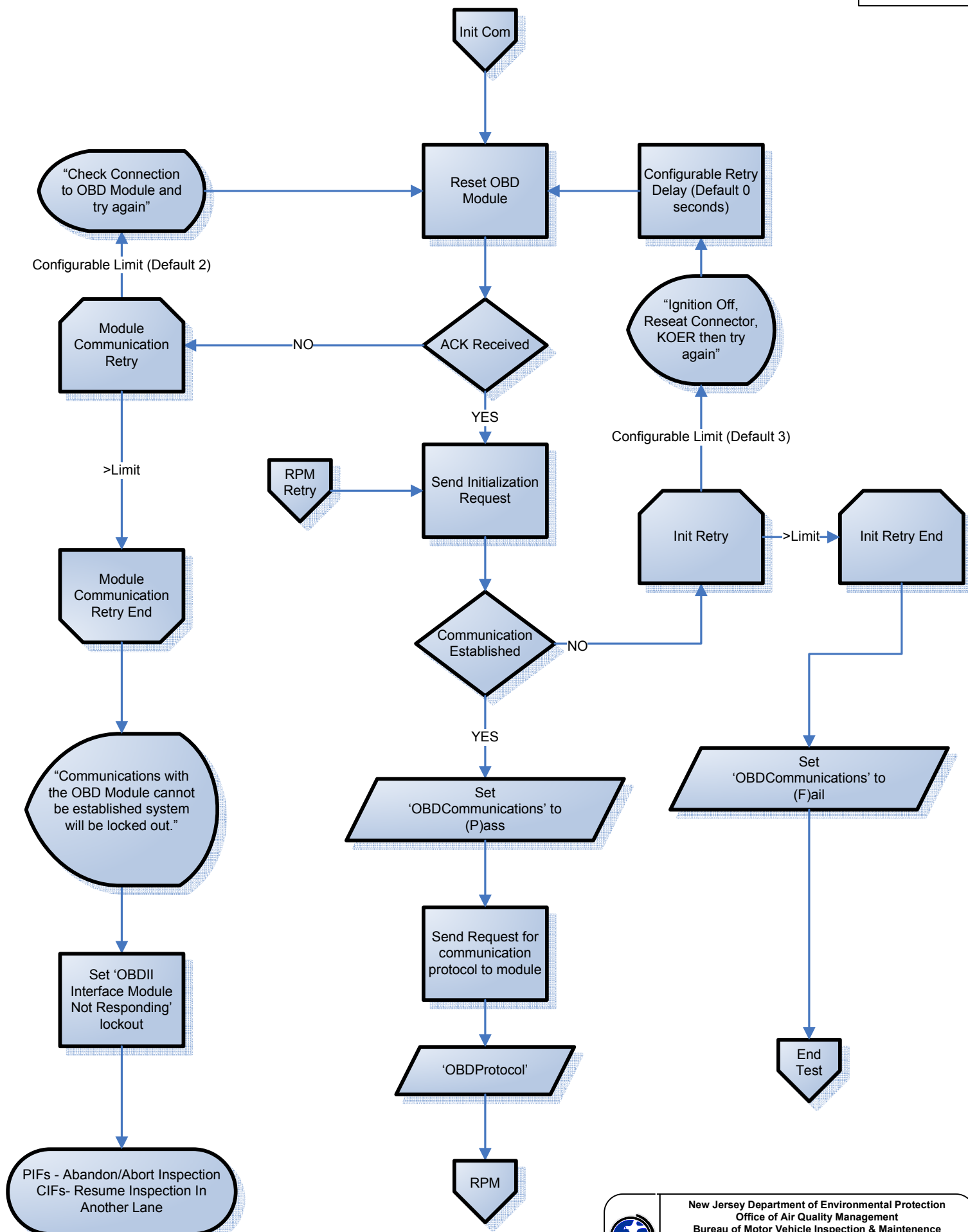
The additional data captured during the OBD test that is used for flagging stations that may be routinely exploiting known weaknesses in OBD testing methodology is: distance traveled with the MIL on, vehicle warm up cycles since the last time DTC information cleared from the PCM, distance travelled with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

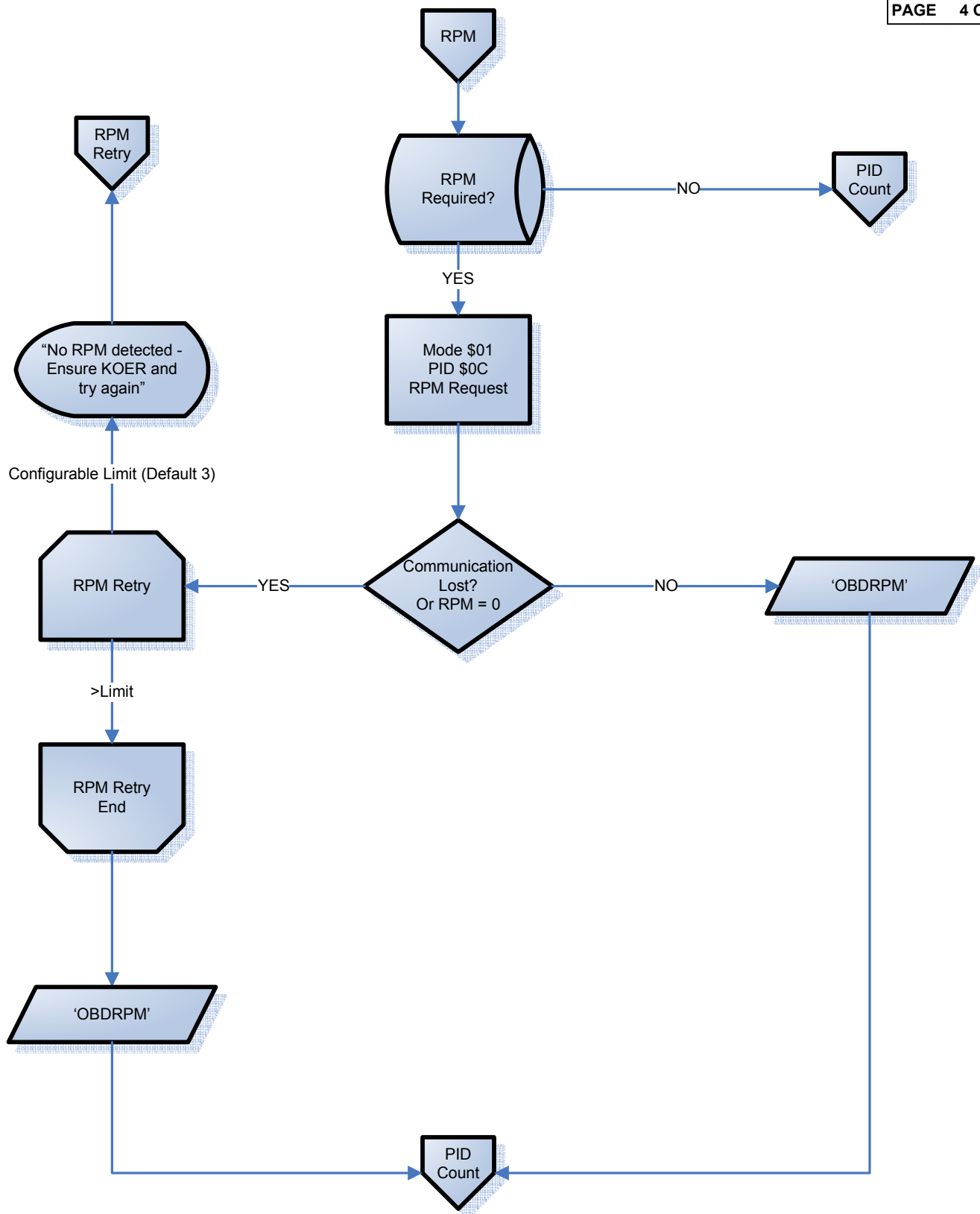
Each one of these parameters is configured in a reference table as to which model years they apply, and for what fuel types. For instance, PID 20 and PID 40 information is requested for gasoline vehicles starting with the 2000 model year.

