

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

2007 Annual Report

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

Acknowledgments

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Table of Contents

List of Tables.....	iii
List of Figures.....	iii
List of Appendices.....	iv
Acronyms and Abbreviations.....	v
Executive Summary	1
I. Purpose	4
II. Background and Introduction	5
III. Data Analysis and Reporting	10
A. Test Data Report	12
Total Emissions Inspections	14
Initial Emission Inspections.....	16
OBDII Inspections.....	18
Roadside Inspections.....	25
Emission Re-Inspections	26
Waivers.....	28
Vehicles With No Known Final Outcome	30
Emissions Repair.....	32
B. Quality Assurance Report.....	34
C. Quality Control Report	38
D. Enforcement Report.....	42

List of Tables

Table 1: Year 2006 and 2007 Key Statistics Comparison	3
Table 2: New Jersey's Centralized Inspection Facilities	7
Table 3: Total Emissions Inspections	14
Table 4: Initial Pass and Fail Rates by Emission Test Type.....	17
Table 5: Initial Pass/Fail Summary by OBDII Test Component	21
Table 6: Comparison of Initial OBDII and Gas Cap Test Results	22
Table 7: OBDII Malfunction Indicator Light (MIL) Test Results.....	23
Table 8: Roadside Inspections	25
Table 9: Initially Failed Vehicles Failing/Passing First Retest by Emission Test Type..	27
Table 10: Initially Failed Vehicles Passing Second or Subsequent Retest by Emission Test Type	27
Table 11: Waiver Report by Model Year and Vehicle Type	29
Table 12: Initially Failed Inspections with No Known Final Outcome by Test Type	30
Table 13: Vehicles With No Known Final Outcome	31
Table 14: First Retest Inspection Fail/Pass Rates by Emission Test Type.....	32
Table 15: Emission Reductions from Repair of Vehicles Initially Failing the ASM5015 Exhaust Emissions Test.....	33
Table 16: Overt Performance Audits	34
Table 17: Covert Emissions-Related Performance Audits.....	35
Table 18: False Pass Results From Covert Emissions-Related Performance Audits...	36
Table 19: Overall Covert Performance Audit Results	36
Table 20: Fines and Hearings	37
Table 21: Decentralized Initial Equipment Audit Summary.....	39
Table 22: Centralized Initial Equipment Audit Summary	40
Table 23: CIF Initial Equipment Audit Pass/Fail Rates by Station	41
Table 24: Inspection Sticker Inventory Tracking.....	43

List of Figures

Figure 1: New Jersey Inspection and Maintenance Facilities	8
Figure 2: Total Emissions Inspections – Centralized/Decentralized Split	15

List of Appendices

- Appendix I Test Data Report Tables and Figures
 - Part A Total Emission Inspections
 - Part B Initial Emission Test Volume & Failure Rate by Model Year and Station Type
 - Part C Initial Emission Test Volume & Failure Rate by Centralized Inspection Facility
 - Part D Initial Emission Inspection Volume by Model Year and Vehicle Type
 - Part E Initial Emission Inspection Failures by Test Type
 - Part F On-Board Diagnostics II (OBDII) Inspections
 - Part G Initially Failed Vehicles Passing/Failing Emission Inspection First Retest by Test Type
 - Part H Initially Failed Vehicles Passing Second or Subsequent Emission Inspection Retest by Test Type
 - Part I Waivers
 - Part J Vehicles With No Known Final Outcome
 - Part K First Retest Emission Inspection Passes and Failures by Test Type
 - Part L Average Change in Vehicle Emission Levels After Repairs

- Appendix II Create Date Report

- Appendix III Centralized Inspection Facility Equipment Audit Report

- Appendix IV Compliance Sticker Survey Report

- Appendix V USEPA's "Performing Onboard Diagnostic System Checks as Part of a Vehicle Inspection and Maintenance Program", June 2001, Available Electronically Upon Request

Acronyms and Abbreviations

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

Executive Summary

This report fulfills the annual reporting requirements at 40 CFR 51.366, the data analysis and reporting section of the United States Environmental Protection Agency's (USEPA's) final rule on inspection and maintenance program requirements, revised July 1, 2004. This report covers calendar year 2007 (January 1, 2007 through December 31, 2007). It is specific to the emissions portion of the State's enhanced Inspection and Maintenance (I/M) program; no statistical information on the safety portion of the State's inspection program is included.

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

There were 2,454,821 total emissions inspections performed in New Jersey during calendar year 2007. This includes initial inspections and all re-inspections. Of the total emissions inspections performed, 2,214,287 (90.2 percent) were initial inspections, and 240,534 (9.8 percent) were re-inspections (first re-inspections and second and subsequent re-inspections).

There were 166,416 more initial inspections in 2007 than there were in the year 2006. The increase in initial inspections is due to two factors. First, the implementation of a biennial inspection cycle with the four (4) year exemption has caused an alternating pattern of high (odd model years) and low (even model years) volumes in a sawtooth pattern, with the year 2007 being a higher-volume year. Secondly, the average age for an inspected vehicle increased from 8.1 years to 8.3 years in 2007.

Of the total number of initial overall emission inspections, 1,794,068 (81.0%) were performed by the centralized network, while the remaining 420,219 (19.0%) were performed by the decentralized network. This remains a fairly consistent ratio (i.e. approximately 80% centralized/20% decentralized) for New Jersey's hybrid inspection network over the years.

The initial overall emission failure rate for the entire network was 12.1%. The centralized initial overall emission failure rate was 12.3% and the decentralized initial overall emission failure rate was 10.9%. These failure rates are slightly lower than the 2006 failure rates of 12.5%, 12.8%, and 11.2%, respectively.

The overall OBD and ASM first retest pass rates increased significantly from the year 2006. The overall first retest pass rate went from 80.2% in 2006 to 91.0% in 2007, the OBDII first retest pass rate went from 80.0% in 2006 to 90.2% in 2007, and the ASM first retest pass rate went from 73.8% in 2006 to 88.4% in 2007. This is an indication of more effective emission repairs, possibly due to increased repair technician competency and the ability of OBD to help in diagnosing the emissions-related problems.

Of the 267,173 overall initial emission inspection failures, 208,361 (78.0%) passed a first retest, 7,699 (2.9%) passed a second or subsequent retest, 211 (0.08%) received a waiver, 23,428 (8.8%) dropped out of the registration database (i.e. no longer in fleet), and 27,685 (10.3%) had no known final outcome (i.e. dropped out of the inspection cycle without having passed an emission test or received a waiver in the 6 months following the end of the year and are still part of the registered fleet).

The number of vehicles with no known final outcome increased from 20,199 in 2006 to 27,685 in 2007, or expressed as a percentage of initial failures, 7.9% in 2006 vs. 10.4% in 2007. However it is important to note that the 2007 data only includes emission test outcomes through the first 6 months of the following year (i.e., registration data through June 2008), while the 2006 report took the full following year into account (i.e. registration data through December 2007)¹.

The program compliance rate, as measured by the date and type of windshield sticker on randomly surveyed vehicles, of 96.6% for the year 2007 remained close to the prior year's rates (97.0% for 2006 and 96.2% for 2005).

In regard to the inspection equipment, the CIF equipment audit fail rate improved from 22.0% in 2006 to 16.0% in 2007, and the PIF equipment audit fail rate improved from 19.0% in 2006 to 9.3% in 2007. This improvement in audit passing rates is especially noteworthy, as this equipment is now beyond its useful life and is due for replacement under New Jersey's new I/M program, expected to be implemented in the year 2009.

A comparison summary of the key statistics for the years 2006 and 2007 is presented in Table 1.

¹ An addendum to this 2007 report will be submitted in January of 2009 with an updated number of vehicles with no known final outcome based on registration data through December 2008. By December 2008, the number of vehicle tests with no known final outcome is expected to drop significantly and will allow for a more accurate comparison of these numbers on a year-to-year basis.

Table 1: Year 2006 and 2007 Key Statistics Comparison

Key Statistics	2006	2007
Number of Total Emission Inspections	2,449,711	2,454,821
Total Emission Inspections – Centralized/Decent. Split	76%/24%	79%/21%
Total Emission Inspections – Initial/Reinspection Split	84%/16%	90%/10%
Number of Initial Emission Inspections	2,047,871	2,214,287
Overall Initial Emission Failure Rate	12.5%	12.1%
Centralized Initial Emission Failure Rate	12.8%	12.3%
Decentralized Initial Emission Failure Rate	11.2%	10.9%
Overall Emission Inspection 1 st Retest Pass Rate	80.2%	91.0%
OBDII 1 st Retest Pass Rate	80.0%	90.2%
ASM 1 st Retest Pass Rate	73.8%	88.4%
Emission Reductions from Repairing to the ASM5015 Exhaust Emissions Test		
Number of vehicles	26,817	25,157
Hydrocarbons (HC)	54.8%	52.9%
Carbon Monoxide (CO)	65.1%	61.9%
Nitrogen Oxides (NOx)	42.9%	42.6%
Number of Waivers Issued	161	211
Waiver Rate (as % of Initial Emission Inspections)	0.008%	0.01%
Number of Vehicles with No Known Final Outcome	20,199 ²	27,685 ³
As Percentage of Initial Inspections	1.0%	1.3%
As Percentage of Initial Failures	7.9%	10.4%
Sticker Compliance Rate	97.0%	96.6%
Emissions-Only CIF Covert Performance Audit Fail Rate	2.1%	1.8%
Emissions-Only PIF Covert Performance Audit Fail Rate	4.9%	4.6%
CIF Equipment Audit Fail Rate	22.0%	16.0%
PIF Equipment Audit Fail Rate	19.0%	9.3%

² Total vehicles for the 2006 report with no known final outcome is for all tests through December 2007 (one year)

³ Total vehicles with no known final outcome for the 2007 report includes tests for the following 6 months of the new year (registration data through June 2008)

I. Purpose

This report fulfills the annual reporting requirements at 40 CFR 51.366, the data analysis and reporting section of the United States Environmental Protection Agency's (USEPA's) rule on inspection and maintenance program requirements, revised July 1, 2004. 40 CFR 51.366 was designed to allow for monitoring and evaluation of the program by program management and the USEPA. It also provides a basis for reporting various information on the types of program activities performed and their final outcomes. This information includes summary statistics and evaluations of the enforcement mechanisms, the quality assurance system, the quality control program, and the testing element. This report covers calendar year 2007 (January 1, 2007 through December 31, 2007).

II. Background and Introduction

In accordance with the requirements of the Clean Air Act, the State of New Jersey implemented an enhanced inspection and maintenance (I/M) program on December 13, 1999. At that time, the enhanced I/M program was designed to detect gasoline-fueled motor vehicles operating with excessive emissions under test conditions that represented more realistic driving conditions compared to New Jersey's previous basic I/M program, through implementation of a dynamometer-based tailpipe test known as the Acceleration Simulation Mode 5015 (ASM5015). In addition, the ASM5015 test inspected vehicles to detect excess emissions of nitric oxide (NO), a pollutant that was not measured as part of the basic I/M program. Oxides of nitrogen (NO_x) and volatile organic compounds (VOCs⁴) are precursors to the formation of ozone.

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

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

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

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

There are 31 CIFs located throughout the State, consisting of a combined total of 124 inspection lanes. Of these 124 inspection lanes, three lanes are also adapted for and switchable to Mass Emission Transient Testing (METT) for program evaluation purposes.

⁴ VOCs are a subset of the hydrocarbons (HCs) category of pollutants, and HCs are directly measured by the enhanced I/M test analyzers. Similarly, nitric oxide (NO), a subset of the NO_x category of pollutants, is measured by the enhanced I/M test analyzers.

In the year 2007, the Ridgewood CIF was closed permanently at the end of the business day on January 31, 2007. That facility was an appointment-only, two-lane inspection station and about 27,000 inspections were performed there annually. Motorists who normally used this facility for inspection were directed to visit either the Lodi or Paramus CIFs. Because the Ridgewood CIF did conduct inspections for the month of January, it is still included in this year 2007 report.

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

The 31 CIFs range from individual one-lane stations (of which there are four (4) in the State) to one eight (8) lane station (Wayne CIF). Table 2 lists each of the CIFs within the State and the total number of operated lanes in each facility during the year 2007. The SIFs are not included in this table.

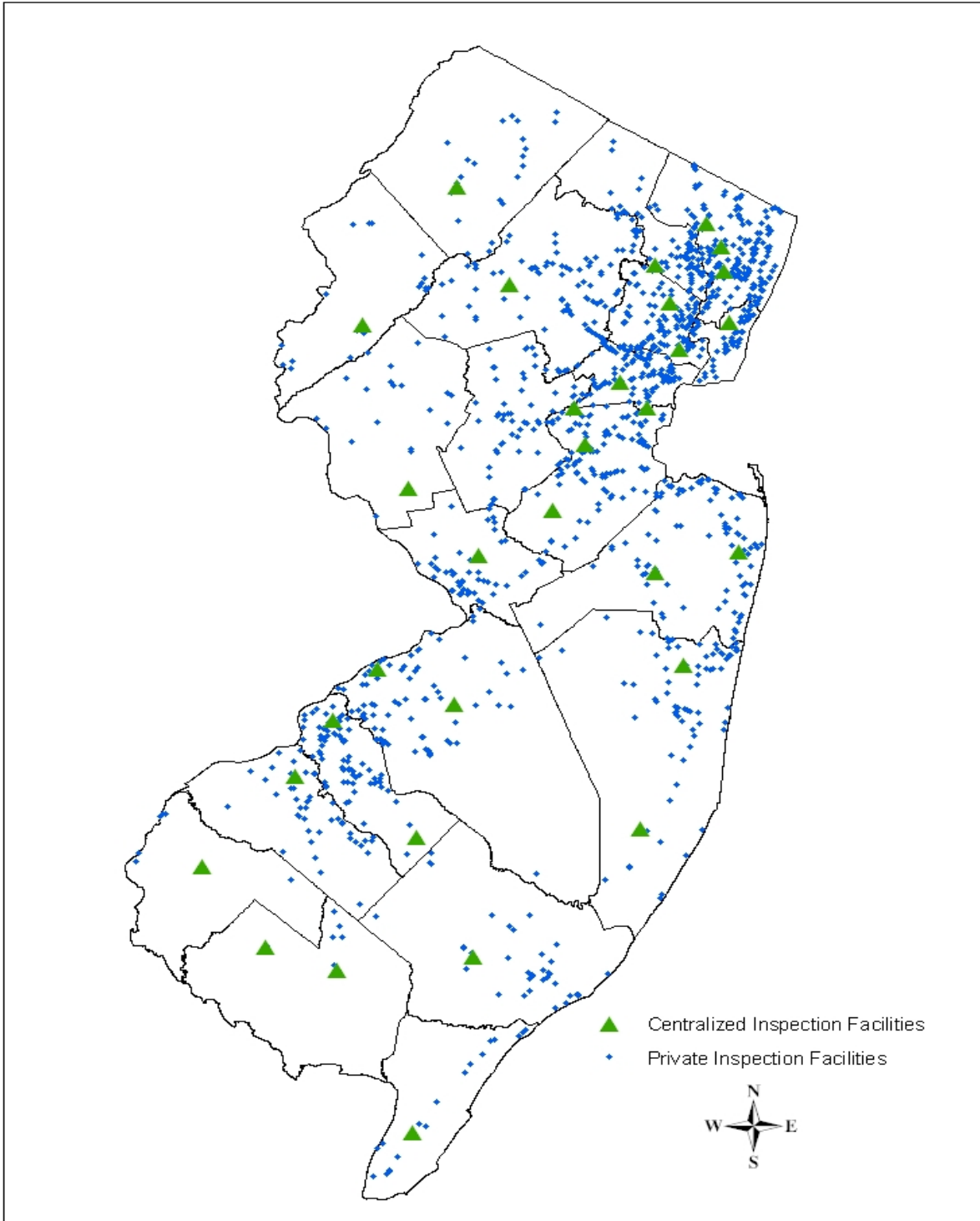
Table 2: New Jersey's Centralized Inspection Facilities

Centralized Inspection Facility	# of Lanes
Baker's Basin	6
Bridgeton	1
Cape May	1
Cherry Hill	6
Delanco	3
Deptford	4
Eatontown	6
Flemington	3
Freehold	6
Kilmer	6
Lakewood	6
Lodi	5
Manahawkin	3
Mays Landing	4
Millville	2
Montclair	2
Newark	5
Newton	2
Paramus	5
Plainfield	3
Rahway	6
Randolph	6
Ridgewood	2
Salem	1
Secaucus	6
South Brunswick	6
Southampton	4
Washington	1
Wayne	8
Westfield	2
Winslow	3
Total	124

The decentralized network is comprised of privately owned and operated Private Inspection Facilities (PIFs) and Private Fleet Facilities (PFFs) that are licensed by the New Jersey Motor Vehicle Commission (NJMVC) to perform vehicle inspections. The PFFs perform inspections only on their own fleet of vehicles, while the PIFs perform inspections on citizens' vehicles. In 2007, there were 1,037 PIFs and 73 PFFs that performed inspections during the entire year, and 219 PIFs that only performed inspections for a portion of the year.

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

Figure 1: New Jersey Inspection and Maintenance Facilities



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

As of December 31, 2007, there were 1,817 registered ERFs. In addition, 1,205 licensed PIFs and 73 licensed PFFs remained active. Of all these facilities, 996 were registered and licensed as both ERFs and PIFs. Alternatively, 92 facilities were licensed only as PIFs, while 575 were registered only as ERFs.

The CIF/PIF hybrid network provides New Jersey's motorists a choice as to where to have their vehicles inspected, and if necessary, re-inspected. In calendar year 2007, the CIFs performed 1,912,540 emission inspections, or approximately 79 percent of the over 2.4 million total emission inspections performed. The PIFs performed 518,982 emission inspections, or approximately 21 percent of the total emission inspections performed.

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

For more detailed statistics regarding the inspections performed during the year 2007, please refer to Section III.A. – Test Data Report, and Appendix I – Test Data Report Tables and Figures.

III. Data Analysis and Reporting

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

The biennial test frequency was initially implemented at enhanced program startup in 1999 by requiring all odd model year vehicles to be inspected in the odd calendar years and all even model year vehicles to be inspected in the even calendar years. The result is a "sawtooth" effect whenever the program's statistical data is graphically presented by model year. For the year 2007 data, the "sawtooth" effect is evident in the fact that the odd model years have a significantly higher inspection volume than the even model years (see Appendix I, Part D, Figure D-2).

In addition, the data presented in this document and its appendices is based on "create date" rather than actual "test date." This means that the data is sorted by the date it was received by the Vehicle Inspection Database (VID) rather than by the actual date the inspection was performed. In most cases, this date is the same. In fact, for the CIFs, which are on-line to the VID continuously when in operation, there are very few cases where the dates differ, and these are cases where there were VID interruptions with the CIF. However, it is possible for a PIF to perform a series of inspections without transmitting those inspection results to the VID immediately⁵. As demonstrated by the monthly reports in Appendix II⁶, the number of inspection facilities not transmitting inspection records to the VID on the same date the inspection was performed is minimal.

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

⁵ The VID has a parameter for each PIF that sets a limit based on time and number of inspections. If this limit is exceeded, the PIF is locked out until records are transmitted. In January 2007 this parameter was changed from allowing 15 tests over 25 days to allowing 8 tests over 10 days, and in June 2007 this parameter was changed from allowing 8 tests over 10 days to allowing 4 tests over 5 days. The goal is to gradually reduce these parameters to minimize the number of offline inspections.

⁶ Appendix II contains monthly reports that show: 1) the number of inspection facilities with create dates greater than or equal to 24 hours (1 day) from the test date, and 2) those facilities with create dates greater than or equal to 120 hours (5 days) from the test date.

specific query. If the system was then queried using another set of criteria (for example, inspection type - initial, re-inspection, etc.) for which the record had information, it would be included in this query result. Therefore, depending on which field one selects for a query, the total numbers will vary slightly.

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

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

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

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

A. Test Data Report

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

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

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

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

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

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

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

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

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

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

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

The remainder of this section is divided into separate topics: total emission inspections, initial emission inspections, OBDII inspections, random roadside inspections, emission re-inspections, waivers, vehicles with no known final outcome, and emission repairs. Each of these topics presents data and figures representing inspection volumes and percentages for the year 2007.

Total Emissions Inspections

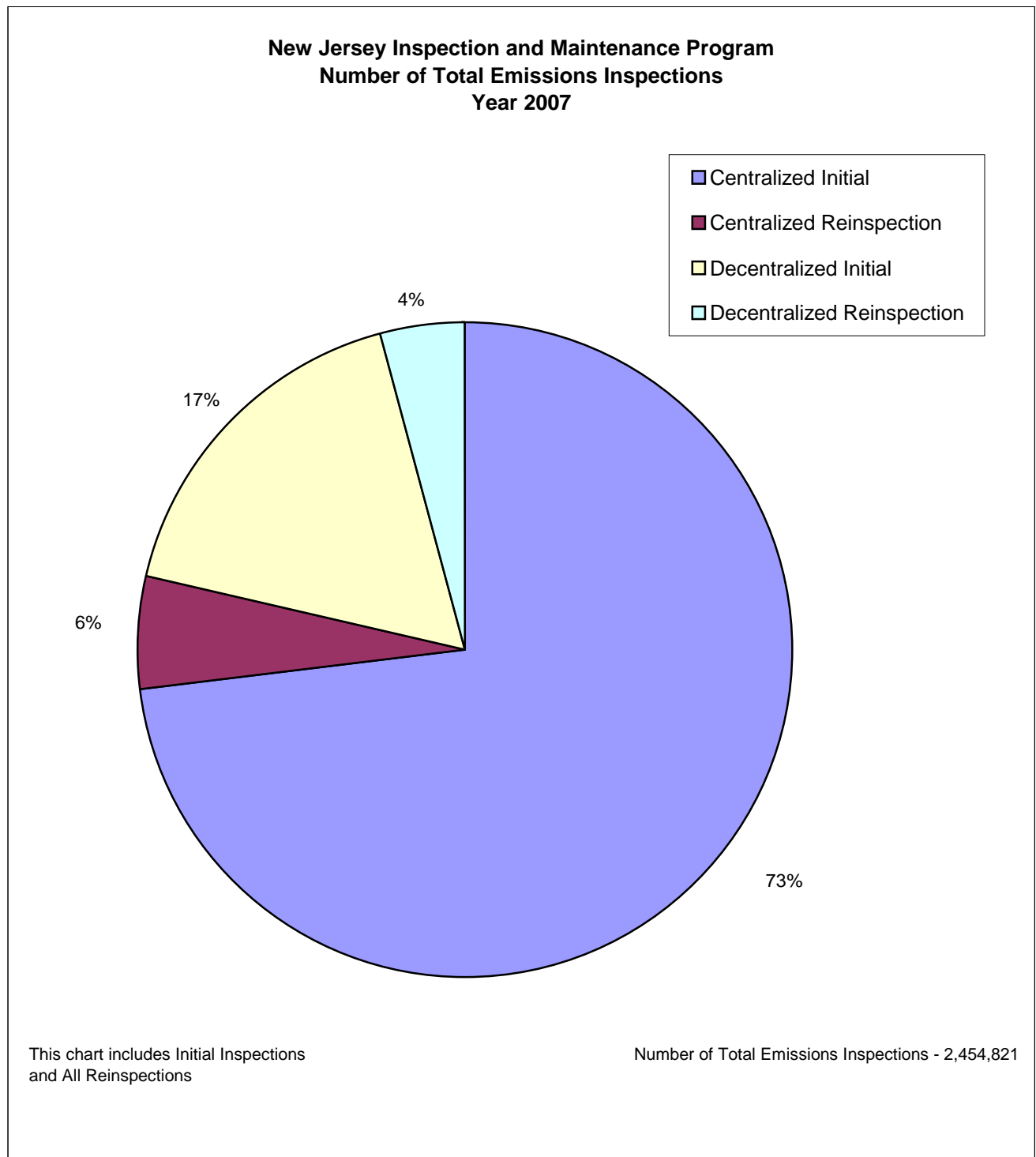
There were 2,454,821 total emissions inspections performed in New Jersey during calendar year 2007. This includes initial inspections and all re-inspections. Of the total emissions inspections performed, 2,214,287 (90.2 percent) were initial inspections, and 240,534 (9.8 percent) were re-inspections (first re-inspections and second and subsequent re-inspections). Table 3 provides a detailed summary of the total emissions inspections performed.

Table 3: Total Emissions Inspections

Test Station	Data	Initial	Reinspection	Grand Total
Centralized Inspection Facility	# of Inspections	1,777,781	134,759	1,912,540
	# Fail	217,711	20,395	238,106
	# Pass	1,560,070	114,364	1,674,434
Private Inspection Facility	# of Inspections	414,674	104,308	518,982
	# Fail	45,318	3,507	48,825
	# Pass	369,356	100,801	470,157
Private Fleet Facility	# of Inspections	5,545	307	5,852
	# Fail	309	6	315
	# Pass	5,236	301	5,537
Specialty Inspection Facility	# of Inspections	1,222	293	1,515
	# Fail	299	67	366
	# Pass	923	226	1,149
Mobile Inspection Team	# of Inspections	15,065	867	15,932
	# Fail	3,536	500	4,036
	# Pass	11,529	367	11,896
Total # of inspections		2,214,287	240,534	2,454,821
Total # Fail		267,173	24,475	291,648
Total # Pass		1,947,114	216,059	2,163,173
% of Grand Total # of Inspections		90.2%	9.8%	

Of the total number of emissions inspections, 1,929,987 (78.6 percent) were performed by the centralized network (CIFs, SIFs, and MITs), while 524,834 (21.4 percent) were performed by the decentralized network (PIFs and PFFs). A graphical representation of this centralized/decentralized split is shown in Figure 2.

Figure 2: Total Emissions Inspections – Centralized/Decentralized Split



Initial Emission Inspections

Initial overall emission inspection results by model year and station type for the year 2007 are shown in Appendix I – Part B. There were 2,214,287 initial overall emission inspections conducted in New Jersey in the year 2007. Of the total number of initial overall emission inspections, 1,794,068 (81.0%) were performed by the centralized network, while the remaining 420,219 (19.0%) were performed by the decentralized network.

The initial overall emission failure rate for the entire network was 12.1%. The centralized initial overall emission failure rate was 12.3% and the decentralized initial overall emission failure rate was 10.9%.

A further look at the initial overall emission inspection results by each individual CIF is presented in Appendix I – Part C. The initial overall emission failure rates at the CIFs ranged from 6.7% (Ridgewood) to 19.7% (Newark). The highest volume CIF was Wayne (eight lanes), with a total of 105,125 initial overall emission inspections and a 12.4% initial overall emission failure rate, and the lowest (that operated for the full year) was Salem (one lane), with a total of 16,839 initial overall emission inspections and a 12.1% initial overall emission failure rate. The 2-lane Ridgewood CIF had a total of 2,120 initial emission inspections and 6.7% initial overall emission failure rate, but only operated for the month of January.

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:

1,340,002	(60.5%) LDGVs,
596,704	(26.9%) LDGT1s,
199,602	(9.0%) LDGT2s,
52,480	(2.4%) HDGVs, and
25,499	(1.2%) vehicles of unknown type ⁷

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

⁷ Vehicles of unknown type are those whose classification could not be clearly determined from the data. This occurs mainly due to a software discrepancy between the vehicle weight class and the registration database.

The visual anti-tampering inspection, or catalytic converter check, is performed on all 1975 and later model year vehicles originally equipped with a catalytic converter. It is designed to ensure the presence of a catalytic converter. The visible smoke inspection is performed on all gasoline-fueled vehicles, regardless of model year, and checks for the presence of any visible continuous smoke emitted from either the tailpipe or the crankcase. The evaporative gas cap inspection is performed on all 1971 and later vehicles originally equipped with a sealed gas cap. This test is designed to detect any leaks in the gas cap itself or the cap seal by pressurizing the cap and monitoring the pressure decay or flow rate over time.

Of the 2,214,287 initial overall emission inspections, 1,947,114 (87.9%) passed, while 267,173 (12.1%) failed at least one emission inspection component. Table 4 shows the number of passes and pass rate and the number of failures and fail rate for each initial emission inspection test type. As some initial overall emission inspections resulted in multiple test type failures, Table 4 reflects multiple counting of any such inspection.

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

Test Type	# Pass	Pass Rate	# Fail	Fail Rate
OBDII	1,499,811	91.7%	135,950	8.3%
ASM5015	376,927	82.4%	80,551	17.6%
2500 RPM	28,110	82.6%	5,921	17.4%
Idle	80,947	93.0%	6,070	7.0%
Gas Cap	2,142,374	97.8%	47,449	2.2%
Catalytic Converter	2,204,525	99.96%	871	0.04%
Visible Smoke	2,204,556	99.56%	9,731	0.44%

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

OBDII Inspections

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

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

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

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

Components of the OBDII Test

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

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

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

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

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

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

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

Exemptions from Readiness and/or OBDII

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

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

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

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

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

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

During the year 2007, there were 3,907 OBDII tests bypassed by the decentralized network, which is approximately 0.24% of the total number of initial OBDII tests. Of these, 2,260 were bypassed to the 2500 RPM test and resulted in a 0.8% failure rate, and 1,647 were bypassed to the ASM5015 test, resulting in a 2.9% failure rate. The overall failure rate for decentralized bypasses was 1.6%.

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

In the year 2007, there were 627 OBDII tests bypassed by the CIF network, which is approximately 0.04% of the total number of initial OBDII tests. Of these, 581 were bypassed to the 2500 RPM test and resulted in a 5.2% failure rate, and 46 were bypassed to the ASM5015 test, resulting in an 8.7% failure rate. The overall failure rate for the CIF bypasses was 5.4%. This low failure rate is due to the high percentage of new model year vehicles that were bypassed.

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

Summary of OBDII Inspection Data

There were a total of 1,635,761 initial OBDII inspections in the year 2007. Of these, 1,609,674 (98.4%) passed either initially or a first or subsequent retest, and approximately 26,087 (1.6%) failed and dropped out of the inspection cycle without ever having passed. This information is presented in more detail by model year and vehicle type in Appendix I - Part F, Table F-1.

As stated earlier, an OBDII inspection encompasses several different test components. These include the bulb check, the key-on-engine-running (KOER) MIL check, the DLC check, the communications check, the MIL command status, and the readiness status. Of the 1,635,761 initial overall OBDII inspections, 1,499,811 (91.7%) passed, while 135,950 (8.3%) failed at least one OBDII test component. Table 5 shows the initial pass/fail summary for the overall OBDII inspection and for each individual component of the OBDII inspection. As some initial overall OBDII inspections resulted in multiple OBDII component failures, Table 5 reflects multiple counting of any such inspection.

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

Component	# Initial Tests	# Pass	Pass Rate	# Fail	Fail Rate
Overall	1,635,761	1,499,811	91.7%	135,950	8.3%
Bulb Check	1,635,761	1,627,279	99.5%	8,482	0.5%
KOER MIL Check	1,627,279	1,548,440	95.2%	78,839	4.8%
DLC Check	1,635,761	1,631,740	99.8%	4,021	0.2%
Communication	1,622,678	1,616,404	99.6%	6,274	0.4%
Readiness Status	1,620,764	1,571,678	97.0%	49,086	3.0%
MIL Command Status	1,616,401	1,532,020	94.8%	84,384	5.2%

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

communications, MIL command status, and readiness components of the OBDII test. These vehicles are given an ASM5015 tailpipe emissions test as long as they passed the KOER MIL check component of the OBDII test.

A final nuance in Table 5 is that the number of initial readiness checks would normally equal the number of initial MIL command status checks. However, in the year 2007, the inspection software generated an automatic readiness result of “pass” to those vehicles exempt from readiness. Vehicles of model year 1996 and 1997 have a higher fraction of readiness-exempted vehicles. In the year 2007, there were 4,863 readiness-exempted vehicles that were defaulted to a “pass” result for the readiness check, but never went on to the MIL command status check because they failed for a previous portion of the OBDII test, i.e. DLC check or communications.

The initial OBDII pass/fail summary data by component is presented in more detail by model year and vehicle type in Appendix I - Part F, Table F-2. Of note in the detailed data is that the overall failure rate for model year 2006 and 2007 vehicles increases significantly. This represents a small number of vehicles and primarily results from two issues: 1) the increased communications failures resulted from improper identification of CAN-equipped OBD vehicles, and 2) the increased readiness failures (most evident for 2007 vehicles) resulted from brand new vehicles brought in for inspection when the vehicles had not been operated sufficiently for OBD monitors to run and set.

Initial OBDII and Gas Cap Test Results

There were 1,618,627 vehicles initially inspected for both OBDII and gas cap. Table 6 presents a direct comparison of the results of these two tests.

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

Scenario	# of Tests	% of Tests
Passed Both OBDII and Gas Cap	1,579,468	97.6%
Passed OBDII and Failed Gas Cap	28,968	1.8%
Failed OBDII and Passed Gas Cap	9,493	0.6%
Failed Both OBDII and Gas Cap	698	0.04%
Totals	1,618,627	100%

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

MIL Command Status Versus Presence of DTCs

There were 1,616,401 initial OBDII MIL command status checks. This number is less than the total number of initial OBDII inspections because vehicles that fail for the DLC or communications portion of the OBDII test would not continue on to the MIL command

status check. In addition, vehicles that receive the bulb check, KOER MIL check, and DLC check, but are then exempt for the remainder of the OBDII inspection due to a known communications problem, are not given a MIL command status check. Table 7 presents the results of the OBDII MIL command status checks in comparison to the presence of DTCs.

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

Scenario	# of Tests	% of Tests
MIL Off with No DTCs	1,526,182	94.4%
MIL Off with DTCs	5,835	0.36%
MIL On with No DTCs	1,163	0.07%
MIL On with DTCs	83,221	5.1%
Totals	1,616,401	100%

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

Readiness Status and Unset Monitors

There were 1,620,764 initial readiness checks. This number would normally equal the number of initial MIL command status checks. However, in the year 2007, the inspection software generated an automatic readiness result of “pass” to those vehicles exempt from readiness. Vehicles of model year 1996 and 1997 have a higher percentage of readiness-exempted vehicles. In the year 2007, there were 4,863 readiness-exempted vehicles that were defaulted to a “pass” result for the readiness check, but never went on to the MIL command status check because they failed for a previous portion of the OBDII test, i.e. DLC or communications.

Of the initial readiness checks, 1,418,033 (87.5%) had all monitors set, while 202,731 (12.5%) had not ready monitors. This number with not ready monitors are not necessarily failures, as model year 1996 through 2000 vehicles are allowed up to two not ready monitors, while model year 2001 and newer vehicles are allowed up to one not ready monitor. Taking these allowances into consideration, there were 49,086 actual readiness failures, for a readiness failure rate of 3.0%. More detailed information on readiness status by model year and vehicle type is presented in Appendix I - Part F, Table F-5.

OBDII Test Failures Switched to Tailpipe Testing

In the year 2007, there were 4,178 OBDII failures that were switched to tailpipe testing upon retest. This situation mainly occurs when a vehicle fails the OBDII test at a CIF and then is re-tested at a PIF. The reason this occurs varies, but can generally be grouped into one of the following categories:

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

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

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

Of the 4,178 OBDII failures switched to tailpipe testing, 4,147 (99.3%) passed the first or subsequent tailpipe retest, while 31 (0.7%) failed tailpipe testing and dropped out of the inspection cycle without ever having passed. This information is presented in more detail by model year and vehicle type in Appendix I - Part F, Table F-6.

Roadside Inspections

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

A total of 15,065 MIT inspections were performed in the year 2007. All of these received an emissions test as part of the inspection. Of the roadside emission inspections, 11,529 (76.5%) vehicles passed while 3,536 (23.5%) failed. Those failing any portion of a roadside inspection (safety or emissions) require repair and re-inspection at an authorized inspection facility (either CIF or PIF). Table 8 shows the pass/fail breakdown of MIT inspections for the safety portion of the inspection only, the emissions portion of the inspection only, and for the overall inspection (safety and emissions combined).

Table 8: Roadside Inspections

Inspection Component	# of Inspections	#Pass	# Fail	Fail Rate
Overall (Safety & Emissions Combined)	15,065	6,560	8,505	56.5%
Safety Portion Only	15,065	7,551	7,514	49.9%
Emission Portion Only	15,065	11,529	3,536	23.5%

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

Emission Re-Inspections

There were 267,173 (12.1%) overall initial emission inspection failures out of the 2,214,287 total initial overall emission inspections conducted in the year 2007. Vehicles failing their initial inspection are required to be repaired and re-inspected. In some cases, initially failed vehicles required multiple re-inspections before either passing or receiving a waiver from the inspection requirements.

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

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

When analyzing the data by total emission test failures, there were 286,543 initially failed emission tests in the year 2007. 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 (267,173) because a vehicle can fail more than one emission test type in any given inspection.

Table 9 shows the number of initial fails, number failing first retest, number passing first retest, percent failing first retest, and percent passing first retest for each emission test type for the year 2007. Note that the percentages failing and passing the first retest do not add up to 100% because they are shown as percentages of the number of initial failures, rather than the number of first retests.

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

Test Type	# Initial Fails	# Fail First Retest	# Pass First Retest	% Failing First Retest	% Passing First Retest
OBDII	135,950	11,474	105,418	8.4%	77.5%
ASM5015	80,551	7,512	57,284	9.3%	71.1%
2500 RPM	5,921	431	4,494	7.3%	75.9%
Idle	6,070	418	4,620	6.9%	76.1%
Gas Cap	47,449	448	43,542	0.9%	91.8%
Catalytic Converter	871	32	544	3.7%	62.5%
Visible Smoke	9,731	491	6,598	5.0%	67.8%
Overall	267,173	20,505	208,361	7.7%	78.0%

Table 10 shows the number of initial fails and the number and percent of second or subsequent retest passes for each emission test type for the year 2007.

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

Test Type	# Initial Fails	# Pass 2 nd or Subsequent Retest	% Pass 2 nd or Subsequent Retest
OBDII	135,950	4,257	3.1%
ASM5015	80,551	2,488	3.1%
2500 RPM	5,921	155	2.6%
Idle	6,070	167	2.8%
Gas Cap	47,449	260	0.5%
Catalytic Converter	871	10	1.1%
Visible Smoke	9,731	149	1.5%
Overall	267,173	7,699	2.9%

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

Waivers

In New Jersey, a vehicle that fails its ASM5015 exhaust emission test or its OBDII test can be waived from the inspection requirement. To receive a waiver, the vehicle must be able to pass an idle exhaust emission test (the inspection test used by the State for all vehicles in its basic I/M program, when no waivers were available), as well as the other emission-related component tests. In addition, the vehicle owner must have invested a minimum amount of monies toward emission-related repairs appropriate to the cause of the test failure. In the year 2007, that minimum cost expenditure was \$450.00.

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

In the year 2007, a total of 211 vehicles were granted waivers after initially failing an ASM5015 exhaust emission test or an OBDII test. This accounts for only 0.1 percent of the 216,501 vehicles that initially failed the ASM5015 exhaust emission test or OBDII test. Table 11 shows more details on the waivers issued by model year and vehicle type.

Table 11: Waiver Report by Model Year and Vehicle Type

Model Year	Vehicles Initially Failing ASM5015 or OBD Test	Waivers Received		Waivers for LDGV Vehicles	Waivers for LDGT1 Vehicles	Waivers for LDGT2 Vehicles
		Number	%			
Pre83/ Unknown	545	1	0.18%	1	0	0
1983	694	0	0.00%	0	0	0
1984	786	1	0.13%	1	0	0
1985	2,033	4	0.20%	3	0	1
1986	1,761	2	0.11%	2	0	0
1987	3,984	3	0.08%	3	0	0
1988	3,077	2	0.06%	2	0	0
1989	6,225	3	0.05%	1	2	0
1990	4,884	4	0.08%	3	1	0
1991	10,488	13	0.12%	11	2	0
1992	7,809	6	0.08%	6	0	0
1993	15,260	7	0.05%	7	0	0
1994	8,605	3	0.03%	3	0	0
1995	14,278	5	0.04%	4	0	1
1996	14,519	15	0.10%	12	3	0
1997	22,636	41	0.18%	26	12	3
1998	15,809	20	0.13%	14	6	0
1999	18,694	19	0.10%	14	5	0
2000	14,112	15	0.11%	10	4	1
2001	21,903	33	0.15%	19	11	3
2002	10,674	5	0.05%	4	1	0
2003	11,055	7	0.06%	3	3	1
2004	3,613	1	0.03%	1	0	0
2005	1,328	1	0.08%	1	0	0
2006	1,051	0	0.00%	0	0	0
2007	632	0	0.00%	0	0	0
2008	46	0	0.00%	0	0	0
TOTAL	216,501	211	0.10%	151	50	10
% of Waivers Issued by Vehicle Type				72%	24%	5%

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

Vehicles With No Known Final Outcome

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

Of the 267,173 overall initial emission inspection failures, 208,361 (78.0%) passed a first retest, 7,699 (2.9%) passed a second or subsequent retest, 211 (0.08%) received a waiver, 23,428 (8.8%) dropped out of the registration database (i.e. no longer in fleet), and 27,685 (10.3%) had no known final outcome (i.e. dropped out of the inspection cycle without having passed an emission test or received a waiver in the 6 months following the end of the year and are still part of the registered fleet).

Table 12 shows the number of initial fails and the number and percent of vehicles with no known final outcome for each individual emission test type for the year 2007. A vehicle with no known final outcome is one with an initial result of fail that did not return and/or never received an emissions pass or a waiver within the following six (6) months, and is still part of the registered fleet in New Jersey.

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

Test Type	# of Initial Inspections	# Of Initial Fails	# of Inspections with No Known Final Outcome	Drop Rate - % of Initial Fails	Drop Rate – % of Initial Inspections
OBDII	1,635,761	135,950	15,744	11.6%	1.0%
ASM5015	457,478	80,551	9,605	11.9%	2.1%
2500 RPM	34,031	5,921	598	10.1%	1.8 %
Idle	87,017	6,070	754	12.4%	0.9%
Gas Cap	2,189,823	47,449	2,078	4.4%	0.1%
Catalytic Converter	2,205,396	871	177	20.3%	0.01%
Visible Smoke	2,214,287	9,731	1,456	15.0%	0.1%
Overall	2,214,287	267,173	27,685	10.3%	1.3%

Overall, there were a total of 27,685 vehicles with no known final outcome for the year 2007. This analysis takes into consideration vehicles inspected late in the year 2007 that returned for inspection in the early months of 2008. As such, the overall drop rate (vehicles with no known final outcome) as a percentage of total initial emissions inspections is 1.3%.

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

Table 13: Vehicles With No Known Final Outcome

Model Year	Overall # Vehicles With No Known Outcome	% of Total Vehicles Dropped	Vehicle Type				
			# HDGV Vehicles	# LDGT1 Vehicles	# LDGT2 Vehicles	# LDGV Vehicles	# Unknown Type Vehicles
Pre83/Unknown	428	1.55%	16	59	43	283	27
1983	87	0.31%	4	23	8	47	5
1984	161	0.58%	12	33	12	94	10
1985	262	0.95%	17	47	22	168	8
1986	295	1.07%	23	68	31	168	5
1987	539	1.95%	24	118	34	352	11
1988	467	1.69%	13	136	51	257	10
1989	749	2.71%	31	194	73	439	12
1990	782	2.82%	24	155	47	547	9
1991	1,369	4.94%	18	272	52	1,017	10
1992	1,122	4.05%	13	195	57	853	4
1993	1,887	6.82%	18	444	77	1,343	5
1994	1,263	4.56%	24	319	87	823	10
1995	1,802	6.51%	21	484	121	1,162	14
1996	2,635	9.52%	8	735	195	1,686	11
1997	3,281	11.85%	24	940	237	2,073	7
1998	2,447	8.84%	4	844	208	1,386	5
1999	2,296	8.29%	13	555	261	1,461	6
2000	1,720	6.21%	2	493	146	1,078	1
2001	1,983	7.16%	6	660	197	1,115	5
2002	999	3.61%	5	300	121	570	3
2003	692	2.50%	9	174	108	395	6
2004	215	0.78%	1	63	31	119	1
2005	70	0.25%	2	22	6	39	1
2006	49	0.18%	2	6	6	34	1
2007	78	0.28%	1	25	16	36	0
2008	7	0.03%	1	1	1	4	0
Totals	27,685	100.00%	336	7,365	2,248	17,549	187
% of Total Vehicles Dropped			1.21%	26.60%	8.12%	63.39%	0.68%

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

Emissions Repair

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

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

Test Type	# First Retest Insp	# Fail	# Pass	Fail Rate	Pass Rate
OBDII	116,892	11,474	105,418	9.8%	90.2%
ASM5015	64,796	7,512	57,284	11.6%	88.4%
2500 RPM	4,925	431	4,494	8.8%	91.2%
Idle	5,038	418	4,620	8.3%	91.7%
Gas Cap	43,990	448	43,542	1.0%	99.0%
Catalytic Converter	576	32	544	5.6%	94.4%
Visible Smoke	7,089	491	6,598	6.9%	93.1%
Overall	228,866	20,505	208,361	9.0%	91.0%

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

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

For those vehicles which failed the ASM5015 exhaust emission test and were subsequently repaired to pass re-inspection, the program resulted in a 52.9 percent reduction in hydrocarbon emissions, a 61.9 percent reduction in carbon monoxide emissions and a 42.6 percent reduction in nitrogen oxide (NO_x) emissions. These are combined totals from those vehicles tested in both the CIFs and PIFs.

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

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

Facility Type	# Vehicles	Hydrocarbons	Carbon Monoxide	Nitrogen Oxide
CIF	13,186	37.3%	44.5%	25.9%
PIF	11,968	65.9%	78.4%	62.9%
Total	25,157	52.9%	61.9%	42.6%

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

B. Quality Assurance Report

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

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

As discussed previously, in the year 2007, New Jersey's I/M program network consisted of 31 CIFs, with a combined total of 124 lanes, and 1,256 licensed PIFs. Each of these facilities, except for the Ridgewood CIF which permanently closed one month into the year, received at least one overt performance audit in 2007. This information is shown in Table 16. The NJMVC auditors generally conduct these performance audits by observing the inspectors under real world conditions and conducting record checks at the CIF and PIF facilities.

Table 16: Overt Performance Audits

	CIFs	PIFs
# receiving overt performance audits	30	1,256
# not receiving overt performance audits	0	0
# shut down as a result of overt performance audits	NA*	35

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

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

Covert performance audits detect one of two situations: either the vehicle fails inspection when it should have passed or the vehicle falsely passes inspection. The first situation, failing a vehicle that should have passed inspection, is most likely due to an equipment malfunction or poor inspector training and is a consumer protection issue. The covert audits from the year 2007 indicate that this first situation does not often occur.

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

In the year 2007, the NJMVC had 60 covert auditors and 40 covert vehicles available to conduct covert performance audits. During the year 2007, 30 CIFs and 1,210 PIFs received covert performance audits. A total of 383 covert audits were performed on the CIFs and 2,444 were performed on the PIFs. These totals include covert audits where the vehicle is set to fail safety and/or emissions.

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

Table 17: Covert Emissions-Related Performance Audits

Note: Data in this table reflects double counting of vehicles set to fail multiple components.		
	CIFs	PIFs
# conducted with the vehicle set to fail the exhaust test	0	0
# conducted with the vehicle set to fail OBDII test	174	1,334
# conducted with the vehicle set to fail the component check (catalyst)	0	0
# conducted with the vehicle set to fail the evaporative gas cap test	82	568
# conducted with the vehicle set to fail any combination of two or more of the above tests	69	503
# conducted with the vehicle not set to fail any emission inspection component	196	1,045
Total # of Covert Performance Audits	383	2,444

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

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

Note: Data in this table reflects double counting of audits falsely passing multiple components.		
	CIFs	PIFs
Total # of Covert Emissions-Related Audits	383	2,444
# of audits resulting in a false pass for the exhaust test	0	2
# of audits resulting in a false pass for the OBDII test	7	32
# of audits resulting in a false pass for the component check (catalyst)	0	0
# of audits resulting in a false pass for the evaporative gas cap test	0	32
# of audits resulting in a false pass for any combination of two or more of the above tests	0	3
# of audits resulting in a false pass for any non-emissions related component	34	718
# of audits resulting in a proper inspection (no false pass or false fails)	332	1,552

In the year 2007, the overall covert performance audit failure rate for the entire network was 33.4%. These results encompass all aspects of the covert performance audits, and are not strictly related to emissions items only. The overall failure rate for the centralized network alone was 13.3%, while that for the decentralized network was 36.5%. This information is presented in Table 19.

Table 19: Overall Covert Performance Audit Results

Network	Total Audits	Number Fail	Failure Rate	Number Pass	Pass Rate
Centralized	383	51	13.3%	332	86.7%
Decentralized	2,444	892	36.5%	1,552	63.5%
Total	2,827	943	33.4%	1,884	66.6%

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

New Jersey had 4,125 licensed inspectors conducting emission tests in both the CIFs and PIFs during the year 2007. Of these inspectors, 76 were suspended, fired, or otherwise prohibited from conducting emission inspections as a result of covert performance audits.

In addition, 42 inspectors were suspended, fired, or otherwise prohibited from testing for other causes (such as stealing/selling inspection stickers, official misconduct, fraudulent/improper record keeping, or overcharging for inspection). A total of 148 inspectors were fined during the year 2007.

The NJMVC conducted 337 hearings to consider adverse actions against inspectors and inspection facilities, and 298 of these hearings resulted in adverse actions against inspectors and inspection facilities. The remaining 39 resulted in no adverse action. A total of \$488,375 in fines was collected from either the State's centralized contractor, or from individual PIFs. The amount of the individual fine varies depending on the specific violation. Table 20 summarizes the results of all adjudicated actions only during the year 2007.

Table 20: Fines and Hearings

	Inspectors	Facilities
# suspended, fired, or otherwise prohibited from testing as a result of covert audits	76	37
# suspended, fired, or otherwise prohibited from testing for other causes	42	35
# that received fines	148	65
# of hearings held to consider adverse actions	246	91
# of hearings held resulting in adverse actions	216	82
Total amount collected in fines	\$282,325	\$206,050

C. Quality Control Report

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

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

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

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

In the year 2007, the NJMVC conducted a total of 2,253 equipment audits at the PIFs. Of these, 2,180 were initial audits.

Of the 1,256 PIFs, 178 (approximately 14%) failed an equipment audit during the year and were shut down as a result (PIFs are immediately shut down upon failure of an equipment audit and are reinstated when the equipment is repaired). This number does not match the total number of equipment audit failures, as some PIFs may have received more than one audit during the year.

The overall initial decentralized equipment audit failure rate for the year 2007 was 9.3%. One way to look at the PIF equipment audit data is by equipment manufacturer rather than by individual PIF. Table 21 summarizes the decentralized network initial equipment audit results by equipment manufacturer.

Table 21: Decentralized Initial Equipment Audit Summary

Manufacturer	# Audits	# Fail	% Fail	# Pass	% Pass
ESP	769	63	8.2%	706	91.8%
Dynotech	121	50	41.3%	71	58.7%
Snap-On	705	40	5.7%	665	94.3%
SPX	423	30	7.1%	393	92.9%
Worldwide	162	20	12.4%	142	87.6%
Overall	2,180	203	9.3%	1,977	90.7%

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

In 2007, the NJDEP performed 1,451 initial lane audits of the equipment in the CIFs/SIFs. These audits are conducted on the lanes in "as-is" condition without prior notice to the centralized contractor, except for the 1 and 2 lane facilities, which are audited by appointment to avoid any impact on lane availability or vehicle throughput. In addition, audits are limited to non-peak periods and as such, are not conducted at the beginning or the end of each month.

All of the 34 centralized stations, including the three Specialty Inspection Facilities, failed at least one equipment audit during the year 2007.

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

For the purposes of this report, only those CIF/SIF lanes where the equipment could not be repaired to pass a re-audit on the same day as the initial audit are classified "shutdown". As shown in Table 22, 17 centralized stations (50%) had at least one lane

shut down as a result of initial equipment audits during the year 2007. Lanes were shut down overnight an average of two (2) times per month in the year 2007.

Table 22: Centralized Initial Equipment Audit Summary

# of centralized and specialty stations	34
# of initial equipment audits	1,451
# of stations that have failed equipment audits	34
% of stations that have failed equipment audits	100%
# of stations with at least one lane shut down as a result of equipment audits	17
% of stations with at least one lane shut down as a result of equipment audits	50%
# of centralized and specialty lanes	127
# of lanes shut down at some point during the year as a result of equipment audits	28
% of lanes shut down at some point during the year as a result of equipment audits (the percent of the total number of centralized lanes)	22%

The overall initial centralized equipment audit failure rate for the year 2007 was 16%. A detailed breakdown of initial equipment audits by station is shown in Table 23. An additional breakdown by lane is presented in Appendix III.

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

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	3	1	33%	2	67%
Bakers Basin	72	12	17%	60	83%
Bridgeton	12	3	25%	9	75%
Cape May	12	1	8%	11	92%
Cherry Hill	73	6	8%	67	92%
Delanco	36	3	8%	33	92%
Deptford	48	6	13%	42	88%
Eatontown	72	13	18%	59	82%
Flemington	38	4	11%	34	89%
Freehold	68	3	4%	65	96%
Kilmer	73	10	14%	63	86%
Lakewood	69	6	9%	63	91%
Lodi	59	17	29%	42	71%
Manahawkin	34	6	18%	28	82%
Mays Landing	48	10	21%	38	79%
Millville	24	2	8%	22	92%
Montclair	23	5	22%	18	78%
Morristown Specialty	1	1	100%	0	0%
Newark	61	9	15%	52	85%
Newton	24	4	17%	20	83%
Paramus	57	12	21%	45	79%
Plainfield	36	2	6%	34	94%
Rahway	67	9	13%	58	87%
Randolph	69	14	20%	55	80%
Ridgewood	2	1	50%	1	50%
Salem	12	6	50%	6	50%
Secaucus	71	19	27%	52	73%
South Brunswick	71	16	23%	55	77%
Southampton	48	9	19%	39	81%
Washington	12	2	17%	10	83%
Wayne	94	10	11%	84	89%
Westfield	24	4	17%	20	83%
Winslow	36	7	19%	29	81%
Winslow Specialty	2	2	100%	0	0%
Totals	1,451	235	16%	1,216	84%

D. Enforcement Report

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

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

Inspection Sticker Compliance

As mentioned previously, New Jersey performed over 2.4 million inspections in the year 2007. During that year, the State conducted inspection sticker compliance surveys. A compliance survey is when vehicles are audited in a parking lot, or parked on the street, and compliance is determined by the inspection sticker expiration dates.

Both the NJDEP and the NJMVC conduct sticker surveys. The NJDEP sticker surveys are conducted on a regular monthly basis (an average of approximately 3,500 vehicles per month in the year 2007) throughout the year, while the NJMVC conducts one survey every six months (approximately 5,000 vehicles per survey). Both agencies conduct random surveys in various areas throughout the northern, central, and southern portions of the State. The NJMVC's overall compliance rate for the year 2007 was slightly lower (96.0%) than the NJDEP's (96.8%).

For the purposes of this report, both agencies' surveys were combined for an overall result. A total of 51,816 vehicles were surveyed in the year 2007. Of these, 50,058 (96.6%) were compliant with the program requirements. Detailed information on these sticker compliance surveys is presented in Appendix IV.

Inspection Sticker Inventory Tracking

The NJMVC developed a sticker Standard Operating Procedure (SOP) to track all stickers assigned to inspection facilities. This SOP was designed to prevent fraudulent issuance of approval stickers and in the event of missing stickers, an avenue in determining which responsible party may have been last to handle them. Sticker inventory audits are conducted two times per year at the CIFs in addition to monthly audits of the PIFs. Administrative action is taken against the inspector and/or facility if warranted. Table 24 presents inspection sticker enforcement activity for the year 2007.

