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**BIENNIAL EVALUATION OF
CONNECTICUT'S INSPECTION/MAINTENANCE PROGRAM**

2014 and 2015

AND

**ANNUAL EVALUATION OF
CONNECTICUT'S INSPECTION/MAINTENANCE PROGRAM**

2015

FINAL REPORT

Prepared for:

**Connecticut Department of Energy and Environmental Protection
Connecticut Department of Motor Vehicles**

Prepared by:

**dKC – de la Torre Klausmeier Consulting
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Table of Contents

Executive Summary	2
1.0 Introduction.....	5
2.0 Observed Failure Rates for Gasoline-Powered Vehicles	8
3.0 Observed Failure Rates for Diesel-Powered Vehicles.....	26
4.0 Enforcement of Connecticut’s I/M Program	28
5.0 Quality Assurance Audits	36
6.0 Assessment of OBDII Testing Issues	41
7.0 2013 to 2015 Inspection Cycle Analysis	44
8.0 Program Enhancements	49
9.0 Conclusions	54
Appendix A: EPA Checklist	55
Appendix B: 2015 CT I/M Program Data	67

Executive Summary

As required by the Clean Air Act Amendments of 1990, the Connecticut Department of Energy and Environmental Protection (DEEP) in partnership with the Connecticut Department of Motor Vehicles (DMV) conducts periodic evaluations of its enhanced Motor Vehicle Inspection and Maintenance (I/M) Program. This report is being submitted in fulfillment of the requirements to provide annual and biennial I/M reports per 40 CFR 51.366. This report addresses data collected from January 1, 2014 through December 31, 2015. Comments provided by the United States Environmental Protection Agency (EPA) on Connecticut's 2014 Annual Report are addressed by this report. As evidenced by the high compliance rate, limited fraud and low waiver rate, this report demonstrates that Connecticut's I/M program effectively achieves the expected air quality benefits.

EPA provided a checklist (Appendix A), which identified the data elements to be included in this report. The required data, including data collected during 2014 and earlier years, and reports from previous years have been submitted to EPA. The 2015 data elements are compiled in Appendix B of this report and correspond to the indexing system used in EPA's checklist. Due to the structure of Connecticut's I/M program, the following requirements of the attached checklist are not applicable: (a)(2)(xiii), (xiv), (xv), (xvi), (xvii), (xviii), (xx) and (5); (b)(3)(ii), and (iv); (4)(iii), (6), (7); (d)(3) and (4).

The I/M program is designed to identify vehicles that emit pollutants that exceed standards set by EPA and require such vehicles to be repaired in a timely manner. The I/M program is an important part of Connecticut's overall clean air strategy to ensure the state is positioned to attain and maintain the National Ambient Air Quality Standard (NAAQS) for Ozone (i.e., smog). Connecticut's I/M program, which dates back to 1983, has a long history of effectively reducing vehicle emissions and results in more emission reductions than any other state-implemented reduction strategy. Estimates indicate that in 2010 this program provided approximately 19 of the 200 tons per day of air pollutant reductions that are included in [Connecticut's 8-Hour Ozone Attainment Demonstration for the 1997 NAAQS State Implementation Plan Revision](#).

Connecticut's air quality challenges continue to evolve and the emission reductions from the I/M program will be an essential element of Connecticut's clean air strategy going forward. On April 11, 2016 EPA signed a final rule determining that Connecticut failed to meet the 2008 ozone NAAQS within the time allowed and issued a determination of a reclassification from marginal to moderate nonattainment. As a result, Connecticut must assemble an 8-Hour Ozone Attainment Demonstration for the 2008 NAAQS by January 1, 2017. Additionally, on October 1, 2015 EPA strengthened the 2015 Ozone NAAQS to 70 parts per billion (ppb) from 75 ppb. Upon implementation of the tighter 2015 standard, Connecticut will need to achieve even greater emission reductions from motor vehicles.

As part of the next ozone attainment demonstration, DEEP will need to evaluate additional measures to reduce emissions from motor vehicles and the transportation sector as this sector accounts for about 50% of nitrogen oxide emissions in Connecticut.¹ These strategies, may include adopting the California aftermarket catalytic converter rule, promoting electric vehicles by expanding the availability of charging stations and expanding

¹ 2011 EPA National Emissions Inventory

the I/M program to include heavy duty diesel trucks. Failing to effectively reduce transportation emissions and timely meet federal air quality standards may result in the need for additional control measures in the future. Therefore, the existing I/M program should be viewed against the back drop of potential additional control programs necessary to achieve Connecticut's short term and long term air quality goals.

The future direction of Connecticut's mobile source control program notwithstanding, this report focuses on the current effectiveness of Connecticut's I/M program. Key program highlights include:

- Based on registration audits during the first 7 months² of 2015, over 99% of the vehicles subject to testing were in compliance with I/M program requirements. The overall compliance rate in Connecticut exceeds the compliance rate of 96% specified in Connecticut's State Implementation Plan (SIP). Connecticut actively investigates non-compliance and assesses fines for late inspections³. In 2015, 100,904 fines were assessed for late inspections. Linking registration to compliance in addition to late inspection fines contribute to Connecticut's very high compliance rate.
- Approximately 10% of vehicles failed their initial emissions test and 12% of these vehicles also failed their first retest in 2015. Failure rates under the decentralized I/M program are equal to or higher than failure rates recorded under centralized I/M programs, a key benchmark for decentralized programs like that in Connecticut.
- DMV and Applus perform extensive quality assurance checks on the program. Evaluation of these quality assurance data demonstrates that the program performs accurate inspections.
- Connecticut's anti-fraud efforts are models for other I/M programs. Connecticut conducted audits at all stations as part of an extensive anti-fraud program. For example, Connecticut conducted 1,759 video surveillance audits and 695 covert audits during 2015, which is about the same as the number of audits conducted in 2014. Covert audits addressed On-Board Diagnostics (OBDII), Acceleration Simulation Mode (ASM) and Pre-Conditioned Two Speed Idle (PCTSI) inspection performance. In addition, DMV and Applus run extensive trigger reports. Less than 0.05% of the inspections in Connecticut are suspect, which is far lower than the "suspect test" rate in most other states' I/M programs where suspect inspection rates are 0.3% or higher⁴.
- In 2015, DMV's fleet testing program transitioned to a new vendor, Applus. The new program replaced equipment that was frequently breaking down with newer, more reliable equipment. This change resolved the problem of issuing compliance extensions to fleet vehicles.

Connecticut consistently conducts thoughtful analysis of its vehicle inspection and maintenance program, which has led to numerous enhancements. In the past two years,

² Results of registration audits were only available during the first 7 months of 2015 due to problems implementing a new DMV database system, Connecticut Integrated Vehicle and Licensing System (CIVLS).

³ Delays in implementing CIVLS delayed reporting results of registration reviews and sending out late fee notices, but the reviews were still conducted.

⁴ [How are we approaching the ongoing issue of tampering?](#), I/M Solutions Forum, May 2016

improvements were implemented in the areas of training, vehicle and emissions databases, testing equipment and auditing. A full iteration of program changes are provided in this report. Connecticut's analysis continues to demonstrate the program effectively produces air pollutant reductions. DEEP and DMV continue to evaluate opportunities to improve the program and cost effectively increase the air quality benefits.

1.0 Introduction

This report presents an analysis of data collected in Connecticut's Motor Vehicle Inspection and Maintenance (I/M) program in 2014 and 2015 to meet the United States Environmental Protection Agency's (EPA) annual and biennial reporting requirements of 40 CFR Part 51.366. In an I/M program, vehicles are periodically inspected, and those found to exceed design emission standards must be repaired. I/M programs are mandated by the Clean Air Act and are limited to areas that EPA designated as "serious" or "severe" non-attainment for the ozone National Ambient Air Quality Standard (NAAQS). Connecticut's program, which dates back to 1983, has a long history of effectively reducing vehicle emissions and is an important part of the strategy to ensure that Connecticut is positioned to attain the NAAQS for ozone. Since Connecticut's ozone levels exceed the current and future ozone NAAQS, additional emission reductions from all sectors, including motor vehicles, remain critical.

Connecticut's I/M program provides greater emission reductions than any other state implemented clean air strategy. Estimates indicate that in 2010 this program resulted in approximately 19 of the 200 tons per day of air pollutant reductions that are included in Connecticut's 8-Hour Ozone Attainment Demonstration for the 1997 NAAQS State Implementation Plan Revision.⁵ The emissions reductions resulting from this program are an integral part of Connecticut's air quality attainment efforts and important as part of a cost effective and balanced strategy that includes reductions from stationary, area and mobile source sectors.

Connecticut's I/M program identifies vehicles that have been tampered with, or have received improper maintenance. These vehicles must be repaired and comply with emission standards. The Connecticut Department of Motor Vehicles (DMV) oversees the I/M program operated by a private contractor; the Connecticut Department of Energy and Environmental Protection (DEEP) advises DMV on I/M standards and ensures that the program achieves the air quality benefits as outlined in Connecticut's SIP.

The original program implemented in 1983 subjected vehicles to two inspections – an idle test where exhaust concentrations of hydrocarbons (HC) and carbon monoxide (CO) were measured while the vehicle was idling and a visual inspection for the presence of the catalytic converter. Vehicles with gross vehicle weight ratings (GVWR) of 10,000 pounds (lbs.) or less were included in the program. In 1998, Connecticut substantially enhanced its existing I/M program to meet new SIP requirements, as well as federal requirements for I/M improvements. The emission test changed from an unloaded idle emission test to a loaded-mode test (ASM2525).⁶ With this change, Connecticut began evaluating emissions of oxides of nitrogen⁷ (NO_x) along with HC and CO. The loaded-mode test used a chassis dynamometer to simulate on-road driving. If

⁵ The 2008 Ozone Attainment Demonstration details Connecticut's strategies designed to bring the state's air quality into compliance with the 1997 8-hour ozone NAAQS of 84 ppb.

⁶ The ASM2525 or Acceleration Simulation Mode test measures HC, CO and NO emissions while the vehicle is driven at a constant speed (25 MPH) on a treadmill-like device termed a dynamometer.

⁷ Nitric oxide (NO) is measured as a surrogate for oxides of nitrogen (NO_x). NO_x along with HC emissions are considered to be the major ozone precursors.

the vehicle could not be safely tested on a dynamometer, it received a pre-conditioned two-speed idle (PCTSI) test. To limit evaporative emissions, the inspection also included a gas cap pressure test to ensure the gas cap held pressure. Leaking gas caps are a major source of evaporative HC emissions. The program continued to include a visual emission control component check. Finally in 1998, Connecticut began testing for diesel vehicles.

In 2003, Connecticut again made substantial revisions to the program. The inspection network changed from a centralized system with about 25 inspection stations to a decentralized system with a contractor-equipped limit of 300 stations⁸. Customer convenience and decreasing the waiting time for emissions testing provided the impetus for this change. Additional benefits resulted from directly involving the repair industry with emissions testing, which enhanced opportunities for small business development. In addition, on-board diagnostic (OBDII) tests, instead of ASM2525 or PCTSI exhaust emissions tests began for 1996 and newer gasoline-powered model year (MY) vehicles. All 1996 and later MY light-duty vehicles sold in the United States contain the second generation of on-board diagnostic equipment. Connecticut also began performing OBDII tests on 1997 and new MY diesel-powered vehicles with a GVWR of 8500 lbs. and less. OBDII systems can detect malfunctions or deterioration of emission control components, often well before the motorist becomes aware of any problem through vehicle performance feedback. Inspecting vehicles by reading the OBDII system codes identifies vehicles with serious emission control malfunctions more accurately and cost-effectively than traditional tailpipe tests, and provides technicians with diagnostic data necessary to repair those malfunctions. Diesel powered vehicles having a GVWR of 10,000 lbs. or less, receive tests for exhaust opacity (i.e., smoke), if they cannot receive OBDII tests. OBDII evaluates on a pass/fail basis, so evaluating OBDII test results presents special challenges, since tailpipe emission results are not available for each vehicle.

In 2011, Connecticut upgraded equipment and computer systems to correct equipment problems within the previous system. While the new program improved test equipment accuracy and reliability, DMV continues to work with their contractor, Applus, to evaluate and implement additional improvements to maximize the cost effectiveness and benefits of the program.

The methodology for this report has utilized data on different inspection components to determine if the expected number of vehicles are being failed and repaired. This multifactorial approach is consistent with the purpose of the OBDII system, since it assures that Connecticut is identifying, and requiring the repair of vehicles that exceed design emission standards by more than 50%, as required by EPA. Evaluating I/M programs that utilize decentralized inspections requires a comprehensive assessment of how well stations comply with mandated inspection procedures. Although there are greater opportunities for fraud in decentralized programs due to the increased numbers of stations that need policing and the potential conflict of interest because these stations also repair vehicles, Connecticut's comprehensive quality assurance program demonstrates there is limited fraud in the state's program. Using data and procedures

⁸ By the end of 2015 there were 215 stations.

provided by the DMV, de la Torre Klausmeier Consulting, Inc. (dKC) assessed effectiveness and enforcement of Connecticut's program. The results in this report are based on data from actual vehicle inspections and enforcement activities. During the second half of 2015, Connecticut DMV implemented a new vehicle registration and inspection database termed the Connecticut Integrated Vehicle and Licensing System (CIVLS). Implementation of CIVLS delayed certain DMV functions, such as imposing late fees on motorists who did not obtain timely I/M inspections. CIVLS implementation did not delay inspection notices or affect the inspection database.

2.0 Observed Failure Rates for Gasoline-Powered Vehicles

Failure rates for gasoline-powered vehicles were calculated using test results from I/M test stations. Below is a brief description of the criteria used to determine if a vehicle passes or fails inspection.

Pass/Fail Criteria

ASM2525 or Pre-Conditioned Two-Speed Idle (PCTSI) Inspection (pre-1996 vehicles): Vehicles fail if they exceed Connecticut's cut points or emissions standards. For the ASM2525 test, HC, CO and NOx emissions are evaluated. For the PCTSI test, HC and CO emissions are evaluated. Connecticut uses EPA's recommended cut points for the ASM2525⁹ and PCTSI¹⁰ tests.

Gas Cap Test: Vehicles fail if their gas cap cannot hold pressure. Beginning in November 2004, only pre-1996 light-duty vehicles receive gas cap tests. The OBDII system adequately tests a vehicle's evaporative system on most 1996 and newer model year (MY) light-duty vehicles.

OBDII Inspection: 1996 and newer MY light-duty vehicles are subject to an OBDII inspection. The emissions test system is plugged into the OBDII connector and information on the status of the vehicle's OBDII system is downloaded. Vehicles fail the OBDII inspection if they have any of the following problems:

- Malfunction Indicator Lamp (MIL¹¹) is commanded-on;
- MIL not working (Termed Key-On Engine-Off, KOEO, failure¹²);
- The number of readiness monitors that are not ready exceed EPA's limit¹³:
 - 1996-2000 MY light-duty vehicles: Two monitors are allowed to be not ready.
 - 2001 and later MY light-duty vehicles: One monitor is allowed to be not ready.
- OBDII Diagnostic Link Connector (DLC) damaged; or
- Vehicle could not communicate with the Connecticut inspection system.

⁹ Acceleration Simulation Mode Test Procedures, Emission Standards, Quality Control Requirements, and Equipment Specifications, July, 1996.

¹⁰ Two speed idle test—EPA 81, 40 CFR 85.2214

¹¹ MIL is a term used for the light on the instrument panel, which notifies the vehicle operator of an emission-related problem. The MIL is required to display the phrase "check engine" or "service engine soon" or the ISO engine symbol. The MIL is required to illuminate when a problem has been identified that could cause emissions to exceed a specific multiple of the standards the vehicle was certified to meet.

¹² The Key-On Engine-Off (KOEO) determines if the MIL bulb is working. The bulb should illuminate when the vehicle is in the ON/RUN position but not started.

¹³ OBDII systems have up to 11 diagnostic monitors, which run periodic tests on specific systems and components to ensure that they are performing within their prescribed range. OBDII systems must indicate whether or not the onboard diagnostic system has monitored each component. Components that have been diagnosed are termed "ready", meaning they were tested by the OBDII system.

Summary of Fail Rates for Gasoline-Powered Vehicles

The following table is a summary of test results from January 1, 2014 to December 31, 2015. In 2014, 959,921 gasoline-powered vehicles received initial tests. In 2015, 993,906 gasoline-powered vehicles received initial tests. The table below compares failure rates in 2014 and 2015 for different tests that are performed on gasoline powered vehicles.

Failure Rates for Gasoline Powered Vehicles

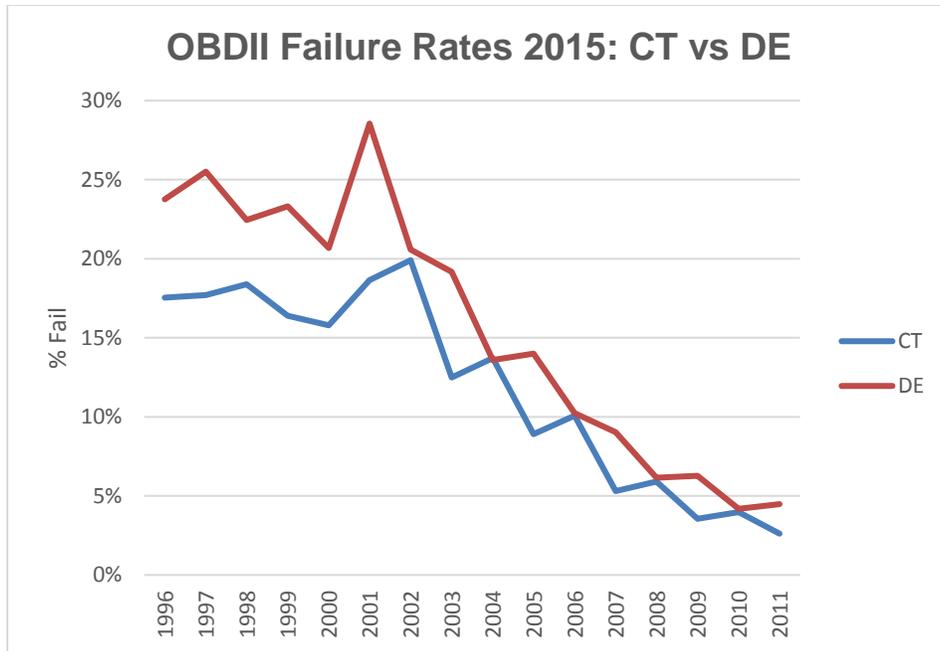
Test Type	Parameter	2014	2015
OBDII	% Fail Initial (any reason)	10.2%	10.1%
	% Fail for MIL Commanded-on	5.3%	5.3%
	% Fail First Retest	10.9%	9.7%
ASM	% Fail Initial	14.0%	13.1%
	% Fail First Retest	27.5%	27.1%
PCTSI	% Fail Initial	8.9%	8.3%
	% Fail First Retest	14.5%	13.8%
Gas Cap	% Fail Initial	6.3%	6.1%
	% Fail First Retest	7.3%	6.1%
All Tests	% Fail Initial	10.3%	10.1%
	% Fail First Retest	12.1%	10.7%

Comparison with Delaware's Centralized State-Operated Program

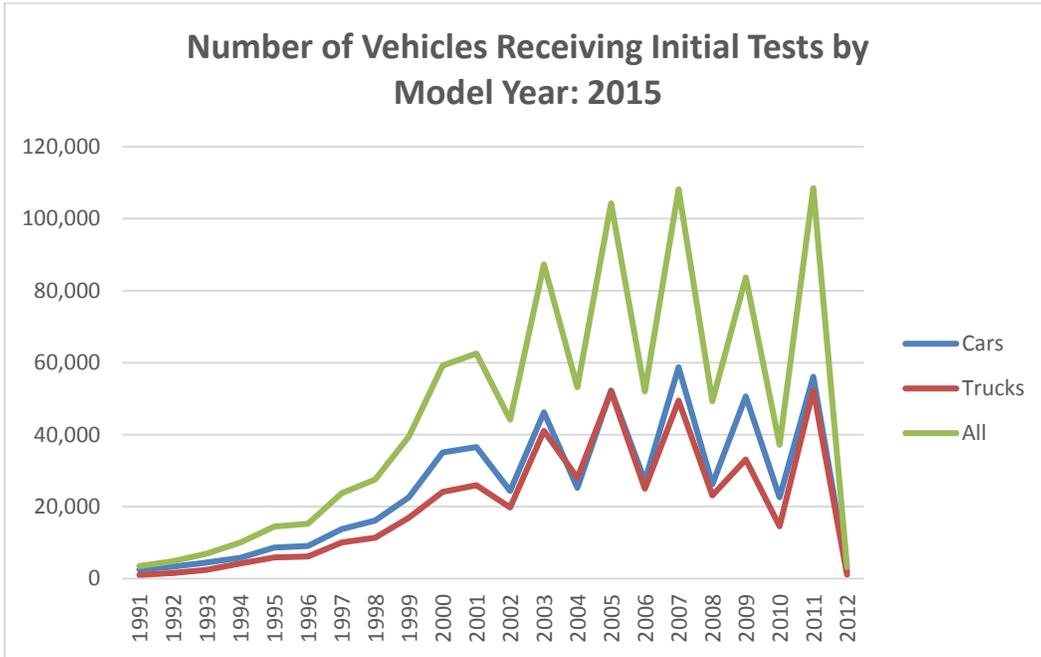
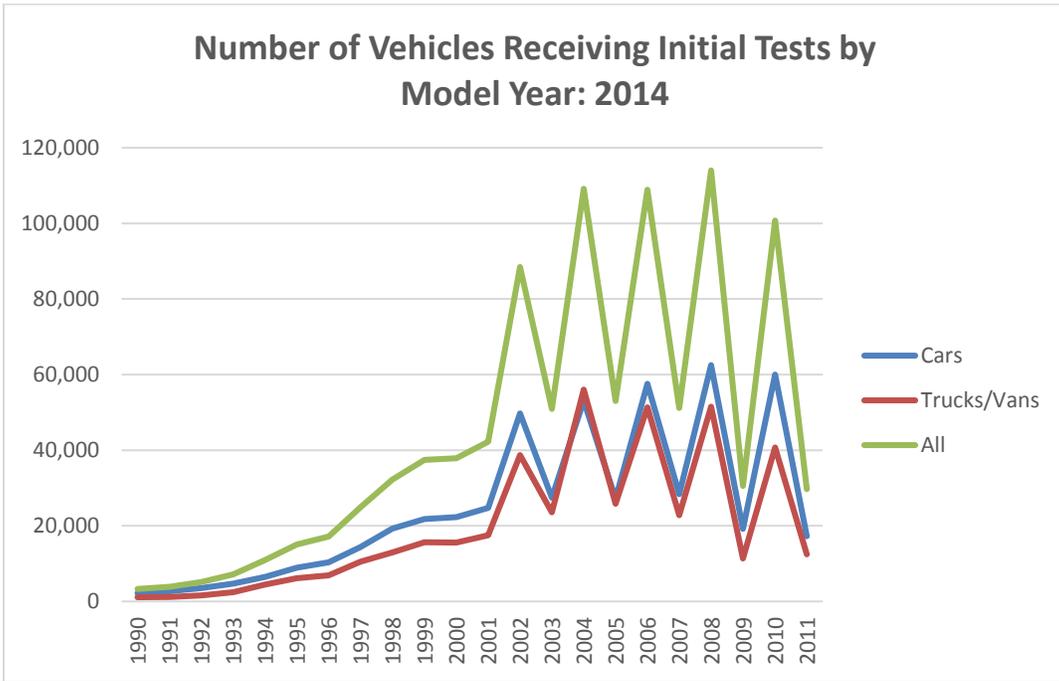
The following chart compares failure rates for OBDII tests in Connecticut and Delaware.¹⁴ Delaware is a state-operated test-only program, which is considered by EPA to be a model for peak I/M performance. Test-only programs inspect vehicles in centralized test stations; repairs are not performed in these programs. EPA believes that the failure rate in test-only programs will be higher, because there's no opportunity for motorists to convince inspectors to cheat or defer inspection¹⁵. Failure rates in both programs are similar, which indicates that Connecticut is operating at peak performance with regard to failure rates.

¹⁴ dKC accessed Delaware's inspection data for 2015

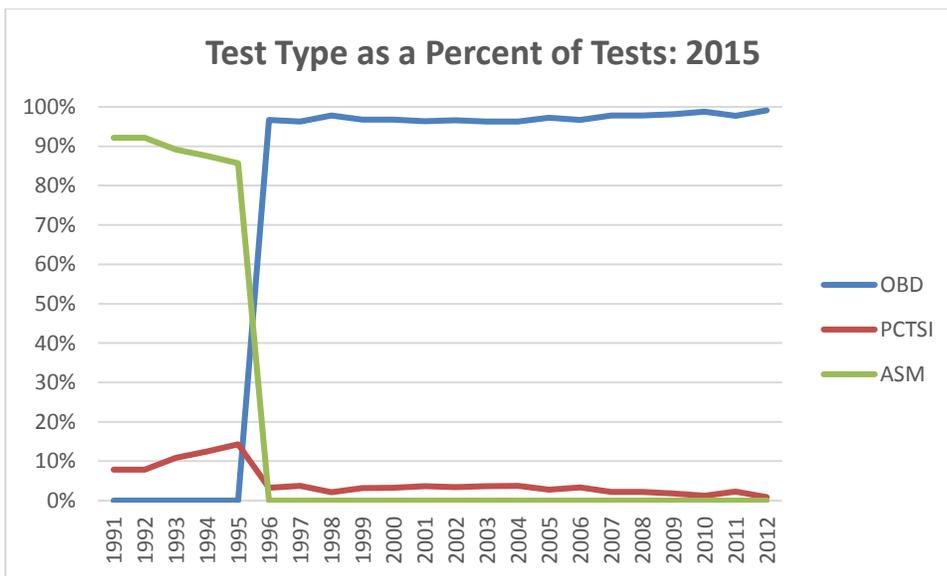
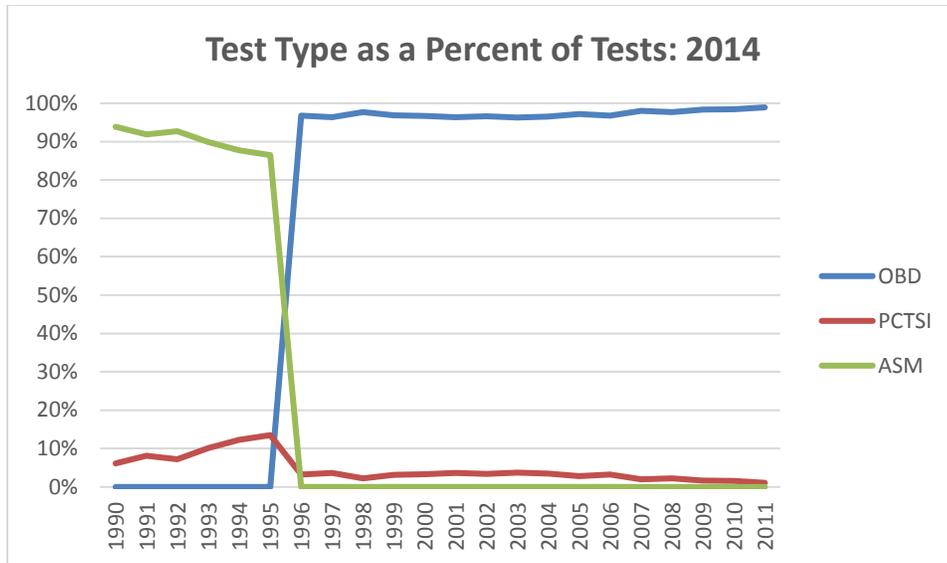
¹⁵ The Clean Air Act Amendments of 1990 established centralized, test-only I/M programs as the benchmark for I/M program performance. Decentralized I/M programs were given only 50% of the I/M credits given to centralized programs with similar I/M tests, unless the state could demonstrate equivalency.