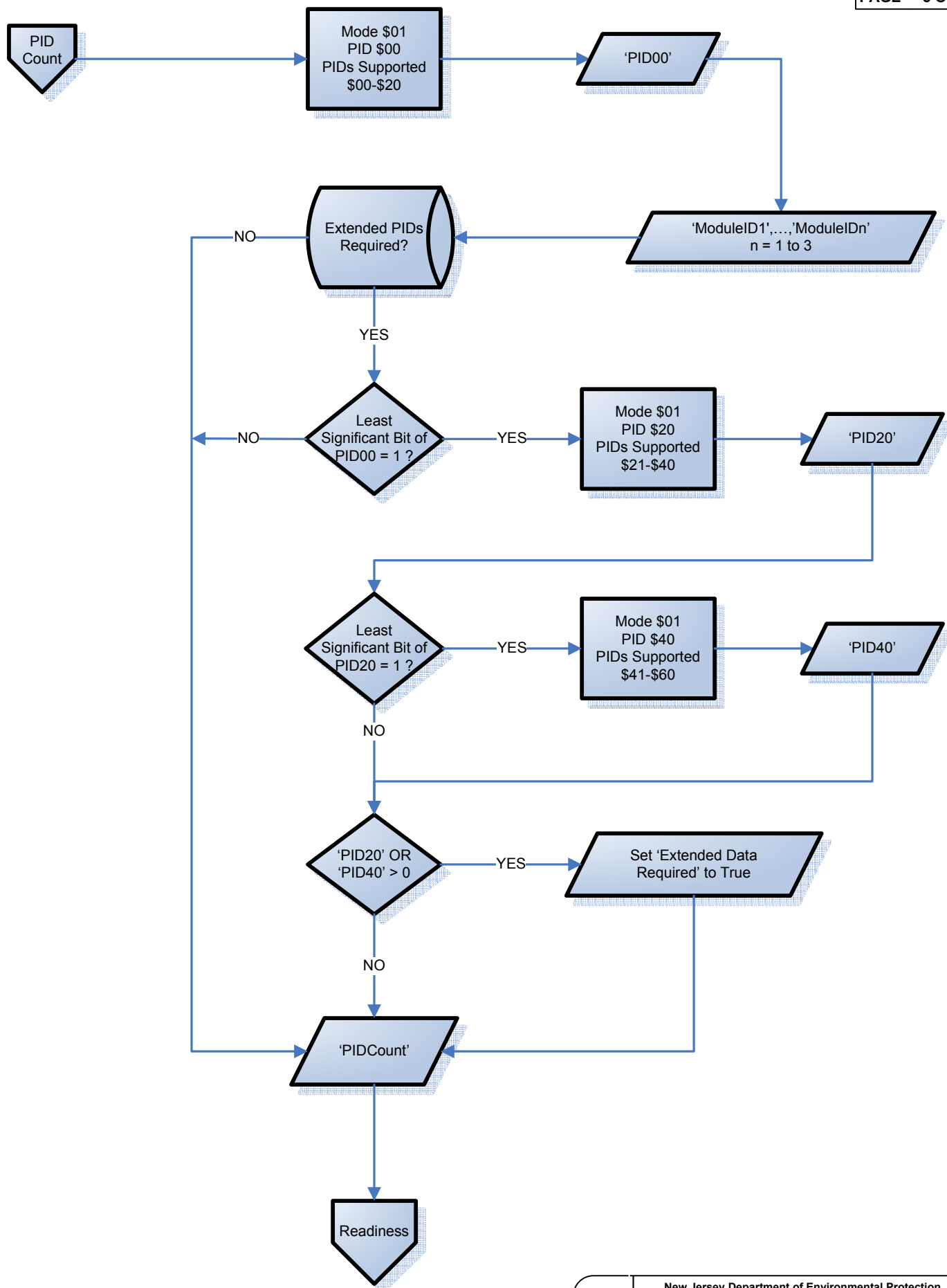
If the vehicle passes its visual MIL inspections, successfully communicates with the analyzer, the analyzer indicates that the motor vehicle is deemed “ready”, and the OBD system is not indicating any malfunctions of the motor vehicle (MIL is commanded off), then the motor vehicle has passed the OBD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