Table 24: Inspection Sticker Inventory Tracking

Total # of compliance documents (stickers) issued to inspection stations	2,141,924
# of missing compliance documents (stickers)	4,498
# of time extensions & other exemptions granted to motorists	1,668

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

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

APPENDIX I

TEST DATA REPORT TABLES AND FIGURES

**APPENDIX I -
PART A**

**TOTAL
EMISSION
INSPECTIONS**

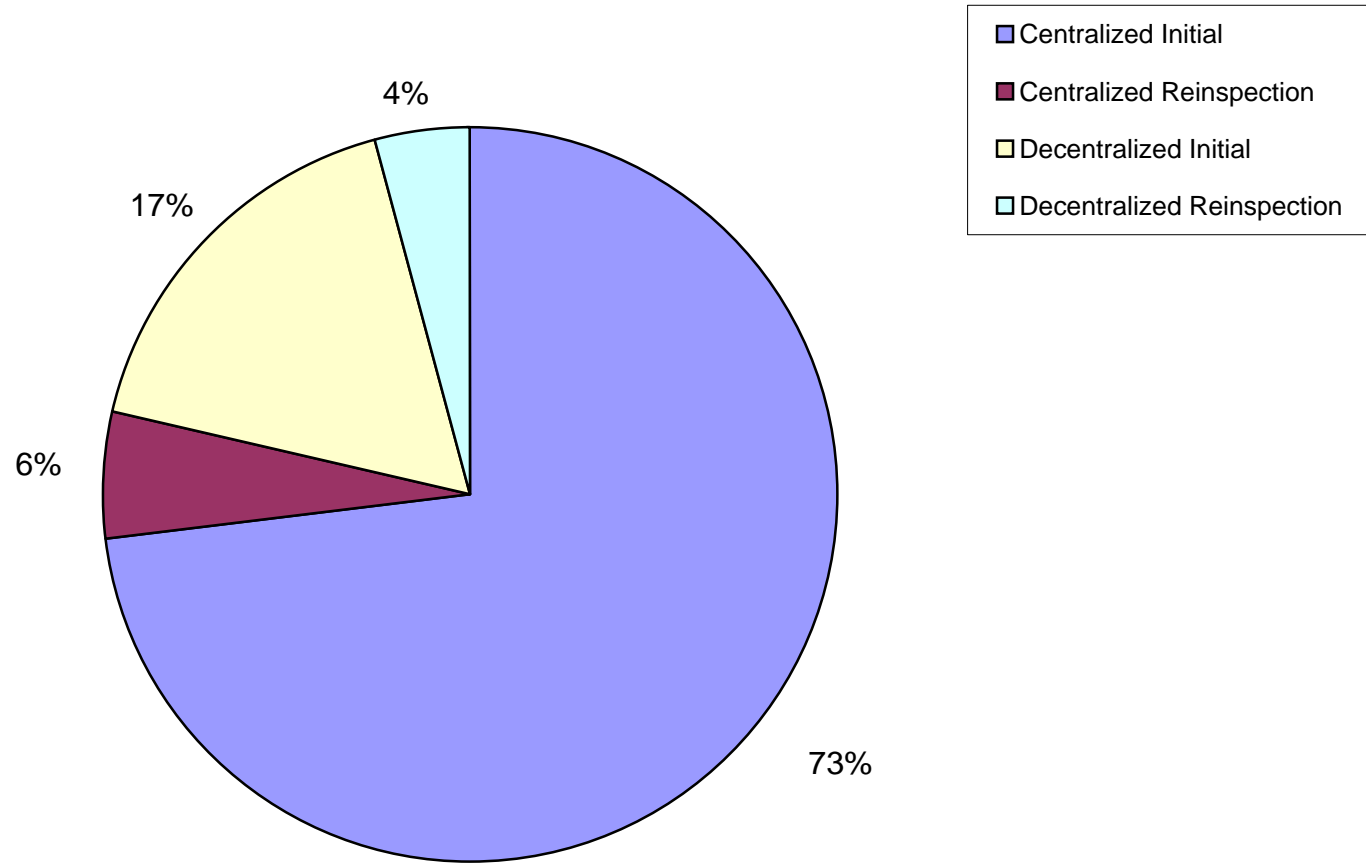
**New Jersey Enhanced Inspection and Maintenance Program
Summary of Total Emissions Inspections
Year 2007**

Test Station	Data	Initial	Reinspection	Grand Total
Centralized Inspection Facility	# of Inspections	1,777,781	134,759	1,912,540
	# Fail	217,711	20,395	238,106
	# Pass	1,560,070	114,364	1,674,434
Private Inspection Facility	# of Inspections	414,674	104,308	518,982
	# Fail	45,318	3,507	48,825
	# Pass	369,356	100,801	470,157
Private Fleet Facility	# of Inspections	5,545	307	5,852
	# Fail	309	6	315
	# Pass	5,236	301	5,537
Specialty Inspection Facility	# of Inspections	1,222	293	1,515
	# Fail	299	67	366
	# Pass	923	226	1,149
Mobile Inspection Team *Initial - 1st Inspection of 2007 Retest - 2nd or subsequent Insp 2007	# of Inspections	15,065	867	15,932
	# Fail	3,536	500	4,036
	# Pass	11,529	367	11,896
Total # of Inspections		2,214,287	240,534	2,454,821
Total # Fail		267,173	24,475	291,648
Total # Pass		1,947,114	216,059	2,163,173
% of Grand Total # of Inspections		90.2%	9.8%	

Total Emissions Inspections - Centralized/Decentralized Summary		
Centralized	1,929,987	78.6%
Decentralized	524,834	21.4%
Total	2,454,821	

Table A-1

**New Jersey Inspection and Maintenance Program
Number of Total Emissions Inspections
Year 2007**



This chart includes Initial Inspections
and All Reinspections

Number of Total Emissions Inspections - 2,454,821

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 2007**

Model Yr	Station Type	# Insp	# Fail	Fail Rate	# Pass	Pass Rate
Pre83/Unknown	Centralized	5,426	2,150	39.6%	3,276	60.4%
Pre83/Unknown	Decentralized	7,645	1,227	16.0%	6,418	84.0%
1983	Centralized	1,670	644	38.6%	1,026	61.4%
1983	Decentralized	1,637	284	17.3%	1,353	82.7%
1984	Centralized	1,757	750	42.7%	1,007	57.3%
1984	Decentralized	1,678	266	15.9%	1,412	84.1%
1985	Centralized	5,258	1,883	35.8%	3,375	64.2%
1985	Decentralized	4,326	686	15.9%	3,640	84.1%
1986	Centralized	4,495	1,760	39.2%	2,735	60.8%
1986	Decentralized	3,621	499	13.8%	3,122	86.2%
1987	Centralized	13,258	3,801	28.7%	9,457	71.3%
1987	Decentralized	8,779	1,161	13.2%	7,618	86.8%
1988	Centralized	8,664	2,963	34.2%	5,701	65.8%
1988	Decentralized	6,205	790	12.7%	5,415	87.3%
1989	Centralized	23,122	6,082	26.3%	17,040	73.7%
1989	Decentralized	12,797	1,433	11.2%	11,364	88.8%
1990	Centralized	14,982	4,783	31.9%	10,199	68.1%
1990	Decentralized	8,512	1,022	12.0%	7,490	88.0%
1991	Centralized	34,108	10,066	29.5%	24,042	70.5%
1991	Decentralized	16,004	2,237	14.0%	13,767	86.0%
1992	Centralized	23,801	7,456	31.3%	16,345	68.7%
1992	Decentralized	12,032	1,593	13.2%	10,439	86.8%
1993	Centralized	64,510	15,582	24.2%	48,928	75.8%
1993	Decentralized	25,242	2,972	11.8%	22,270	88.2%
1994	Centralized	41,867	9,322	22.3%	32,545	77.7%
1994	Decentralized	18,113	1,805	10.0%	16,308	90.0%
1995	Centralized	108,829	16,024	14.7%	92,805	85.3%
1995	Decentralized	35,196	2,610	7.4%	32,586	92.6%
1996	Centralized	59,626	13,294	22.3%	46,332	77.7%
1996	Decentralized	19,820	3,231	16.3%	16,589	83.7%
1997	Centralized	138,877	21,387	15.4%	117,490	84.6%
1997	Decentralized	34,487	4,573	13.3%	29,914	86.7%
1998	Centralized	97,063	14,739	15.2%	82,324	84.8%
1998	Decentralized	24,311	3,271	13.5%	21,040	86.5%
1999	Centralized	177,164	18,924	10.7%	158,240	89.3%
1999	Decentralized	36,008	3,557	9.9%	32,451	90.1%
2000	Centralized	136,722	14,436	10.6%	122,286	89.4%
2000	Decentralized	26,684	2,549	9.6%	24,135	90.4%
2001	Centralized	218,705	22,078	10.1%	196,627	89.9%
2001	Decentralized	35,900	3,795	10.6%	32,105	89.4%
2002	Centralized	141,824	11,416	8.0%	130,408	92.0%
2002	Decentralized	22,012	1,745	7.9%	20,267	92.1%
2003	Centralized	283,610	14,479	5.1%	269,131	94.9%
2003	Decentralized	36,910	1,973	5.3%	34,937	94.7%

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume and Pass/Fail Rate by Model Year/Station Type
Year 2007**

Model Yr	Station Type	# Insp	# Fail	Fail Rate	# Pass	Pass Rate
2004	Centralized	110,595	4,855	4.4%	105,740	95.6%
2004	Decentralized	12,979	873	6.7%	12,106	93.3%
2005	Centralized	35,633	1,499	4.2%	34,134	95.8%
2005	Decentralized	4,273	507	11.9%	3,766	88.1%
2006	Centralized	28,844	842	2.9%	28,002	97.1%
2006	Decentralized	2,823	506	17.9%	2,317	82.1%
2007	Centralized	13,189	318	2.4%	12,871	97.6%
2007	Decentralized	2,087	427	20.5%	1,660	79.5%
2008	Centralized	469	13	2.8%	456	97.2%
2008	Decentralized	138	35	25.4%	103	74.6%
Total	Centralized	1,794,068	221,546	12.3%	1,572,522	87.7%
Total	Decentralized	420,219	45,627	10.9%	374,592	89.1%
Grand Total		2,214,287	267,173	12.1%	1,947,114	87.9%

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Volume by Model Year - Centralized vs Decentralized
Year 2007**

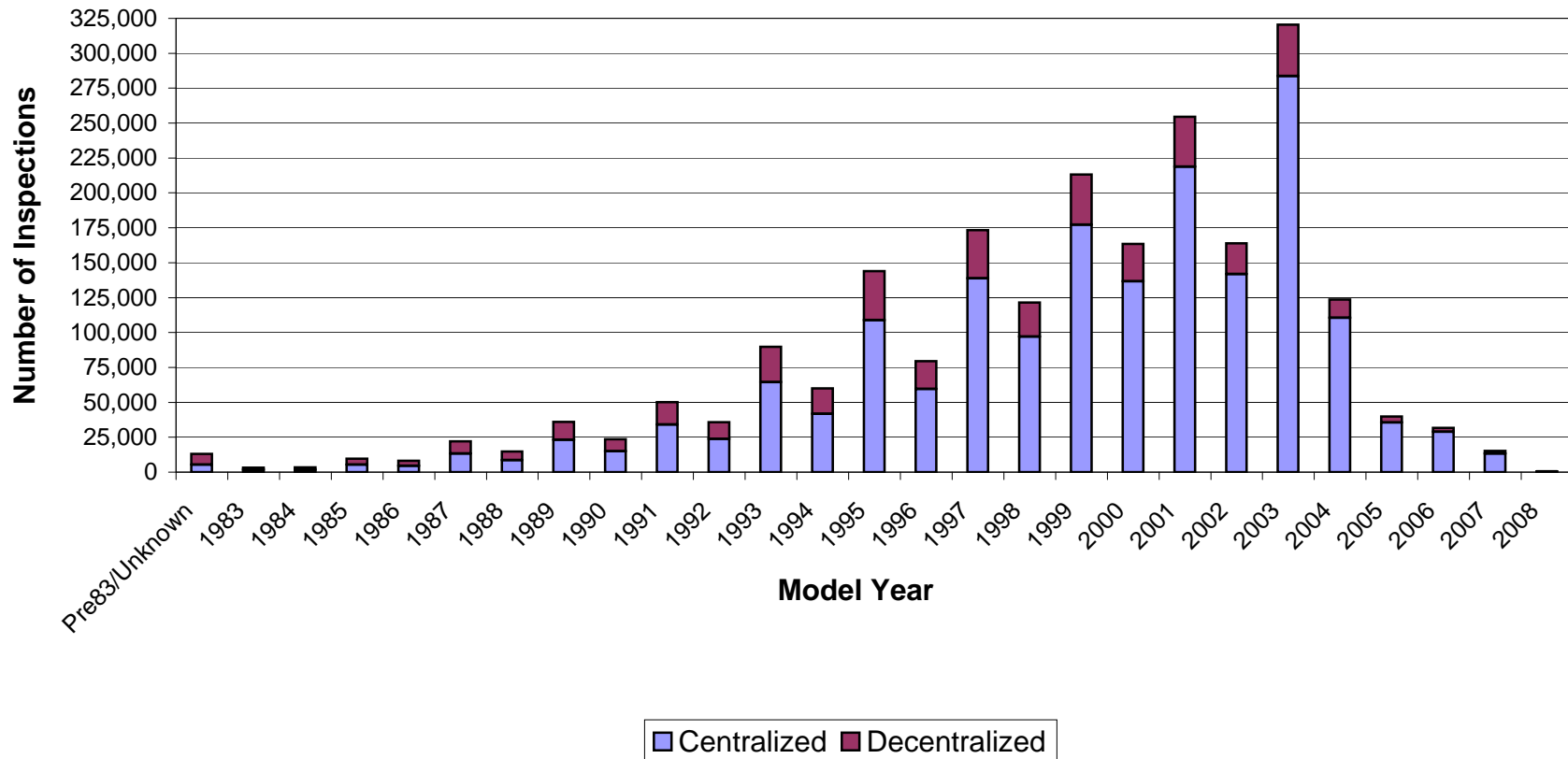


Figure B-1

**New Jersey Enhanced Inspection and Maintenance Program
Initial Emission Test Failure Rate by Model Year - Centralized vs Decentralized
Year 2007**

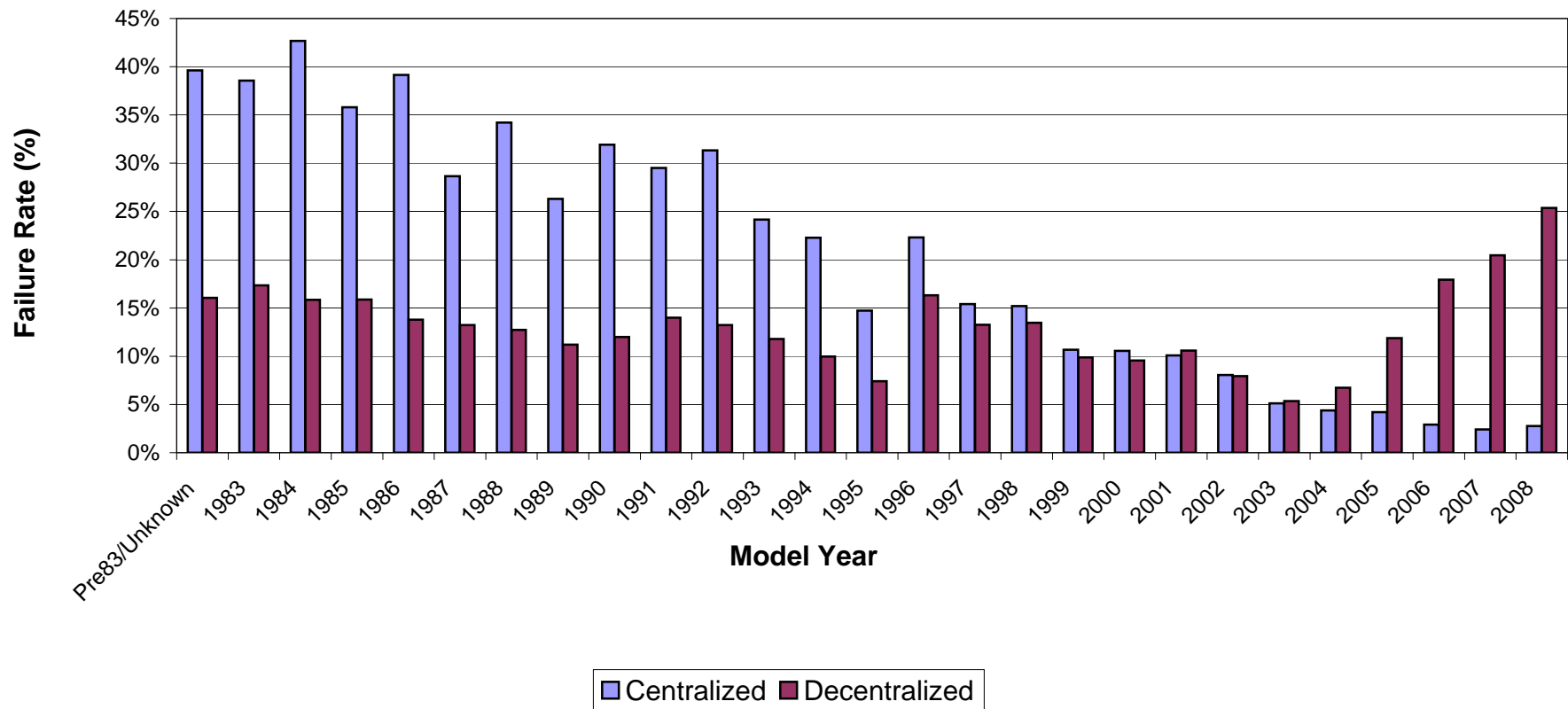


Figure B-2

**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 2007**

STATION NAME	# of Lanes	Inspections	# Pass	# Fail	% Fail
BAKERS BASIN CIF	6	94,746	83,867	10,879	11.5%
BRIDGETON CIF	1	16,936	14,313	2,623	15.5%
CAPE MAY CIF	1	21,148	18,611	2,537	12.0%
CHERRY HILL CIF	6	89,613	76,646	12,967	14.5%
DELANCO CIF	3	38,513	33,624	4,889	12.7%
DEPTFORD CIF	4	78,980	68,837	10,143	12.8%
EATONTOWN CIF	6	89,357	79,347	10,010	11.2%
FLEMINGTON CIF	3	54,033	49,205	4,828	8.9%
FREEHOLD CIF	6	58,517	52,500	6,017	10.3%
KILMER CIF	6	77,648	68,605	9,043	11.6%
LAKEWOOD CIF	6	99,156	88,087	11,069	11.2%
LODI CIF	5	79,839	68,629	11,210	14.0%
MANAHAWKIN CIF	3	34,748	30,866	3,882	11.2%
MAYS LANDING CIF	4	56,850	48,626	8,224	14.5%
MILLVILLE CIF	2	33,589	27,829	5,760	17.1%
MONTCLAIR CIF	2	29,418	26,344	3,074	10.4%
NEWARK CIF	5	78,431	62,956	15,475	19.7%
NEWTON CIF	2	37,243	33,269	3,974	10.7%
PARAMUS CIF	5	98,482	89,771	8,711	8.8%
PLAINFIELD CIF	3	41,046	34,649	6,397	15.6%
RAHWAY CIF	6	74,472	64,141	10,331	13.9%
RANDOLPH CIF	6	96,635	87,626	9,009	9.3%
RIDGEWOOD CIF	2	2,120	1,978	142	6.7%
SALEM CIF	1	16,839	14,809	2,030	12.1%
SECAUCUS CIF	6	68,833	59,048	9,785	14.2%
SOUTH BRUNSWICK CIF	6	53,579	48,457	5,122	9.6%
SOUTHAMPTON CIF	4	55,982	49,557	6,425	11.5%
WASHINGTON CIF	1	21,914	19,933	1,981	9.0%
WAYNE CIF	7	105,125	92,064	13,061	12.4%
WESTFIELD CIF	2	34,157	31,262	2,895	8.5%
WINSLOW CIF	3	39,826	34,609	5,217	13.1%
TOTAL	123	1,777,775	1,560,065	217,710	12.2%

Table C-1

**New Jersey Enhanced Inspection and Maintenance Program
Total Number of Initial Emission Inspections by Centralized Inspection Facility
Year 2007**

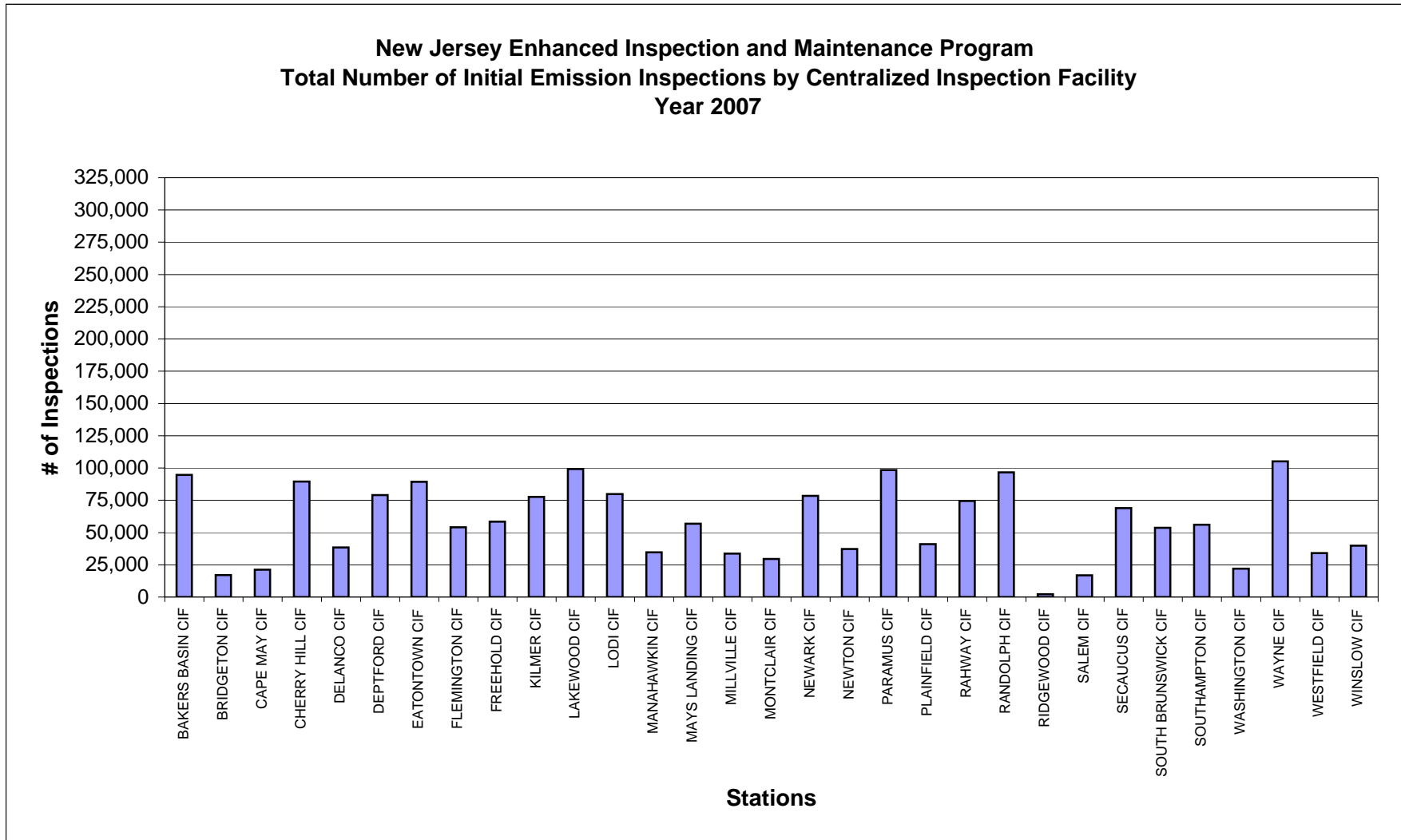


Figure C-1

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Test Failure Rate by Centralized Inspection Facility
Year 2007**

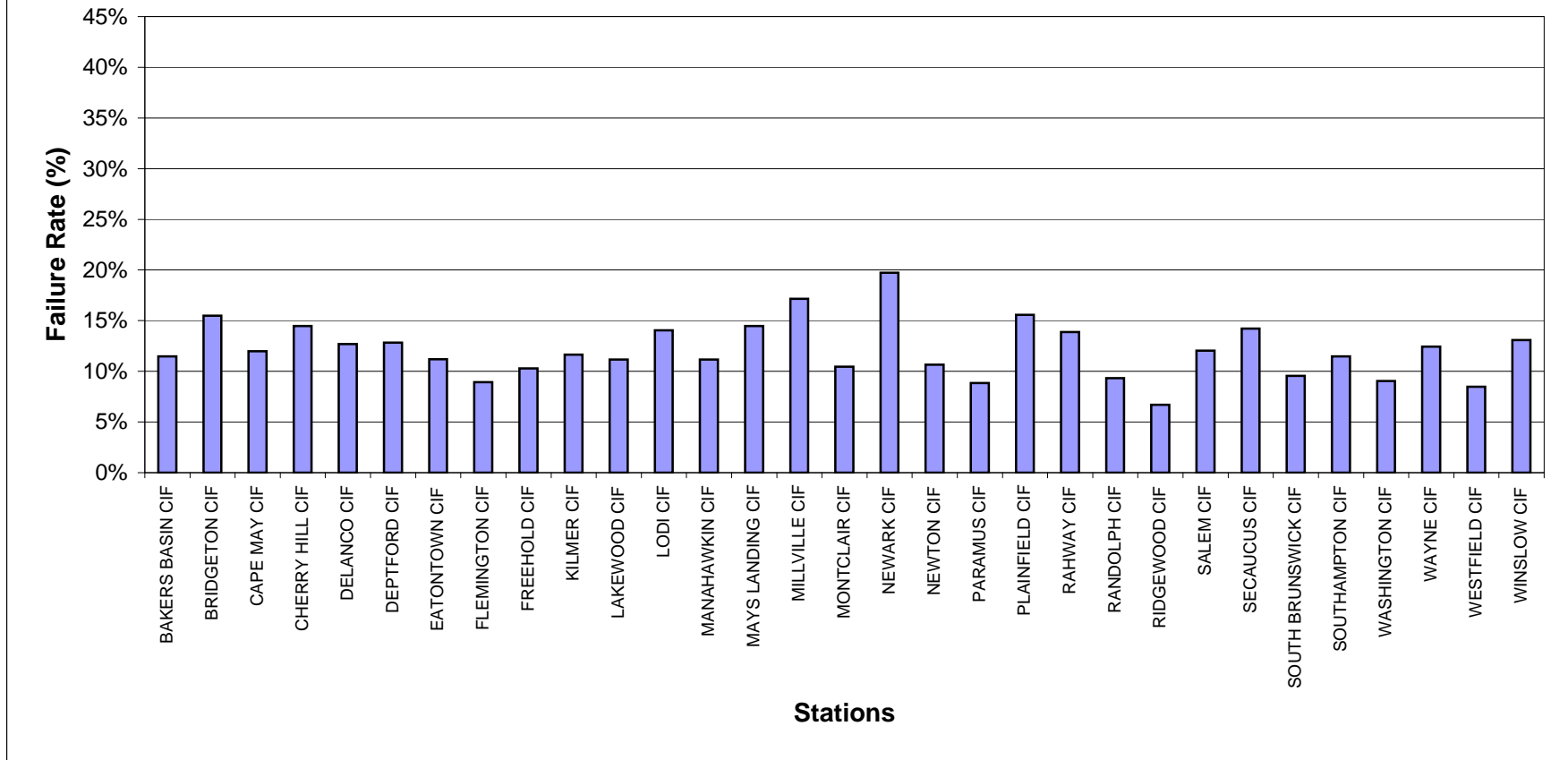


Figure C-2

**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 2007**

Model Year	# of Vehicles Tested					
	HDGV	LDGT1	LDGT2	LDGV	Unknown	Total
Pre 83/Unknown	731	1,874	1,064	8,781	621	13,071
1983	203	672	252	2,048	132	3,307
1984	275	685	276	2,044	155	3,435
1985	646	1,683	728	6,253	274	9,584
1986	575	1,750	638	4,858	295	8,116
1987	987	4,828	1,688	14,044	490	22,037
1988	851	3,599	1,512	8,529	378	14,869
1989	1,565	7,130	3,211	23,419	594	35,919
1990	743	4,275	1,633	16,543	300	23,494
1991	863	10,100	2,440	36,318	391	50,112
1992	710	6,958	2,042	25,847	276	35,833
1993	1,492	19,833	5,440	62,343	644	89,752
1994	1,474	15,697	4,598	37,674	537	59,980
1995	3,573	34,795	11,536	92,759	1,362	144,025
1996	1,707	21,734	5,411	49,986	608	79,446
1997	4,349	45,185	12,317	109,431	2,082	173,364
1998	1,856	35,742	9,984	72,925	867	121,374
1999	4,699	54,350	21,651	130,024	2,448	213,172
2000	3,362	45,029	13,421	99,795	1,799	163,406
2001	5,985	72,553	23,527	149,218	3,322	254,605
2002	3,162	49,257	14,838	94,854	1,725	163,836
2003	8,026	96,948	37,676	173,878	3,992	320,520
2004	2,015	39,345	13,458	67,772	984	123,574
2005	826	11,574	4,448	22,567	491	39,906
2006	1,047	7,418	3,985	18,779	438	31,667
2007	719	3,527	1,755	9,006	269	15,276
2008	39	163	73	307	25	607
Totals	52,480	596,704	199,602	1,340,002	25,499	2,214,287
% of Grand Total	2.4%	26.9%	9.0%	60.5%	1.2%	

HDGV - Heavy-Duty Gasoline Fueled Vehicle

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

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

LDGV - Light-Duty Gasoline-Fueled Vehicle

Table D-1

**New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2007**

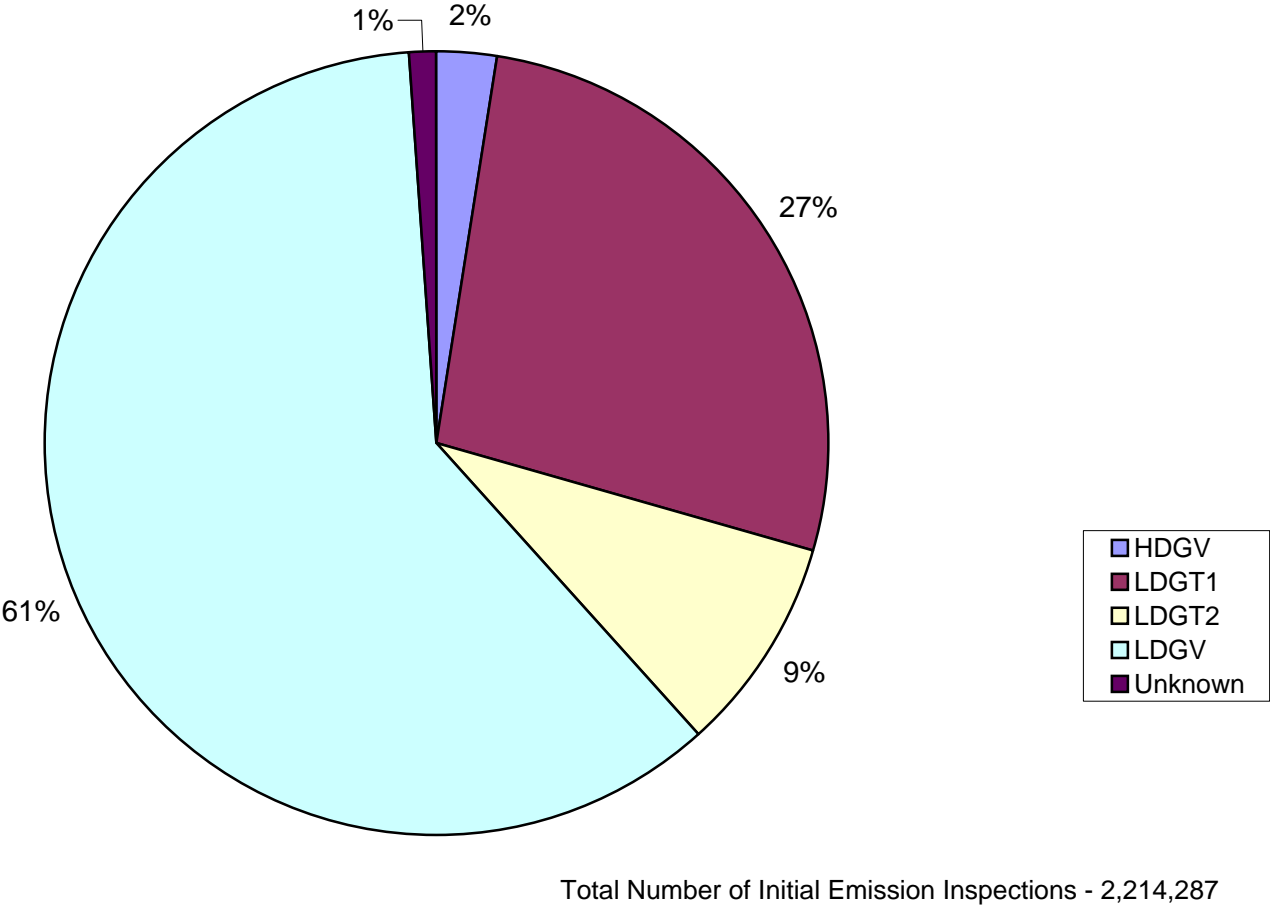


Figure D-1

**New Jersey Inspection and Maintenance Program
Initial Emission Inspection Volume by Vehicle Type
Year 2007**

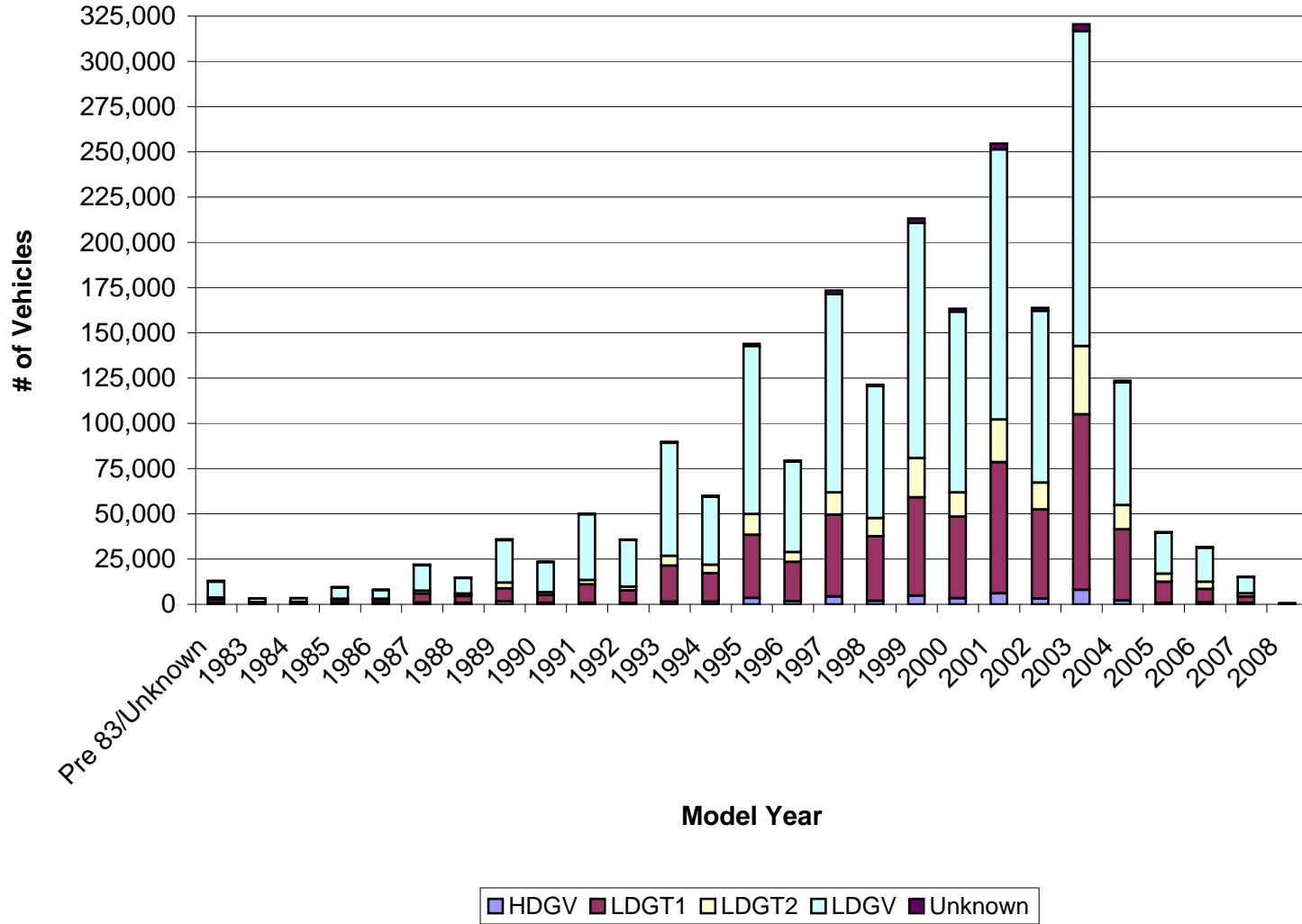


Figure D-2

**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 2007**

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 83/Unknown	HDGV	731	149	582	20.4%	0	0	0	-
Pre 83/Unknown	LDGT1	1,874	518	1,356	27.6%	39	4	35	10.3%
Pre 83/Unknown	LDGT2	1,064	333	731	31.3%	13	3	10	23.1%
Pre 83/Unknown	LDGV	8,781	2,193	6,588	25.0%	94	14	80	14.9%
Pre 83/Unknown	Unknown	621	184	437	29.6%	0	0	0	-
1983	HDGV	203	53	150	26.1%	0	0	0	-
1983	LDGT1	672	165	507	24.6%	0	0	0	-
1983	LDGT2	252	77	175	30.6%	0	0	0	-
1983	LDGV	2,048	587	1,461	28.7%	0	0	0	-
1983	Unknown	132	46	86	34.8%	0	0	0	-
1984	HDGV	275	64	211	23.3%	0	0	0	-
1984	LDGT1	685	222	463	32.4%	0	0	0	-
1984	LDGT2	276	79	197	28.6%	0	0	0	-
1984	LDGV	2,044	603	1,441	29.5%	0	0	0	-
1984	Unknown	155	48	107	31.0%	0	0	0	-
1985	HDGV	646	149	497	23.1%	0	0	0	-
1985	LDGT1	1,683	431	1,252	25.6%	0	0	0	-
1985	LDGT2	728	213	515	29.3%	0	0	0	-
1985	LDGV	6,253	1,678	4,575	26.8%	0	0	0	-
1985	Unknown	274	98	176	35.8%	0	0	0	-
1986	HDGV	575	161	414	28.0%	0	0	0	-
1986	LDGT1	1,750	463	1,287	26.5%	0	0	0	-
1986	LDGT2	638	189	449	29.6%	0	0	0	-
1986	LDGV	4,858	1,359	3,499	28.0%	0	0	0	-
1986	Unknown	295	87	208	29.5%	0	0	0	-
1987	HDGV	987	201	786	20.4%	0	0	0	-
1987	LDGT1	4,828	977	3,851	20.2%	0	0	0	-
1987	LDGT2	1,688	375	1,313	22.2%	0	0	0	-
1987	LDGV	14,044	3,278	10,766	23.3%	0	0	0	-
1987	Unknown	490	131	359	26.7%	0	0	0	-
1988	HDGV	851	143	708	16.8%	0	0	0	-
1988	LDGT1	3,599	1,028	2,571	28.6%	0	0	0	-
1988	LDGT2	1,512	399	1,113	26.4%	0	0	0	-
1988	LDGV	8,529	2,085	6,444	24.4%	0	0	0	-
1988	Unknown	378	98	280	25.9%	0	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2007**

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
1989	HDGV	1,565	246	1,319	15.7%	0	0	0	-
1989	LDGT1	7,130	1,824	5,306	25.6%	0	0	0	-
1989	LDGT2	3,211	657	2,554	20.5%	0	0	0	-
1989	LDGV	23,419	4,636	18,783	19.8%	0	0	0	-
1989	Unknown	594	152	442	25.6%	0	0	0	-
1990	HDGV	743	146	597	19.7%	0	0	0	-
1990	LDGT1	4,275	1,159	3,116	27.1%	0	0	0	-
1990	LDGT2	1,633	397	1,236	24.3%	0	0	0	-
1990	LDGV	16,543	4,033	12,510	24.4%	0	0	0	-
1990	Unknown	300	70	230	23.3%	0	0	0	-
1991	HDGV	863	145	718	16.8%	0	0	0	-
1991	LDGT1	10,100	2,435	7,665	24.1%	0	0	0	-
1991	LDGT2	2,440	531	1,909	21.8%	0	0	0	-
1991	LDGV	36,318	9,134	27,184	25.2%	0	0	0	-
1991	Unknown	391	58	333	14.8%	0	0	0	-
1992	HDGV	710	92	618	13.0%	0	0	0	-
1992	LDGT1	6,958	1,761	5,197	25.3%	0	0	0	-
1992	LDGT2	2,042	494	1,548	24.2%	0	0	0	-
1992	LDGV	25,847	6,662	19,185	25.8%	0	0	0	-
1992	Unknown	276	40	236	14.5%	0	0	0	-
1993	HDGV	1,492	189	1,303	12.7%	0	0	0	-
1993	LDGT1	19,833	4,238	15,595	21.4%	0	0	0	-
1993	LDGT2	5,440	1,015	4,425	18.7%	0	0	0	-
1993	LDGV	62,343	13,025	49,318	20.9%	0	0	0	-
1993	Unknown	644	87	557	13.5%	0	0	0	-
1994	HDGV	1,474	178	1,296	12.1%	0	0	0	-
1994	LDGT1	15,697	2,933	12,764	18.7%	0	0	0	-
1994	LDGT2	4,598	708	3,890	15.4%	0	0	0	-
1994	LDGV	37,674	7,208	30,466	19.1%	0	0	0	-
1994	Unknown	537	100	437	18.6%	0	0	0	-
1995	HDGV	3,573	361	3,212	10.1%	0	0	0	-
1995	LDGT1	34,795	4,796	29,999	13.8%	0	0	0	-
1995	LDGT2	11,536	1,377	10,159	11.9%	0	0	0	-
1995	LDGV	92,759	11,893	80,866	12.8%	0	0	0	-
1995	Unknown	1,362	207	1,155	15.2%	0	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2007**

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
1996	HDGV	1,707	163	1,544	9.5%	0	0	0	-
1996	LDGT1	21,734	4,842	16,892	22.3%	21,680	4,129	17,551	19.0%
1996	LDGT2	5,411	1,152	4,259	21.3%	5,375	1,023	4,352	19.0%
1996	LDGV	49,986	10,291	39,695	20.6%	49,768	9,353	40,415	18.8%
1996	Unknown	608	77	531	12.7%	23	1	22	4.3%
1997	HDGV	4,349	275	4,074	6.3%	0	0	0	-
1997	LDGT1	45,185	7,706	37,479	17.1%	44,914	6,646	38,268	14.8%
1997	LDGT2	12,317	1,829	10,488	14.8%	12,300	1,606	10,694	13.1%
1997	LDGV	109,431	15,943	93,488	14.6%	108,966	14,334	94,632	13.2%
1997	Unknown	2,082	207	1,875	9.9%	23	3	20	13.0%
1998	HDGV	1,856	113	1,743	6.1%	0	0	0	-
1998	LDGT1	35,742	5,803	29,939	16.2%	34,446	5,115	29,331	14.8%
1998	LDGT2	9,984	1,525	8,459	15.3%	9,967	1,350	8,617	13.5%
1998	LDGV	72,925	10,513	62,412	14.4%	72,558	9,278	63,280	12.8%
1998	Unknown	867	56	811	6.5%	21	4	17	19.0%
1999	HDGV	4,699	281	4,418	6.0%	0	0	0	-
1999	LDGT1	54,350	5,720	48,630	10.5%	54,321	4,802	49,519	8.8%
1999	LDGT2	21,651	2,238	19,413	10.3%	21,632	1,907	19,725	8.8%
1999	LDGV	130,024	14,054	115,970	10.8%	129,599	11,978	117,621	9.2%
1999	Unknown	2,448	188	2,260	7.7%	34	2	32	5.9%
2000	HDGV	3,362	130	3,232	3.9%	0	0	0	-
2000	LDGT1	45,029	5,013	40,016	11.1%	44,983	4,099	40,884	9.1%
2000	LDGT2	13,421	1,246	12,175	9.3%	13,404	995	12,409	7.4%
2000	LDGV	99,795	10,472	89,323	10.5%	99,618	9,012	90,606	9.0%
2000	Unknown	1,799	124	1,675	6.9%	26	4	22	15.4%
2001	HDGV	5,985	187	5,798	3.1%	0	0	0	-
2001	LDGT1	72,553	9,056	63,497	12.5%	72,518	7,612	64,906	10.5%
2001	LDGT2	23,527	2,684	20,843	11.4%	23,500	2,170	21,330	9.2%
2001	LDGV	149,218	13,780	135,438	9.2%	148,832	12,115	136,717	8.1%
2001	Unknown	3,322	166	3,156	5.0%	37	5	32	13.5%
2002	HDGV	3,162	102	3,060	3.2%	0	0	0	-
2002	LDGT1	49,257	4,557	44,700	9.3%	49,069	3,683	45,386	7.5%
2002	LDGT2	14,838	1,546	13,292	10.4%	14,828	1,195	13,633	8.1%
2002	LDGV	94,854	6,850	88,004	7.2%	94,817	5,794	89,023	6.1%
2002	Unknown	1,725	106	1,619	6.1%	28	2	26	7.1%

Table E (Page 3 of 12)

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2007**

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
2003	HDGV	8,026	237	7,789	3.0%	0	0	0	-
2003	LDGT1	96,948	5,045	91,903	5.2%	96,907	3,151	93,756	3.3%
2003	LDGT2	37,676	2,474	35,202	6.6%	37,649	1,746	35,903	4.6%
2003	LDGV	173,878	8,444	165,434	4.9%	173,478	6,154	167,324	3.5%
2003	Unknown	3,992	252	3,740	6.3%	52	1	51	1.9%
2004	HDGV	2,015	67	1,948	3.3%	0	0	0	-
2004	LDGT1	39,345	1,745	37,600	4.4%	39,189	1,143	38,046	2.9%
2004	LDGT2	13,458	713	12,745	5.3%	13,347	486	12,861	3.6%
2004	LDGV	67,772	3,156	64,616	4.7%	66,797	1,979	64,818	3.0%
2004	Unknown	984	47	937	4.8%	14	0	14	0.0%
2005	HDGV	826	21	805	2.5%	0	0	0	-
2005	LDGT1	11,574	594	10,980	5.1%	11,373	419	10,954	3.7%
2005	LDGT2	4,448	221	4,227	5.0%	4,323	162	4,161	3.7%
2005	LDGV	22,567	1,159	21,408	5.1%	21,806	744	21,062	3.4%
2005	Unknown	491	11	480	2.2%	5	0	5	0.0%
2006	HDGV	1,047	14	1,033	1.3%	0	0	0	-
2006	LDGT1	7,418	255	7,163	3.4%	7,292	183	7,109	2.5%
2006	LDGT2	3,985	185	3,800	4.6%	3,843	166	3,677	4.3%
2006	LDGV	18,779	885	17,894	4.7%	18,261	698	17,563	3.8%
2006	Unknown	438	9	429	2.1%	5	2	3	40.0%
2007	HDGV	719	4	715	0.6%	0	0	0	-
2007	LDGT1	3,527	178	3,349	5.0%	3,351	154	3,197	4.6%
2007	LDGT2	1,755	104	1,651	5.9%	1,616	98	1,518	6.1%
2007	LDGV	9,006	458	8,548	5.1%	8,555	380	8,175	4.4%
2007	Unknown	269	1	268	0.4%	2	0	2	0.0%
2008	HDGV	39	1	38	2.6%	0	0	0	-
2008	LDGT1	163	11	152	6.7%	134	10	124	7.5%
2008	LDGT2	73	8	65	11.0%	61	8	53	13.1%
2008	LDGV	307	28	279	9.1%	268	28	240	10.4%
2008	Unknown	25	0	25	0.0%	0	0	0	-
Totals		2,214,287	267,173	1,947,114	12.1%	1,635,761	135,950	1,499,811	8.3%

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	ASM Insps	ASM Fail	ASM Pass	ASM Fail Rate	2500 Insps	2500 Fail	2500 Pass	2500 Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate
Pre 83/Unknown	HDGV	0	0	0	-	0	0	0	-	730	135	595	18.5%
Pre 83/Unknown	LDGT1	500	101	399	20.2%	37	11	26	29.7%	1,298	332	966	25.6%
Pre 83/Unknown	LDGT2	157	36	121	22.9%	13	4	9	30.8%	881	263	618	29.9%
Pre 83/Unknown	LDGV	1,470	386	1,084	26.3%	136	35	101	25.7%	7,081	1,602	5,479	22.6%
Pre 83/Unknown	Unknown	1	1	0	100.0%	1	1	0	100.0%	620	163	457	26.3%
1983	HDGV	0	0	0	-	0	0	0	-	203	51	152	25.1%
1983	LDGT1	644	127	517	19.7%	28	9	19	32.1%	0	0	0	-
1983	LDGT2	239	56	183	23.4%	13	4	9	30.8%	0	0	0	-
1983	LDGV	1,905	511	1,394	26.8%	143	36	107	25.2%	0	0	0	-
1983	Unknown	0	0	0	-	1	0	1	0.0%	131	42	89	32.1%
1984	HDGV	0	0	0	-	0	0	0	-	274	56	218	20.4%
1984	LDGT1	647	187	460	28.9%	38	11	27	28.9%	0	0	0	-
1984	LDGT2	262	59	203	22.5%	14	6	8	42.9%	0	0	0	-
1984	LDGV	1,918	539	1,379	28.1%	115	18	97	15.7%	11	2	9	18.2%
1984	Unknown	1	1	0	100.0%	0	0	0	-	155	46	109	29.7%
1985	HDGV	0	0	0	-	0	0	0	-	642	133	509	20.7%
1985	LDGT1	1,602	342	1,260	21.3%	81	16	65	19.8%	0	0	0	-
1985	LDGT2	695	186	509	26.8%	33	9	24	27.3%	0	0	0	-
1985	LDGV	5,961	1,502	4,459	25.2%	272	43	229	15.8%	20	4	16	20.0%
1985	Unknown	4	3	1	75.0%	0	0	0	-	274	88	186	32.1%
1986	HDGV	0	0	0	-	0	0	0	-	574	147	427	25.6%
1986	LDGT1	1,686	363	1,323	21.5%	63	24	39	38.1%	1	1	0	100.0%
1986	LDGT2	607	153	454	25.2%	30	10	20	33.3%	1	1	0	100.0%
1986	LDGV	4,636	1,245	3,391	26.9%	197	37	160	18.8%	25	7	18	28.0%
1986	Unknown	1	0	1	0.0%	0	0	0	-	295	71	224	24.1%
1987	HDGV	0	0	0	-	0	0	0	-	979	171	808	17.5%
1987	LDGT1	4,656	754	3,902	16.2%	172	53	119	30.8%	0	0	0	-
1987	LDGT2	1,609	282	1,327	17.5%	79	24	55	30.4%	0	0	0	-
1987	LDGV	13,450	2,947	10,503	21.9%	527	96	431	18.2%	67	12	55	17.9%
1987	Unknown	8	1	7	12.5%	1	1	0	100.0%	489	109	380	22.3%
1988	HDGV	0	0	0	-	0	0	0	-	846	123	723	14.5%
1988	LDGT1	3,465	884	2,581	25.5%	133	43	90	32.3%	1	1	0	100.0%
1988	LDGT2	1,455	316	1,139	21.7%	52	16	36	30.8%	5	5	0	100.0%
1988	LDGV	8,234	1,877	6,357	22.8%	288	69	219	24.0%	7	0	7	0.0%
1988	Unknown	4	0	4	0.0%	1	1	0	100.0%	378	73	305	19.3%

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	ASM Insps	ASM Fail	ASM Pass	ASM Fail Rate	2500 Insps	2500 Fail	2500 Pass	2500 Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate
1989	HDGV	0	0	0	-	0	0	0	-	1,557	208	1,349	13.4%
1989	LDGT1	6,900	1,539	5,361	22.3%	230	64	166	27.8%	0	0	0	-
1989	LDGT2	3,090	529	2,561	17.1%	117	27	90	23.1%	4	4	0	100.0%
1989	LDGV	22,742	4,154	18,588	18.3%	677	124	553	18.3%	0	0	0	-
1989	Unknown	8	3	5	37.5%	0	0	0	-	594	117	477	19.7%
1990	HDGV	0	0	0	-	0	0	0	-	741	117	624	15.8%
1990	LDGT1	4,095	959	3,136	23.4%	180	52	128	28.9%	0	0	0	-
1990	LDGT2	1,581	319	1,262	20.2%	52	16	36	30.8%	0	0	0	-
1990	LDGV	15,926	3,605	12,321	22.6%	617	135	482	21.9%	0	0	0	-
1990	Unknown	3	1	2	33.3%	1	0	1	0.0%	298	51	247	17.1%
1991	HDGV	0	0	0	-	0	0	0	-	853	106	747	12.4%
1991	LDGT1	9,560	2,030	7,530	21.2%	540	130	410	24.1%	0	0	0	-
1991	LDGT2	2,274	421	1,853	18.5%	166	38	128	22.9%	0	0	0	-
1991	LDGV	34,095	8,036	26,059	23.6%	2,221	419	1,802	18.9%	2	0	2	0.0%
1991	Unknown	9	1	8	11.1%	1	1	0	100.0%	391	46	345	11.8%
1992	HDGV	0	0	0	-	0	0	0	-	705	69	636	9.8%
1992	LDGT1	6,653	1,505	5,148	22.6%	304	73	231	24.0%	1	1	0	100.0%
1992	LDGT2	1,927	399	1,528	20.7%	113	25	88	22.1%	2	2	0	100.0%
1992	LDGV	24,062	5,905	18,157	24.5%	1,785	358	1,427	20.1%	0	0	0	-
1992	Unknown	4	0	4	0.0%	3	1	2	33.3%	274	24	250	8.8%
1993	HDGV	0	0	0	-	0	0	0	-	1,479	143	1,336	9.7%
1993	LDGT1	17,897	3,298	14,599	18.4%	1,935	507	1,428	26.2%	1	1	0	100.0%
1993	LDGT2	5,161	769	4,392	14.9%	277	57	220	20.6%	2	2	0	100.0%
1993	LDGV	57,948	11,192	46,756	19.3%	4,395	894	3,501	20.3%	0	0	0	-
1993	Unknown	11	1	10	9.1%	2	0	2	0.0%	644	58	586	9.0%
1994	HDGV	0	0	0	-	0	0	0	-	1,465	134	1,331	9.1%
1994	LDGT1	13,861	2,065	11,796	14.9%	1,836	496	1,340	27.0%	0	0	0	-
1994	LDGT2	4,244	506	3,738	11.9%	353	72	281	20.4%	1	1	0	100.0%
1994	LDGV	35,039	6,034	29,005	17.2%	2,635	483	2,152	18.3%	0	0	0	-
1994	Unknown	7	0	7	0.0%	2	0	2	0.0%	537	65	472	12.1%
1995	HDGV	0	0	0	-	0	0	0	-	3,543	250	3,293	7.1%
1995	LDGT1	31,848	3,705	28,143	11.6%	2,947	478	2,469	16.2%	0	0	0	-
1995	LDGT2	10,819	992	9,827	9.2%	717	112	605	15.6%	0	0	0	-
1995	LDGV	86,608	9,575	77,033	11.1%	6,151	746	5,405	12.1%	0	0	0	-
1995	Unknown	27	6	21	22.2%	4	1	3	25.0%	1,361	120	1,241	8.8%