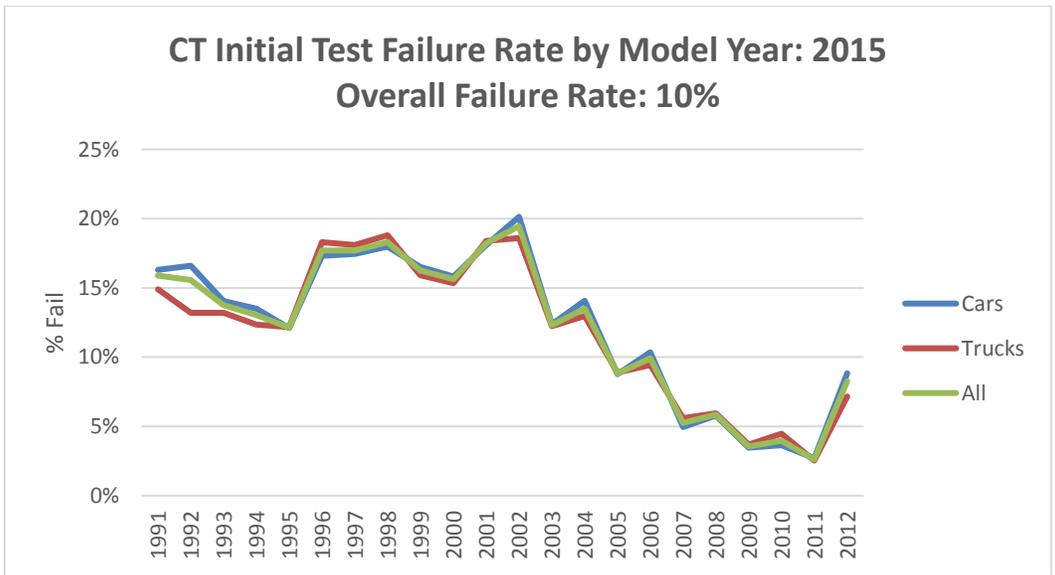
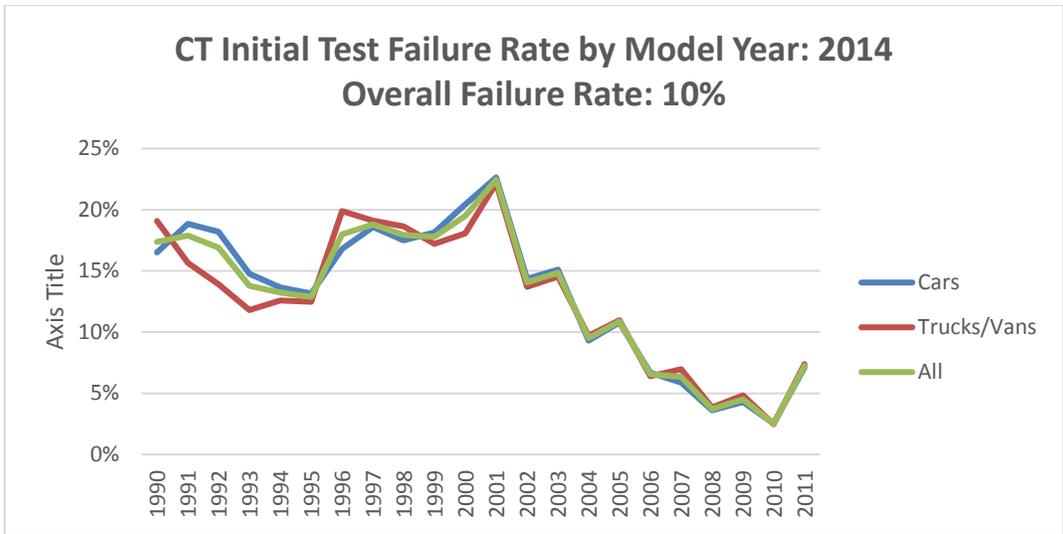
Conclusion: Failure rates in 2014 and 2015 are comparable to results in previous years. Failure rates in Connecticut’s I/M program are in line with those reported in Test-Only programs. Based on failure rates, Connecticut’s I/M program is operating at a performance level similar to a Test-Only program.



These charts show the total number of inspections by vehicle model year (MY), and vehicle type. Connecticut exempts the first four vehicle model years from testing, so the number drops sharply after the 2010 model year for 2014 and the 2011 model year for 2015. All vehicles have a 10,000 lbs. or less GVWR. In 2015, 20,131 model year 2012 vehicles had their due dates extended into 2016. Extensions were done to avoid overloading the network.

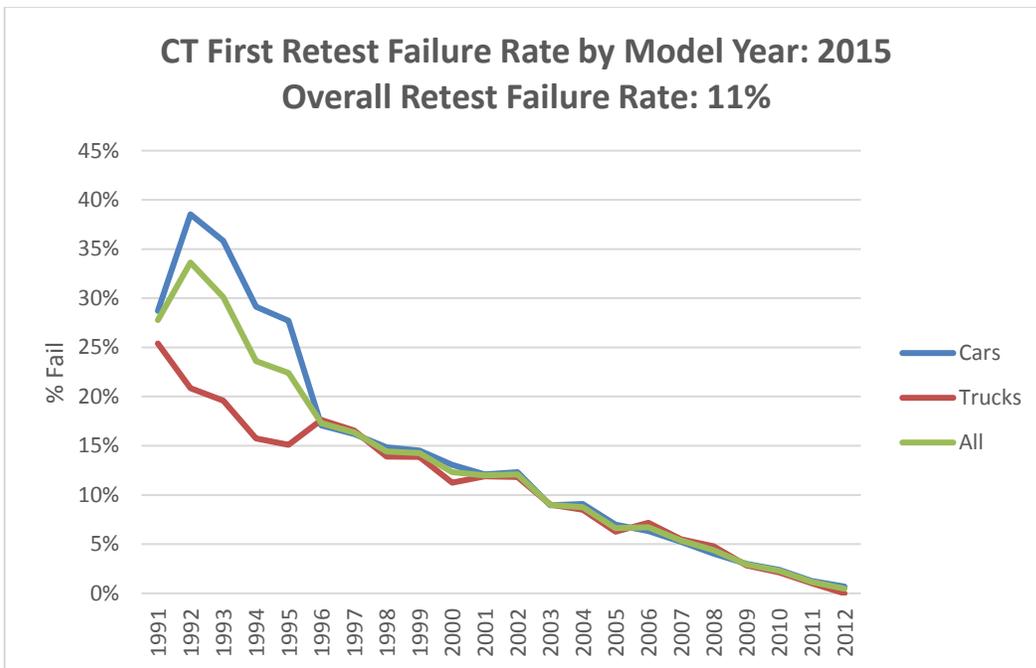
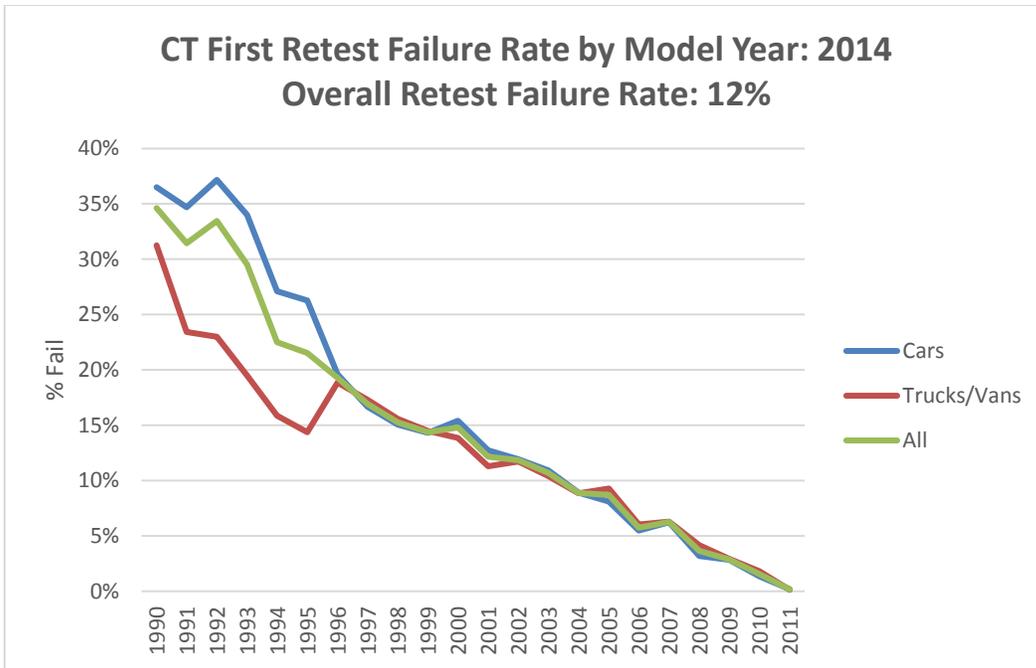


These charts show the total number of inspections by vehicle model year and final inspection method. Most 1996 and later MY vehicles received OBDII tests. A small percent (2%) of these vehicles did not receive OBDII tests because they were vehicles over 8,500 lbs. GVWR without OBDII systems and received either ASM2525 or PCTSI tests.

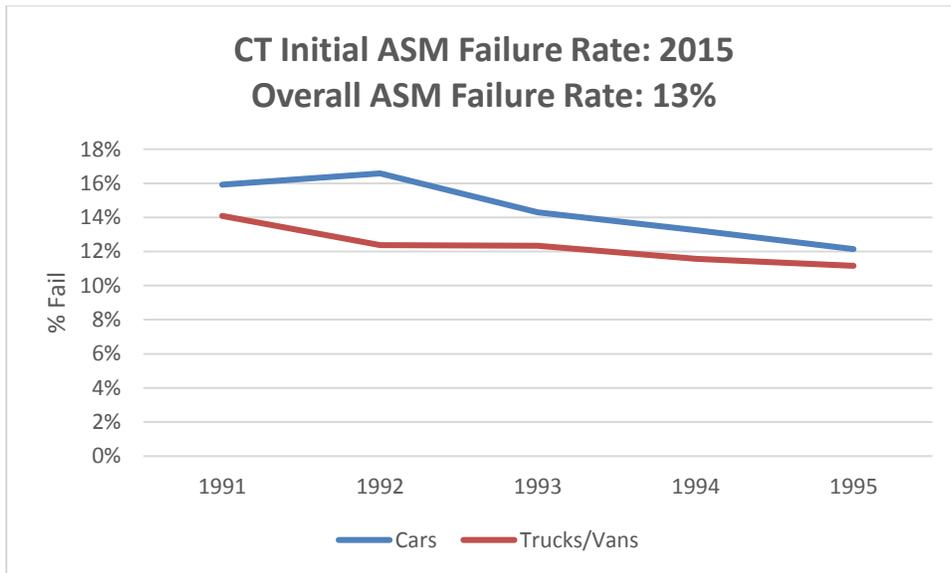
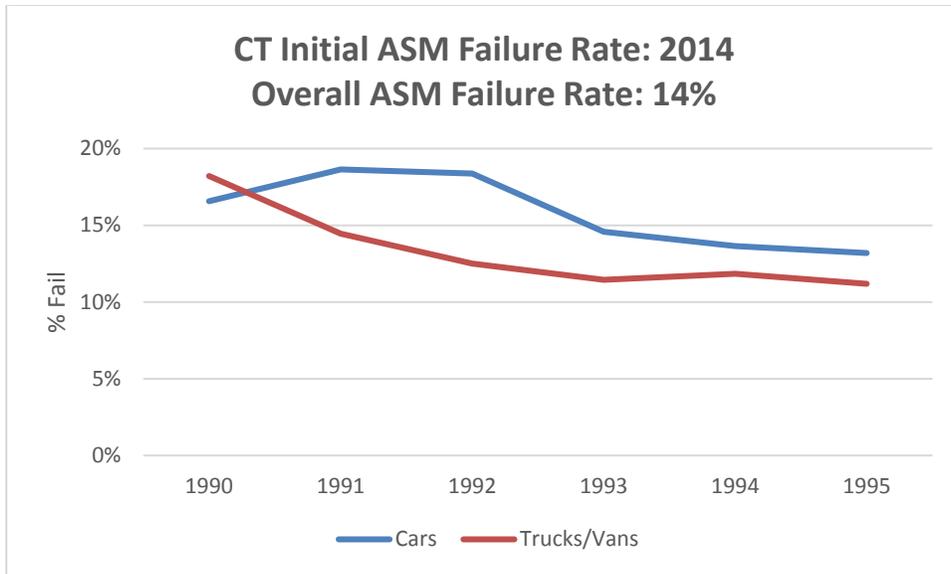


These charts show the overall percentage of vehicles that failed the tailpipe test, gas cap test, visual emission control component test, or the OBDII test. Some vehicles failed more than one inspection component. As expected, the failure rate is generally lowest for new vehicles. The failure rate for cars and trucks spiked upwards for 1996 model year vehicles, due to increased stringency associated with the implementation of the OBDII test. Compliance with the OBDII test is considered to be more difficult than compliance with the ASM2525 or PCTSI test. Another spike occurs in 2001, due to more stringent readiness standards. The high initial failure rate for 2011 model year vehicles in 2014 and the 2012 model year vehicles in 2015 is due to the fact that over half of these vehicles tested were owned by dealers, based on the plate type in the database. Vehicles owned by dealers typically have high not ready rates because their batteries are often insufficiently charged, due to disconnection or otherwise limited use.¹⁶

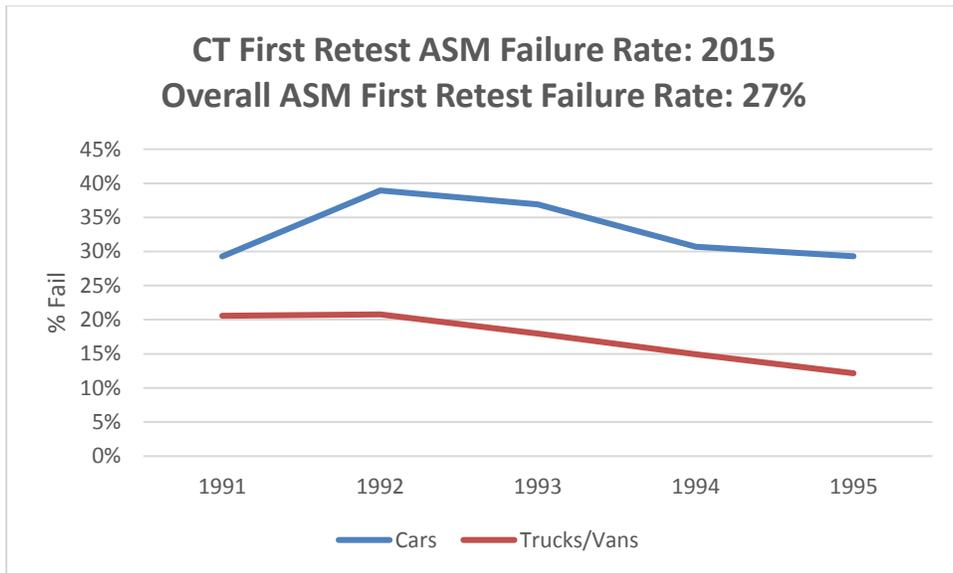
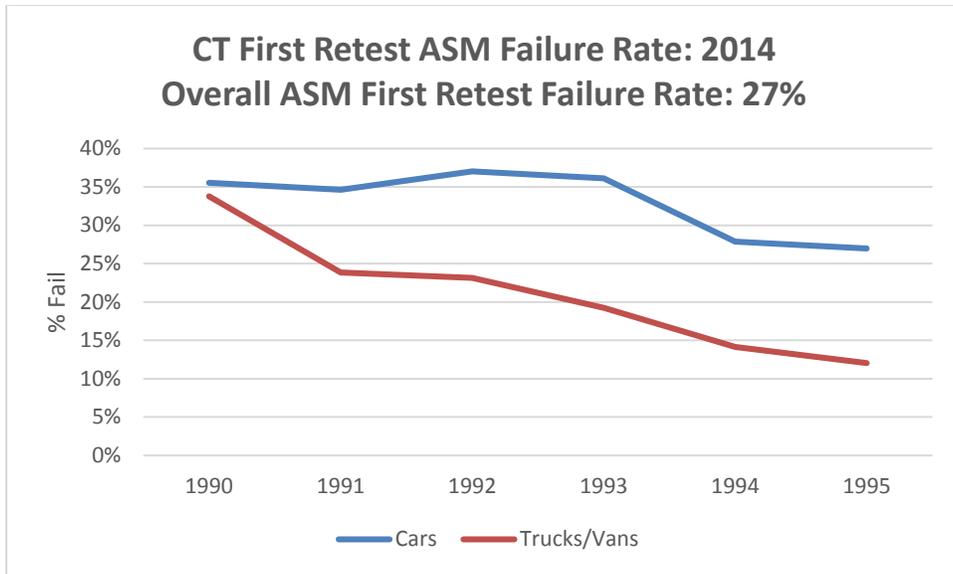
¹⁶ Readiness status for all monitors sets to not ready when a vehicle's battery is disconnected.



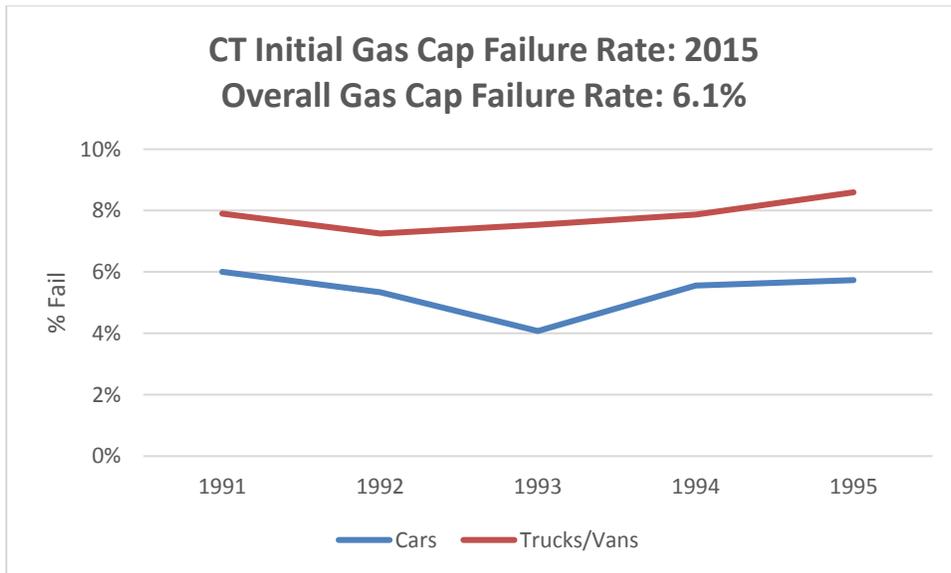
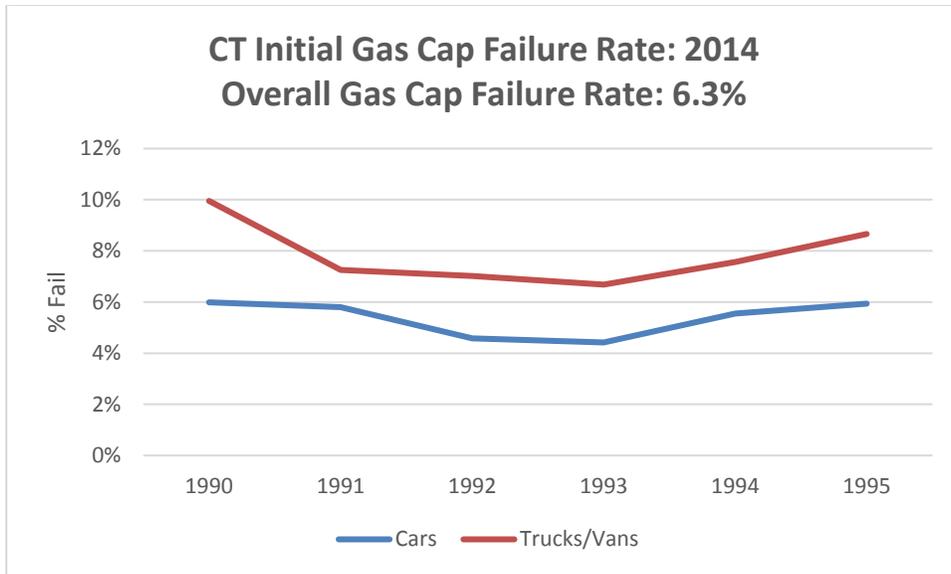
These charts show the percent of vehicles by model year that failed their first retest. The retest failure rate is highest for the older model year vehicles, which is typical. Overall, 11% to 12% of the vehicles tested failed their first retest.



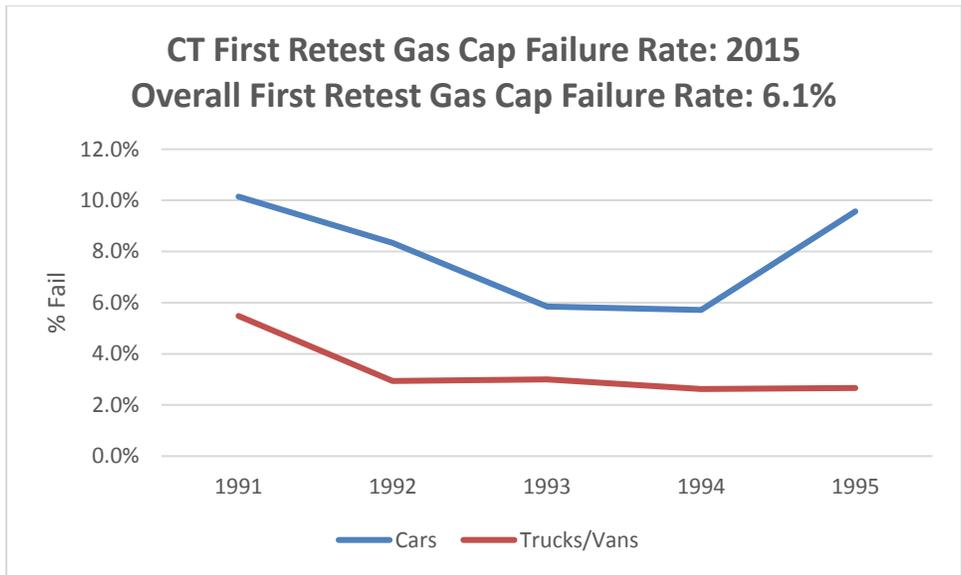
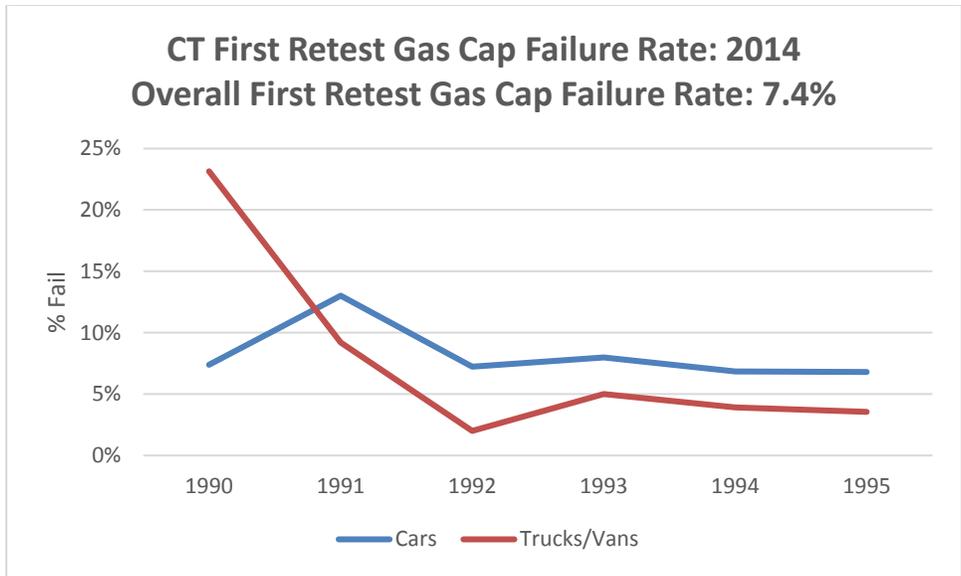
These charts show failure rates by vehicle model year for the ASM2525 test. The average ASM2525 test failure rate for all vehicles was 14% in 2014 and 13% in 2015. Typically, a higher failure rate for older model year vehicles is expected. 1996 and newer model year vehicles received ASM2525 or PCTSI tests only if they were not equipped with OBDII systems. As a result, there were not enough ASM2525 tests on 1996 and newer MY vehicles to analyze trends.



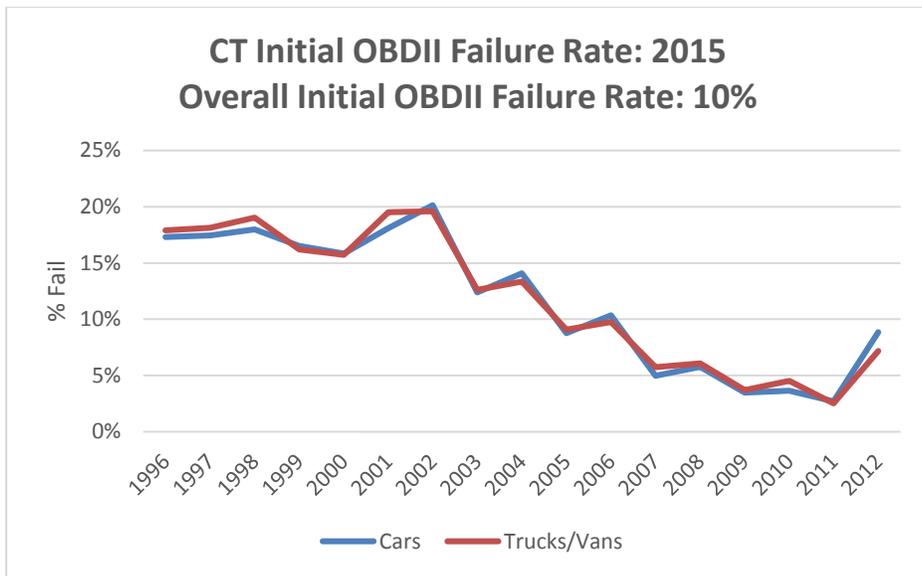
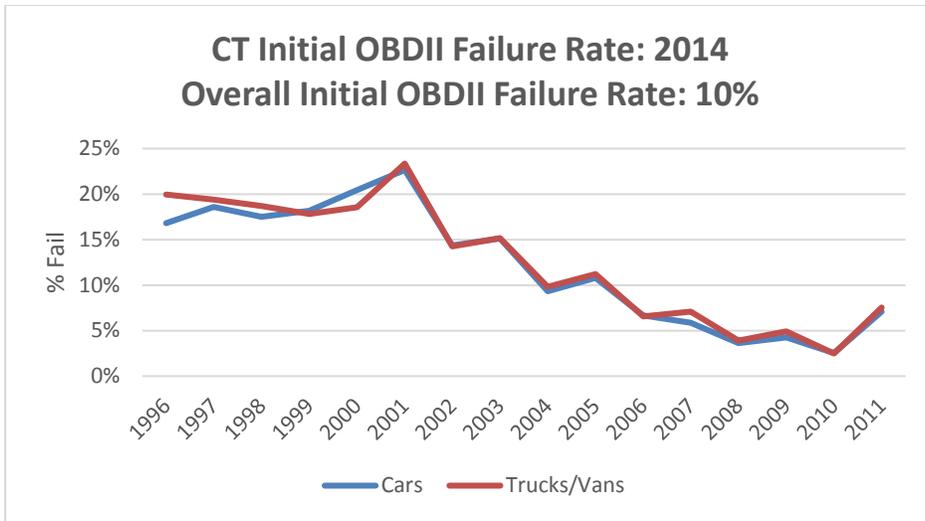
These charts show the percentage of vehicles by vehicle model year that failed their first ASM2525 retest. The retest failure rate generally is highest for the older vehicles. The ASM2525 retest failure rate was the same in 2015 as in 2014 (27%).



These charts show the gas cap pressure test failure rate by vehicle model year. Overall, 6.1% to 6.3% of the vehicles that receive gas cap tests fail the test. 1996 and newer MY light-duty vehicles no longer receive gas cap tests, because the OBDII system evaluates gas cap pressurization and other evaporative emission control parameters.



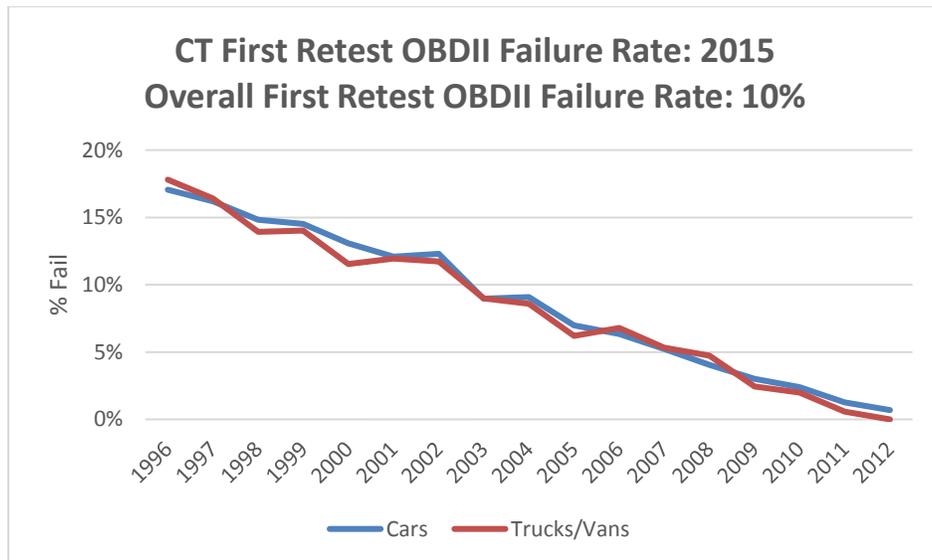
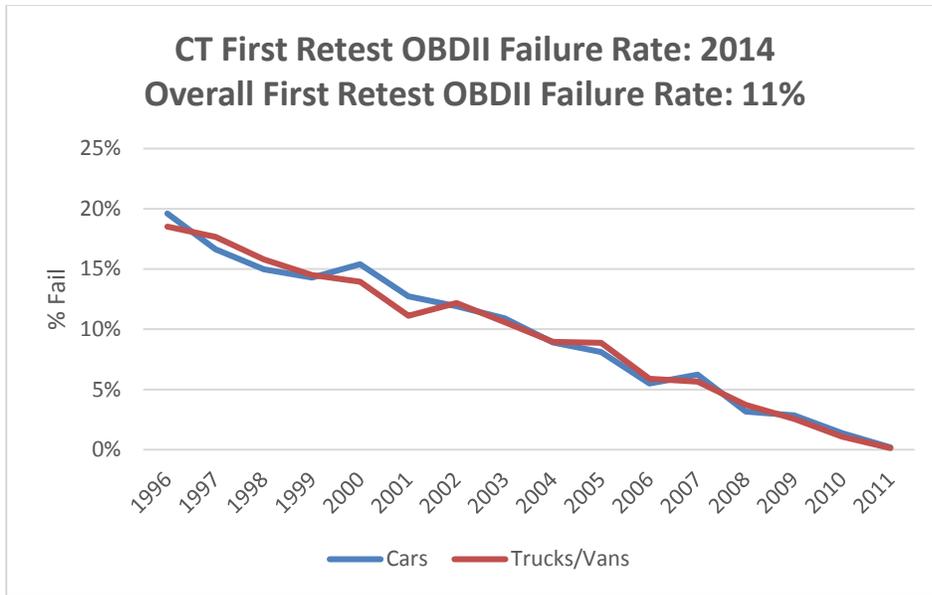
These charts show the gas cap retest failure rate by vehicle model year. Overall, 6.1% to 7.4% of the vehicles fail the first gas cap retest.