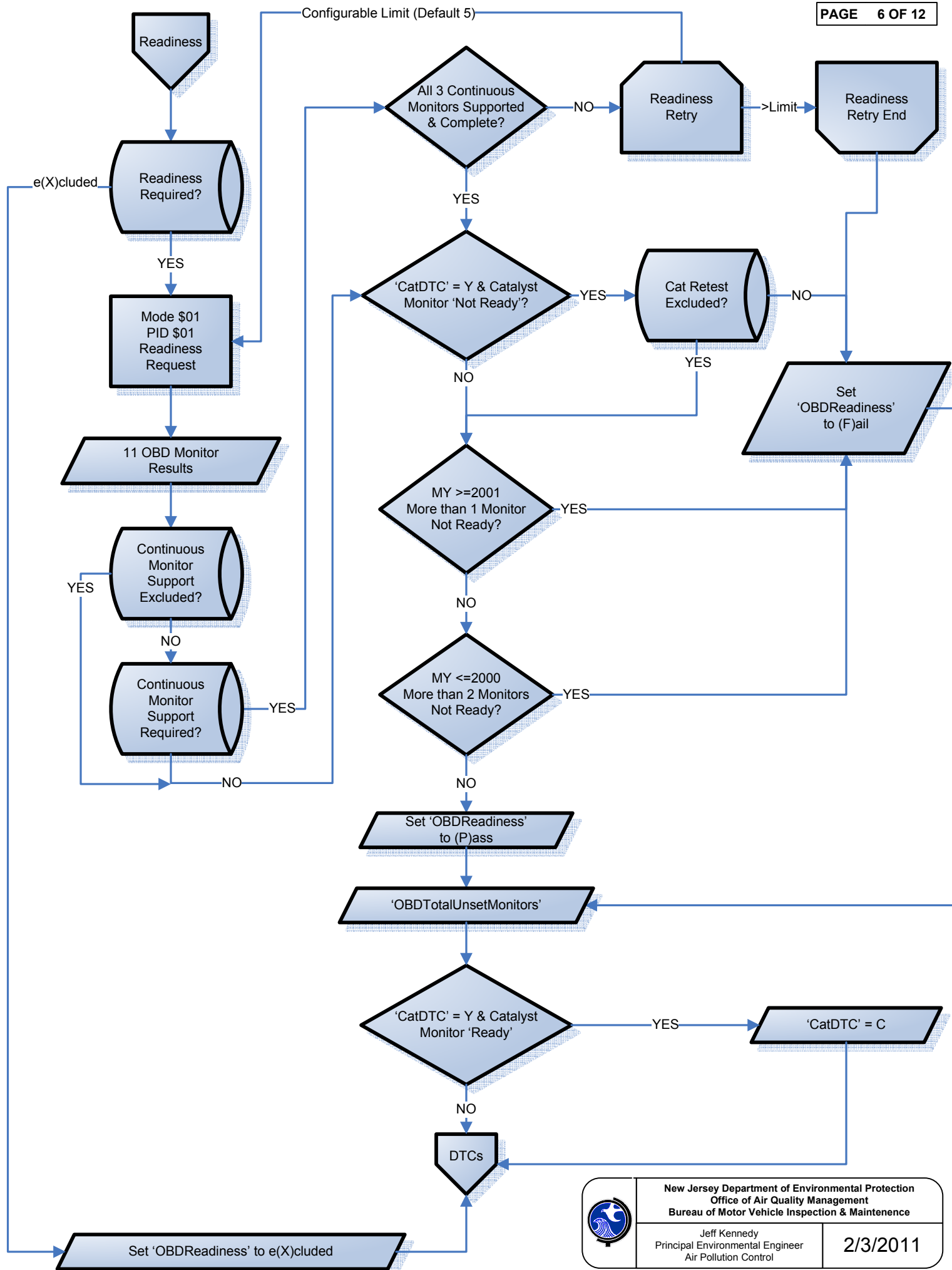








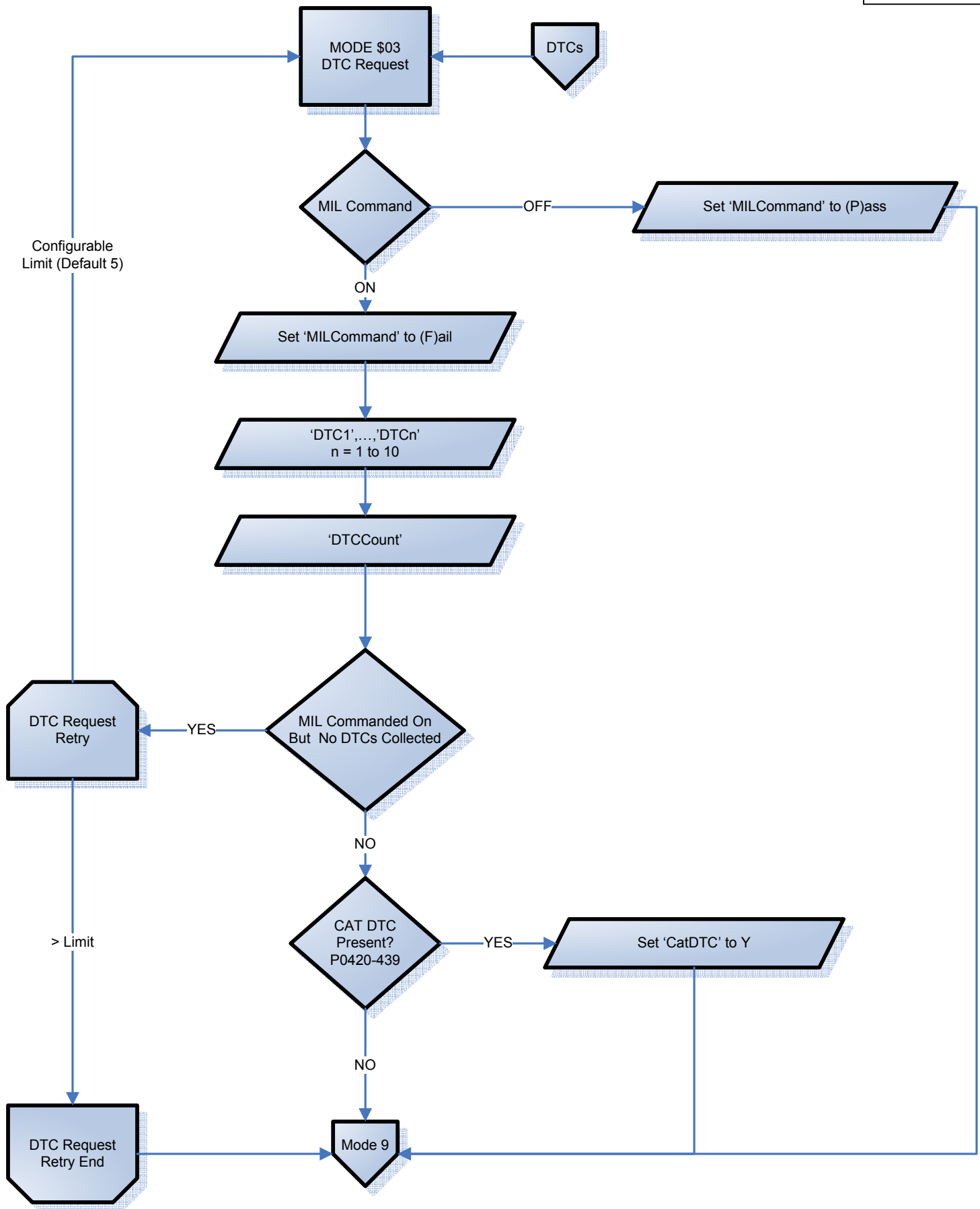
Configurable Limit (Default 5)