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	ASM Insps	ASM Fail	ASM Pass	ASM Fail Rate	2500 Insps	2500 Fail	2500 Pass	2500 Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate
1996	HDGV	0	0	0	-	0	0	0	-	1,688	101	1,587	6.0%
1996	LDGT1	26	5	21	19.2%	28	0	28	0.0%	0	0	0	-
1996	LDGT2	18	1	17	5.6%	18	0	18	0.0%	0	0	0	-
1996	LDGV	68	7	61	10.3%	150	5	145	3.3%	0	0	0	-
1996	Unknown	0	0	0	-	0	0	0	-	604	51	553	8.4%
1997	HDGV	0	0	0	-	0	0	0	-	4,330	160	4,170	3.7%
1997	LDGT1	185	13	172	7.0%	85	5	80	5.9%	1	0	1	0.0%
1997	LDGT2	4	1	3	25.0%	13	0	13	0.0%	0	0	0	-
1997	LDGV	431	33	398	7.7%	33	5	28	15.2%	1	0	1	0.0%
1997	Unknown	0	0	0	-	0	0	0	-	2,078	70	2,008	3.4%
1998	HDGV	0	0	0	-	0	0	0	-	1,838	46	1,792	2.5%
1998	LDGT1	1,249	24	1,225	1.9%	47	0	47	0.0%	0	0	0	-
1998	LDGT2	3	0	3	0.0%	14	1	13	7.1%	0	0	0	-
1998	LDGV	331	38	293	11.5%	35	2	33	5.7%	1	0	1	0.0%
1998	Unknown	0	0	0	-	0	0	0	-	864	21	843	2.4%
1999	HDGV	0	0	0	-	0	0	0	-	4,673	148	4,525	3.2%
1999	LDGT1	8	1	7	12.5%	21	1	20	4.8%	0	0	0	-
1999	LDGT2	6	0	6	0.0%	13	0	13	0.0%	0	0	0	-
1999	LDGV	333	4	329	1.2%	91	1	90	1.1%	1	0	1	0.0%
1999	Unknown	0	0	0	-	0	0	0	-	2,440	64	2,376	2.6%
2000	HDGV	0	0	0	-	0	0	0	-	3,344	41	3,303	1.2%
2000	LDGT1	26	1	25	3.8%	20	0	20	0.0%	0	0	0	-
2000	LDGT2	3	0	3	0.0%	14	0	14	0.0%	0	0	0	-
2000	LDGV	124	1	123	0.8%	53	3	50	5.7%	0	0	0	-
2000	Unknown	0	0	0	-	1	0	1	0.0%	1,790	31	1,759	1.7%
2001	HDGV	0	0	0	-	0	0	0	-	5,956	51	5,905	0.9%
2001	LDGT1	19	0	19	0.0%	16	1	15	6.3%	0	0	0	-
2001	LDGT2	5	0	5	0.0%	22	0	22	0.0%	0	0	0	-
2001	LDGV	305	1	304	0.3%	80	2	78	2.5%	1	0	1	0.0%
2001	Unknown	0	0	0	-	0	0	0	-	3,314	24	3,290	0.7%
2002	HDGV	0	0	0	-	0	0	0	-	3,143	25	3,118	0.8%
2002	LDGT1	5	0	5	0.0%	183	0	183	0.0%	0	0	0	-
2002	LDGT2	1	0	1	0.0%	9	0	9	0.0%	0	0	0	-
2002	LDGV	12	0	12	0.0%	25	0	25	0.0%	0	0	0	-
2002	Unknown	0	0	0	-	1	0	1	0.0%	1,715	14	1,701	0.8%

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	ASM Insps	ASM Fail	ASM Pass	ASM Fail Rate	2500 Insps	2500 Fail	2500 Pass	2500 Fail Rate	Idle Insps	Idle Fail	Idle Pass	Idle Fail Rate
2003	HDGV	0	0	0	-	0	0	0	-	7,983	36	7,947	0.5%
2003	LDGT1	10	0	10	0.0%	31	0	31	0.0%	0	0	0	-
2003	LDGT2	5	0	5	0.0%	22	0	22	0.0%	0	0	0	-
2003	LDGV	227	3	224	1.3%	173	2	171	1.2%	0	0	0	-
2003	Unknown	0	0	0	-	0	0	0	-	3,983	14	3,969	0.4%
2004	HDGV	0	0	0	-	0	0	0	-	2,006	2	2,004	0.1%
2004	LDGT1	9	0	9	0.0%	147	0	147	0.0%	0	0	0	-
2004	LDGT2	52	0	52	0.0%	59	1	58	1.7%	0	0	0	-
2004	LDGV	799	5	794	0.6%	176	1	175	0.6%	0	0	0	-
2004	Unknown	0	0	0	-	0	0	0	-	979	3	976	0.3%
2005	HDGV	0	0	0	-	0	0	0	-	824	4	820	0.5%
2005	LDGT1	22	0	22	0.0%	179	0	179	0.0%	0	0	0	-
2005	LDGT2	43	0	43	0.0%	82	0	82	0.0%	0	0	0	-
2005	LDGV	493	3	490	0.6%	268	2	266	0.7%	0	0	0	-
2005	Unknown	0	0	0	-	0	0	0	-	488	1	487	0.2%
2006	HDGV	0	0	0	-	0	0	0	-	1,043	2	1,041	0.2%
2006	LDGT1	44	0	44	0.0%	82	0	82	0.0%	0	0	0	-
2006	LDGT2	13	0	13	0.0%	129	0	129	0.0%	0	0	0	-
2006	LDGV	174	2	172	1.1%	344	3	341	0.9%	0	0	0	-
2006	Unknown	0	0	0	-	0	0	0	-	437	3	434	0.7%
2007	HDGV	0	0	0	-	0	0	0	-	719	0	719	0.0%
2007	LDGT1	35	0	35	0.0%	141	0	141	0.0%	0	0	0	-
2007	LDGT2	16	0	16	0.0%	123	0	123	0.0%	0	0	0	-
2007	LDGV	144	0	144	0.0%	307	0	307	0.0%	0	0	0	-
2007	Unknown	0	0	0	-	0	0	0	-	267	1	266	0.4%
2008	HDGV	0	0	0	-	0	0	0	-	38	0	38	0.0%
2008	LDGT1	3	0	3	0.0%	26	0	26	0.0%	0	0	0	-
2008	LDGT2	2	0	2	0.0%	10	0	10	0.0%	0	0	0	-
2008	LDGV	9	0	9	0.0%	30	0	30	0.0%	0	0	0	-
2008	Unknown	0	0	0	-	1	0	1	0.0%	25	0	25	0.0%
Totals		457,478	80,551	376,927	17.6%	34,031	5,921	28,110	17.4%	87,017	6,070	80,947	7.0%

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2007**

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 83/Unknown	HDGV	646	26	620	4.0%	400	3	397	0.75%	731	10	721	1.37%
Pre 83/Unknown	LDGT1	1,460	125	1,335	8.6%	1,245	21	1,224	1.69%	1,874	37	1,837	1.97%
Pre 83/Unknown	LDGT2	917	86	831	9.4%	706	11	695	1.56%	1,064	17	1,047	1.60%
Pre 83/Unknown	LDGV	5,891	287	5,604	4.9%	5,147	35	5,112	0.68%	8,781	109	8,672	1.24%
Pre 83/Unknown	Unknown	416	50	366	12.0%	237	1	236	0.42%	621	9	612	1.45%
1983	HDGV	195	6	189	3.1%	145	3	142	2.07%	203	3	200	1.48%
1983	LDGT1	656	46	610	7.0%	667	3	664	0.45%	672	16	656	2.38%
1983	LDGT2	250	25	225	10.0%	247	1	246	0.40%	252	1	251	0.40%
1983	LDGV	1,921	74	1,847	3.9%	2,041	6	2,035	0.29%	2,048	24	2,024	1.17%
1983	Unknown	103	11	92	10.7%	70	0	70	0.00%	132	3	129	2.27%
1984	HDGV	260	14	246	5.4%	186	1	185	0.54%	275	4	271	1.45%
1984	LDGT1	674	52	622	7.7%	680	7	673	1.03%	685	11	674	1.61%
1984	LDGT2	274	26	248	9.5%	271	2	269	0.74%	276	6	270	2.17%
1984	LDGV	1,975	104	1,871	5.3%	2,040	7	2,033	0.34%	2,044	33	2,011	1.61%
1984	Unknown	122	8	114	6.6%	88	0	88	0.00%	155	1	154	0.65%
1985	HDGV	608	31	577	5.1%	446	7	439	1.57%	646	7	639	1.08%
1985	LDGT1	1,664	116	1,548	7.0%	1,677	3	1,674	0.18%	1,683	41	1,642	2.44%
1985	LDGT2	727	52	675	7.2%	721	6	715	0.83%	728	20	708	2.75%
1985	LDGV	6,135	227	5,908	3.7%	6,241	10	6,231	0.16%	6,253	91	6,162	1.46%
1985	Unknown	219	17	202	7.8%	169	3	166	1.78%	274	4	270	1.46%
1986	HDGV	560	31	529	5.5%	438	4	434	0.91%	575	11	564	1.91%
1986	LDGT1	1,733	134	1,599	7.7%	1,744	6	1,738	0.34%	1,750	26	1,724	1.49%
1986	LDGT2	633	51	582	8.1%	632	8	624	1.27%	638	13	625	2.04%
1986	LDGV	4,743	134	4,609	2.8%	4,843	9	4,834	0.19%	4,858	104	4,754	2.14%
1986	Unknown	238	25	213	10.5%	174	0	174	0.00%	295	3	292	1.02%
1987	HDGV	931	46	885	4.9%	861	4	857	0.46%	987	13	974	1.32%
1987	LDGT1	4,796	255	4,541	5.3%	4,816	11	4,805	0.23%	4,828	74	4,754	1.53%
1987	LDGT2	1,677	103	1,574	6.1%	1,685	4	1,681	0.24%	1,688	19	1,669	1.13%
1987	LDGV	13,884	360	13,524	2.6%	14,029	19	14,010	0.14%	14,044	165	13,879	1.17%
1987	Unknown	403	32	371	7.9%	359	3	356	0.84%	490	1	489	0.20%
1988	HDGV	830	34	796	4.1%	818	2	816	0.24%	851	6	845	0.71%
1988	LDGT1	3,589	191	3,398	5.3%	3,592	7	3,585	0.19%	3,599	63	3,536	1.75%
1988	LDGT2	1,502	101	1,401	6.7%	1,511	3	1,508	0.20%	1,512	22	1,490	1.46%
1988	LDGV	8,436	257	8,179	3.0%	8,518	16	8,502	0.19%	8,529	142	8,387	1.66%
1988	Unknown	297	30	267	10.1%	316	3	313	0.95%	378	6	372	1.59%

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2007**

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
1989	HDGV	1,540	51	1,489	3.3%	1,545	2	1,543	0.13%	1,565	14	1,551	0.89%
1989	LDGT1	7,104	379	6,725	5.3%	7,114	15	7,099	0.21%	7,130	116	7,014	1.63%
1989	LDGT2	3,208	139	3,069	4.3%	3,205	2	3,203	0.06%	3,211	32	3,179	1.00%
1989	LDGV	23,239	574	22,665	2.5%	23,383	25	23,358	0.11%	23,419	277	23,142	1.18%
1989	Unknown	527	42	485	8.0%	548	2	546	0.36%	594	5	589	0.84%
1990	HDGV	733	36	697	4.9%	737	2	735	0.27%	743	7	736	0.94%
1990	LDGT1	4,257	248	4,009	5.8%	4,266	9	4,257	0.21%	4,275	71	4,204	1.66%
1990	LDGT2	1,631	90	1,541	5.5%	1,631	4	1,627	0.25%	1,633	23	1,610	1.41%
1990	LDGV	16,435	510	15,925	3.1%	16,512	32	16,480	0.19%	16,543	273	16,270	1.65%
1990	Unknown	267	25	242	9.4%	287	1	286	0.35%	300	0	300	0.00%
1991	HDGV	861	52	809	6.0%	858	2	856	0.23%	863	9	854	1.04%
1991	LDGT1	10,078	435	9,643	4.3%	10,087	6	10,081	0.06%	10,100	130	9,970	1.29%
1991	LDGT2	2,440	125	2,315	5.1%	2,432	3	2,429	0.12%	2,440	28	2,412	1.15%
1991	LDGV	36,167	1,072	35,095	3.0%	36,276	38	36,238	0.10%	36,318	610	35,708	1.68%
1991	Unknown	353	18	335	5.1%	376	1	375	0.27%	391	2	389	0.51%
1992	HDGV	706	33	673	4.7%	709	1	708	0.14%	710	6	704	0.85%
1992	LDGT1	6,952	285	6,667	4.1%	6,945	7	6,938	0.10%	6,958	118	6,840	1.70%
1992	LDGT2	2,037	98	1,939	4.8%	2,038	3	2,035	0.15%	2,042	27	2,015	1.32%
1992	LDGV	25,788	685	25,103	2.7%	25,811	29	25,782	0.11%	25,847	579	25,268	2.24%
1992	Unknown	255	18	237	7.1%	270	0	270	0.00%	276	0	276	0.00%
1993	HDGV	1,485	56	1,429	3.8%	1,486	1	1,485	0.07%	1,492	6	1,486	0.40%
1993	LDGT1	19,775	624	19,151	3.2%	19,807	11	19,796	0.06%	19,833	341	19,492	1.72%
1993	LDGT2	5,436	251	5,185	4.6%	5,430	2	5,428	0.04%	5,440	31	5,409	0.57%
1993	LDGV	62,228	1,436	60,792	2.3%	62,257	59	62,198	0.09%	62,343	1,212	61,131	1.94%
1993	Unknown	612	35	577	5.7%	632	1	631	0.16%	644	0	644	0.00%
1994	HDGV	1,471	55	1,416	3.7%	1,460	1	1,459	0.07%	1,474	5	1,469	0.34%
1994	LDGT1	15,687	504	15,183	3.2%	15,673	6	15,667	0.04%	15,697	287	15,410	1.83%
1994	LDGT2	4,596	167	4,429	3.6%	4,591	3	4,588	0.07%	4,598	49	4,549	1.07%
1994	LDGV	37,574	1,036	36,538	2.8%	37,624	42	37,582	0.11%	37,674	666	37,008	1.77%
1994	Unknown	495	42	453	8.5%	527	1	526	0.19%	537	5	532	0.93%
1995	HDGV	3,562	124	3,438	3.5%	3,530	1	3,529	0.03%	3,573	15	3,558	0.42%
1995	LDGT1	34,762	801	33,961	2.3%	34,752	9	34,743	0.03%	34,795	308	34,487	0.89%
1995	LDGT2	11,532	340	11,192	2.9%	11,523	3	11,520	0.03%	11,536	45	11,491	0.39%
1995	LDGV	92,543	1,999	90,544	2.2%	92,662	46	92,616	0.05%	92,759	1,112	91,647	1.20%
1995	Unknown	1,289	97	1,192	7.5%	1,324	0	1,324	0.00%	1,362	6	1,356	0.44%

Table E (Page 10 of 12)

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2007**

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
1996	HDGV	1,705	69	1,636	4.0%	1,673	0	1,673	0.00%	1,707	3	1,704	0.18%
1996	LDGT1	21,717	902	20,815	4.2%	21,710	3	21,707	0.01%	21,734	125	21,609	0.58%
1996	LDGT2	5,405	179	5,226	3.3%	5,403	0	5,403	0.00%	5,411	9	5,402	0.17%
1996	LDGV	49,869	1,078	48,791	2.2%	49,925	46	49,879	0.09%	49,986	310	49,676	0.62%
1996	Unknown	583	31	552	5.3%	595	1	594	0.17%	608	3	605	0.49%
1997	HDGV	4,343	125	4,218	2.9%	4,144	0	4,144	0.00%	4,349	13	4,336	0.30%
1997	LDGT1	45,146	1,255	43,891	2.8%	45,149	4	45,145	0.01%	45,185	115	45,070	0.25%
1997	LDGT2	12,307	287	12,020	2.3%	12,310	0	12,310	0.00%	12,317	22	12,295	0.18%
1997	LDGV	109,192	1,765	107,427	1.6%	109,326	41	109,285	0.04%	109,431	379	109,052	0.35%
1997	Unknown	2,031	142	1,889	7.0%	2,011	0	2,011	0.00%	2,082	3	2,079	0.14%
1998	HDGV	1,852	69	1,783	3.7%	1,852	0	1,852	0.00%	1,856	1	1,855	0.05%
1998	LDGT1	35,724	736	34,988	2.1%	35,708	1	35,707	0.00%	35,742	98	35,644	0.27%
1998	LDGT2	9,977	210	9,767	2.1%	9,978	0	9,978	0.00%	9,984	8	9,976	0.08%
1998	LDGV	72,662	1,286	71,376	1.8%	72,868	48	72,820	0.07%	72,925	274	72,651	0.38%
1998	Unknown	841	38	803	4.5%	861	0	861	0.00%	867	1	866	0.12%
1999	HDGV	4,697	144	4,553	3.1%	4,695	0	4,695	0.00%	4,699	5	4,694	0.11%
1999	LDGT1	54,323	1,040	53,283	1.9%	54,307	3	54,304	0.01%	54,350	70	54,280	0.13%
1999	LDGT2	21,639	373	21,266	1.7%	21,635	3	21,632	0.01%	21,651	22	21,629	0.10%
1999	LDGV	129,597	2,231	127,366	1.7%	129,941	33	129,908	0.03%	130,024	292	129,732	0.22%
1999	Unknown	2,398	129	2,269	5.4%	2,443	0	2,443	0.00%	2,448	2	2,446	0.08%
2000	HDGV	3,361	88	3,273	2.6%	3,358	0	3,358	0.00%	3,362	1	3,361	0.03%
2000	LDGT1	45,014	1,105	43,909	2.5%	44,978	0	44,978	0.00%	45,029	30	44,999	0.07%
2000	LDGT2	13,408	279	13,129	2.1%	13,413	0	13,413	0.00%	13,421	15	13,406	0.11%
2000	LDGV	99,410	1,623	97,787	1.6%	99,726	15	99,711	0.02%	99,795	153	99,642	0.15%
2000	Unknown	1,772	98	1,674	5.5%	1,799	0	1,799	0.00%	1,799	2	1,797	0.11%
2001	HDGV	5,976	140	5,836	2.3%	5,979	1	5,978	0.02%	5,985	2	5,983	0.03%
2001	LDGT1	72,501	1,751	70,750	2.4%	72,513	1	72,512	0.00%	72,553	26	72,527	0.04%
2001	LDGT2	23,494	611	22,883	2.6%	23,510	2	23,508	0.01%	23,527	6	23,521	0.03%
2001	LDGV	148,008	1,880	146,128	1.3%	149,132	22	149,110	0.01%	149,218	120	149,098	0.08%
2001	Unknown	3,286	144	3,142	4.4%	3,321	0	3,321	0.00%	3,322	1	3,321	0.03%
2002	HDGV	3,155	83	3,072	2.6%	3,153	0	3,153	0.00%	3,162	6	3,156	0.19%
2002	LDGT1	49,048	1,027	48,021	2.1%	49,233	2	49,231	0.00%	49,257	9	49,248	0.02%
2002	LDGT2	14,791	424	14,367	2.9%	14,829	0	14,829	0.00%	14,838	2	14,836	0.01%
2002	LDGV	93,602	1,181	92,421	1.3%	94,800	13	94,787	0.01%	94,854	36	94,818	0.04%
2002	Unknown	1,699	95	1,604	5.6%	1,722	0	1,722	0.00%	1,725	3	1,722	0.17%

Table E (Page 11 of 12)

**New Jersey Enhanced Inspection and Maintenance Program
Total Initial Emission Inspection Failures by Test Type/Model Year/Vehicle Type
Year 2007**

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
2003	HDGV	8,006	215	7,791	2.7%	8,015	0	8,015	0.00%	8,026	3	8,023	0.04%
2003	LDGT1	96,602	2,064	94,538	2.1%	96,892	1	96,891	0.00%	96,948	2	96,946	0.00%
2003	LDGT2	37,574	819	36,755	2.2%	37,655	0	37,655	0.00%	37,676	3	37,673	0.01%
2003	LDGV	170,214	2,480	167,734	1.5%	173,812	14	173,798	0.01%	173,878	14	173,864	0.01%
2003	Unknown	3,951	239	3,712	6.0%	3,986	0	3,986	0.00%	3,992	1	3,991	0.03%
2004	HDGV	2,005	65	1,940	3.2%	2,014	1	2,013	0.05%	2,015	0	2,015	0.00%
2004	LDGT1	39,203	644	38,559	1.6%	39,333	0	39,333	0.00%	39,345	3	39,342	0.01%
2004	LDGT2	13,381	243	13,138	1.8%	13,456	1	13,455	0.01%	13,458	0	13,458	0.00%
2004	LDGV	65,673	1,226	64,447	1.9%	67,748	9	67,739	0.01%	67,772	4	67,768	0.01%
2004	Unknown	964	44	920	4.6%	981	0	981	0.00%	984	0	984	0.00%
2005	HDGV	824	21	803	2.5%	826	0	826	0.00%	826	0	826	0.00%
2005	LDGT1	11,496	192	11,304	1.7%	11,569	0	11,569	0.00%	11,574	0	11,574	0.00%
2005	LDGT2	4,386	64	4,322	1.5%	4,447	0	4,447	0.00%	4,448	0	4,448	0.00%
2005	LDGV	21,680	424	21,256	2.0%	22,566	4	22,562	0.02%	22,567	1	22,566	0.00%
2005	Unknown	483	11	472	2.3%	491	0	491	0.00%	491	0	491	0.00%
2006	HDGV	991	12	979	1.2%	1,047	0	1,047	0.00%	1,047	0	1,047	0.00%
2006	LDGT1	6,710	74	6,636	1.1%	7,414	1	7,413	0.01%	7,418	0	7,418	0.00%
2006	LDGT2	3,539	19	3,520	0.5%	3,985	0	3,985	0.00%	3,985	0	3,985	0.00%
2006	LDGV	16,403	197	16,206	1.2%	18,774	2	18,772	0.01%	18,779	2	18,777	0.01%
2006	Unknown	389	8	381	2.1%	438	0	438	0.00%	438	0	438	0.00%
2007	HDGV	675	4	671	0.6%	719	0	719	0.00%	719	0	719	0.00%
2007	LDGT1	3,165	27	3,138	0.9%	3,525	0	3,525	0.00%	3,527	0	3,527	0.00%
2007	LDGT2	1,528	7	1,521	0.5%	1,755	0	1,755	0.00%	1,755	0	1,755	0.00%
2007	LDGV	7,697	81	7,616	1.1%	9,005	0	9,005	0.00%	9,006	0	9,006	0.00%
2007	Unknown	241	0	241	0.0%	269	0	269	0.00%	269	0	269	0.00%
2008	HDGV	38	1	37	2.6%	39	0	39	0.00%	39	0	39	0.00%
2008	LDGT1	142	1	141	0.7%	163	0	163	0.00%	163	0	163	0.00%
2008	LDGT2	62	0	62	0.0%	73	0	73	0.00%	73	0	73	0.00%
2008	LDGV	253	0	253	0.0%	306	0	306	0.00%	307	1	306	0.33%
2008	Unknown	25	0	25	0.0%	25	0	25	0.00%	25	0	25	0.00%
Totals		2,189,823	47,449	2,142,374	2.2%	2,205,396	871	2,204,525	0.04%	2,214,287	9,731	2,204,556	0.44%

New Jersey Enhanced Inspection and Maintenance Program Initial Overall Emissions Inspections Volume & Failure Rate by Model Year and Vehicle Type Year 2007

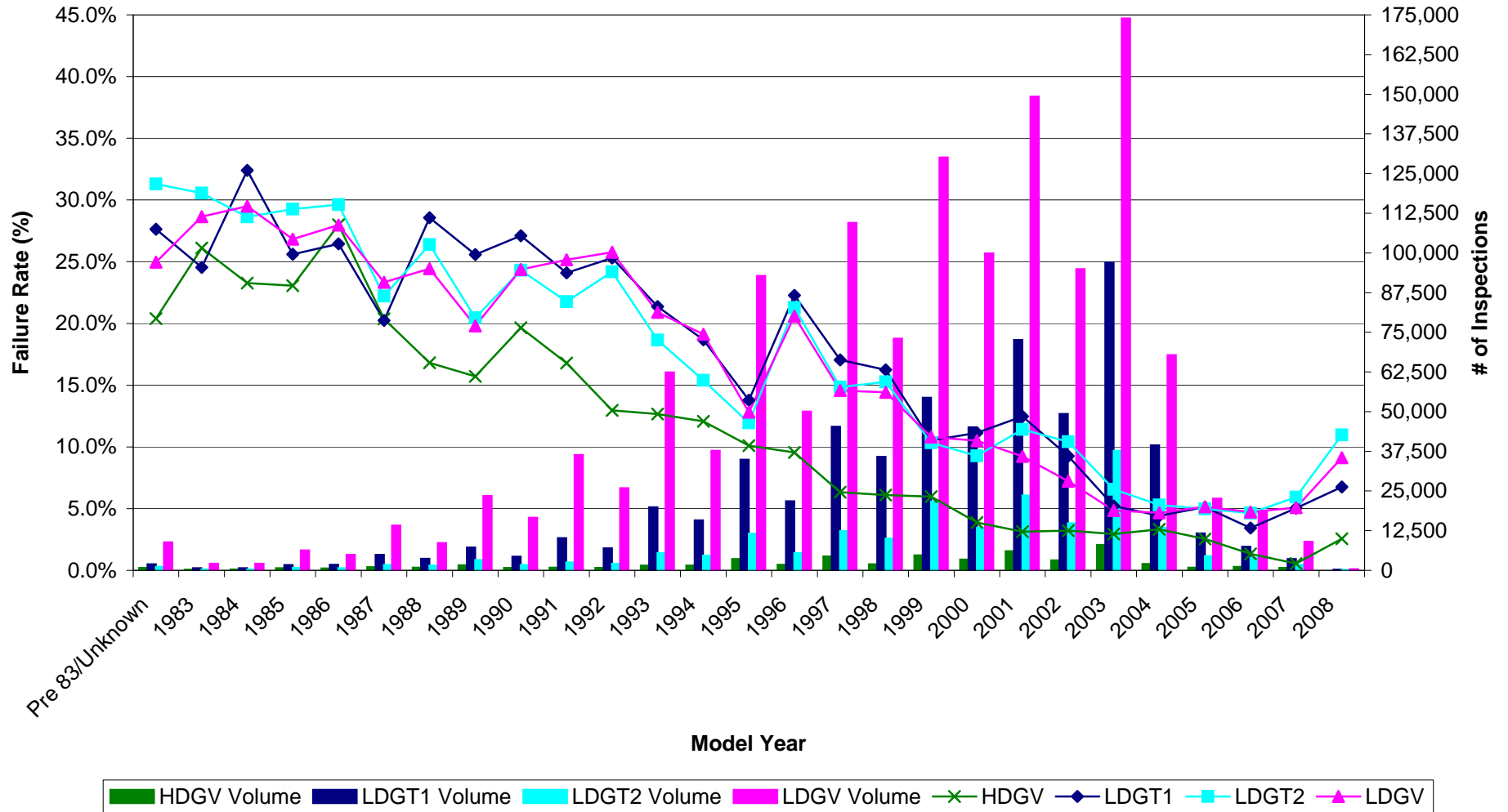


Figure E-1

**New Jersey Enhanced Inspection and Maintenance Program
Initial OBDII Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2007**

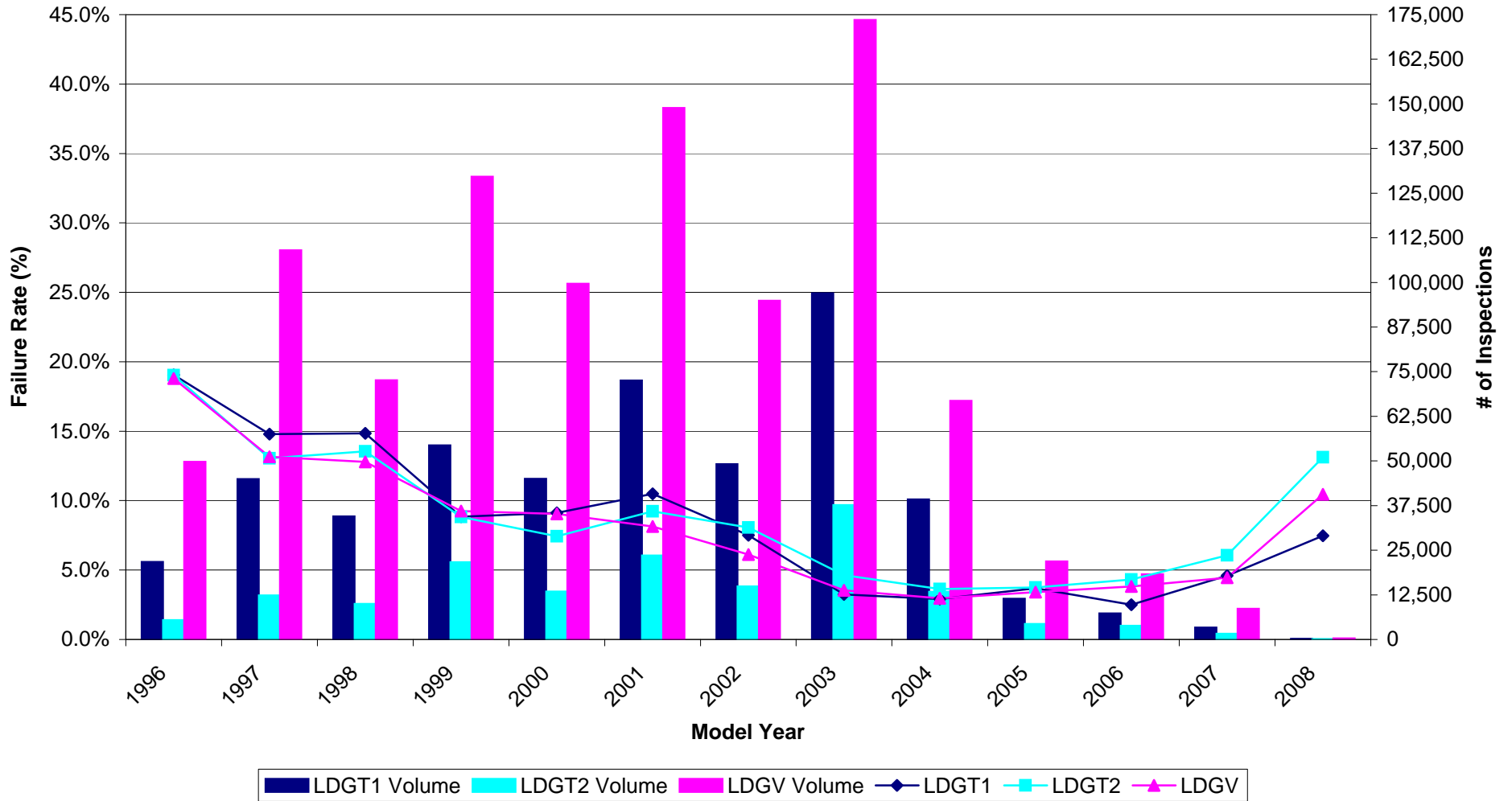


Figure E-2

**New Jersey Enhanced Inspection and Maintenance Program
Initial ASM Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2007**

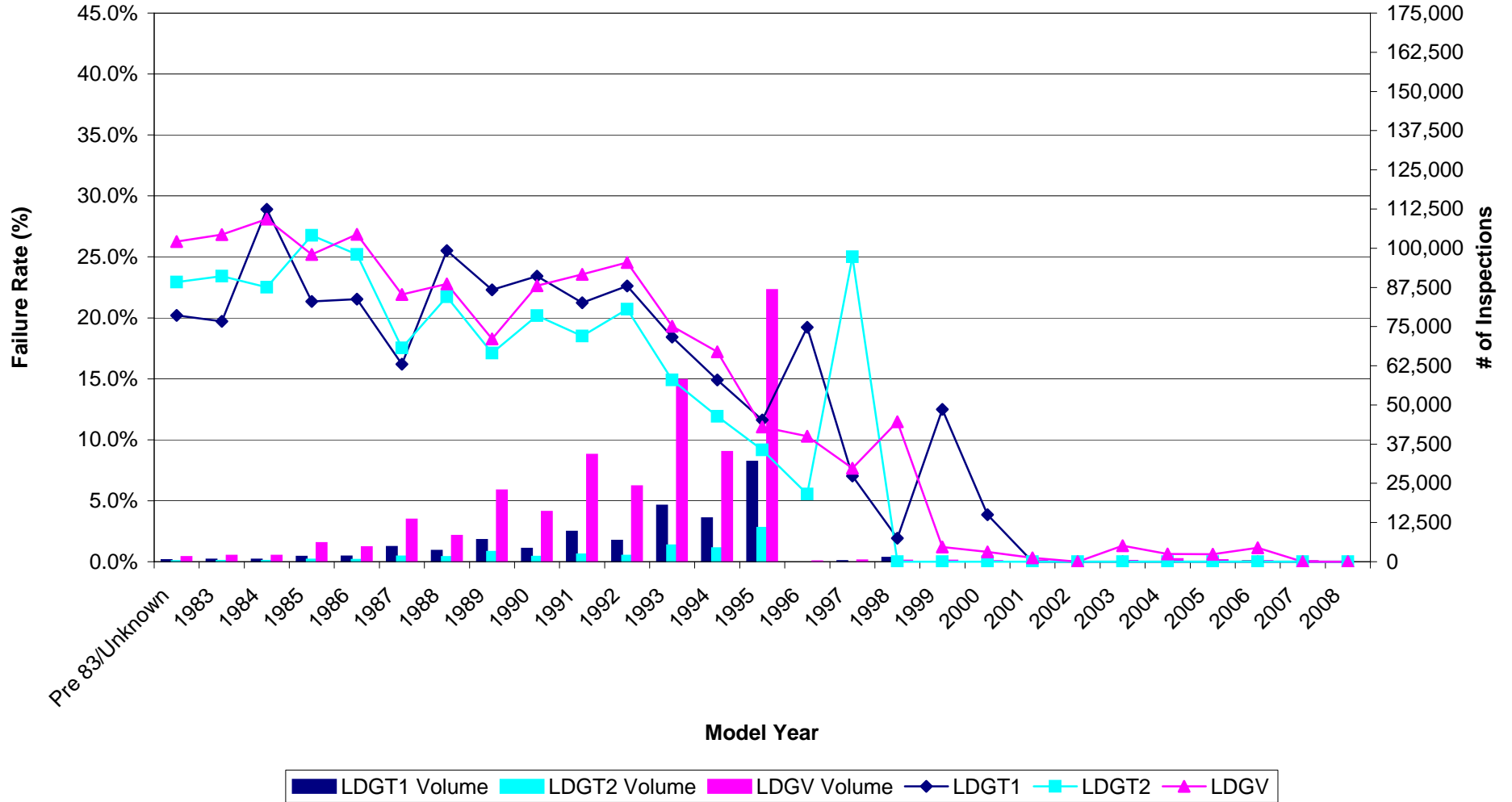


Figure E-3

**New Jersey Enhanced Inspection and Maintenance Program
Initial 2500 RPM Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2007**

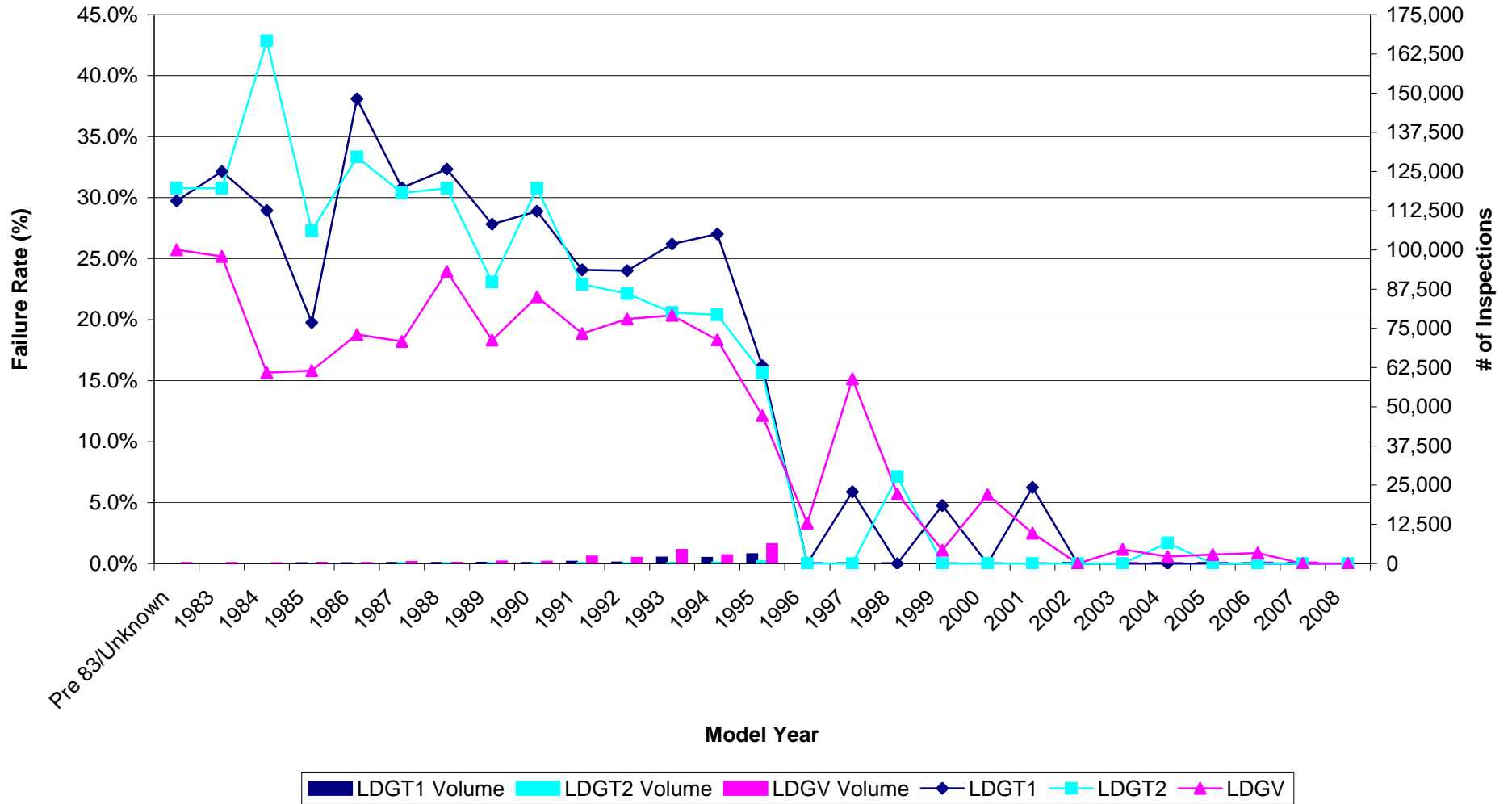


Figure E-4

**New Jersey Enhanced Inspection and Maintenance Program
Initial Idle Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2007**

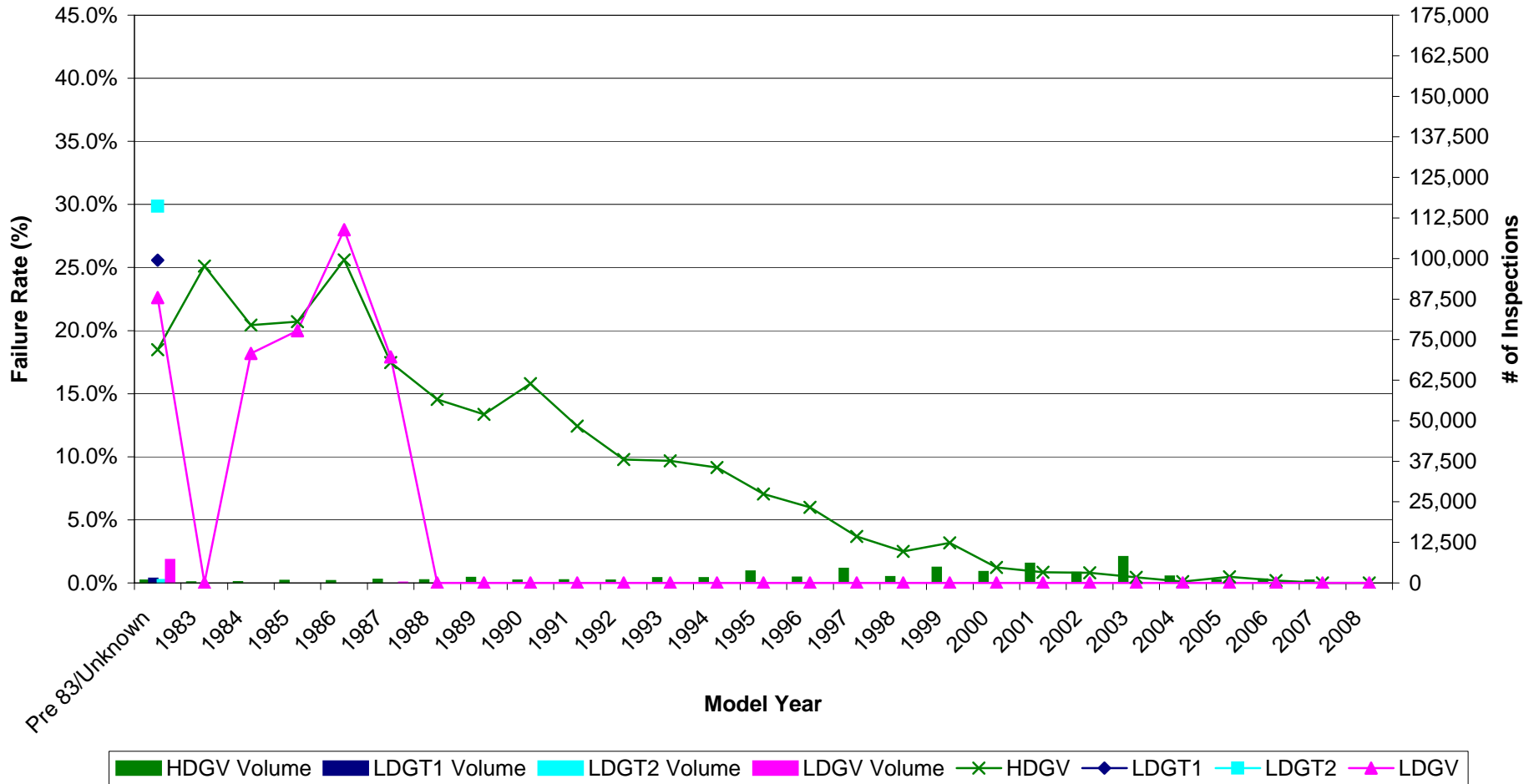


Figure E-5

**New Jersey Enhanced Inspection and Maintenance Program
Initial Gas Cap Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2007**

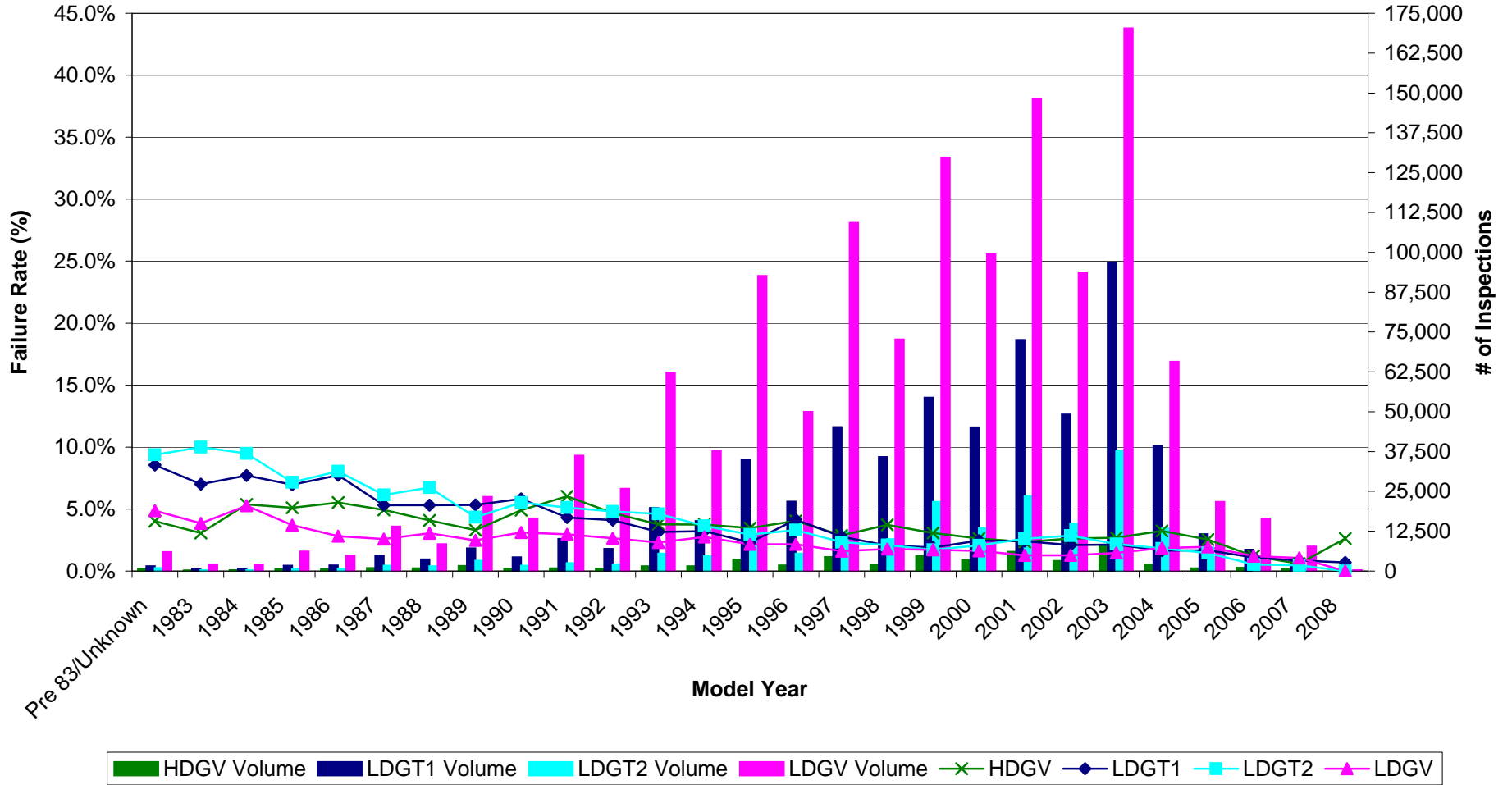


Figure E-6

**New Jersey Enhanced Inspection and Maintenance Program
Initial Catalytic Converter Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2007**

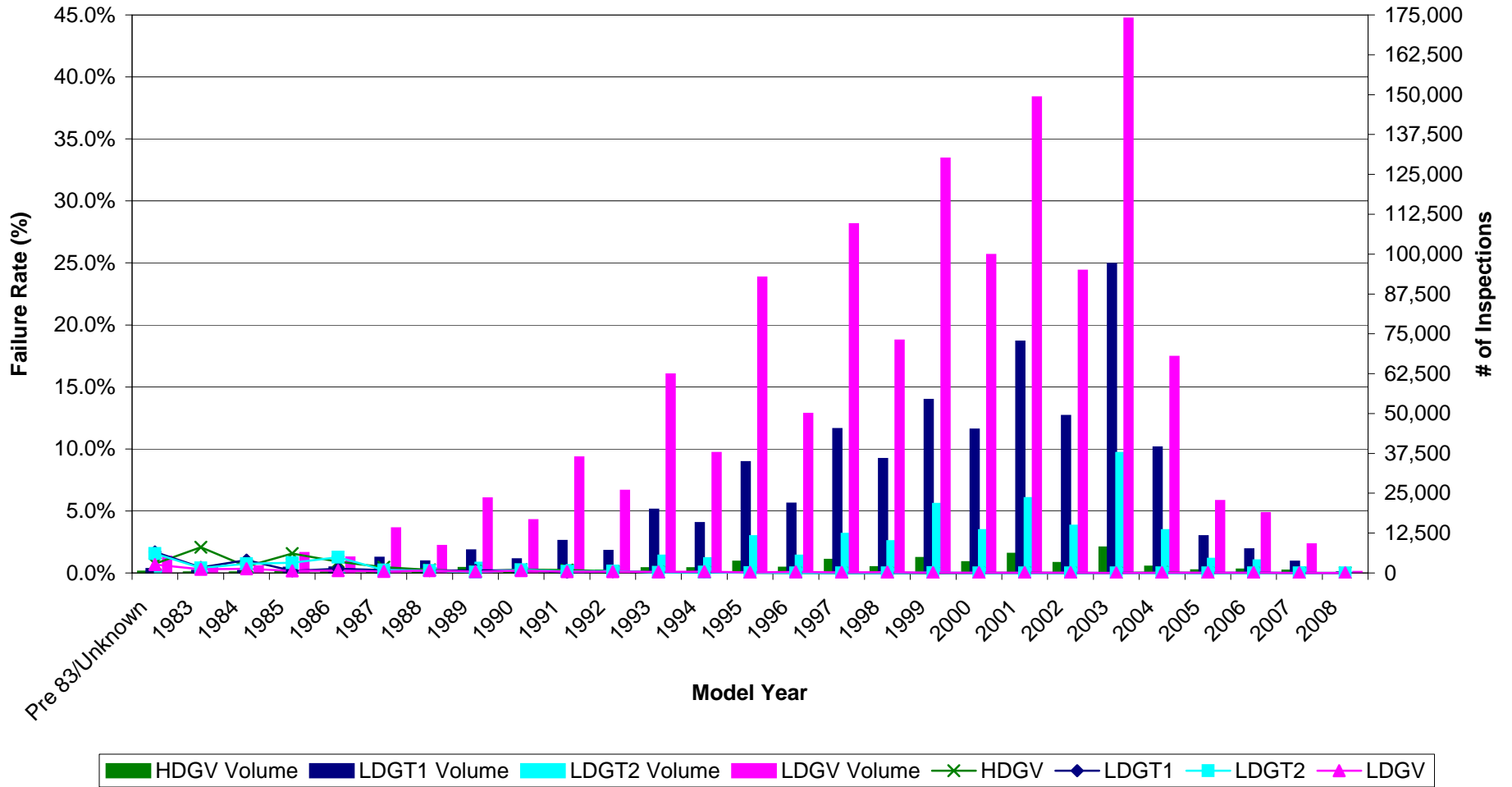


Figure E-7

**New Jersey Enhanced Inspection and Maintenance Program
Initial Smoke Inspections Volume & Failure Rate by Model Year and Vehicle Type
Year 2007**

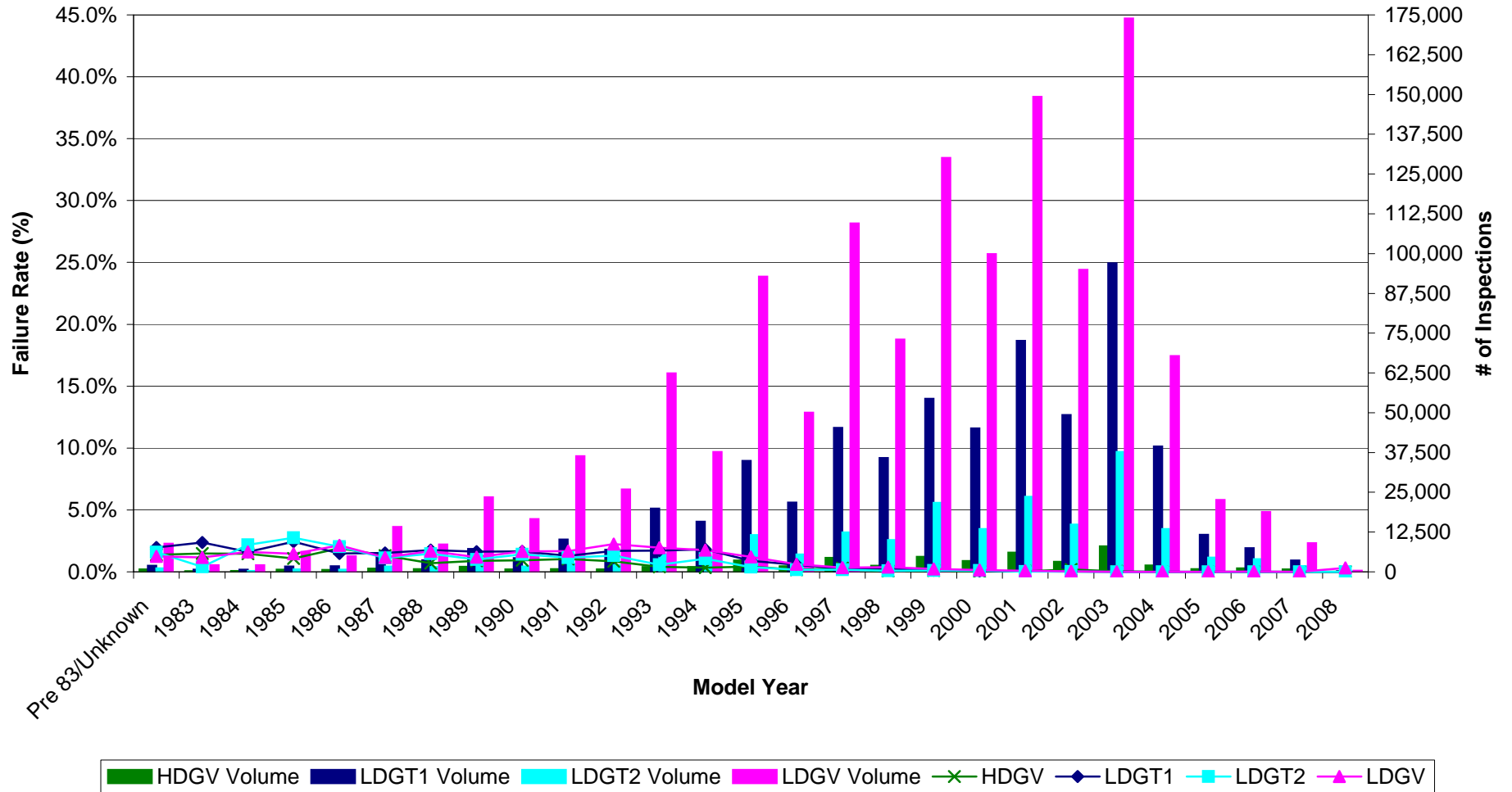


Figure E-8

**APPENDIX I -
PART F**

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

**New Jersey Enhanced Inspection and Maintenance Program
Overall OBDII Inspections - Initial and All Retests
Year 2007**

Model Yr	Veh Type	OBDII Initial Insp	Initial and 1st or Subsequent Retest Passes	Overall OBDII Pass Rate	Overall OBDII Failed (Dropped)*	Overall OBDII Fail Rate*
Unknown	LDGT1	39	37	94.9%	2	5.1%
Unknown	LDGT2	13	10	76.9%	3	23.1%
Unknown	LDGV	94	87	92.6%	7	7.4%
Unknown	Unknown	0	0	-	0	-
1996	LDGT1	21,680	20,423	94.2%	1,257	5.8%
1996	LDGT2	5,375	5,072	94.4%	303	5.6%
1996	LDGV	49,768	46,764	94.0%	3,004	6.0%
1996	Unknown	23	22	95.7%	1	4.3%
1997	LDGT1	44,914	43,398	96.6%	1,516	3.4%
1997	LDGT2	12,300	11,941	97.1%	359	2.9%
1997	LDGV	108,966	105,347	96.7%	3,619	3.3%
1997	Unknown	23	23	100.0%	0	0.0%
1998	LDGT1	34,446	33,130	96.2%	1,316	3.8%
1998	LDGT2	9,967	9,660	96.9%	307	3.1%
1998	LDGV	72,558	70,249	96.8%	2,309	3.2%
1998	Unknown	21	21	100.0%	0	0.0%
1999	LDGT1	54,321	53,433	98.4%	888	1.6%
1999	LDGT2	21,632	21,278	98.4%	354	1.6%
1999	LDGV	129,599	127,291	98.2%	2,308	1.8%
1999	Unknown	34	34	100.0%	0	0.0%
2000	LDGT1	44,983	44,254	98.4%	729	1.6%
2000	LDGT2	13,404	13,200	98.5%	204	1.5%
2000	LDGV	99,618	97,922	98.3%	1,696	1.7%
2000	Unknown	26	26	100.0%	0	0.0%
2001	LDGT1	72,518	71,588	98.7%	930	1.3%
2001	LDGT2	23,500	23,233	98.9%	267	1.1%
2001	LDGV	148,832	147,056	98.8%	1,776	1.2%
2001	Unknown	37	37	100.0%	0	0.0%
2002	LDGT1	49,069	48,649	99.1%	420	0.9%
2002	LDGT2	14,828	14,675	99.0%	153	1.0%
2002	LDGV	94,817	93,935	99.1%	882	0.9%
2002	Unknown	28	28	100.0%	0	0.0%
2003	LDGT1	96,907	96,649	99.7%	258	0.3%
2003	LDGT2	37,649	37,510	99.6%	139	0.4%
2003	LDGV	173,478	172,905	99.7%	573	0.3%
2003	Unknown	52	52	100.0%	0	0.0%
2004	LDGT1	39,189	39,116	99.8%	73	0.2%
2004	LDGT2	13,347	13,305	99.7%	42	0.3%
2004	LDGV	66,797	66,635	99.8%	162	0.2%
2004	Unknown	14	14	100.0%	0	0.0%

Table F-1 (page 1 of 2)

* Includes vehicles that are no longer registered.