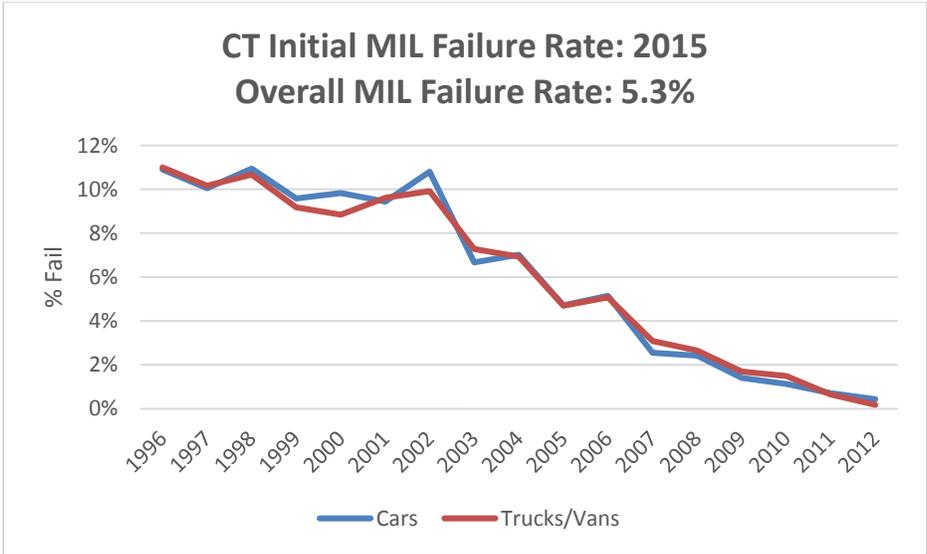
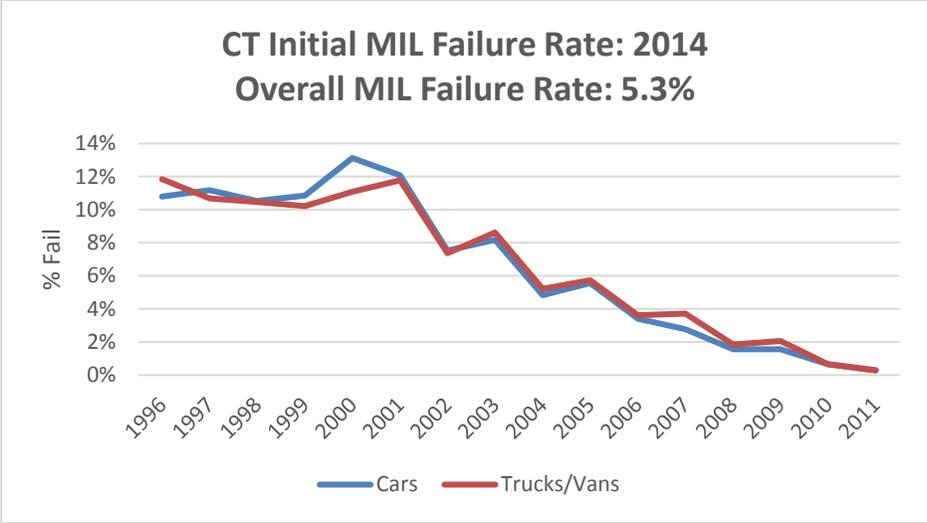
These charts show failure rates by vehicle model year for the OBDII test. In 2014 and 2015, the average OBDII test failure rate for all vehicles was 10%. Typically, a higher failure rate for older model year vehicles is expected. 18% to 19% of the 1996 model year vehicles failed the test. 2001 and later models have more stringent readiness requirements, which explains the elevated failure rate for 2001 model year vehicles¹⁷. The increase in failure rates for 2011 model year vehicles in 2014 and the 2012 model year vehicles in 2015 reflects a high “not-ready” rate for these models. The high initial failure rate for 2011 model year vehicles in 2014 and the 2012 model year vehicles in 2015 is due to the fact that over half of these vehicles were owned by dealers. Vehicles owned by dealers typically have high not ready rates, because their batteries are often insufficiently charged, or had been disconnected while sitting on the lot or from preparing the vehicle for sale.¹⁸

¹⁷ EPA requires that the 2001 and newer model year vehicles have at most one monitor not ready as opposed to two for 2000 and older model year vehicles.

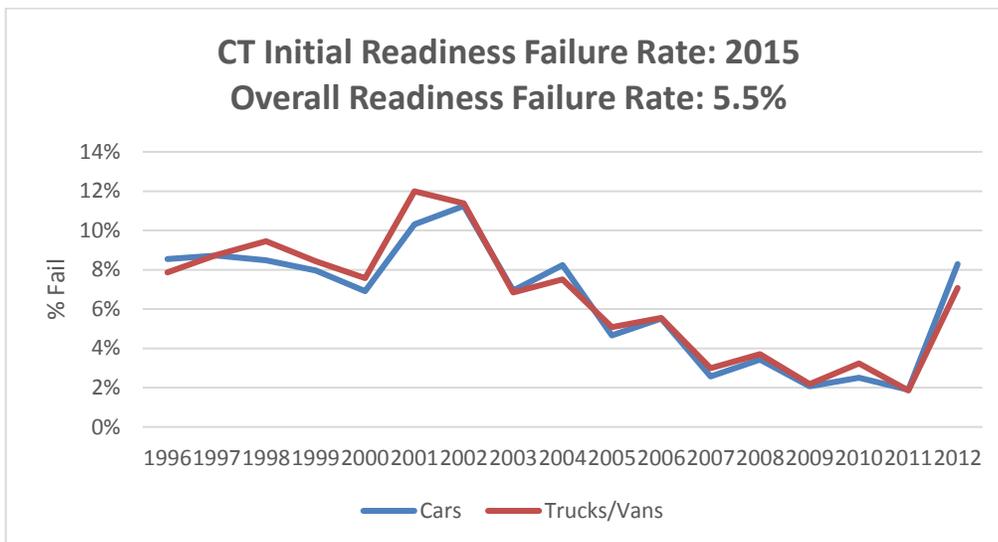
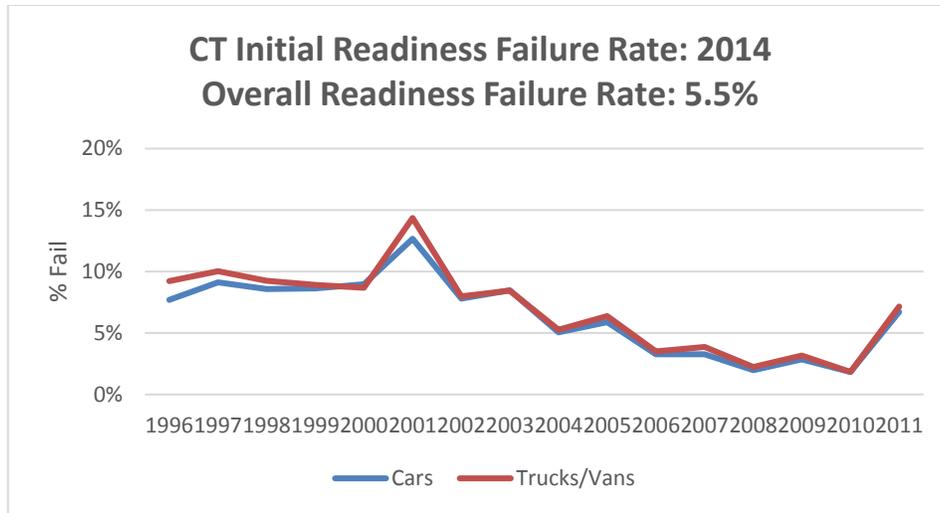
¹⁸ Readiness status for all non-continuous monitors sets to not ready when a vehicle’s battery is disconnected.



These charts show failure rates by vehicle model year for the first OBDII retest. The average failure rate for all vehicles in the first OBDII retest was 10% to 11%. Connecticut requires vehicles that fail OBDII to meet readiness requirements when retested. If a vehicle does not meet readiness requirements when retested, the inspection is aborted. Vehicles that are not ready on retest are not included in the above failed percentages, since these vehicles are rejected from testing with no charge to the owner.

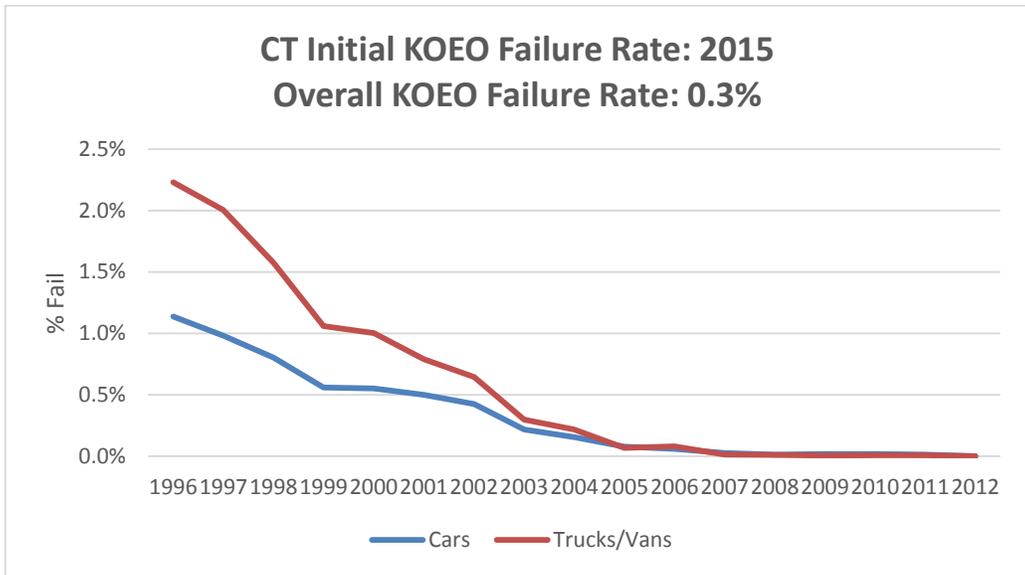
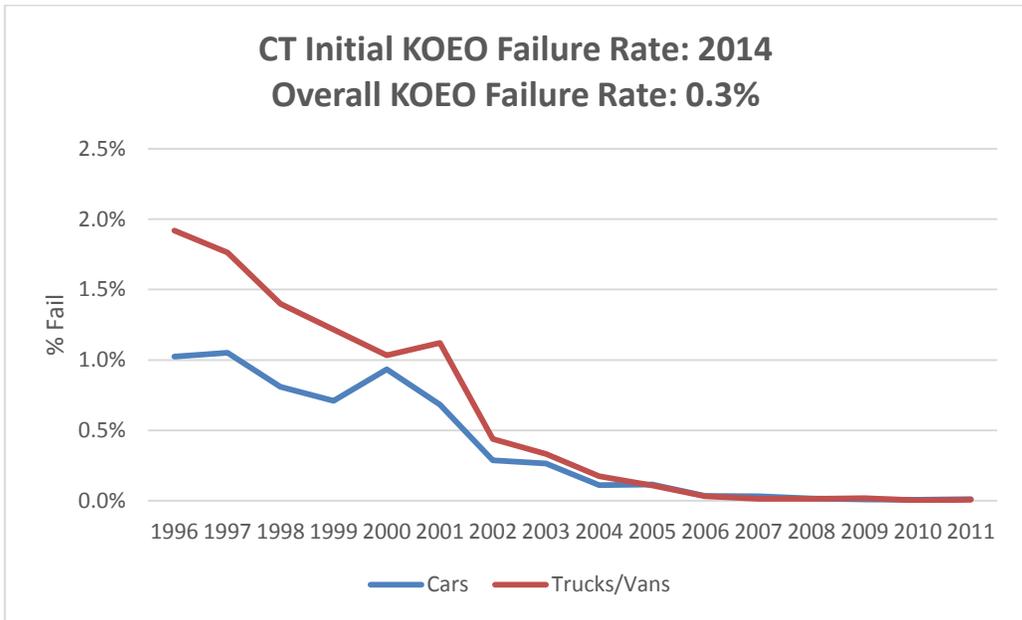


These charts show the percentage of vehicles that fail the MIL command check that's part of the OBDII test. Most OBDII failures are for the MIL Command check. The average MIL failure rate for all vehicles was 5.3% in both years. This graph shows that older model year vehicles have a higher failure rate, as expected.

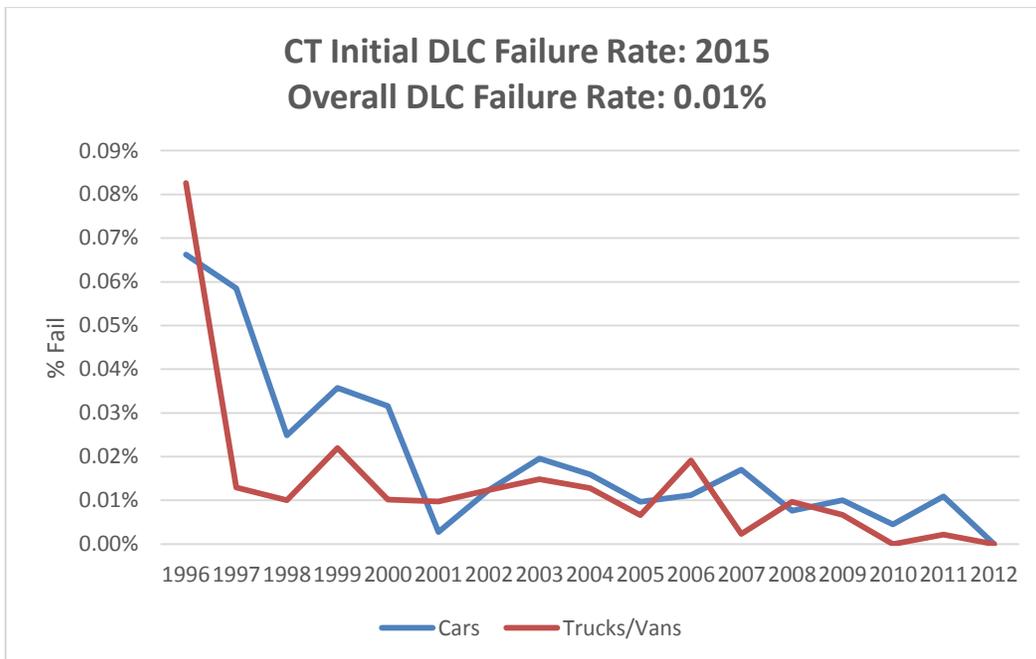
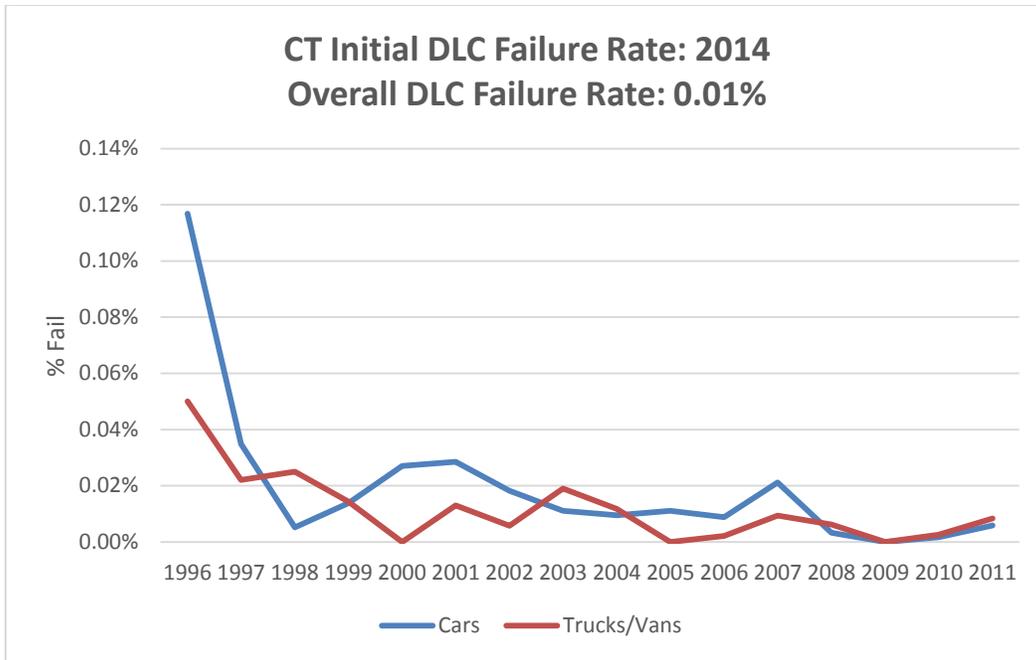


These charts show the percentage of vehicles that exceed EPA’s readiness criteria. OBDII systems must indicate whether or not the OBD has monitored each component. Components that have been diagnosed are termed “ready”, meaning they were tested by the OBDII system. EPA requires that 2001 and newer model year vehicles have at most one monitor not ready as opposed to two for 2000 and older model year vehicles. This change in readiness requirement explains the elevated failure rate for 2001 model year vehicles. The high “not ready” rate for 2011 models in 2014 and 2012 models in 2015 is due to the fact that over half of the 2011 and 2012 vehicles tested were owned by dealers. Vehicles owned by dealers typically have high not ready rates, because their batteries are often insufficiently charged, or had been disconnected while sitting on the lot or from preparing the vehicle for sale.¹⁹ Overall, 5.5% of the vehicles failed EPA’s readiness criteria.

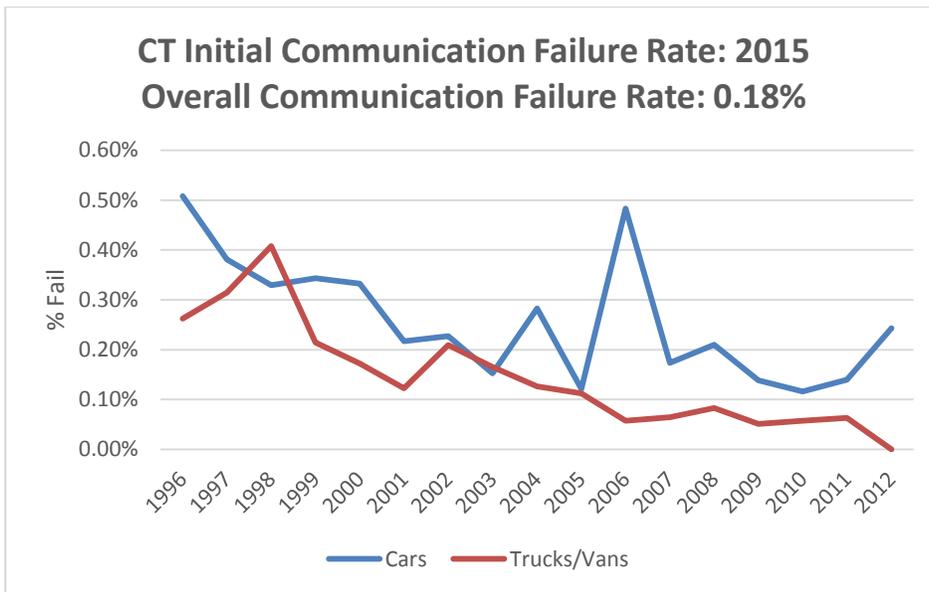
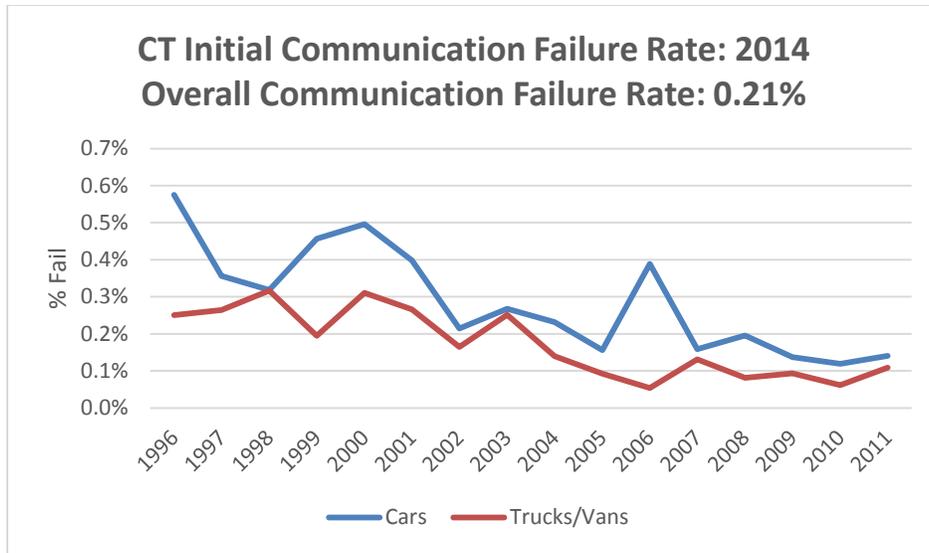
¹⁹ Readiness status for all non-continuous monitors sets to not ready when a vehicle’s battery is disconnected.



These charts show failure rates by vehicle model year for the Key-On Engine-Off (KOEO) test, which is part of the OBDII test. The KOEO determines if the MIL bulb is operational. The bulb should illuminate when the vehicle is turned on, but not started. The average KOEO failure rate for all vehicles was 0.3%.



These charts show the percentage of vehicles that failed because the OBDII connector, termed the Data Link Connector (DLC), is missing, damaged or obstructed. Overall, few vehicles (0.01%) failed for this reason.



These charts show the percentage of vehicles that failed to communicate with the OBDII test equipment. The no communication rate has dropped significantly with the new OBDII interface that was installed in 2011. In 2011, 0.71% of the vehicles that failed to communicate with the OBDII test equipment. In 2014 and 2015, 0.2% of the vehicles failed to communicate with the OBDII test equipment.

3.0 Observed Failure Rates for Diesel-Powered Vehicles

Diesel-powered vehicles with a GVWR of 10,000 lbs. or less are also tested in the I/M program in Connecticut. Although EPA regulations do not require the testing and reporting of diesel-powered vehicles, historically Connecticut has reported this data. This report and Appendix B includes information on diesel initial testing, first retest as well as second and later retesting. If the vehicle is equipped with an OBDII system, an OBDII test is performed. Otherwise, the vehicle receives a test designed to identify excessive exhaust smoke opacity.

Failure rates for diesel-powered vehicles were calculated using test results from I/M test stations. Below is a brief description of the criteria used to determine if a vehicle passes or fails inspection.

Pass/Fail Criteria

Modified Snap Acceleration (MSA) Test: With this test, the throttle is “snapped” (i.e., accelerator is quickly pressed and then released) and exhaust smoke opacity is measured. This test is performed with the vehicle being in “neutral”. The average of three snaps is calculated, and compared to the standard recommended by the Society of Automotive Engineers (SAE).

Loaded Mode Diesel (LMD) Test: Vehicles are tested using a dynamometer to simulate driving at 30 mph. Exhaust smoke opacity is measured.

OBDII Inspection: 1997 and newer model year diesel vehicles with less than 8500 lbs. GVWR are subject to OBDII inspection. The emissions test system is plugged into the OBDII connector and information on the status of the vehicle’s OBDII system is downloaded. Diesel-powered vehicles will fail the OBDII inspection if they have any of the following problems:

- Malfunction Indicator Lamp (MIL) is commanded-on;
- MIL not working (Termed Key-On Engine-Off, KOEO, failure);
- OBDII diagnostic link connector damaged.

Summary of Failure Rates for Diesel-Powered Vehicles

Following is a summary of test results for the January 1, 2014 to December 31, 2015 period. In 2014, 9,929 diesel-powered vehicles received opacity tests, and an additional 4,028 vehicles received OBDII tests. In 2015, 10,306 diesel-powered vehicles received opacity tests, and an additional 4,232 vehicles received OBDII tests. The table below compares failure rates in 2014 and 2015 for different tests that are performed on diesel powered vehicles. There were too few diesel powered vehicles receiving second and later retests to do an analysis of trends.

Failure Rates for Diesel Powered Vehicles

Test Type	Parameter	2014	2015
OBDII	% Fail Initial	10.2%	11.1%
	% Fail First Retest	6.3%	5.9%
MSA	% Fail Initial	6.7%	5.4%
	% Fail First Retest	28.8%	31.3%
LMD	% Fail Initial	1.3%	1.3%
	% Fail First Retest	1.3%	11.1%

The jump in the first retest failure rate for the LMD test from 2014 to 2015 is not statistically significant due to the small sample sizes. Appendix B has details on the OBDII, MSA, and LMD test results for diesel as well as gasoline powered vehicles.

Conclusion: These failure rates are similar to rates found in previous evaluation reports. Outside of Connecticut, few states perform periodic tests on diesel-powered vehicles, so there is little basis for a comparison of Connecticut’s diesel-powered vehicle failure rate with other states.

In September 2015, an international automaker, Volkswagen (VW), received an official notice from USEPA that their 2009 to 2015 light-duty diesels violated Clean Air Act rules. Specifically, VW was accused of equipping these vehicles with “defeat devices”. A defeat device deactivates a vehicle’s emissions control system when it is operated in driving conditions not encountered during the Federal Test Procedure. For example, steady-state highway driving conditions are not part of the FTP. During these conditions, VW light-duty diesels allegedly emitted up to 40 times the allowable amount of NOx emissions. VW’s use of defeat devices was discovered by testing production vehicles with On-Road Emissions Monitoring Systems (OREMS). In Connecticut, VW diesels receive OBDII tests which did not identify the problem, because the emissions system was working as designed. Connecticut intends to see that these vehicles are repaired or taken out of service in accordance with the terms of the proposed federal consent decree of June 28, 2016.

4.0 Enforcement of Connecticut's I/M Program

Connecticut's program uses both registration denial and late fee assessment to assure compliance. This section presents an analysis of data relevant to the enforcement of Connecticut's I/M program. Statistics required by 40 CFR 51.366 are presented below, and in the Appendix B, with exception of 40 CFR 51.366(d)(1)(iv) and (v) which are not applicable to Connecticut's program.

Overall Compliance Rate

The overall compliance rate is based on the number of passing inspections divided by the number of vehicles subject to inspection. Connecticut's SIP requires the State to achieve a 96% compliance rate for the vehicles subject to I/M requirements. In the first 7 months of 2015, 583,268 registration renewals were reviewed to determine if the vehicle complied with I/M requirements. These reviews resulted in 32,657 registration denials, of which 86.8% later complied. This works out to a 99.3% compliance rate, so the overall compliance rate during the first 7 months of 2015 exceeds the SIP compliance rate. Connecticut implemented a new database system (CIVLS) in 2015. Due to implementation problems, CIVLS temporarily did not track results of registration reviews for the last 5 months of 2015, and late fee notices were delayed. As a result, the compliance rate for the last 5 months of 2015 may be lower than 99.3%. DMV is working on resolving the problem with auditing registration renewals and issuing late fee notices.

Late Fees: In 2014, 162,311 late fees were assessed for total fines to motorists of \$3.2 million. In 2015, 100,904 late fees were assessed for total fines to motorists of \$2.0 million. These fines serve as an effective motivation for compliance with inspection requirements. Note that assessment of late fees was delayed during the last 5 months of 2015, resulting in fewer fees. The delay was due to implementation of DMV's new database, CIVLS. Late fee notices have since been sent out, and the State expects collect these fees in 2016.

Preventing Circumvention of Connecticut's I/M Requirement

EPA requires states to prevent motorists from avoiding I/M requirements by falsely registering vehicles out of the program area, or falsely changing fuel type or weight class on the vehicle registration. EPA also requires states to report on results of special studies to investigate the frequency of such activity.

- **Circumventing I/M Tests in Connecticut** – Circumventing I/M tests in Connecticut is nearly impossible. First, Connecticut implements the I/M program on a statewide basis. Second, Connecticut tests all fuel types, including hybrids, so motorists cannot avoid inspection by changing fuel type. It may be possible to avoid inspection by registering the vehicle with a GVWR greater than 10,000 lbs., but likely is limited in scope due to the added expense. The majority of vehicles registered with an incorrect GVWR are those where the vehicle owner registers the vehicle at a lower weight to avoid the added expense and would not be emission eligible (>10,000 lbs.) with their corrected weight.
- **Detection and Enforcement Against Motorists That Falsely Change Vehicle Classifications To Circumvent Program Requirements** – Historically, 99% of

the vehicles subject to emissions testing in Connecticut are in the Passenger, Commercial or Combination classifications. Incidents of motorists falsely modifying a vehicle's registration classification to an emissions exempt class are rare, most likely because of the added expense, documentation and inspection requirements.

- **Vehicles registered in Connecticut that are operated out-of-state – Connecticut** - DMV has recently changed its policies with respect to detecting vehicles that are registered in the State of Connecticut, but are being operated outside of the state, to avoid being emission tested. Specifically, under its current procedures, DMV will not allow a vehicle owner to receive numerous time extensions. These efforts are definitely helping to make vehicles registered in Connecticut emissions compliant. DMV assumes that vehicles are scrapped or registered out-of-state if they do not comply with I/M requirements.

Percent of Failed Vehicles That Ultimately Pass

To estimate whether vehicles that failed their emissions test ultimately pass, this report analyzed the outcome of vehicles that failed the I/M test in 2015. As Connecticut has done in previous reports per EPA recommendations, these results are calculated as the percentage of vehicles that initially failed and do not receive a final pass.