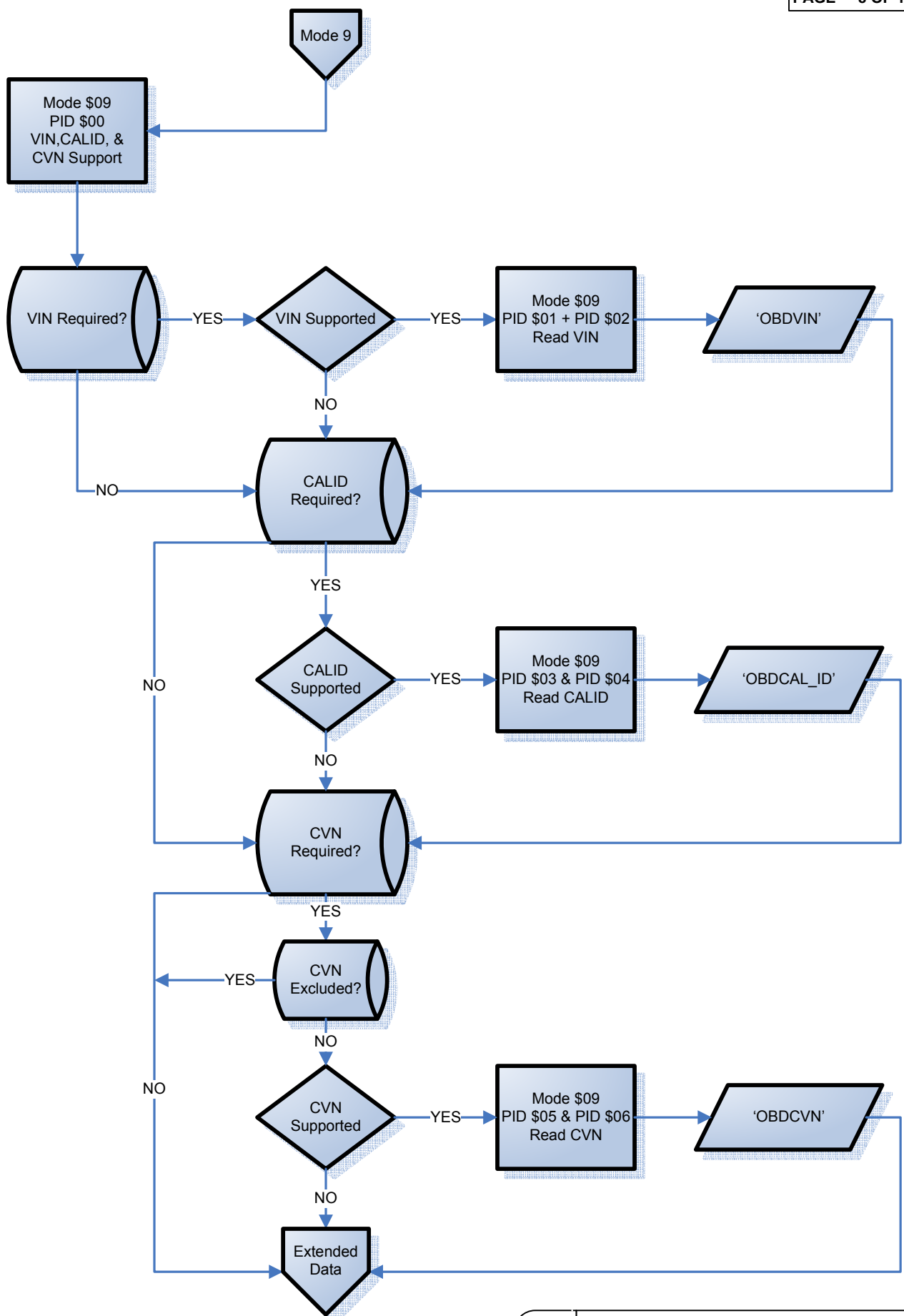


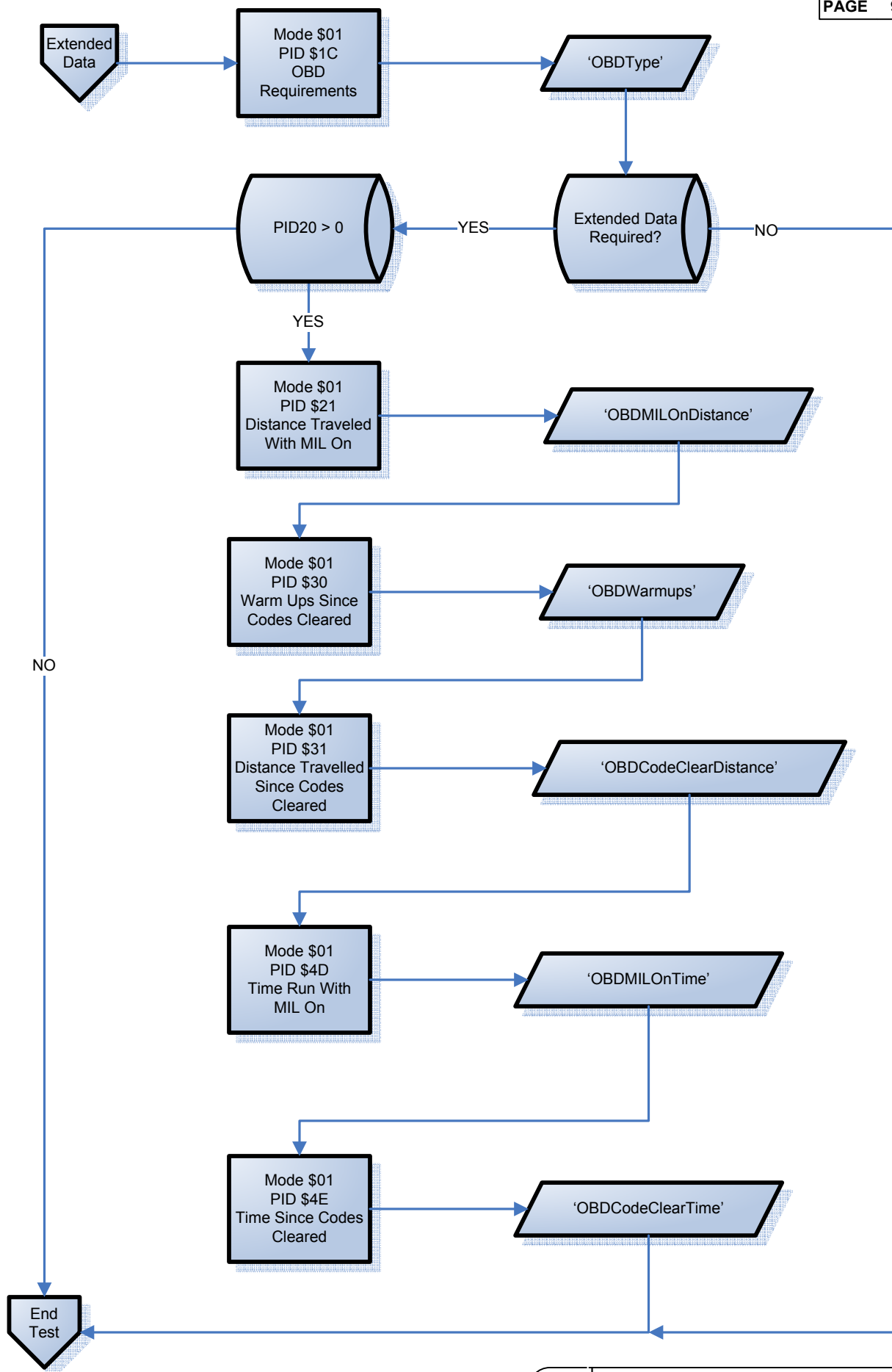
New Jersey Department of Environmental Protection
Office of Air Quality Management
Bureau of Motor Vehicle Inspection & Maintenance

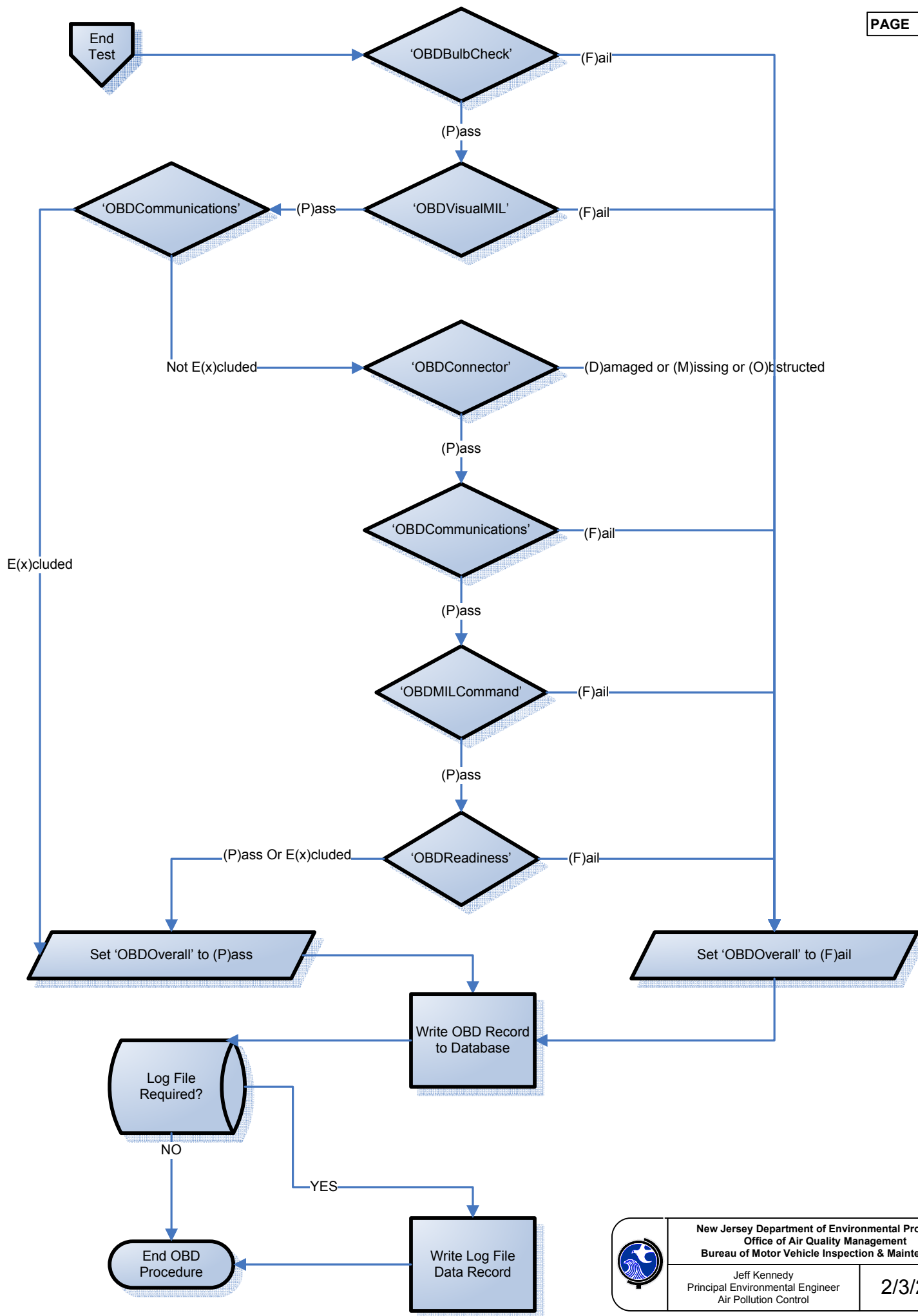
Jeff Kennedy
Principal Environmental Engineer
Air Pollution Control