**New Jersey Enhanced Inspection and Maintenance Program
Overall OBDII Inspections - Initial and All Retests
Year 2007**

Model Yr	Veh Type	OBDII Initial Insp	Initial and 1st or Subsequent Retest Passes	Overall OBDII Pass Rate	Overall OBDII Failed (Dropped)*	Overall OBDII Fail Rate*
2005	LDGT1	11,373	11,345	99.8%	28	0.2%
2005	LDGT2	4,323	4,316	99.8%	7	0.2%
2005	LDGV	21,806	21,754	99.8%	52	0.2%
2005	Unknown	5	5	100.0%	0	0.0%
2006	LDGT1	7,292	7,284	99.9%	8	0.1%
2006	LDGT2	3,843	3,836	99.8%	7	0.2%
2006	LDGV	18,261	18,221	99.8%	40	0.2%
2006	Unknown	5	5	100.0%	0	0.0%
2007	LDGT1	3,351	3,327	99.3%	24	0.7%
2007	LDGT2	1,616	1,599	98.9%	17	1.1%
2007	LDGV	8,555	8,516	99.5%	39	0.5%
2007	Unknown	2	2	100.0%	0	0.0%
2008	LDGT1	134	133	99.3%	1	0.7%
2008	LDGT2	61	59	96.7%	2	3.3%
2008	LDGV	268	263	98.1%	5	1.9%
2008	Unknown	0	0	-	0	-
Totals		1,635,761	1,609,674	98.4%	26,087	1.6%

**New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2007**

Model Yr	Veh Type	OBDII Initial Insp	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
Unknown	LDGT1	39	39	0	0.0%	35	4	10.3%
Unknown	LDGT2	13	13	0	0.0%	10	3	23.1%
Unknown	LDGV	94	94	0	0.0%	80	14	14.9%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDGT1	21,680	21,048	632	2.9%	18,644	2,404	11.4%
1996	LDGT2	5,375	5,200	175	3.3%	4,626	574	11.0%
1996	LDGV	49,768	48,689	1,079	2.2%	43,046	5,643	11.6%
1996	Unknown	23	23	0	0.0%	22	1	4.3%
1997	LDGT1	44,914	44,183	731	1.6%	40,408	3,775	8.5%
1997	LDGT2	12,300	12,090	210	1.7%	11,190	900	7.4%
1997	LDGV	108,966	107,765	1,201	1.1%	99,311	8,454	7.8%
1997	Unknown	23	23	0	0.0%	20	3	13.0%
1998	LDGT1	34,446	33,969	477	1.4%	30,771	3,198	9.4%
1998	LDGT2	9,967	9,786	181	1.8%	9,058	728	7.4%
1998	LDGV	72,558	71,910	648	0.9%	66,341	5,569	7.7%
1998	Unknown	21	21	0	0.0%	17	4	19.0%
1999	LDGT1	54,321	53,985	336	0.6%	50,943	3,042	5.6%
1999	LDGT2	21,632	21,484	148	0.7%	20,305	1,179	5.5%
1999	LDGV	129,599	128,933	666	0.5%	121,735	7,198	5.6%
1999	Unknown	34	34	0	0.0%	32	2	5.9%
2000	LDGT1	44,983	44,760	223	0.5%	42,197	2,563	5.7%
2000	LDGT2	13,404	13,353	51	0.4%	12,691	662	5.0%
2000	LDGV	99,618	99,195	423	0.4%	93,560	5,635	5.7%
2000	Unknown	26	26	0	0.0%	22	4	15.4%
2001	LDGT1	72,518	72,248	270	0.4%	67,849	4,399	6.1%
2001	LDGT2	23,500	23,432	68	0.3%	22,218	1,214	5.2%
2001	LDGV	148,832	148,461	371	0.2%	141,649	6,812	4.6%
2001	Unknown	37	37	0	0.0%	32	5	13.5%
2002	LDGT1	49,069	48,988	81	0.2%	46,845	2,143	4.4%
2002	LDGT2	14,828	14,800	28	0.2%	14,093	707	4.8%
2002	LDGV	94,817	94,683	134	0.1%	91,463	3,220	3.4%
2002	Unknown	28	28	0	0.0%	27	1	3.6%
2003	LDGT1	96,907	96,836	71	0.1%	95,030	1,806	1.9%
2003	LDGT2	37,649	37,607	42	0.1%	36,545	1,062	2.8%
2003	LDGV	173,478	173,339	139	0.1%	170,388	2,951	1.7%
2003	Unknown	52	52	0	0.0%	51	1	1.9%
2004	LDGT1	39,189	39,172	17	0.0%	38,556	616	1.6%
2004	LDGT2	13,347	13,338	9	0.1%	13,128	210	1.6%
2004	LDGV	66,797	66,756	41	0.1%	65,893	863	1.3%
2004	Unknown	14	14	0	0.0%	14	0	0.0%

**New Jersey Enhanced Inspection and Maintenance Program
 OBDII Inspections - Pass/Fail Summary by OBDII Test Component
 Year 2007**

Model Yr	Veh Type	OBDII Initial Insp	Bulb Check Passes	Bulb Check Fails	Bulb Check FR	KOER MIL Check Passes	KOER MIL Check Fails	KOER MIL Check FR
2005	LDGT1	11,373	11,368	5	0.0%	11,179	189	1.7%
2005	LDGT2	4,323	4,323	0	0.0%	4,246	77	1.8%
2005	LDGV	21,806	21,793	13	0.1%	21,461	332	1.5%
2005	Unknown	5	5	0	0.0%	5	0	0.0%
2006	LDGT1	7292	7291	1	0.0%	7225	66	0.9%
2006	LDGT2	3843	3841	2	0.1%	3784	57	1.5%
2006	LDGV	18261	18253	8	0.0%	18002	251	1.4%
2006	Unknown	5	5	0	0.0%	4	1	20.0%
2007	LDGT1	3351	3351	0	0.0%	3290	61	1.8%
2007	LDGT2	1616	1615	1	0.1%	1572	43	2.7%
2007	LDGV	8555	8555	0	0.0%	8383	172	2.0%
2007	Unknown	2	2	0	0.0%	2	0	0.0%
2008	LDGT1	134	134	0	0.0%	129	5	3.7%
2008	LDGT2	61	61	0	0.0%	58	3	4.9%
2008	LDGV	268	268	0	0.0%	255	13	4.9%
2008	Unknown	0	0	0	-	0	0	-
Totals		1,635,761	1,627,279	8,482	0.5%	1,548,440	78,839	4.8%

**New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2007**

Model Yr	Veh Type	OBDII Initial Insp	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
Unknown	LDGT1	39	39	0	0.0%	39	0	0.0%
Unknown	LDGT2	13	13	0	0.0%	13	0	0.0%
Unknown	LDGV	94	94	0	0.0%	93	1	1.1%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDGT1	21,680	21,608	72	0.3%	21,242	79	0.4%
1996	LDGT2	5,375	5,338	37	0.7%	5,231	31	0.6%
1996	LDGV	49,768	49,467	301	0.6%	48,630	238	0.5%
1996	Unknown	23	22	1	4.3%	22	0	0.0%
1997	LDGT1	44,914	44,732	182	0.4%	44,431	110	0.2%
1997	LDGT2	12,300	12,252	48	0.4%	12,166	40	0.3%
1997	LDGV	108,966	108,501	465	0.4%	107,842	277	0.3%
1997	Unknown	23	23	0	0.0%	23	0	0.0%
1998	LDGT1	34,446	34,101	345	1.0%	33,578	86	0.3%
1998	LDGT2	9,967	9,918	49	0.5%	9,759	43	0.4%
1998	LDGV	72,558	72,282	276	0.4%	71,336	249	0.3%
1998	Unknown	21	21	0	0.0%	21	0	0.0%
1999	LDGT1	54,321	54,253	68	0.1%	53,850	87	0.2%
1999	LDGT2	21,632	21,567	65	0.3%	21,348	61	0.3%
1999	LDGV	129,599	129,202	397	0.3%	128,112	413	0.3%
1999	Unknown	34	34	0	0.0%	34	0	0.0%
2000	LDGT1	44,983	44,925	58	0.1%	44,426	156	0.3%
2000	LDGT2	13,404	13,373	31	0.2%	13,222	44	0.3%
2000	LDGV	99,618	99,399	219	0.2%	98,367	417	0.4%
2000	Unknown	26	26	0	0.0%	26	0	0.0%
2001	LDGT1	72,518	72,450	68	0.1%	71,939	128	0.2%
2001	LDGT2	23,500	23,446	54	0.2%	23,266	58	0.2%
2001	LDGV	148,832	148,553	279	0.2%	147,532	333	0.2%
2001	Unknown	37	37	0	0.0%	37	0	0.0%
2002	LDGT1	49,069	48,990	79	0.2%	48,491	75	0.2%
2002	LDGT2	14,828	14,801	27	0.2%	14,627	37	0.3%
2002	LDGV	94,817	94,668	149	0.2%	93,863	216	0.2%
2002	Unknown	28	28	0	0.0%	28	0	0.0%
2003	LDGT1	96,907	96,811	96	0.1%	96,231	127	0.1%
2003	LDGT2	37,649	37,590	59	0.2%	37,335	97	0.3%
2003	LDGV	173,478	173,226	252	0.1%	172,072	535	0.3%
2003	Unknown	52	52	0	0.0%	51	0	0.0%
2004	LDGT1	39,189	39,099	90	0.2%	38,874	172	0.4%
2004	LDGT2	13,347	13,329	18	0.1%	13,185	115	0.9%
2004	LDGV	66,797	66,687	110	0.2%	66,215	330	0.5%
2004	Unknown	14	14	0	0.0%	14	0	0.0%

**New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2007**

Model Yr	Veh Type	OBDII Initial Insps	DLC Check Passes	DLC Check Fails	DLC Check FR	Communication Passes	Communication Fails	Communication FR
2005	LDGT1	11,373	11,339	34	0.3%	11,155	140	1.2%
2005	LDGT2	4,323	4,317	6	0.1%	4,223	83	1.9%
2005	LDGV	21,806	21,770	36	0.2%	21,388	307	1.4%
2005	Unknown	5	5	0	0.0%	5	0	0.0%
2006	LDGT1	7292	7287	5	0.1%	7160	108	1.5%
2006	LDGT2	3843	3839	4	0.1%	3713	118	3.1%
2006	LDGV	18261	18234	27	0.1%	17754	432	2.4%
2006	Unknown	5	5	0	0.0%	3	2	40.0%
2007	LDGT1	3351	3347	4	0.1%	3231	114	3.4%
2007	LDGT2	1616	1614	2	0.1%	1526	85	5.3%
2007	LDGV	8555	8547	8	0.1%	8250	290	3.4%
2007	Unknown	2	2	0	0.0%	2	0	0.0%
2008	LDGT1	134	134	0	0.0%	125	9	6.7%
2008	LDGT2	61	61	0	0.0%	54	7	11.5%
2008	LDGV	268	268	0	0.0%	244	24	9.0%
2008	Unknown	0	0	0	-	0	0	-
Totals		1,635,761	1,631,740	4,021	0.2%	1,616,404	6,274	0.4%

**New Jersey Enhanced Inspection and Maintenance Program
OBDII Inspections - Pass/Fail Summary by OBDII Test Component
Year 2007**

Model Yr	Veh Type	OBDII Initial Insp	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
Unknown	LDGT1	39	36	3	7.7%	38	1	2.6%
Unknown	LDGT2	13	10	3	23.1%	12	1	7.7%
Unknown	LDGV	94	88	5	5.4%	86	8	8.5%
Unknown	Unknown	0	0	0	-	0	0	-
1996	LDGT1	21,680	18,193	3,049	14.4%	20,189	1,123	5.3%
1996	LDGT2	5,375	4,470	761	14.5%	5,039	221	4.2%
1996	LDGV	49,768	41,943	6,687	13.8%	46,320	2,474	5.1%
1996	Unknown	23	22	0	0.0%	23	0	0.0%
1997	LDGT1	44,914	40,222	4,209	9.5%	42,036	2,506	5.6%
1997	LDGT2	12,300	11,092	1,074	8.8%	11,706	487	4.0%
1997	LDGV	108,966	98,189	9,653	9.0%	103,029	5,029	4.7%
1997	Unknown	23	22	1	4.3%	21	2	8.7%
1998	LDGT1	34,446	30,354	3,224	9.6%	32,070	1,747	5.2%
1998	LDGT2	9,967	8,914	845	8.7%	9,347	442	4.5%
1998	LDGV	72,558	65,094	6,242	8.8%	68,457	3,047	4.3%
1998	Unknown	21	20	1	4.8%	18	3	14.3%
1999	LDGT1	54,321	50,632	3,218	6.0%	52,222	1,694	3.1%
1999	LDGT2	21,632	20,114	1,234	5.8%	20,563	832	3.9%
1999	LDGV	129,599	120,130	7,982	6.2%	124,478	3,866	3.0%
1999	Unknown	34	32	2	5.9%	33	1	2.9%
2000	LDGT1	44,983	41,740	2,686	6.0%	43,042	1,479	3.3%
2000	LDGT2	13,404	12,547	675	5.1%	12,974	274	2.1%
2000	LDGV	99,618	92,242	6,125	6.2%	95,674	2,877	2.9%
2000	Unknown	26	23	3	11.5%	25	1	3.8%
2001	LDGT1	72,518	67,372	4,567	6.3%	68,552	3,461	4.8%
2001	LDGT2	23,500	22,142	1,124	4.8%	22,211	1,094	4.7%
2001	LDGV	148,832	140,496	7,036	4.8%	142,433	5,252	3.6%
2001	Unknown	37	36	1	2.7%	33	4	10.8%
2002	LDGT1	49,069	46,285	2,206	4.5%	46,977	1,565	3.2%
2002	LDGT2	14,828	13,954	673	4.6%	14,121	535	3.7%
2002	LDGV	94,817	90,504	3,359	3.6%	91,553	2,387	2.5%
2002	Unknown	28	27	1	3.6%	27	1	3.6%
2003	LDGT1	96,907	94,400	1,831	1.9%	95,032	1,250	1.3%
2003	LDGT2	37,649	36,270	1,065	2.9%	36,818	564	1.5%
2003	LDGV	173,478	169,211	2,861	1.7%	169,656	2,730	1.6%
2003	Unknown	52	51	0	0.0%	50	1	2.0%
2004	LDGT1	39,189	38,354	520	1.3%	38,604	399	1.0%
2004	LDGT2	13,347	13,023	162	1.2%	13,072	196	1.5%
2004	LDGV	66,797	65,462	753	1.1%	65,644	822	1.2%
2004	Unknown	14	14	0	0.0%	14	0	0.0%

**New Jersey Enhanced Inspection and Maintenance Program
 OBDII Inspections - Pass/Fail Summary by OBDII Test Component
 Year 2007**

Model Yr	Veh Type	OBDII Initial Insp	MIL Command Status Passes	MIL Command Status Fails	MIL Command Status FR	Readiness Passes	Readiness Fails	Readiness FR
2005	LDGT1	11,373	10,994	161	1.4%	11,150	104	0.9%
2005	LDGT2	4,323	4,195	28	0.7%	4,244	49	1.1%
2005	LDGV	21,806	21,202	186	0.9%	21,399	231	1.1%
2005	Unknown	5	5	0	0.0%	5	0	0.0%
2006	LDGT1	7292	7133	27	0.4%	7196	43	0.6%
2006	LDGT2	3843	3703	10	0.3%	3785	32	0.8%
2006	LDGV	18261	17666	88	0.5%	17906	156	0.9%
2006	Unknown	5	3	0	0.0%	5	0	0.0%
2007	LDGT1	3351	3221	10	0.3%	3306	26	0.8%
2007	LDGT2	1616	1523	3	0.2%	1595	8	0.5%
2007	LDGV	8555	8220	30	0.4%	8433	55	0.6%
2007	Unknown	2	2	0	0.0%	2	0	0.0%
2008	LDGT1	134	125	0	0.0%	132	1	0.8%
2008	LDGT2	61	54	0	0.0%	59	1	1.7%
2008	LDGV	268	244	0	0.0%	262	4	1.5%
2008	Unknown	0	0	0	-	0	0	-
Totals		1,635,761	1,532,020	84,384	5.2%	1,571,678	49,086	3.0%

**New Jersey Enhanced Inspection and Maintenance Program
OBDII and Gas Cap (GC) Evaporative Test Report
Year 2007**

Model Yr	Veh Type	# Initial OBD & GC Insp	# Pass OBD / Fail GC	% Pass OBD / Fail GC	# Pass Both	% Pass Both	# Fail OBD / Pass GC	% Fail OBD / Pass GC	# Fail Both	% Fail Both
Unknown	LDGT1	39	1	2.6%	38	97.4%	0	0.0%	0	0.00%
Unknown	LDGT2	13	1	7.7%	12	92.3%	0	0.0%	0	0.00%
Unknown	LDGV	94	1	1.1%	93	98.9%	0	0.0%	0	0.00%
Unknown	Unknown	0	0	-	0	-	0	-	0	-
1996	LDGT1	21,663	896	4.1%	20,626	95.2%	135	0.6%	6	0.03%
1996	LDGT2	5,370	178	3.3%	5,172	96.3%	20	0.4%	0	0.00%
1996	LDGV	49,655	1,060	2.1%	48,282	97.2%	302	0.6%	11	0.02%
1996	Unknown	23	0	0.0%	23	100.0%	0	0.0%	0	0.00%
1997	LDGT1	44,876	1,207	2.7%	43,280	96.4%	361	0.8%	28	0.06%
1997	LDGT2	12,290	279	2.3%	11,929	97.1%	74	0.6%	8	0.07%
1997	LDGV	108,729	1,728	1.6%	106,237	97.7%	732	0.7%	32	0.03%
1997	Unknown	23	0	0.0%	23	100.0%	0	0.0%	0	0.00%
1998	LDGT1	34,428	672	2.0%	33,506	97.3%	236	0.7%	14	0.04%
1998	LDGT2	9,960	208	2.1%	9,689	97.3%	61	0.6%	2	0.02%
1998	LDGV	72,297	1,247	1.7%	70,183	97.1%	831	1.1%	36	0.05%
1998	Unknown	21	1	4.8%	20	95.2%	0	0.0%	0	0.00%
1999	LDGT1	54,294	1,013	1.9%	52,998	97.6%	258	0.5%	25	0.05%
1999	LDGT2	21,620	364	1.7%	21,149	97.8%	98	0.5%	9	0.04%
1999	LDGV	129,177	2,183	1.7%	126,014	97.6%	937	0.7%	43	0.03%
1999	Unknown	34	1	2.9%	33	97.1%	0	0.0%	0	0.00%
2000	LDGT1	44,968	1,069	2.4%	43,646	97.1%	217	0.5%	36	0.08%
2000	LDGT2	13,391	275	2.1%	13,054	97.5%	58	0.4%	4	0.03%
2000	LDGV	99,234	1,583	1.6%	96,967	97.7%	648	0.7%	36	0.04%
2000	Unknown	26	1	3.8%	25	96.2%	0	0.0%	0	0.00%
2001	LDGT1	72,466	1,677	2.3%	70,045	96.7%	671	0.9%	73	0.10%
2001	LDGT2	23,468	581	2.5%	22,571	96.2%	288	1.2%	28	0.12%
2001	LDGV	147,625	1,841	1.2%	144,937	98.2%	812	0.6%	35	0.02%
2001	Unknown	37	0	0.0%	36	97.3%	1	2.7%	0	0.00%
2002	LDGT1	49,011	987	2.0%	47,558	97.0%	427	0.9%	39	0.08%
2002	LDGT2	14,781	400	2.7%	14,205	96.1%	152	1.0%	24	0.16%
2002	LDGV	93,569	1,152	1.2%	91,915	98.2%	475	0.5%	27	0.03%
2002	Unknown	27	0	0.0%	26	96.3%	1	3.7%	0	0.00%
2003	LDGT1	96,561	2,010	2.1%	94,043	97.4%	460	0.5%	48	0.05%
2003	LDGT2	37,547	777	2.1%	36,356	96.8%	373	1.0%	41	0.11%
2003	LDGV	169,824	2,421	1.4%	166,872	98.3%	476	0.3%	55	0.03%
2003	Unknown	52	2	3.8%	50	96.2%	0	0.0%	0	0.00%
2004	LDGT1	39,047	633	1.6%	38,284	98.0%	119	0.3%	11	0.03%
2004	LDGT2	13,270	241	1.8%	12,986	97.9%	41	0.3%	2	0.02%
2004	LDGV	64,705	1,206	1.9%	63,330	97.9%	152	0.2%	17	0.03%
2004	Unknown	14	0	0.0%	14	100.0%	0	0.0%	0	0.00%

**New Jersey Enhanced Inspection and Maintenance Program
OBDII and Gas Cap (GC) Evaporative Test Report
Year 2007**

Model Yr	Veh Type	# Initial OBD & GC Insp	# Pass OBD / Fail GC	% Pass OBD / Fail GC	# Pass Both	% Pass Both	# Fail OBD / Pass GC	% Fail OBD / Pass GC	# Fail Both	% Fail Both
2005	LDGT1	11,297	189	1.7%	11,085	98.1%	20	0.2%	3	0.03%
2005	LDGT2	4,264	64	1.5%	4,196	98.4%	4	0.1%	0	0.00%
2005	LDGV	20,932	415	2.0%	20,492	97.9%	21	0.1%	4	0.02%
2005	Unknown	5	0	0.0%	5	100.0%	0	0.0%	0	0.00%
2006	LDGT1	6,584	74	1.1%	6,505	98.8%	5	0.1%	0	0.00%
2006	LDGT2	3,397	19	0.6%	3,376	99.4%	2	0.1%	0	0.00%
2006	LDGV	15,895	195	1.2%	15,685	98.7%	14	0.1%	1	0.01%
2006	Unknown	5	0	0.0%	5	100.0%	0	0.0%	0	0.00%
2007	LDGT1	2,991	27	0.9%	2,961	99.0%	3	0.1%	0	0.00%
2007	LDGT2	1,393	7	0.5%	1,384	99.4%	2	0.1%	0	0.00%
2007	LDGV	7,254	81	1.1%	7,167	98.8%	6	0.1%	0	0.00%
2007	Unknown	2	0	0.0%	2	100.0%	0	0.0%	0	0.00%
2008	LDGT1	113	1	0.9%	112	99.1%	0	0.0%	0	0.00%
2008	LDGT2	51	0	0.0%	51	100.0%	0	0.0%	0	0.00%
2008	LDGV	215	0	0.0%	215	100.0%	0	0.0%	0	0.00%
2008	Unknown	0	0	-	0	-	0	-	0	-
Totals		1,618,627	28,968	1.8%	1,579,468	97.6%	9,493	0.6%	698	0.04%

**New Jersey Enhanced Inspection and Maintenance Program
 OBDII Malfunction Indicator Lamp (MIL) Report
 Year 2007**

Model Yr	Veh Type	# Initial MIL Insp	# MIL Off/No DTCs	% MIL Off/No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/No DTCs	% MIL On/No DTCs	# MIL On With DTCs	% MIL On With DTCs
Unknown	LDGT1	39	36	92.3%	0	0.00%	0	0.00%	3	7.7%
Unknown	LDGT2	13	10	76.9%	0	0.00%	0	0.00%	3	23.1%
Unknown	LDGV	93	87	93.5%	1	1.08%	0	0.00%	5	5.4%
Unknown	Unknown	0	0	-	0	-	0	-	0	-
1996	LDGT1	21,242	17,928	84.4%	265	1.25%	2	0.01%	3,047	14.3%
1996	LDGT2	5,231	4,430	84.7%	40	0.76%	1	0.02%	760	14.5%
1996	LDGV	48,630	41,540	85.4%	403	0.83%	54	0.11%	6,633	13.6%
1996	Unknown	22	22	100.0%	0	0.00%	0	0.00%	0	0.0%
1997	LDGT1	44,431	39,858	89.7%	364	0.82%	0	0.00%	4,209	9.5%
1997	LDGT2	12,166	11,029	90.7%	63	0.52%	4	0.03%	1,070	8.8%
1997	LDGV	107,842	97,555	90.5%	634	0.59%	95	0.09%	9,558	8.9%
1997	Unknown	23	22	95.7%	0	0.00%	0	0.00%	1	4.3%
1998	LDGT1	33,578	30,092	89.6%	262	0.78%	12	0.04%	3,212	9.6%
1998	LDGT2	9,759	8,855	90.7%	59	0.60%	4	0.04%	841	8.6%
1998	LDGV	71,336	64,699	90.7%	395	0.55%	59	0.08%	6,183	8.7%
1998	Unknown	21	20	95.2%	0	0.00%	0	0.00%	1	4.8%
1999	LDGT1	53,850	50,382	93.6%	250	0.46%	19	0.04%	3,199	5.9%
1999	LDGT2	21,348	20,017	93.8%	97	0.45%	19	0.09%	1,215	5.7%
1999	LDGV	128,112	119,622	93.4%	508	0.40%	133	0.10%	7,849	6.1%
1999	Unknown	34	32	94.1%	0	0.00%	0	0.00%	2	5.9%
2000	LDGT1	44,426	41,492	93.4%	248	0.56%	9	0.02%	2,677	6.0%
2000	LDGT2	13,222	12,490	94.5%	57	0.43%	4	0.03%	671	5.1%
2000	LDGV	98,367	91,890	93.4%	352	0.36%	94	0.10%	6,031	6.1%
2000	Unknown	26	23	88.5%	0	0.00%	0	0.00%	3	11.5%
2001	LDGT1	71,939	67,215	93.4%	157	0.22%	57	0.08%	4,510	6.3%
2001	LDGT2	23,266	22,085	94.9%	57	0.24%	10	0.04%	1,114	4.8%
2001	LDGV	147,532	139,968	94.9%	528	0.36%	134	0.09%	6,902	4.7%
2001	Unknown	37	36	97.3%	0	0.00%	0	0.00%	1	2.7%
2002	LDGT1	48,491	46,167	95.2%	118	0.24%	50	0.10%	2,156	4.4%
2002	LDGT2	14,627	13,922	95.2%	32	0.22%	7	0.05%	666	4.6%
2002	LDGV	93,862	90,230	96.1%	273	0.29%	104	0.11%	3,255	3.5%
2002	Unknown	28	27	96.4%	0	0.00%	0	0.00%	1	3.6%
2003	LDGT1	96,229	94,217	97.9%	181	0.19%	62	0.06%	1,769	1.8%
2003	LDGT2	37,335	36,215	97.0%	55	0.15%	14	0.04%	1,051	2.8%
2003	LDGV	172,072	168,962	98.2%	249	0.14%	128	0.07%	2,733	1.6%
2003	Unknown	51	51	100.0%	0	0.00%	0	0.00%	0	0.0%
2004	LDGT1	38,874	38,293	98.5%	61	0.16%	9	0.02%	511	1.3%
2004	LDGT2	13,185	13,006	98.6%	17	0.13%	9	0.07%	153	1.2%
2004	LDGV	66,215	65,388	98.8%	74	0.11%	49	0.07%	704	1.1%
2004	Unknown	14	14	100.0%	0	0.00%	0	0.00%	0	0.0%

Table F-4 (Page 1 of 2)

DTC = Diagnostic Trouble Code

**New Jersey Enhanced Inspection and Maintenance Program
OBDII Malfunction Indicator Lamp (MIL) Report
Year 2007**

Model Yr	Veh Type	# Initial MIL Insps	# MIL Off/ No DTCs	% MIL Off/ No DTCs	# MIL Off With DTCs	% MIL Off With DTCs	# MIL On/ No DTCs	% MIL On/ No DTCs	# MIL On With DTCs	% MIL On With DTCs
2005	LDGT1	11,155	10,977	98.4%	17	0.15%	2	0.02%	159	1.4%
2005	LDGT2	4,223	4,193	99.3%	2	0.05%	2	0.05%	26	0.6%
2005	LDGV	21,388	21,195	99.1%	7	0.03%	9	0.04%	177	0.8%
2005	Unknown	5	5	100.0%	0	0.00%	0	0.00%	0	0.0%
2006	LDGT1	7,160	7,128	99.6%	5	0.07%	2	0.03%	25	0.3%
2006	LDGT2	3,713	3,702	99.7%	1	0.03%	0	0.00%	10	0.3%
2006	LDGV	17,754	17,663	99.5%	3	0.02%	6	0.03%	82	0.5%
2006	Unknown	3	3	100.0%	0	0.00%	0	0.00%	0	0.0%
2007	LDGT1	3,231	3,221	99.7%	0	0.00%	0	0.00%	10	0.3%
2007	LDGT2	1,526	1,523	99.8%	0	0.00%	0	0.00%	3	0.2%
2007	LDGV	8,250	8,220	99.6%	0	0.00%	0	0.00%	30	0.4%
2007	Unknown	2	2	100.0%	0	0.00%	0	0.00%	0	0.0%
2008	LDGT1	125	125	100.0%	0	0.00%	0	0.00%	0	0.0%
2008	LDGT2	54	54	100.0%	0	0.00%	0	0.00%	0	0.0%
2008	LDGV	244	244	100.0%	0	0.00%	0	0.00%	0	0.0%
2008	Unknown	0	0	-	0	-	0	-	0	-
Totals		1,616,401	1,526,182	94.4%	5,835	0.36%	1,163	0.07%	83,221	5.1%

**New Jersey Enhanced Inspection and Maintenance Program
 OBDII Readiness Status Report
 Year 2007**

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
Unknown	LDGT1	39	8	31	20.5%
Unknown	LDGT2	13	7	6	53.8%
Unknown	LDGV	94	24	70	25.5%
Unknown	Unknown	0	0	0	-
1996	LDGT1	21,312	7,089	14,223	33.3%
1996	LDGT2	5,260	1,661	3,599	31.6%
1996	LDGV	48,794	15,619	33,175	32.0%
1996	Unknown	23	5	18	21.7%
1997	LDGT1	44,542	12,594	31,948	28.3%
1997	LDGT2	12,193	3,270	8,923	26.8%
1997	LDGV	108,058	22,256	85,802	20.6%
1997	Unknown	23	8	15	34.8%
1998	LDGT1	33,817	8,030	25,787	23.7%
1998	LDGT2	9,789	2,509	7,280	25.6%
1998	LDGV	71,504	13,615	57,889	19.0%
1998	Unknown	21	4	17	19.0%
1999	LDGT1	53,916	9,113	44,803	16.9%
1999	LDGT2	21,395	5,453	15,942	25.5%
1999	LDGV	128,344	17,027	111,317	13.3%
1999	Unknown	34	10	24	29.4%
2000	LDGT1	44,521	6,626	37,895	14.9%
2000	LDGT2	13,248	2,500	10,748	18.9%
2000	LDGV	98,551	13,537	85,014	13.7%
2000	Unknown	26	7	19	26.9%
2001	LDGT1	72,013	8,390	63,623	11.7%
2001	LDGT2	23,305	3,427	19,878	14.7%
2001	LDGV	147,685	13,695	133,990	9.3%
2001	Unknown	37	8	29	21.6%
2002	LDGT1	48,542	4,378	44,164	9.0%
2002	LDGT2	14,656	1,802	12,854	12.3%
2002	LDGV	93,940	6,421	87,519	6.8%
2002	Unknown	28	2	26	7.1%
2003	LDGT1	96,282	4,546	91,736	4.7%
2003	LDGT2	37,382	3,473	33,909	9.3%
2003	LDGV	172,386	7,515	164,871	4.4%
2003	Unknown	51	2	49	3.9%
2004	LDGT1	39,003	1,456	37,547	3.7%
2004	LDGT2	13,268	938	12,330	7.1%
2004	LDGV	66,466	2,462	64,004	3.7%
2004	Unknown	14	0	14	0.0%

Table F-5 (Page 1 of 2)

**New Jersey Enhanced Inspection and Maintenance Program
 OBDII Readiness Status Report
 Year 2007**

Model Yr	Veh Type	# Vehicles Tested for Readiness	# With Unset Monitors	# With All Monitors Set	Unset Rate
2005	LDGT1	11,254	574	10,680	5.1%
2005	LDGT2	4,293	194	4,099	4.5%
2005	LDGV	21,630	765	20,865	3.5%
2005	Unknown	5	1	4	20.0%
2006	LDGT1	7,239	341	6,898	4.7%
2006	LDGT2	3,817	153	3,664	4.0%
2006	LDGV	18,062	672	17,390	3.7%
2006	Unknown	5	0	5	0.0%
2007	LDGT1	3,332	106	3,226	3.2%
2007	LDGT2	1,603	86	1,517	5.4%
2007	LDGV	8,488	319	8,169	3.8%
2007	Unknown	2	0	2	0.0%
2008	LDGT1	133	6	127	4.5%
2008	LDGT2	60	6	54	10.0%
2008	LDGV	266	21	245	7.9%
2008	Unknown	0	0	0	-
Totals		1,620,764	202,731	1,418,033	12.5%

**New Jersey Enhanced Inspection and Maintenance Program
OBDII Failures Switched to Tailpipe Testing
Year 2007**

Model Yr	Veh Type	OBDII Initial Fails	# Fail OBDII / Pass Tailpipe Test	% Fail OBDII / Pass Tailpipe Test	# Fail OBDII / Fail Tailpipe Test	% Fail OBDII / Fail Tailpipe Test
Unknown	LDGT1	4	0	0.0%	0	0.000%
Unknown	LDGT2	3	0	0.0%	0	0.000%
Unknown	LDGV	14	1	7.1%	0	0.000%
Unknown	Unknown	0	0	-	0	-
1996	LDGT1	4,129	65	1.6%	1	0.024%
1996	LDGT2	1,023	39	3.8%	0	0.000%
1996	LDGV	9,353	225	2.4%	4	0.043%
1996	Unknown	1	0	0.0%	0	0.000%
1997	LDGT1	6,646	141	2.1%	0	0.000%
1997	LDGT2	1,606	32	2.0%	1	0.062%
1997	LDGV	14,334	298	2.1%	5	0.035%
1997	Unknown	3	0	0.0%	0	0.000%
1998	LDGT1	5,115	292	5.7%	1	0.020%
1998	LDGT2	1,350	22	1.6%	0	0.000%
1998	LDGV	9,278	167	1.8%	9	0.097%
1998	Unknown	4	0	0.0%	0	0.000%
1999	LDGT1	4,802	34	0.7%	0	0.000%
1999	LDGT2	1,907	21	1.1%	1	0.052%
1999	LDGV	11,978	159	1.3%	4	0.033%
1999	Unknown	2	1	50.0%	0	0.000%
2000	LDGT1	4,099	61	1.5%	0	0.000%
2000	LDGT2	995	14	1.4%	0	0.000%
2000	LDGV	9,012	140	1.6%	0	0.000%
2000	Unknown	4	2	50.0%	0	0.000%
2001	LDGT1	7,612	81	1.1%	0	0.000%
2001	LDGT2	2,170	44	2.0%	0	0.000%
2001	LDGV	12,115	150	1.2%	2	0.017%
2001	Unknown	5	0	0.0%	0	0.000%
2002	LDGT1	3,683	55	1.5%	0	0.000%
2002	LDGT2	1,195	28	2.3%	0	0.000%
2002	LDGV	5,794	63	1.1%	2	0.035%
2002	Unknown	2	1	50.0%	0	0.000%
2003	LDGT1	3,151	55	1.7%	0	0.000%
2003	LDGT2	1,746	56	3.2%	0	0.000%
2003	LDGV	6,154	301	4.9%	0	0.000%
2003	Unknown	1	0	0.0%	0	0.000%
2004	LDGT1	1,143	121	10.6%	0	0.000%
2004	LDGT2	486	89	18.3%	0	0.000%
2004	LDGV	1,979	230	11.6%	0	0.000%
2004	Unknown	0	0	-	0	-

Table F-6 (Page 1 of 2)

**New Jersey Enhanced Inspection and Maintenance Program
 OBDII Failures Switched to Tailpipe Testing
 Year 2007**

Model Yr	Veh Type	OBDII Initial Fails	# Fail OBDII / Pass Tailpipe Test	% Fail OBDII / Pass Tailpipe Test	# Fail OBDII / Fail Tailpipe Test	% Fail OBDII / Fail Tailpipe Test
2005	LDGT1	419	94	22.4%	0	0.000%
2005	LDGT2	162	59	36.4%	0	0.000%
2005	LDGV	744	224	30.1%	0	0.000%
2005	Unknown	0	0	-	0	-
2006	LDGT1	183	69	37.7%	1	0.546%
2006	LDGT2	166	91	54.8%	0	0.000%
2006	LDGV	698	262	37.5%	0	0.000%
2006	Unknown	2	2	100.0%	0	0.000%
2007	LDGT1	154	76	49.4%	0	0.000%
2007	LDGT2	98	54	55.1%	0	0.000%
2007	LDGV	380	198	52.1%	0	0.000%
2007	Unknown	0	0	-	0	-
2008	LDGT1	10	7	70.0%	0	0.000%
2008	LDGT2	8	4	50.0%	0	0.000%
2008	LDGV	28	19	67.9%	0	0.000%
2008	Unknown	0	0	-	0	-
Totals		135,950	4,147	3.1%	31	0.023%

Table F-6 (Page 2 of 2)

**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 2007**

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
Pre 83/Unknown	HDGV	149	10	110	6.7%	73.8%	0	0	0	-	-
Pre 83/Unknown	LDGT1	518	37	366	7.1%	70.7%	4	1	2	25.0%	50.0%
Pre 83/Unknown	LDGT2	333	35	240	10.5%	72.1%	3	0	0	0.0%	0.0%
Pre 83/Unknown	LDGV	2,193	147	1,593	6.7%	72.6%	14	0	8	0.0%	57.1%
Pre 83/Unknown	Unknown	184	16	139	8.7%	75.5%	0	0	0	-	-
1983	HDGV	53	1	48	1.9%	90.6%	0	0	0	-	-
1983	LDGT1	165	18	111	10.9%	67.3%	0	0	0	-	-
1983	LDGT2	77	10	60	13.0%	77.9%	0	0	0	-	-
1983	LDGV	587	40	444	6.8%	75.6%	0	0	0	-	-
1983	Unknown	46	3	38	6.5%	82.6%	0	0	0	-	-
1984	HDGV	64	4	43	6.3%	67.2%	0	0	0	-	-
1984	LDGT1	222	17	145	7.7%	65.3%	0	0	0	-	-
1984	LDGT2	79	9	51	11.4%	64.6%	0	0	0	-	-
1984	LDGV	603	76	399	12.6%	66.2%	0	0	0	-	-
1984	Unknown	48	5	31	10.4%	64.6%	0	0	0	-	-
1985	HDGV	149	8	116	5.4%	77.9%	0	0	0	-	-
1985	LDGT1	431	38	307	8.8%	71.2%	0	0	0	-	-
1985	LDGT2	213	21	158	9.9%	74.2%	0	0	0	-	-
1985	LDGV	1,678	147	1,253	8.8%	74.7%	0	0	0	-	-
1985	Unknown	98	4	83	4.1%	84.7%	0	0	0	-	-
1986	HDGV	161	11	116	6.8%	72.0%	0	0	0	-	-
1986	LDGT1	463	38	301	8.2%	65.0%	0	0	0	-	-
1986	LDGT2	189	21	120	11.1%	63.5%	0	0	0	-	-
1986	LDGV	1,359	133	922	9.8%	67.8%	0	0	0	-	-
1986	Unknown	87	6	72	6.9%	82.8%	0	0	0	-	-
1987	HDGV	201	13	159	6.5%	79.1%	0	0	0	-	-
1987	LDGT1	977	67	729	6.9%	74.6%	0	0	0	-	-
1987	LDGT2	375	27	285	7.2%	76.0%	0	0	0	-	-
1987	LDGV	3,278	273	2,419	8.3%	73.8%	0	0	0	-	-
1987	Unknown	131	7	110	5.3%	84.0%	0	0	0	-	-
1988	HDGV	143	9	114	6.3%	79.7%	0	0	0	-	-
1988	LDGT1	1,028	89	696	8.7%	67.7%	0	0	0	-	-
1988	LDGT2	399	31	286	7.8%	71.7%	0	0	0	-	-
1988	LDGV	2,085	213	1,421	10.2%	68.2%	0	0	0	-	-
1988	Unknown	98	4	77	4.1%	78.6%	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 2007**

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
1989	HDGV	246	16	195	6.5%	79.3%	0	0	0	-	-
1989	LDGT1	1,824	158	1,350	8.7%	74.0%	0	0	0	-	-
1989	LDGT2	657	43	506	6.5%	77.0%	0	0	0	-	-
1989	LDGV	4,636	364	3,402	7.9%	73.4%	0	0	0	-	-
1989	Unknown	152	4	130	2.6%	85.5%	0	0	0	-	-
1990	HDGV	146	7	105	4.8%	71.9%	0	0	0	-	-
1990	LDGT1	1,159	113	782	9.7%	67.5%	0	0	0	-	-
1990	LDGT2	397	23	284	5.8%	71.5%	0	0	0	-	-
1990	LDGV	4,033	434	2,596	10.8%	64.4%	0	0	0	-	-
1990	Unknown	70	7	53	10.0%	75.7%	0	0	0	-	-
1991	HDGV	145	11	113	7.6%	77.9%	0	0	0	-	-
1991	LDGT1	2,435	201	1,775	8.3%	72.9%	0	0	0	-	-
1991	LDGT2	531	35	426	6.6%	80.2%	0	0	0	-	-
1991	LDGV	9,134	873	6,612	9.6%	72.4%	0	0	0	-	-
1991	Unknown	58	6	43	10.3%	74.1%	0	0	0	-	-
1992	HDGV	92	6	67	6.5%	72.8%	0	0	0	-	-
1992	LDGT1	1,761	156	1,261	8.9%	71.6%	0	0	0	-	-
1992	LDGT2	494	36	371	7.3%	75.1%	0	0	0	-	-
1992	LDGV	6,662	764	4,465	11.5%	67.0%	0	0	0	-	-
1992	Unknown	40	0	34	0.0%	85.0%	0	0	0	-	-
1993	HDGV	189	3	160	1.6%	84.7%	0	0	0	-	-
1993	LDGT1	4,238	320	3,254	7.6%	76.8%	0	0	0	-	-
1993	LDGT2	1,015	62	843	6.1%	83.1%	0	0	0	-	-
1993	LDGV	13,025	1,113	9,727	8.5%	74.7%	0	0	0	-	-
1993	Unknown	87	5	75	5.7%	86.2%	0	0	0	-	-
1994	HDGV	178	15	140	8.4%	78.7%	0	0	0	-	-
1994	LDGT1	2,933	217	2,184	7.4%	74.5%	0	0	0	-	-
1994	LDGT2	708	51	538	7.2%	76.0%	0	0	0	-	-
1994	LDGV	7,208	643	5,219	8.9%	72.4%	0	0	0	-	-
1994	Unknown	100	6	83	6.0%	83.0%	0	0	0	-	-
1995	HDGV	361	14	317	3.9%	87.8%	0	0	0	-	-
1995	LDGT1	4,796	343	3,803	7.2%	79.3%	0	0	0	-	-
1995	LDGT2	1,377	98	1,143	7.1%	83.0%	0	0	0	-	-
1995	LDGV	11,893	833	9,268	7.0%	77.9%	0	0	0	-	-
1995	Unknown	207	12	180	5.8%	87.0%	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 2007**

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
1996	HDGV	163	4	145	2.5%	89.0%	0	0	0	-	-
1996	LDGT1	4,842	513	3,383	10.6%	69.9%	4,129	495	2,725	12.0%	66.0%
1996	LDGT2	1,152	109	817	9.5%	70.9%	1,023	109	692	10.7%	67.6%
1996	LDGV	10,291	1,154	6,825	11.2%	66.3%	9,353	1,121	6,009	12.0%	64.2%
1996	Unknown	77	4	63	5.2%	81.8%	1	0	0	0.0%	0.0%
1997	HDGV	275	13	229	4.7%	83.3%	0	0	2	-	-
1997	LDGT1	7,706	673	5,878	8.7%	76.3%	6,646	647	4,887	9.7%	73.5%
1997	LDGT2	1,829	140	1,412	7.7%	77.2%	1,606	135	1,201	8.4%	74.8%
1997	LDGV	15,943	1,611	11,668	10.1%	73.2%	14,334	1,558	10,201	10.9%	71.2%
1997	Unknown	207	3	191	1.4%	92.3%	3	0	1	0.0%	33.3%
1998	HDGV	113	2	107	1.8%	94.7%	0	0	4	-	-
1998	LDGT1	5,803	570	4,244	9.8%	73.1%	5,115	550	3,618	10.8%	70.7%
1998	LDGT2	1,525	127	1,162	8.3%	76.2%	1,350	123	1,000	9.1%	74.1%
1998	LDGV	10,513	992	7,774	9.4%	73.9%	9,278	946	6,662	10.2%	71.8%
1998	Unknown	56	4	48	7.1%	85.7%	4	0	0	0.0%	0.0%
1999	HDGV	281	9	258	3.2%	91.8%	0	0	2	-	-
1999	LDGT1	5,720	344	4,667	6.0%	81.6%	4,802	330	3,799	6.9%	79.1%
1999	LDGT2	2,238	156	1,804	7.0%	80.6%	1,907	152	1,490	8.0%	78.1%
1999	LDGV	14,054	1,043	11,262	7.4%	80.1%	11,978	1,003	9,311	8.4%	77.7%
1999	Unknown	188	7	171	3.7%	91.0%	2	0	0	0.0%	0.0%
2000	HDGV	130	2	124	1.5%	95.4%	0	0	3	-	-
2000	LDGT1	5,013	343	4,123	6.8%	82.2%	4,099	333	3,243	8.1%	79.1%
2000	LDGT2	1,246	93	988	7.5%	79.3%	995	89	749	8.9%	75.3%
2000	LDGV	10,472	780	8,389	7.4%	80.1%	9,012	756	7,010	8.4%	77.8%
2000	Unknown	124	2	117	1.6%	94.4%	4	0	1	0.0%	25.0%
2001	HDGV	187	3	175	1.6%	93.6%	0	1	3	-	-
2001	LDGT1	9,056	535	7,841	5.9%	86.6%	7,612	521	6,429	6.8%	84.5%
2001	LDGT2	2,684	165	2,318	6.1%	86.4%	2,170	160	1,817	7.4%	83.7%
2001	LDGV	13,780	906	11,561	6.6%	83.9%	12,115	894	9,947	7.4%	82.1%
2001	Unknown	166	4	156	2.4%	94.0%	5	1	0	20.0%	0.0%
2002	HDGV	102	1	91	1.0%	89.2%	0	0	0	-	-
2002	LDGT1	4,557	254	3,979	5.6%	87.3%	3,683	243	3,128	6.6%	84.9%
2002	LDGT2	1,546	80	1,332	5.2%	86.2%	1,195	70	1,005	5.9%	84.1%
2002	LDGV	6,850	460	5,715	6.7%	83.4%	5,794	454	4,690	7.8%	80.9%
2002	Unknown	106	2	101	1.9%	95.3%	2	0	2	0.0%	100.0%

**New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	Overall Initial Fails	# Overall Fail	# Overall Pass	% Overall Fail	% Overall Pass	OBD Initial Fails	# OBD Fail	# OBD Pass	% OBD Fail	% OBD Pass
2003	HDGV	237	0	223	0.0%	94.1%	0	0	1	-	-
2003	LDGT1	5,045	149	4,665	3.0%	92.5%	3,151	144	2,807	4.6%	89.1%
2003	LDGT2	2,474	74	2,278	3.0%	92.1%	1,746	70	1,566	4.0%	89.7%
2003	LDGV	8,444	296	7,688	3.5%	91.0%	6,154	287	5,441	4.7%	88.4%
2003	Unknown	252	2	241	0.8%	95.6%	1	0	0	0.0%	0.0%
2004	HDGV	67	1	64	1.5%	95.5%	0	0	0	-	-
2004	LDGT1	1,745	54	1,623	3.1%	93.0%	1,143	49	1,036	4.3%	90.6%
2004	LDGT2	713	42	637	5.9%	89.3%	486	44	413	9.1%	85.0%
2004	LDGV	3,156	104	2,900	3.3%	91.9%	1,979	100	1,748	5.1%	88.3%
2004	Unknown	47	1	45	2.1%	95.7%	0	0	0	-	-
2005	HDGV	21	0	18	0.0%	85.7%	0	0	0	-	-
2005	LDGT1	594	14	551	2.4%	92.8%	419	13	381	3.1%	90.9%
2005	LDGT2	221	6	209	2.7%	94.6%	162	6	151	3.7%	93.2%
2005	LDGV	1,159	40	1,074	3.5%	92.7%	744	38	669	5.1%	89.9%
2005	Unknown	11	0	10	0.0%	90.9%	0	0	0	-	-
2006	HDGV	14	0	12	0.0%	85.7%	0	0	2	-	-
2006	LDGT1	255	1	245	0.4%	96.1%	183	1	175	0.5%	95.6%
2006	LDGT2	185	4	175	2.2%	94.6%	166	3	158	1.8%	95.2%
2006	LDGV	885	16	828	1.8%	93.6%	698	15	647	2.1%	92.7%
2006	Unknown	9	0	8	0.0%	88.9%	2	0	0	0.0%	0.0%
2007	HDGV	4	0	3	0.0%	75.0%	0	0	0	-	-
2007	LDGT1	178	3	150	1.7%	84.3%	154	2	130	1.3%	84.4%
2007	LDGT2	104	0	86	0.0%	82.7%	98	0	81	0.0%	82.7%
2007	LDGV	458	8	405	1.7%	88.4%	380	8	334	2.1%	87.9%
2007	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	HDGV	1	0	0	0.0%	0.0%	0	0	0	-	-
2008	LDGT1	11	0	10	0.0%	90.9%	10	0	9	0.0%	90.0%
2008	LDGT2	8	1	6	12.5%	75.0%	8	1	6	12.5%	75.0%
2008	LDGV	28	1	22	3.6%	78.6%	28	1	22	3.6%	78.6%
2008	Unknown	0	0	0	-	-	0	0	0	-	-
Totals		267,173	20,505	208,361	7.7%	78.0%	135,950	11,474	105,418	8.4%	77.5%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2007

Model Yr	Veh Type	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
Pre 83/Unknown	HDGV	0	0	0	-	-	0	0	0	-	-	135	9	100	6.7%	74.1%
Pre 83/Unknown	LDGT1	101	11	52	10.9%	51.5%	11	0	6	0.0%	54.5%	332	23	249	6.9%	75.0%
Pre 83/Unknown	LDGT2	36	2	28	5.6%	77.8%	4	1	3	25.0%	75.0%	263	32	183	12.2%	69.6%
Pre 83/Unknown	LDGV	386	26	270	6.7%	69.9%	35	3	26	8.6%	74.3%	1,602	115	1,150	7.2%	71.8%
Pre 83/Unknown	Unknown	1	0	0	0.0%	0.0%	1	0	1	0.0%	100.0%	163	13	124	8.0%	76.1%
1983	HDGV	0	0	0	-	-	0	0	0	-	-	51	1	46	2.0%	90.2%
1983	LDGT1	127	15	87	11.8%	68.5%	9	0	6	0.0%	66.7%	0	0	0	-	-
1983	LDGT2	56	8	42	14.3%	75.0%	4	1	3	25.0%	75.0%	0	0	0	-	-
1983	LDGV	511	34	379	6.7%	74.2%	36	5	27	13.9%	75.0%	0	0	0	-	-
1983	Unknown	0	0	0	-	-	0	0	0	-	-	42	3	34	7.1%	81.0%
1984	HDGV	0	0	0	-	-	0	0	0	-	-	56	4	38	7.1%	67.9%
1984	LDGT1	187	13	121	7.0%	64.7%	11	2	7	18.2%	63.6%	0	0	0	-	-
1984	LDGT2	59	7	35	11.9%	59.3%	6	1	3	16.7%	50.0%	0	0	0	-	-
1984	LDGV	539	74	344	13.7%	63.8%	18	1	15	5.6%	83.3%	2	0	2	0.0%	100.0%
1984	Unknown	1	0	0	0.0%	0.0%	0	0	0	-	-	46	5	29	10.9%	63.0%
1985	HDGV	0	1	1	-	-	0	0	0	-	-	133	7	102	5.3%	76.7%
1985	LDGT1	342	35	225	10.2%	65.8%	16	0	15	0.0%	93.8%	0	0	0	-	-
1985	LDGT2	186	19	135	10.2%	72.6%	9	1	6	11.1%	66.7%	0	0	0	-	-
1985	LDGV	1,502	140	1,097	9.3%	73.0%	43	4	32	9.3%	74.4%	4	1	2	25.0%	50.0%
1985	Unknown	3	0	0	0.0%	0.0%	0	0	0	-	-	88	4	73	4.5%	83.0%
1986	HDGV	0	0	0	-	-	0	0	0	-	-	147	10	104	6.8%	70.7%
1986	LDGT1	363	30	225	8.3%	62.0%	24	4	14	16.7%	58.3%	1	0	1	0.0%	100.0%
1986	LDGT2	153	15	95	9.8%	62.1%	10	3	5	30.0%	50.0%	1	0	1	0.0%	100.0%
1986	LDGV	1,245	126	829	10.1%	66.6%	37	2	24	5.4%	64.9%	7	3	4	42.9%	57.1%
1986	Unknown	0	0	0	-	-	0	0	0	-	-	71	6	59	8.5%	83.1%
1987	HDGV	0	0	1	-	-	0	0	0	-	-	171	12	132	7.0%	77.2%
1987	LDGT1	754	60	532	8.0%	70.6%	53	1	42	1.9%	79.2%	0	0	0	-	-
1987	LDGT2	282	24	204	8.5%	72.3%	24	1	21	4.2%	87.5%	0	0	0	-	-
1987	LDGV	2,947	256	2,132	8.7%	72.3%	96	5	78	5.2%	81.3%	12	0	10	0.0%	83.3%
1987	Unknown	1	0	0	0.0%	0.0%	1	0	1	0.0%	100.0%	109	7	88	6.4%	80.7%
1988	HDGV	0	0	0	-	-	0	1	0	-	-	123	7	98	5.7%	79.7%
1988	LDGT1	884	83	577	9.4%	65.3%	43	4	25	9.3%	58.1%	1	0	0	0.0%	0.0%
1988	LDGT2	316	27	222	8.5%	70.3%	16	1	9	6.3%	56.3%	5	0	2	0.0%	40.0%
1988	LDGV	1,877	203	1,251	10.8%	66.6%	69	5	47	7.2%	68.1%	0	0	0	-	-
1988	Unknown	0	0	0	-	-	1	0	0	0.0%	0.0%	73	4	52	5.5%	71.2%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2007