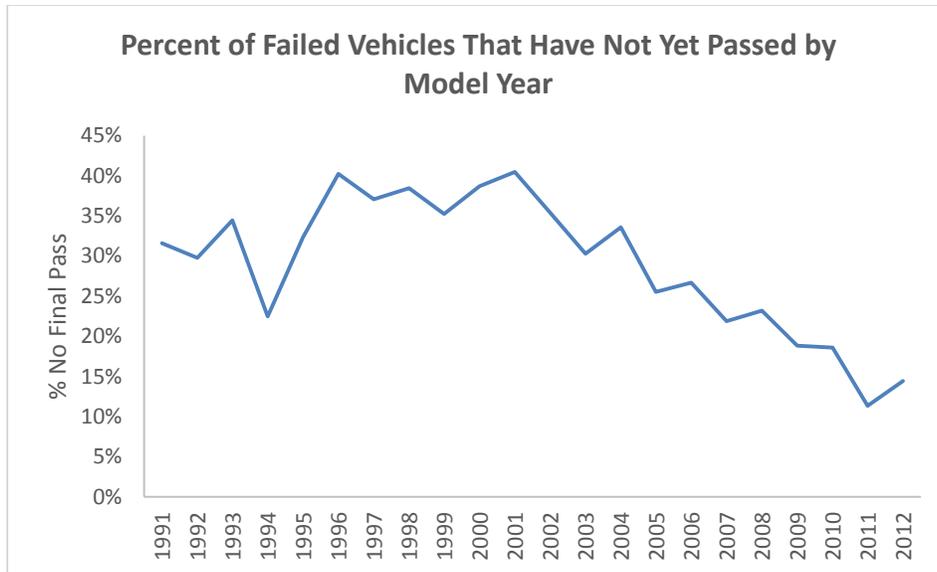
Subject vehicles, which failed the I/M test in January and February 2015, were tracked through December 31, 2015 to determine their final outcome. Results are shown in the table and figure below. 31% of the failures during this two month period had not yet received a passing result or waiver. This is slightly higher than the percentage for 2014 where 29% of the failures had yet to pass. dKC also compared the total number of vehicles that passed retests in 2015 with the total number of failures in 2015. dKC found the number of vehicles that passed retests equaled 79% of the number of failures in 2015.²⁰ In 2014, the number of vehicles that passed retests equaled 81% of the number of failures. Ultimately, all vehicles must comply, or they cannot be registered in Connecticut, since I/M compliance is a prerequisite for vehicle registration. As noted above, in 2015, Connecticut levied \$2.0 million in I/M inspection late fees. Overall, over 99% of the vehicles that were registered complied with I/M program requirements.

EPA's comments on the 2014 Annual Evaluation Report encourages states that have "no final pass" rates greater than 12% (the national average) to improve the program performance by reducing the number of vehicles with no final outcome. As noted above, Connecticut's "no final pass" rate was 21% in 2015. To avoid vehicles that fail in a state with a strong enforcement program, such as Connecticut's, from subsequent re-registration, perhaps in a different state with more relaxed testing requirements or no testing requirements, EPA suggests that states develop a national Vehicle Identification Number (VIN)-based database to track vehicles that fail I/M tests and do not receive final passing results. Connecticut is not positioned to devise a feasible method to identify vehicles that are registered out-of-state due to emissions non-compliance. Connecticut looks forward to EPA's leadership in developing partnerships with other jurisdictions to improve the program by addressing regional I/M non-compliance.

²⁰ The number of vehicles that passed retests in 2015 included vehicles that failed in 2014. Similarly, the number of vehicles that passed retests in 2014 included vehicles that failed in 2013.

**Vehicles Tested from 1/1/15 to 3/1/15
with No Final Passing Result**

Model Year	Initial Fail	Final Retest Pass	No Final Pass	% No Final Pass
1991	57	39	18	32%
1992	84	59	25	30%
1993	119	78	41	34%
1994	169	131	38	22%
1995	266	180	86	32%
1996	430	257	173	40%
1997	696	438	258	37%
1998	780	480	300	38%
1999	1,092	707	385	35%
2000	1,132	694	438	39%
2001	1,117	665	452	40%
2002	1,331	860	471	35%
2003	1,473	1,027	446	30%
2004	1,105	734	371	34%
2005	1,273	948	325	26%
2006	817	599	218	27%
2007	873	682	191	22%
2008	474	364	110	23%
2009	430	349	81	19%
2010	269	219	50	19%
2011	529	469	60	11%
2012	187	160	27	14%
Grand Total	14,703	10,139	4,564	31%



This chart shows the percentage of vehicles that failed the emission test in the first two months of 2015 and never ultimately passed in 2015. The increase from 1995 to 1996 indicates that compliance with the OBDII test may be more difficult than the tailpipe test used for pre-1996 vehicles.

Waivers Issued

Another aspect related to enforcement is the number of waivers issued. Program effectiveness is inversely proportional to the waiver rate. As the following table shows, only 0.2% of the vehicles that failed received waivers, indicating that the waiver program is not being abused. This is much lower than the waiver rates in many other states' I/M programs. Connecticut's I/M SIP committed to a waiver rate of 1%.

Conclusion: Connecticut exceeds SIP requirements for enforcement of motorist compliance. The overall compliance rate in Connecticut exceeds 96%, which is the compliance rate required by Connecticut's SIP. Connecticut actively investigates non-compliance and assesses a large number of fines for vehicles that are not presented for emission inspection in a timely manner. Connecticut issues fewer waivers than committed to in Connecticut's SIP.

% of Failed Vehicles Receiving Waivers²¹ in 2015

Model Year	Passenger Car (P)	Truck (T)	Total # of Waivers	# of Failed Vehicles	% of Failed Vehicles Receiving Waivers
1991	2	0	2	551	0.36%
1992	1	0	1	741	0.13%
1993	3	0	3	944	0.32%
1994	0	0	0	1285	0.00%
1995	2	2	4	1718	0.23%
1996	1	1	2	2641	0.08%
1997	3	3	6	4111	0.15%
1998	4	0	4	5009	0.08%
1999	4	1	5	6290	0.08%
2000	7	8	15	9129	0.16%
2001	10	11	21	11223	0.19%
2002	14	9	23	8471	0.27%
2003	14	9	23	10625	0.22%
2004	7	9	16	7093	0.23%
2005	10	12	22	9116	0.24%
2006	7	4	11	5095	0.22%
2007	3	7	10	5650	0.18%
2008	3	3	6	2871	0.21%
2009	1	0	1	3040	0.03%
2010	0	0	0	1527	0.00%
2011	2	0	2	2933	0.00%
2012	0	0	0	265	0.00%
Total	98	79	177	100,328	0.18%

²¹ Diagnostic and Cost waivers combined. Cost waivers are granted by DMV if the repair cost will exceed \$868, which is the limit defined by EPA. One-time diagnostic waivers can be issued if DMV determines that the vehicle cannot be repaired to comply with State I/M standards. 175 of the 177 waivers granted by DMV were cost waivers.

Enforcement of Proper Test Procedures through Trigger Reports and Video Audits

Based on the results of trigger audits, Connecticut is a model for other states in how to enforce proper I/M test procedures. Connecticut actively looks for cases where inspectors may be performing improper inspections, passing vehicles that otherwise should fail. The following is a summary of how Connecticut ensures that stations perform proper inspections.

Trigger Audits

DMV and its contractor, Applus, run extensive trigger audits to assure that inspection stations follow proper test procedures. DMV requires Applus to maintain quality assurance measures, which they meet by conducting additional audits. Specifically, Applus performs a large number of digital audits and quality assurance reviews on a daily, weekly and monthly basis. Many of the reports are automated by the Applus MiniVID, and distributed, via email to DMV and Applus QA staff. In addition, the reports are available on the program dashboard for review at any time, and they are available for any time frame.

Trigger audits look for anomalies in data recorded during inspection. Reporting the outcome of these audits help DMV to identify if stations are performing fraudulent or inaccurate inspections. Trigger audits focus on finding the following types of fraud:

- Clean Scanning: Performing an OBDII test on a fault-free vehicle instead of the vehicle that should be tested;
- Clean Piping: Performing a tailpipe test on a passing vehicle instead of the vehicle that should be tested.

These reports are generated frequently to identify stations performing improper inspections. Connecticut promptly investigates all significant cases of possible inspection fraud. Following is a list of some of the trigger reports:

- OBDII Testing Triggers:
 - PID/PCM Mismatch;
 - Monitor Mismatch;
 - All OBDII Monitors Unsupported;
 - A/C Monitor Ready or Not Ready;
 - OBDII Short Time Test, less than 30 minutes;
 - OBDII VIN Mismatch;
- ASM/PCTSI Triggers:
 - ASM Short Time Test, less than 30 minutes;
 - Looser ASM Cut Points;
 - Vehicles with GVWR greater than 8,500 pounds;
- Other Triggers:

- VIN Entry Type;
- Inspector ID Entry;
- Offline Percentage;
- RPM Bypass;
- No Saturday/Holiday Testing; and
- Missing Video/Test Image.

Applus' MiniVID also generates the following automated alerts:

- Weather (temperature, humidity, pressure);
- EDBMS Offline;
- CDAS Offline;
- Test Center Not Testing; and
- Failed/Expired Calibrations Report.

A new quality assurance process was put in place to identify any station that either performs the minimum amount of calibrations, or fails to contact Applus for service, when one of the calibrations fails. Each day, Applus performs a Failed/Expired Calibration Report to ensure that the entire network is in compliance with calibrations. Any test center with failed calibrations, no open service tickets, or with expired calibrations is immediately locked out to prevent use of the analyzer. This process was put in place to discourage Test Centers from waiting until a motorist arrives to complete the remaining calibration (ASM, PCTSI, opacity tests).

Special Triggers for Diesel Opacity Tests

All diesel-powered vehicles up to 10,000 lbs. GVWR are subject to the loaded mode opacity (LMD) test utilizing the dynamometer. Because inspectors are accustomed to performing PCTSI tests on non-diesel-powered vehicles over 8,501 lbs. GVWR, most assumed the larger diesel vehicles would require the equivalent stationary diesel test (modified snap acceleration test, MSA). Unlike the ASM tests, which require authorization to switch a vehicle from ASM to PCTSI test, opacity tests require no such authorization. In 2014, Applus implemented a new quality assurance report to identify these vehicles and inspectors for corrective action. In 2014, 18% of the diesel powered vehicles received MSA tests. This percentage dropped to 5% in 2015, which indicates that new report was effective in reducing the number of vehicles that received MSA tests when they should have received LMD tests.

Camera Audits

There are three video cameras connected to the emissions analyzer. If anyone of them fail or are unplugged, the emissions analyzer will set a lockout to prevent the use of the workstation. In addition, the Applus VID will generate non-compliance report for any emissions test transmitted with a missing test and video file. However during the normal operations at the Test Centers, cameras may become misaligned or obstructed. Using the program dashboard, Applus performs camera audits of all three cameras, at each

test center. Each camera is turned on to ensure it operates as it should, the viewing angle is verified with no obstructions and a test video is recorded. If an issue is identified that requires an onsite visit at the test center, a service ticket is generated and dispatched to the Applus field service. In 2014, Applus performed 2,075 test center camera audits; eight service tickets were opened to address alignment/refocusing issues, and three service tickets were opened to improve video recording angle. In 2015, Applus performed 2,214 test center camera audits; 24 service tickets were opened to address alignment/refocusing issues.

DMV Video Audits

At any given time, two DMV auditors are assigned to perform video audits and other functions. Video audits monitor inspections during station operating hours via digital web cameras, i.e., the cameras that Applus has installed and maintained in inspection stations. Video audits have the following features:

- Real time monitoring/control of vehicle inspections;
- Video auditors can selectively view inspections; and
- If violations are detected, DMV cites the Certified Test Inspector (CTI).

Fraudulent Test Rate

Based on an independent review of trigger data by dKC, less than 0.05% of the inspections were suspect. As shown below, Connecticut is comparable to Delaware, which is a centralized, test-only program with extensive enforcement activity.²² This analysis indicates that inspection fraud is not a serious problem in Connecticut.

Comparison of Trigger Rates
(Based on I/M Test Records in Connecticut and Delaware)

Trigger	CT	DE
VIN Mismatch	0.01%	0.02%
Protocol Mismatch	0.02%	0.02%
Monitor Mismatch	0.02%	0.02%
Any Mismatch	0.04%	0.05%
Annual # of Trigger Hits	373	108

Conclusion: Evaluation of the data demonstrates that Connecticut has a system of sufficient procedures and checks in place to discourage fraud. Connecticut actively investigates possible cases of inspection fraud and initiates corrective action. Less than 0.05% of the tests in Connecticut are suspect.

²² [*Comparison of Fraud Rates Between Well Enforced Centralized and Decentralized Programs*](#), IM Solutions Forum, Rob Klausmeier, de la Torre Klausmeier Consulting, Inc. (dKC), May 2016

5.0 Quality Assurance Audits

The DMV and their contractor, Applus, perform the quality assurance (QA) audits required by EPA. Following is an overview of Connecticut's audits, and other QA activities conducted by DMV.

Overt Audits

EPA requires that Overt Audits be performed twice per year per station. DMV meets these requirements through use of the Emission Test Monitoring Report (ETMR). Connecticut prepares ETMRs more frequently than required by EPA. Each month, at least one ETMR is performed on each station. In addition, Applus also performs overt audits. Connecticut also checks more items than required by EPA, such as checking the operational status of test equipment and peripherals (e.g., cameras). Connecticut is continuing to evaluate the auditing process to build upon the program's success.

Results of Overt Audits (ETMRs)

Stations	2014	2015
Total Overt Audits Performed	2,388	2,629
No. of Stations Audited	225	220
No. of Times Each Station Was Audited (range)	1 ²³ -21	0 ²⁴ -24
No. of Stations That Had No Violations for the Entire Year	143	195
Total Number of Audits for Which One or More Violations Were Reported	152	31
No. of Stations That Had Violations	82	25
No. of Stations That Had 1-3 Violations	75	25
No. of Stations That Had >3 Violations	7	0

Agents	2014	2015
No. of Agents That Performed Audits During the Course of the Year	10	7
No. of Agents That Are No Longer Performing Overt Audits	2	0
No. of Agents That Are Currently Assigned to Perform Audits	8	7
No. of Station Violations Reported per Agent (range)	1-82	2-12

The lower number of violations in 2015 reflects the results of Connecticut's strict enforcement of the compliance action plan which is an agreement that stations must sign if they are to participate in the program.

²³ Some stations only received one audit because they either left the program in the beginning of the year or entered the program toward the end of the year.

²⁴ Some stations were not audited because they either left the program in the beginning of the year or entered the program toward the end of the year.

Equipment Audits

EPA requires that equipment audits be performed twice per year per station. DMV meets these requirements through the QA Audits. High volume stations that perform tailpipe tests are checked monthly, while low volume stations that perform tailpipe tests are checked twice per year. In addition, Applus also performs equipment audits. Connecticut checks more equipment items than required by EPA. While an audit may require a station to discontinue tailpipe testing, it can continue OBDII testing. Therefore, no stations were totally shut down due to a failed gas equipment audit. Results are presented below. In 2011, 67% of the stations failed equipment (gas) audits, while in 2014 this percentage dropped to 29%. The percentage of stations that failed equipment audits dropped further in 2015 to 22%. The drop was due to the roll out of new, more reliable emission test benches in the new program.

Results of Equipment Audits

Parameter	2014	2015
Total Equipment Audits	447	436
Total Stations that Failed Equipment Audit	130	97
Percentage of stations that failed an equipment (gas) audit	29.08%	22.25%
Number of stations totally shut down as a result of a failed equipment (gas) audit ²⁵	0	0
Percentage of stations shut down as a result of failed equipment (gas) audit	0.00%	0.00%

Final Technical Guidance (EPA 420-B-04-011 July 2004) provides that high volume stations are required to be audited monthly. High volume stations are those that perform 4,000 or more emissions tests per year. The Connecticut Vehicle Inspection Program, by Federal guidance, does not have any emissions testing stations that perform enough emissions tests to be classified as high volume.

²⁵ Stations that fail equipment audit are prohibited from performing tailpipe emission testing until the equipment problem was resolved. Stations were allowed to continue to perform OBDII testing.

Covert Audits

EPA requires that covert audits be performed at least once per year per station. The requirements and frequency for covert audits are detailed in 40 CFR 51.363(a)(4) and include remote visual observation of inspector performance, site visits using covert vehicles, and documentation of the audits. During 2014, DMV performed 775 covert audits and 1,529 video surveillance audits. During 2015, DMV performed 695 covert audits and 1,759 video surveillance audits. It's easier to perform video audits clandestinely, since the inspector usually does not know an audit is being performed. DMV performs video surveillance audits on a periodic and random basis. After each station receives a video audit, DMV starts a new cycle of audits. Details are provided in Appendix B.

Warnings are routinely issued for false passes if DMV finds that the CTI did not intentionally or negligently falsely pass a vehicle. Suspensions are usually associated with violations found from trigger reports and data audits. Most false passes are for minor procedural errors, such as failing to perform the visual MIL check correctly. Unless the station repeats these errors, they are issued warnings rather than being suspended.

As stated in the Applus contract, and in the Applus Station Agreement, a CTI is suspended (pending an investigation) when it is determined that the false pass was the result of "Intentionally improperly passing a failing vehicle." Most errors identified by covert and video surveillance audits were determined to be unintentional and due to poor attention to detail. However, a second occurrence of an unintentional error, such as missing or incorrectly answering the MIL question, results in an automatic suspension.

The Connecticut I/M program excels at running trigger reports and following-up on the issues identified as a result of these reports. Applus issues suspensions for violations, other than covert audit findings or triggers, for various reasons as outlined in the contract under "Inspector Violations," including, but not limited to data entry errors or incorrect test procedures. The statutory and regulatory authority for the I/M program does not allow Connecticut to issue fines or hold hearings concerning inspectors that falsely pass vehicles in covert audits. Instead, these inspectors are suspended from testing. Whether or not to suspend a station depends on the assessment of the severity of the infraction by Applus. In 2015, 107 stations received temporary suspensions.

Contractor Quality Assurance (QA) Activities

The contractor, Applus, performs comprehensive overt and equipment audits biennially, at each facility that participates in the inspection program. These unannounced audits include:

- The visual inspection and physical condition of the testing equipment;
- Equipment integrity checks using traceable/certified audit equipment; and
- Observation of the proficiency of at least one inspector.

The contractor's auditor evaluates the physical condition, functionality, and inventory of all the required emissions components and any ancillary safety items (restraining straps, wheel chocks, dynamometer tie down hooks, etc.). The emissions analyzer must pass calibrations (leak check, gas bench, dynamometer, gas cap, OBDII, and opacity, if equipped).

In addition, there are several system components that are audited using National Institute of Standards and Technology (NIST) certified and traceable audit equipment:

- Gas Bench(s) Audit – NIST traceable audit gas
- Weather Station Audit - Certified temperature/humidity/pressure probes
- Opacity Audit - Reference filters (20%, 35%, 50%, and 75%)
- OBDII System Audit – EASE OBDII Verification Tester

In accordance with the Quality Assurance and Quality Control Plan, the contractor's auditor uses a pre-printed checklist to inventory and record the physical condition of the test equipment. All non-conforming items are addressed immediately; the auditor's van is equipped to replace missing station inventory at the time of the audit. If an issue is identified that cannot be addressed by the auditor, he or she will create a service ticket for Applus field service.

In 2014, the contractor's auditor performed 442 audits: 329 audits passed, and 113 failed. Most common failures included gas bench calibration or gas bench audit. In 2015, the contractor's auditor performed 436 audits: 339 audits passed, and 97 failed. Most common failures included gas bench calibration or gas bench audit. Depending on the type of failure, stations are suspended until reasons for audit failure are corrected.

Built-in Anti-Fraud Prevention Systems

In addition to Connecticut's efforts to eliminate fraudulent and inaccurate tests, the State's contractor, Applus, has implemented systems to prevent fraud, including the Connecticut Decentralized Analyzer System (CDAS), provided by Applus, which has features to assure that accurate emissions tests are performed. These systems and features are listed below:

- Secure iris recognition system – use of biometrics
- Sample system leak check

- Analyzer gas calibrations – Every 72 hours or system will lock out testing
- CDAS units require a two point calibration with BAR 97 high gas followed by BAR 97 low gas blend
- CDAS units have passed BAR 97 certification tests
- Dynamometer undergo a coast down every 72 hours
- Raw transport time verification
- Various other hardware checks are done every 72 hours
- Low sample flow, sample dilution checks etc.

Conclusion: Connecticut exceeds EPA's recommended levels of quality assurance. Audits identify problems that are corrected before inspections can continue.

6.0 Assessment of OBDII Testing Issues

Vehicles with Readiness Issues that are Not Currently Exempted from Readiness Requirements

EPA allows states to exempt vehicles from readiness requirements if they have design flaws that cause them to frequently fail for readiness. In 2007, Connecticut updated its readiness exemption list to include vehicles that had extremely high not ready rates. Based on data from tests performed in 2015, no additional vehicle models need to be added to the readiness exemption list.

Conclusion: Connecticut does not need to update its readiness exemption list at this time.

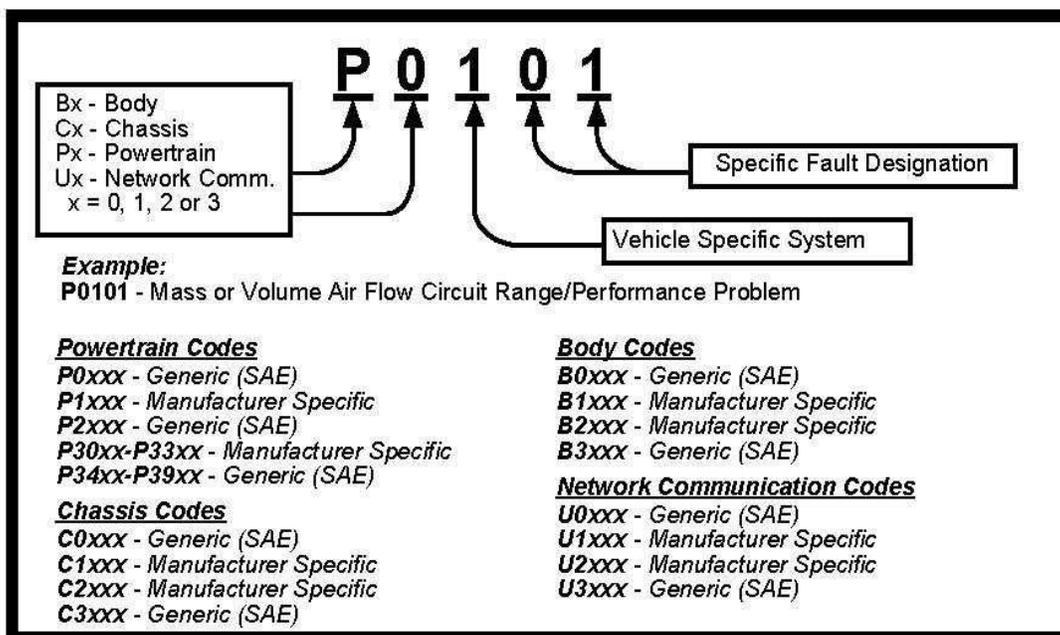
Vehicles That Fail to Communicate with Connecticut's Test System

A small percentage (0.2%) of the vehicles with OBDII systems failed to communicate with Connecticut's inspection system in 2015. This is the same no-communication rate that was observed in 2014. These no-communication rates are much lower than the no-communication rates observed with the old testing equipment in 2011 and earlier years, indicating that the new OBDII inspection equipment works well. For this report, Connecticut analyzed 2015 inspection data to determine no communication rates by year, make, and model. Specific year/make/models that had high no-communication rates are shown below. Applus continues to investigate why CDAS have difficulty communicating with these vehicles.

Specific Vehicles with High No Communication Rates			
Year Make Model	# Fail COM	% Fail COM	Count
2006_MERCEDES-BENZ_C280	49	28.16%	174
2006_MERCEDES-BENZ_C230	14	25.00%	56
2004_MAZDA_MAZDA6S	5	12.50%	40
2004_MAZDA_MAZDA6	23	9.96%	231
2003_MAZDA_MAZDA6	24	8.36%	287
2002_JAGUAR_S-TYPE	2	8.33%	24
1996_MITSUBISHI_GALANT	2	7.41%	27
2011_KIA_OPTIMA SX	2	7.41%	27
1997_ACURA_2.5TL	2	7.14%	28
2011_PORSCHE_PANAMERA/4	2	6.67%	30
2004_MAZDA_RX8	7	6.48%	108
2006_MERCURY_MILAN	6	6.00%	100
Total	138		1,132

Diagnostic Trouble Codes (DTCs) Recorded in OBDII Failures

The MIL is part of the OBDII system and is used to alert the driver of a potential issue with the vehicle's computerized engine management system. Whenever the MIL is illuminated a Diagnostic Trouble Code (DTC) should be stored in the vehicle's computer. DTCs describe the problem that caused the MIL to go on. Before OBDII, each manufacturer had their own specific trouble code list and code definitions. Under the OBDII requirements, all manufacturers must comply with a standardized convention for DTCs. The universal DTC format consists of a 5-character alphanumeric code, consisting of a single letter character followed by four numbers. The following is an example of the standardized coding for DTCs.



Top 10 DTCs in Connecticut

Following is a list of the most prevalent DTCs in Connecticut in 2014 and 2015 based upon inspection data provided by Applus. This table lists the ranking of the most prevalent DTCs along with the frequency of its occurrence, expressed as a percentage of MIL-On cases. Note that the top 10 DTCs are present in 61% of the MIL-on cases, even though there are over 1000 possible DTCs. The ranking of DTCs is nearly identical in both years.

Connecticut's Top 10 DTCs				
DTC	2014		2015	
	Rank	%	Rank	%
P0420 – Low Catalyst Efficiency	1	13.61%	1	14.00%
P0171 -- System Too Lean: Bank 1	2	7.92%	2	8.13%
P0442 -- Evaporative Emission Control System Leak Detected (small leak)	3	7.43%	3	7.30%
P0455 -- Evaporative Emission Control System Leak Detected (gross leak)	4	7.09%	4	7.13%
P0300 -- Random Misfire	5	5.79%	5	5.93%
P0174 -- System Too Lean: Bank 2	6	4.46%	6	4.40%
P0141 -- O2 Sensor Heater Circuit Malfunction	7	3.85%	7	3.94%
P0440 -- Evaporative Emission Control System Malfunction	8	3.85%	8	3.85%
P0135 -- O2 Sensor Heater Circuit Malfunction	9	3.71%	11	3.47%
P0128 -- Coolant Thermostat (Coolant Temperature Below Thermostat Regulating Temperature)	10	3.62%	19	2.90%
P0430 – Low Catalyst Efficiency (Bank 2)	14	3.15%	9	3.52%
P0456 -- Evaporative Emission Control System -- Small Leak	11	3.58%	10	3.49%
Total of the top 10		61.33%		61.69%

7.0 2013 to 2015 Inspection Cycle Analysis

A dataset of vehicles, tested in both 2013 and 2015, was created with the goal of determining the durability of repairs performed on vehicles failing in 2013.

Failure Rates

Failure rates (overall, by test type and by model year) in 2015 were determined for the following groups of vehicles that were tested in 2013:

- Passed initial test in 2013; or
- Failed initial test/passed retest in 2013.

The failure rate for 2015 was 8% for the sample of vehicles that passed their initial test in 2013. The failure rate in 2015 was 23% for the sample of vehicles that failed in 2013, and were subsequently repaired in order to pass.

Emission Rates

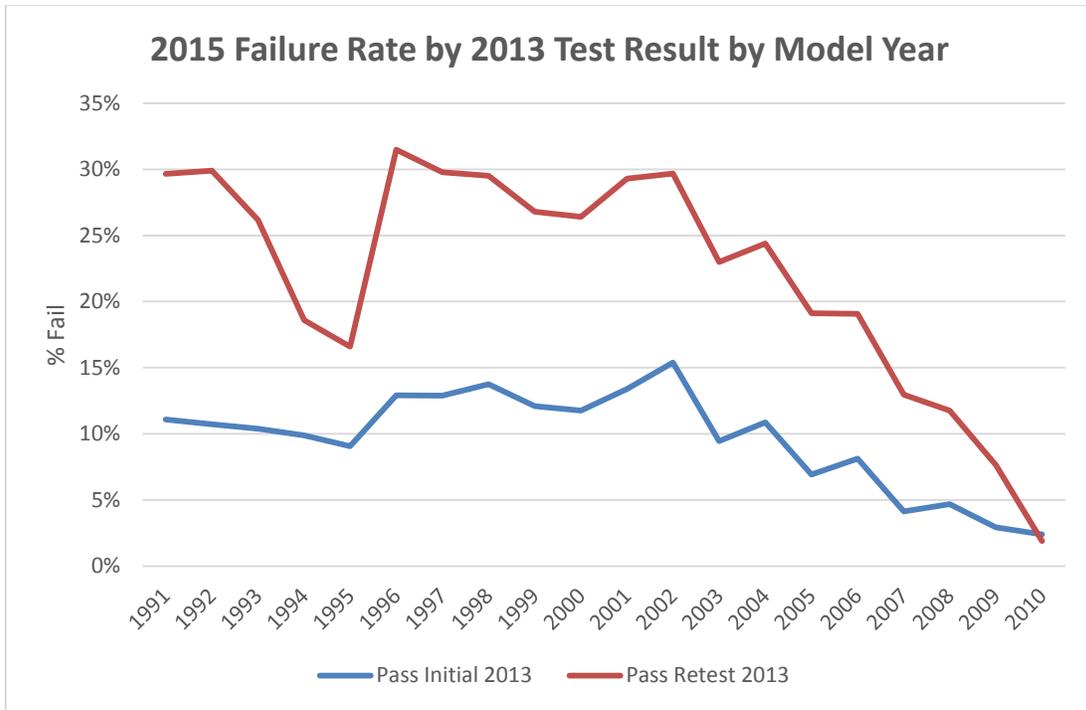
Since the ASM2525 test allows a quantification of emissions levels that the other test procedures do not provide, emissions data from vehicles that had received these tests were evaluated to project how much emissions increased over the two year cycle.