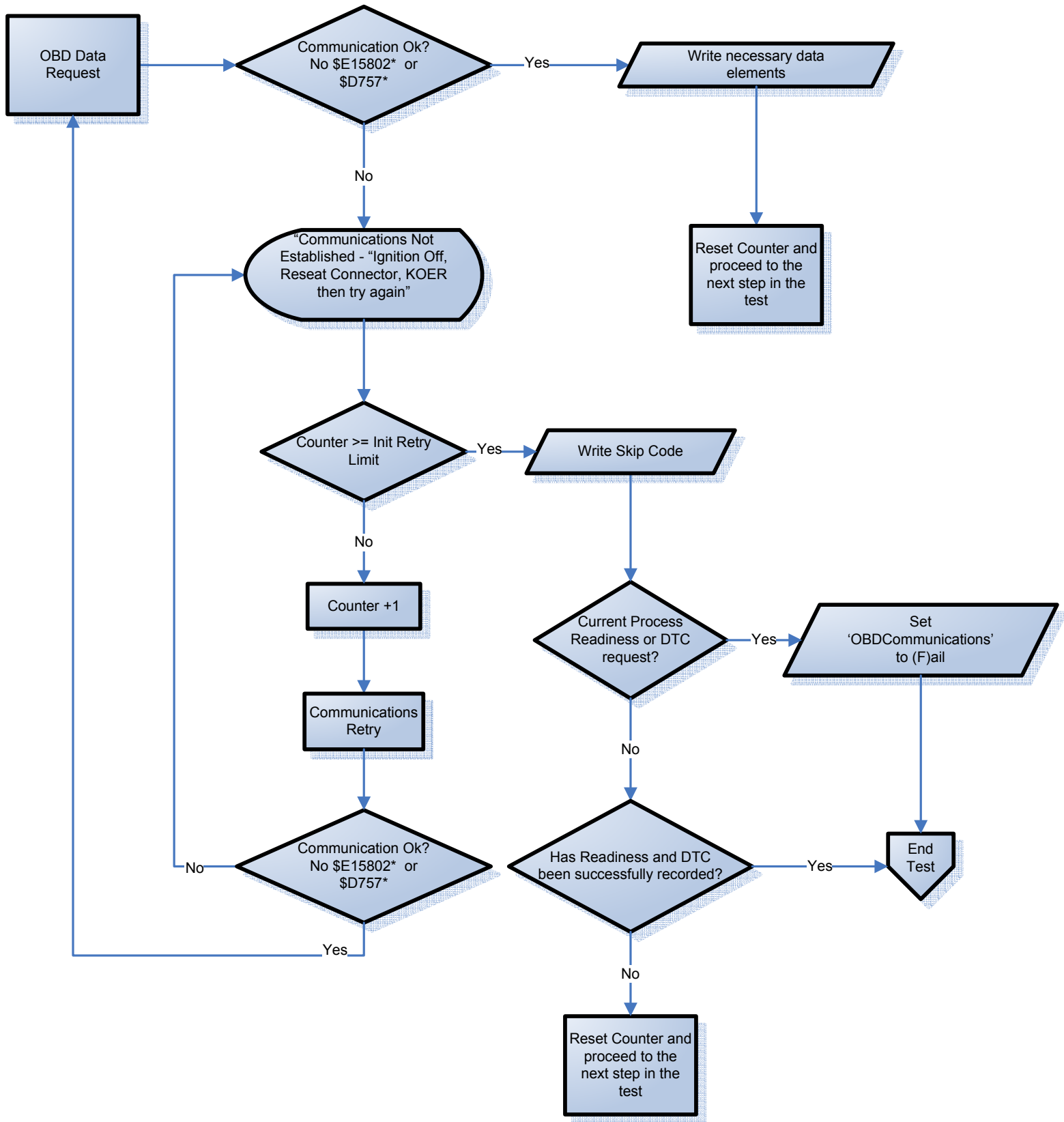
2/3/2011

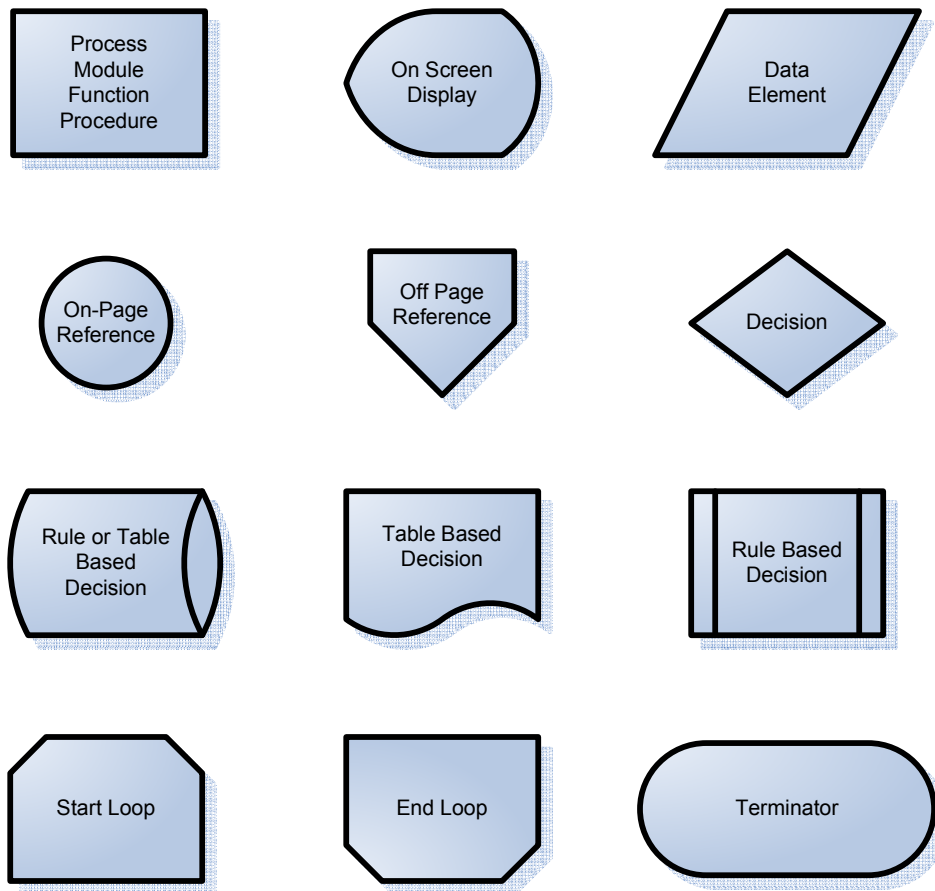












APPENDIX VII

Program Structure

Vehicle Types Subject to Inspection

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

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

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

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

In addition, the two diesel vehicle categories are:

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

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

Emission-Related Test Types Performed in New Jersey

There were three types of primary emission-related tests performed in New Jersey in the year 2016. They are the OBD test and the two tailpipe exhaust emissions tests: the two speed idle test and the idle test. However, in the year 2016, the two tailpipe exhaust emissions tests were performed for only part of the year, as all tailpipe testing for any initial inspections was discontinued as of May 1, 2016, and was discontinued for all re-inspections as of August 1, 2016.

In addition, several secondary emission-related tests are performed: the visible smoke check, the evaporative gas cap test, a visual anti-tampering inspection (also called the catalytic converter check), a liquid leak check, and a miscellaneous emissions check. In the year 2016, another significant program change was that the evaporative gas cap test was switched to a visual gas cap check coinciding with the cessation of tailpipe testing on May 1, 2016.

There is also a grouping called “No Primary Test” for those vehicles that did not receive one of the three types of primary emissions tests. These were mainly commercial diesel vehicles that were subject to safety inspection but not eligible for a primary emissions test, but still received a secondary emissions test, usually for anti- tampering and/or smoke.

It is important to note in this Report that an overall emissions inspection consists of the several test types listed in the preceding paragraph., i.e. at least one of the primary

emissions tests (in all cases except for commercial diesel vehicles) along with one or more of the secondary emissions tests. The results are presented by overall emissions inspections and by each test type.

In addition, the OBD test consists of several components (i.e. bulb check, key-on-engine-running Malfunction Indicator Light (MIL) check, Diagnostic Link Connector (DLC) check, communications check, MIL command status, and readiness status). These results are presented by overall OBD inspections and by each individual component. The OBD test is performed on all 1996 and newer LDGVs and LDGTs, as well as all 1997 and newer LDDVs and LDDTs.

The two speed idle test measures vehicle tailpipe emissions of Hydrocarbons (HC) and Carbon Monoxide (CO) at two different idle speeds with the engine unloaded. The vehicle's emissions must not exceed the same standards at both idle and at 2500 RPM. It is performed on all model year 1981 through 1995 LDGVs and LDGTs. In addition, this test is to be performed on any non-diesel and non-pure electric motor vehicle of model year 1996 or newer that is unable to be OBD tested. As noted previously, in the year 2016, this test was performed for only part of the year, as all tailpipe testing for any initial inspections was discontinued as of May 1, 2016, and was discontinued for all re-inspections as of August 1, 2016.

Idle tests are performed on pre-1981 LDGVs and LDGTs, as well as all HDGVs regardless of model year. The idle test measures vehicle tailpipe emissions of HC and CO while the engine idles. As noted previously, in the year 2016, this test was performed for only part of the year, as all tailpipe testing for any initial inspections was discontinued as of May 1, 2016, and was discontinued for all re-inspections as of August 1, 2016. All HDGVs between 8,501 and 14,000 lbs. of model year 2008 and above were switched to an OBD test.