Model Yr	Veh Type	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
1989	HDGV	0	0	3	-	-	0	0	0	-	-	208	16	158	7.7%	76.0%
1989	LDGT1	1,539	148	1,098	9.6%	71.3%	64	5	44	7.8%	68.8%	0	0	0	-	-
1989	LDGT2	529	36	399	6.8%	75.4%	27	2	17	7.4%	63.0%	4	1	3	25.0%	75.0%
1989	LDGV	4,154	345	2,979	8.3%	71.7%	124	10	91	8.1%	73.4%	0	0	0	-	-
1989	Unknown	3	0	0	0.0%	0.0%	0	0	0	-	-	117	3	98	2.6%	83.8%
1990	HDGV	0	1	0	-	-	0	0	0	-	-	117	6	79	5.1%	67.5%
1990	LDGT1	959	99	625	10.3%	65.2%	52	5	30	9.6%	57.7%	0	0	0	-	-
1990	LDGT2	319	21	217	6.6%	68.0%	16	1	10	6.3%	62.5%	0	0	0	-	-
1990	LDGV	3,605	416	2,237	11.5%	62.1%	135	7	98	5.2%	72.6%	0	0	0	-	-
1990	Unknown	1	0	0	0.0%	0.0%	0	0	0	-	-	51	7	34	13.7%	66.7%
1991	HDGV	0	0	1	-	-	0	0	1	-	-	106	10	77	9.4%	72.6%
1991	LDGT1	2,030	184	1,428	9.1%	70.3%	130	11	97	8.5%	74.6%	0	0	0	-	-
1991	LDGT2	421	30	333	7.1%	79.1%	38	4	29	10.5%	76.3%	0	0	0	-	-
1991	LDGV	8,036	821	5,669	10.2%	70.5%	419	39	300	9.3%	71.6%	0	0	0	-	-
1991	Unknown	1	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	46	6	32	13.0%	69.6%
1992	HDGV	0	0	0	-	-	0	1	0	-	-	69	4	49	5.8%	71.0%
1992	LDGT1	1,505	146	1,033	9.7%	68.6%	73	5	57	6.8%	78.1%	1	0	1	0.0%	100.0%
1992	LDGT2	399	35	283	8.8%	70.9%	25	1	19	4.0%	76.0%	2	1	1	50.0%	50.0%
1992	LDGV	5,905	714	3,858	12.1%	65.3%	358	40	241	11.2%	67.3%	0	0	0	-	-
1992	Unknown	0	0	0	-	-	1	0	0	0.0%	0.0%	24	0	21	0.0%	87.5%
1993	HDGV	0	0	0	-	-	0	0	0	-	-	143	3	118	2.1%	82.5%
1993	LDGT1	3,298	257	2,479	7.8%	75.2%	507	50	387	9.9%	76.3%	1	0	1	0.0%	100.0%
1993	LDGT2	769	55	620	7.2%	80.6%	57	5	43	8.8%	75.4%	2	0	1	0.0%	50.0%
1993	LDGV	11,192	1,037	8,156	9.3%	72.9%	894	53	700	5.9%	78.3%	0	0	0	-	-
1993	Unknown	1	0	0	0.0%	0.0%	0	0	0	-	-	58	5	47	8.6%	81.0%
1994	HDGV	0	0	0	-	-	0	0	0	-	-	134	14	98	10.4%	73.1%
1994	LDGT1	2,065	179	1,464	8.7%	70.9%	496	33	374	6.7%	75.4%	0	0	0	-	-
1994	LDGT2	506	43	366	8.5%	72.3%	72	3	55	4.2%	76.4%	1	0	1	0.0%	100.0%
1994	LDGV	6,034	579	4,231	9.6%	70.1%	483	37	361	7.7%	74.7%	0	0	0	-	-
1994	Unknown	0	0	0	-	-	0	0	0	-	-	65	6	50	9.2%	76.9%
1995	HDGV	0	0	4	-	-	0	0	1	-	-	250	12	214	4.8%	85.6%
1995	LDGT1	3,705	298	2,840	8.0%	76.7%	478	29	380	6.1%	79.5%	0	0	0	-	-
1995	LDGT2	992	85	796	8.6%	80.2%	112	8	90	7.1%	80.4%	0	0	0	-	-
1995	LDGV	9,575	765	7,165	8.0%	74.8%	746	36	623	4.8%	83.5%	0	0	0	-	-
1995	Unknown	6	0	0	0.0%	0.0%	1	0	0	0.0%	0.0%	120	11	98	9.2%	81.7%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2007

Model Yr	Veh Type	ASM Initial Fails	# ASM Fail	# ASM Pass	% ASM Fail	% ASM Pass	2500 Initial Fails	# 2500 Fail	# 2500 Pass	% 2500 Fail	% 2500 Pass	Idle Initial Fails	# Idle Fail	# Idle Pass	% Idle Fail	% Idle Pass
1996	HDGV	0	0	0	-	-	0	0	0	-	-	101	2	89	2.0%	88.1%
1996	LDGT1	5	0	5	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1996	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1996	LDGV	7	0	5	0.0%	71.4%	5	0	4	0.0%	80.0%	0	0	0	-	-
1996	Unknown	0	0	0	-	-	0	0	0	-	-	51	3	39	5.9%	76.5%
1997	HDGV	0	0	0	-	-	0	0	0	-	-	160	10	121	6.3%	75.6%
1997	LDGT1	13	0	11	0.0%	84.6%	5	0	3	0.0%	60.0%	0	0	0	-	-
1997	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1997	LDGV	33	2	27	6.1%	81.8%	5	0	5	0.0%	100.0%	0	0	0	-	-
1997	Unknown	0	0	0	-	-	0	0	0	-	-	70	3	58	4.3%	82.9%
1998	HDGV	0	0	0	-	-	0	0	0	-	-	46	2	41	4.3%	89.1%
1998	LDGT1	24	0	20	0.0%	83.3%	0	0	0	-	-	0	0	0	-	-
1998	LDGT2	0	0	0	-	-	1	0	0	0.0%	0.0%	0	0	0	-	-
1998	LDGV	38	5	29	13.2%	76.3%	2	0	1	0.0%	50.0%	0	0	0	-	-
1998	Unknown	0	0	0	-	-	0	0	0	-	-	21	3	15	14.3%	71.4%
1999	HDGV	0	0	0	-	-	0	0	0	-	-	148	9	132	6.1%	89.2%
1999	LDGT1	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGV	4	1	3	25.0%	75.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	Unknown	0	0	0	-	-	0	0	0	-	-	64	6	54	9.4%	84.4%
2000	HDGV	0	0	0	-	-	0	0	0	-	-	41	1	38	2.4%	92.7%
2000	LDGT1	1	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2000	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2000	Unknown	0	0	0	-	-	0	0	0	-	-	31	1	27	3.2%	87.1%
2001	HDGV	0	0	0	-	-	0	0	0	-	-	51	2	45	3.9%	88.2%
2001	LDGT1	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2001	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2001	Unknown	0	0	0	-	-	0	0	0	-	-	24	1	18	4.2%	75.0%
2002	HDGV	0	0	0	-	-	0	0	0	-	-	25	1	20	4.0%	80.0%
2002	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	Unknown	0	0	0	-	-	0	0	0	-	-	14	1	10	7.1%	71.4%

**New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2007**

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2003	HDGV	0	0	0	-	-	0	0	0	-	-	36	0	28	0.0%	77.8%
2003	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGV	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2003	Unknown	0	0	0	-	-	0	0	0	-	-	14	1	12	7.1%	85.7%
2004	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2004	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT2	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDGV	5	0	4	0.0%	80.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	Unknown	0	0	0	-	-	0	0	0	-	-	3	1	2	33.3%	66.7%
2005	HDGV	0	0	0	-	-	0	0	0	-	-	4	0	1	0.0%	25.0%
2005	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGV	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	Unknown	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	0	0.0%	0.0%
2006	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGV	2	1	1	50.0%	50.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2006	Unknown	0	0	0	-	-	0	0	0	-	-	3	0	2	0.0%	66.7%
2007	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	Unknown	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		80,551	7,512	57,284	9.3%	71.1%	5,921	431	4,494	7.3%	75.9%	6,070	418	4,620	6.9%	76.1%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2007

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
Pre 83/Unknown	HDGV	26	2	17	7.7%	65.4%	3	0	3	0.0%	100.0%	10	0	5	0.0%	50.0%
Pre 83/Unknown	LDGT1	125	2	96	1.6%	76.8%	21	0	14	0.0%	66.7%	37	1	22	2.7%	59.5%
Pre 83/Unknown	LDGT2	86	4	64	4.7%	74.4%	11	1	8	9.1%	72.7%	17	0	7	0.0%	41.2%
Pre 83/Unknown	LDGV	287	2	227	0.7%	79.1%	35	0	22	0.0%	62.9%	109	7	71	6.4%	65.1%
Pre 83/Unknown	Unknown	50	3	41	6.0%	82.0%	1	0	0	0.0%	0.0%	9	1	6	11.1%	66.7%
1983	HDGV	6	0	6	0.0%	100.0%	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%
1983	LDGT1	46	1	32	2.2%	69.6%	3	0	1	0.0%	33.3%	16	0	10	0.0%	62.5%
1983	LDGT2	25	2	21	8.0%	84.0%	1	0	1	0.0%	100.0%	1	1	0	100.0%	0.0%
1983	LDGV	74	2	64	2.7%	86.5%	6	0	2	0.0%	33.3%	24	0	13	0.0%	54.2%
1983	Unknown	11	0	9	0.0%	81.8%	0	0	0	-	-	3	0	3	0.0%	100.0%
1984	HDGV	14	0	9	0.0%	64.3%	1	0	0	0.0%	0.0%	4	0	2	0.0%	50.0%
1984	LDGT1	52	0	35	0.0%	67.3%	7	1	2	14.3%	28.6%	11	1	3	9.1%	27.3%
1984	LDGT2	26	1	22	3.8%	84.6%	2	1	1	50.0%	50.0%	6	0	2	0.0%	33.3%
1984	LDGV	104	2	82	1.9%	78.8%	7	0	5	0.0%	71.4%	33	3	16	9.1%	48.5%
1984	Unknown	8	0	4	0.0%	50.0%	0	0	0	-	-	1	0	0	0.0%	0.0%
1985	HDGV	31	1	26	3.2%	83.9%	7	0	6	0.0%	85.7%	7	0	6	0.0%	85.7%
1985	LDGT1	116	2	98	1.7%	84.5%	3	0	2	0.0%	66.7%	41	0	22	0.0%	53.7%
1985	LDGT2	52	1	42	1.9%	80.8%	6	0	4	0.0%	66.7%	20	1	11	5.0%	55.0%
1985	LDGV	227	3	193	1.3%	85.0%	10	0	5	0.0%	50.0%	91	7	56	7.7%	61.5%
1985	Unknown	17	1	15	5.9%	88.2%	3	0	2	0.0%	66.7%	4	0	4	0.0%	100.0%
1986	HDGV	31	2	22	6.5%	71.0%	4	0	2	0.0%	50.0%	11	0	6	0.0%	54.5%
1986	LDGT1	134	4	92	3.0%	68.7%	6	1	4	16.7%	66.7%	26	0	12	0.0%	46.2%
1986	LDGT2	51	1	38	2.0%	74.5%	8	0	5	0.0%	62.5%	13	0	9	0.0%	69.2%
1986	LDGV	134	3	111	2.2%	82.8%	9	0	2	0.0%	22.2%	104	12	64	11.5%	61.5%
1986	Unknown	25	0	22	0.0%	88.0%	0	0	0	-	-	3	0	2	0.0%	66.7%
1987	HDGV	46	1	39	2.2%	84.8%	4	0	2	0.0%	50.0%	13	0	9	0.0%	69.2%
1987	LDGT1	255	6	218	2.4%	85.5%	11	0	7	0.0%	63.6%	74	0	56	0.0%	75.7%
1987	LDGT2	103	2	81	1.9%	78.6%	4	0	3	0.0%	75.0%	19	4	12	21.1%	63.2%
1987	LDGV	360	7	315	1.9%	87.5%	19	1	7	5.3%	36.8%	165	10	115	6.1%	69.7%
1987	Unknown	32	0	30	0.0%	93.8%	3	0	2	0.0%	66.7%	1	0	1	0.0%	100.0%
1988	HDGV	34	0	31	0.0%	91.2%	2	0	0	0.0%	0.0%	6	0	3	0.0%	50.0%
1988	LDGT1	191	5	148	2.6%	77.5%	7	0	5	0.0%	71.4%	63	4	34	6.3%	54.0%
1988	LDGT2	101	2	80	2.0%	79.2%	3	0	2	0.0%	66.7%	22	1	10	4.5%	45.5%
1988	LDGV	257	6	201	2.3%	78.2%	16	1	6	6.3%	37.5%	142	10	90	7.0%	63.4%
1988	Unknown	30	0	29	0.0%	96.7%	3	0	2	0.0%	66.7%	6	0	2	0.0%	33.3%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2007

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
1989	HDGV	51	2	45	3.9%	88.2%	2	1	1	50.0%	50.0%	14	1	9	7.1%	64.3%
1989	LDGT1	379	8	330	2.1%	87.1%	15	0	8	0.0%	53.3%	116	7	72	6.0%	62.1%
1989	LDGT2	139	2	121	1.4%	87.1%	2	0	2	0.0%	100.0%	32	1	16	3.1%	50.0%
1989	LDGV	574	8	494	1.4%	86.1%	25	2	12	8.0%	48.0%	277	10	190	3.6%	68.6%
1989	Unknown	42	1	37	2.4%	88.1%	2	0	2	0.0%	100.0%	5	0	4	0.0%	80.0%
1990	HDGV	36	0	32	0.0%	88.9%	2	0	0	0.0%	0.0%	7	0	4	0.0%	57.1%
1990	LDGT1	248	5	203	2.0%	81.9%	9	0	3	0.0%	33.3%	71	6	33	8.5%	46.5%
1990	LDGT2	90	3	72	3.3%	80.0%	4	0	3	0.0%	75.0%	23	0	12	0.0%	52.2%
1990	LDGV	510	10	393	2.0%	77.1%	32	3	17	9.4%	53.1%	273	17	157	6.2%	57.5%
1990	Unknown	25	0	24	0.0%	96.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1991	HDGV	52	0	44	0.0%	84.6%	2	0	2	0.0%	100.0%	9	1	6	11.1%	66.7%
1991	LDGT1	435	7	374	1.6%	86.0%	6	0	4	0.0%	66.7%	130	9	73	6.9%	56.2%
1991	LDGT2	125	1	108	0.8%	86.4%	3	0	0	0.0%	0.0%	28	1	17	3.6%	60.7%
1991	LDGV	1,072	13	927	1.2%	86.5%	38	0	23	0.0%	60.5%	610	40	371	6.6%	60.8%
1991	Unknown	18	0	16	0.0%	88.9%	1	0	1	0.0%	100.0%	2	0	1	0.0%	50.0%
1992	HDGV	33	1	23	3.0%	69.7%	1	0	0	0.0%	0.0%	6	1	4	16.7%	66.7%
1992	LDGT1	285	4	244	1.4%	85.6%	7	1	4	14.3%	57.1%	118	7	71	5.9%	60.2%
1992	LDGT2	98	0	90	0.0%	91.8%	3	0	3	0.0%	100.0%	27	2	18	7.4%	66.7%
1992	LDGV	685	9	566	1.3%	82.6%	29	1	15	3.4%	51.7%	579	49	364	8.5%	62.9%
1992	Unknown	18	0	15	0.0%	83.3%	0	0	0	-	-	0	0	0	-	-
1993	HDGV	56	0	52	0.0%	92.9%	1	0	1	0.0%	100.0%	6	0	4	0.0%	66.7%
1993	LDGT1	624	5	539	0.8%	86.4%	11	2	7	18.2%	63.6%	341	19	229	5.6%	67.2%
1993	LDGT2	251	1	231	0.4%	92.0%	2	0	1	0.0%	50.0%	31	1	21	3.2%	67.7%
1993	LDGV	1,436	18	1,251	1.3%	87.1%	59	2	37	3.4%	62.7%	1,212	61	846	5.0%	69.8%
1993	Unknown	35	0	33	0.0%	94.3%	1	0	1	0.0%	100.0%	0	0	0	-	-
1994	HDGV	55	3	47	5.5%	85.5%	1	0	1	0.0%	100.0%	5	1	3	20.0%	60.0%
1994	LDGT1	504	1	452	0.2%	89.7%	6	0	3	0.0%	50.0%	287	9	198	3.1%	69.0%
1994	LDGT2	167	3	151	1.8%	90.4%	3	1	1	33.3%	33.3%	49	1	34	2.0%	69.4%
1994	LDGV	1,036	15	898	1.4%	86.7%	42	2	24	4.8%	57.1%	666	29	460	4.4%	69.1%
1994	Unknown	42	0	37	0.0%	88.1%	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%
1995	HDGV	124	2	113	1.6%	91.1%	1	0	1	0.0%	100.0%	15	0	9	0.0%	60.0%
1995	LDGT1	801	9	738	1.1%	92.1%	9	1	5	11.1%	55.6%	308	9	222	2.9%	72.1%
1995	LDGT2	340	3	309	0.9%	90.9%	3	0	1	0.0%	33.3%	45	0	31	0.0%	68.9%
1995	LDGV	1,999	18	1,814	0.9%	90.7%	46	1	28	2.2%	60.9%	1,112	49	803	4.4%	72.2%
1995	Unknown	97	1	92	1.0%	94.8%	0	0	0	-	-	6	0	5	0.0%	83.3%

Table G (Page 10 of 12)

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2007

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
1996	HDGV	69	1	63	1.4%	91.3%	0	0	0	-	-	3	0	2	0.0%	66.7%
1996	LDGT1	902	16	805	1.8%	89.2%	3	0	2	0.0%	66.7%	125	7	83	5.6%	66.4%
1996	LDGT2	179	1	162	0.6%	90.5%	0	0	0	-	-	9	0	8	0.0%	88.9%
1996	LDGV	1,078	20	927	1.9%	86.0%	46	3	27	6.5%	58.7%	310	13	205	4.2%	66.1%
1996	Unknown	31	0	26	0.0%	83.9%	1	0	1	0.0%	100.0%	3	1	0	33.3%	0.0%
1997	HDGV	125	0	117	0.0%	93.6%	0	0	0	-	-	13	0	8	0.0%	61.5%
1997	LDGT1	1,255	14	1,154	1.1%	92.0%	4	0	3	0.0%	75.0%	115	4	91	3.5%	79.1%
1997	LDGT2	287	4	265	1.4%	92.3%	0	0	0	-	-	22	0	15	0.0%	68.2%
1997	LDGV	1,765	22	1,574	1.2%	89.2%	41	2	28	4.9%	68.3%	379	18	277	4.7%	73.1%
1997	Unknown	142	0	137	0.0%	96.5%	0	0	0	-	-	3	0	1	0.0%	33.3%
1998	HDGV	69	0	68	0.0%	98.6%	0	0	0	-	-	1	0	1	0.0%	100.0%
1998	LDGT1	736	11	665	1.5%	90.4%	1	0	1	0.0%	100.0%	98	4	74	4.1%	75.5%
1998	LDGT2	210	2	194	1.0%	92.4%	0	0	0	-	-	8	0	7	0.0%	87.5%
1998	LDGV	1,286	19	1,155	1.5%	89.8%	48	1	38	2.1%	79.2%	274	19	190	6.9%	69.3%
1998	Unknown	38	1	35	2.6%	92.1%	0	0	0	-	-	1	0	1	0.0%	100.0%
1999	HDGV	144	0	137	0.0%	95.1%	0	0	0	-	-	5	0	4	0.0%	80.0%
1999	LDGT1	1,040	10	976	1.0%	93.8%	3	0	3	0.0%	100.0%	70	1	62	1.4%	88.6%
1999	LDGT2	373	1	347	0.3%	93.0%	3	0	1	0.0%	33.3%	22	0	19	0.0%	86.4%
1999	LDGV	2,231	15	2,104	0.7%	94.3%	33	1	25	3.0%	75.8%	292	9	216	3.1%	74.0%
1999	Unknown	129	1	120	0.8%	93.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
2000	HDGV	88	1	85	1.1%	96.6%	0	0	0	-	-	1	0	1	0.0%	100.0%
2000	LDGT1	1,105	6	1,052	0.5%	95.2%	0	0	0	-	-	30	3	23	10.0%	76.7%
2000	LDGT2	279	2	262	0.7%	93.9%	0	0	0	-	-	15	0	14	0.0%	93.3%
2000	LDGV	1,623	12	1,535	0.7%	94.6%	15	0	10	0.0%	66.7%	153	10	115	6.5%	75.2%
2000	Unknown	98	0	94	0.0%	95.9%	0	0	0	-	-	2	0	1	0.0%	50.0%
2001	HDGV	140	0	135	0.0%	96.4%	1	0	1	0.0%	100.0%	2	0	1	0.0%	50.0%
2001	LDGT1	1,751	10	1,693	0.6%	96.7%	1	0	1	0.0%	100.0%	26	0	21	0.0%	80.8%
2001	LDGT2	611	5	587	0.8%	96.1%	2	0	2	0.0%	100.0%	6	1	5	16.7%	83.3%
2001	LDGV	1,880	5	1,824	0.3%	97.0%	22	0	17	0.0%	77.3%	120	7	92	5.8%	76.7%
2001	Unknown	144	2	140	1.4%	97.2%	0	0	0	-	-	1	0	1	0.0%	100.0%
2002	HDGV	83	0	76	0.0%	91.6%	0	0	0	-	-	6	0	5	0.0%	83.3%
2002	LDGT1	1,027	7	990	0.7%	96.4%	2	0	2	0.0%	100.0%	9	0	8	0.0%	88.9%
2002	LDGT2	424	9	394	2.1%	92.9%	0	0	0	-	-	2	0	2	0.0%	100.0%
2002	LDGV	1,181	5	1,137	0.4%	96.3%	13	2	11	15.4%	84.6%	36	0	30	0.0%	83.3%
2002	Unknown	95	1	91	1.1%	95.8%	0	0	0	-	-	3	0	3	0.0%	100.0%

New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Failing/Passing First Retest by Test Type/Model Year/Vehicle Type
Year 2007

Model Yr	Veh Type	Gas Cap Initial Fails	# Gas Cap Fail	# Gas Cap Pass	% Gas Cap Fail	% Gas Cap Pass	Cat Conv Initial Fails	# Cat Conv Fail	# Cat Conv Pass	% Cat Conv Fail	% Cat Conv Pass	Smoke Initial Fails	# Smoke Fail	# Smoke Pass	% Smoke Fail	% Smoke Pass
2003	HDGV	215	0	202	0.0%	94.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
2003	LDGT1	2,064	2	2,025	0.1%	98.1%	1	0	1	0.0%	100.0%	2	0	1	0.0%	50.0%
2003	LDGT2	819	2	799	0.2%	97.6%	0	0	0	-	-	3	0	3	0.0%	100.0%
2003	LDGV	2,480	9	2,429	0.4%	97.9%	14	0	11	0.0%	78.6%	14	0	13	0.0%	92.9%
2003	Unknown	239	1	229	0.4%	95.8%	0	0	0	-	-	1	0	1	0.0%	100.0%
2004	HDGV	65	1	62	1.5%	95.4%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDGT1	644	1	630	0.2%	97.8%	0	0	0	-	-	3	0	3	0.0%	100.0%
2004	LDGT2	243	0	237	0.0%	97.5%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDGV	1,226	4	1,199	0.3%	97.8%	9	0	8	0.0%	88.9%	4	0	4	0.0%	100.0%
2004	Unknown	44	0	43	0.0%	97.7%	0	0	0	-	-	0	0	0	-	-
2005	HDGV	21	0	18	0.0%	85.7%	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	192	0	185	0.0%	96.4%	0	0	0	-	-	0	0	0	-	-
2005	LDGT2	64	0	62	0.0%	96.9%	0	0	0	-	-	0	0	0	-	-
2005	LDGV	424	2	412	0.5%	97.2%	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%
2005	Unknown	11	0	10	0.0%	90.9%	0	0	0	-	-	0	0	0	-	-
2006	HDGV	12	0	10	0.0%	83.3%	0	0	0	-	-	0	0	0	-	-
2006	LDGT1	74	0	71	0.0%	95.9%	1	0	1	0.0%	100.0%	0	0	0	-	-
2006	LDGT2	19	1	17	5.3%	89.5%	0	0	0	-	-	0	0	0	-	-
2006	LDGV	197	1	188	0.5%	95.4%	2	0	1	0.0%	50.0%	2	0	1	0.0%	50.0%
2006	Unknown	8	0	7	0.0%	87.5%	0	0	0	-	-	0	0	0	-	-
2007	HDGV	4	0	3	0.0%	75.0%	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	27	0	23	0.0%	85.2%	0	0	0	-	-	0	0	0	-	-
2007	LDGT2	7	0	5	0.0%	71.4%	0	0	0	-	-	0	0	0	-	-
2007	LDGV	81	0	74	0.0%	91.4%	0	0	0	-	-	0	0	0	-	-
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGV	1	0	0	0.0%	0.0%	0	0	0	-	-	0	0	0	-	-
2008	LDGT1	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2008	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		47,449	448	43,542	0.9%	91.8%	871	32	544	3.7%	62.5%	9,731	491	6,598	5.0%	67.8%

**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 2007**

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2
Pre 83/Unknown	HDGV	149	4	2.7%	0	0	-	0	0	-
Pre 83/Unknown	LDGT1	518	12	2.3%	4	0	0.0%	101	3	3.0%
Pre 83/Unknown	LDGT2	333	9	2.7%	3	0	0.0%	36	0	0.0%
Pre 83/Unknown	LDGV	2,193	51	2.3%	14	0	0.0%	386	13	3.4%
Pre 83/Unknown	Unknown	184	5	2.7%	0	0	-	1	0	0.0%
1983	HDGV	53	0	0.0%	0	0	-	0	0	-
1983	LDGT1	165	3	1.8%	0	0	-	127	2	1.6%
1983	LDGT2	77	2	2.6%	0	0	-	56	2	3.6%
1983	LDGV	587	11	1.9%	0	0	-	511	9	1.8%
1983	Unknown	46	1	2.2%	0	0	-	0	0	-
1984	HDGV	64	0	0.0%	0	0	-	0	0	-
1984	LDGT1	222	5	2.3%	0	0	-	187	3	1.6%
1984	LDGT2	79	3	3.8%	0	0	-	59	1	1.7%
1984	LDGV	603	23	3.8%	0	0	-	539	23	4.3%
1984	Unknown	48	2	4.2%	0	0	-	1	0	0.0%
1985	HDGV	149	4	2.7%	0	0	-	0	1	-
1985	LDGT1	431	12	2.8%	0	0	-	342	11	3.2%
1985	LDGT2	213	6	2.8%	0	0	-	186	4	2.2%
1985	LDGV	1,678	47	2.8%	0	0	-	1,502	44	2.9%
1985	Unknown	98	2	2.0%	0	0	-	3	0	0.0%
1986	HDGV	161	3	1.9%	0	0	-	0	0	-
1986	LDGT1	463	13	2.8%	0	0	-	363	8	2.2%
1986	LDGT2	189	6	3.2%	0	0	-	153	6	3.9%
1986	LDGV	1,359	40	2.9%	0	0	-	1,245	39	3.1%
1986	Unknown	87	4	4.6%	0	0	-	0	0	-
1987	HDGV	201	6	3.0%	0	0	-	0	0	-
1987	LDGT1	977	18	1.8%	0	0	-	754	15	2.0%
1987	LDGT2	375	8	2.1%	0	0	-	282	5	1.8%
1987	LDGV	3,278	83	2.5%	0	0	-	2,947	79	2.7%
1987	Unknown	131	4	3.1%	0	0	-	1	0	0.0%
1988	HDGV	143	5	3.5%	0	0	-	0	0	-
1988	LDGT1	1,028	30	2.9%	0	0	-	884	27	3.1%
1988	LDGT2	399	9	2.3%	0	0	-	316	7	2.2%
1988	LDGV	2,085	43	2.1%	0	0	-	1,877	39	2.1%
1988	Unknown	98	1	1.0%	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 2007

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2
1989	HDGV	246	7	2.8%	0	0	-	0	0	-
1989	LDGT1	1,824	51	2.8%	0	0	-	1,539	47	3.1%
1989	LDGT2	657	22	3.3%	0	0	-	529	18	3.4%
1989	LDGV	4,636	111	2.4%	0	0	-	4,154	107	2.6%
1989	Unknown	152	0	0.0%	0	0	-	3	0	0.0%
1990	HDGV	146	4	2.7%	0	0	-	0	1	-
1990	LDGT1	1,159	27	2.3%	0	0	-	959	20	2.1%
1990	LDGT2	397	11	2.8%	0	0	-	319	10	3.1%
1990	LDGV	4,033	124	3.1%	0	0	-	3,605	117	3.2%
1990	Unknown	70	3	4.3%	0	0	-	1	0	0.0%
1991	HDGV	145	6	4.1%	0	0	-	0	0	-
1991	LDGT1	2,435	74	3.0%	0	0	-	2,030	64	3.2%
1991	LDGT2	531	15	2.8%	0	0	-	421	13	3.1%
1991	LDGV	9,134	269	2.9%	0	0	-	8,036	246	3.1%
1991	Unknown	58	3	5.2%	0	0	-	1	0	0.0%
1992	HDGV	92	4	4.3%	0	0	-	0	0	-
1992	LDGT1	1,761	47	2.7%	0	0	-	1,505	40	2.7%
1992	LDGT2	494	16	3.2%	0	0	-	399	15	3.8%
1992	LDGV	6,662	234	3.5%	0	0	-	5,905	217	3.7%
1992	Unknown	40	0	0.0%	0	0	-	0	0	-
1993	HDGV	189	0	0.0%	0	0	-	0	0	-
1993	LDGT1	4,238	116	2.7%	0	0	-	3,298	91	2.8%
1993	LDGT2	1,015	28	2.8%	0	0	-	769	26	3.4%
1993	LDGV	13,025	428	3.3%	0	0	-	11,192	394	3.5%
1993	Unknown	87	2	2.3%	0	0	-	1	0	0.0%
1994	HDGV	178	6	3.4%	0	0	-	0	0	-
1994	LDGT1	2,933	86	2.9%	0	0	-	2,065	75	3.6%
1994	LDGT2	708	26	3.7%	0	0	-	506	24	4.7%
1994	LDGV	7,208	208	2.9%	0	0	-	6,034	173	2.9%
1994	Unknown	100	3	3.0%	0	0	-	0	0	-
1995	HDGV	361	9	2.5%	0	0	-	0	0	-
1995	LDGT1	4,796	158	3.3%	0	0	-	3,705	138	3.7%
1995	LDGT2	1,377	43	3.1%	0	0	-	992	37	3.7%
1995	LDGV	11,893	299	2.5%	0	0	-	9,575	270	2.8%
1995	Unknown	207	9	4.3%	0	0	-	6	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 2007**

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2
1996	HDGV	163	2	1.2%	0	0	-	0	0	-
1996	LDGT1	4,842	161	3.3%	4,129	137	3.3%	5	0	0.0%
1996	LDGT2	1,152	28	2.4%	1,023	26	2.5%	1	0	0.0%
1996	LDGV	10,291	360	3.5%	9,353	327	3.5%	7	0	0.0%
1996	Unknown	77	1	1.3%	1	0	0.0%	0	0	-
1997	HDGV	275	8	2.9%	0	0	-	0	0	-
1997	LDGT1	7,706	260	3.4%	6,646	238	3.6%	13	0	0.0%
1997	LDGT2	1,829	50	2.7%	1,606	44	2.7%	1	0	0.0%
1997	LDGV	15,943	555	3.5%	14,334	499	3.5%	33	1	3.0%
1997	Unknown	207	2	1.0%	3	0	0.0%	0	0	-
1998	HDGV	113	1	0.9%	0	0	-	0	0	-
1998	LDGT1	5,803	201	3.5%	5,115	183	3.6%	24	0	0.0%
1998	LDGT2	1,525	47	3.1%	1,350	44	3.3%	0	0	-
1998	LDGV	10,513	333	3.2%	9,278	288	3.1%	38	3	7.9%
1998	Unknown	56	2	3.6%	4	0	0.0%	0	0	-
1999	HDGV	281	5	1.8%	0	0	-	0	0	-
1999	LDGT1	5,720	127	2.2%	4,802	111	2.3%	1	0	0.0%
1999	LDGT2	2,238	67	3.0%	1,907	62	3.3%	0	0	-
1999	LDGV	14,054	390	2.8%	11,978	354	3.0%	4	0	0.0%
1999	Unknown	188	6	3.2%	2	0	0.0%	0	0	-
2000	HDGV	130	2	1.5%	0	0	-	0	0	-
2000	LDGT1	5,013	132	2.6%	4,099	121	3.0%	1	0	0.0%
2000	LDGT2	1,246	46	3.7%	995	42	4.2%	0	0	-
2000	LDGV	10,472	323	3.1%	9,012	296	3.3%	1	0	0.0%
2000	Unknown	124	2	1.6%	4	0	0.0%	0	0	-
2001	HDGV	187	3	1.6%	0	0	-	0	0	-
2001	LDGT1	9,056	264	2.9%	7,612	238	3.1%	0	0	-
2001	LDGT2	2,684	91	3.4%	2,170	80	3.7%	0	0	-
2001	LDGV	13,780	396	2.9%	12,115	368	3.0%	1	0	0.0%
2001	Unknown	166	4	2.4%	5	2	40.0%	0	0	-
2002	HDGV	102	1	1.0%	0	0	-	0	0	-
2002	LDGT1	4,557	148	3.2%	3,683	131	3.6%	0	0	-
2002	LDGT2	1,546	45	2.9%	1,195	37	3.1%	0	0	-
2002	LDGV	6,850	227	3.3%	5,794	210	3.6%	0	0	-
2002	Unknown	106	1	0.9%	2	0	0.0%	0	0	-

**New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	Overall Initial Fails	# Overall Pass R2	% Overall Pass R2	OBD Initial Fails	# OBD Pass R2	% OBD Pass R2	ASM Initial Fails	# ASM Pass R2	% ASM Pass R2
2003	HDGV	237	0	0.0%	0	0	-	0	0	-
2003	LDGT1	5,045	89	1.8%	3,151	79	2.5%	0	0	-
2003	LDGT2	2,474	45	1.8%	1,746	37	2.1%	0	0	-
2003	LDGV	8,444	147	1.7%	6,154	133	2.2%	3	0	0.0%
2003	Unknown	252	2	0.8%	1	0	0.0%	0	0	-
2004	HDGV	67	1	1.5%	0	0	-	0	0	-
2004	LDGT1	1,745	38	2.2%	1,143	31	2.7%	0	0	-
2004	LDGT2	713	29	4.1%	486	27	5.6%	0	0	-
2004	LDGV	3,156	72	2.3%	1,979	67	3.4%	5	0	0.0%
2004	Unknown	47	0	0.0%	0	0	-	0	0	-
2005	HDGV	21	0	0.0%	0	0	-	0	0	-
2005	LDGT1	594	11	1.9%	419	8	1.9%	0	0	-
2005	LDGT2	221	4	1.8%	162	4	2.5%	0	0	-
2005	LDGV	1,159	24	2.1%	744	18	2.4%	3	0	0.0%
2005	Unknown	11	0	0.0%	0	0	-	0	0	-
2006	HDGV	14	0	0.0%	0	0	-	0	0	-
2006	LDGT1	255	0	0.0%	183	0	0.0%	0	0	-
2006	LDGT2	185	2	1.1%	166	0	0.0%	0	0	-
2006	LDGV	885	11	1.2%	698	9	1.3%	2	0	0.0%
2006	Unknown	9	0	0.0%	2	0	0.0%	0	0	-
2007	HDGV	4	0	0.0%	0	0	-	0	0	-
2007	LDGT1	178	1	0.6%	154	0	0.0%	0	0	-
2007	LDGT2	104	0	0.0%	98	0	0.0%	0	0	-
2007	LDGV	458	7	1.5%	380	5	1.3%	0	0	-
2007	Unknown	1	0	0.0%	0	0	-	0	0	-
2008	HDGV	1	0	0.0%	0	0	-	0	0	-
2008	LDGT1	11	0	0.0%	10	0	0.0%	0	0	-
2008	LDGT2	8	0	0.0%	8	0	0.0%	0	0	-
2008	LDGV	28	1	3.6%	28	1	3.6%	0	0	-
2008	Unknown	0	0	-	0	0	-	0	0	-
Totals		267,173	7,699	2.9%	135,950	4,257	3.1%	80,551	2,488	3.1%

**New Jersey Enhanced Inspection and Maintenance Program
Initially Failed Vehicles Passing 2nd or Subsequent Retest by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2
Pre 83/Unknown	HDGV	0	0	-	135	4	3.0%	26	1	3.8%	3	0	0.0%	10	0	0.0%
Pre 83/Unknown	LDGT1	11	0	0.0%	332	8	2.4%	125	1	0.8%	21	0	0.0%	37	0	0.0%
Pre 83/Unknown	LDGT2	4	1	25.0%	263	8	3.0%	86	2	2.3%	11	1	9.1%	17	0	0.0%
Pre 83/Unknown	LDGV	35	0	0.0%	1,602	36	2.2%	287	1	0.3%	35	0	0.0%	109	4	3.7%
Pre 83/Unknown	Unknown	1	0	0.0%	163	4	2.5%	50	1	2.0%	1	0	0.0%	9	0	0.0%
1983	HDGV	0	0	-	51	0	0.0%	6	0	0.0%	3	0	0.0%	3	0	0.0%
1983	LDGT1	9	0	0.0%	0	0	-	46	0	0.0%	3	0	0.0%	16	0	0.0%
1983	LDGT2	4	0	0.0%	0	0	-	25	0	0.0%	1	0	0.0%	1	0	0.0%
1983	LDGV	36	2	5.6%	0	0	-	74	0	0.0%	6	0	0.0%	24	0	0.0%
1983	Unknown	0	0	-	42	1	2.4%	11	0	0.0%	0	0	-	3	0	0.0%
1984	HDGV	0	0	-	56	0	0.0%	14	0	0.0%	1	0	0.0%	4	0	0.0%
1984	LDGT1	11	1	9.1%	0	0	-	52	0	0.0%	7	0	0.0%	11	0	0.0%
1984	LDGT2	6	1	16.7%	0	0	-	26	0	0.0%	2	0	0.0%	6	0	0.0%
1984	LDGV	18	0	0.0%	2	0	0.0%	104	0	0.0%	7	0	0.0%	33	0	0.0%
1984	Unknown	0	0	-	46	2	4.3%	8	0	0.0%	0	0	-	1	0	0.0%
1985	HDGV	0	0	-	133	3	2.3%	31	0	0.0%	7	0	0.0%	7	0	0.0%
1985	LDGT1	16	0	0.0%	0	0	-	116	0	0.0%	3	0	0.0%	41	0	0.0%
1985	LDGT2	9	1	11.1%	0	0	-	52	1	1.9%	6	0	0.0%	20	0	0.0%
1985	LDGV	43	1	2.3%	4	0	0.0%	227	1	0.4%	10	0	0.0%	91	3	3.3%
1985	Unknown	0	0	-	88	2	2.3%	17	0	0.0%	3	0	0.0%	4	0	0.0%
1986	HDGV	0	0	-	147	3	2.0%	31	0	0.0%	4	0	0.0%	11	0	0.0%
1986	LDGT1	24	1	4.2%	1	0	0.0%	134	3	2.2%	6	1	16.7%	26	0	0.0%
1986	LDGT2	10	0	0.0%	1	0	0.0%	51	0	0.0%	8	0	0.0%	13	0	0.0%
1986	LDGV	37	0	0.0%	7	0	0.0%	134	2	1.5%	9	0	0.0%	104	4	3.8%
1986	Unknown	0	0	-	71	4	5.6%	25	0	0.0%	0	0	-	3	0	0.0%
1987	HDGV	0	0	-	171	6	3.5%	46	1	2.2%	4	0	0.0%	13	0	0.0%
1987	LDGT1	53	0	0.0%	0	0	-	255	3	1.2%	11	0	0.0%	74	0	0.0%
1987	LDGT2	24	1	4.2%	0	0	-	103	1	1.0%	4	0	0.0%	19	3	15.8%
1987	LDGV	96	1	1.0%	12	0	0.0%	360	2	0.6%	19	0	0.0%	165	4	2.4%
1987	Unknown	1	0	0.0%	109	4	3.7%	32	0	0.0%	3	0	0.0%	1	0	0.0%
1988	HDGV	0	1	-	123	3	2.4%	34	0	0.0%	2	0	0.0%	6	0	0.0%
1988	LDGT1	43	1	2.3%	1	0	0.0%	191	3	1.6%	7	0	0.0%	63	1	1.6%
1988	LDGT2	16	1	6.3%	5	0	0.0%	101	1	1.0%	3	0	0.0%	22	0	0.0%
1988	LDGV	69	1	1.4%	0	0	-	257	2	0.8%	16	1	6.3%	142	4	2.8%
1988	Unknown	1	0	0.0%	73	1	1.4%	30	0	0.0%	3	0	0.0%	6	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 2007**

Model Yr	Veh Type	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2
1989	HDGV	0	0	-	208	7	3.4%	51	1	2.0%	2	0	0.0%	14	0	0.0%
1989	LDGT1	64	1	1.6%	0	0	-	379	6	1.6%	15	0	0.0%	116	1	0.9%
1989	LDGT2	27	0	0.0%	4	1	25.0%	139	1	0.7%	2	0	0.0%	32	0	0.0%
1989	LDGV	124	2	1.6%	0	0	-	574	4	0.7%	25	0	0.0%	277	1	0.4%
1989	Unknown	0	0	-	117	0	0.0%	42	0	0.0%	2	0	0.0%	5	0	0.0%
1990	HDGV	0	0	-	117	3	2.6%	36	0	0.0%	2	0	0.0%	7	0	0.0%
1990	LDGT1	52	2	3.8%	0	0	-	248	1	0.4%	9	0	0.0%	71	0	0.0%
1990	LDGT2	16	0	0.0%	0	0	-	90	2	2.2%	4	0	0.0%	23	0	0.0%
1990	LDGV	135	2	1.5%	0	0	-	510	3	0.6%	32	2	6.3%	273	3	1.1%
1990	Unknown	0	0	-	51	3	5.9%	25	0	0.0%	1	0	0.0%	0	0	-
1991	HDGV	0	0	-	106	5	4.7%	52	0	0.0%	2	0	0.0%	9	1	11.1%
1991	LDGT1	130	4	3.1%	0	0	-	435	4	0.9%	6	0	0.0%	130	3	2.3%
1991	LDGT2	38	1	2.6%	0	0	-	125	1	0.8%	3	0	0.0%	28	0	0.0%
1991	LDGV	419	12	2.9%	0	0	-	1,072	8	0.7%	38	0	0.0%	610	10	1.6%
1991	Unknown	1	0	0.0%	46	3	6.5%	18	0	0.0%	1	0	0.0%	2	0	0.0%
1992	HDGV	0	1	-	69	2	2.9%	33	1	3.0%	1	0	0.0%	6	0	0.0%
1992	LDGT1	73	3	4.1%	1	0	0.0%	285	3	1.1%	7	0	0.0%	118	3	2.5%
1992	LDGT2	25	0	0.0%	2	1	50.0%	98	0	0.0%	3	0	0.0%	27	0	0.0%
1992	LDGV	358	12	3.4%	0	0	-	685	3	0.4%	29	0	0.0%	579	14	2.4%
1992	Unknown	1	0	0.0%	24	0	0.0%	18	0	0.0%	0	0	-	0	0	-
1993	HDGV	0	0	-	143	0	0.0%	56	0	0.0%	1	0	0.0%	6	0	0.0%
1993	LDGT1	507	17	3.4%	1	0	0.0%	624	2	0.3%	11	1	9.1%	341	7	2.1%
1993	LDGT2	57	1	1.8%	2	0	0.0%	251	0	0.0%	2	0	0.0%	31	1	3.2%
1993	LDGV	894	23	2.6%	0	0	-	1,436	11	0.8%	59	0	0.0%	1,212	18	1.5%
1993	Unknown	0	0	-	58	2	3.4%	35	0	0.0%	1	0	0.0%	0	0	-
1994	HDGV	0	0	-	134	5	3.7%	55	1	1.8%	1	0	0.0%	5	0	0.0%
1994	LDGT1	496	10	2.0%	0	0	-	504	1	0.2%	6	0	0.0%	287	2	0.7%
1994	LDGT2	72	1	1.4%	1	0	0.0%	167	2	1.2%	3	0	0.0%	49	1	2.0%
1994	LDGV	483	22	4.6%	0	0	-	1,036	7	0.7%	42	1	2.4%	666	13	2.0%
1994	Unknown	0	0	-	65	3	4.6%	42	0	0.0%	1	0	0.0%	5	0	0.0%
1995	HDGV	0	0	-	250	9	3.6%	124	0	0.0%	1	0	0.0%	15	0	0.0%
1995	LDGT1	478	10	2.1%	0	0	-	801	7	0.9%	9	0	0.0%	308	3	1.0%
1995	LDGT2	112	4	3.6%	0	0	-	340	1	0.3%	3	0	0.0%	45	0	0.0%
1995	LDGV	746	13	1.7%	0	0	-	1,999	11	0.6%	46	1	2.2%	1,112	9	0.8%
1995	Unknown	1	0	0.0%	120	8	6.7%	97	1	1.0%	0	0	-	6	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 2007**

Model Yr	Veh Type	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2
1996	HDGV	0	0	-	101	0	0.0%	69	1	1.4%	0	0	-	3	0	0.0%
1996	LDGT1	0	0	-	0	0	-	902	10	1.1%	3	0	0.0%	125	3	2.4%
1996	LDGT2	0	0	-	0	0	-	179	1	0.6%	0	0	-	9	0	0.0%
1996	LDGV	5	0	0.0%	0	0	-	1,078	10	0.9%	46	0	0.0%	310	4	1.3%
1996	Unknown	0	0	-	51	0	0.0%	31	0	0.0%	1	0	0.0%	3	1	33.3%
1997	HDGV	0	0	-	160	5	3.1%	125	0	0.0%	0	0	-	13	0	0.0%
1997	LDGT1	5	0	0.0%	0	0	-	1,255	11	0.9%	4	0	0.0%	115	0	0.0%
1997	LDGT2	0	0	-	0	0	-	287	3	1.0%	0	0	-	22	0	0.0%
1997	LDGV	5	0	0.0%	0	0	-	1,765	14	0.8%	41	0	0.0%	379	7	1.8%
1997	Unknown	0	0	-	70	2	2.9%	142	0	0.0%	0	0	-	3	0	0.0%
1998	HDGV	0	0	-	46	1	2.2%	69	0	0.0%	0	0	-	1	0	0.0%
1998	LDGT1	0	0	-	0	0	-	736	6	0.8%	1	0	0.0%	98	2	2.0%
1998	LDGT2	1	0	0.0%	0	0	-	210	2	1.0%	0	0	-	8	0	0.0%
1998	LDGV	2	0	0.0%	0	0	-	1,286	10	0.8%	48	0	0.0%	274	6	2.2%
1998	Unknown	0	0	-	21	1	4.8%	38	1	2.6%	0	0	-	1	0	0.0%
1999	HDGV	0	0	-	148	5	3.4%	144	0	0.0%	0	0	-	5	0	0.0%
1999	LDGT1	1	0	0.0%	0	0	-	1,040	8	0.8%	3	0	0.0%	70	0	0.0%
1999	LDGT2	0	0	-	0	0	-	373	1	0.3%	3	0	0.0%	22	0	0.0%
1999	LDGV	1	0	0.0%	0	0	-	2,231	11	0.5%	33	0	0.0%	292	4	1.4%
1999	Unknown	0	0	-	64	5	7.8%	129	1	0.8%	0	0	-	2	0	0.0%
2000	HDGV	0	0	-	41	1	2.4%	88	1	1.1%	0	0	-	1	0	0.0%
2000	LDGT1	0	0	-	0	0	-	1,105	4	0.4%	0	0	-	30	2	6.7%
2000	LDGT2	0	0	-	0	0	-	279	2	0.7%	0	0	-	15	0	0.0%
2000	LDGV	3	0	0.0%	0	0	-	1,623	10	0.6%	15	0	0.0%	153	6	3.9%
2000	Unknown	0	0	-	31	1	3.2%	98	0	0.0%	0	0	-	2	0	0.0%
2001	HDGV	0	0	-	51	2	3.9%	140	0	0.0%	1	0	0.0%	2	0	0.0%
2001	LDGT1	1	0	0.0%	0	0	-	1,751	6	0.3%	1	0	0.0%	26	0	0.0%
2001	LDGT2	0	0	-	0	0	-	611	4	0.7%	2	0	0.0%	6	0	0.0%
2001	LDGV	2	0	0.0%	0	0	-	1,880	2	0.1%	22	0	0.0%	120	1	0.8%
2001	Unknown	0	0	-	24	1	4.2%	144	2	1.4%	0	0	-	1	0	0.0%
2002	HDGV	0	0	-	25	1	4.0%	83	0	0.0%	0	0	-	6	0	0.0%
2002	LDGT1	0	0	-	0	0	-	1,027	7	0.7%	2	0	0.0%	9	0	0.0%
2002	LDGT2	0	0	-	0	0	-	424	4	0.9%	0	0	-	2	0	0.0%
2002	LDGV	0	0	-	0	0	-	1,181	3	0.3%	13	2	15.4%	36	0	0.0%
2002	Unknown	0	0	-	14	0	0.0%	95	1	1.1%	0	0	-	3	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 2007**

Model Yr	Veh Type	2500 Initial Fails	# 2500 Pass R2	% 2500 Pass R2	Idle Initial Fails	# Idle Pass R2	% Idle Pass R2	Gas Cap Initial Fails	# Gas Cap Pass R2	% Gas Cap Pass R2	Cat Conv Initial Fails	# Cat Conv Pass R2	% Cat Conv Pass R2	Smoke Initial Fails	# Smoke Pass R2	% Smoke Pass R2
2003	HDGV	0	0	-	36	0	0.0%	215	0	0.0%	0	0	-	3	0	0.0%
2003	LDGT1	0	0	-	0	0	-	2,064	1	0.0%	1	0	0.0%	2	0	0.0%
2003	LDGT2	0	0	-	0	0	-	819	2	0.2%	0	0	-	3	0	0.0%
2003	LDGV	2	0	0.0%	0	0	-	2,480	5	0.2%	14	0	0.0%	14	0	0.0%
2003	Unknown	0	0	-	14	1	7.1%	239	1	0.4%	0	0	-	1	0	0.0%
2004	HDGV	0	0	-	2	0	0.0%	65	1	1.5%	1	0	0.0%	0	0	-
2004	LDGT1	0	0	-	0	0	-	644	0	0.0%	0	0	-	3	0	0.0%
2004	LDGT2	1	0	0.0%	0	0	-	243	0	0.0%	1	0	0.0%	0	0	-
2004	LDGV	1	0	0.0%	0	0	-	1,226	3	0.2%	9	0	0.0%	4	0	0.0%
2004	Unknown	0	0	-	3	0	0.0%	44	0	0.0%	0	0	-	0	0	-
2005	HDGV	0	0	-	4	0	0.0%	21	0	0.0%	0	0	-	0	0	-
2005	LDGT1	0	0	-	0	0	-	192	0	0.0%	0	0	-	0	0	-
2005	LDGT2	0	0	-	0	0	-	64	0	0.0%	0	0	-	0	0	-
2005	LDGV	2	0	0.0%	0	0	-	424	1	0.2%	4	0	0.0%	1	0	0.0%
2005	Unknown	0	0	-	1	0	0.0%	11	0	0.0%	0	0	-	0	0	-
2006	HDGV	0	0	-	2	0	0.0%	12	0	0.0%	0	0	-	0	0	-
2006	LDGT1	0	0	-	0	0	-	74	0	0.0%	1	0	0.0%	0	0	-
2006	LDGT2	0	0	-	0	0	-	19	1	5.3%	0	0	-	0	0	-
2006	LDGV	3	0	0.0%	0	0	-	197	1	0.5%	2	0	0.0%	2	0	0.0%
2006	Unknown	0	0	-	3	0	0.0%	8	0	0.0%	0	0	-	0	0	-
2007	HDGV	0	0	-	0	0	-	4	0	0.0%	0	0	-	0	0	-
2007	LDGT1	0	0	-	0	0	-	27	0	0.0%	0	0	-	0	0	-
2007	LDGT2	0	0	-	0	0	-	7	0	0.0%	0	0	-	0	0	-
2007	LDGV	0	0	-	0	0	-	81	0	0.0%	0	0	-	0	0	-
2007	Unknown	0	0	-	1	0	0.0%	0	0	-	0	0	-	0	0	-
2008	HDGV	0	0	-	0	0	-	1	0	0.0%	0	0	-	0	0	-
2008	LDGT1	0	0	-	0	0	-	1	0	0.0%	0	0	-	0	0	-
2008	LDGT2	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
2008	LDGV	0	0	-	0	0	-	0	0	-	0	0	-	1	0	0.0%
2008	Unknown	0	0	-	0	0	-	0	0	-	0	0	-	0	0	-
Totals		5,921	155	2.6%	6,070	167	2.8%	47,449	260	0.5%	871	10	1.1%	9,731	149	1.5%