Average ASM2525 emission rates (overall and by model year) for 1995 and older models in 2013 and 2015 were calculated for vehicles for the following groups:

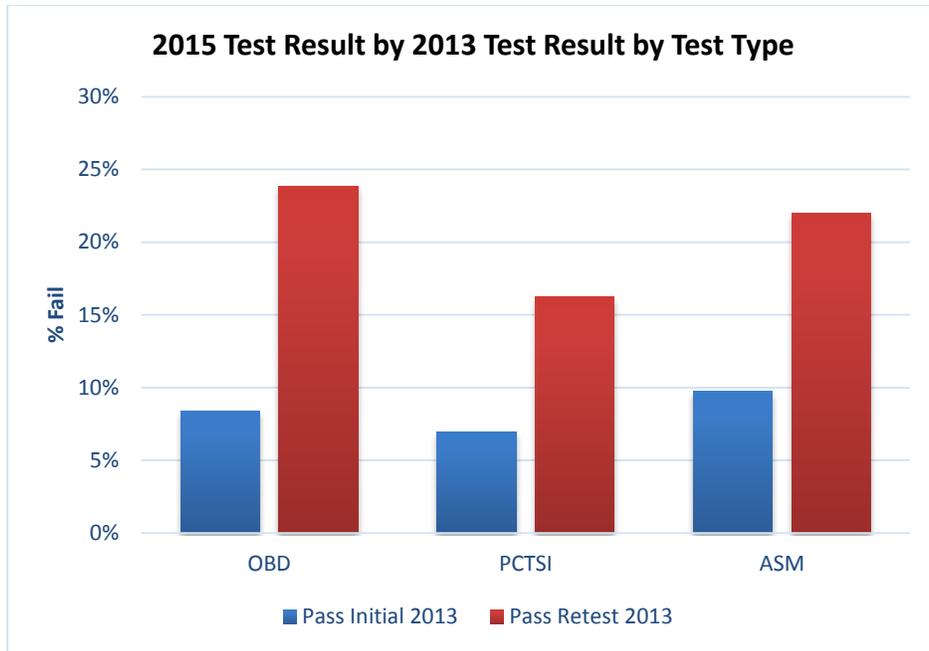
- Passed initial test in 2013; or
- Failed initial test but passed retest in 2013.

Emissions were significantly higher two years later for vehicles that failed and were repaired to pass in 2013. HC emissions were 33% higher in 2015 for vehicles that failed and were repaired to pass in 2013; NOx emissions were 28% higher in 2015 for this group. On the other hand, vehicles that passed their initial test in 2013 saw minimal increases in emissions in 2015, which indicates that they were capable of maintaining good control over emissions despite their age. HC emissions were 14% higher in 2015 for vehicles that passed their initial test in 2013; NOx emissions were 7% higher in 2015 for this group.

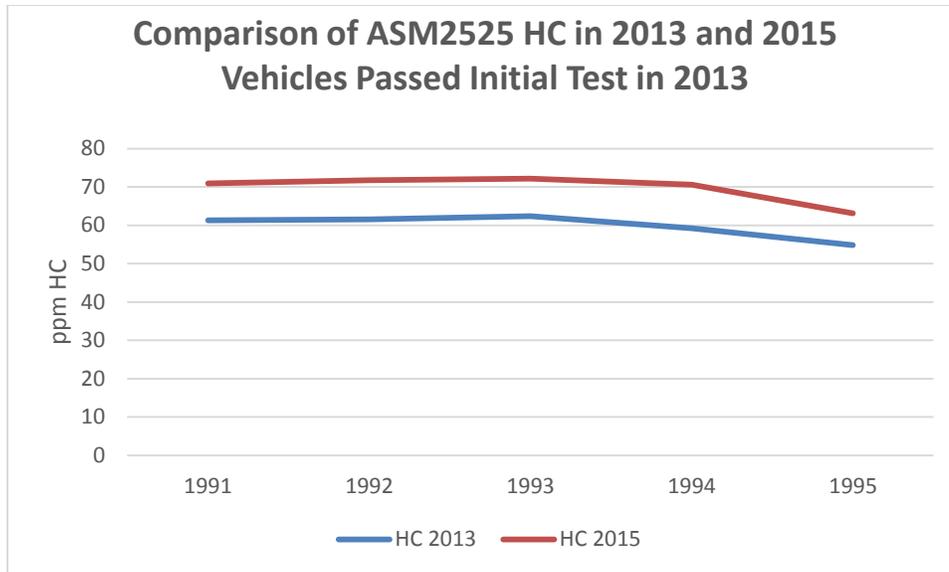
Conclusion: The high failure rates and emissions levels in 2015 for vehicles that failed and were repaired to pass in 2013 may be due to several factors, including that some vehicles are more prone to be high emitters, even after they are repaired. The higher emissions and failure rates for previous failures may also indicate that repair quality can be significantly improved, but an evaluation of this was not possible since the data on who conducted the repairs in 2013, i.e., Certified Repairers, non-certified repairers, or self-repairs by the motorist were not available. The charts that follow have details on this analysis.



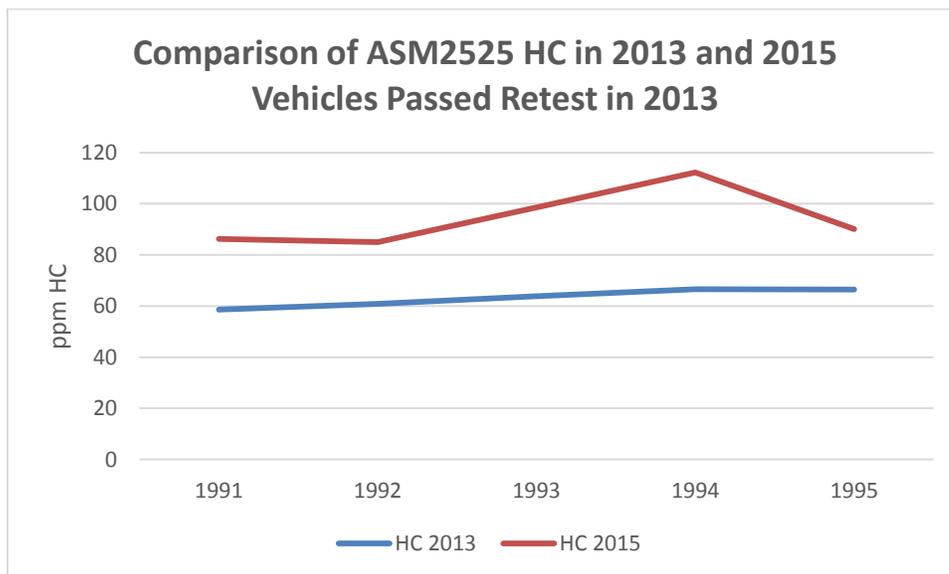
This chart shows failure rates by model year in 2015 for vehicles that passed in 2013. Failure rates in 2015 are compared for two groups of vehicles: 1) vehicles that passed their initial test in 2013 and 2) vehicles that failed and were repaired to pass in 2013. The second group had much higher failure rates in 2015, indicating that these vehicles may be more prone to failing I/M inspections.



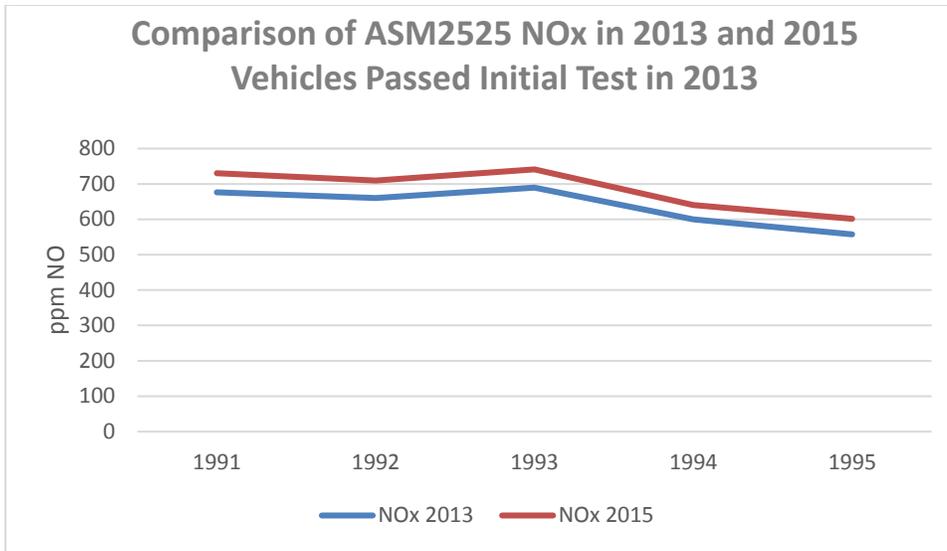
This chart shows failure rates by inspection type in 2015 for vehicles that passed in 2013. Failure rates in 2015 are compared for two groups of vehicles: 1) vehicles that passed their initial test in 2013 and 2) vehicles that failed and were repaired to pass in 2013. The second group had much higher failure rates in 2015 for all inspection types indicating that these vehicles may be more prone to failing I/M inspections. There were not enough observations to do a comparison for diesel powered vehicles receiving Modified Snap Idle (MSA) or Loaded Mode Diesel (LMD) tests.



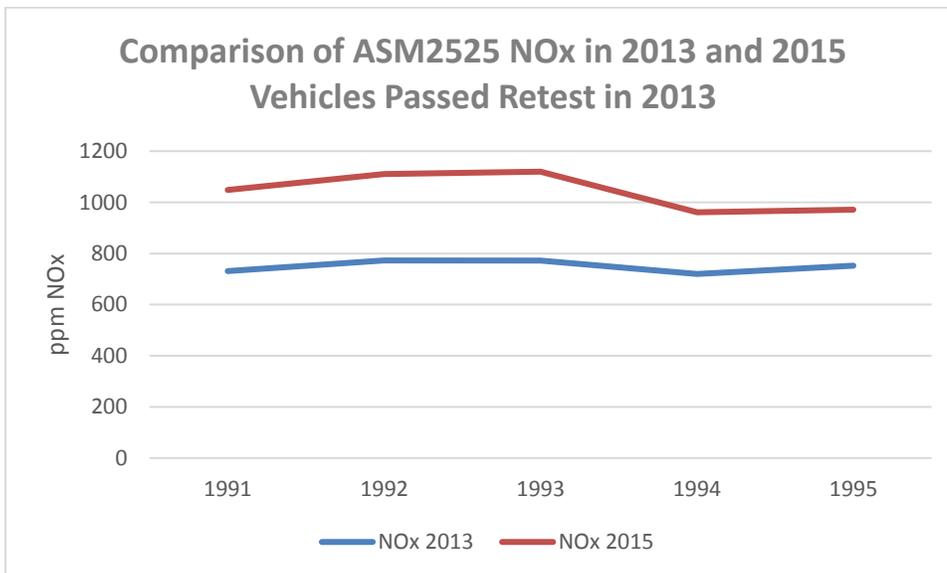
This chart shows average HC emissions by model year in 2013 and 2015 for vehicles that passed their initial test in 2013. Emissions increase slightly from 2013 to 2015. This indicates that many older vehicles can maintain low emissions levels.



This chart shows average HC emissions by model year in 2013 and 2015 for vehicles that passed their retest in 2013. Emissions increase significantly from 2013 to 2015. This may indicate that many repairs may not have fully addressed the emissions problem in any given vehicle.



This chart shows average NOx emissions by model year in 2013 and 2015 for vehicles that passed their initial test in 2013. Emissions increase slightly from 2013 to 2015. This indicates that many older vehicles can maintain low emissions levels.



This chart shows average NOx emissions by model year in 2013 and 2015 for vehicles that passed their retest in 2013. Emissions increase significantly from 2013 to 2015. This may indicate that many repairs may not have fully addressed the emissions problem in any given vehicle.

8.0 Program Enhancements

DEEP and DMV evaluate Connecticut's I/M program to ensure that it continues to operate accurately and effectively while assuring air quality benefits are achieved. In 2011, DMV executed a new contract to upgrade the I/M program. The new program continues to perform tailpipe tests on pre-1996 vehicles, which do not have OBDII systems. This will maintain the air quality benefits necessary to meet Clean Air Act requirements and statutory requirements.

The new contract required upgraded inspection equipment. A new type of bench, which is known to be more reliable, was utilized. This change helped to resolve the high rate of equipment (gas) auditing failures. The OBDII interface has much lower no-communication rates than the old interface. Another significant improvement is that the vendor now supplies the vehicles for covert auditing, while DMV staff continues to conduct the audits.

Program Enhancements in 2014 and 2015

In 2014, additional enhancements were made in the following areas:

1. Cleaned-up the Certified Inspector (CTI) records in the Electronic Data-Base Management System (EDBMS): For various reasons, over the years, there were inspectors that should have been deactivated, locked-out, and unassigned from stations but instead remained in the EDBMS. To ensure that only currently certified CTIs test, the list of active CTIs in the EDBMS was reviewed and updated in 2014. This reduced the numbers of CTIs from 2,685 in 2013 to 1,449 in 2014. Furthermore, DMV took the following additional steps to ensure that the list remains as up to date as possible:
 - a. All test stations were contacted, and asked to verify their currently employed CTIs, and the EDBMS was updated, accordingly.
 - b. Based upon this change in policy, a monthly query is now run that identifies CTIs that have not performed tests in the last six months, or more. Once these individuals are identified, the CTI gets locked out, deactivated, and unassigned. At this juncture, the CTI would be required to attend a full eight hour training session, in order to resume testing.
 - c. Stations are now required to provide a staffing plan before any new training applications are processed. Any assigned inspectors not on the staffing plan will be locked out, deactivated, and unassigned.
2. Diversity Language Changes: DMV expanded efforts to inform stakeholders of its zero tolerance policy for any type of discrimination or inappropriate comments.
 - a. The DMV added a diversity section to the CTI and recertification training classes. This issue was merged into the state portion of the class, and is taught by DMV personnel. This new section explains zero tolerance, within any aspect of the emissions program, for any type of discrimination, including but not limited to race, gender, creed, color, sexual orientation, or any other type of discrimination.

3. New Emissions Database Management System (EDBMS): During 2014, DMV worked with a consultant to develop specifications for the new EDBMS:
 - a. DMV began developing the new EDBMS with the new EDBMS vendor (Applus) and began preparing to transition from the old vendor.
 - b. DMV initiated the integration of the Connecticut Integrated Vehicle and Licensing System (CIVLS), which is the new upgraded computer system that will be used by DMV for licensing and registration, into the EDBMS
4. Improved Auditing Procedures:
 - a. The calibration gas manufacturer should provide a certification label to DMV/Applus with cylinder gas concentrations, date of certification, test method by which all values were generated and expiration date. This will eliminate the problem of DMV purchasing expired or close to expired gases.
 - b. In 2014, DMV revised the Emission Test Monitoring Report (ETMR). The revised ETMR now requires a station manager's signature, requires the agent to record the expiration dates of all calibration gas cylinders that are in use, and instructs the agent to observe only one emissions test, if available, before proceeding to the next station.
5. Analyzer Upgrades: The following analyzer upgrades were made in 2014:
 - a. To ensure that an accurate engine temperature is recorded during inspections, a software change was implemented in the Connecticut Decentralized Analyzer System (CDAS). This change prevents ASM, TSI, and opacity tests from going forward if the recorded engine temperature exceeds 250°F.
 - b. During PCTSI and opacity tests, Applus added a screen prompt for the CTI to use the cooling fan when the ambient temperature exceed 70 degrees. Previously, this prompt only appeared during ASM tests.
 - c. Preventative maintenance on CDAS was enhanced:
 - i. DMV now accesses a new enhanced Work Order database. This practice enhances DMV oversight of program repair and maintenance. A review of the work order database in 2014 brought about a service campaign of the roller stop brake pads for all of the Mustang Dynamometers used in the program.
 - ii. DMV now directly communicates with the manufacturers of equipment used in the program to ensure product reliability and conformance to the manufacturers' maintenance requirements and repair procedures.
 - iii. In 2014, DMV introduced an improved OBDII testing cable. This provided an increase in the reliability for OBDII Tests by helping to eliminate no-communication events.

d. DMV initiated the process to incorporate the California Data Acquisition Device (DAD) into CDAS units.

- i. This device will improve analyzer to vehicle communication and will allow for the analyzer to perform a calibration before each OBDII test. The device is already installed in all CDAS units, testing the software is complete.
- ii. There are several major benefits of switching to the DAD, including improved internal and external self-checks. The self-check performed by the analyzer will be able to quickly identify a bad OBDII cable. In addition to the improved cable integrity, the DAD will offer faster interrogation with vehicle OBDII systems resulting in quicker tests and offers more accurate collection of Mode/PID data and various combinations. The firmware in the DAD will also be upgradable; therefore if a problematic vehicle is identified, updates can occur without doing a full analyzer software change and Acceptance Test Plan.
- iii. Software was designed to work with both the current Multiplex and future DAD modules. In anticipation of releasing the software, the DAD hardware components have been installed on the all the analyzers.
- iv. Chevrolet Volts now are being successfully tested by CDAS.

6. Changes to waiver procedure: Now motorists must send in their repair data forms before an agent meets them out in the field. The prior procedure was to verify over the phone that the paperwork such as such as failed emissions tests, repair receipts for qualifying repairs, and a repair data form signed by the certified repairer meets all waiver requirements. Then, a Motor Vehicle Agent would meet the customer, verify paperwork, inspect the vehicle, and issue or deny the waiver. Sometimes the motorist would not bring all, or in some cases, any paperwork, therefore, the system was put in place for the vehicle owner to submit all paperwork prior to the inspection. Once office personnel verify that all documentation indicates that the vehicle may qualify for a waiver, an appointment is made and the physical inspection of the vehicle is done. This eliminates cases where field staff meets motorists only to find out that not all required items were brought for inspection. Additionally, motorists still have the option to visit the DMV headquarters in Wethersfield to apply for a waiver in person.

7. CTI Recertification: CTI recertification is now automated, and the CTI can now take the recertification pre-entrance exam on any PC including the emissions analyzer itself.

8. Reducing Failure Rates: There are many efforts underway to decrease failure rates in CT and they are as follows:

- a. Incorporating DAD as discussed above will reduce failures due to no communication between CDAS and the vehicle's OBDII system.

- b. New Temperature Gun: An emissions test cannot continue if the recorded engine temperature exceeds 250°F. Prior to the change, some engine temperature readings exceeded 250°F with some as high as the maximum of 999°F. Most of the excessive readings were due to the location where the CTI was aiming the IR temp gun. However, some of the 999°F readings were also due to errors resulting from a low battery in the temperature gun.
- c. Repair Effectiveness Index (REI) – In 2014, Applus initiated development of the REI. DMV received a demonstration of some of the features of the new REI. The REI will help motorists get their vehicles repaired at stations that have proven track records.
- d. Automotive Service Excellence (ASE) certification and manufacturer trained technicians will be able to become Certified Emissions Repair Technicians (CERTS). Repairs by ASE certified repair and certain manufacturer trained technicians will be accepted as qualifying repairs towards cost waiver qualifications. This change should improve repair quality and reduce failure rates during the next inspection cycle.

In 2015, DMV's primary focus was on implementing a new vehicle registration and inspection database termed CIVLS. One of the goals of CIVLS is to streamline the handling of data transfers between the I/M and vehicle registration databases. Other enhancements in 2015 include:

1. In March 2015, Geographic Positioning Systems (GPS) were installed in overt and Q/A audit vehicles to improve upon and more efficiently monitor and manage the auditing process.
2. Applus completed in the installation of DAD devices in the analyzers (CDAS). This allowed the analyzers to communicate with Chevrolet Volts and other models that previously had to be exempted, because of communication issues.
3. Applus completed the replacement of fleet inspection systems.
4. Applus continued development of the Repair Effectiveness Index (REI). Applus planned to implement the REI after the implementation of the new the emissions database. However, because of the delays with DMV's CIVLS project, REI completion was pushed to 2016. In 2016, Applus plans the following activities related to the REI:
 - a. Move to a required online form that will be completed via the CIVLS. All CERTs will be required to use the online form and will no longer use the paper based form. This is currently under development.
 - b. The lane software will be modified to accommodate the online form and the REI score on the Certified Emissions Repair Facility (CERF) list provided by the analyzer for motorists.
 - c. The program website will be modify to accommodate the report card.
 - d. An outreach plan will be developed to announce the changes to the repair

industry.

- e. It is hoped that the improved tracking of repairs and the REI will improve repair quality and reduce the high failure rate at the next inspection for vehicles that are repaired, as discussed in Section 7.

Review of EPA Requirements for Biennial Report

EPA's regulations specifically require that the biennial report include the following information:

1. Any changes made in program design, funding, personnel levels, procedures, regulations, and legal authority, with detailed discussion and evaluation of the impact on the program of all such changes.

In 2014 and 2015, Connecticut implemented numerous enhancements to its I/M program that were described above. Overall, there were no significant changes in program design, funding, personnel levels, procedures, regulations, and legal authority.

2. Any weaknesses or problems identified in the program within the two-year reporting period, what steps have already been taken to correct those problems, the results of those steps, and any future efforts planned.

The implementation of the new vehicle and inspection database, CIVLS, has resulted in delays in sending out late fee notices and providing some of the reports, most noticeably the results of registration audits. DMV expects to resolve these reporting issues in 2016.

9.0 Conclusions

Key conclusions from this analysis:

- ❖ Connecticut actively investigates non-compliance and assesses fines for late inspections. In 2015, 100,904 fines were assessed for late inspections. Linking registration to compliance in addition to late inspection fines contribute to Connecticut's very high compliance rate, greater than 99%. The enforcement of Connecticut's I/M program exceeds the enforcement levels assumed in emissions modeling for the Connecticut SIP.
- ❖ Connecticut is failing the expected number of vehicles. Overall, 10% of the vehicles tested failed inspection in 2014 and 2015.
- ❖ Connecticut conducts extensive compliance assurance and enforcement activities on the I/M program. Evaluation of quality assurance and inspection data demonstrates that the program performs accurate inspections with minimal fraud. Based upon an independent analysis of potential fraud in Connecticut and other states, Connecticut is a national model for enforcement activities.
- ❖ Connecticut's I/M contract is designed to ensure the I/M program continues to effectively achieve the expected air quality benefits. DMV and its contractor, Applus, seek to continually improve procedures and protocols related to all aspects of the I/M program.

Appendix A

EPA Checklist

Appendix A:
40 CFR Part 51 - Subpart S Inspection/Maintenance Program Requirements
51.366 - Data Analysis and Reporting Requirements

<u>Reporting Requirement</u>	<u>Reviewer Comments / Location in State Report</u>	<u>Has the State Met the Requirement?</u>
<p>(a) <u>Test Data Report</u></p> <p>The program shall submit to EPA by July of each year a report providing basic statistics on the testing program for January through December of the previous year, including:</p>		
<p>(1) The number of vehicles tested by model year and vehicle type;</p>		
<p>(2) By model year and vehicle type, the number and percentage of vehicles:</p>		
<p>(i) Failing initially, per test type;</p>		
<p>(ii) Failing the first retest per test type;</p>		
<p>(iii) Passing the first retest per test type;</p>		

<u>Reporting Requirement</u>	<u>Reviewer Comments / Location in State Report</u>	<u>Has the State Met the Requirement?</u>
(iv) Initially failed vehicles passing the second or subsequent retest per test type;		
(v) Initially failed vehicles receiving a waiver; and		
(vi) Vehicles with no known final outcome (regardless of reason). (vii)-(x) [Reserved]		
(xi) Passing the on-board diagnostic check;		
(xii) Failing the on-board diagnostic check;		
(xiii) Failing the on-board diagnostic check and passing the tailpipe test (if applicable);		
(xiv) Failing the on-board diagnostic check and failing the tailpipe test (if applicable);		
(xv) Passing the on-board diagnostic check and failing the I/M gas cap evaporative system test (if applicable);		
(xvi) Failing the on-board diagnostic check and passing the I/M gas cap evaporative system test (if applicable);		

<u>Reporting Requirement</u>	<u>Reviewer Comments / Location in State Report</u>	<u>Has the State Met the Requirement?</u>
(xvii) Passing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);		
(xviii) Failing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);		
(xix) MIL is commanded on and no codes are stored;		
(xx) MIL is not commanded on and codes are stored;		
(xxi) MIL is commanded on and codes are stored;		
(xxii) MIL is not commanded on and codes are not stored;		
(xxiii) Readiness status indicates that the evaluation is not complete for any module supported by on-board diagnostic systems;		
(3) The initial test volume by model year and test station;		
(4) The initial test failure rate by model year and test station; and		

<u>Reporting Requirement</u>	<u>Reviewer Comments / Location in State Report</u>	<u>Has the State Met the Requirement?</u>
(5) The average increase or decrease in tailpipe emission levels for HC, CO, and NOX (if applicable) after repairs by model year and vehicle type for vehicles receiving a mass emissions test.		
(b) <u>Quality assurance report.</u> The program shall submit to EPA by July of each year a report providing basic statistics on the quality assurance program for January through December of the previous year, including:		
(1) The number of inspection stations and lanes:		
(i) Operating throughout the year; and		
(2) The number of inspection stations and lanes operating throughout the year:		
(i) Receiving overt performance audits in the year;		
(ii) Not receiving overt performance audits in the year;		
(iii) Receiving covert performance audits in the year;		

<u>Reporting Requirement</u>	<u>Reviewer Comments / Location in State Report</u>	<u>Has the State Met the Requirement?</u>
(iv) Not receiving covert performance audits in the year; and		
(v) That have been shut down as a result of overt performance audits;		
(3) The number of covert audits:		
(i) Conducted with the vehicle set to fail per test type;		
(ii) Conducted with the vehicle set to fail any combination of two or more test types;		
(iii) Resulting in a false pass per test type;		
(iv) Resulting in a false pass for any combination of two or more test types;		
(4) The number of inspectors and stations:		
(i) That were suspended, fired, or otherwise prohibited from testing as a result of covert audits;		
(ii) That were suspended, fired, or otherwise prohibited from testing for other causes; and		

<u>Reporting Requirement</u>	<u>Reviewer Comments / Location in State Report</u>	<u>Has the State Met the Requirement?</u>
(iii) That received fines;		
(5) The number of inspectors licensed or certified to conduct testing;		
(6) The number of hearings:		
(i) Held to consider adverse actions against inspectors and stations; and		
(ii) Resulting in adverse actions against inspectors and stations;		
(7) The total amount collected in fines from inspectors and stations by type of violation;		
(8) The total number of covert vehicles available for undercover audits over the year; and		
(9) The number of covert auditors available for undercover audits.		

<u>Reporting Requirement</u>	<u>Reviewer Comments / Location in State Report</u>	<u>Has the State Met the Requirement?</u>
<p><u>(c) Quality control report</u></p> <p>The program shall submit to EPA by July of each year a report providing basic statistics on the quality control program for January through December of the previous year, including:</p>		
<p>(1) The number of emission testing sites and lanes in use in the program;</p>		
<p>(2) The number of equipment audits by station and lane;</p>		
<p>(3) The number and percentage of stations that have failed equipment audits; and</p>		
<p>(4) Number and percentage of stations and lanes shut down as a result of equipment audits.</p>		

<u>Reporting Requirement</u>	<u>Reviewer Comments / Location in State Report</u>	<u>Has the State Met the Requirement?</u>
<p>(d) <u>Enforcement report.</u></p> <p>(1) All varieties of enforcement programs shall, at a minimum, submit to EPA by July of each year a report providing basic statistics on the enforcement program for January through December of the previous year, including:</p>		
<p>(i) An estimate of the number of vehicles subject to the inspection program, including the results of an analysis of the registration data base;</p>		
<p>(ii) The percentage of motorist compliance based upon a comparison of the number of valid final tests with the number of subject vehicles;</p>		
<p>(iii) The total number of compliance documents issued to inspection stations;</p>		
<p>(iv) The number of missing compliance documents;</p>		
<p>(v) The number of time extensions and other exemptions granted to motorists; and</p>		

<u>Reporting Requirement</u>	<u>Reviewer Comments / Location in State Report</u>	<u>Has the State Met the Requirement?</u>
(vi) The number of compliance surveys conducted, number of vehicles surveyed in each, and the compliance rates found.		
(2) Registration denial based enforcement programs shall provide the following additional information:		
(i) A report of the program's efforts and actions to prevent motorists from falsely registering vehicles out of the program area or falsely changing fuel type or weight class on the vehicle registration, and the results of special studies to investigate the frequency of such activity; and		
(ii) The number of registration file audits, number of registrations reviewed, and compliance rates found in such audits.		
(3) Computer-matching based enforcement programs shall provide the following additional information:		
(i) The number and percentage of subject vehicles that were tested by the initial deadline, and by other milestones in the cycle;		

<u>Reporting Requirement</u>	<u>Reviewer Comments / Location in State Report</u>	<u>Has the State Met the Requirement?</u>
(ii) A report on the program's efforts to detect and enforce against motorists falsely changing vehicle classifications to circumvent program requirements, and the frequency of this type of activity; and		
(iii) The number of enforcement system audits, and the error rate found during those audits.		
(4) Sticker-based enforcement systems shall provide the following additional information:		
(i) A report on the program's efforts to prevent, detect, and enforce against sticker theft and counterfeiting, and the frequency of this type of activity;		
(ii) A report on the program's efforts to detect and enforce against motorists falsely changing vehicle classifications to circumvent program requirements, and the frequency of this type of activity; and		
(iii) The number of parking lot sticker audits conducted, the number of vehicles surveyed in each, and the noncompliance rate found during those audits.		