The visual anti-tampering inspection, or catalytic converter check, is performed on all 1975 and later model year vehicles originally equipped with a catalytic converter. It is designed to ensure the presence of a catalytic converter. The visible smoke inspection is performed on all diesel and gasoline vehicles, regardless of model year, and checks for the presence of any visible continuous smoke emitted from either the tailpipe or the crankcase. The evaporative gas cap inspection is performed on all 2000 or earlier 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. As noted previously, this test was switched to a visual gas cap check coinciding with the cessation of tailpipe testing on May 1, 2016. The liquid leak inspection is performed on all vehicles and detects visibly leaking fluids such as gasoline, oil, antifreeze, and brake fluid. The miscellaneous emissions check, also for all vehicles, is designed to allow inspectors to fail a vehicle for any other obvious emission-related defect or other serious vehicle malfunctions.

Emission-Related Test Types – 2016 Detailed Program Changes

Effective May 1, 2016, initial inspection tailpipe testing and evaporative gas cap testing was discontinued and the following program changes were implemented:

Vehicles with GVWR ≤ 8,500 lbs.

Gasoline Vehicles Model Year 1995 and older:

- Non-Commercial vehicles are no longer required to receive an emissions inspection.
- Commercial vehicles are required to receive an emissions inspection for visible smoke, fuel leak, visible fuel cap and catalytic converter check if originally equipped (1975 and newer).

Gasoline Vehicles Model Year 1996 and newer:

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

Diesel Vehicles Model Year 1996 and older:

- Non-Commercial vehicles are no longer required to receive an emissions inspection.
- Commercial vehicles are required to receive an emissions inspection for visible smoke, and fuel leak.

Diesel Vehicles Model Year 1997 and newer:

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

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

Gasoline vehicles Model Year 2007 and older:

- Non-Commercial vehicles are no longer required to receive an emissions inspection.
- Commercial vehicles are required to receive an emissions inspection for visible smoke, fuel leak, visible fuel cap and catalytic converter check if originally equipped (1975 and newer).

Gasoline vehicles Model Year 2008 and newer:

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

Vehicles with GVWR ≥ 14,001 lbs.

Gasoline vehicles Model Year 2013 and older:

- Non-Commercial vehicles are no longer required to receive an emissions inspection.

- Commercial vehicles are required to receive an emissions inspection for visible smoke, fuel leak, visible fuel cap and catalytic converter check if originally equipped (1975 and newer).

Gasoline vehicles Model Year 2014 and newer:

- All vehicles are required to receive an emissions inspection for visible smoke, fuel leak, visible fuel cap, and catalytic converter check. Once the program transitions to a new vendor, these vehicles will also be subject to an OBD test.

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

Past years' annual reports included inspections that had missing or inconsistent data fields. If a data field needed for a table or analysis was usable, the inspection record was included, and if the data field contained invalid data, the inspection record was excluded from that particular query. This slightly skewed the table results, caused inconsistent totals among some of the tables, and required extensive staff resources to compile. Beginning with the year 2013 Annual Report, the entire inspection record with invalid data was excluded. In 2016, there were 1,866 inspection records that met the criterion for the "invalid data" exclusion.

In addition, prior annual reports included inspections for vehicles that automatically failed the emissions inspection due to safety concerns (i.e., vehicle is unsafe to test). This data skewed failure rates, especially newer vehicles. Beginning with the year 2013 Annual Report, inspections for vehicles that fail because the emissions test could not be performed were excluded. In 2016, there were 5,683 inspection records that met the criterion for the "failed/test not performed" exclusion.