**APPENDIX I -
PART I**

WAIVERS

**New Jersey Enhanced Inspection and Maintenance Program
Waiver Report by Model Year and Vehicle Type
Year 2007**

Model Year	Vehicles Initially Failing ASM5015 or OBD Test	Waivers Received		Waivers for LDGV Vehicles	Waivers for LDGT1 Vehicles	Waivers for LDGT2 Vehicles
		Number	%			
Pre 83/Unknown	545	1	0.18%	1	0	0
1983	694	0	0.00%	0	0	0
1984	786	1	0.13%	1	0	0
1985	2,033	4	0.20%	3	0	1
1986	1,761	2	0.11%	2	0	0
1987	3,984	3	0.08%	3	0	0
1988	3,077	2	0.06%	2	0	0
1989	6,225	3	0.05%	1	2	0
1990	4,884	4	0.08%	3	1	0
1991	10,488	13	0.12%	11	2	0
1992	7,809	6	0.08%	6	0	0
1993	15,260	7	0.05%	7	0	0
1994	8,605	3	0.03%	3	0	0
1995	14,278	5	0.04%	4	0	1
1996	14,519	15	0.10%	12	3	0
1997	22,636	41	0.18%	26	12	3
1998	15,809	20	0.13%	14	6	0
1999	18,694	19	0.10%	14	5	0
2000	14,112	15	0.11%	10	4	1
2001	21,903	33	0.15%	19	11	3
2002	10,674	5	0.05%	4	1	0
2003	11,055	7	0.06%	3	3	1
2004	3,613	1	0.03%	1	0	0
2005	1,328	1	0.08%	1	0	0
2006	1,051	0	0.00%	0	0	0
2007	632	0	0.00%	0	0	0
2008	46	0	0.00%	0	0	0
TOTAL	216,501	211	0.10%	151	50	10
% of Waivers Issued by Vehicle Type				72%	24%	5%

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

Table I-1

**New Jersey Enhanced Inspection and Maintenance Program
Total Number of Waivers by Model Year
Year 2007**

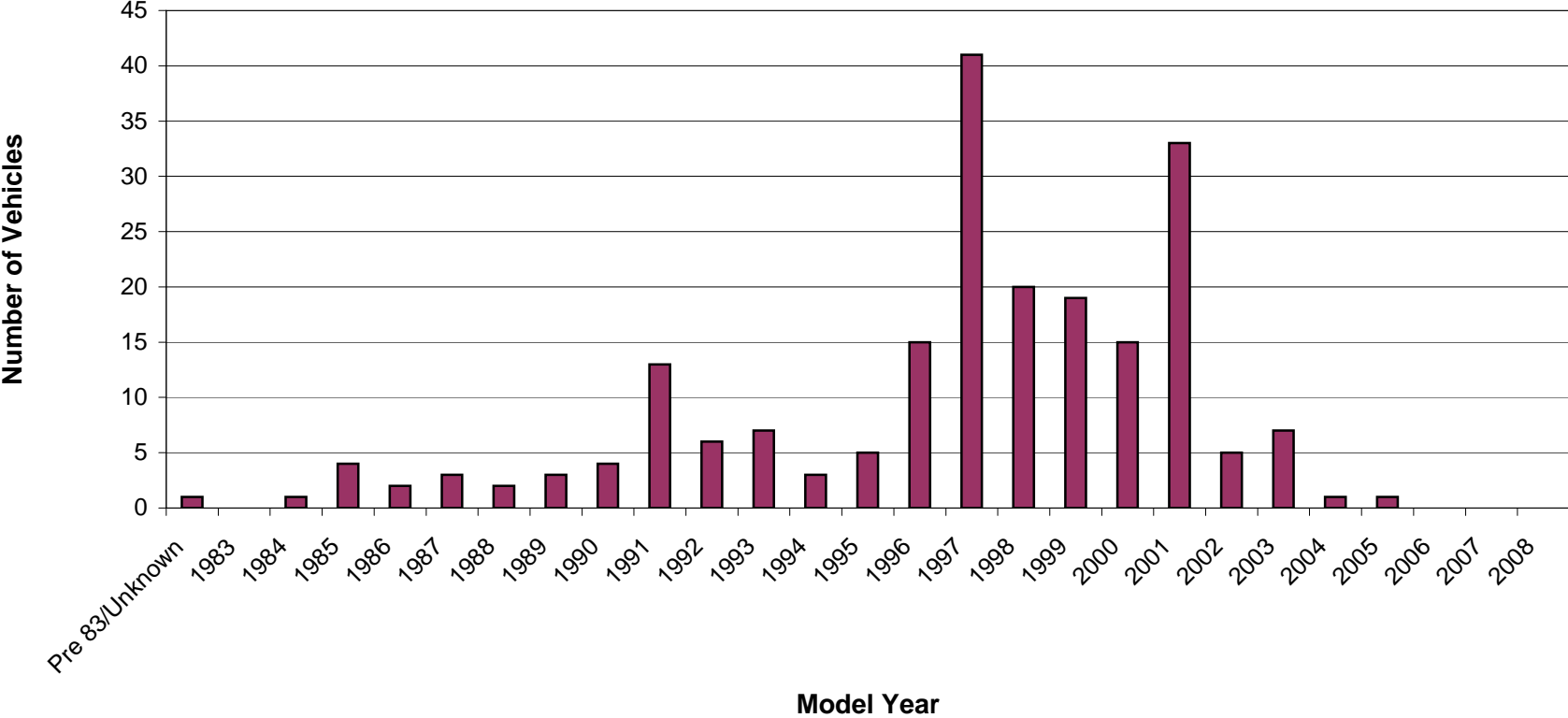


Figure I-1

**APPENDIX I -
PART J**

**VEHICLES WITH
NO KNOWN
FINAL OUTCOME
BY TEST TYPE**

**New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	Overall Initial Insps	Overall Initial Fails	Dropped From Inspection ¹	Dropped From Fleet ²	Overall No Known Outcome ³	Overall Drop Rate % of Initial Insps	Overall Drop Rate % of Initial Fails	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD Drop Rate % of Initial Insps	OBD Drop Rate % of Initial Fails
Pre 83/Unknown	HDGV	731	149	35	19	16	2.19%	10.74%	0	0	0	-	-
Pre 83/Unknown	LDGT1	1,874	518	140	81	59	3.15%	11.39%	39	4	1	2.56%	25.00%
Pre 83/Unknown	LDGT2	1,064	333	84	41	43	4.04%	12.91%	13	3	0	0.00%	0.00%
Pre 83/Unknown	LDGV	8,781	2,193	549	266	283	3.22%	12.90%	94	14	2	2.13%	14.29%
Pre 83/Unknown	Unknown	621	184	40	13	27	4.35%	14.67%	0	0	0	-	-
1983	HDGV	203	53	5	1	4	1.97%	7.55%	0	0	0	-	-
1983	LDGT1	672	165	51	28	23	3.42%	13.94%	0	0	0	-	-
1983	LDGT2	252	77	15	7	8	3.17%	10.39%	0	0	0	-	-
1983	LDGV	2,048	587	132	85	47	2.29%	8.01%	0	0	0	-	-
1983	Unknown	132	46	7	2	5	3.79%	10.87%	0	0	0	-	-
1984	HDGV	275	64	21	9	12	4.36%	18.75%	0	0	0	-	-
1984	LDGT1	685	222	72	39	33	4.82%	14.86%	0	0	0	-	-
1984	LDGT2	276	79	25	13	12	4.35%	15.19%	0	0	0	-	-
1984	LDGV	2,044	603	181	87	94	4.60%	15.59%	0	0	0	-	-
1984	Unknown	155	48	15	5	10	6.45%	20.83%	0	0	0	-	-
1985	HDGV	646	149	29	12	17	2.63%	11.41%	0	0	0	-	-
1985	LDGT1	1,683	431	112	65	47	2.79%	10.90%	0	0	0	-	-
1985	LDGT2	728	213	49	27	22	3.02%	10.33%	0	0	0	-	-
1985	LDGV	6,253	1,678	378	210	168	2.69%	10.01%	0	0	0	-	-
1985	Unknown	274	98	13	5	8	2.92%	8.16%	0	0	0	-	-
1986	HDGV	575	161	42	19	23	4.00%	14.29%	0	0	0	-	-
1986	LDGT1	1,750	463	149	81	68	3.89%	14.69%	0	0	0	-	-
1986	LDGT2	638	189	63	32	31	4.86%	16.40%	0	0	0	-	-
1986	LDGV	4,858	1,359	397	229	168	3.46%	12.36%	0	0	0	-	-
1986	Unknown	295	87	11	6	5	1.69%	5.75%	0	0	0	-	-
1987	HDGV	987	201	36	12	24	2.43%	11.94%	0	0	0	-	-
1987	LDGT1	4,828	977	230	112	118	2.44%	12.08%	0	0	0	-	-
1987	LDGT2	1,688	375	82	48	34	2.01%	9.07%	0	0	0	-	-
1987	LDGV	14,044	3,278	776	424	352	2.51%	10.74%	0	0	0	-	-
1987	Unknown	490	131	17	6	11	2.24%	8.40%	0	0	0	-	-
1988	HDGV	851	143	24	11	13	1.53%	9.09%	0	0	0	-	-
1988	LDGT1	3,599	1,028	302	166	136	3.78%	13.23%	0	0	0	-	-
1988	LDGT2	1,512	399	104	53	51	3.37%	12.78%	0	0	0	-	-
1988	LDGV	8,529	2,085	621	364	257	3.01%	12.33%	0	0	0	-	-
1988	Unknown	378	98	20	10	10	2.65%	10.20%	0	0	0	-	-

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

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

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

**New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	Overall Initial Insps	Overall Initial Fails	Dropped From Inspection ¹	Dropped From Fleet ²	Overall No Known Outcome ³	Overall Drop Rate % of Initial Insps	Overall Drop Rate % of Initial Fails	OBD Initial Insps	OBD Initial Fails	OBD No Known Outcome	OBD Drop Rate % of Initial Insps	OBD Drop Rate % of Initial Fails
1989	HDGV	1,565	246	44	13	31	1.98%	12.60%	0	0	0	-	-
1989	LDGT1	7,130	1,824	423	229	194	2.72%	10.64%	0	0	0	-	-
1989	LDGT2	3,211	657	129	56	73	2.27%	11.11%	0	0	0	-	-
1989	LDGV	23,419	4,636	1,123	684	439	1.87%	9.47%	0	0	0	-	-
1989	Unknown	594	152	22	10	12	2.02%	7.89%	0	0	0	-	-
1990	HDGV	743	146	37	13	24	3.23%	16.44%	0	0	0	-	-
1990	LDGT1	4,275	1,159	350	195	155	3.63%	13.37%	0	0	0	-	-
1990	LDGT2	1,633	397	102	55	47	2.88%	11.84%	0	0	0	-	-
1990	LDGV	16,543	4,033	1,313	766	547	3.31%	13.56%	0	0	0	-	-
1990	Unknown	300	70	14	5	9	3.00%	12.86%	0	0	0	-	-
1991	HDGV	863	145	26	8	18	2.09%	12.41%	0	0	0	-	-
1991	LDGT1	10,100	2,435	586	314	272	2.69%	11.17%	0	0	0	-	-
1991	LDGT2	2,440	531	90	38	52	2.13%	9.79%	0	0	0	-	-
1991	LDGV	36,318	9,134	2,253	1,236	1,017	2.80%	11.13%	0	0	0	-	-
1991	Unknown	391	58	12	2	10	2.56%	17.24%	0	0	0	-	-
1992	HDGV	710	92	21	8	13	1.83%	14.13%	0	0	0	-	-
1992	LDGT1	6,958	1,761	453	258	195	2.80%	11.07%	0	0	0	-	-
1992	LDGT2	2,042	494	107	50	57	2.79%	11.54%	0	0	0	-	-
1992	LDGV	25,847	6,662	1,963	1,110	853	3.30%	12.80%	0	0	0	-	-
1992	Unknown	276	40	6	2	4	1.45%	10.00%	0	0	0	-	-
1993	HDGV	1,492	189	29	11	18	1.21%	9.52%	0	0	0	-	-
1993	LDGT1	19,833	4,238	868	424	444	2.24%	10.48%	0	0	0	-	-
1993	LDGT2	5,440	1,015	144	67	77	1.42%	7.59%	0	0	0	-	-
1993	LDGV	62,343	13,025	2,870	1,527	1,343	2.15%	10.31%	0	0	0	-	-
1993	Unknown	644	87	10	5	5	0.78%	5.75%	0	0	0	-	-
1994	HDGV	1,474	178	32	8	24	1.63%	13.48%	0	0	0	-	-
1994	LDGT1	15,697	2,933	663	344	319	2.03%	10.88%	0	0	0	-	-
1994	LDGT2	4,598	708	144	57	87	1.89%	12.29%	0	0	0	-	-
1994	LDGV	37,674	7,208	1,781	958	823	2.18%	11.42%	0	0	0	-	-
1994	Unknown	537	100	14	4	10	1.86%	10.00%	0	0	0	-	-
1995	HDGV	3,573	361	35	14	21	0.59%	5.82%	0	0	0	-	-
1995	LDGT1	34,795	4,796	835	351	484	1.39%	10.09%	0	0	0	-	-
1995	LDGT2	11,536	1,377	191	70	121	1.05%	8.79%	0	0	0	-	-
1995	LDGV	92,759	11,893	2,326	1,164	1,162	1.25%	9.77%	0	0	0	-	-
1995	Unknown	1,362	207	18	4	14	1.03%	6.76%	0	0	0	-	-

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

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

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

Table J (Page 2 of 12)

**New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	Overall Initial Insp	Overall Initial Fails	Dropped From Inspection ¹	Dropped From Fleet ²	Overall No Known Outcome ³	Overall Drop Rate % of Initial Insp	Overall Drop Rate % of Initial Fails	OBD Initial Insp	OBD Initial Fails	OBD No Known Outcome	OBD Drop Rate % of Initial Insp	OBD Drop Rate % of Initial Fails
1996	HDGV	1,707	163	16	8	8	0.47%	4.91%	0	0	0	-	-
1996	LDGT1	21,734	4,842	1,298	563	735	3.38%	15.18%	21,680	4,129	712	3.28%	17.24%
1996	LDGT2	5,411	1,152	307	112	195	3.60%	16.93%	5,375	1,023	191	3.55%	18.67%
1996	LDGV	49,986	10,291	3,106	1,420	1,686	3.37%	16.38%	49,768	9,353	1,631	3.28%	17.44%
1996	Unknown	608	77	13	2	11	1.81%	14.29%	23	1	0	0.00%	0.00%
1997	HDGV	4,349	275	38	14	24	0.55%	8.73%	0	0	0	-	-
1997	LDGT1	45,185	7,706	1,568	628	940	2.08%	12.20%	44,914	6,646	912	2.03%	13.72%
1997	LDGT2	12,317	1,829	367	130	237	1.92%	12.96%	12,300	1,606	235	1.91%	14.63%
1997	LDGV	109,431	15,943	3,720	1,647	2,073	1.89%	13.00%	108,966	14,334	2,003	1.84%	13.97%
1997	Unknown	2,082	207	14	7	7	0.34%	3.38%	23	3	0	0.00%	0.00%
1998	HDGV	1,856	113	5	1	4	0.22%	3.54%	0	0	0	-	-
1998	LDGT1	35,742	5,803	1,358	514	844	2.36%	14.54%	34,446	5,115	812	2.36%	15.87%
1998	LDGT2	9,984	1,525	316	108	208	2.08%	13.64%	9,967	1,350	201	2.02%	14.89%
1998	LDGV	72,925	10,513	2,406	1,020	1,386	1.90%	13.18%	72,558	9,278	1,339	1.85%	14.43%
1998	Unknown	867	56	6	1	5	0.58%	8.93%	21	4	0	0.00%	0.00%
1999	HDGV	4,699	281	18	5	13	0.28%	4.63%	0	0	0	-	-
1999	LDGT1	54,350	5,720	926	371	555	1.02%	9.70%	54,321	4,802	535	0.98%	11.14%
1999	LDGT2	21,651	2,238	367	106	261	1.21%	11.66%	21,632	1,907	252	1.16%	13.21%
1999	LDGV	130,024	14,054	2,402	941	1,461	1.12%	10.40%	129,599	11,978	1,414	1.09%	11.80%
1999	Unknown	2,448	188	11	5	6	0.25%	3.19%	34	2	0	0.00%	0.00%
2000	HDGV	3,362	130	4	2	2	0.06%	1.54%	0	0	0	-	-
2000	LDGT1	45,029	5,013	758	265	493	1.09%	9.83%	44,983	4,099	482	1.07%	11.76%
2000	LDGT2	13,421	1,246	212	66	146	1.09%	11.72%	13,404	995	141	1.05%	14.17%
2000	LDGV	99,795	10,472	1,760	682	1,078	1.08%	10.29%	99,618	9,012	1,045	1.05%	11.60%
2000	Unknown	1,799	124	5	4	1	0.06%	0.81%	26	4	0	0.00%	0.00%
2001	HDGV	5,985	187	9	3	6	0.10%	3.21%	0	0	0	-	-
2001	LDGT1	72,553	9,056	951	291	660	0.91%	7.29%	72,518	7,612	646	0.89%	8.49%
2001	LDGT2	23,527	2,684	275	78	197	0.84%	7.34%	23,500	2,170	192	0.82%	8.85%
2001	LDGV	149,218	13,780	1,823	708	1,115	0.75%	8.09%	148,832	12,115	1,093	0.73%	9.02%
2001	Unknown	3,322	166	6	1	5	0.15%	3.01%	37	5	0	0.00%	0.00%
2002	HDGV	3,162	102	10	5	5	0.16%	4.90%	0	0	0	-	-
2002	LDGT1	49,257	4,557	430	130	300	0.61%	6.58%	49,069	3,683	288	0.59%	7.82%
2002	LDGT2	14,838	1,546	169	48	121	0.82%	7.83%	14,828	1,195	107	0.72%	8.95%
2002	LDGV	94,854	6,850	908	338	570	0.60%	8.32%	94,817	5,794	557	0.59%	9.61%
2002	Unknown	1,725	106	4	1	3	0.17%	2.83%	28	2	0	0.00%	0.00%

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

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

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

Table J (Page 3 of 12)

**New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	Overall Initial Insp	Overall Initial Fails	Dropped From Inspection ¹	Dropped From Fleet ²	Overall No Known Outcome ³	Overall Drop Rate % of Initial Insp	Overall Drop Rate % of Initial Fails	OBD Initial Insp	OBD Initial Fails	OBD No Known Outcome	OBD Drop Rate % of Initial Insp	OBD Drop Rate % of Initial Fails
2003	HDGV	8,026	237	14	5	9	0.11%	3.80%	0	0	0	-	-
2003	LDGT1	96,948	5,045	291	117	174	0.18%	3.45%	96,907	3,151	154	0.16%	4.89%
2003	LDGT2	37,676	2,474	151	43	108	0.29%	4.37%	37,649	1,746	99	0.26%	5.67%
2003	LDGV	173,878	8,444	609	214	395	0.23%	4.68%	173,478	6,154	375	0.22%	6.09%
2003	Unknown	3,992	252	9	3	6	0.15%	2.38%	52	1	0	0.00%	0.00%
2004	HDGV	2,015	67	2	1	1	0.05%	1.49%	0	0	0	-	-
2004	LDGT1	39,345	1,745	84	21	63	0.16%	3.61%	39,189	1,143	55	0.14%	4.81%
2004	LDGT2	13,458	713	47	16	31	0.23%	4.35%	13,347	486	27	0.20%	5.56%
2004	LDGV	67,772	3,156	184	65	119	0.18%	3.77%	66,797	1,979	104	0.16%	5.26%
2004	Unknown	984	47	2	1	1	0.10%	2.13%	14	0	0	0.00%	-
2005	HDGV	826	21	3	1	2	0.24%	9.52%	0	0	0	-	-
2005	LDGT1	11,574	594	32	10	22	0.19%	3.70%	11,373	419	19	0.17%	4.53%
2005	LDGT2	4,448	221	8	2	6	0.13%	2.71%	4,323	162	6	0.14%	3.70%
2005	LDGV	22,567	1,159	61	22	39	0.17%	3.36%	21,806	744	33	0.15%	4.44%
2005	Unknown	491	11	1	0	1	0.20%	9.09%	5	0	0	0.00%	-
2006	HDGV	1,047	14	2	0	2	0.19%	14.29%	0	0	0	-	-
2006	LDGT1	7,418	255	10	4	6	0.08%	2.35%	7,292	183	5	0.07%	2.73%
2006	LDGT2	3,985	185	8	2	6	0.15%	3.24%	3,843	166	5	0.13%	3.01%
2006	LDGV	18,779	885	46	12	34	0.18%	3.84%	18,261	698	28	0.15%	4.01%
2006	Unknown	438	9	1	0	1	0.23%	11.11%	5	2	0	0.00%	0.00%
2007	HDGV	719	4	1	0	1	0.14%	25.00%	0	0	0	-	-
2007	LDGT1	3,527	178	27	2	25	0.71%	14.04%	3,351	154	22	0.66%	14.29%
2007	LDGT2	1,755	104	18	2	16	0.91%	15.38%	1,616	98	15	0.93%	15.31%
2007	LDGV	9,006	458	46	10	36	0.40%	7.86%	8,555	380	30	0.35%	7.89%
2007	Unknown	269	1	0	0	0	0.00%	0.00%	2	0	0	0.00%	-
2008	HDGV	39	1	1	0	1	2.56%	100.00%	0	0	0	-	-
2008	LDGT1	163	11	1	0	1	0.61%	9.09%	134	10	1	0.75%	10.00%
2008	LDGT2	73	8	2	1	1	1.37%	12.50%	61	8	1	1.64%	12.50%
2008	LDGV	307	28	5	1	4	1.30%	14.29%	268	28	4	1.49%	14.29%
2008	Unknown	25	0	0	0	0	0.00%	-	0	0	0	-	-
Totals		2,214,287	267,173	51,113	23,428	27,685	1.3%	10.4%	1,635,761	135,950	15,774	1.0%	11.6%

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2 Initially failed, no emissions pass, no longer registered.
3 "Dropped From Inspection" minus "Dropped From Fleet".

Table J (Page 4 of 12)

**New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	ASM Initial Insp	ASM Initial Fails	ASM No Known Outcome	ASM Drop Rate % of Initial Insp	ASM Drop Rate % of Initial Fails	2500 Initial Insp	2500 Initial Fails	2500 No Known Outcome	2500 Drop Rate % of Initial Insp	2500 Drop Rate % of Initial Fails	Idle Initial Insp	Idle Initial Fails	Idle No Known Outcome	Idle Drop Rate % of Initial Insp	Idle Drop Rate % of Initial Fails
Pre 83/Unknown	HDGV	0	0	1	-	-	0	0	0	-	-	730	135	13	1.78%	9.63%
Pre 83/Unknown	LDGT1	500	101	18	3.60%	17.82%	37	11	2	5.41%	18.18%	1,298	332	35	2.70%	10.54%
Pre 83/Unknown	LDGT2	157	36	3	1.91%	8.33%	13	4	0	0.00%	0.00%	881	263	40	4.54%	15.21%
Pre 83/Unknown	LDGV	1,470	386	51	3.47%	13.21%	136	35	3	2.21%	8.57%	7,081	1,602	221	3.12%	13.80%
Pre 83/Unknown	Unknown	1	1	0	0.00%	0.00%	1	1	0	0.00%	0.00%	620	163	25	4.03%	15.34%
1983	HDGV	0	0	0	-	-	0	0	0	-	-	203	51	4	1.97%	7.84%
1983	LDGT1	644	127	15	2.33%	11.81%	28	9	2	7.14%	22.22%	0	0	0	-	-
1983	LDGT2	239	56	7	2.93%	12.50%	13	4	1	7.69%	25.00%	0	0	0	-	-
1983	LDGV	1,905	511	45	2.36%	8.81%	143	36	2	1.40%	5.56%	0	0	0	-	-
1983	Unknown	0	0	0	-	-	1	0	0	0.00%	-	131	42	5	3.82%	11.90%
1984	HDGV	0	0	1	-	-	0	0	0	-	-	274	56	11	4.01%	19.64%
1984	LDGT1	647	187	26	4.02%	13.90%	38	11	3	7.89%	27.27%	0	0	0	-	-
1984	LDGT2	262	59	10	3.82%	16.95%	14	6	2	14.29%	33.33%	0	0	0	-	-
1984	LDGV	1,918	539	88	4.59%	16.33%	115	18	2	1.74%	11.11%	11	2	0	0.00%	0.00%
1984	Unknown	1	1	0	0.00%	0.00%	0	0	0	-	-	155	46	10	6.45%	21.74%
1985	HDGV	0	0	1	-	-	0	0	0	-	-	642	133	16	2.49%	12.03%
1985	LDGT1	1,602	342	43	2.68%	12.57%	81	16	1	1.23%	6.25%	0	0	0	-	-
1985	LDGT2	695	186	22	3.17%	11.83%	33	9	0	0.00%	0.00%	0	0	0	-	-
1985	LDGV	5,961	1,502	158	2.65%	10.52%	272	43	5	1.84%	11.63%	20	4	2	10.00%	50.00%
1985	Unknown	4	3	0	0.00%	0.00%	0	0	0	-	-	274	88	8	2.92%	9.09%
1986	HDGV	0	0	0	-	-	0	0	0	-	-	574	147	23	4.01%	15.65%
1986	LDGT1	1,686	363	58	3.44%	15.98%	63	24	3	4.76%	12.50%	1	1	0	0.00%	0.00%
1986	LDGT2	607	153	25	4.12%	16.34%	30	10	2	6.67%	20.00%	1	1	0	0.00%	0.00%
1986	LDGV	4,636	1,245	155	3.34%	12.45%	197	37	7	3.55%	18.92%	25	7	1	4.00%	14.29%
1986	Unknown	1	0	0	0.00%	-	0	0	0	-	-	295	71	3	1.02%	4.23%
1987	HDGV	0	0	0	-	-	0	0	0	-	-	979	171	22	2.25%	12.87%
1987	LDGT1	4,656	754	108	2.32%	14.32%	172	53	7	4.07%	13.21%	0	0	0	-	-
1987	LDGT2	1,609	282	29	1.80%	10.28%	79	24	2	2.53%	8.33%	0	0	0	-	-
1987	LDGV	13,450	2,947	335	2.49%	11.37%	527	96	7	1.33%	7.29%	67	12	0	0.00%	0.00%
1987	Unknown	8	1	0	0.00%	0.00%	1	1	0	0.00%	0.00%	489	109	11	2.25%	10.09%
1988	HDGV	0	0	0	-	-	0	0	0	-	-	846	123	13	1.54%	10.57%
1988	LDGT1	3,465	884	127	3.67%	14.37%	133	43	8	6.02%	18.60%	1	1	1	100.00%	100.00%
1988	LDGT2	1,455	316	42	2.89%	13.29%	52	16	2	3.85%	12.50%	5	5	2	40.00%	40.00%
1988	LDGV	8,234	1,877	241	2.93%	12.84%	288	69	10	3.47%	14.49%	7	0	0	0.00%	-
1988	Unknown	4	0	0	0.00%	-	1	1	0	0.00%	0.00%	378	73	10	2.65%	13.70%

Table J (Page 5 of 12)

**New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	ASM Initial Insp	ASM Initial Fails	ASM No Known Outcome	ASM Drop Rate % of Initial Insp	ASM Drop Rate % of Initial Fails	2500 Initial Insp	2500 Initial Fails	2500 No Known Outcome	2500 Drop Rate % of Initial Insp	2500 Drop Rate % of Initial Fails	Idle Initial Insp	Idle Initial Fails	Idle No Known Outcome	Idle Drop Rate % of Initial Insp	Idle Drop Rate % of Initial Fails
1989	HDGV	0	0	0	-	-	0	0	0	-	-	1,557	208	31	1.99%	14.90%
1989	LDGT1	6,900	1,539	180	2.61%	11.70%	230	64	8	3.48%	12.50%	0	0	0	-	-
1989	LDGT2	3,090	529	61	1.97%	11.53%	117	27	6	5.13%	22.22%	4	4	0	0.00%	0.00%
1989	LDGV	22,742	4,154	416	1.83%	10.01%	677	124	13	1.92%	10.48%	0	0	0	-	-
1989	Unknown	8	3	0	0.00%	0.00%	0	0	0	-	-	594	117	10	1.68%	8.55%
1990	HDGV	0	0	0	-	-	0	0	0	-	-	741	117	23	3.10%	19.66%
1990	LDGT1	4,095	959	136	3.32%	14.18%	180	52	9	5.00%	17.31%	0	0	0	-	-
1990	LDGT2	1,581	319	41	2.59%	12.85%	52	16	2	3.85%	12.50%	0	0	0	-	-
1990	LDGV	15,926	3,605	518	3.25%	14.37%	617	135	17	2.76%	12.59%	0	0	0	-	-
1990	Unknown	3	1	0	0.00%	0.00%	1	0	0	0.00%	-	298	51	9	3.02%	17.65%
1991	HDGV	0	0	0	-	-	0	0	0	-	-	853	106	17	1.99%	16.04%
1991	LDGT1	9,560	2,030	249	2.60%	12.27%	540	130	13	2.41%	10.00%	0	0	0	-	-
1991	LDGT2	2,274	421	43	1.89%	10.21%	166	38	4	2.41%	10.53%	0	0	0	-	-
1991	LDGV	34,095	8,036	954	2.80%	11.87%	2,221	419	54	2.43%	12.89%	2	0	0	0.00%	-
1991	Unknown	9	1	0	0.00%	0.00%	1	1	0	0.00%	0.00%	391	46	9	2.30%	19.57%
1992	HDGV	0	0	0	-	-	0	0	0	-	-	705	69	13	1.84%	18.84%
1992	LDGT1	6,653	1,505	184	2.77%	12.23%	304	73	4	1.32%	5.48%	1	1	0	0.00%	0.00%
1992	LDGT2	1,927	399	53	2.75%	13.28%	113	25	4	3.54%	16.00%	2	2	0	0.00%	0.00%
1992	LDGV	24,062	5,905	797	3.31%	13.50%	1,785	358	37	2.07%	10.34%	0	0	0	-	-
1992	Unknown	4	0	0	0.00%	-	3	1	0	0.00%	0.00%	274	24	1	0.36%	4.17%
1993	HDGV	0	0	1	-	-	0	0	0	-	-	1,479	143	15	1.01%	10.49%
1993	LDGT1	17,897	3,298	369	2.06%	11.19%	1,935	507	53	2.74%	10.45%	1	1	0	0.00%	0.00%
1993	LDGT2	5,161	769	69	1.34%	8.97%	277	57	5	1.81%	8.77%	2	2	0	0.00%	0.00%
1993	LDGV	57,948	11,192	1,246	2.15%	11.13%	4,395	894	77	1.75%	8.61%	0	0	0	-	-
1993	Unknown	11	1	0	0.00%	0.00%	2	0	0	0.00%	-	644	58	4	0.62%	6.90%
1994	HDGV	0	0	0	-	-	0	0	0	-	-	1,465	134	23	1.57%	17.16%
1994	LDGT1	13,861	2,065	260	1.88%	12.59%	1,836	496	49	2.67%	9.88%	0	0	0	-	-
1994	LDGT2	4,244	506	66	1.56%	13.04%	353	72	11	3.12%	15.28%	1	1	0	0.00%	0.00%
1994	LDGV	35,039	6,034	753	2.15%	12.48%	2,635	483	43	1.63%	8.90%	0	0	0	-	-
1994	Unknown	7	0	0	0.00%	-	2	0	0	0.00%	-	537	65	8	1.49%	12.31%
1995	HDGV	0	0	0	-	-	0	0	0	-	-	3,543	250	17	0.48%	6.80%
1995	LDGT1	31,848	3,705	413	1.30%	11.15%	2,947	478	53	1.80%	11.09%	0	0	0	-	-
1995	LDGT2	10,819	992	103	0.95%	10.38%	717	112	9	1.26%	8.04%	0	0	0	-	-
1995	LDGV	86,608	9,575	1,072	1.24%	11.20%	6,151	746	52	0.85%	6.97%	0	0	0	-	-
1995	Unknown	27	6	0	0.00%	0.00%	4	1	0	0.00%	0.00%	1,361	120	10	0.73%	8.33%

Table J (Page 6 of 12)

**New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	ASM Initial Insps	ASM Initial Fails	ASM No Known Outcome	ASM Drop Rate % of Initial Insps	ASM Drop Rate % of Initial Fails	2500 Initial Insps	2500 Initial Fails	2500 No Known Outcome	2500 Drop Rate % of Initial Insps	2500 Drop Rate % of Initial Fails	Idle Initial Insps	Idle Initial Fails	Idle No Known Outcome	Idle Drop Rate % of Initial Insps	Idle Drop Rate % of Initial Fails
1996	HDGV	0	0	0	-	-	0	0	0	-	-	1,688	101	7	0.41%	6.93%
1996	LDGT1	26	5	0	0.00%	0.00%	28	0	0	0.00%	-	0	0	0	-	-
1996	LDGT2	18	1	0	0.00%	0.00%	18	0	0	0.00%	-	0	0	0	-	-
1996	LDGV	68	7	0	0.00%	0.00%	150	5	1	0.67%	20.00%	0	0	0	-	-
1996	Unknown	0	0	0	-	-	0	0	0	-	-	604	51	10	1.66%	19.61%
1997	HDGV	0	0	0	-	-	0	0	0	-	-	4,330	160	22	0.51%	13.75%
1997	LDGT1	185	13	2	1.08%	15.38%	85	5	1	1.18%	20.00%	1	0	0	0.00%	-
1997	LDGT2	4	1	0	0.00%	0.00%	13	0	0	0.00%	-	0	0	0	-	-
1997	LDGV	431	33	2	0.46%	6.06%	33	5	0	0.00%	0.00%	1	0	0	0.00%	-
1997	Unknown	0	0	0	-	-	0	0	0	-	-	2,078	70	5	0.24%	7.14%
1998	HDGV	0	0	0	-	-	0	0	0	-	-	1,838	46	4	0.22%	8.70%
1998	LDGT1	1,249	24	1	0.08%	4.17%	47	0	0	0.00%	-	0	0	0	-	-
1998	LDGT2	3	0	0	0.00%	-	14	1	1	7.14%	100.00%	0	0	0	-	-
1998	LDGV	331	38	5	1.51%	13.16%	35	2	1	2.86%	50.00%	1	0	0	0.00%	-
1998	Unknown	0	0	0	-	-	0	0	0	-	-	864	21	4	0.46%	19.05%
1999	HDGV	0	0	0	-	-	0	0	0	-	-	4,673	148	9	0.19%	6.08%
1999	LDGT1	8	1	0	0.00%	0.00%	21	1	0	0.00%	0.00%	0	0	0	-	-
1999	LDGT2	6	0	0	0.00%	-	13	0	0	0.00%	-	0	0	0	-	-
1999	LDGV	333	4	1	0.30%	25.00%	91	1	0	0.00%	0.00%	1	0	0	0.00%	-
1999	Unknown	0	0	0	-	-	0	0	0	-	-	2,440	64	4	0.16%	6.25%
2000	HDGV	0	0	0	-	-	0	0	0	-	-	3,344	41	1	0.03%	2.44%
2000	LDGT1	26	1	0	0.00%	0.00%	20	0	0	0.00%	-	0	0	0	-	-
2000	LDGT2	3	0	0	0.00%	-	14	0	0	0.00%	-	0	0	0	-	-
2000	LDGV	124	1	0	0.00%	0.00%	53	3	0	0.00%	0.00%	0	0	0	-	-
2000	Unknown	0	0	0	-	-	1	0	0	0.00%	-	1,790	31	1	0.06%	3.23%
2001	HDGV	0	0	0	-	-	0	0	0	-	-	5,956	51	2	0.03%	3.92%
2001	LDGT1	19	0	0	0.00%	-	16	1	0	0.00%	0.00%	0	0	0	-	-
2001	LDGT2	5	0	0	0.00%	-	22	0	0	0.00%	-	0	0	0	-	-
2001	LDGV	305	1	0	0.00%	0.00%	80	2	0	0.00%	0.00%	1	0	0	0.00%	-
2001	Unknown	0	0	0	-	-	0	0	0	-	-	3,314	24	3	0.09%	12.50%
2002	HDGV	0	0	0	-	-	0	0	0	-	-	3,143	25	3	0.10%	12.00%
2002	LDGT1	5	0	0	0.00%	-	183	0	0	0.00%	-	0	0	0	-	-
2002	LDGT2	1	0	0	0.00%	-	9	0	0	0.00%	-	0	0	0	-	-
2002	LDGV	12	0	0	0.00%	-	25	0	0	0.00%	-	0	0	0	-	-
2002	Unknown	0	0	0	-	-	1	0	0	0.00%	-	1,715	14	1	0.06%	7.14%

Table J (Page 7 of 12)

**New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	ASM Initial Insp	ASM Initial Fails	ASM No Known Outcome	ASM Drop Rate % of Initial Insp	ASM Drop Rate % of Initial Fails	2500 Initial Insp	2500 Initial Fails	2500 No Known Outcome	2500 Drop Rate % of Initial Insp	2500 Drop Rate % of Initial Fails	Idle Initial Insp	Idle Initial Fails	Idle No Known Outcome	Idle Drop Rate % of Initial Insp	Idle Drop Rate % of Initial Fails
2003	HDGV	0	0	0	-	-	0	0	0	-	-	7,983	36	6	0.08%	16.67%
2003	LDGT1	10	0	0	0.00%	-	31	0	0	0.00%	-	0	0	0	-	-
2003	LDGT2	5	0	0	0.00%	-	22	0	0	0.00%	-	0	0	0	-	-
2003	LDGV	227	3	0	0.00%	0.00%	173	2	0	0.00%	0.00%	0	0	0	-	-
2003	Unknown	0	0	0	-	-	0	0	0	-	-	3,983	14	1	0.03%	7.14%
2004	HDGV	0	0	0	-	-	0	0	0	-	-	2,006	2	0	0.00%	0.00%
2004	LDGT1	9	0	0	0.00%	-	147	0	0	0.00%	-	0	0	0	-	-
2004	LDGT2	52	0	0	0.00%	-	59	1	0	0.00%	0.00%	0	0	0	-	-
2004	LDGV	799	5	0	0.00%	0.00%	176	1	0	0.00%	0.00%	0	0	0	-	-
2004	Unknown	0	0	0	-	-	0	0	0	-	-	979	3	1	0.10%	33.33%
2005	HDGV	0	0	0	-	-	0	0	0	-	-	824	4	2	0.24%	50.00%
2005	LDGT1	22	0	0	0.00%	-	179	0	0	0.00%	-	0	0	0	-	-
2005	LDGT2	43	0	0	0.00%	-	82	0	0	0.00%	-	0	0	0	-	-
2005	LDGV	493	3	0	0.00%	0.00%	268	2	0	0.00%	0.00%	0	0	0	-	-
2005	Unknown	0	0	0	-	-	0	0	0	-	-	488	1	0	0.00%	0.00%
2006	HDGV	0	0	0	-	-	0	0	0	-	-	1,043	2	2	0.19%	100.00%
2006	LDGT1	44	0	0	0.00%	-	82	0	0	0.00%	-	0	0	0	-	-
2006	LDGT2	13	0	0	0.00%	-	129	0	0	0.00%	-	0	0	0	-	-
2006	LDGV	174	2	1	0.57%	50.00%	344	3	0	0.00%	0.00%	0	0	0	-	-
2006	Unknown	0	0	0	-	-	0	0	0	-	-	437	3	0	0.00%	0.00%
2007	HDGV	0	0	0	-	-	0	0	0	-	-	719	0	0	0.00%	-
2007	LDGT1	35	0	0	0.00%	-	141	0	0	0.00%	-	0	0	0	-	-
2007	LDGT2	16	0	0	0.00%	-	123	0	0	0.00%	-	0	0	0	-	-
2007	LDGV	144	0	0	0.00%	-	307	0	0	0.00%	-	0	0	0	-	-
2007	Unknown	0	0	0	-	-	0	0	0	-	-	267	1	0	0.00%	0.00%
2008	HDGV	0	0	0	-	-	0	0	0	-	-	38	0	0	0.00%	-
2008	LDGT1	3	0	0	0.00%	-	26	0	0	0.00%	-	0	0	0	-	-
2008	LDGT2	2	0	0	0.00%	-	10	0	0	0.00%	-	0	0	0	-	-
2008	LDGV	9	0	0	0.00%	-	30	0	0	0.00%	-	0	0	0	-	-
2008	Unknown	0	0	0	-	-	1	0	0	0.00%	-	25	0	0	0.00%	-
Totals		457,478	80,551	9,605	2.1%	11.9%	34,031	5,921	598	1.8%	10.1%	87,017	6,070	754	0.9%	12.4%

**New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	Gas Cap Initial Insp	Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap Drop Rate % of Initial Insp	Gas Cap Drop Rate % of Initial Fails	Cat Conv Initial Insp	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv Drop Rate % of Initial Insp	Cat Conv Drop Rate % of Initial Fails	Smoke Initial Insp	Smoke Initial Fails	Smoke No Known Outcome	Smoke Drop Rate % of Initial Insp	Smoke Drop Rate % of Initial Fails
Pre 83/Unknown	HDGV	646	26	7	1.08%	26.92%	400	3	0	0.00%	0.00%	731	10	2	0.27%	20.00%
Pre 83/Unknown	LDGT1	1,460	125	12	0.82%	9.60%	1,245	21	0	0.00%	0.00%	1,874	37	10	0.53%	27.03%
Pre 83/Unknown	LDGT2	917	86	13	1.42%	15.12%	706	11	1	0.14%	9.09%	1,064	17	3	0.28%	17.65%
Pre 83/Unknown	LDGV	5,891	287	32	0.54%	11.15%	5,147	35	3	0.06%	8.57%	8,781	109	17	0.19%	15.60%
Pre 83/Unknown	Unknown	416	50	7	1.68%	14.00%	237	1	0	0.00%	0.00%	621	9	2	0.32%	22.22%
1983	HDGV	195	6	0	0.00%	0.00%	145	3	0	0.00%	0.00%	203	3	0	0.00%	0.00%
1983	LDGT1	656	46	10	1.52%	21.74%	667	3	2	0.30%	66.67%	672	16	2	0.30%	12.50%
1983	LDGT2	250	25	4	1.60%	16.00%	247	1	0	0.00%	0.00%	252	1	1	0.40%	100.00%
1983	LDGV	1,921	74	1	0.05%	1.35%	2,041	6	2	0.10%	33.33%	2,048	24	4	0.20%	16.67%
1983	Unknown	103	11	1	0.97%	9.09%	70	0	0	0.00%	-	132	3	0	0.00%	0.00%
1984	HDGV	260	14	1	0.38%	7.14%	186	1	2	1.08%	100.00%	275	4	1	0.36%	25.00%
1984	LDGT1	674	52	8	1.19%	15.38%	680	7	0	0.00%	0.00%	685	11	3	0.44%	27.27%
1984	LDGT2	274	26	1	0.36%	3.85%	271	2	1	0.37%	50.00%	276	6	2	0.72%	33.33%
1984	LDGV	1,975	104	11	0.56%	10.58%	2,040	7	2	0.10%	28.57%	2,044	33	8	0.39%	24.24%
1984	Unknown	122	8	2	1.64%	25.00%	88	0	0	0.00%	-	155	1	1	0.65%	100.00%
1985	HDGV	608	31	3	0.49%	9.68%	446	7	1	0.22%	14.29%	646	7	1	0.15%	14.29%
1985	LDGT1	1,664	116	10	0.60%	8.62%	1,677	3	0	0.00%	0.00%	1,683	41	6	0.36%	14.63%
1985	LDGT2	727	52	3	0.41%	5.77%	721	6	1	0.14%	16.67%	728	20	2	0.27%	10.00%
1985	LDGV	6,135	227	18	0.29%	7.93%	6,241	10	6	0.10%	60.00%	6,253	91	14	0.22%	15.38%
1985	Unknown	219	17	1	0.46%	5.88%	169	3	0	0.00%	0.00%	274	4	1	0.36%	25.00%
1986	HDGV	560	31	4	0.71%	12.90%	438	4	2	0.46%	50.00%	575	11	3	0.52%	27.27%
1986	LDGT1	1,733	134	22	1.27%	16.42%	1,744	6	0	0.00%	0.00%	1,750	26	6	0.34%	23.08%
1986	LDGT2	633	51	9	1.42%	17.65%	632	8	2	0.32%	25.00%	638	13	1	0.16%	7.69%
1986	LDGV	4,743	134	10	0.21%	7.46%	4,843	9	5	0.10%	55.56%	4,858	104	16	0.33%	15.38%
1986	Unknown	238	25	2	0.84%	8.00%	174	0	0	0.00%	-	295	3	0	0.00%	0.00%
1987	HDGV	931	46	4	0.43%	8.70%	861	4	1	0.12%	25.00%	987	13	3	0.30%	23.08%
1987	LDGT1	4,796	255	16	0.33%	6.27%	4,816	11	3	0.06%	27.27%	4,828	74	10	0.21%	13.51%
1987	LDGT2	1,677	103	7	0.42%	6.80%	1,685	4	1	0.06%	25.00%	1,688	19	3	0.18%	15.79%
1987	LDGV	13,884	360	25	0.18%	6.94%	14,029	19	6	0.04%	31.58%	14,044	165	26	0.19%	15.76%
1987	Unknown	403	32	1	0.25%	3.13%	359	3	1	0.28%	33.33%	490	1	0	0.00%	0.00%
1988	HDGV	830	34	1	0.12%	2.94%	818	2	0	0.00%	0.00%	851	6	0	0.00%	0.00%
1988	LDGT1	3,589	191	18	0.50%	9.42%	3,592	7	1	0.03%	14.29%	3,599	63	10	0.28%	15.87%
1988	LDGT2	1,502	101	15	1.00%	14.85%	1,511	3	1	0.07%	33.33%	1,512	22	8	0.53%	36.36%
1988	LDGV	8,436	257	23	0.27%	8.95%	8,518	16	3	0.04%	18.75%	8,529	142	20	0.23%	14.08%
1988	Unknown	297	30	0	0.00%	0.00%	316	3	1	0.32%	33.33%	378	6	2	0.53%	33.33%

Table J (Page 9 of 12)

**New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	Gas Cap Initial Insp	Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap Drop Rate % of Initial Insp	Gas Cap Drop Rate % of Initial Fails	Cat Conv Initial Insp	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv Drop Rate % of Initial Insp	Cat Conv Drop Rate % of Initial Fails	Smoke Initial Insp	Smoke Initial Fails	Smoke No Known Outcome	Smoke Drop Rate % of Initial Insp	Smoke Drop Rate % of Initial Fails
1989	HDGV	1,540	51	1	0.06%	1.96%	1,545	2	1	0.06%	50.00%	1,565	14	5	0.32%	35.71%
1989	LDGT1	7,104	379	25	0.35%	6.60%	7,114	15	1	0.01%	6.67%	7,130	116	18	0.25%	15.52%
1989	LDGT2	3,208	139	9	0.28%	6.47%	3,205	2	1	0.03%	50.00%	3,211	32	9	0.28%	28.13%
1989	LDGV	23,239	574	35	0.15%	6.10%	23,383	25	4	0.02%	16.00%	23,419	277	41	0.18%	14.80%
1989	Unknown	527	42	4	0.76%	9.52%	548	2	0	0.00%	0.00%	594	5	1	0.17%	20.00%
1990	HDGV	733	36	3	0.41%	8.33%	737	2	1	0.14%	50.00%	743	7	2	0.27%	28.57%
1990	LDGT1	4,257	248	24	0.56%	9.68%	4,266	9	2	0.05%	22.22%	4,275	71	19	0.44%	26.76%
1990	LDGT2	1,631	90	11	0.67%	12.22%	1,631	4	1	0.06%	25.00%	1,633	23	6	0.37%	26.09%
1990	LDGV	16,435	510	50	0.30%	9.80%	16,512	32	4	0.02%	12.50%	16,543	273	48	0.29%	17.58%
1990	Unknown	267	25	0	0.00%	0.00%	287	1	0	0.00%	0.00%	300	0	1	0.33%	-
1991	HDGV	861	52	6	0.70%	11.54%	858	2	0	0.00%	0.00%	863	9	1	0.12%	11.11%
1991	LDGT1	10,078	435	31	0.31%	7.13%	10,087	6	2	0.02%	33.33%	10,100	130	22	0.22%	16.92%
1991	LDGT2	2,440	125	13	0.53%	10.40%	2,432	3	2	0.08%	66.67%	2,440	28	6	0.25%	21.43%
1991	LDGV	36,167	1,072	53	0.15%	4.94%	36,276	38	7	0.02%	18.42%	36,318	610	106	0.29%	17.38%
1991	Unknown	353	18	3	0.85%	16.67%	376	1	0	0.00%	0.00%	391	2	0	0.00%	0.00%
1992	HDGV	706	33	3	0.42%	9.09%	709	1	1	0.14%	100.00%	710	6	2	0.28%	33.33%
1992	LDGT1	6,952	285	21	0.30%	7.37%	6,945	7	2	0.03%	28.57%	6,958	118	16	0.23%	13.56%
1992	LDGT2	2,037	98	2	0.10%	2.04%	2,038	3	0	0.00%	0.00%	2,042	27	3	0.15%	11.11%
1992	LDGV	25,788	685	57	0.22%	8.32%	25,811	29	9	0.03%	31.03%	25,847	579	78	0.30%	13.47%
1992	Unknown	255	18	3	1.18%	16.67%	270	0	0	0.00%	-	276	0	0	0.00%	-
1993	HDGV	1,485	56	3	0.20%	5.36%	1,486	1	0	0.00%	0.00%	1,492	6	1	0.07%	16.67%
1993	LDGT1	19,775	624	48	0.24%	7.69%	19,807	11	2	0.01%	18.18%	19,833	341	55	0.28%	16.13%
1993	LDGT2	5,436	251	12	0.22%	4.78%	5,430	2	0	0.00%	0.00%	5,440	31	4	0.07%	12.90%
1993	LDGV	62,228	1,436	82	0.13%	5.71%	62,257	59	10	0.02%	16.95%	62,343	1,212	170	0.27%	14.03%
1993	Unknown	612	35	1	0.16%	2.86%	632	1	0	0.00%	0.00%	644	0	0	0.00%	-
1994	HDGV	1,471	55	6	0.41%	10.91%	1,460	1	0	0.00%	0.00%	1,474	5	2	0.14%	40.00%
1994	LDGT1	15,687	504	28	0.18%	5.56%	15,673	6	2	0.01%	33.33%	15,697	287	40	0.25%	13.94%
1994	LDGT2	4,596	167	14	0.30%	8.38%	4,591	3	1	0.02%	33.33%	4,598	49	7	0.15%	14.29%
1994	LDGV	37,574	1,036	68	0.18%	6.56%	37,624	42	13	0.03%	30.95%	37,674	666	93	0.25%	13.96%
1994	Unknown	495	42	4	0.81%	9.52%	527	1	0	0.00%	0.00%	537	5	0	0.00%	0.00%
1995	HDGV	3,562	124	8	0.22%	6.45%	3,530	1	0	0.00%	0.00%	3,573	15	2	0.06%	13.33%
1995	LDGT1	34,762	801	36	0.10%	4.49%	34,752	9	2	0.01%	22.22%	34,795	308	43	0.12%	13.96%
1995	LDGT2	11,532	340	14	0.12%	4.12%	11,523	3	1	0.01%	33.33%	11,536	45	6	0.05%	13.33%
1995	LDGV	92,543	1,999	93	0.10%	4.65%	92,662	46	12	0.01%	26.09%	92,759	1,112	148	0.16%	13.31%
1995	Unknown	1,289	97	4	0.31%	4.12%	1,324	0	0	0.00%	-	1,362	6	1	0.07%	16.67%

Table J (Page 10 of 12)

**New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	Gas Cap Initial Insp	Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap Drop Rate % of Initial Insp	Gas Cap Drop Rate % of Initial Fails	Cat Conv Initial Insp	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv Drop Rate % of Initial Insp	Cat Conv Drop Rate % of Initial Fails	Smoke Initial Insp	Smoke Initial Fails	Smoke No Known Outcome	Smoke Drop Rate % of Initial Insp	Smoke Drop Rate % of Initial Fails
1996	HDGV	1,705	69	2	0.12%	2.90%	1,673	0	0	0.00%	-	1,707	3	0	0.00%	0.00%
1996	LDGT1	21,717	902	60	0.28%	6.65%	21,710	3	0	0.00%	0.00%	21,734	125	26	0.12%	20.80%
1996	LDGT2	5,405	179	10	0.19%	5.59%	5,403	0	0	0.00%	-	5,411	9	0	0.00%	0.00%
1996	LDGV	49,869	1,078	62	0.12%	5.75%	49,925	46	11	0.02%	23.91%	49,986	310	54	0.11%	17.42%
1996	Unknown	583	31	4	0.69%	12.90%	595	1	0	0.00%	0.00%	608	3	1	0.16%	33.33%
1997	HDGV	4,343	125	7	0.16%	5.60%	4,144	0	0	0.00%	-	4,349	13	3	0.07%	23.08%
1997	LDGT1	45,146	1,255	69	0.15%	5.50%	45,149	4	0	0.00%	0.00%	45,185	115	16	0.04%	13.91%
1997	LDGT2	12,307	287	11	0.09%	3.83%	12,310	0	0	0.00%	-	12,317	22	3	0.02%	13.64%
1997	LDGV	109,192	1,765	108	0.10%	6.12%	109,326	41	9	0.01%	21.95%	109,431	379	60	0.05%	15.83%
1997	Unknown	2,031	142	2	0.10%	1.41%	2,011	0	0	0.00%	-	2,082	3	0	0.00%	0.00%
1998	HDGV	1,852	69	0	0.00%	0.00%	1,852	0	0	0.00%	-	1,856	1	0	0.00%	0.00%
1998	LDGT1	35,724	736	50	0.14%	6.79%	35,708	1	1	0.00%	100.00%	35,742	98	16	0.04%	16.33%
1998	LDGT2	9,977	210	12	0.12%	5.71%	9,978	0	0	0.00%	-	9,984	8	2	0.02%	25.00%
1998	LDGV	72,662	1,286	69	0.09%	5.37%	72,868	48	8	0.01%	16.67%	72,925	274	44	0.06%	16.06%
1998	Unknown	841	38	2	0.24%	5.26%	861	0	0	0.00%	-	867	1	0	0.00%	0.00%
1999	HDGV	4,697	144	4	0.09%	2.78%	4,695	0	0	0.00%	-	4,699	5	1	0.02%	20.00%
1999	LDGT1	54,323	1,040	32	0.06%	3.08%	54,307	3	0	0.00%	0.00%	54,350	70	4	0.01%	5.71%
1999	LDGT2	21,639	373	23	0.11%	6.17%	21,635	3	0	0.00%	0.00%	21,651	22	0	0.00%	0.00%
1999	LDGV	129,597	2,231	72	0.06%	3.23%	129,941	33	7	0.01%	21.21%	130,024	292	32	0.02%	10.96%
1999	Unknown	2,398	129	3	0.13%	2.33%	2,443	0	0	0.00%	-	2,448	2	0	0.00%	0.00%
2000	HDGV	3,361	88	1	0.03%	1.14%	3,358	0	0	0.00%	-	3,362	1	0	0.00%	0.00%
2000	LDGT1	45,014	1,105	30	0.07%	2.71%	44,978	0	0	0.00%	-	45,029	30	2	0.00%	6.67%
2000	LDGT2	13,408	279	9	0.07%	3.23%	13,413	0	0	0.00%	-	13,421	15	2	0.01%	13.33%
2000	LDGV	99,410	1,623	45	0.05%	2.77%	99,726	15	3	0.00%	20.00%	99,795	153	19	0.02%	12.42%
2000	Unknown	1,772	98	0	0.00%	0.00%	1,799	0	0	0.00%	-	1,799	2	1	0.06%	50.00%
2001	HDGV	5,976	140	4	0.07%	2.86%	5,979	1	0	0.00%	0.00%	5,985	2	1	0.02%	50.00%
2001	LDGT1	72,501	1,751	40	0.06%	2.28%	72,513	1	0	0.00%	0.00%	72,553	26	2	0.00%	7.69%
2001	LDGT2	23,494	611	15	0.06%	2.45%	23,510	2	0	0.00%	0.00%	23,527	6	1	0.00%	16.67%
2001	LDGV	148,008	1,880	32	0.02%	1.70%	149,132	22	2	0.00%	9.09%	149,218	120	15	0.01%	12.50%
2001	Unknown	3,286	144	2	0.06%	1.39%	3,321	0	0	0.00%	-	3,322	1	0	0.00%	0.00%
2002	HDGV	3,155	83	3	0.10%	3.61%	3,153	0	0	0.00%	-	3,162	6	1	0.03%	16.67%
2002	LDGT1	49,048	1,027	24	0.05%	2.34%	49,233	2	0	0.00%	0.00%	49,257	9	1	0.00%	11.11%
2002	LDGT2	14,791	424	19	0.13%	4.48%	14,829	0	0	0.00%	-	14,838	2	0	0.00%	0.00%
2002	LDGV	93,602	1,181	24	0.03%	2.03%	94,800	13	0	0.00%	0.00%	94,854	36	4	0.00%	11.11%
2002	Unknown	1,699	95	2	0.12%	2.11%	1,722	0	0	0.00%	-	1,725	3	0	0.00%	0.00%