<u>Reporting Requirement</u>	<u>Reviewer Comments / Location in State Report</u>	<u>Has the State Met the Requirement?</u>
<p>(e) <u>Additional reporting requirements.</u></p> <p>In addition to the annual reports in paragraphs (a) through (d) of this section, programs shall submit to EPA by July of every other year, biennial reports addressing:</p>		
<p>(1) Any changes made in program design, funding, personnel levels, procedures, regulations, and legal authority, with detailed discussion and evaluation of the impact on the program of all such changes; and</p>		
<p>(2) Any weaknesses or problems identified in the program within the two-year reporting period, what steps have already been taken to correct those problems, the results of those steps, and any future efforts planned.</p>		

Appendix B
2015 CT I/M Program Data

**Appendix B
2015 CT I/M Program Data**

Table of Contents

Test Data Report

Table (a) (1). Number of Vehicles Tested by Model Year and Vehicle Type Includes Initial Tests and Retests 1

Table (a) (2) (i). Initial Test Results 3

Table (a) (2) (ii, iii). First Retest Results 11

Table (a) (2) (iv). Second and Later Retest Results 14

Table (a) (2) (v). Waivers Issued..... 16

Table (a) (2) (vi). Vehicles with No Final Pass..... 17

Table (a) (2) (xi, xii). Passing and Failing OBDII Tests 19

Table (a) (2) (xix, xxi, xxii). # Fail for MIL Commanded On 20

Table (a) (2) (xix, xxi, xxii). % Fail for MIL Commanded On 21

Table (a) (2) (xxiii). # and % Not Ready..... 22

Table (a) (3 & 4). # of Tests by Station, % Fail By Station 23

Quality Assurance Report

Table (b) (1) & (2) (i, ii, & v). Quality Assurance 125

Table (b) (2) (v). Results of Equipment Audit 125

Table (b) (2) (iii, iv) & (3, 8, 9). Quality Assurance – Covert Audits 125

Table (b) (4) (i & ii). Quality Assurance -- Suspensions 125

Table (b) (5). Quality Assurance – Station Count 125

Table (d) (1) (v). # of time extensions and exemptions granted to motorists 125

Table (d) (3) (i). # and % of subject vehicles that were tested by the initial deadline 125

Quality Control Report

Table (c) (1,2,3 & 4)..... 126

Enforcement Report

Enforcement Report: (d) (1) (i & ii), (2), & (3) (ii & iii)..... 134

Table (a) (1)**Number of Vehicles Tested by Model Year and Vehicle Type
(Network Testing)
Includes Initial Tests and Retests**

Model Year	Passenger Car (P)	Truck (T)	Total
1991	2,968	1,195	4,163
1992	4,074	1,735	5,809
1993	5,297	2,800	8,097
1994	6,717	4,741	11,458
1995	9,774	6,582	16,356
1996	10,407	7,198	17,605
1997	15,858	11,693	27,551
1998	18,711	13,361	32,072
1999	25,881	19,313	45,194
2000	39,788	27,308	67,096
2001	42,074	30,097	72,171
2002	28,827	23,361	52,188
2003	51,028	45,492	96,520
2004	28,339	31,411	59,750
2005	56,193	55,925	112,118
2006	29,582	27,105	56,687
2007	61,168	51,812	112,980
2008	27,578	24,428	52,006
2009	52,129	34,098	86,227
2010	23,477	15,127	38,604
2011	57,443	53,562	111,005
2012	2,223	1,205	3,428
Grand Total	599,536	489,549	1,089,085

Table (a) (1)			
Number of Vehicles Tested by Model Year and Vehicle Type (Fleet Testing)			
Includes Initial Tests and Retests			
Model Year	Passenger Car (P)	Truck (T)	Total
1991	0	1	1
1992	1	1	2
1993	0	1	1
1995	1	0	1
1996	1	0	1
1997	18	2	20
1998	5	0	5
1999	57	26	83
2000	118	67	185
2001	15	52	67
2002	10	26	36
2003	4	10	14
2004	5	29	34
2005	11	5	16
2006	49	204	253
2007	79	85	164
2008	332	416	748
2009	9	37	46
Grand Total	715	962	1,677

Table (a) (2)(i). Initial Test Results (Network Testing)

Note: If vehicles of a certain model year are not tested, the row will not be listed

Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	
OBD Gasoline	P	1996	1,570	7,495	9,065	17.3%	
		1997	2,387	11,295	13,682	17.4%	
		1998	2,890	13,191	16,081	18.0%	
		1999	3,699	18,717	22,416	16.5%	
		2000	5,521	29,346	34,867	15.8%	
		2001	6,582	29,778	36,360	18.1%	
		2002	4,869	19,303	24,172	20.1%	
		2003	5,645	40,114	45,759	12.3%	
		2004	3,513	21,408	24,921	14.1%	
		2005	4,488	46,509	50,997	8.8%	
		2006	2,757	23,815	26,572	10.4%	
		2007	2,858	53,846	56,704	5.0%	
		2008	1,478	23,942	25,420	5.8%	
		2009	1,700	46,997	48,697	3.5%	
		2010	790	20,543	21,333	3.7%	
	2011	1,469	52,500	53,969	2.7%		
	2012	179	1,834	2,013	8.9%		
	P Total			52,395	460,633	513,028	10.2%
	T	1996	955	4,382	5,337	17.9%	
		1997	1,556	7,025	8,581	18.1%	
		1998	2,007	8,540	10,547	19.0%	
		1999	2,418	12,498	14,916	16.2%	
		2000	3,376	18,095	21,471	15.7%	
		2001	4,448	18,356	22,804	19.5%	
		2002	3,467	14,226	17,693	19.6%	
		2003	4,652	32,197	36,849	12.6%	
		2004	3,385	21,978	25,363	13.3%	
		2005	4,366	43,669	48,035	9.1%	
		2006	2,198	20,070	22,268	9.9%	
		2007	2,643	43,251	45,894	5.8%	
		2008	1,310	20,127	21,437	6.1%	
		2009	1,152	29,858	31,010	3.7%	
		2010	626	13,166	13,792	4.5%	
2011	1,239	47,798	49,037	2.5%			
2012	79	1,020	1,099	7.2%			
T Total			39,877	356,256	396,133	10.1%	
OBD Gasoline Total			92,272	816,889	909,161	10.1%	

Table (a) (2)(i). Initial Test Results (Network Testing)

Note: If vehicles of a certain model year are not tested, the row will not be listed

Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	
OBD Diesel	P	1997	5	43	48	10.4%	
		1998	13	69	82	15.9%	
		1999	12	111	123	9.8%	
		2000	17	169	186	9.1%	
		2001	11	143	154	7.1%	
		2002	16	120	136	11.8%	
		2003	24	229	253	9.5%	
		2004	12	91	103	11.7%	
		2005	25	312	337	7.4%	
		2006	5	183	188	2.7%	
		2007	3	36	39	7.7%	
		2008	0	5	5	0.0%	
		2009	85	605	690	12.3%	
		2010	56	252	308	18.2%	
		2011	90	818	908	9.9%	
	2012	1	19	20	5.0%		
	P Total			375	3,205	3,580	10.5%
	T	1997	3	2	5	41.7%	
		1998	3	8	11	25.0%	
		1999	0	8	8	0.0%	
		2000	1	0	1	0.0%	
		2001				0.0%	
		2003	0	4	4	0.0%	
		2004	0	2	2	0.0%	
		2005	5	40	45	20.0%	
		2006	4	25	29	5.3%	
		2007	3	70	73	8.8%	
2008		2	21	23	5.6%		
2009		15	89	104	10.7%		
2010		14	61	75	9.1%		
2011		44	225	269	17.6%		
2012		1	2	3	25.9%		
T Total			95	557	652	14.6%	
OBD Diesel Total			470	3,762	4,232	11.1%	

Table (a) (2)(i). Initial Test Results (Network Testing)

Note: If vehicles of a certain model year are not tested, the row will not be listed

Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	
OBD Hybrid	P	1999	1	0	1	100.0%	
		2000	2	22	24	8.3%	
		2001	13	60	73	17.8%	
		2002	9	49	58	15.5%	
		2003	43	168	211	20.4%	
		2004	21	164	185	11.4%	
		2005	64	874	938	6.8%	
		2006	25	302	327	7.6%	
		2007	54	1906	1960	2.8%	
		2008	33	738	771	4.3%	
		2009	29	1133	1162	2.5%	
		2010	22	955	977	2.3%	
		2011	19	1192	1211	1.6%	
	2012	3	42	45	6.7%		
	P Total			338	7,605	7,943	4.3%
	T	2002	1	0	1	100.0%	
		2005	2	66	68	2.9%	
		2006	7	316	323	2.2%	
		2007	0	135	135	0.0%	
		2008	0	3	3	0.0%	
		2009	43	1578	1621	2.7%	
2010		4	128	132	3.0%		
2011		0	135	135	0.0%		
2012	0	3	3	0.0%			
T Total			43	1,578	1,621	2.7%	
OBD Hybrid Total			381	9,183	9,564	4.0%	

Table (a) (2)(i). Initial Test Results (Network Testing)

Note: If vehicles of a certain model year are not tested, the row will not be listed

Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	
PCTSI	P	1991	33	115	148	22.3%	
		1992	38	186	224	17.0%	
		1993	48	365	413	11.6%	
		1994	87	460	547	15.9%	
		1995	105	783	888	11.8%	
		1997	0	1	1	0.0%	
		1998	1	2	3	33.3%	
		1999	0	2	2	0.0%	
		2000	0	5	5	0.0%	
		2001	0	2	2	0.0%	
		2002	0	1	1	0.0%	
		2003	0	5	5	0.0%	
		2004	0	2	2	0.0%	
		2005	0	5	5	0.0%	
		2006	0	4	4	0.0%	
		2007	0	3	3	0.0%	
		2008	0	4	4	0.0%	
	2009	1	16	17	5.9%		
	2011	0	1	1	0.0%		
	P Total			313	1,962	2,275	13.8%
	T	1991	25	96	121	20.7%	
		1992	30	117	147	20.4%	
		1993	61	268	329	18.5%	
		1994	110	570	680	16.2%	
		1995	182	947	1,129	16.1%	
		1996	111	379	490	22.7%	
		1997	152	708	860	17.7%	
		1998	86	498	584	14.7%	
		1999	151	1,083	1,234	12.2%	
		2000	206	1,661	1,867	11.0%	
		2001	162	2,084	2,246	7.2%	
		2002	95	1,375	1,470	6.5%	
		2003	241	2,913	3,154	7.6%	
2004		154	1,789	1,943	7.9%		
2005		153	2,692	2,845	5.4%		
2006		85	1,598	1,683	5.1%		
2007	71	2,261	2,332	3.0%			
2008	33	1,023	1,056	3.1%			
2009	49	1,436	1,485	3.3%			
2010	13	442	455	2.9%			
2011	67	2,366	2,433	2.8%			
2012	2	26	28	7.1%			
T Total			2,239	26,332	28,571	7.8%	
PCTSI Total			2,552	28,294	30,846	8.3%	

Table (a) (2)(i). Initial Test Results (Network Testing)

Note: If vehicles of a certain model year are not tested, the row will not be listed

Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	
ASM	P	1991	366	1,934	2,300	15.9%	
		1992	506	2,546	3,052	16.6%	
		1993	583	3,495	4,078	14.3%	
		1994	697	4,563	5,260	13.3%	
		1995	929	6,723	7,652	12.1%	
	P Total			3,081	19,261	22,342	13.8%
	T	1991	122	744	866	14.1%	
		1992	161	1,140	1,301	12.4%	
		1993	249	1,771	2,020	12.3%	
		1994	389	2,971	3,360	11.6%	
		1995	496	3,948	4,444	11.2%	
	T Total			1,417	10,574	11,991	11.8%
	ASM Total			4,498	29,835	34,333	13.1%

Table (a) (2)(i). Initial Test Results (Network Testing)

Note: If vehicles of a certain model year are not tested, the row will not be listed

Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	
MSA	P	1992	0	1	1	0.0%	
		1995	0	1	1	0.0%	
		1996	0	2	2	0.0%	
		2003	0	1	1	0.0%	
	P Total			0	5	5	0.0%
	T	1991	0	1	1	0.0%	
		1992	0	4	4	0.0%	
		1993	2	10	12	16.7%	
		1994	1	12	13	7.7%	
		1995	2	27	29	6.9%	
		1996	1	24	25	4.0%	
		1997	1	26	27	3.7%	
		1998	6	14	20	30.0%	
		1999	4	54	58	6.9%	
		2000	2	26	28	7.1%	
		2001	0	11	11	0.0%	
		2002	3	11	14	21.4%	
		2003	1	10	11	9.1%	
		2004	2	16	18	11.1%	
		2005	1	27	28	3.6%	
		2006	0	23	23	0.0%	
		2007	0	33	33	0.0%	
		2008	0	13	13	0.0%	
		2009	0	12	12	0.0%	
		2010	0	9	9	0.0%	
	2011	1	99	100	1.0%		
	2012	0	3	3	0.0%		
	T Total			27	465	492	5.5%
	MSA Total			27	470	497	5.4%

Table (a) (2)(i). Initial Test Results (Network Testing)

Note: If vehicles of a certain model year are not tested, the row will not be listed

Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	
LMD	P	1991	5	25	30	16.7%	
		1992	4	68	72	5.6%	
		1993	0	13	13	0.0%	
		1994	0	5	5	0.0%	
		1995	2	33	35	5.7%	
		1996	2	27	29	6.9%	
		1997	0	2	2	0.0%	
		1999	0	2	2	0.0%	
		2001	0	4	4	0.0%	
		2002	0	2	2	0.0%	
		2003	0	1	1	0.0%	
		2004	0	2	2	0.0%	
		2005	0	4	4	0.0%	
		2007	0	2	2	0.0%	
		2008	0	1	1	0.0%	
		2009	0	4	4	0.0%	
	P Total			13	195	208	6.3%
	T	1991	0	44	44	0.0%	
		1992	2	55	57	3.5%	
		1993	1	82	83	1.2%	
		1994	1	148	149	0.7%	
		1995	2	235	237	0.8%	
		1996	2	309	311	0.6%	
		1997	7	546	553	1.3%	
		1998	3	201	204	1.5%	
		1999	5	679	684	0.7%	
		2000	4	732	736	0.5%	
		2001	7	876	883	0.8%	
		2002	11	564	575	1.9%	
		2003	19	1054	1073	1.8%	
		2004	6	648	654	0.9%	
		2005	12	944	956	1.3%	
		2006	14	614	628	2.2%	
2007		7	736	743	0.9%		
2008	5	310	315	1.6%			
2009	1	185	186	0.5%			
2010	2	67	69	2.9%			
2011	4	454	458	0.9%			
2012	0	3	3	0.0%			
T Total			115	9,486	9,601	1.2%	
LMD Total			128	9,681	9,809	1.3%	
Grand Total*			100,328	898,114	998,442	10.0%	

Table (a)(2)(i) Initial Test Results (Fleet Testing)

Note: If vehicles of a certain model year are not tested, the row will not be listed

Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	%Fail	
OBD	P	1996	0	1	1	0.00%	
		1997	1	1	2	50.00%	
		1998	0	2	2	0.00%	
		1999	1	7	8	12.50%	
		2000	1	20	21	4.76%	
		2001	1	0	1	100.00%	
		2002	1	4	5	20.00%	
		2003	1	4	5	20.00%	
		2004	3	2	5	60.00%	
		2005	1	9	10	10.00%	
		2006	0	13	13	0.00%	
		2007	6	88	94	6.38%	
		2008	3	81	84	3.57%	
		2009	0	13	13	0.00%	
	Passenger OBD Total			19	245	264	7.20%
	T	1996	0	1	1	0.00%	
		1997	0	3	3	0.00%	
		1998	1	0	1	100.00%	
		1999	0	5	5	0.00%	
		2000	3	5	8	37.50%	
		2001	0	14	14	0.00%	
		2002	1	10	11	9.09%	
		2003	1	6	7	14.29%	
		2004	0	2	2	0.00%	
		2005	1	33	34	2.94%	
		2006	3	30	33	9.09%	
		2007	7	91	98	7.14%	
2008		3	63	66	4.55%		
2009	2	33	35	5.71%			
Truck OBD Total			22	296	318	6.92%	
Fleet OBD Total			41	541	582	7.04%	

Table (a)(2)(i) Initial Test Results (Fleet Testing)

Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	%Fail	
PCTSI	P	1995	0	2	2	0.00%	
		2007	0	1	1	0.00%	
	Passenger PCTSI Total			0	3	3	0.00%
	T	1994	1	0	1	100.00%	
		1995	0	2	2	0.00%	
		1999	0	2	2	0.00%	
		2003	0	1	1	0.00%	
		2005	0	1	1	0.00%	
		2006	0	1	1	0.00%	
		2007	0	6	6	0.00%	
2009	0	2	2	0.00%			
Truck PCTSI Total			1	15	16	6.25%	
Fleet PCTSI Total			1	18	19	5.26%	

Fleet Initial Test Totals (OBD & PCTSI)	42	559	601	6.99%
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Table (a) (2)(ii, iii). First Retest Results (Network Tests)

Note: If vehicles of a certain model year are not tested, the row will not be listed

Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	% Pass	
OBD Gasoline	P	1996	196	953	1,149	17.1%	82.9%	
		1997	305	1,577	1,882	16.2%	83.8%	
		1998	335	1,924	2,259	14.8%	85.2%	
		1999	431	2,536	2,967	14.5%	85.5%	
		2000	553	3,685	4,238	13.0%	87.0%	
		2001	602	4,374	4,976	12.1%	87.9%	
		2002	491	3,505	3,996	12.3%	87.7%	
		2003	393	4,032	4,425	8.9%	91.1%	
		2004	260	2,612	2,872	9.1%	90.9%	
		2005	251	3,367	3,618	6.9%	93.1%	
		2006	147	2,185	2,332	6.3%	93.7%	
		2007	120	2,204	2,324	5.2%	94.8%	
		2008	53	1,255	1,308	4.1%	95.9%	
		2009	44	1,393	1,437	3.1%	96.9%	
		2010	19	753	772	2.5%	97.5%	
		2011	16	1,232	1,248	1.3%	98.7%	
		2012	1	141	142	0.7%	99.3%	
	P Total			4,217	37,728	41,945	10.1%	89.9%
	T	1996	141	651	792	17.8%	82.2%	
		1997	209	1,065	1,274	16.4%	83.6%	
		1998	228	1,409	1,637	13.9%	86.1%	
		1999	276	1,691	1,967	14.0%	86.0%	
		2000	315	2,415	2,730	11.5%	88.5%	
		2001	426	3,144	3,570	11.9%	88.1%	
		2002	368	2,772	3,140	11.7%	88.3%	
		2003	345	3,492	3,837	9.0%	91.0%	
		2004	260	2,767	3,027	8.6%	91.4%	
		2005	221	3,343	3,564	6.2%	93.8%	
		2006	131	1,793	1,924	6.8%	93.2%	
		2007	115	2,034	2,149	5.4%	94.6%	
		2008	58	1,154	1,212	4.8%	95.2%	
		2009	23	910	933	2.5%	97.5%	
		2010	11	540	551	2.0%	98.0%	
2011		6	1,017	1,023	0.6%	99.4%		
2012	0	64	64	0.0%	100.0%			
T Total			3,133	30,261	33,394	9.4%	90.6%	
OBD Gasoline Total			7,350	67,989	75,339	9.8%	90.2%	
OBD Diesel Total (too few tests for vehicle type and model year breakout)			24	383	407	5.9%	94.1%	
OBD Hybrid Total (too few tests for vehicle type and model year breakout)			25	294	319	7.8%	92.2%	

Table (a) (2)(ii, iii). First Retest Results (Network Tests)

Note: If vehicles of a certain model year are not tested, the row will not be listed

Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	% Pass	
PCTSI	P	1991	6	21	27	22.2%	77.8%	
		1992	10	21	31	32.3%	67.7%	
		1993	9	31	40	22.5%	77.5%	
		1994	7	49	56	12.5%	87.5%	
		1995	16	85	101	15.8%	84.2%	
		2009	0	1	1	0.0%	100.0%	
	P Total			48	208	256	18.8%	81.3%
	T	1991	11	13	24	45.8%	54.2%	
		1992	7	26	33	21.2%	78.8%	
		1993	16	47	63	25.4%	74.6%	
		1994	19	84	103	18.4%	81.6%	
		1995	38	124	162	23.5%	76.5%	
		1996	15	78	93	16.1%	83.9%	
		1997	26	119	145	17.9%	82.1%	
		1998	11	71	82	13.4%	86.6%	
		1999	16	124	140	11.4%	88.6%	
		2000	13	170	183	7.1%	92.9%	
		2001	17	138	155	11.0%	89.0%	
		2002	16	85	101	15.8%	84.2%	
		2003	22	211	233	9.4%	90.6%	
		2004	11	149	160	6.9%	93.1%	
		2005	12	145	157	7.6%	92.4%	
		2006	14	74	88	15.9%	84.1%	
		2007	7	63	70	10.0%	90.0%	
	2008	2	30	32	6.3%	93.8%		
	2009	5	44	49	10.2%	89.8%		
	2010	1	11	12	8.3%	91.7%		
	2011	5	53	58	8.6%	91.4%		
	2012	0	1	1	0.0%	100.0%		
T Total			284	1,860	2,144	13.2%	86.8%	
PCTSI Total			332	2,068	2,400	13.8%	86.2%	
ASM		1991	89	215	304	29.3%	70.7%	
		1992	178	279	457	38.9%	61.1%	
		1993	182	311	493	36.9%	63.1%	
		1994	180	406	586	30.7%	69.3%	
		1995	221	533	754	29.3%	70.7%	
	P Total			850	1,744	2,594	32.8%	67.2%
		1991	21	81	102	20.6%	79.4%	
		1992	32	122	154	20.8%	79.2%	
		1993	41	187	228	18.0%	82.0%	
		1994	52	296	348	14.9%	85.1%	
		1995	56	405	461	12.1%	87.9%	
T Total			202	1,091	1,293	15.6%	84.4%	
ASM Total			1,052	2,835	3,887	27.1%	72.9%	
MSA Total (too few tests for vehicle type and model year breakout)			10	22	32	31.3%	68.8%	

Table (a) (2)(ii, iii). First Retest Results (Network Tests)

Note: If vehicles of a certain model year are not tested, the row will not be listed

Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	% Pass
LMD Diesel Total (too few tests for vehicle type and model year breakout)			10	80	90	11.1%	88.9%
Grand Total			8,803	73,671	82,474	10.7%	89.3%

Table (a) (2) (iv). Second and Later Retest Results (Network Tests)

Note: If vehicles of a certain model year are not tested, the row will not be listed

Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	% Pass	
OBD Gasoline	P	1996	59	103	162	36.4%	63.6%	
		1997	70	164	234	29.9%	70.1%	
		1998	87	187	274	31.8%	68.2%	
		1999	112	243	355	31.5%	68.5%	
		2000	139	313	452	30.8%	69.2%	
		2001	141	344	485	29.1%	70.9%	
		2002	117	313	430	27.2%	72.8%	
		2003	63	253	316	19.9%	80.1%	
		2004	54	168	222	24.3%	75.7%	
		2005	46	174	220	20.9%	79.1%	
		2006	33	100	133	24.8%	75.2%	
		2007	10	75	85	11.8%	88.2%	
		2008	6	33	39	15.4%	84.6%	
		2009	1	24	25	4.0%	96.0%	
		2010	3	10	13	23.1%	76.9%	
	2011	2	10	12	16.7%	83.3%		
	P Total			943	2,514	3,457	27.3%	72.7%
	T	1996	49	80	129	38.0%	62.0%	
		1997	68	132	200	34.0%	66.0%	
		1998	76	169	245	31.0%	69.0%	
		1999	81	198	279	29.0%	71.0%	
		2000	69	202	271	25.5%	74.5%	
		2001	135	266	401	33.7%	66.3%	
		2002	73	267	340	21.5%	78.5%	
		2003	65	224	289	22.5%	77.5%	
		2004	49	174	223	22.0%	78.0%	
		2005	33	166	199	16.6%	83.4%	
2006		19	79	98	19.4%	80.6%		
2007		10	75	85	11.8%	88.2%		
2008	4	31	35	11.4%	88.6%			
2009	3	19	22	13.6%	86.4%			
2010	0	6	6	0.0%	100.0%			
2011	0	6	6	0.0%	100.0%			
T Total			734	2,094	2,828	26.0%	74.0%	
OBD Gasoline Total			1,677	4,608	6,285	26.7%	73.3%	

Table (a) (2) (iv). Second and Later Retest Results (Network Tests)

Note: If vehicles of a certain model year are not tested, the row will not be listed

Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	% Pass	
OBD Diesel Total (too few tests for vehicle type and model year breakout)			6	16	22	27.3%	72.7%	
OBD Hybrid Total (too few tests for vehicle type and model year breakout)			4	10	14	28.6%	71.4%	
PCTSI Total (too few tests for vehicle type and model year breakout)			150	248	398	37.7%	62.3%	
		1991	84	59	143	58.7%	41.3%	
		1992	116	109	225	51.6%	48.4%	
		1993	120	126	246	48.8%	51.2%	
		1994	122	129	251	48.6%	51.4%	
		1995	163	166	329	49.5%	50.5%	
	P Total			605	589	1,194	50.7%	49.3%
			1991	10	14	24	41.7%	58.3%
			1992	10	22	32	31.3%	68.8%
			1993	20	27	47	42.6%	57.4%
			1994	23	37	60	38.3%	61.7%
			1995	24	39	63	38.1%	61.9%
	T Total			87	139	226	38.5%	61.5%
	ASM Total			692	728	1,420	48.7%	51.3%
	MSA Total (too few tests for vehicle type and model year breakout)			9	12	21	42.9%	57.1%
LMD Diesel Total (too few tests for vehicle type and model year breakout)			4	5	9	44.4%	55.6%	
Grand Total			2,542	5,627	8,169	31.1%	68.9%	

(a) (2) (v). Waivers Issued					
Model Year	Passenger Car (P)	Truck (T)	Total # of Waivers	# of Failed Vehicles	% of Failed Vehicles Receiving Waivers
1991	2	0	2	551	0.36%
1992	1	0	1	741	0.13%
1993	3	0	3	944	0.32%
1994	0	0	0	1285	0.00%
1995	2	2	4	1718	0.23%
1996	1	1	2	2641	0.08%
1997	3	3	6	4111	0.15%
1998	4	0	4	5009	0.08%
1999	4	1	5	6290	0.08%
2000	7	8	15	9129	0.16%
2001	10	11	21	11223	0.19%
2002	14	9	23	8471	0.27%
2003	14	9	23	10625	0.22%
2004	7	9	16	7093	0.23%
2005	10	12	22	9116	0.24%
2006	7	4	11	5095	0.22%
2007	3	7	10	5650	0.18%
2008	3	3	6	2871	0.21%
2009	1	0	1	3040	0.03%
2010	0	0	0	1527	0.00%
2011	2	0	2	2933	0.00%
2012	0	0	0	265	0.00%
Total	98	79	177	100,328	0.18%

Table (a) (2)(vi). Vehicles with No Final Pass

Vehicle Type	Model Year	# of Initial Tests	Fail Initial Test	Pass 1st Retest	Pass 2nd+ Retest	Total # that Pass After Fail	# That do not Pass *	% No Final Pass *	% No Final Pass as % of Fails
P	1991	2,478	360	239	67	306	54	2.2%	15.0%
	1992	3,349	548	300	114	414	134	4.0%	24.5%
	1993	4,504	631	342	134	476	155	3.4%	24.6%
	1994	5,812	784	455	134	589	195	3.4%	24.9%
	1995	8,576	1,036	619	178	797	239	2.8%	23.1%
	1996	9,096	1,572	953	103	1,056	516	5.7%	32.8%
	1997	13,733	2,392	1,581	165	1,746	646	4.7%	27.0%
	1998	16,166	2,904	1,930	189	2,119	785	4.9%	27.0%
	1999	22,544	3,712	2,547	245	2,792	920	4.1%	24.8%
	2000	35,082	5,540	3,699	314	4,013	1,527	4.4%	27.6%
	2001	36,593	6,606	4,390	346	4,736	1,870	5.1%	28.3%
	2002	24,369	4,894	3,533	314	3,847	1,047	4.3%	21.4%
	2003	46,230	5,712	4,078	253	4,331	1,381	3.0%	24.2%
	2004	25,213	3,546	2,636	171	2,807	739	2.9%	20.8%
	2005	52,281	4,577	3,432	177	3,609	968	1.9%	21.1%
	2006	27,091	2,787	2,208	100	2,308	479	1.8%	17.2%
	2007	58,708	2,915	2,248	78	2,326	589	1.0%	20.2%
	2008	26,201	1,511	1,283	34	1,317	194	0.7%	12.8%
2009	50,570	1,815	1,487	25	1,512	303	0.6%	16.7%	
2010	22,618	868	820	13	833	35	0.2%	4.0%	
2011	56,089	1,578	1,326	10	1,336	242	0.4%	15.3%	
2012	2,078	183	144	0	144	39	1.9%	21.3%	
P Total		549,381	56,471	40,250	3,164	43,414	13,057	2.4%	23.1%

* Percent of vehicles tested.