The combined exclusion for both the invalid data inspections and failed/test not performed inspections is 0.38% (7,549/1,989,156) of the total initial 2016 inspection volume.

Test Frequency and Network Design

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

There have been two major changes over the life of the I/M program that affect ongoing annual inspection volumes. The first was when the biennial test frequency was initially implemented at enhanced program startup in 1999 by requiring all odd model year vehicles to be inspected in the odd calendar years and all even model year vehicles to be inspected in the even calendar years. The result was a "sawtooth" effect whenever the program's statistical data was graphically presented by model year, with significantly higher inspection volumes for odd model year vehicles in odd calendar years and vice versa for even calendar years.

The second occurred in the latter half of 2010 when the new vehicle inspection

exemption was increased from four years to five years. We are still determining the effect of the second change, but it appears that the sawtooth pattern becomes inverted starting in model year 2007, as seen in the years 2013, 2014, and 2015 Annual Reports, as well as this year 2016 Annual Report (see Appendix I, Part D, Figure D-2).

The enhanced I/M program network design in New Jersey is a hybrid system with both centralized (test-only) and decentralized (test-and-repair) inspection facilities. Parsons, a private company under contract with the State through 2017, operates the centralized portion of the inspection network (centralized inspection facilities or CIFs) for the State. The decentralized network is comprised of privately owned and operated Private Inspection Facilities (PIFs) and Private Fleet Facilities (PFFs) that are licensed by the NJMVC to perform vehicle inspections. The PFFs perform inspections only on their own fleet of vehicles, while the PIFs perform inspections on residents' vehicles.

There are 26 CIFs located throughout the State, consisting of a total of 111 full inspection lanes (see Table VII-1). This has not changed from the year 2015.

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

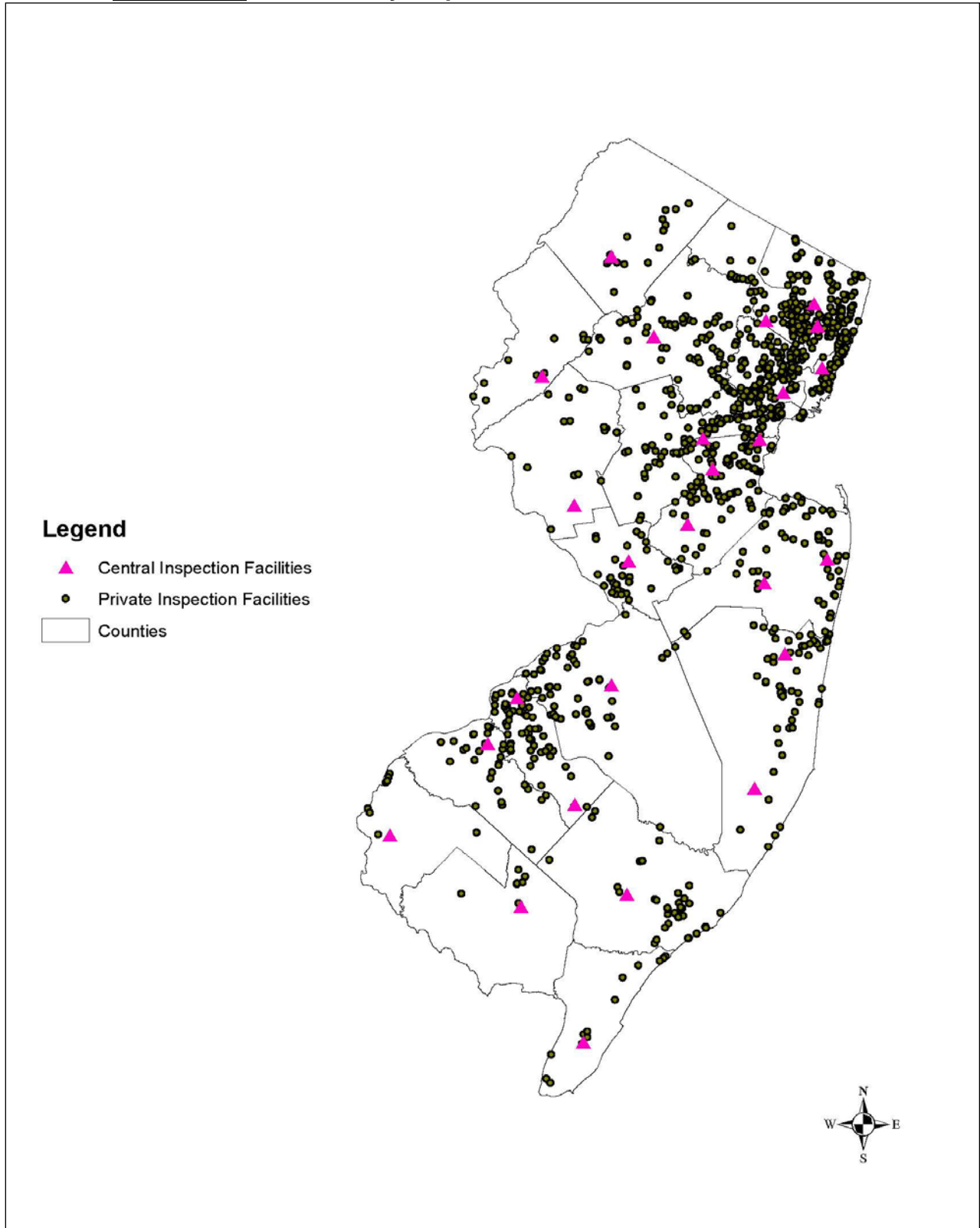
Table VII-1: New Jersey's Centralized Inspection Facilities

Centralized Inspection Facility	# of Lanes
Baker's Basin	5
Cape May	1
Cherry Hill	6
Deptford	4
Eatontown	6
Flemington	3
Freehold	6
Kilmer	6
Lakewood	6
Lodi	5
Manahawkin	3
Mays Landing	4
Millville	2
Newark	5
Newton	2
Paramus	5
Plainfield	3
Rahway	6
Randolph	6
Salem	1
Secaucus	4
South Brunswick	6
Southampton	4
Washington	1
Wayne	8
Winslow	3
Total	111

In 2016, there were 1,075 PIFs that performed at least one inspection during the entire year; of these, 72 PIFs only performed inspections for a portion of the year (at least three months with no inspections).

Figure VII-1 shows the locations of the CIFs and PIFs in New Jersey in the year 2016.

Figure VII-1: New Jersey Inspection and Maintenance Facilities



New Jersey has 1,353 registered Emission Repair Facilities (ERFs) that were able to perform emission-related repairs on vehicles. Emission failure-related repairs must be made by an ERF and are recorded to the Vehicle Inspection Database (VID) upon re-inspection. An ERF is required to have at least one certified Emission Repair Technician (ERT) to perform or supervise these repairs. Vehicle owners are permitted to make repairs to their own vehicles for re-inspection purposes.