Table J (Page 11 of 12)

**New Jersey Enhanced Inspection and Maintenance Program
Vehicles With No Known Final Outcome by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	Gas Cap Initial Insp	Gas Cap Initial Fails	Gas Cap No Known Outcome	Gas Cap Drop Rate % of Initial Insp	Gas Cap Drop Rate % of Initial Fails	Cat Conv Initial Insp	Cat Conv Initial Fails	Cat Conv No Known Outcome	Cat Conv Drop Rate % of Initial Insp	Cat Conv Drop Rate % of Initial Fails	Smoke Initial Insp	Smoke Initial Fails	Smoke No Known Outcome	Smoke Drop Rate % of Initial Insp	Smoke Drop Rate % of Initial Fails
2003	HDGV	8,006	215	9	0.11%	4.19%	8,015	0	0	0.00%	-	8,026	3	0	0.00%	0.00%
2003	LDGT1	96,602	2,064	22	0.02%	1.07%	96,892	1	0	0.00%	0.00%	96,948	2	0	0.00%	0.00%
2003	LDGT2	37,574	819	12	0.03%	1.47%	37,655	0	0	0.00%	-	37,676	3	0	0.00%	0.00%
2003	LDGV	170,214	2,480	23	0.01%	0.93%	173,812	14	5	0.00%	35.71%	173,878	14	0	0.00%	0.00%
2003	Unknown	3,951	239	6	0.15%	2.51%	3,986	0	0	0.00%	-	3,992	1	0	0.00%	0.00%
2004	HDGV	2,005	65	1	0.05%	1.54%	2,014	1	0	0.00%	0.00%	2,015	0	0	0.00%	-
2004	LDGT1	39,203	644	10	0.03%	1.55%	39,333	0	0	0.00%	-	39,345	3	0	0.00%	0.00%
2004	LDGT2	13,381	243	5	0.04%	2.06%	13,456	1	0	0.00%	0.00%	13,458	0	0	0.00%	-
2004	LDGV	65,673	1,226	17	0.03%	1.39%	67,748	9	1	0.00%	11.11%	67,772	4	0	0.00%	0.00%
2004	Unknown	964	44	0	0.00%	0.00%	981	0	0	0.00%	-	984	0	0	0.00%	-
2005	HDGV	824	21	2	0.24%	9.52%	826	0	0	0.00%	-	826	0	0	0.00%	-
2005	LDGT1	11,496	192	5	0.04%	2.60%	11,569	0	0	0.00%	-	11,574	0	0	0.00%	-
2005	LDGT2	4,386	64	1	0.02%	1.56%	4,447	0	0	0.00%	-	4,448	0	0	0.00%	-
2005	LDGV	21,680	424	8	0.04%	1.89%	22,566	4	0	0.00%	0.00%	22,567	1	0	0.00%	0.00%
2005	Unknown	483	11	1	0.21%	9.09%	491	0	0	0.00%	-	491	0	0	0.00%	-
2006	HDGV	991	12	2	0.20%	16.67%	1,047	0	0	0.00%	-	1,047	0	0	0.00%	-
2006	LDGT1	6,710	74	2	0.03%	2.70%	7,414	1	0	0.00%	0.00%	7,418	0	0	0.00%	-
2006	LDGT2	3,539	19	1	0.03%	5.26%	3,985	0	0	0.00%	-	3,985	0	0	0.00%	-
2006	LDGV	16,403	197	8	0.05%	4.06%	18,774	2	1	0.01%	50.00%	18,779	2	1	0.01%	50.00%
2006	Unknown	389	8	1	0.26%	12.50%	438	0	0	0.00%	-	438	0	0	0.00%	-
2007	HDGV	675	4	1	0.15%	25.00%	719	0	0	0.00%	-	719	0	0	0.00%	-
2007	LDGT1	3,165	27	4	0.13%	14.81%	3,525	0	0	0.00%	-	3,527	0	0	0.00%	-
2007	LDGT2	1,528	7	1	0.07%	14.29%	1,755	0	0	0.00%	-	1,755	0	0	0.00%	-
2007	LDGV	7,697	81	6	0.08%	7.41%	9,005	0	0	0.00%	-	9,006	0	0	0.00%	-
2007	Unknown	241	0	0	0.00%	-	269	0	0	0.00%	-	269	0	0	0.00%	-
2008	HDGV	38	1	1	2.63%	100.00%	39	0	0	0.00%	-	39	0	0	0.00%	-
2008	LDGT1	142	1	0	0.00%	0.00%	163	0	0	0.00%	-	163	0	0	0.00%	-
2008	LDGT2	62	0	0	0.00%	-	73	0	0	0.00%	-	73	0	0	0.00%	-
2008	LDGV	253	0	0	0.00%	-	306	0	0	0.00%	-	307	1	0	0.00%	0.00%
2008	Unknown	25	0	0	0.00%	-	25	0	0	0.00%	-	25	0	0	0.00%	-
Totals		2,189,823	47,449	2,078	0.1%	4.4%	2,205,396	871	177	0.01%	20.3%	2,214,287	9,731	1,456	0.1%	15.0%

Table J (Page 12 of 12)

**APPENDIX I -
PART K**

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

**New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	Overall First Retest Insp	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insp	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate
Pre 83/Unknown	HDGV	120	10	110	8.3%	91.7%	0	0	0	-	-
Pre 83/Unknown	LDGT1	403	37	366	9.2%	90.8%	3	1	2	33.3%	66.7%
Pre 83/Unknown	LDGT2	275	35	240	12.7%	87.3%	0	0	0	-	-
Pre 83/Unknown	LDGV	1740	147	1593	8.4%	91.6%	8	0	8	0.0%	100.0%
Pre 83/Unknown	Unknown	155	16	139	10.3%	89.7%	0	0	0	-	-
1983	HDGV	49	1	48	2.0%	98.0%	0	0	0	-	-
1983	LDGT1	129	18	111	14.0%	86.0%	0	0	0	-	-
1983	LDGT2	70	10	60	14.3%	85.7%	0	0	0	-	-
1983	LDGV	484	40	444	8.3%	91.7%	0	0	0	-	-
1983	Unknown	41	3	38	7.3%	92.7%	0	0	0	-	-
1984	HDGV	47	4	43	8.5%	91.5%	0	0	0	-	-
1984	LDGT1	162	17	145	10.5%	89.5%	0	0	0	-	-
1984	LDGT2	60	9	51	15.0%	85.0%	0	0	0	-	-
1984	LDGV	475	76	399	16.0%	84.0%	0	0	0	-	-
1984	Unknown	36	5	31	13.9%	86.1%	0	0	0	-	-
1985	HDGV	124	8	116	6.5%	93.5%	0	0	0	-	-
1985	LDGT1	345	38	307	11.0%	89.0%	0	0	0	-	-
1985	LDGT2	179	21	158	11.7%	88.3%	0	0	0	-	-
1985	LDGV	1400	147	1253	10.5%	89.5%	0	0	0	-	-
1985	Unknown	87	4	83	4.6%	95.4%	0	0	0	-	-
1986	HDGV	127	11	116	8.7%	91.3%	0	0	0	-	-
1986	LDGT1	339	38	301	11.2%	88.8%	0	0	0	-	-
1986	LDGT2	141	21	120	14.9%	85.1%	0	0	0	-	-
1986	LDGV	1055	133	922	12.6%	87.4%	0	0	0	-	-
1986	Unknown	78	6	72	7.7%	92.3%	0	0	0	-	-
1987	HDGV	172	13	159	7.6%	92.4%	0	0	0	-	-
1987	LDGT1	796	67	729	8.4%	91.6%	0	0	0	-	-
1987	LDGT2	312	27	285	8.7%	91.3%	0	0	0	-	-
1987	LDGV	2692	273	2419	10.1%	89.9%	0	0	0	-	-
1987	Unknown	117	7	110	6.0%	94.0%	0	0	0	-	-
1988	HDGV	123	9	114	7.3%	92.7%	0	0	0	-	-
1988	LDGT1	785	89	696	11.3%	88.7%	0	0	0	-	-
1988	LDGT2	317	31	286	9.8%	90.2%	0	0	0	-	-
1988	LDGV	1634	213	1421	13.0%	87.0%	0	0	0	-	-
1988	Unknown	81	4	77	4.9%	95.1%	0	0	0	-	-

**New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	Overall First Retest Insp	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insp	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate
1989	HDGV	211	16	195	7.6%	92.4%	0	0	0	-	-
1989	LDGT1	1508	158	1350	10.5%	89.5%	0	0	0	-	-
1989	LDGT2	549	43	506	7.8%	92.2%	0	0	0	-	-
1989	LDGV	3766	364	3402	9.7%	90.3%	0	0	0	-	-
1989	Unknown	134	4	130	3.0%	97.0%	0	0	0	-	-
1990	HDGV	112	7	105	6.3%	93.8%	0	0	0	-	-
1990	LDGT1	895	113	782	12.6%	87.4%	0	0	0	-	-
1990	LDGT2	307	23	284	7.5%	92.5%	0	0	0	-	-
1990	LDGV	3030	434	2596	14.3%	85.7%	0	0	0	-	-
1990	Unknown	60	7	53	11.7%	88.3%	0	0	0	-	-
1991	HDGV	124	11	113	8.9%	91.1%	0	0	0	-	-
1991	LDGT1	1976	201	1775	10.2%	89.8%	0	0	0	-	-
1991	LDGT2	461	35	426	7.6%	92.4%	0	0	0	-	-
1991	LDGV	7485	873	6612	11.7%	88.3%	0	0	0	-	-
1991	Unknown	49	6	43	12.2%	87.8%	0	0	0	-	-
1992	HDGV	73	6	67	8.2%	91.8%	0	0	0	-	-
1992	LDGT1	1417	156	1261	11.0%	89.0%	0	0	0	-	-
1992	LDGT2	407	36	371	8.8%	91.2%	0	0	0	-	-
1992	LDGV	5229	764	4465	14.6%	85.4%	0	0	0	-	-
1992	Unknown	34	0	34	0.0%	100.0%	0	0	0	-	-
1993	HDGV	163	3	160	1.8%	98.2%	0	0	0	-	-
1993	LDGT1	3574	320	3254	9.0%	91.0%	0	0	0	-	-
1993	LDGT2	905	62	843	6.9%	93.1%	0	0	0	-	-
1993	LDGV	10840	1113	9727	10.3%	89.7%	0	0	0	-	-
1993	Unknown	80	5	75	6.3%	93.8%	0	0	0	-	-
1994	HDGV	155	15	140	9.7%	90.3%	0	0	0	-	-
1994	LDGT1	2401	217	2184	9.0%	91.0%	0	0	0	-	-
1994	LDGT2	589	51	538	8.7%	91.3%	0	0	0	-	-
1994	LDGV	5862	643	5219	11.0%	89.0%	0	0	0	-	-
1994	Unknown	89	6	83	6.7%	93.3%	0	0	0	-	-
1995	HDGV	331	14	317	4.2%	95.8%	0	0	0	-	-
1995	LDGT1	4146	343	3803	8.3%	91.7%	0	0	0	-	-
1995	LDGT2	1241	98	1143	7.9%	92.1%	0	0	0	-	-
1995	LDGV	10101	833	9268	8.2%	91.8%	0	0	0	-	-
1995	Unknown	192	12	180	6.3%	93.8%	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 2007**

Model Yr	Veh Type	Overall First Retest Insp	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insp	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate
1996	HDGV	149	4	145	2.7%	97.3%	0	0	0	-	-
1996	LDGT1	3896	513	3383	13.2%	86.8%	3,220	495	2,725	15.4%	84.6%
1996	LDGT2	926	109	817	11.8%	88.2%	801	109	692	13.6%	86.4%
1996	LDGV	7979	1154	6825	14.5%	85.5%	7,130	1,121	6,009	15.7%	84.3%
1996	Unknown	67	4	63	6.0%	94.0%	0	0	0	-	-
1997	HDGV	242	13	229	5.4%	94.6%	2	0	2	0.0%	100.0%
1997	LDGT1	6551	673	5878	10.3%	89.7%	5,534	647	4,887	11.7%	88.3%
1997	LDGT2	1552	140	1412	9.0%	91.0%	1,336	135	1,201	10.1%	89.9%
1997	LDGV	13279	1611	11668	12.1%	87.9%	11,759	1,558	10,201	13.2%	86.8%
1997	Unknown	194	3	191	1.5%	98.5%	1	0	1	0.0%	100.0%
1998	HDGV	109	2	107	1.8%	98.2%	4	0	4	0.0%	100.0%
1998	LDGT1	4814	570	4244	11.8%	88.2%	4,168	550	3,618	13.2%	86.8%
1998	LDGT2	1289	127	1162	9.9%	90.1%	1,123	123	1,000	11.0%	89.0%
1998	LDGV	8766	992	7774	11.3%	88.7%	7,608	946	6,662	12.4%	87.6%
1998	Unknown	52	4	48	7.7%	92.3%	0	0	0	-	-
1999	HDGV	267	9	258	3.4%	96.6%	2	0	2	0.0%	100.0%
1999	LDGT1	5011	344	4667	6.9%	93.1%	4,129	330	3,799	8.0%	92.0%
1999	LDGT2	1960	156	1804	8.0%	92.0%	1,642	152	1,490	9.3%	90.7%
1999	LDGV	12305	1043	11262	8.5%	91.5%	10,314	1,003	9,311	9.7%	90.3%
1999	Unknown	178	7	171	3.9%	96.1%	0	0	0	-	-
2000	HDGV	126	2	124	1.6%	98.4%	3	0	3	0.0%	100.0%
2000	LDGT1	4466	343	4123	7.7%	92.3%	3,576	333	3,243	9.3%	90.7%
2000	LDGT2	1081	93	988	8.6%	91.4%	838	89	749	10.6%	89.4%
2000	LDGV	9169	780	8389	8.5%	91.5%	7,766	756	7,010	9.7%	90.3%
2000	Unknown	119	2	117	1.7%	98.3%	1	0	1	0.0%	100.0%
2001	HDGV	178	3	175	1.7%	98.3%	4	1	3	25.0%	75.0%
2001	LDGT1	8376	535	7841	6.4%	93.6%	6,950	521	6,429	7.5%	92.5%
2001	LDGT2	2483	165	2318	6.6%	93.4%	1,977	160	1,817	8.1%	91.9%
2001	LDGV	12467	906	11561	7.3%	92.7%	10,841	894	9,947	8.2%	91.8%
2001	Unknown	160	4	156	2.5%	97.5%	1	1	0	100.0%	0.0%
2002	HDGV	92	1	91	1.1%	98.9%	0	0	0	-	-
2002	LDGT1	4233	254	3979	6.0%	94.0%	3,371	243	3,128	7.2%	92.8%
2002	LDGT2	1412	80	1332	5.7%	94.3%	1,075	70	1,005	6.5%	93.5%
2002	LDGV	6175	460	5715	7.4%	92.6%	5,144	454	4,690	8.8%	91.2%
2002	Unknown	103	2	101	1.9%	98.1%	2	0	2	0.0%	100.0%

**New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	Overall First Retest Insp	Overall Fail	Overall Pass	Overall Fail Rate	Overall Pass Rate	OBD First Retest Insp	OBD Fail	OBD Pass	OBD Fail Rate	OBD Pass Rate
2003	HDGV	223	0	223	0.0%	100.0%	1	0	1	0.0%	100.0%
2003	LDGT1	4814	149	4665	3.1%	96.9%	2,951	144	2,807	4.9%	95.1%
2003	LDGT2	2352	74	2278	3.1%	96.9%	1,636	70	1,566	4.3%	95.7%
2003	LDGV	7984	296	7688	3.7%	96.3%	5,728	287	5,441	5.0%	95.0%
2003	Unknown	243	2	241	0.8%	99.2%	0	0	0	-	-
2004	HDGV	65	1	64	1.5%	98.5%	0	0	0	-	-
2004	LDGT1	1677	54	1623	3.2%	96.8%	1,085	49	1,036	4.5%	95.5%
2004	LDGT2	679	42	637	6.2%	93.8%	457	44	413	9.6%	90.4%
2004	LDGV	3004	104	2900	3.5%	96.5%	1,848	100	1,748	5.4%	94.6%
2004	Unknown	46	1	45	2.2%	97.8%	0	0	0	-	-
2005	HDGV	18	0	18	0.0%	100.0%	0	0	0	-	-
2005	LDGT1	565	14	551	2.5%	97.5%	394	13	381	3.3%	96.7%
2005	LDGT2	215	6	209	2.8%	97.2%	157	6	151	3.8%	96.2%
2005	LDGV	1114	40	1074	3.6%	96.4%	707	38	669	5.4%	94.6%
2005	Unknown	10	0	10	0.0%	100.0%	0	0	0	-	-
2006	HDGV	12	0	12	0.0%	100.0%	2	0	2	0.0%	100.0%
2006	LDGT1	246	1	245	0.4%	99.6%	176	1	175	0.6%	99.4%
2006	LDGT2	179	4	175	2.2%	97.8%	161	3	158	1.9%	98.1%
2006	LDGV	844	16	828	1.9%	98.1%	662	15	647	2.3%	97.7%
2006	Unknown	8	0	8	0.0%	100.0%	0	0	0	-	-
2007	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-
2007	LDGT1	153	3	150	2.0%	98.0%	132	2	130	1.5%	98.5%
2007	LDGT2	86	0	86	0.0%	100.0%	81	0	81	0.0%	100.0%
2007	LDGV	413	8	405	1.9%	98.1%	342	8	334	2.3%	97.7%
2007	Unknown	1	0	1	0.0%	100.0%	0	0	0	-	-
2008	HDGV	0	0	0	-	-	0	0	0	-	-
2008	LDGT1	10	0	10	0.0%	100.0%	9	0	9	0.0%	100.0%
2008	LDGT2	7	1	6	14.3%	85.7%	7	1	6	14.3%	85.7%
2008	LDGV	23	1	22	4.3%	95.7%	23	1	22	4.3%	95.7%
2008	Unknown	0	0	0	-	-	0	0	0	-	-
Totals		228,866	20,505	208,361	9.0%	91.0%	116,892	11,474	105,418	9.8%	90.2%

**New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	ASM First Retest Insp	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate	2500 First Retest Insp	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retest Insp	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
Pre 83/Unknown	HDGV	0	0	0	-	-	0	0	0	-	-	109	9	100	8.3%	91.7%
Pre 83/Unknown	LDGT1	63	11	52	17.5%	82.5%	6	0	6	0.0%	100.0%	272	23	249	8.5%	91.5%
Pre 83/Unknown	LDGT2	30	2	28	6.7%	93.3%	4	1	3	25.0%	75.0%	215	32	183	14.9%	85.1%
Pre 83/Unknown	LDGV	296	26	270	8.8%	91.2%	29	3	26	10.3%	89.7%	1,265	115	1,150	9.1%	90.9%
Pre 83/Unknown	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	137	13	124	9.5%	90.5%
1983	HDGV	0	0	0	-	-	0	0	0	-	-	47	1	46	2.1%	97.9%
1983	LDGT1	102	15	87	14.7%	85.3%	6	0	6	0.0%	100.0%	0	0	0	-	-
1983	LDGT2	50	8	42	16.0%	84.0%	4	1	3	25.0%	75.0%	0	0	0	-	-
1983	LDGV	413	34	379	8.2%	91.8%	32	5	27	15.6%	84.4%	0	0	0	-	-
1983	Unknown	0	0	0	-	-	0	0	0	-	-	37	3	34	8.1%	91.9%
1984	HDGV	0	0	0	-	-	0	0	0	-	-	42	4	38	9.5%	90.5%
1984	LDGT1	134	13	121	9.7%	90.3%	9	2	7	22.2%	77.8%	0	0	0	-	-
1984	LDGT2	42	7	35	16.7%	83.3%	4	1	3	25.0%	75.0%	0	0	0	-	-
1984	LDGV	418	74	344	17.7%	82.3%	16	1	15	6.3%	93.8%	2	0	2	0.0%	100.0%
1984	Unknown	0	0	0	-	-	0	0	0	-	-	34	5	29	14.7%	85.3%
1985	HDGV	2	1	1	50.0%	50.0%	0	0	0	-	-	109	7	102	6.4%	93.6%
1985	LDGT1	260	35	225	13.5%	86.5%	15	0	15	0.0%	100.0%	0	0	0	-	-
1985	LDGT2	154	19	135	12.3%	87.7%	7	1	6	14.3%	85.7%	0	0	0	-	-
1985	LDGV	1,237	140	1,097	11.3%	88.7%	36	4	32	11.1%	88.9%	3	1	2	33.3%	66.7%
1985	Unknown	0	0	0	-	-	0	0	0	-	-	77	4	73	5.2%	94.8%
1986	HDGV	0	0	0	-	-	0	0	0	-	-	114	10	104	8.8%	91.2%
1986	LDGT1	255	30	225	11.8%	88.2%	18	4	14	22.2%	77.8%	1	0	1	0.0%	100.0%
1986	LDGT2	110	15	95	13.6%	86.4%	8	3	5	37.5%	62.5%	1	0	1	0.0%	100.0%
1986	LDGV	955	126	829	13.2%	86.8%	26	2	24	7.7%	92.3%	7	3	4	42.9%	57.1%
1986	Unknown	0	0	0	-	-	0	0	0	-	-	65	6	59	9.2%	90.8%
1987	HDGV	1	0	1	0.0%	100.0%	0	0	0	-	-	144	12	132	8.3%	91.7%
1987	LDGT1	592	60	532	10.1%	89.9%	43	1	42	2.3%	97.7%	0	0	0	-	-
1987	LDGT2	228	24	204	10.5%	89.5%	22	1	21	4.5%	95.5%	0	0	0	-	-
1987	LDGV	2,388	256	2,132	10.7%	89.3%	83	5	78	6.0%	94.0%	10	0	10	0.0%	100.0%
1987	Unknown	0	0	0	-	-	1	0	1	0.0%	100.0%	95	7	88	7.4%	92.6%
1988	HDGV	0	0	0	-	-	1	1	0	100.0%	0.0%	105	7	98	6.7%	93.3%
1988	LDGT1	660	83	577	12.6%	87.4%	29	4	25	13.8%	86.2%	0	0	0	-	-
1988	LDGT2	249	27	222	10.8%	89.2%	10	1	9	10.0%	90.0%	2	0	2	0.0%	100.0%
1988	LDGV	1,454	203	1,251	14.0%	86.0%	52	5	47	9.6%	90.4%	0	0	0	-	-
1988	Unknown	0	0	0	-	-	0	0	0	-	-	56	4	52	7.1%	92.9%

Table K (Page 5 of 12)

**New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	ASM First Retest Insp	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate	2500 First Retest Insp	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retest Insp	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
1989	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	174	16	158	9.2%	90.8%
1989	LDGT1	1,246	148	1,098	11.9%	88.1%	49	5	44	10.2%	89.8%	0	0	0	-	-
1989	LDGT2	435	36	399	8.3%	91.7%	19	2	17	10.5%	89.5%	4	1	3	25.0%	75.0%
1989	LDGV	3,324	345	2,979	10.4%	89.6%	101	10	91	9.9%	90.1%	0	0	0	-	-
1989	Unknown	0	0	0	-	-	0	0	0	-	-	101	3	98	3.0%	97.0%
1990	HDGV	1	1	0	100.0%	0.0%	0	0	0	-	-	85	6	79	7.1%	92.9%
1990	LDGT1	724	99	625	13.7%	86.3%	35	5	30	14.3%	85.7%	0	0	0	-	-
1990	LDGT2	238	21	217	8.8%	91.2%	11	1	10	9.1%	90.9%	0	0	0	-	-
1990	LDGV	2,653	416	2,237	15.7%	84.3%	105	7	98	6.7%	93.3%	0	0	0	-	-
1990	Unknown	0	0	0	-	-	0	0	0	-	-	41	7	34	17.1%	82.9%
1991	HDGV	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	87	10	77	11.5%	88.5%
1991	LDGT1	1,612	184	1,428	11.4%	88.6%	108	11	97	10.2%	89.8%	0	0	0	-	-
1991	LDGT2	363	30	333	8.3%	91.7%	33	4	29	12.1%	87.9%	0	0	0	-	-
1991	LDGV	6,490	821	5,669	12.7%	87.3%	339	39	300	11.5%	88.5%	0	0	0	-	-
1991	Unknown	0	0	0	-	-	0	0	0	-	-	38	6	32	15.8%	84.2%
1992	HDGV	0	0	0	-	-	1	1	0	100.0%	0.0%	53	4	49	7.5%	92.5%
1992	LDGT1	1,179	146	1,033	12.4%	87.6%	62	5	57	8.1%	91.9%	1	0	1	0.0%	100.0%
1992	LDGT2	318	35	283	11.0%	89.0%	20	1	19	5.0%	95.0%	2	1	1	50.0%	50.0%
1992	LDGV	4,572	714	3,858	15.6%	84.4%	281	40	241	14.2%	85.8%	0	0	0	-	-
1992	Unknown	0	0	0	-	-	0	0	0	-	-	21	0	21	0.0%	100.0%
1993	HDGV	0	0	0	-	-	0	0	0	-	-	121	3	118	2.5%	97.5%
1993	LDGT1	2,736	257	2,479	9.4%	90.6%	437	50	387	11.4%	88.6%	1	0	1	0.0%	100.0%
1993	LDGT2	675	55	620	8.1%	91.9%	48	5	43	10.4%	89.6%	1	0	1	0.0%	100.0%
1993	LDGV	9,193	1,037	8,156	11.3%	88.7%	753	53	700	7.0%	93.0%	0	0	0	-	-
1993	Unknown	0	0	0	-	-	0	0	0	-	-	52	5	47	9.6%	90.4%
1994	HDGV	0	0	0	-	-	0	0	0	-	-	112	14	98	12.5%	87.5%
1994	LDGT1	1,643	179	1,464	10.9%	89.1%	407	33	374	8.1%	91.9%	0	0	0	-	-
1994	LDGT2	409	43	366	10.5%	89.5%	58	3	55	5.2%	94.8%	1	0	1	0.0%	100.0%
1994	LDGV	4,810	579	4,231	12.0%	88.0%	398	37	361	9.3%	90.7%	0	0	0	-	-
1994	Unknown	0	0	0	-	-	0	0	0	-	-	56	6	50	10.7%	89.3%
1995	HDGV	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%	226	12	214	5.3%	94.7%
1995	LDGT1	3,138	298	2,840	9.5%	90.5%	409	29	380	7.1%	92.9%	0	0	0	-	-
1995	LDGT2	881	85	796	9.6%	90.4%	98	8	90	8.2%	91.8%	0	0	0	-	-
1995	LDGV	7,930	765	7,165	9.6%	90.4%	659	36	623	5.5%	94.5%	0	0	0	-	-
1995	Unknown	0	0	0	-	-	0	0	0	-	-	109	11	98	10.1%	89.9%

Table K (Page 6 of 12)

**New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	ASM First Retest Insp	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate	2500 First Retest Insp	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retest Insp	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
1996	HDGV	0	0	0	-	-	0	0	0	-	-	91	2	89	2.2%	97.8%
1996	LDGT1	5	0	5	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1996	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1996	LDGV	5	0	5	0.0%	100.0%	4	0	4	0.0%	100.0%	0	0	0	-	-
1996	Unknown	0	0	0	-	-	0	0	0	-	-	42	3	39	7.1%	92.9%
1997	HDGV	0	0	0	-	-	0	0	0	-	-	131	10	121	7.6%	92.4%
1997	LDGT1	11	0	11	0.0%	100.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
1997	LDGT2	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1997	LDGV	29	2	27	6.9%	93.1%	5	0	5	0.0%	100.0%	0	0	0	-	-
1997	Unknown	0	0	0	-	-	0	0	0	-	-	61	3	58	4.9%	95.1%
1998	HDGV	0	0	0	-	-	0	0	0	-	-	43	2	41	4.7%	95.3%
1998	LDGT1	20	0	20	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1998	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1998	LDGV	34	5	29	14.7%	85.3%	1	0	1	0.0%	100.0%	0	0	0	-	-
1998	Unknown	0	0	0	-	-	0	0	0	-	-	18	3	15	16.7%	83.3%
1999	HDGV	0	0	0	-	-	0	0	0	-	-	141	9	132	6.4%	93.6%
1999	LDGT1	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
1999	LDGV	4	1	3	25.0%	75.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1999	Unknown	0	0	0	-	-	0	0	0	-	-	60	6	54	10.0%	90.0%
2000	HDGV	0	0	0	-	-	0	0	0	-	-	39	1	38	2.6%	97.4%
2000	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2000	LDGV	1	0	1	0.0%	100.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2000	Unknown	0	0	0	-	-	0	0	0	-	-	28	1	27	3.6%	96.4%
2001	HDGV	0	0	0	-	-	0	0	0	-	-	47	2	45	4.3%	95.7%
2001	LDGT1	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2001	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2001	LDGV	1	0	1	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2001	Unknown	0	0	0	-	-	0	0	0	-	-	19	1	18	5.3%	94.7%
2002	HDGV	0	0	0	-	-	0	0	0	-	-	21	1	20	4.8%	95.2%
2002	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2002	Unknown	0	0	0	-	-	0	0	0	-	-	11	1	10	9.1%	90.9%

**New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	ASM First Retest Insp	ASM Fail	ASM Pass	ASM Fail Rate	ASM Pass Rate	2500 First Retest Insp	2500 Fail	2500 Pass	2500 Fail Rate	2500 Pass Rate	Idle First Retest Insp	Idle Fail	Idle Pass	Idle Fail Rate	Idle Pass Rate
2003	HDGV	0	0	0	-	-	0	0	0	-	-	28	0	28	0.0%	100.0%
2003	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2003	LDGV	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2003	Unknown	0	0	0	-	-	0	0	0	-	-	13	1	12	7.7%	92.3%
2004	HDGV	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2004	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2004	LDGT2	0	0	0	-	-	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDGV	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	Unknown	0	0	0	-	-	0	0	0	-	-	3	1	2	33.3%	66.7%
2005	HDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2005	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2005	LDGV	3	0	3	0.0%	100.0%	2	0	2	0.0%	100.0%	0	0	0	-	-
2005	Unknown	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2006	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2006	LDGV	2	1	1	50.0%	50.0%	3	0	3	0.0%	100.0%	0	0	0	-	-
2006	Unknown	0	0	0	-	-	0	0	0	-	-	2	0	2	0.0%	100.0%
2007	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2007	Unknown	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT1	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		64,796	7,512	57,284	11.6%	88.4%	4,925	431	4,494	8.8%	91.2%	5,038	418	4,620	8.3%	91.7%

**New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2007**

Model Yr	Veh Type	Gas Cap First Retest Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
Pre 83/Unknown	HDGV	19	2	17	10.5%	89.5%	3	0	3	0.0%	100.0%	5	0	5	0.0%	100.0%
Pre 83/Unknown	LDGT1	98	2	96	2.0%	98.0%	14	0	14	0.0%	100.0%	23	1	22	4.3%	95.7%
Pre 83/Unknown	LDGT2	68	4	64	5.9%	94.1%	9	1	8	11.1%	88.9%	7	0	7	0.0%	100.0%
Pre 83/Unknown	LDGV	229	2	227	0.9%	99.1%	22	0	22	0.0%	100.0%	78	7	71	9.0%	91.0%
Pre 83/Unknown	Unknown	44	3	41	6.8%	93.2%	0	0	0	-	-	7	1	6	14.3%	85.7%
1983	HDGV	6	0	6	0.0%	100.0%	3	0	3	0.0%	100.0%	3	0	3	0.0%	100.0%
1983	LDGT1	33	1	32	3.0%	97.0%	1	0	1	0.0%	100.0%	10	0	10	0.0%	100.0%
1983	LDGT2	23	2	21	8.7%	91.3%	1	0	1	0.0%	100.0%	1	1	0	100.0%	0.0%
1983	LDGV	66	2	64	3.0%	97.0%	2	0	2	0.0%	100.0%	13	0	13	0.0%	100.0%
1983	Unknown	9	0	9	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
1984	HDGV	9	0	9	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
1984	LDGT1	35	0	35	0.0%	100.0%	3	1	2	33.3%	66.7%	4	1	3	25.0%	75.0%
1984	LDGT2	23	1	22	4.3%	95.7%	2	1	1	50.0%	50.0%	2	0	2	0.0%	100.0%
1984	LDGV	84	2	82	2.4%	97.6%	5	0	5	0.0%	100.0%	19	3	16	15.8%	84.2%
1984	Unknown	4	0	4	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1985	HDGV	27	1	26	3.7%	96.3%	6	0	6	0.0%	100.0%	6	0	6	0.0%	100.0%
1985	LDGT1	100	2	98	2.0%	98.0%	2	0	2	0.0%	100.0%	22	0	22	0.0%	100.0%
1985	LDGT2	43	1	42	2.3%	97.7%	4	0	4	0.0%	100.0%	12	1	11	8.3%	91.7%
1985	LDGV	196	3	193	1.5%	98.5%	5	0	5	0.0%	100.0%	63	7	56	11.1%	88.9%
1985	Unknown	16	1	15	6.3%	93.8%	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
1986	HDGV	24	2	22	8.3%	91.7%	2	0	2	0.0%	100.0%	6	0	6	0.0%	100.0%
1986	LDGT1	96	4	92	4.2%	95.8%	5	1	4	20.0%	80.0%	12	0	12	0.0%	100.0%
1986	LDGT2	39	1	38	2.6%	97.4%	5	0	5	0.0%	100.0%	9	0	9	0.0%	100.0%
1986	LDGV	114	3	111	2.6%	97.4%	2	0	2	0.0%	100.0%	76	12	64	15.8%	84.2%
1986	Unknown	22	0	22	0.0%	100.0%	0	0	0	-	-	2	0	2	0.0%	100.0%
1987	HDGV	40	1	39	2.5%	97.5%	2	0	2	0.0%	100.0%	9	0	9	0.0%	100.0%
1987	LDGT1	224	6	218	2.7%	97.3%	7	0	7	0.0%	100.0%	56	0	56	0.0%	100.0%
1987	LDGT2	83	2	81	2.4%	97.6%	3	0	3	0.0%	100.0%	16	4	12	25.0%	75.0%
1987	LDGV	322	7	315	2.2%	97.8%	8	1	7	12.5%	87.5%	125	10	115	8.0%	92.0%
1987	Unknown	30	0	30	0.0%	100.0%	2	0	2	0.0%	100.0%	1	0	1	0.0%	100.0%
1988	HDGV	31	0	31	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
1988	LDGT1	153	5	148	3.3%	96.7%	5	0	5	0.0%	100.0%	38	4	34	10.5%	89.5%
1988	LDGT2	82	2	80	2.4%	97.6%	2	0	2	0.0%	100.0%	11	1	10	9.1%	90.9%
1988	LDGV	207	6	201	2.9%	97.1%	7	1	6	14.3%	85.7%	100	10	90	10.0%	90.0%
1988	Unknown	29	0	29	0.0%	100.0%	2	0	2	0.0%	100.0%	2	0	2	0.0%	100.0%

Table K (Page 9 of 12)

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2007

Model Yr	Veh Type	Gas Cap First Retest Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
1989	HDGV	47	2	45	4.3%	95.7%	2	1	1	50.0%	50.0%	10	1	9	10.0%	90.0%
1989	LDGT1	338	8	330	2.4%	97.6%	8	0	8	0.0%	100.0%	79	7	72	8.9%	91.1%
1989	LDGT2	123	2	121	1.6%	98.4%	2	0	2	0.0%	100.0%	17	1	16	5.9%	94.1%
1989	LDGV	502	8	494	1.6%	98.4%	14	2	12	14.3%	85.7%	200	10	190	5.0%	95.0%
1989	Unknown	38	1	37	2.6%	97.4%	2	0	2	0.0%	100.0%	4	0	4	0.0%	100.0%
1990	HDGV	32	0	32	0.0%	100.0%	0	0	0	-	-	4	0	4	0.0%	100.0%
1990	LDGT1	208	5	203	2.4%	97.6%	3	0	3	0.0%	100.0%	39	6	33	15.4%	84.6%
1990	LDGT2	75	3	72	4.0%	96.0%	3	0	3	0.0%	100.0%	12	0	12	0.0%	100.0%
1990	LDGV	403	10	393	2.5%	97.5%	20	3	17	15.0%	85.0%	174	17	157	9.8%	90.2%
1990	Unknown	24	0	24	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1991	HDGV	44	0	44	0.0%	100.0%	2	0	2	0.0%	100.0%	7	1	6	14.3%	85.7%
1991	LDGT1	381	7	374	1.8%	98.2%	4	0	4	0.0%	100.0%	82	9	73	11.0%	89.0%
1991	LDGT2	109	1	108	0.9%	99.1%	0	0	0	-	-	18	1	17	5.6%	94.4%
1991	LDGV	940	13	927	1.4%	98.6%	23	0	23	0.0%	100.0%	411	40	371	9.7%	90.3%
1991	Unknown	16	0	16	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
1992	HDGV	24	1	23	4.2%	95.8%	0	0	0	-	-	5	1	4	20.0%	80.0%
1992	LDGT1	248	4	244	1.6%	98.4%	5	1	4	20.0%	80.0%	78	7	71	9.0%	91.0%
1992	LDGT2	90	0	90	0.0%	100.0%	3	0	3	0.0%	100.0%	20	2	18	10.0%	90.0%
1992	LDGV	575	9	566	1.6%	98.4%	16	1	15	6.3%	93.8%	413	49	364	11.9%	88.1%
1992	Unknown	15	0	15	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
1993	HDGV	52	0	52	0.0%	100.0%	1	0	1	0.0%	100.0%	4	0	4	0.0%	100.0%
1993	LDGT1	544	5	539	0.9%	99.1%	9	2	7	22.2%	77.8%	248	19	229	7.7%	92.3%
1993	LDGT2	232	1	231	0.4%	99.6%	1	0	1	0.0%	100.0%	22	1	21	4.5%	95.5%
1993	LDGV	1,269	18	1,251	1.4%	98.6%	39	2	37	5.1%	94.9%	907	61	846	6.7%	93.3%
1993	Unknown	33	0	33	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
1994	HDGV	50	3	47	6.0%	94.0%	1	0	1	0.0%	100.0%	4	1	3	25.0%	75.0%
1994	LDGT1	453	1	452	0.2%	99.8%	3	0	3	0.0%	100.0%	207	9	198	4.3%	95.7%
1994	LDGT2	154	3	151	1.9%	98.1%	2	1	1	50.0%	50.0%	35	1	34	2.9%	97.1%
1994	LDGV	913	15	898	1.6%	98.4%	26	2	24	7.7%	92.3%	489	29	460	5.9%	94.1%
1994	Unknown	37	0	37	0.0%	100.0%	1	0	1	0.0%	100.0%	5	0	5	0.0%	100.0%
1995	HDGV	115	2	113	1.7%	98.3%	1	0	1	0.0%	100.0%	9	0	9	0.0%	100.0%
1995	LDGT1	747	9	738	1.2%	98.8%	6	1	5	16.7%	83.3%	231	9	222	3.9%	96.1%
1995	LDGT2	312	3	309	1.0%	99.0%	1	0	1	0.0%	100.0%	31	0	31	0.0%	100.0%
1995	LDGV	1,832	18	1,814	1.0%	99.0%	29	1	28	3.4%	96.6%	852	49	803	5.8%	94.2%
1995	Unknown	93	1	92	1.1%	98.9%	0	0	0	-	-	5	0	5	0.0%	100.0%

Table K (Page 10 of 12)

New Jersey Enhanced Inspection and Maintenance Program
First Retest Emission Inspection Failures and Passes by Test Type/Model Year/Vehicle Type
Year 2007

Model Yr	Veh Type	Gas Cap First Retest Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
1996	HDGV	64	1	63	1.6%	98.4%	0	0	0	-	-	2	0	2	0.0%	100.0%
1996	LDGT1	821	16	805	1.9%	98.1%	2	0	2	0.0%	100.0%	90	7	83	7.8%	92.2%
1996	LDGT2	163	1	162	0.6%	99.4%	0	0	0	-	-	8	0	8	0.0%	100.0%
1996	LDGV	947	20	927	2.1%	97.9%	30	3	27	10.0%	90.0%	218	13	205	6.0%	94.0%
1996	Unknown	26	0	26	0.0%	100.0%	1	0	1	0.0%	100.0%	1	1	0	100.0%	0.0%
1997	HDGV	117	0	117	0.0%	100.0%	0	0	0	-	-	8	0	8	0.0%	100.0%
1997	LDGT1	1,168	14	1,154	1.2%	98.8%	3	0	3	0.0%	100.0%	95	4	91	4.2%	95.8%
1997	LDGT2	269	4	265	1.5%	98.5%	0	0	0	-	-	15	0	15	0.0%	100.0%
1997	LDGV	1,596	22	1,574	1.4%	98.6%	30	2	28	6.7%	93.3%	295	18	277	6.1%	93.9%
1997	Unknown	137	0	137	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1998	HDGV	68	0	68	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
1998	LDGT1	676	11	665	1.6%	98.4%	1	0	1	0.0%	100.0%	78	4	74	5.1%	94.9%
1998	LDGT2	196	2	194	1.0%	99.0%	0	0	0	-	-	7	0	7	0.0%	100.0%
1998	LDGV	1,174	19	1,155	1.6%	98.4%	39	1	38	2.6%	97.4%	209	19	190	9.1%	90.9%
1998	Unknown	36	1	35	2.8%	97.2%	0	0	0	-	-	1	0	1	0.0%	100.0%
1999	HDGV	137	0	137	0.0%	100.0%	0	0	0	-	-	4	0	4	0.0%	100.0%
1999	LDGT1	986	10	976	1.0%	99.0%	3	0	3	0.0%	100.0%	63	1	62	1.6%	98.4%
1999	LDGT2	348	1	347	0.3%	99.7%	1	0	1	0.0%	100.0%	19	0	19	0.0%	100.0%
1999	LDGV	2,119	15	2,104	0.7%	99.3%	26	1	25	3.8%	96.2%	225	9	216	4.0%	96.0%
1999	Unknown	121	1	120	0.8%	99.2%	0	0	0	-	-	2	0	2	0.0%	100.0%
2000	HDGV	86	1	85	1.2%	98.8%	0	0	0	-	-	1	0	1	0.0%	100.0%
2000	LDGT1	1,058	6	1,052	0.6%	99.4%	0	0	0	-	-	26	3	23	11.5%	88.5%
2000	LDGT2	264	2	262	0.8%	99.2%	0	0	0	-	-	14	0	14	0.0%	100.0%
2000	LDGV	1,547	12	1,535	0.8%	99.2%	10	0	10	0.0%	100.0%	125	10	115	8.0%	92.0%
2000	Unknown	94	0	94	0.0%	100.0%	0	0	0	-	-	1	0	1	0.0%	100.0%
2001	HDGV	135	0	135	0.0%	100.0%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2001	LDGT1	1,703	10	1,693	0.6%	99.4%	1	0	1	0.0%	100.0%	21	0	21	0.0%	100.0%
2001	LDGT2	592	5	587	0.8%	99.2%	2	0	2	0.0%	100.0%	6	1	5	16.7%	83.3%
2001	LDGV	1,829	5	1,824	0.3%	99.7%	17	0	17	0.0%	100.0%	99	7	92	7.1%	92.9%
2001	Unknown	142	2	140	1.4%	98.6%	0	0	0	-	-	1	0	1	0.0%	100.0%
2002	HDGV	76	0	76	0.0%	100.0%	0	0	0	-	-	5	0	5	0.0%	100.0%
2002	LDGT1	997	7	990	0.7%	99.3%	2	0	2	0.0%	100.0%	8	0	8	0.0%	100.0%
2002	LDGT2	403	9	394	2.2%	97.8%	0	0	0	-	-	2	0	2	0.0%	100.0%
2002	LDGV	1,142	5	1,137	0.4%	99.6%	13	2	11	15.4%	84.6%	30	0	30	0.0%	100.0%
2002	Unknown	92	1	91	1.1%	98.9%	0	0	0	-	-	3	0	3	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 2007**

Model Yr	Veh Type	Gas Cap First Retest Insp	Gas Cap Fail	Gas Cap Pass	Gas Cap Fail Rate	Gas Cap Pass Rate	Cat Conv First Retest Insp	Cat Conv Fail	Cat Conv Pass	Cat Conv Fail Rate	Cat Conv Pass Rate	Smoke First Retest Insp	Smoke Fail	Smoke Pass	Smoke Fail Rate	Smoke Pass Rate
2003	HDGV	202	0	202	0.0%	100.0%	0	0	0	-	-	3	0	3	0.0%	100.0%
2003	LDGT1	2,027	2	2,025	0.1%	99.9%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2003	LDGT2	801	2	799	0.2%	99.8%	0	0	0	-	-	3	0	3	0.0%	100.0%
2003	LDGV	2,438	9	2,429	0.4%	99.6%	11	0	11	0.0%	100.0%	13	0	13	0.0%	100.0%
2003	Unknown	230	1	229	0.4%	99.6%	0	0	0	-	-	1	0	1	0.0%	100.0%
2004	HDGV	63	1	62	1.6%	98.4%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDGT1	631	1	630	0.2%	99.8%	0	0	0	-	-	3	0	3	0.0%	100.0%
2004	LDGT2	237	0	237	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2004	LDGV	1,203	4	1,199	0.3%	99.7%	8	0	8	0.0%	100.0%	4	0	4	0.0%	100.0%
2004	Unknown	43	0	43	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	HDGV	18	0	18	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGT1	185	0	185	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGT2	62	0	62	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2005	LDGV	414	2	412	0.5%	99.5%	4	0	4	0.0%	100.0%	1	0	1	0.0%	100.0%
2005	Unknown	10	0	10	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	HDGV	10	0	10	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2006	LDGT1	71	0	71	0.0%	100.0%	1	0	1	0.0%	100.0%	0	0	0	-	-
2006	LDGT2	18	1	17	5.6%	94.4%	0	0	0	-	-	0	0	0	-	-
2006	LDGV	189	1	188	0.5%	99.5%	1	0	1	0.0%	100.0%	1	0	1	0.0%	100.0%
2006	Unknown	7	0	7	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2007	HDGV	3	0	3	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2007	LDGT1	23	0	23	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2007	LDGT2	5	0	5	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2007	LDGV	74	0	74	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2007	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	HDGV	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGT1	1	0	1	0.0%	100.0%	0	0	0	-	-	0	0	0	-	-
2008	LDGT2	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
2008	LDGV	0	0	0	-	-	0	0	0	-	-	1	0	1	0.0%	100.0%
2008	Unknown	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-
Totals		43,990	448	43,542	1.0%	99.0%	576	32	544	5.6%	94.4%	7,089	491	6,598	6.9%	93.1%

Table K (Page 12 of 12)

**APPENDIX I -
PART L**

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

**New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - All Vehicles
Year 2007**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	137	2,048	6.7		714	4.1		-65.1%	-39.3%	
1969	36	1,544	5.9		501	3.9		-67.6%	-34.1%	
1970	30	1,808	5.6		743	3.2		-58.9%	-42.4%	
1971	61	1,573	5.3		614	3.0		-61.0%	-43.1%	
1972	46	935	5.8		350	3.4		-62.6%	-42.1%	
1973	69	993	5.7		423	2.7		-57.4%	-51.7%	
1974	41	1,301	5.7		440	3.3		-66.1%	-42.7%	
1975	55	784	3.5		282	1.6		-64.1%	-54.4%	
1976	60	614	4.3		385	1.7		-37.2%	-60.8%	
1977	152	690	3.7		238	1.5		-65.5%	-60.9%	
1978	99	677	3.8		300	2.1		-55.7%	-46.2%	
1979	232	975	2.7		376	1.2		-61.5%	-56.7%	
1980	62	711	3.6		370	1.4		-48.0%	-62.8%	
1981	140	287	2.8	1,143	122	1.0	582	-57.5%	-64.9%	-49.1%
1982	98	435	2.4	1,020	213	0.8	517	-51.1%	-66.4%	-49.3%
1983	312	290	2.0	1,121	108	0.7	599	-62.7%	-67.4%	-46.6%
1984	264	270	2.4	1,204	138	0.8	749	-49.0%	-66.3%	-37.8%
1985	762	296	2.1	1,168	130	0.7	703	-56.2%	-65.9%	-39.8%
1986	533	254	2.0	1,119	128	0.6	747	-49.5%	-67.9%	-33.3%
1987	1,358	260	1.9	1,223	113	0.6	765	-56.6%	-67.2%	-37.4%
1988	901	249	1.6	1,349	118	0.6	746	-52.4%	-60.8%	-44.7%
1989	1,851	227	1.7	1,336	104	0.5	746	-54.1%	-67.6%	-44.2%
1990	1,184	203	1.7	1,481	103	0.6	869	-49.2%	-61.8%	-41.3%
1991	3,152	158	1.2	1,338	82	0.4	736	-48.4%	-66.6%	-45.0%
1992	2,047	165	1.3	1,305	89	0.5	763	-46.0%	-59.9%	-41.5%
1993	4,611	142	1.1	1,276	82	0.4	736	-42.1%	-61.5%	-42.3%
1994	2,421	156	1.1	1,199	76	0.4	684	-51.4%	-61.3%	-43.0%
1995	4,111	148	1.0	1,206	79	0.4	680	-47.0%	-60.5%	-43.6%
1996	53	569	3.0	207	162	0.6	53	-71.6%	-80.3%	-74.3%
1997	88	517	2.5	278	127	0.5	175	-75.4%	-81.7%	-36.8%
1998	38	351	0.7	486	149	0.2	266	-57.7%	-66.0%	-45.4%
1999	79	761	1.0	9	183	0.4	1	-76.0%	-60.7%	-91.0%
2000	23	914	1.6	0	181	0.4	0	-80.2%	-76.7%	0.0%
2001	24	497	0.9	26	110	0.2	16	-77.8%	-78.9%	-37.1%
2002	5	449	1.1	0	82	0.3	0	-81.7%	-72.7%	0.0%
2003	11	629	1.4	1	65	0.5	65	-89.6%	-62.7%	5883.3%
2004	4	151	2.4	17	39	0.1	14	-74.0%	-97.9%	-17.4%
2005	4	180	1.5	445	35	0.2	117	-80.6%	-86.7%	-73.7%
2006	3	206	0.2	162	7	0.0	0	-96.6%	-100.0%	-100.0%
Total	25,157	226	1.5	1,201	106	0.6	689	-52.9%	-61.9%	-42.6%

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

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

Table L-1

**New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repair - LDGV
Year 2007**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	109	1905	6.9		694	4.2		-63.5	-39.5	
1969	25	1430	6.5		540	4.3		-62.3	-34.3	
1970	24	1924	6.0		758	3.5		-60.6	-42.3	
1971	43	1792	5.6		529	3.1		-70.5	-45.8	
1972	34	1023	6.3		359	3.6		-64.8	-42.6	
1973	58	1026	5.6		453	2.9		-55.8	-48.7	
1974	36	1225	6.0		473	3.6		-61.4	-40.3	
1975	45	788	3.2		301	1.5		-61.7	-54.1	
1976	42	437	4.4		244	1.5		-44.2	-65.8	
1977	100	615	3.4		234	1.3		-61.9	-60.9	
1978	52	524	3.1		308	1.5		-41.1	-51.8	
1979	130	858	2.8		299	1.1		-65.1	-59.4	
1980	33	776	3.0		453	1.5		-41.6	-49.0	
1981	96	236	2.7	1126	97	0.9	555	-59.0	-68.1	-50.7
1982	64	248	2.3	1111	95	0.6	555	-61.7	-73.7	-50.0
1983	214	173	1.7	1155	84	0.5	557	-51.4	-69.7	-51.8
1984	168	206	2.1	1300	120	0.7	784	-41.8	-65.1	-39.7
1985	527	184	1.9	1324	95	0.6	715	-48.1	-66.7	-46.0
1986	327	171	1.4	1350	101	0.5	817	-41.1	-63.0	-39.5
1987	936	186	1.6	1353	95	0.5	769	-48.7	-69.0	-43.1
1988	481	193	1.4	1414	106	0.6	827	-45.2	-61.4	-41.5
1989	1069	177	1.6	1416	92	0.5	782	-47.9	-68.6	-44.8
1990	786	173	1.6	1589	90	0.6	958	-47.9	-63.2	-39.7
1991	2288	133	1.1	1414	74	0.4	779	-44.4	-66.7	-44.9
1992	1476	147	1.2	1353	84	0.5	809	-42.8	-56.8	-40.2
1993	3143	122	1.0	1360	73	0.4	800	-39.9	-62.8	-41.2
1994	1527	123	0.9	1290	70	0.4	739	-43.2	-59.7	-42.7
1995	2441	130	1.0	1191	72	0.4	679	-45.0	-63.5	-43.0
1996	5	132	0.6	828	54	0.1	232	-58.8	-84.0	-72.0
1997	15	93	0.4	1139	81	0.3	731	-12.7	-23.9	-35.8
1998	12	24	0.2	916	9	0.2	607	-60.4	-23.3	-33.8
1999	0									
2000	1	113	0.4	0	8	0.0	0	-92.9	-100.0	0.0
2001	2	81	0.1	310	33	0.1	195	-59.0	-59.3	-37.2
2002	0									
2003	2	166	0.3	6	40	0.1	359	-75.8	-59.3	6427.3
2004	3	138	3.1	23	21	0.0	19	-84.5	-99.5	-17.1
2005	4	180	1.5	445	35	0.2	117	-80.9	-89.4	-73.7
2006	3	206	0.2	162	7	0.0	0	-96.4	-97.0	-100.0
Total	16,321	187	1.4	1,281	95	0.5	735	-49.1%	-60.5%	-42.7%