Table (a) (2)(vi). Vehicles with No Final Pass

Vehicle Type	Model Year	# of Initial Tests	Fail Initial Test	Pass 1st Retest	Pass 2nd+ Retest	Total # that Pass After Fail	# That do not Pass *	% No Final Pass *	% No Final Pass as % of Fails
T	1991	1,032	360	94	23	117	243	23.5%	67.5%
	1992	1,509	193	149	25	174	19	1.3%	9.8%
	1993	2,444	313	235	36	271	42	1.7%	13.4%
	1994	4,202	501	380	51	431	70	1.7%	14.0%
	1995	5,839	682	535	65	600	82	1.4%	12.0%
	1996	6,163	1,069	731	91	822	247	4.0%	23.1%
	1997	10,026	1,719	1,192	154	1,346	373	3.7%	21.7%
	1998	11,366	2,105	1,487	178	1,665	440	3.9%	20.9%
	1999	16,900	2,578	1,820	211	2,031	547	3.2%	21.2%
	2000	24,103	3,589	2,590	211	2,801	788	3.3%	22.0%
	2001	25,944	4,617	3,289	283	3,572	1,045	4.0%	22.6%
	2002	19,753	3,577	2,861	280	3,141	436	2.2%	12.2%
	2003	41,091	4,913	3,714	241	3,955	958	2.3%	19.5%
	2004	27,980	3,547	2,921	186	3,107	440	1.6%	12.4%
	2005	51,977	4,539	3,502	176	3,678	861	1.7%	19.0%
	2006	24,954	2,308	1,883	94	1,977	331	1.3%	14.3%
	2007	49,481	2,735	2,116	82	2,198	537	1.1%	19.6%
	2008	23,125	1,360	1,206	33	1,239	121	0.5%	8.9%
2009	33,069	1,225	974	24	998	227	0.7%	18.5%	
2010	14,532	659	572	7	579	80	0.6%	12.1%	
2011	52,432	1,355	1,104	12	1,116	239	0.5%	17.6%	
2012	1,139	82	66	0	66	16	1.4%	19.5%	
T Total		449,061	44,026	33,421	2,463	35,884	8,142	1.8%	18.5%
Grand Total		998,442	100,497	73,671	5,627	79,298	21,199	2.1%	21.1%

* Percent of vehicles tested.

Table (a) (2)(xi, xii). Passing and Failing OBD Tests (Network Tests)

Vehicle Type	Model Year	Fail OBD	Pass OBD	Grand Total	% Fail
P	1996	1,825	8,551	10,376	17.6%
	1997	2,767	13,083	15,850	17.5%
	1998	3,329	15,379	18,708	17.8%
	1999	4,257	21,620	25,877	16.5%
	2000	6,233	33,549	39,782	15.7%
	2001	7,351	34,717	42,068	17.5%
	2002	5,505	23,319	28,824	19.1%
	2003	6,179	44,842	51,021	12.1%
	2004	3,865	24,470	28,335	13.6%
	2005	4,880	51,304	56,184	8.7%
	2006	2,970	26,607	29,577	10.0%
	2007	3,049	58,114	61,163	5.0%
	2008	1,571	26,002	27,573	5.7%
	2009	1,861	50,246	52,107	3.6%
	2010	894	22,583	23,477	3.8%
2011	1,596	55,846	57,442	2.8%	
2012	184	2,039	2,223	8.3%	
P Total		58,316	512,271	570,587	10.2%
T	1996	1,145	5,113	6,258	18.3%
	1997	1,837	8,228	10,065	18.3%
	1998	2,315	10,129	12,444	18.6%
	1999	2,775	14,395	17,170	16.2%
	2000	3,761	20,712	24,473	15.4%
	2001	5,009	21,766	26,775	18.7%
	2002	3,909	17,265	21,174	18.5%
	2003	5,064	35,918	40,982	12.4%
	2004	3,694	24,921	28,615	12.9%
	2005	4,628	47,290	51,918	8.9%
	2006	2,363	22,290	24,653	9.6%
	2007	2,782	45,836	48,618	5.7%
	2008	1,384	21,619	23,003	6.0%
	2009	1,201	31,158	32,359	3.7%
	2010	655	13,921	14,576	4.5%
2011	1,291	49,212	50,503	2.6%	
2012	80	1,090	1,170	6.8%	
T Total		43,893	390,863	434,756	10.1%
Grand Total		102,209	903,134	1,005,343	10.2%

Table (a) (2) (xix, xxi, xxii). # and % Fail for MIL Commanded On (Network Tests): All Fuels

Vehicle Type	Model Year	MIL Command On Result (#)				Total
		MIL Commanded-On With Codes	MIL Commanded-On Without Codes	MIL Not Commanded-On	No Communication	
P	1996	1,212	11	9,094	59	10,376
	1997	1,719	8	14,023	100	15,850
	1998	2,167	2	16,473	66	18,708
	1999	2,675	8	23,099	95	25,877
	2000	4,078	17	35,544	143	39,782
	2001	4,157	9	37,808	94	42,068
	2002	3,207	12	25,525	80	28,824
	2003	3,518	16	47,384	103	51,021
	2004	2,062	11	26,165	97	28,335
	2005	2,724	30	53,341	89	56,184
	2006	1,526	38	27,869	144	29,577
	2007	1,609	18	59,418	118	61,163
	2008	686	8	26,815	64	27,573
	2009	791	9	51,229	78	52,107
	2010	294	5	23,149	29	23,477
	2011	423	9	56,918	92	57,442
	2012	10	1	2,207	5	2,223
P Total		32,858	212	536,061	1,456	570,587
T	1996	756	5	5,478	19	6,258
	1997	1,126	1	8,902	36	10,065
	1998	1,403	8	10,987	46	12,444
	1999	1,686	15	15,430	39	17,170
	2000	2,257	3	22,167	46	24,473
	2001	2,711	3	24,027	34	26,775
	2002	2,173	5	18,956	40	21,174
	2003	3,044	30	37,840	68	40,982
	2004	2,042	12	26,522	39	28,615
	2005	2,496	12	49,350	60	51,918
	2006	1,290	13	23,330	20	24,653
	2007	1,549	6	47,028	35	48,618
	2008	639	0	22,344	20	23,003
	2009	564	1	31,775	19	32,359
	2010	223	1	14,344	8	14,576
2011	336	3	50,128	36	50,503	
2012	2	0	1,168	0	1,170	
T Total		24,297	118	409,776	565	434,756
Grand Total		57,155	330	945,837	2,021	1,005,343

Table (a) (2) (xix, xxi, xxii). # and % Fail for MIL Commanded On

Vehicle Type	Model Year	MIL Command On Result (%)			
		MIL Commanded-On With Codes	MIL Commanded-On Without Codes	MIL Not Commanded-On	No Communication
P	1996	11.68%	0.11%	87.64%	0.57%
	1997	10.85%	0.05%	88.47%	0.63%
	1998	11.58%	0.01%	88.05%	0.35%
	1999	10.34%	0.03%	89.26%	0.37%
	2000	10.25%	0.04%	89.35%	0.36%
	2001	9.88%	0.02%	89.87%	0.22%
	2002	11.13%	0.04%	88.55%	0.28%
	2003	6.90%	0.03%	92.87%	0.20%
	2004	7.28%	0.04%	92.34%	0.34%
	2005	4.85%	0.05%	94.94%	0.16%
	2006	5.16%	0.13%	94.23%	0.49%
	2007	2.63%	0.03%	97.15%	0.19%
	2008	2.49%	0.03%	97.25%	0.23%
	2009	1.52%	0.02%	98.32%	0.15%
2010	1.25%	0.02%	98.60%	0.12%	
2011	0.74%	0.02%	99.09%	0.16%	
2012	0.45%	0.04%	99.28%	0.22%	
P Total		5.76%	0.04%	93.95%	0.26%
T	1996	12.08%	0.08%	87.54%	0.30%
	1997	11.19%	0.01%	88.45%	0.36%
	1998	11.27%	0.06%	88.29%	0.37%
	1999	9.82%	0.09%	89.87%	0.23%
	2000	9.22%	0.01%	90.58%	0.19%
	2001	10.13%	0.01%	89.74%	0.13%
	2002	10.26%	0.02%	89.52%	0.19%
	2003	7.43%	0.07%	92.33%	0.17%
	2004	7.14%	0.04%	92.69%	0.14%
	2005	4.81%	0.02%	95.05%	0.12%
	2006	5.23%	0.05%	94.63%	0.08%
	2007	3.19%	0.01%	96.73%	0.07%
	2008	2.78%	0.00%	97.14%	0.09%
	2009	1.74%	0.00%	98.20%	0.06%
2010	1.53%	0.01%	98.41%	0.05%	
2011	0.67%	0.01%	99.26%	0.07%	
2012	0.17%	0.00%	99.83%	0.00%	
T Total		5.59%	0.03%	94.25%	0.13%
Grand Total		5.69%	0.03%	94.08%	0.20%

Table (a) (2)(xxiii). # and % Not Ready (Network Tests): All Fuels

Vehicle Type	Model Year	Fail Readiness	Exempted from Readiness	Pass Readiness	Total**	% Fail Readiness
P	1996	665	2,007	7,645	10,376	6.4%
	1997	1,208	901	13,641	15,850	7.6%
	1998	1,383	1,199	16,060	18,708	7.4%
	1999	1,903	235	23,644	25,877	7.4%
	2000	2,523	510	36,606	39,782	6.3%
	2001	3,942	508	37,524	42,068	9.4%
	2002	2,922	5	25,817	28,824	10.1%
	2003	3,175	2,050	45,693	51,021	6.2%
	2004	2,155	0	26,083	28,335	7.6%
	2005	2,492	0	53,603	56,184	4.4%
	2006	1,529	0	27,904	29,577	5.2%
	2007	1,539	0	59,506	61,163	2.5%
	2008	912	0	26,597	27,573	3.3%
	2009	1,078	0	50,951	52,107	2.1%
	2010	611	0	22,837	23,477	2.6%
2011	1,119	0	56,231	57,442	1.9%	
2012	171	0	2,047	2,223	7.7%	
P Total		29,327	7,415	532,389	570,587	5.1%
T	1996	443	476	5,320	6,258	7.1%
	1997	777	429	8,823	10,065	7.7%
	1998	1,029	372	10,997	12,444	8.3%
	1999	1,336	245	15,550	17,170	7.8%
	2000	1,710	7	22,710	24,473	7.0%
	2001	2,743	1,668	22,330	26,775	10.2%
	2002	2,114	180	18,840	21,174	10.0%
	2003	2,359	4,420	34,135	40,982	5.8%
	2004	1,988	14	26,574	28,615	6.9%
	2005	2,519	186	49,153	51,918	4.9%
	2006	1,296	10	23,327	24,653	5.3%
	2007	1,415	13	47,155	48,618	2.9%
	2008	824	0	22,159	23,003	3.6%
	2009	697	0	31,643	32,359	2.2%
	2010	461	0	14,107	14,576	3.2%
2011	944	1	49,522	50,503	1.9%	
2012	79	0	1,091	1,170	6.8%	
T Total		22,734	8,021	403,436	434,756	5.2%
Grand Total		52,061	15,436	935,825	1,005,343	5.2%