APPENDIX VIII

USEPA's Annual Reporting Requirements - Reference Checklist

Cross Reference EPA Reporting Requirements and 2016 Annual Report Section

Reporting Requirement	2016 Annual Report Section
(a.) Test Data Report	
(1) The number of vehicles tested by model year and vehicle type;	Table 1; Appendix I - Part D
(2) By model year and vehicle type, the number and percentage of vehicles:	
(i) Failing the emissions test initially, per test type;	Table 3; Appendix I - Part E
(ii) Failing the first retest per test type;	Table 8; Appendix I - Parts G and J
(iii) Passing the first retest per test type;	Table 8; Appendix I - Parts G and J
(iv) Initially failed vehicles passing the second or subsequent retest per test type;	Table 9; Appendix I - Part H
(v) Initially failed vehicles receiving a waiver;	n/a; noted in Section II.F.
(vi) vehicles with no known final outcome (regardless of reason);	Table 10; Table 11; Appendix I - Part I
(vii) - (x) [Reserved]	n/a
(xi) Passing the on-board diagnostic check;	Table 3; Table 5; Appendix I - Part F, Table F-1
(xii) Failing the on-board diagnostic check;	Table 3; Table 5; Appendix I - Part F, Table F-1
(xiii) Failing the on-board diagnostic check and passing the tailpipe test (if applicable);	Table 4; Appendix I - Part F, Table F-6
(xiv) Failing the on-board diagnostic check and failing the tailpipe test (if applicable);	Table 4; Appendix I - Part F, Table F-6
(xv) Passing the on-board diagnostic check and failing the I/M gas cap evaporative system test (if applicable);	Appendix I - Part F, Table F-3
(xvi) Failing the on-board diagnostic check and passing the I/M gas cap evaporative system test (if applicable);	Appendix I - Part F, Table F-3
(xvii) Passing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);	Appendix I - Part F, Table F-3
(xviii) Failing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);	Appendix I - Part F, Table F-3
(xix) MIL is commanded on and no codes are stored;	Table 6; Appendix I - Part F, Table F-4
(xx) MIL is not commanded on and codes are stored;	Table 6; Appendix I - Part F, Table F-4
(xxi) MIL is commanded on and codes are stored;	Table 6; Appendix I - Part F, Table F-4
(xxii) MIL is not commanded on and codes are not stored;	Table 6; Appendix I - Part F, Table F-4
(xxiii) Readiness status indicates that the evaluation is not complete for any module supported by on-board diagnostic systems;	Section II.C.; Appendix I - Part F, Table F-5
(3) The initial test volume by model year and test station(<i>Type</i>);	Appendix I - Part B
(4) The initial test failure rate by model year and test station(<i>Type</i>);	Appendix I - Part B
(5) The average increase or decrease in tailpipe emission levels for HC, CO, and NOx (if applicable) after repairs by model year and vehicle type for vehicles receiving a mass emissions	n/a
(b.) Quality Assurance Report	
(1) The number of inspection stations and lanes:	
(i) Operating throughout the year; and	Appendix VII, Test Frequency and Network Design
(ii) Operating for only part of the year;	Appendix VII, Test Frequency and Network Design
(2) The number of inspection stations and lanes operating throughout the year:	
(i) Receiving overt performance audits in the year;	Section III.A.; Table 13

Cross Reference EPA Reporting Requirements and 2016 Annual Report Section

Reporting Requirement	2016 Annual Report Section
(ii) Not receiving overt performance audits in the year;	Section III.A.; Table 13
(iii) Receiving covert performance audits in the year;	Section III.B.; Table 14
(iv) Not receiving covert performance audits in the year; and	Section III.B.; Table 14
(v) That have been shut down as a result of overt performance audits;	Table 13
(3) The number of covert audits:	
(i) Conducted with the vehicle set to fail per test type;	Table 14
Vehicle set to fail the emission test;	
Vehicle set to fail the component check;	
Vehicle set to fail the evaporative system checks;	
(ii) Conducted with the vehicle set to fail any combination of two or more of the above checks;	Table 14
(iii) Resulting in a false pass per test type; and	Table 14
Resulting in a false pass for emissions;	
Resulting in a false pass for component checks;	
Resulting in a false pass for the evaporative system check	
(viii) Resulting in a false pass for any combination of two or more of the above checks;	Table 14
(4) The number of licensed inspectors and stations:	Section III.C.; Table 16
(i) That were suspended, fired, or otherwise prohibited from testing as a result of covert audits;	
(ii) That were suspended, fired, or otherwise prohibited from testing for other causes;	
(iii) That received fines;	
(5) The number of inspectors licensed or certified to conduct testing;	Section III.C.
(6) The number of hearings:	Section III.C.; Table 16
(i) Held to consider adverse actions against inspectors and stations; and	
(ii) Resulting in adverse actions against inspectors and stations;	
(7) The total amount collected in fines from inspectors and stations by type of violation;	Section III.C.; Table 16
(8) The total number of covert vehicles available for undercover audits over the year; and	Section III.B.
(9) The number of covert auditors available for undercover audits.	Section III.B.
(c.) Quality Control Report	
(1) The number of emission testing sites and lanes in use in the program;	Appendix VII, Test Frequency and Network Design
(2) The number of equipment audits by station and lane;	Table 19; Appendix II
(3) The number and percentage of stations that have failed equipment audits; and	Section IV; Tables 17 and 18
(4) Number and percentage of stations and lanes shut down as a result of equipment audits.	Section IV; Tables 17 and 18
(d.) Enforcement Report	
(1) All Enforcement Programs:	
(i) An estimate of the number of vehicles subject to the inspection program, including the results of an analysis of the registration data base;	Section V.B.
(ii) The percentage of motorist compliance based upon a comparison of the number of valid final tests with the number of subject vehicles	Section V.A.
(iii) The total number of compliance documents issued to inspection stations;	Table 20

Cross Reference EPA Reporting Requirements and 2016 Annual Report Section

Reporting Requirement	2016 Annual Report Section
(iv) The number of missing compliance documents;	Table 20
(v) The number of time extensions and other exemptions granted to motorists; and	Table 20
(vi) The number of compliance surveys conducted, number of vehicles surveyed in each, and the compliance rates found.	Appendix III
(2) Registration Denial Programs:	
(i) A report of the program's efforts and actions to prevent motorists from falsely registering vehicles out of the program area or falsely changing fuel type or weight class on the vehicle registration, and the results of special studies to investigate the frequency of such activity; and	n/a
(ii) The number of registration file audits, number of registrations reviewed, and compliance rates found in such audits.	n/a
(3) Computer-Matching Programs:	n/a
(i) The number and percentage of subject vehicles that were tested by the initial deadline, and by other milestones in the cycle;	n/a
(ii) A report on the program's efforts to detect and enforce against motorists falsely changing vehicle classifications to circumvent program requirements, and the frequency of this type of activity; and	n/a
(iii) The number of enforcement system audits, and the error rate found during those audits.	n/a
(4) Sticker-Based Programs:	
(i) A report on the program's efforts to prevent, detect, and enforce against sticker theft and counterfeiting, and the frequency of this type of activity;	Section V.B.
(ii) A report on the program's efforts to detect and enforce against motorists falsely changing vehicle classifications to circumvent program requirements, and the frequency of this type of activity; and	Section V.B.
(iii) The number of parking lot sticker audits conducted, the number of vehicles surveyed in each, and the noncompliance rate found during those audits.	Appendix III
(e.) Additional Reporting Requirements	
(1) Any changes made in program design, funding, personnel levels, procedures, regulations, and legal authority, with detailed discussion and evaluation of the impact on the program of all such changes; and	Section VI.A.
(2) Any weaknesses or problems identified in the program within the two-year reporting period, what steps have already been taken to correct those problems, the results of those steps, and any future efforts planned.	Section VI.B.
Additional Information provided but not required	
OBD Components (Initial Pass/Fail)	Appendix I - Part F, Table F-2
Special OBD Enforcement Case	Section V.C.; Appendix IX