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

Table L-2

**New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repair - LDGT1
Year 2007**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	25	2584	6.0		789	3.6		-69.5	-39.2	
1969	6	1494	4.0		315	2.7		-78.9	-33.7	
1970	4	1598	3.4		903	3.0		-43.5	-11.7	
1971	15	1115	5.1		903	2.8		-19.0	-45.2	
1972	9	816	3.9		389	2.8		-52.3	-29.0	
1973	8	847	5.4		268	1.9		-68.4	-64.1	
1974	4	1905	4.6		203	0.9		-89.3	-79.6	
1975	3	1216	4.2		146	2.0		-88.0	-51.7	
1976	8	1108	3.7		532	1.7		-52.0	-54.7	
1977	24	609	4.9		228	1.4		-62.5	-70.8	
1978	19	612	4.5		386	2.7		-36.9	-39.9	
1979	38	1102	2.9		399	1.3		-63.8	-56.3	
1980	21	512	5.0		247	1.4		-51.7	-72.7	
1981	19	259	2.6	1613	156	1.7	1011	-39.7	-37.6	-37.3
1982	13	307	2.6	1872	136	1.1	856	-55.7	-58.6	-54.3
1983	37	197	2.6	1489	147	1.3	1002	-25.5	-52.1	-32.7
1984	58	267	2.8	1380	113	0.8	938	-57.8	-71.7	-32.1
1985	101	291	2.6	1236	119	0.9	1072	-59.0	-66.9	-13.2
1986	89	294	2.9	1166	107	0.8	926	-63.6	-72.5	-20.6
1987	224	301	2.6	1246	155	0.9	1008	-48.7	-64.2	-19.1
1988	261	242	1.7	1543	137	0.6	729	-43.4	-65.4	-52.7
1989	489	192	1.7	1468	94	0.6	819	-51.0	-67.3	-44.2
1990	266	202	1.9	1464	108	0.8	796	-46.4	-58.3	-45.6
1991	654	194	1.5	1222	97	0.4	674	-50.1	-71.9	-44.8
1992	421	180	1.5	1273	91	0.6	670	-49.8	-58.7	-47.4
1993	1103	151	1.3	1132	94	0.5	621	-37.5	-63.5	-45.1
1994	656	165	1.2	1036	75	0.4	630	-54.4	-63.5	-39.1
1995	1145	133	1.0	1302	74	0.4	737	-44.3	-63.0	-43.4
1996	3	41	0.4	1487	17	0.0	419	-57.4	-92.6	-71.8
1997	7	51	0.4	894	59	0.4	638	16.1	8.5	-28.6
1998	7	21	0.1	1070	21	0.1	401	-0.7	4.2	-62.6
1999	2	33	0.7	365	13	0.0	33	-61.5	-99.2	-91.0
2000	0									
2001	1	148	3.9	0	14	0.0	0	-90.5	-99.7	0.0
2002	0									
2003	0									
2004	0									
2005	0									
2006	0									
Total	5,740	210	1.6	1,216	106	0.6	699	-49.7%	-63.0%	-42.5%

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

Table L-3

**New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repair - LDGT2
Year 2007**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	0									
1969	4	2,625	4.7		583	2.3		-77.8	-52.0	
1970	1	319	10.0		183	1.0		-42.6	-89.8	
1971	3	720	3.0		378	3.5		-47.5	18.8	
1972	2	302	5.8		136	3.7		-55.1	-37.2	
1973	1	435	6.7		355	2.9		-18.4	-57.4	
1974	1	1,608	0.2		220	1.3		-86.3	578.9	
1975	4	682	4.0		219	1.7		-67.8	-58.3	
1976	9	880	4.5		781	2.4		-11.3	-47.1	
1977	25	1,098	3.8		265	2.0		-75.8	-46.5	
1978	25	1,030	5.0		239	2.8		-76.8	-45.1	
1979	47	1,222	2.8		643	1.3		-47.4	-51.8	
1980	6	950	2.1		174	0.8		-81.6	-64.1	
1981	11	175	1.7	1,935	120	0.4	812	-31.1	-74.3	-58.1
1982	4	129	2.0	1,129	121	1.3	999	-6.2	-35.4	-11.5
1983	24	320	2.0	1,981	135	0.8	1,271	-57.7	-58.5	-35.8
1984	13	166	1.7	1,493	102	0.7	897	-38.9	-58.4	-40.0
1985	65	451	2.2	1,043	206	1.1	778	-54.3	-48.8	-25.4
1986	47	354	2.1	1,094	115	0.7	1,033	-67.4	-68.3	-5.6
1987	108	257	2.1	1,070	102	0.7	869	-60.3	-68.2	-18.8
1988	103	228	1.4	1,290	102	0.6	819	-55.3	-58.8	-36.5
1989	185	284	1.4	1,307	111	0.5	783	-60.9	-67.1	-40.1
1990	87	197	1.3	1,324	135	0.4	733	-31.4	-68.3	-44.7
1991	164	189	1.1	1,124	99	0.4	598	-47.9	-65.2	-46.8
1992	128	215	1.4	1,078	112	0.5	674	-47.9	-64.6	-37.5
1993	301	170	1.1	1,204	101	0.4	648	-40.7	-65.2	-46.2
1994	188	247	1.2	1,353	89	0.4	602	-64.0	-61.7	-55.5
1995	403	164	0.8	1,388	90	0.4	726	-45.3	-51.5	-47.7
1996	1	131	0.9	2,395	30	0.0	406	-77.1	-98.8	-83.0
1997	1	14	0.3	1,093	15	0.0	5	7.1	-100.0	-99.5
1998	0									
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	1	191	0.1	0	94	0.2	0	-50.8	150.0	0.0
2005	0									
2006	0									
Total	1,962	277	1.4	1,182	127	0.6	676	-54.2%	-59.3%	-42.8%

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

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

Table L-4

**New Jersey Enhanced Inspection and Maintenance Program
Centralized/Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - HDGV
Year 2007**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	3	2,761	7.4		832	4.3		-69.9	-41.9	
1969	1	384	8.8		299	8.2		-22.1	-6.6	
1970	1	1,344	1.3		296	0.3		-78.0	-75.2	
1971	0									
1972	1	287	8.1		127	0.7		-55.7	-91.7	
1973	2	897	8.0		203	1.2		-77.4	-84.5	
1974	0									
1975	3	429	5.8		214	2.1		-50.1	-63.8	
1976	1	1,687	2.4		1,582	2.7		-6.2	13.3	
1977	3	426	4.4		232	2.6		-45.5	-40.8	
1978	3	801	2.3		119	1.4		-85.1	-37.3	
1979	17	909	1.8		172	1.3		-81.1	-29.5	
1980	2	1,003	4.7		866	0.2		-13.6	-95.2	
1981	14	763	4.2		249	0.9		-67.4	-78.9	
1982	17	1,311	2.9		738	1.3		-43.7	-54.5	
1983	37	1,043	3.5		192	0.9		-81.6	-74.0	
1984	25	762	3.5		334	1.5		-56.1	-57.3	
1985	69	1,012	2.9		338	1.0		-66.6	-64.1	
1986	70	526	3.7		292	1.1		-44.4	-69.6	
1987	90	933	2.7		206	1.0		-77.9	-62.1	
1988	56	794	3.1		165	1.0		-79.2	-67.8	
1989	108	776	2.5		256	0.7		-67.0	-71.0	
1990	45	732	2.5		235	0.9		-68.0	-64.3	
1991	46	803	3.3		183	0.8		-77.2	-75.9	
1992	22	809	3.8		265	0.6		-67.3	-85.0	
1993	64	807	3.7		229	0.8		-71.6	-79.2	
1994	50	711	3.1		218	0.7		-69.3	-77.6	
1995	122	611	3.1		219	0.8		-64.2	-75.2	
1996	44	665	3.5		187	0.7		-71.9	-79.0	
1997	65	673	3.2		147	0.5		-78.1	-85.5	
1998	19	680	1.2		284	0.3		-58.2	-72.2	
1999	77	780	1.0		187	0.4		-76.0	-57.2	
2000	22	950	1.7		189	0.4		-80.1	-75.3	
2001	21	553	0.8		122	0.2		-77.9	-73.8	
2002	5	449	1.1		82	0.3		-81.7	-75.5	
2003	9	732	1.6		71	0.6		-90.3	-63.8	
2004	0									
2005	0									
2006	0									
Total	1,134	778	2.9		233	0.8		-70.0%	-71.3%	

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

Table L-5

**New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repairs - All Vehicles
Year 2007**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	42	2,040	6.8		935	4.8		-54.2%	-29.2%	
1969	12	1,435	5.8		742	4.0		-48.3%	-32.4%	
1970	13	2,138	5.2		1,071	4.0		-49.9%	-23.6%	
1971	22	2,044	5.3		1,272	3.5		-37.8%	-34.1%	
1972	18	942	5.1		443	3.5		-53.0%	-30.9%	
1973	21	1,230	5.6		757	3.7		-38.4%	-32.6%	
1974	16	925	5.7		776	4.8		-16.1%	-16.8%	
1975	15	875	2.3		373	2.5		-57.4%	11.7%	
1976	22	805	4.5		791	3.0		-1.7%	-34.0%	
1977	51	587	3.1		358	2.0		-38.9%	-35.9%	
1978	36	757	4.4		466	2.8		-38.4%	-36.8%	
1979	97	1,172	2.7		671	1.7		-42.7%	-38.0%	
1980	20	971	3.1		784	2.2		-19.2%	-31.3%	
1981	38	281	2.5	1,446	142	1.9	890	-49.2%	-24.3%	-38.5%
1982	30	297	2.1	1,259	129	1.5	856	-56.5%	-30.5%	-32.0%
1983	114	277	2.1	1,294	145	1.3	978	-47.6%	-35.2%	-24.4%
1984	100	274	1.9	1,344	216	1.5	1,056	-20.9%	-19.9%	-21.4%
1985	317	242	1.8	1,281	186	1.2	1,015	-23.1%	-31.4%	-20.8%
1986	222	213	1.6	1,397	164	1.0	1,122	-23.0%	-39.5%	-19.7%
1987	582	247	1.7	1,321	149	1.0	1,097	-39.4%	-42.8%	-17.0%
1988	430	242	1.5	1,416	147	0.9	1,015	-39.3%	-41.1%	-28.3%
1989	888	205	1.5	1,400	124	0.8	1,004	-39.7%	-45.3%	-28.3%
1990	636	187	1.4	1,523	121	0.9	1,152	-35.0%	-37.2%	-24.3%
1991	1,711	154	1.2	1,329	96	0.5	965	-38.0%	-56.2%	-27.4%
1992	1,127	154	1.3	1,308	104	0.7	993	-32.4%	-40.7%	-24.1%
1993	2,666	137	1.0	1,284	94	0.5	953	-31.3%	-47.0%	-25.8%
1994	1,369	154	1.1	1,187	86	0.5	903	-44.4%	-52.0%	-23.9%
1995	2,468	132	0.9	1,222	87	0.5	865	-33.9%	-47.9%	-29.3%
1996	7	397	3.2	0	145	1.5	0	-63.5%	-53.1%	0.0%
1997	34	446	1.9	428	170	0.4	322	-62.0%	-78.1%	-24.9%
1998	21	234	0.3	785	165	0.3	442	-29.5%	-15.2%	-43.7%
1999	19	638	1.4	0	161	0.5	0	-74.8%	-65.9%	0.0%
2000	4	850	0.6	0	292	0.6	0	-65.6%	0.0%	0.0%
2001	7	627	1.3	0	84	0.1	0	-86.6%	-93.5%	0.0%
2002	3	272	0.1	0	47	0.2	0	-82.7%	100.0%	0.0%
2003	6	666	1.6	0	43	0.1	0	-93.5%	-93.8%	0.0%
2004	2	113	4.2	35	2	0.0	29	-98.2%	-100.0%	-17.1%
2005	0									
2006	0									
Total	13,186	197	1.3	1,253	123	0.7	929	-37.3%	-44.5%	-25.9%

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

Table L-6

**New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGV
Year 2007**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	36	1836	6.8		883	4.8		-51.9	-29.3	
1969	7	939	7.6		816	4.8		-13.1	-37.4	
1970	10	2160	6.3		1037	4.0		-52.0	-36.2	
1971	14	2583	5.8		1133	3.8		-56.1	-34.2	
1972	15	944	5.1		405	3.2		-57.1	-36.8	
1973	19	1189	5.8		794	4.0		-33.2	-31.5	
1974	15	879	6.1		813	5.0		-7.4	-18.0	
1975	13	981	1.8		383	2.0		-61.0	9.4	
1976	11	401	5.3		510	3.1		27.2	-40.9	
1977	31	694	2.5		330	1.8		-52.5	-28.0	
1978	18	535	3.2		562	2.2		5.1	-32.0	
1979	48	1057	3.1		521	1.7		-50.7	-44.8	
1980	10	1394	2.6		1157	3.0		-17.0	15.3	
1981	25	271	2.6	1213	132	1.9	935	-51.4	-29.9	-22.9
1982	21	353	1.9	1228	113	1.2	841	-68.0	-34.1	-31.6
1983	75	187	1.9	1172	107	1.2	774	-42.6	-39.0	-34.0
1984	71	270	1.8	1428	181	1.4	1077	-32.7	-22.0	-24.6
1985	233	159	1.6	1335	115	1.1	971	-28.2	-33.2	-27.3
1986	160	164	1.3	1472	127	0.8	1143	-22.6	-35.1	-22.3
1987	438	174	1.4	1415	116	0.8	1097	-33.6	-44.6	-22.5
1988	241	174	1.4	1515	119	0.9	1084	-31.7	-35.1	-28.4
1989	543	164	1.4	1413	107	0.8	998	-34.5	-47.8	-29.4
1990	450	171	1.3	1611	105	0.8	1232	-38.8	-39.5	-23.5
1991	1279	129	1.1	1384	85	0.5	1010	-34.3	-53.6	-27.0
1992	833	137	1.2	1322	101	0.7	1050	-26.3	-39.6	-20.6
1993	1866	120	0.9	1343	83	0.5	1023	-30.8	-46.6	-23.8
1994	904	120	1.0	1245	79	0.5	956	-34.4	-47.7	-23.2
1995	1504	116	0.9	1183	81	0.5	849	-30.6	-49.6	-28.2
1996	0									
1997	8	43	0.2	1315	62	0.3	932	42.7	41.4	-29.2
1998	10	12	0.2	998	9	0.2	728	-26.8	1.6	-27.0
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	2	113	4.2	35	2	0.0	29	-98.2	-100.0	-17.1
2005	0									
2006	0									
Total	8,910	166	1.2	1,299	108	0.7	971	-34.6%	-42.7%	-25.2%

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

Table L-7

**New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGT1
Year 2007**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	5	3388	5.5		1052	3.2		-69.0	-41.6	
1969	4	1356	4.2		373	3.4		-72.5	-17.6	
1970	3	2066	1.7		1185	4.0		-42.6	139.4	
1971	8	1102	4.5		1514	3.0		37.4	-34.2	
1972	2	1312	4.3		905	5.8		-31.0	32.7	
1973	1	1916	0.2		473	0.2		-75.3	-25.0	
1974	0									
1975	1	171	3.7		250	6.0		46.2	62.0	
1976	3	2475	4.5		1105	2.9		-55.4	-34.4	
1977	10	455	3.9		321	1.4		-29.5	-64.2	
1978	9	722	4.6		429	3.1		-40.6	-31.6	
1979	20	1336	2.7		631	1.9		-52.8	-29.9	
1980	7	482	3.3		371	1.3		-23.0	-60.0	
1981	11	336	2.6	1430	163	2.1	857	-51.5	-20.5	-40.1
1982	4	178	2.5	2088	177	2.1	1281	-0.4	-14.5	-38.6
1983	20	239	3.0	1439	180	1.9	1396	-24.6	-35.1	-3.0
1984	19	267	2.3	1426	133	1.5	1289	-50.3	-33.7	-9.6
1985	46	260	2.6	1488	164	1.4	1524	-36.7	-46.4	2.4
1986	35	267	2.7	1448	157	1.5	1345	-41.2	-44.2	-7.1
1987	96	370	2.6	1181	233	1.6	1229	-37.1	-40.0	4.1
1988	118	284	1.6	1490	207	0.9	1021	-27.1	-44.4	-31.5
1989	238	196	1.5	1528	109	0.8	1080	-44.7	-46.9	-29.3
1990	127	179	1.8	1460	135	1.2	1070	-24.6	-32.8	-26.7
1991	327	200	1.5	1233	121	0.6	880	-39.7	-58.2	-28.6
1992	228	184	1.4	1331	102	0.9	843	-44.5	-36.2	-36.7
1993	631	153	1.2	1151	111	0.6	787	-27.0	-48.9	-31.6
1994	375	173	1.2	1045	81	0.5	808	-53.2	-56.7	-22.8
1995	717	116	0.9	1310	82	0.4	919	-29.7	-50.1	-29.9
1996	0									
1997	5	47	0.5	807	64	0.6	695	35.3	14.1	-13.9
1998	6	12	0.1	1084	13	0.1	334	9.6	-6.4	-69.2
1999	1	45	1.2	0	15	0.0	0	-66.7	-100.0	0.0
2000	0									
2001	1	148	3.9	0	14	0.0	0	-90.5	-99.7	0.0
2002	0									
2003	0									
2004	0									
2005	0									
2006	0									
Total	3,078	200	1.4	1,238	125	0.7	897	-37.7%	-47.8%	-27.6%

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

Table L-8

**New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGT2
Year 2007**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	0									
1969	1	5218	0.1		1695	0.2		-67.5	76.9	
1970	0									
1971	0									
1972	1	172	5.9		87	3.3		-49.4	-44.7	
1973	0									
1974	1	1608	0.2		220	1.3		-86.3	578.9	
1975	1	198	7.1		366	6.2		84.8	-13.1	
1976	7	598	3.5		986	2.8		65.1	-21.9	
1977	8	349	4.2		536	3.4		53.5	-18.0	
1978	9	1234	6.4		312	3.5		-74.8	-45.2	
1979	27	1071	2.0		996	1.2		-7.0	-39.4	
1980	2	335	2.1		176	1.8		-47.5	-15.6	
1981	2	94	0.2	4452	160	0.3	500	70.6	45.7	-88.8
1982	3	112	1.8	1210	96	1.2	967	-14.5	-33.2	-20.1
1983	14	188	1.6	2200	183	1.3	1824	-2.8	-14.7	-17.1
1984	4	262	2.3	1470	127	1.4	1159	-51.6	-38.6	-21.1
1985	29	495	2.1	921	347	1.8	871	-30.0	-14.5	-5.5
1986	19	365	1.5	1257	140	1.0	1008	-61.7	-33.9	-19.8
1987	36	321	2.3	996	139	1.1	1108	-56.5	-49.1	11.2
1988	52	296	1.6	1306	113	0.8	1052	-61.8	-53.4	-19.5
1989	85	331	1.8	1320	148	0.7	1090	-55.3	-64.7	-17.4
1990	43	191	0.8	1360	191	0.5	992	-0.2	-36.9	-27.0
1991	87	222	1.4	1154	132	0.6	822	-40.3	-60.0	-28.8
1992	63	218	1.4	1100	110	0.8	831	-49.7	-47.6	-24.5
1993	148	211	1.1	1297	135	0.5	917	-36.2	-52.9	-29.3
1994	78	313	1.4	1384	124	0.8	887	-60.4	-47.2	-35.9
1995	200	185	0.8	1493	101	0.5	993	-45.7	-37.4	-33.5
1996	0									
1997	0									
1998	0									
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	0									
2005	0									
2006	0									
Total	920	293	1.4	1,242	174	0.8	908	-40.6%	-44.6%	-26.8%

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

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

Table L-9

**New Jersey Enhanced Inspection and Maintenance Program
Centralized Network
Average Change in Vehicle Emission Levels After Repair - HDGV
Year 2007**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	1	2,623	12.2		2,223	12.6		-15.2	3.0	
1969	0									
1970	0									
1971	0									
1972	0									
1973	1	1,325	6.3		344	2.5		-74.0	-60.9	
1974	0									
1975	0									
1976	1	1,687	2.4		1,582	2.7		-6.2	13.3	
1977	2	535	3.9		273	2.1		-49.0	-47.1	
1978	0									
1979	2	3,642	1.2		281	4.4		-92.3	269.5	
1980	1	1,435	9.3		1,162	0.3		-19.0	-97.1	
1981	0									
1982	2	231	4.3		257	3.6		11.3	-16.3	
1983	5	2,038	2.3		475	1.4		-76.7	-36.5	
1984	6	344	1.4		960	3.0		179.2	115.0	
1985	9	1,481	2.0		1,619	2.1		9.3	7.1	
1986	8	600	2.3		994	1.5		65.9	-35.4	
1987	12	1,696	2.9		734	1.4		-56.7	-49.8	
1988	19	692	2.9		220	1.4		-68.2	-52.0	
1989	22	820	1.7		594	1.4		-27.6	-22.0	
1990	16	673	2.2		284	1.3		-57.8	-40.3	
1991	18	795	3.3		221	1.2		-72.3	-64.4	
1992	3	1,111	2.7		927	0.3		-16.5	-88.1	
1993	21	681	2.9		304	1.1		-55.3	-61.5	
1994	12	1,103	2.6		487	1.3		-55.8	-48.2	
1995	47	653	2.5		304	1.0		-53.5	-60.7	
1996	7	397	3.2		145	1.5		-63.3	-53.6	
1997	21	695	2.8		236	0.4		-66.0	-84.1	
1998	5	943	0.8		658	0.6		-30.2	-30.7	
1999	18	671	1.4		169	0.5		-74.8	-61.5	
2000	4	850	0.6		292	0.6		-65.7	-2.1	
2001	6	707	0.9		96	0.1		-86.4	-93.5	
2002	3	272	0.1		47	0.2		-82.7	48.5	
2003	6	666	1.6		43	0.1		-93.6	-91.4	
2004	0									
2005	0									
2006	0									
Total	278	831	2.4		417	1.2		-49.8%	-50.6%	

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

Table L-10

**New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - All Vehicles
Year 2007**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	95	2,051	6.7		617	3.8		-69.9%	-43.2%	
1969	24	1,599	6.0		380	3.9		-76.3%	-35.7%	
1970	17	1,554	6.0		493	2.6		-68.3%	-56.4%	
1971	39	1,307	5.4		243	2.7		-81.4%	-48.8%	
1972	28	931	6.4		291	3.3		-68.8%	-48.2%	
1973	48	889	5.7		277	2.3		-68.9%	-60.5%	
1974	25	1,542	5.8		225	2.3		-85.4%	-59.7%	
1975	40	750	3.9		248	1.2		-66.9%	-68.9%	
1976	38	503	4.1		151	0.9		-70.1%	-77.9%	
1977	101	742	4.0		178	1.2		-76.0%	-69.9%	
1978	63	632	3.6		205	1.7		-67.6%	-53.3%	
1979	135	835	2.8		164	0.9		-80.4%	-68.5%	
1980	42	586	3.9		172	1.0		-70.6%	-74.5%	
1981	102	290	2.9	1,030	114	0.6	467	-60.7%	-79.3%	-54.7%
1982	68	496	2.6	914	250	0.5	367	-49.6%	-80.1%	-59.8%
1983	198	297	2.1	1,022	86	0.3	380	-70.9%	-84.8%	-62.8%
1984	164	268	2.6	1,118	90	0.4	562	-66.6%	-85.8%	-49.8%
1985	445	334	2.3	1,088	90	0.4	480	-73.1%	-81.7%	-55.9%
1986	311	283	2.3	922	102	0.4	479	-63.9%	-81.9%	-48.0%
1987	776	270	2.0	1,149	86	0.3	517	-68.1%	-82.4%	-55.0%
1988	471	255	1.7	1,288	92	0.3	501	-63.9%	-82.0%	-61.1%
1989	963	246	1.8	1,278	86	0.3	508	-65.2%	-85.2%	-60.2%
1990	548	221	1.9	1,432	82	0.3	539	-62.8%	-82.0%	-62.3%
1991	1,441	164	1.2	1,349	66	0.2	465	-60.0%	-83.4%	-65.5%
1992	920	179	1.4	1,300	72	0.2	482	-60.1%	-82.8%	-63.0%
1993	1,945	148	1.2	1,265	66	0.2	438	-55.4%	-82.7%	-65.4%
1994	1,052	159	1.1	1,215	64	0.2	398	-60.0%	-77.4%	-67.2%
1995	1,643	173	1.2	1,182	65	0.2	401	-62.2%	-80.3%	-66.1%
1996	46	595	3.0	239	164	0.5	61	-72.4%	-83.6%	-74.3%
1997	54	561	2.9	183	101	0.5	84	-82.0%	-84.3%	-54.4%
1998	17	497	1.1	118	130	0.2	47	-73.9%	-83.9%	-60.0%
1999	60	800	0.9	12	190	0.4	1	-76.2%	-55.6%	-91.0%
2000	19	927	1.8	0	159	0.4	0	-82.9%	-79.2%	0.0%
2001	17	444	0.7	36	121	0.3	23	-72.7%	-61.5%	-37.1%
2002	2	715	2.6	0	135	0.4	0	-81.1%	-84.6%	0.0%
2003	5	585	1.1	2	92	0.9	144	-84.2%	-18.5%	5883.3%
2004	2	190	0.5	0	77	0.2	0	-59.5%	-70.0%	0.0%
2005	4	180	1.5	445	35	0.2	117	-80.6%	-86.7%	-73.7%
2006	3	206	0.2	162	7	0.0	0	-96.6%	-100.0%	-100.0%
Total	11,968	259	1.7	1,143	88	0.4	424	-65.9%	-78.4%	-62.9%

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

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

Table L-11

**New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGV
Year 2007**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	73	1939	6.9		601	3.9		-69.0	-44.3	
1969	18	1621	6.1		432	4.1		-73.4	-32.9	
1970	14	1755	5.9		560	3.1		-68.1	-46.9	
1971	29	1411	5.5		238	2.7		-83.2	-51.6	
1972	19	1085	7.3		323	3.9		-70.2	-45.8	
1973	39	946	5.5		287	2.3		-69.7	-57.6	
1974	21	1473	6.0		229	2.6		-84.4	-56.7	
1975	32	709	3.8		268	1.3		-62.2	-66.7	
1976	31	450	4.0		150	0.9		-66.8	-77.5	
1977	69	580	3.8		191	1.1		-67.0	-70.5	
1978	34	518	3.1		174	1.2		-66.4	-62.6	
1979	82	742	2.6		169	0.8		-77.2	-69.5	
1980	23	507	3.2		147	0.9		-71.1	-71.4	
1981	71	224	2.8	1095	84	0.5	421	-62.3	-80.9	-61.5
1982	43	196	2.5	1053	86	0.3	416	-56.1	-88.5	-60.5
1983	139	165	1.7	1146	71	0.2	440	-56.8	-88.8	-61.6
1984	97	159	2.3	1205	75	0.2	569	-53.2	-89.7	-52.8
1985	294	203	2.1	1315	80	0.3	511	-60.5	-86.8	-61.1
1986	167	177	1.5	1234	75	0.2	505	-57.5	-85.1	-59.1
1987	498	196	1.7	1297	78	0.2	481	-60.4	-86.6	-62.9
1988	240	212	1.5	1312	93	0.2	568	-56.3	-85.0	-56.7
1989	526	190	1.8	1419	76	0.2	558	-59.9	-86.2	-60.6
1990	336	176	1.8	1560	71	0.3	591	-59.7	-86.4	-62.1
1991	1009	139	1.1	1451	61	0.2	486	-56.3	-83.3	-66.5
1992	643	160	1.2	1392	63	0.2	497	-61.0	-79.8	-64.3
1993	1277	125	1.1	1384	59	0.2	473	-52.5	-83.4	-65.8
1994	623	129	0.9	1355	58	0.2	424	-55.1	-79.4	-68.7
1995	937	153	1.1	1206	57	0.2	405	-62.7	-82.4	-66.4
1996	5	132	0.6	828	54	0.1	232	-58.8	-84.0	-72.0
1997	7	150	0.6	938	104	0.3	502	-31.0	-46.2	-46.4
1998	2	81	0.4	506	12	0.0	0	-85.8	-87.7	-100.0
1999	0									
2000	1	113	0.4	0	8	0.0	0	-92.9	-100.0	0.0
2001	2	81	0.1	310	33	0.1	195	-59.0	-59.3	-37.2
2002	0									
2003	2	166	0.3	6	40	0.1	359	-75.8	-59.3	6427.3
2004	1	189	0.9	0	60	0.1	0	-68.3	-94.6	0.0
2005	4	180	1.5	445	35	0.2	117	-80.9	-89.4	-73.7
2006	3	206	0.2	162	7	0.0	0	-96.4	-97.0	-100.0
Total	7,408	213	1.6	1,261	80	0.3	450	-62.4%	-78.8%	-64.3%

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

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

Table L-12

**New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGT1
Year 2007**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	20	2383	6.1		723	3.8		-69.7	-38.6	
1969	2	1770	3.7		198	1.1		-88.8	-70.0	
1970	1	191	8.6		55	0.0		-71.2	-99.9	
1971	7	1130	5.8		204	2.6		-82.0	-54.9	
1972	7	675	3.8		242	2.0		-64.1	-48.9	
1973	7	694	6.1		239	2.2		-65.6	-64.3	
1974	4	1905	4.6		203	0.9		-89.3	-79.6	
1975	2	1739	4.5		94	0.1		-94.6	-98.1	
1976	5	288	3.3		189	0.9		-34.5	-71.4	
1977	14	720	5.6		163	1.5		-77.4	-74.1	
1978	10	513	4.5		347	2.3		-32.3	-47.6	
1979	18	842	3.2		140	0.6		-83.3	-80.4	
1980	14	526	5.8		185	1.4		-64.8	-76.4	
1981	8	153	2.7	1864	146	1.1	1223	-4.2	-60.5	-34.4
1982	9	364	2.7	1776	118	0.6	667	-67.7	-76.9	-62.5
1983	17	147	2.3	1549	107	0.5	539	-27.1	-78.1	-65.2
1984	39	268	3.1	1358	103	0.5	766	-61.4	-85.1	-43.6
1985	55	316	2.7	1025	81	0.5	694	-74.4	-83.1	-32.3
1986	54	311	3.0	984	74	0.3	655	-76.2	-88.9	-33.4
1987	128	250	2.6	1295	96	0.5	842	-61.6	-82.4	-35.0
1988	143	208	1.7	1586	79	0.3	489	-61.9	-82.1	-69.2
1989	251	187	1.9	1412	80	0.3	572	-57.3	-82.7	-59.5
1990	139	222	2.0	1467	84	0.4	546	-62.4	-79.3	-62.8
1991	327	188	1.6	1212	73	0.2	469	-61.2	-84.5	-61.3
1992	193	176	1.7	1206	77	0.3	465	-56.3	-81.0	-61.4
1993	472	149	1.3	1106	72	0.2	399	-51.8	-81.7	-64.0
1994	281	153	1.1	1023	67	0.3	394	-56.3	-73.2	-61.5
1995	428	160	1.1	1289	60	0.2	432	-62.2	-80.0	-66.4
1996	3	41	0.4	1487	17	0.0	419	-57.4	-92.6	-71.8
1997	2	60	0.1	1111	47	0.1	495	-21.7	-48.0	-55.4
1998	1	73	0.2	992	65	0.3	802	-11.0	25.0	-19.2
1999	1	20	0.1	730	10	0.0	66	-50.0	-83.3	-91.0
2000	0									
2001	0									
2002	0									
2003	0									
2004	0									
2005	0									
2006	0									
Total	2,662	221	1.7	1,191	83	0.3	472	-62.3%	-80.2%	-60.4%

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

Table L-13

**New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - LDGT2
Year 2007**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	0									
1969	3	1,761	6.3		213	3.0		-87.9	-52.9	
1970	1	319	10.0		183	1.0		-42.6	-89.8	
1971	3	720	3.0		378	3.5		-47.5	18.8	
1972	1	432	5.8		184	4.1		-57.4	-29.5	
1973	1	435	6.7		355	2.9		-18.4	-57.4	
1974	0									
1975	3	843	2.9		170	0.2		-79.8	-94.9	
1976	2	1,869	7.9		62	1.1		-96.7	-86.4	
1977	17	1,451	3.6		138	1.3		-90.5	-62.3	
1978	16	915	4.2		197	2.3		-78.4	-44.9	
1979	20	1,427	3.8		167	1.5		-88.3	-60.9	
1980	4	1,257	2.2		174	0.3		-86.2	-87.2	
1981	9	193	2.0	1,376	111	0.5	881	-42.1	-76.6	-36.0
1982	1	179	2.6	885	196	1.5	1095	9.5	-40.1	23.7
1983	10	504	2.7	1,675	69	0.2	497	-86.4	-93.5	-70.3
1984	9	124	1.4	1,504	90	0.4	780	-26.9	-72.7	-48.1
1985	36	415	2.2	1,141	92	0.5	703	-77.7	-75.4	-38.4
1986	28	346	2.6	984	99	0.5	1049	-71.4	-82.4	6.6
1987	72	225	2.0	1,107	83	0.4	749	-63.0	-79.1	-32.3
1988	51	159	1.2	1,272	91	0.4	582	-42.9	-66.4	-54.2
1989	100	243	1.1	1,296	79	0.3	522	-67.3	-70.4	-59.8
1990	44	202	1.8	1,289	80	0.3	479	-60.2	-82.5	-62.8
1991	77	152	0.8	1,091	60	0.2	345	-60.4	-74.9	-68.4
1992	65	211	1.4	1,056	114	0.3	521	-46.2	-81.8	-50.6
1993	153	130	1.0	1,114	68	0.2	388	-47.8	-78.2	-65.2
1994	110	200	1.0	1,331	64	0.2	399	-68.0	-77.0	-70.0
1995	203	143	0.8	1,284	79	0.3	463	-44.7	-65.5	-63.9
1996	1	131	0.9	2,395	30	0.0	406	-77.1	-98.8	-83.0
1997	1	14	0.3	1,093	15	0.0	5	7.1	-100.0	-99.5
1998	0									
1999	0									
2000	0									
2001	0									
2002	0									
2003	0									
2004	1	191	0.1	0	94	0.2	0	-50.8	150.0	0.0
2005	0									
2006	0									
Total	1,042	264	1.4	1,129	86	0.4	471	-67.5%	-72.5%	-58.3%

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

Table L-14

**New Jersey Enhanced Inspection and Maintenance Program
Decentralized Network
Average Change in Vehicle Emission Levels After Repairs - HDGV
Year 2007**

Model Year	Total Tests After Repair	Emission Levels								
		Before Repairs			After Repairs			Average change (%)		
		HC(ppm)	CO(%)	NO(ppm)	HC(ppm)	CO(%)	NO(ppm)	HC	CO	NO
<=1968	2	2,830	5.0		136	0.2		-95.2	-96.8	
1969	1	384	8.8		299	8.2		-22.1	-6.6	
1970	1	1,344	1.3		296	0.3		-78.0	-75.2	
1971	0									
1972	1	287	8.1		127	0.7		-55.7	-91.7	
1973	1	469	9.7		61	0.0		-87.0	-99.9	
1974	0									
1975	3	429	5.8		214	2.1		-50.1	-63.8	
1976	0									
1977	1	209	5.4		151	3.7		-27.8	-31.7	
1978	3	801	2.3		119	1.4		-85.1	-37.3	
1979	15	545	1.9		157	0.8		-71.2	-54.6	
1980	1	570	0.2		570	0.2		0.0	0.0	
1981	14	763	4.2		249	0.9		-67.4	-78.9	
1982	15	1,455	2.7		802	1.0		-44.9	-62.5	
1983	32	887	3.7		148	0.8		-83.4	-77.6	
1984	19	894	4.1		137	1.0		-84.7	-75.3	
1985	60	942	3.0		145	0.9		-84.6	-71.0	
1986	62	516	3.9		201	1.1		-61.0	-72.2	
1987	78	816	2.7		125	1.0		-84.7	-64.1	
1988	37	846	3.2		137	0.8		-83.8	-75.1	
1989	86	765	2.7		170	0.6		-77.8	-79.1	
1990	29	765	2.6		207	0.6		-72.9	-75.3	
1991	28	808	3.2		159	0.5		-80.3	-83.5	
1992	19	761	3.9		160	0.6		-79.0	-84.7	
1993	43	869	4.1		192	0.6		-77.9	-85.4	
1994	38	588	3.3		134	0.5		-77.3	-84.9	
1995	75	586	3.5		166	0.6		-71.7	-81.6	
1996	37	715	3.6		195	0.6		-72.8	-83.3	
1997	44	662	3.4		105	0.5		-84.2	-86.0	
1998	14	587	1.3		151	0.2		-74.3	-81.2	
1999	59	813	0.9		193	0.4		-76.3	-55.1	
2000	18	972	1.9		167	0.4		-82.9	-80.2	
2001	15	492	0.8		133	0.3		-73.0	-64.7	
2002	2	715	2.6		135	0.4		-81.2	-83.3	
2003	3	864	1.6		127	1.4		-85.3	-8.4	
2004	0									
2005	0									
2006	0									
Total	856	761	3.0		174	0.7		-77.2%	-76.5%	

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

Table L-15

APPENDIX II

**CREATE DATE
REPORT**

Create Date vs Test Date Statistics* for the Year 2007

Report Period:	Station Type	# of Inspections	# of Inspections with a Create Date/Time >= 24 hours of Test Date/Time	% of Inspections with a Create Date/Time >= 24 hours of Test Date/Time	# of Inspections with a Create Date/Time >= 120 hours of Test Date/Time	% of Inspections with a Create Date/Time >= 120 hours of Test Date/Time
January 2007	CIF/SIF	169,988	2	0.00%	1	0.00%
	PIF/PFF	46,180	856	1.85%	362	0.78%
	TOTAL	216,168	858	0.40%	363	0.17%
February 2007	CIF/SIF	144,557	3	0.00%	0	0.00%
	PIF/PFF	39,919	833	2.09%	369	0.92%
	TOTAL	184,476	836	0.45%	369	0.20%
March 2007	CIF/SIF	196,797	36	0.02%	0	0.00%
	PIF/PFF	52,993	752	1.42%	293	0.55%
	TOTAL	249,790	788	0.32%	293	0.12%
April 2007	CIF/SIF	182,030	42	0.02%	0	0.00%
	PIF/PFF	49,995	593	1.19%	181	0.36%
	TOTAL	232,025	635	0.27%	181	0.08%
May 2007	CIF/SIF	220,085	60	0.03%	17	0.01%
	PIF/PFF	59,209	704	1.19%	240	0.41%
	TOTAL	279,294	764	0.27%	257	0.09%
June 2007	CIF/SIF	216,617	243	0.11%	10	0.00%
	PIF/PFF	58,706	1,000	1.70%	497	0.85%
	TOTAL	275,323	1,243	0.45%	507	0.18%
July 2007	CIF/SIF	217,959	267	0.12%	1	0.00%
	PIF/PFF	54,354	540	0.99%	152	0.28%
	TOTAL	272,313	807	0.30%	153	0.06%
August 2007	CIF/SIF	223,932	158	0.07%	0	0.00%
	PIF/PFF	55,346	703	1.27%	185	0.33%
	TOTAL	279,278	861	0.31%	185	0.07%
September 2007	CIF/SIF	192,772	684	0.35%	1	0.00%
	PIF/PFF	51,083	1,774	3.47%	1,428	2.80%
	TOTAL	243,855	2,458	1.01%	1,429	0.59%
October 2007	CIF/SIF	204,025	11	0.01%	1	0.00%
	PIF/PFF	53,359	724	1.36%	275	0.52%
	TOTAL	257,384	735	0.29%	276	0.11%
November 2007	CIF/SIF	168,891	4	0.00%	2	0.00%
	PIF/PFF	43,682	354	0.81%	80	0.18%
	TOTAL	212,573	358	0.17%	82	0.04%
December 2007	CIF/SIF	153,717	155	0.10%	0	0.00%
	PIF/PFF	37,909	1,277	3.37%	1,002	2.64%
	TOTAL	191,626	1,432	0.75%	1,002	0.52%
Year 2007	CIF/SIF	2,291,370	1,665	0.07%	33	0.00%
	PIF/PFF	602,735	10,110	1.68%	5,064	0.84%
	TOTAL	2,894,105	11,775	0.41%	5,097	0.18%

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

APPENDIX III

**CENTRALIZED
INSPECTION
FACILITY
EQUIPMENT AUDIT
REPORT**

**New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Station
Year 2007**

Station	Initial Audits	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	3	1	33%	2	67%
Bakers Basin	72	12	17%	60	83%
Bridgeton	12	3	25%	9	75%
Cape May	12	1	8%	11	92%
Cherry Hill	73	6	8%	67	92%
Delanco	36	3	8%	33	92%
Deptford	48	6	13%	42	88%
Eatontown	72	13	18%	59	82%
Flemington	38	4	11%	34	89%
Freehold	68	3	4%	65	96%
Kilmer	73	10	14%	63	86%
Lakewood	69	6	9%	63	91%
Lodi	59	17	29%	42	71%
Manahawkin	34	6	18%	28	82%
Mays Landing	48	10	21%	38	79%
Millville	24	2	8%	22	92%
Montclair	23	5	22%	18	78%
Morristown Specialty	1	1	100%	0	0%
Newark	61	9	15%	52	85%
Newton	24	4	17%	20	83%
Paramus	57	12	21%	45	79%
Plainfield	36	2	6%	34	94%
Rahway	67	9	13%	58	87%
Randolph	69	14	20%	55	80%
Ridgewood	2	1	50%	1	50%
Salem	12	6	50%	6	50%
Secaucus	71	19	27%	52	73%
South Brunswick	71	16	23%	55	77%
Southampton	48	9	19%	39	81%
Washington	12	2	17%	10	83%
Wayne	94	10	11%	84	89%
Westfield	24	4	17%	20	83%
Winslow	36	7	19%	29	81%
Winslow Specialty	2	2	100%	0	0%
Totals	1,451	235	16%	1,216	84%

Table III-1

**New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2007**

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Asbury Park Specialty	3	1	3	1	33%	2	67%
Bakers Basin	72	1	12	4	33%	8	67%
		2	12	4	33%	8	67%
		3	12	3	25%	9	75%
		4	12	0	0%	12	100%
		5	12	0	0%	12	100%
		6 (METT)	12	1	8%	11	92%
Bridgeton	12	1	12	3	25%	9	75%
Cape May	12	1	12	1	8%	11	92%
Cherry Hill	73	1	12	1	8%	11	92%
		2	12	1	8%	11	92%
		3	13	2	15%	11	85%
		4	12	1	8%	11	92%
		5	12	1	8%	11	92%
		6 (METT)	12	0	0%	12	100%
Delanco	36	1	12	1	8%	11	92%
		2	12	1	8%	11	92%
		3	12	1	8%	11	92%
Deptford	48	1	12	2	17%	10	83%
		2	12	2	17%	10	83%
		3	12	1	8%	11	92%
		4	12	1	8%	11	92%
Eatontown	72	1	12	1	8%	11	92%
		2	12	5	42%	7	58%
		3	12	5	42%	7	58%
		4	12	1	8%	11	92%
		5	12	0	0%	12	100%
		6	12	1	8%	11	92%
Flemington	38	1	12	2	17%	10	83%
		2	13	2	15%	11	85%
		3	13	0	0%	13	100%
Freehold	68	1	12	1	8%	11	92%
		2	12	1	8%	11	92%
		3	12	0	0%	12	100%
		4	11	0	0%	11	100%
		5	11	0	0%	11	100%
		6	10	1	10%	9	90%
Kilmer	73	1	12	0	0%	12	100%
		2	12	5	42%	7	58%
		3	13	3	23%	10	77%
		4	12	1	8%	11	92%
		5	12	1	8%	11	92%
		6	12	0	0%	12	100%

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

**New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2007**

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Lakewood	69	1	10	3	30%	7	70%
		2	10	0	0%	10	100%
		3	13	2	15%	11	85%
		4	12	1	8%	11	92%
		5	12	0	0%	12	100%
		6	12	0	0%	12	100%
Lodi	59	1	11	2	18%	9	82%
		2	11	5	45%	6	55%
		3	13	3	23%	10	77%
		4	12	4	33%	8	67%
		5	12	3	25%	9	75%
Manahawkin	34	1	11	3	27%	8	73%
		2	11	2	18%	9	82%
		3	12	1	8%	11	92%
Mays Landing	48	1	12	3	25%	9	75%
		2	12	5	42%	7	58%
		3	12	0	0%	12	100%
		4	12	2	17%	10	83%
Millville	24	1	12	0	0%	12	100%
		2	12	2	17%	10	83%
Montclair	23	1	12	3	25%	9	75%
		2	11	2	18%	9	82%
Morristown Specialty	1	1	1	1	100%	0	0%
Newark	61	1	12	2	17%	10	83%
		2	13	1	8%	12	92%
		3	12	2	17%	10	83%
		4	12	4	33%	8	67%
		5	12	0	0%	12	100%
Newton	24	1	12	2	17%	10	83%
		2	12	2	17%	10	83%
Paramus	57	1	11	8	73%	3	27%
		2	12	2	17%	10	83%
		3	12	1	8%	11	92%
		4	11	1	9%	10	91%
		5	11	0	0%	11	100%
Plainfield	36	1	12	1	8%	11	92%
		2	12	1	8%	11	92%
		3	12	0	0%	12	100%
Rahway	67	1	11	2	18%	9	82%
		2	12	4	33%	8	67%
		3	11	1	9%	10	91%
		4	11	1	9%	10	91%
		5	11	0	0%	11	100%
		6	11	1	9%	10	91%

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

**New Jersey Enhanced Inspection and Maintenance Program
CIF Initial Equipment Audit Pass/Fail Rates by Lane
Year 2007**

Station	Initial Audits Per Station	Lane	Initial Audits Per Lane	Number Fail	Fail Rate	Number Pass	Pass Rate
Randolph	69	1	12	6	50%	6	50%
		2	12	3	25%	9	75%
		3	12	3	25%	9	75%
		4	11	1	9%	10	91%
		5	11	0	0%	11	100%
		6	11	1	9%	10	91%
Ridgewood	2	1	1	1	100%	0	0%
		2	1	0	0%	1	100%
Salem	12	1	12	6	50%	6	50%
Secaucus	71	1	12	6	50%	6	50%
		2	11	5	45%	6	55%
		3	13	3	23%	10	77%
		4	11	0	0%	11	100%
		5	12	3	25%	9	75%
		6	12	2	17%	10	83%
South Brunswick	71	1	12	5	42%	7	58%
		2 (AWD)	12	1	8%	11	92%
		3	12	2	17%	10	83%
		4	12	1	8%	11	92%
		5	12	2	17%	10	83%
		6	11	5	45%	6	55%
Southampton	48	1	12	3	25%	9	75%
		2	12	6	50%	6	50%
		3	12	0	0%	12	100%
		4	12	0	0%	12	100%
Washington	12	1	12	2	17%	10	83%
Wayne	94	1	12	4	33%	8	67%
		2	12	3	25%	9	75%
		3	13	2	15%	11	85%
		4	12	0	0%	12	100%
		5	12	1	8%	11	92%
		6	12	0	0%	12	100%
		7	12	0	0%	12	100%
		8	9	0	0%	9	100%
Westfield	24	1	12	3	25%	9	75%
		2	12	1	8%	11	92%
Winslow	36	1	12	2	17%	10	83%
		2	12	3	25%	9	75%
		3	12	2	17%	10	83%
Winslow Specialty	2	1	2	2	100%	0	0%
Totals	1,451	127	1,451	235	16%	1,216	84%

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

APPENDIX IV

**COMPLIANCE
STICKER SURVEY
REPORT**

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Summary
Year 2007**

2007	Agency	Number Surveyed	Number Delinquent	Delinquent Length				Delinquent Vehicle Type			Compliance Rate
				No Sticker	1-30 Days	31-89 Days	90+ Days	Cars	Trucks	Commercial	
January	NJDEP	3,716	103	10	16	30	47	91	12	0	97.2%
February	NJDEP	2,587	88	6	10	14	58	83	5	0	96.6%
March	NJDEP	3,864	75	11	15	18	31	61	11	3	98.1%
April	NJDEP	3,720	117	7	19	34	57	108	9	0	96.9%
May	NJMVC	5,000	169	0	31	58	80	Not Reported			96.6%
May	NJDEP	2,849	90	2	11	28	49	83	7	0	96.8%
June	NJDEP	2,584	79	11	8	13	47	61	15	3	96.9%
July	NJDEP	2,043	84	6	5	22	51	82	2	0	95.9%
August	NJDEP	2,586	109	3	13	29	64	100	8	1	95.8%
September	NJDEP	5,023	184	25	25	41	93	154	23	7	96.3%
October	NJDEP	5,002	150	23	22	27	78	121	21	8	97.0%
October	NJMVC	5,000	233	0	34	60	139	Not Reported			95.3%
November	NJDEP	4,327	158	11	19	30	98	145	10	3	96.3%
December	NJDEP	3,515	119	14	19	29	57	102	16	1	96.6%
Totals		51,816	1,758	129	247	433	949	1,191	139	26	96.6%

Table IV-1

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2007**

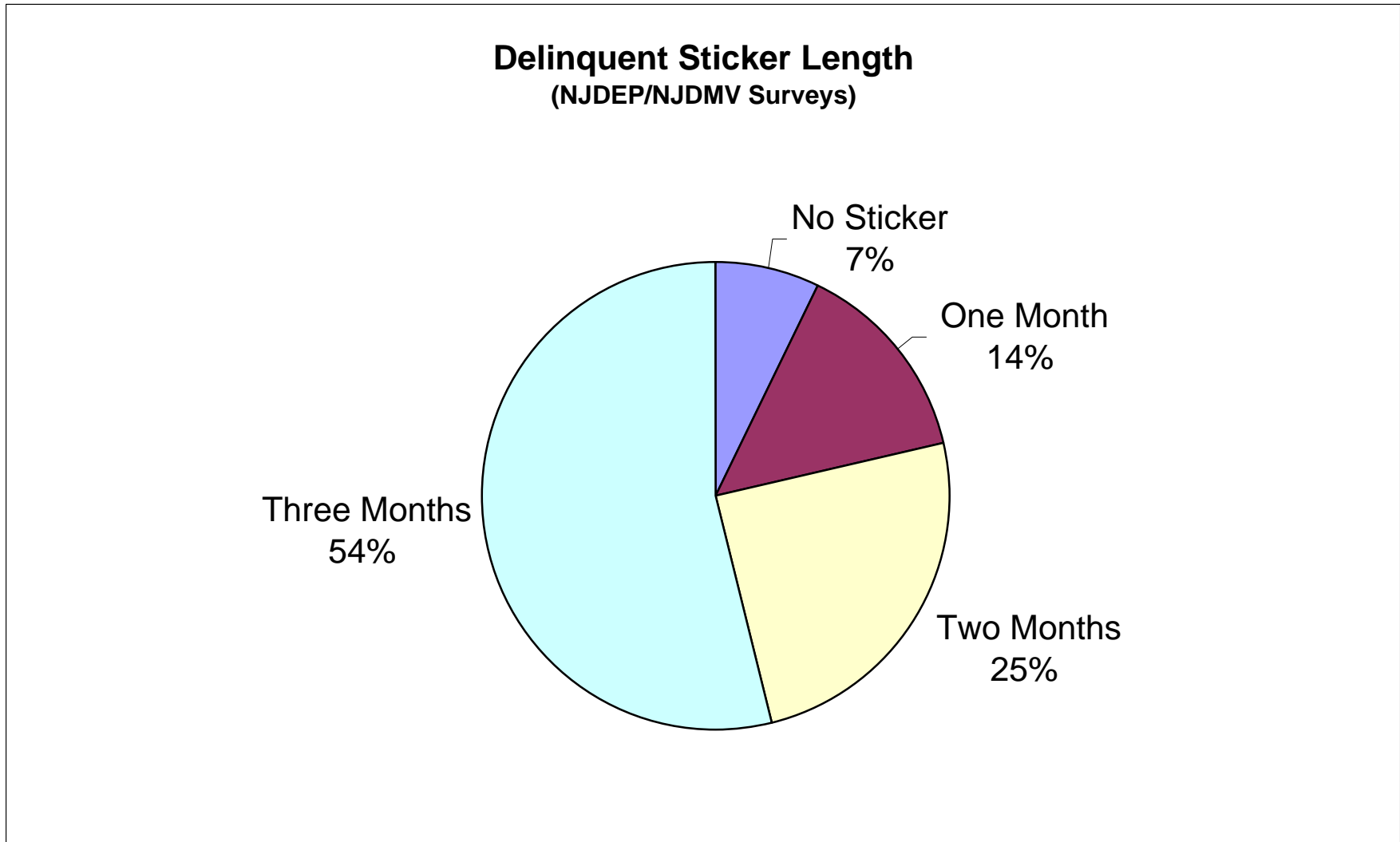


Figure IV-1

**New Jersey Enhanced Inspection and Maintenance Program
Compliance Sticker Survey Results
Year 2007**

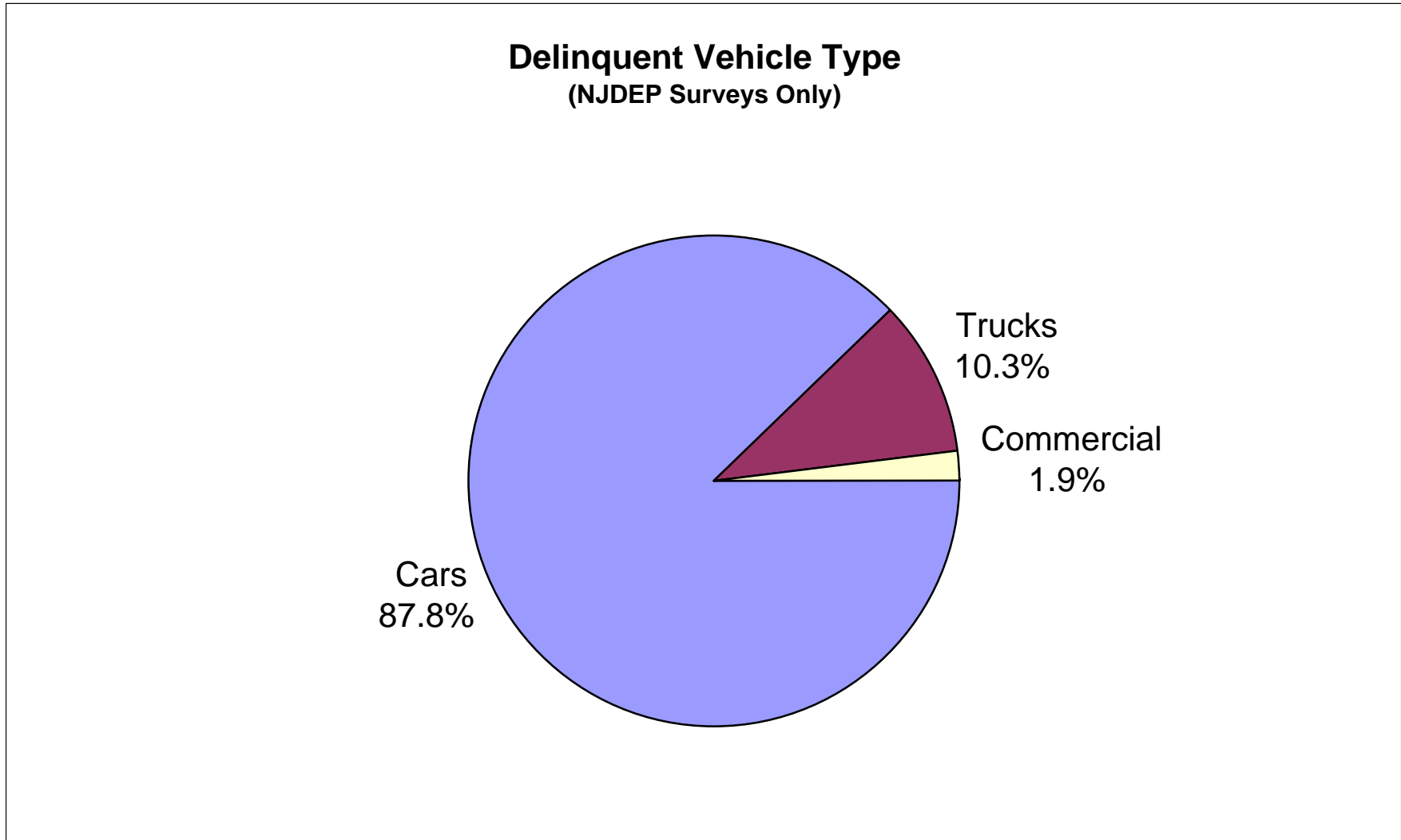


Figure IV-2

APPENDIX V

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

**Available Electronically
Upon Request**