** Total includes no communication

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000014	1991		1	1	0.00%
	1993	2	5	7	28.57%
	1994	3	4	7	42.86%
	1995	1	8	9	11.11%
	1996	1	10	11	9.09%
	1997	5	23	28	17.86%
	1998		21	21	0.00%
	1999	3	35	38	7.89%
	2000	4	64	68	5.88%
	2001	10	52	62	16.13%
	2002	5	42	47	10.64%
	2003	13	74	87	14.94%
	2004	7	38	45	15.56%
	2005	7	93	100	7.00%
	2006	3	47	50	6.00%
	2007	6	120	126	4.76%
	2008		55	55	0.00%
	2009	2	120	122	1.64%
	2010	3	52	55	5.45%
2011	6	170	176	3.41%	
2012	1	2	3	33.33%	
ST0000014 Total		82	1036	1118	7.33%
ST0000020	1991	1	21	22	4.55%
	1992	6	25	31	19.35%
	1993	9	25	34	26.47%
	1994	12	51	63	19.05%
	1995	13	64	77	16.88%
	1996	31	75	106	29.25%
	1997	32	116	148	21.62%
	1998	36	122	158	22.78%
	1999	34	190	224	15.18%
	2000	50	291	341	14.66%
	2001	61	306	367	16.62%
	2002	75	243	318	23.58%
	2003	72	497	569	12.65%
	2004	59	374	433	13.63%
	2005	68	638	706	9.63%
	2006	40	397	437	9.15%
	2007	44	662	706	6.23%
	2008	29	413	442	6.56%
	2009	37	505	542	6.83%
2010	32	336	368	8.70%	
2011	32	780	812	3.94%	
2012		2	2	0.00%	
ST0000020 Total		773	6133	6906	11.19%
	1991	4	21	25	16.00%
	1992	5	19	24	20.83%
	1993	11	39	50	22.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000023	1994	6	42	48	12.50%
	1995	7	63	70	10.00%
	1996	20	76	96	20.83%
	1997	33	124	157	21.02%
	1998	28	123	151	18.54%
	1999	49	206	255	19.22%
	2000	45	276	321	14.02%
	2001	60	312	372	16.13%
	2002	46	171	217	21.20%
	2003	56	411	467	11.99%
	2004	46	233	279	16.49%
	2005	60	525	585	10.26%
	2006	31	196	227	13.66%
	2007	31	468	499	6.21%
	2008	12	194	206	5.83%
2009	21	394	415	5.06%	
2010	7	145	152	4.61%	
2011	9	452	461	1.95%	
2012	3	24	27	11.11%	
ST0000023 Total		590	4514	5104	11.56%
ST0000034	1991	5	17	22	22.73%
	1992	4	23	27	14.81%
	1993	4	26	30	13.33%
	1994	8	29	37	21.62%
	1995	4	51	55	7.27%
	1996	6	56	62	9.68%
	1997	9	69	78	11.54%
	1998	14	85	99	14.14%
	1999	16	116	132	12.12%
	2000	19	183	202	9.41%
	2001	32	190	222	14.41%
	2002	24	124	148	16.22%
	2003	24	331	355	6.76%
	2004	15	161	176	8.52%
	2005	34	381	415	8.19%
2006	9	171	180	5.00%	
2007	21	424	445	4.72%	
2008	8	176	184	4.35%	
2009	12	344	356	3.37%	
2010	4	156	160	2.50%	
2011	22	569	591	3.72%	
2012	1	24	25	4.00%	
ST0000034 Total		295	3706	4001	7.37%
	1991	3	4	7	42.86%
	1992	2	11	13	15.38%
	1993	2	9	11	18.18%
	1994	10	12	22	45.45%
	1995	1	26	27	3.70%
	1996	4	22	26	15.38%
1997	7	30	37	18.92%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000036	1998	5	24	29	17.24%
	1999	9	51	60	15.00%
	2000	16	86	102	15.69%
	2001	13	71	84	15.48%
	2002	18	64	82	21.95%
	2003	31	100	131	23.66%
	2004	8	91	99	8.08%
	2005	12	160	172	6.98%
	2006	15	95	110	13.64%
	2007	14	235	249	5.62%
	2008	19	116	135	14.07%
	2009	12	199	211	5.69%
	2010	13	116	129	10.08%
2011	21	378	399	5.26%	
2012			8	8	0.00%
ST0000036 Total		235	1908	2143	10.97%
ST0000065	1991	1	13	14	7.14%
	1992	4	15	19	21.05%
	1993	2	25	27	7.41%
	1994	4	15	19	21.05%
	1995	4	36	40	10.00%
	1996	9	34	43	20.93%
	1997	7	52	59	11.86%
	1998	8	58	66	12.12%
	1999	15	89	104	14.42%
	2000	15	127	142	10.56%
	2001	20	147	167	11.98%
	2002	18	99	117	15.38%
	2003	17	217	234	7.26%
	2004	18	108	126	14.29%
	2005	17	256	273	6.23%
	2006	21	129	150	14.00%
	2007	15	293	308	4.87%
	2008	6	129	135	4.44%
2009	11	246	257	4.28%	
2010	8	103	111	7.21%	
2011	10	318	328	3.05%	
2012	1	19	20	5.00%	
ST0000065 Total		231	2528	2759	8.37%
ST0000107	1991	4	14	18	22.22%
	1992	3	20	23	13.04%
	1993	9	40	49	18.37%
	1994	8	44	52	15.38%
	1995	8	53	61	13.11%
	1996	19	65	84	22.62%
	1997	24	121	145	16.55%
	1998	34	122	156	21.79%
	1999	26	185	211	12.32%
	2000	54	267	321	16.82%
2001	70	280	350	20.00%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000107	2002	46	250	296	15.54%
	2003	59	434	493	11.97%
	2004	46	265	311	14.79%
	2005	51	558	609	8.37%
	2006	32	254	286	11.19%
	2007	33	525	558	5.91%
	2008	14	240	254	5.51%
	2009	19	381	400	4.75%
	2010	9	193	202	4.46%
	2011	14	537	551	2.54%
2012			4	4	0.00%
ST0000107 Total		582	4852	5434	10.71%
ST0000112	1991	1	14	15	6.67%
	1992	7	19	26	26.92%
	1993	5	42	47	10.64%
	1994	1	61	62	1.61%
	1995	10	75	85	11.76%
	1996	8	51	59	13.56%
	1997	15	100	115	13.04%
	1998	13	139	152	8.55%
	1999	26	173	199	13.07%
	2000	32	248	280	11.43%
	2001	34	285	319	10.66%
	2002	31	168	199	15.58%
	2003	32	340	372	8.60%
	2004	23	210	233	9.87%
	2005	34	450	484	7.02%
	2006	23	206	229	10.04%
	2007	21	457	478	4.39%
	2008	19	203	222	8.56%
	2009	24	353	377	6.37%
	2010	13	157	170	7.65%
2011	21	476	497	4.23%	
2012			8	8	0.00%
ST0000112 Total		393	4235	4628	8.49%
ST0000120	1991	5	18	23	21.74%
	1992	5	20	25	20.00%
	1993	11	34	45	24.44%
	1994	17	47	64	26.56%
	1995	10	48	58	17.24%
	1996	15	90	105	14.29%
	1997	29	109	138	21.01%
	1998	23	105	128	17.97%
	1999	37	138	175	21.14%
	2000	40	262	302	13.25%
	2001	62	245	307	20.20%
	2002	43	189	232	18.53%
	2003	59	378	437	13.50%
2004	28	282	310	9.03%	
2005	35	515	550	6.36%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2006	21	309	330	6.36%
	2007	21	474	495	4.24%
	2008	20	219	239	8.37%
	2009	14	362	376	3.72%
	2010	6	191	197	3.05%
	2011	18	485	503	3.58%
	2012	4	43	47	8.51%
ST0000120 Total		523	4563	5086	10.28%
ST0000125	1991	3	21	24	12.50%
	1992	4	25	29	13.79%
	1993	5	44	49	10.20%
	1994	5	57	62	8.06%
	1995	12	94	106	11.32%
	1996	10	97	107	9.35%
	1997	16	127	143	11.19%
	1998	21	147	168	12.50%
	1999	31	223	254	12.20%
	2000	38	317	355	10.70%
	2001	54	322	376	14.36%
	2002	36	258	294	12.24%
	2003	55	549	604	9.11%
	2004	36	248	284	12.68%
	2005	38	608	646	5.88%
	2006	25	292	317	7.89%
	2007	35	573	608	5.76%
	2008	10	251	261	3.83%
	2009	11	418	429	2.56%
	2010	6	145	151	3.97%
2011	11	623	634	1.74%	
2012	1	6	7	14.29%	
ST0000125 Total		463	5445	5908	7.84%
ST0000132	1991	1	3	4	25.00%
	1992		11	11	0.00%
	1993	4	10	14	28.57%
	1994	5	15	20	25.00%
	1995		24	24	0.00%
	1996	5	35	40	12.50%
	1997	4	45	49	8.16%
	1998	6	56	62	9.68%
	1999	6	104	110	5.45%
	2000	17	110	127	13.39%
	2001	25	177	202	12.38%
	2002	19	86	105	18.10%
	2003	30	258	288	10.42%
	2004	14	136	150	9.33%
	2005	25	318	343	7.29%
	2006	30	208	238	12.61%
	2007	23	471	494	4.66%
2008	12	218	230	5.22%	
2009	18	401	419	4.30%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2010	17	199	216	7.87%
	2011	16	476	492	3.25%
	2012		21	21	0.00%
ST0000132 Total		277	3382	3659	7.57%
ST0000171	1991	2	13	15	13.33%
	1992	1	6	7	14.29%
	1993	2	19	21	9.52%
	1994	1	28	29	3.45%
	1995	2	32	34	5.88%
	1996	8	39	47	17.02%
	1997	7	59	66	10.61%
	1998	8	67	75	10.67%
	1999	19	114	133	14.29%
	2000	22	185	207	10.63%
	2001	21	191	212	9.91%
	2002	10	122	132	7.58%
	2003	32	341	373	8.58%
	2004	18	168	186	9.68%
	2005	22	441	463	4.75%
	2006	7	205	212	3.30%
	2007	17	586	603	2.82%
	2008	10	202	212	4.72%
	2009	12	474	486	2.47%
2010	1	174	175	0.57%	
2011	15	718	733	2.05%	
2012	4	20	24	16.67%	
ST0000171 Total		241	4204	4445	5.42%
ST0000193	1991	5	23	28	17.86%
	1992	4	23	27	14.81%
	1993	6	49	55	10.91%
	1994	8	65	73	10.96%
	1995	11	88	99	11.11%
	1996	12	79	91	13.19%
	1997	15	114	129	11.63%
	1998	18	143	161	11.18%
	1999	32	205	237	13.50%
	2000	50	334	384	13.02%
	2001	55	354	409	13.45%
	2002	42	215	257	16.34%
	2003	56	524	580	9.66%
	2004	36	285	321	11.21%
	2005	54	655	709	7.62%
	2006	32	369	401	7.98%
	2007	36	796	832	4.33%
	2008	20	341	361	5.54%
	2009	21	621	642	3.27%
2010	11	226	237	4.64%	
2011	24	845	869	2.76%	
2012	3	63	66	4.55%	
ST0000193 Total		551	6417	6968	7.91%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000229	1991	4		4	100.00%
	1992	2	2	4	50.00%
	1993		3	3	0.00%
	1994		10	10	0.00%
	1995		6	6	0.00%
	1996	2	8	10	20.00%
	1997	1	10	11	9.09%
	1998	2	16	18	11.11%
	1999	4	32	36	11.11%
	2000	6	42	48	12.50%
	2001	9	38	47	19.15%
	2002	4	25	29	13.79%
	2003	8	66	74	10.81%
	2004	4	33	37	10.81%
	2005	5	108	113	4.42%
	2006	5	41	46	10.87%
	2007	5	157	162	3.09%
	2008	7	83	90	7.78%
2009	5	117	122	4.10%	
2010	5	92	97	5.15%	
2011	10	212	222	4.50%	
2012		5	5	0.00%	
ST0000229 Total		88	1106	1194	7.37%
ST0000326	1991	1	24	25	4.00%
	1992	2	28	30	6.67%
	1993	6	45	51	11.76%
	1994	12	52	64	18.75%
	1995	6	69	75	8.00%
	1996	14	78	92	15.22%
	1997	21	135	156	13.46%
	1998	33	144	177	18.64%
	1999	32	204	236	13.56%
	2000	59	307	366	16.12%
	2001	78	353	431	18.10%
	2002	47	205	252	18.65%
	2003	61	454	515	11.84%
	2004	36	252	288	12.50%
	2005	42	576	618	6.80%
	2006	22	237	259	8.49%
	2007	35	538	573	6.11%
	2008	5	212	217	2.30%
2009	9	392	401	2.24%	
2010	8	178	186	4.30%	
2011	8	491	499	1.60%	
2012	1	8	9	11.11%	
ST0000326 Total		538	4982	5520	9.75%
	1991	10	24	34	29.41%
	1992	9	35	44	20.45%
	1993	4	51	55	7.27%
	1994	11	71	82	13.41%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000328	1995	16	104	120	13.33%
	1996	18	86	104	17.31%
	1997	17	133	150	11.33%
	1998	39	182	221	17.65%
	1999	43	289	332	12.95%
	2000	59	410	469	12.58%
	2001	70	394	464	15.09%
	2002	51	280	331	15.41%
	2003	63	559	622	10.13%
	2004	45	356	401	11.22%
	2005	55	593	648	8.49%
	2006	26	317	343	7.58%
	2007	36	600	636	5.66%
	2008	18	238	256	7.03%
2009	22	465	487	4.52%	
2010	6	149	155	3.87%	
2011	17	539	556	3.06%	
2012	7	54	61	11.48%	
ST0000328 Total		642	5929	6571	9.77%
ST0000329	1991		4	4	0.00%
	1992	4	13	17	23.53%
	1993	5	16	21	23.81%
	1994	4	21	25	16.00%
	1995	9	36	45	20.00%
	1996	8	45	53	15.09%
	1997	18	86	104	17.31%
	1998	20	107	127	15.75%
	1999	32	147	179	17.88%
	2000	51	267	318	16.04%
	2001	48	236	284	16.90%
	2002	47	199	246	19.11%
	2003	58	354	412	14.08%
	2004	36	200	236	15.25%
	2005	49	490	539	9.09%
	2006	30	236	266	11.28%
	2007	26	560	586	4.44%
2008	15	224	239	6.28%	
2009	8	356	364	2.20%	
2010	2	208	210	0.95%	
2011	12	467	479	2.51%	
2012		12	12	0.00%	
ST0000329 Total		482	4284	4766	10.11%
	1991	2	17	19	10.53%
	1992	6	23	29	20.69%
	1993	9	37	46	19.57%
	1994	9	47	56	16.07%
	1995	12	89	101	11.88%
	1996	15	74	89	16.85%
	1997	21	116	137	15.33%
1998	21	124	145	14.48%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000359	1999	25	197	222	11.26%
	2000	40	271	311	12.86%
	2001	39	302	341	11.44%
	2002	33	194	227	14.54%
	2003	55	432	487	11.29%
	2004	27	285	312	8.65%
	2005	44	607	651	6.76%
	2006	19	284	303	6.27%
	2007	22	625	647	3.40%
	2008	16	251	267	5.99%
	2009	9	463	472	1.91%
	2010	4	173	177	2.26%
	2011	10	589	599	1.67%
2012	1	9	10	10.00%	
ST0000359 Total		439	5209	5648	7.77%
ST0000373	1998		1	1	0.00%
	1999	1		1	100.00%
	2000		1	1	0.00%
	2004		1	1	0.00%
	2007	1		1	100.00%
	2008		1	1	0.00%
	2009		1	1	0.00%
	2011		1	1	0.00%
ST0000373 Total		2	6	8	25.00%
ST0000375	1993		1	1	0.00%
	1994		2	2	0.00%
	1995		7	7	0.00%
	1996	1	10	11	9.09%
	1997	1	6	7	14.29%
	1998	1	11	12	8.33%
	1999	1	9	10	10.00%
	2000	4	19	23	17.39%
	2001	2	7	9	22.22%
	2002	2	15	17	11.76%
	2003	8	31	39	20.51%
	2004	3	21	24	12.50%
	2005	2	50	52	3.85%
	2006	1	33	34	2.94%
	2007	8	50	58	13.79%
	2008	2	17	19	10.53%
2009	1	35	36	2.78%	
2010		17	17	0.00%	
2011	1	65	66	1.52%	
2012		4	4	0.00%	
ST0000375 Total		38	410	448	8.48%
	1991	9	38	47	19.15%
	1992	7	53	60	11.67%
	1993	8	59	67	11.94%
	1994	10	78	88	11.36%
	1995	19	164	183	10.38%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000386	1996	30	172	202	14.85%
	1997	46	267	313	14.70%
	1998	68	281	349	19.48%
	1999	64	454	518	12.36%
	2000	105	617	722	14.54%
	2001	138	658	796	17.34%
	2002	85	406	491	17.31%
	2003	134	1050	1184	11.32%
	2004	61	485	546	11.17%
	2005	116	1167	1283	9.04%
	2006	51	473	524	9.73%
	2007	49	1132	1181	4.15%
	2008	13	403	416	3.13%
	2009	34	889	923	3.68%
2010	6	279	285	2.11%	
2011	15	1120	1135	1.32%	
2012	1	12	13	7.69%	
ST0000386 Total		1069	10257	11326	9.44%
ST0000412	1991	13	29	42	30.95%
	1992	5	42	47	10.64%
	1993	10	49	59	16.95%
	1994	14	58	72	19.44%
	1995	12	95	107	11.21%
	1996	17	90	107	15.89%
	1997	27	142	169	15.98%
	1998	41	150	191	21.47%
	1999	34	177	211	16.11%
	2000	51	233	284	17.96%
	2001	50	320	370	13.51%
	2002	33	189	222	14.86%
	2003	58	352	410	14.15%
	2004	34	221	255	13.33%
	2005	37	420	457	8.10%
	2006	16	224	240	6.67%
2007	23	412	435	5.29%	
2008	14	201	215	6.51%	
2009	8	365	373	2.14%	
2010	7	153	160	4.38%	
2011	9	451	460	1.96%	
2012			3	3	0.00%
ST0000412 Total		513	4376	4889	10.49%
	1991	4	18	22	18.18%
	1992	2	30	32	6.25%
	1993	4	38	42	9.52%
	1994	7	53	60	11.67%
	1995	16	49	65	24.62%
	1996	5	64	69	7.25%
	1997	18	135	153	11.76%
	1998	17	157	174	9.77%
1999	25	228	253	9.88%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station						
Note: If vehicles of a certain model year are not tested, the row will not be listed						
Station ID	Model Year	Fail	Pass	Total	% Fail	
ST0000434	2000	51	344	395	12.91%	
	2001	55	414	469	11.73%	
	2002	42	277	319	13.17%	
	2003	76	601	677	11.23%	
	2004	57	385	442	12.90%	
	2005	62	893	955	6.49%	
	2006	26	425	451	5.76%	
	2007	37	1073	1110	3.33%	
	2008	19	417	436	4.36%	
	2009	31	836	867	3.58%	
	2010	12	364	376	3.19%	
	2011	33	1186	1219	2.71%	
2012	1	12	13	7.69%		
ST0000434 Total		600	7999	8599	6.98%	
ST0000469	1991		16	16	0.00%	
	1992	5	28	33	15.15%	
	1993	8	42	50	16.00%	
	1994	2	55	57	3.51%	
	1995	11	91	102	10.78%	
	1996	11	92	103	10.68%	
	1997	12	146	158	7.59%	
	1998	12	134	146	8.22%	
	1999	31	225	256	12.11%	
	2000	44	357	401	10.97%	
	2001	52	387	439	11.85%	
	2002	31	228	259	11.97%	
	2003	36	480	516	6.98%	
	2004	23	268	291	7.90%	
	2005	37	581	618	5.99%	
	2006	16	253	269	5.95%	
	2007	19	549	568	3.35%	
	2008	4	254	258	1.55%	
	2009	10	427	437	2.29%	
	2010	2	154	156	1.28%	
2011	8	616	624	1.28%		
2012		2	2	0.00%		
ST0000469 Total		374	5385	5759	6.49%	
ST0000493	1991		11	11	0.00%	
	1992	2	9	11	18.18%	
	1993	1	12	13	7.69%	
	1994	5	23	28	17.86%	
	1995	3	30	33	9.09%	
	1996	4	26	30	13.33%	
	1997	5	36	41	12.20%	
	1998	9	57	66	13.64%	
	1999	6	55	61	9.84%	
	2000	17	103	120	14.17%	
	2001	19	122	141	13.48%	
	2002	9	76	85	10.59%	
	2003	22	178	200	11.00%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2004	10	105	115	8.70%
	2005	18	253	271	6.64%
	2006	2	107	109	1.83%
	2007	13	284	297	4.38%
	2008	4	119	123	3.25%
	2009	11	237	248	4.44%
	2010		90	90	0.00%
	2011	5	300	305	1.64%
	2012		3	3	0.00%
ST0000493 Total		165	2236	2401	6.87%
ST0000516	1991	3	14	17	17.65%
	1992	2	15	17	11.76%
	1993	1	37	38	2.63%
	1994	9	40	49	18.37%
	1995	8	64	72	11.11%
	1996	7	44	51	13.73%
	1997	12	89	101	11.88%
	1998	20	102	122	16.39%
	1999	21	164	185	11.35%
	2000	36	289	325	11.08%
	2001	47	290	337	13.95%
	2002	24	141	165	14.55%
	2003	29	371	400	7.25%
	2004	21	174	195	10.77%
	2005	27	526	553	4.88%
	2006	19	229	248	7.66%
	2007	25	584	609	4.11%
	2008	4	229	233	1.72%
	2009	13	490	503	2.58%
2010	3	161	164	1.83%	
2011	7	670	677	1.03%	
	2012		4	4	0.00%
ST0000516 Total		338	4727	5065	6.67%
ST0000520	1991	2	17	19	10.53%
	1992	4	8	12	33.33%
	1993	2	20	22	9.09%
	1994	2	39	41	4.88%
	1995	7	37	44	15.91%
	1996	9	53	62	14.52%
	1997	8	62	70	11.43%
	1998	8	66	74	10.81%
	1999	19	128	147	12.93%
	2000	19	179	198	9.60%
	2001	15	182	197	7.61%
	2002	14	100	114	12.28%
	2003	22	273	295	7.46%
	2004	21	151	172	12.21%
2005	25	420	445	5.62%	
2006	7	131	138	5.07%	
2007	12	386	398	3.02%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2008	5	155	160	3.13%
	2009	8	309	317	2.52%
	2010		92	92	0.00%
	2011	6	418	424	1.42%
	2012		2	2	0.00%
ST0000520 Total		215	3228	3443	6.24%
ST0000525	1991	1	12	13	7.69%
	1992	2	14	16	12.50%
	1993	6	18	24	25.00%
	1994	3	17	20	15.00%
	1995	4	40	44	9.09%
	1996	11	49	60	18.33%
	1997	8	58	66	12.12%
	1998	17	89	106	16.04%
	1999	17	141	158	10.76%
	2000	27	234	261	10.34%
	2001	39	232	271	14.39%
	2002	20	182	202	9.90%
	2003	45	415	460	9.78%
	2004	30	226	256	11.72%
	2005	41	585	626	6.55%
	2006	29	298	327	8.87%
	2007	29	693	722	4.02%
	2008	12	299	311	3.86%
	2009	11	615	626	1.76%
2010	6	264	270	2.22%	
2011	15	798	813	1.85%	
2012	2	16	18	11.11%	
ST0000525 Total		375	5295	5670	6.61%
ST0000557	1991	4	18	22	18.18%
	1992	1	13	14	7.14%
	1993	6	25	31	19.35%
	1994	5	45	50	10.00%
	1995	11	40	51	21.57%
	1996	8	45	53	15.09%
	1997	15	71	86	17.44%
	1998	13	89	102	12.75%
	1999	19	121	140	13.57%
	2000	34	193	227	14.98%
	2001	25	201	226	11.06%
	2002	17	114	131	12.98%
	2003	34	269	303	11.22%
	2004	17	137	154	11.04%
	2005	25	353	378	6.61%
	2006	9	140	149	6.04%
	2007	14	361	375	3.73%
2008	5	136	141	3.55%	
2009	3	292	295	1.02%	
2010	2	94	96	2.08%	
2011	6	377	383	1.57%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2012		2	2	0.00%
ST0000557 Total		273	3136	3409	8.01%
ST0000581	1991	9	38	47	19.15%
	1992	20	54	74	27.03%
	1993	18	75	93	19.35%
	1994	14	117	131	10.69%
	1995	23	148	171	13.45%
	1996	38	161	199	19.10%
	1997	52	272	324	16.05%
	1998	66	299	365	18.08%
	1999	68	412	480	14.17%
	2000	100	553	653	15.31%
	2001	153	602	755	20.26%
	2002	113	444	557	20.29%
	2003	104	877	981	10.60%
	2004	88	569	657	13.39%
	2005	101	1046	1147	8.81%
	2006	54	538	592	9.12%
	2007	54	1075	1129	4.78%
2008	19	492	511	3.72%	
2009	27	692	719	3.76%	
2010	15	354	369	4.07%	
2011	16	839	855	1.87%	
2012	4	45	49	8.16%	
ST0000581 Total		1156	9702	10858	10.65%
ST0000616	1991	2	4	6	33.33%
	1992		5	5	0.00%
	1993		6	6	0.00%
	1994	3	25	28	10.71%
	1995	2	16	18	11.11%
	1996	4	34	38	10.53%
	1997	8	53	61	13.11%
	1998	9	74	83	10.84%
	1999	18	97	115	15.65%
	2000	24	160	184	13.04%
	2001	33	178	211	15.64%
	2002	28	117	145	19.31%
	2003	29	289	318	9.12%
	2004	19	180	199	9.55%
	2005	30	377	407	7.37%
	2006	22	187	209	10.53%
	2007	21	469	490	4.29%
2008	7	189	196	3.57%	
2009	10	348	358	2.79%	
2010	3	180	183	1.64%	
2011	8	435	443	1.81%	
2012	1	17	18	5.56%	
ST0000616 Total		281	3440	3721	7.55%
	1991	1	4	5	20.00%
	1992	2	25	27	7.41%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000648	1993	2	18	20	10.00%
	1994	11	32	43	25.58%
	1995	7	33	40	17.50%
	1996	4	34	38	10.53%
	1997	9	74	83	10.84%
	1998	11	76	87	12.64%
	1999	14	125	139	10.07%
	2000	29	161	190	15.26%
	2001	36	179	215	16.74%
	2002	19	110	129	14.73%
	2003	27	289	316	8.54%
	2004	21	137	158	13.29%
	2005	30	344	374	8.02%
	2006	15	153	168	8.93%
	2007	18	322	340	5.29%
	2008	5	105	110	4.55%
2009	5	282	287	1.74%	
2010	1	91	92	1.09%	
2011	4	345	349	1.15%	
2012			2	2	0.00%
ST0000648 Total		271	2941	3212	8.44%
ST0000697	1991	4	13	17	23.53%
	1992	4	17	21	19.05%
	1993	5	23	28	17.86%
	1994	4	44	48	8.33%
	1995	15	51	66	22.73%
	1996	28	71	99	28.28%
	1997	30	95	125	24.00%
	1998	67	110	177	37.85%
	1999	54	175	229	23.58%
	2000	77	263	340	22.65%
	2001	85	210	295	28.81%
	2002	68	201	269	25.28%
	2003	70	301	371	18.87%
	2004	36	192	228	15.79%
	2005	50	365	415	12.05%
	2006	27	182	209	12.92%
2007	23	357	380	6.05%	
2008	14	175	189	7.41%	
2009	11	249	260	4.23%	
2010	5	123	128	3.91%	
2011	10	287	297	3.37%	
2012			10	10	0.00%
ST0000697 Total		687	3514	4201	16.35%
	1991	6	47	53	11.32%
	1992	20	62	82	24.39%
	1993	32	92	124	25.81%
	1994	30	115	145	20.69%
	1995	39	176	215	18.14%
	1996	54	186	240	22.50%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000725	1997	92	294	386	23.83%
	1998	96	290	386	24.87%
	1999	91	423	514	17.70%
	2000	146	601	747	19.54%
	2001	165	579	744	22.18%
	2002	127	461	588	21.60%
	2003	135	770	905	14.92%
	2004	104	510	614	16.94%
	2005	108	861	969	11.15%
	2006	70	443	513	13.65%
	2007	58	808	866	6.70%
	2008	30	355	385	7.79%
	2009	29	559	588	4.93%
	2010	17	309	326	5.21%
2011	16	624	640	2.50%	
2012	3	30	33	9.09%	
ST0000725 Total		1468	8595	10063	14.59%
ST0000776	1991	5	24	29	17.24%
	1992	4	20	24	16.67%
	1993	5	32	37	13.51%
	1994	10	72	82	12.20%
	1995	16	121	137	11.68%
	1996	18	111	129	13.95%
	1997	26	180	206	12.62%
	1998	48	218	266	18.05%
	1999	53	261	314	16.88%
	2000	55	424	479	11.48%
	2001	82	484	566	14.49%
	2002	64	303	367	17.44%
	2003	90	678	768	11.72%
	2004	49	342	391	12.53%
	2005	64	827	891	7.18%
	2006	26	320	346	7.51%
	2007	38	824	862	4.41%
	2008	17	330	347	4.90%
	2009	14	516	530	2.64%
2010	13	202	215	6.05%	
2011	20	724	744	2.69%	
2012	1	10	11	9.09%	
ST0000776 Total		718	7023	7741	9.28%
	1991	12	23	35	34.29%
	1992	5	28	33	15.15%
	1993	9	44	53	16.98%
	1994	12	64	76	15.79%
	1995	21	105	126	16.67%
	1996	22	87	109	20.18%
	1997	26	128	154	16.88%
	1998	32	147	179	17.88%
	1999	41	223	264	15.53%
	2000	85	357	442	19.23%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000790	2001	85	395	480	17.71%
	2002	59	215	274	21.53%
	2003	67	492	559	11.99%
	2004	47	285	332	14.16%
	2005	54	578	632	8.54%
	2006	23	266	289	7.96%
	2007	36	545	581	6.20%
	2008	13	207	220	5.91%
	2009	15	350	365	4.11%
	2010	8	138	146	5.48%
	2011	20	469	489	4.09%
2012	1	17	18	5.56%	
ST0000790 Total		693	5163	5856	11.83%
ST0000809	1991		7	7	0.00%
	1992		5	5	0.00%
	1993		9	9	0.00%
	1994	2	16	18	11.11%
	1995	2	17	19	10.53%
	1996	1	14	15	6.67%
	1997	3	15	18	16.67%
	1998	5	19	24	20.83%
	1999	2	37	39	5.13%
	2000	4	36	40	10.00%
	2001	6	21	27	22.22%
	2002	8	27	35	22.86%
	2003	4	59	63	6.35%
	2004	3	37	40	7.50%
	2005	6	75	81	7.41%
	2006	5	33	38	13.16%
	2007	2	66	68	2.94%
	2008	3	32	35	8.57%
	2009	2	44	46	4.35%
	2010		24	24	0.00%
2011	1	70	71	1.41%	
2012	1	2	3	33.33%	
ST0000809 Total		60	665	725	8.28%
ST0000963	1991		9	9	0.00%
	1992	3	16	19	15.79%
	1993	1	18	19	5.26%
	1994	4	37	41	9.76%
	1995	7	47	54	12.96%
	1996	12	60	72	16.67%
	1997	17	94	111	15.32%
	1998	20	110	130	15.38%
	1999	22	155	177	12.43%
	2000	33	222	255	12.94%
	2001	43	248	291	14.78%
	2002	36	200	236	15.25%
	2003	40	365	405	9.88%
2004	37	223	260	14.23%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2005	54	518	572	9.44%
	2006	32	303	335	9.55%
	2007	34	595	629	5.41%
	2008	19	289	308	6.17%
	2009	12	456	468	2.56%
	2010	11	253	264	4.17%
	2011	16	684	700	2.29%
	2012		8	8	0.00%
ST0000963 Total		453	4910	5363	8.45%
ST0000969	1991	1	3	4	25.00%
	1992	1	4	5	20.00%
	1993		16	16	0.00%
	1994	2	9	11	18.18%
	1995	1	20	21	4.76%
	1996	3	21	24	12.50%
	1997	3	32	35	8.57%
	1998	14	44	58	24.14%
	1999	13	54	67	19.40%
	2000	13	93	106	12.26%
	2001	24	109	133	18.05%
	2002	16	55	71	22.54%
	2003	18	136	154	11.69%
	2004	13	60	73	17.81%
	2005	14	155	169	8.28%
	2006	16	78	94	17.02%
	2007	13	142	155	8.39%
	2008	5	81	86	5.81%
	2009	11	117	128	8.59%
	2010	4	70	74	5.41%
2011	4	125	129	3.10%	
2012	1	15	16	6.25%	
ST0000969 Total		190	1439	1629	11.66%
ST0000972	1991	1	19	20	5.00%
	1992	7	38	45	15.56%
	1993	8	52	60	13.33%
	1994	14	64	78	17.95%
	1995	10	99	109	9.17%
	1996	21	97	118	17.80%
	1997	34	158	192	17.71%
	1998	29	207	236	12.29%
	1999	32	269	301	10.63%
	2000	64	408	472	13.56%
	2001	70	448	518	13.51%
	2002	69	316	385	17.92%
	2003	68	629	697	9.76%
	2004	45	435	480	9.38%
	2005	67	739	806	8.31%
	2006	43	394	437	9.84%
2007	36	793	829	4.34%	
2008	26	427	453	5.74%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2009	22	555	577	3.81%
	2010	16	339	355	4.51%
	2011	28	722	750	3.73%
	2012	1	41	42	2.38%
ST0000972 Total		711	7249	7960	8.93%
ST0000986	1991	3	19	22	13.64%
	1992	6	25	31	19.35%
	1993	9	27	36	25.00%
	1994	9	65	74	12.16%
	1995	13	89	102	12.75%
	1996	11	60	71	15.49%
	1997	16	107	123	13.01%
	1998	21	129	150	14.00%
	1999	23	197	220	10.45%
	2000	40	309	349	11.46%
	2001	47	303	350	13.43%
	2002	37	225	262	14.12%
	2003	51	513	564	9.04%
	2004	44	322	366	12.02%
	2005	37	651	688	5.38%
	2006	26	258	284	9.15%
	2007	30	664	694	4.32%
	2008	12	310	322	3.73%
	2009	19	521	540	3.52%
2010	14	267	281	4.98%	
2011	24	806	830	2.89%	
2012	1	9	10	10.00%	
ST0000986 Total		493	5876	6369	7.74%
ST0000994	1991	5	20	25	20.00%
	1992	10	29	39	25.64%
	1993	6	26	32	18.75%
	1994	9	43	52	17.31%
	1995	12	81	93	12.90%
	1996	18	100	118	15.25%
	1997	37	136	173	21.39%
	1998	20	145	165	12.12%
	1999	30	201	231	12.99%
	2000	30	314	344	8.72%
	2001	58	301	359	16.16%
	2002	40	214	254	15.75%
	2003	66	427	493	13.39%
	2004	33	230	263	12.55%
	2005	50	558	608	8.22%
	2006	22	226	248	8.87%
	2007	30	538	568	5.28%
	2008	16	222	238	6.72%
	2009	18	433	451	3.99%
2010	4	152	156	2.56%	
2011	4	524	528	0.76%	
2012			4	4	0.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000994 Total		518	4924	5442	9.52%
ST0001010	1991	5	10	15	33.33%
	1992	9	26	35	25.71%
	1993	7	33	40	17.50%
	1994	8	55	63	12.70%
	1995	12	74	86	13.95%
	1996	13	80	93	13.98%
	1997	18	115	133	13.53%
	1998	24	160	184	13.04%
	1999	32	210	242	13.22%
	2000	48	282	330	14.55%
	2001	36	339	375	9.60%
	2002	38	302	340	11.18%
	2003	45	401	446	10.09%
	2004	49	278	327	14.98%
	2005	44	464	508	8.66%
	2006	22	239	261	8.43%
	2007	21	366	387	5.43%
	2008	8	161	169	4.73%
2009	13	232	245	5.31%	
2010	6	82	88	6.82%	
2011	10	281	291	3.44%	
2012	1	12	13	7.69%	
ST0001010 Total		469	4202	4671	10.04%
ST0001056	1991	3	24	27	11.11%
	1992	4	36	40	10.00%
	1993		66	66	0.00%
	1994	9	69	78	11.54%
	1995	13	107	120	10.83%
	1996	9	115	124	7.26%
	1997	26	191	217	11.98%
	1998	18	176	194	9.28%
	1999	48	280	328	14.63%
	2000	49	393	442	11.09%
	2001	63	465	528	11.93%
	2002	40	277	317	12.62%
	2003	60	688	748	8.02%
	2004	38	338	376	10.11%
	2005	61	816	877	6.96%
	2006	26	367	393	6.62%
	2007	36	841	877	4.10%
	2008	25	367	392	6.38%
2009	17	670	687	2.47%	
2010	10	236	246	4.07%	
2011	26	902	928	2.80%	
2012		1	1	0.00%	
ST0001056 Total		581	7425	8006	7.26%
	1991	8	23	31	25.81%
	1992	5	18	23	21.74%
	1993	11	44	55	20.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001095	1994	13	66	79	16.46%
	1995	8	77	85	9.41%
	1996	21	83	104	20.19%
	1997	38	132	170	22.35%
	1998	35	160	195	17.95%
	1999	44	224	268	16.42%
	2000	80	348	428	18.69%
	2001	85	388	473	17.97%
	2002	63	316	379	16.62%
	2003	88	552	640	13.75%
	2004	37	362	399	9.27%
	2005	52	534	586	8.87%
	2006	36	340	376	9.57%
	2007	31	576	607	5.11%
	2008	26	300	326	7.98%
2009	17	375	392	4.34%	
2010	9	190	199	4.52%	
2011	18	443	461	3.90%	
2012	2	12	14	14.29%	
ST0001095 Total		727	5563	6290	11.56%
ST0001193	1991	15	36	51	29.41%
	1992	21	67	88	23.86%
	1993	15	74	89	16.85%
	1994	18	121	139	12.95%
	1995	32	185	217	14.75%
	1996	42	166	208	20.19%
	1997	66	271	337	19.58%
	1998	77	307	384	20.05%
	1999	91	427	518	17.57%
	2000	149	617	766	19.45%
	2001	155	615	770	20.13%
	2002	135	472	607	22.24%
	2003	142	829	971	14.62%
	2004	86	484	570	15.09%
	2005	108	776	884	12.22%
2006	65	449	514	12.65%	
2007	54	731	785	6.88%	
2008	23	314	337	6.82%	
2009	23	508	531	4.33%	
2010	5	240	245	2.04%	
2011	18	618	636	2.83%	
2012	1	16	17	5.88%	
ST0001193 Total		1341	8323	9664	13.88%
	1991	8	29	37	21.62%
	1992		35	35	0.00%
	1993	13	57	70	18.57%
	1994	15	76	91	16.48%
	1995	12	103	115	10.43%
	1996	24	117	141	17.02%
1997	38	160	198	19.19%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station						
Note: If vehicles of a certain model year are not tested, the row will not be listed						
Station ID	Model Year	Fail	Pass	Total	% Fail	
ST0001216	1998	41	202	243	16.87%	
	1999	55	269	324	16.98%	
	2000	89	488	577	15.42%	
	2001	108	520	628	17.20%	
	2002	68	294	362	18.78%	
	2003	82	680	762	10.76%	
	2004	72	404	476	15.13%	
	2005	69	868	937	7.36%	
	2006	55	412	467	11.78%	
	2007	39	902	941	4.14%	
	2008	12	407	419	2.86%	
	2009	27	748	775	3.48%	
	2010	7	320	327	2.14%	
2011	12	840	852	1.41%		
2012			14	14	0.00%	
ST0001216 Total		846	7945	8791	9.62%	
ST0001235	1991	2	17	19	10.53%	
	1992	3	25	28	10.71%	
	1993	7	25	32	21.88%	
	1994	6	44	50	12.00%	
	1995	9	76	85	10.59%	
	1996	13	74	87	14.94%	
	1997	17	101	118	14.41%	
	1998	22	103	125	17.60%	
	1999	35	219	254	13.78%	
	2000	42	328	370	11.35%	
	2001	69	348	417	16.55%	
	2002	53	276	329	16.11%	
	2003	68	618	686	9.91%	
	2004	39	368	407	9.58%	
	2005	54	873	927	5.83%	
	2006	41	448	489	8.38%	
	2007	54	1051	1105	4.89%	
2008	15	439	454	3.30%		
2009	29	881	910	3.19%		
2010	4	387	391	1.02%		
2011	22	1168	1190	1.85%		
2012			21	21	0.00%	
ST0001235 Total		604	7890	8494	7.11%	
ST0001253	1991	7	19	26	26.92%	
	1992	8	31	39	20.51%	
	1993	9	58	67	13.43%	
	1994	15	70	85	17.65%	
	1995	17	90	107	15.89%	
	1996	28	96	124	22.58%	
	1997	39	172	211	18.48%	
	1998	62	194	256	24.22%	
	1999	63	255	318	19.81%	
	2000	93	415	508	18.31%	
2001	113	423	536	21.08%		

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001253	2002	77	319	396	19.44%
	2003	80	565	645	12.40%
	2004	60	321	381	15.75%
	2005	60	635	695	8.63%
	2006	39	334	373	10.46%
	2007	51	638	689	7.40%
	2008	20	291	311	6.43%
	2009	13	453	466	2.79%
	2010	3	205	208	1.44%
	2011	6	477	483	1.24%
2012	1	15	16	6.25%	
ST0001253 Total		864	6076	6940	12.45%
ST0001264	1991	6	45	51	11.76%
	1992	14	52	66	21.21%
	1993	10	72	82	12.20%
	1994	15	83	98	15.31%
	1995	17	118	135	12.59%
	1996	13	129	142	9.15%
	1997	25	171	196	12.76%
	1998	38	234	272	13.97%
	1999	64	340	404	15.84%
	2000	72	494	566	12.72%
	2001	83	499	582	14.26%
	2002	69	372	441	15.65%
	2003	67	678	745	8.99%
	2004	55	399	454	12.11%
	2005	79	910	989	7.99%
	2006	38	409	447	8.50%
	2007	42	876	918	4.58%
	2008	25	382	407	6.14%
	2009	33	680	713	4.63%
	2010	12	285	297	4.04%
2011	36	850	886	4.06%	
2012		6	6	0.00%	
ST0001264 Total		813	8084	8897	9.14%
ST0001267	1991	3	14	17	17.65%
	1992	2	20	22	9.09%
	1993	2	39	41	4.88%
	1994	5	42	47	10.64%
	1995	9	57	66	13.64%
	1996	12	56	68	17.65%
	1997	13	108	121	10.74%
	1998	19	100	119	15.97%
	1999	18	152	170	10.59%
	2000	30	227	257	11.67%
	2001	41	240	281	14.59%
	2002	27	145	172	15.70%
	2003	33	360	393	8.40%
2004	19	183	202	9.41%	
2005	32	403	435	7.36%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
	2006	16	194	210	7.62%
	2007	21	409	430	4.88%
	2008	8	183	191	4.19%
	2009	8	310	318	2.52%
	2010	7	141	148	4.73%
	2011	11	427	438	2.51%
	2012			8	8
ST0001267 Total		336	3818	4154	8.09%
ST0001284	1991	4	13	17	23.53%
	1992	4	11	15	26.67%
	1993	3	12	15	20.00%
	1994	4	38	42	9.52%
	1995	7	37	44	15.91%
	1996	6	48	54	11.11%
	1997	8	76	84	9.52%
	1998	9	88	97	9.28%
	1999	32	135	167	19.16%
	2000	32	231	263	12.17%
	2001	42	219	261	16.09%
	2002	34	147	181	18.78%
	2003	30	347	377	7.96%
	2004	33	179	212	15.57%
	2005	36	431	467	7.71%
	2006	18	166	184	9.78%
	2007	29	504	533	5.44%
	2008	9	167	176	5.11%
	2009	17	370	387	4.39%
	2010	8	149	157	5.10%
2011	15	503	518	2.90%	
2012	1	5	6	16.67%	
ST0001284 Total		381	3876	4257	8.95%
ST0001294	1991	3	4	7	42.86%
	1992	2	4	6	33.33%
	1993	2	5	7	28.57%
	1994	2	11	13	15.38%
	1995	2	9	11	18.18%
	1996	2	7	9	22.22%
	1997	1	27	28	3.57%
	1998	7	22	29	24.14%
	1999	6	35	41	14.63%
	2000	16	68	84	19.05%
	2001	16	76	92	17.39%
	2002	8	50	58	13.79%
	2003	17	121	138	12.32%
	2004	5	83	88	5.68%
	2005	11	164	175	6.29%
	2006	8	95	103	7.77%
2007	13	257	270	4.81%	
2008	3	94	97	3.09%	
2009	7	191	198	3.54%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
	2010	3	70	73	4.11%
	2011	5	270	275	1.82%
	2012		4	4	0.00%
ST0001294 Total		139	1667	1806	7.70%
ST0001297	1991	4	11	15	26.67%
	1992	10	17	27	37.04%
	1993	12	48	60	20.00%
	1994	17	61	78	21.79%
	1995	11	90	101	10.89%
	1996	41	141	182	22.53%
	1997	73	170	243	30.04%
	1998	81	210	291	27.84%
	1999	115	256	371	31.00%
	2000	146	410	556	26.26%
	2001	142	374	516	27.52%
	2002	123	325	448	27.46%
	2003	125	464	589	21.22%
	2004	69	342	411	16.79%
	2005	77	441	518	14.86%
	2006	35	276	311	11.25%
	2007	23	347	370	6.22%
2008	18	165	183	9.84%	
2009	4	177	181	2.21%	
2010	5	103	108	4.63%	
2011	6	166	172	3.49%	
2012			9	9	0.00%
ST0001297 Total		1137	4603	5740	19.81%
ST0001299	1991	6	16	22	27.27%
	1992	6	29	35	17.14%
	1993	8	38	46	17.39%
	1994	10	53	63	15.87%
	1995	16	86	102	15.69%
	1996	28	73	101	27.72%
	1997	46	135	181	25.41%
	1998	44	142	186	23.66%
	1999	61	207	268	22.76%
	2000	63	272	335	18.81%
	2001	83	262	345	24.06%
	2002	89	276	365	24.38%
	2003	89	343	432	20.60%
	2004	53	264	317	16.72%
	2005	59	395	454	13.00%
	2006	48	298	346	13.87%
	2007	33	360	393	8.40%
2008	27	225	252	10.71%	
2009	17	197	214	7.94%	
2010	10	100	110	9.09%	
2011	8	181	189	4.23%	
2012			10	10	0.00%
ST0001299 Total		804	3962	4766	16.87%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001363	1991		8	8	0.00%
	1992	5	9	14	35.71%
	1993	12	24	36	33.33%
	1994	9	38	47	19.15%
	1995	13	49	62	20.97%
	1996	26	35	61	42.62%
	1997	16	54	70	22.86%
	1998	26	72	98	26.53%
	1999	40	68	108	37.04%
	2000	43	102	145	29.66%
	2001	59	98	157	37.58%
	2002	59	109	168	35.12%
	2003	41	141	182	22.53%
	2004	29	94	123	23.58%
	2005	32	145	177	18.08%
	2006	16	86	102	15.69%
	2007	16	118	134	11.94%
	2008	2	69	71	2.82%
	2009	3	89	92	3.26%
2010			53	53	0.00%
2011	2	106	108	1.85%	
2012			2	2	0.00%
ST0001363 Total		449	1569	2018	22.25%
ST0001371	1991	5	16	21	23.81%
	1992	11	37	48	22.92%
	1993	5	26	31	16.13%
	1994	5	42	47	10.64%
	1995	13	71	84	15.48%
	1996	17	79	96	17.71%
	1997	23	114	137	16.79%
	1998	24	112	136	17.65%
	1999	20	168	188	10.64%
	2000	57	280	337	16.91%
	2001	37	283	320	11.56%
	2002	32	159	191	16.75%
	2003	46	405	451	10.20%
	2004	31	234	265	11.70%
	2005	39	472	511	7.63%
	2006	24	204	228	10.53%
	2007	22	396	418	5.26%
	2008	9	176	185	4.86%
	2009	12	261	273	4.40%
2010	6	130	136	4.41%	
2011	10	321	331	3.02%	
2012	4	19	23	17.39%	
ST0001371 Total		452	4005	4457	10.14%
	1991	4	23	27	14.81%
	1992	11	35	46	23.91%
	1993	13	49	62	20.97%
	1994	20	82	102	19.61%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001401	1995	34	95	129	26.36%
	1996	44	107	151	29.14%
	1997	61	167	228	26.75%
	1998	55	181	236	23.31%
	1999	69	282	351	19.66%
	2000	112	340	452	24.78%
	2001	164	442	606	27.06%
	2002	133	381	514	25.88%
	2003	114	531	645	17.67%
	2004	91	397	488	18.65%
	2005	70	515	585	11.97%
	2006	56	317	373	15.01%
	2007	50	372	422	11.85%
	2008	15	140	155	9.68%
	2009	6	178	184	3.26%
2010	6	108	114	5.26%	
2011	7	177	184	3.80%	
2012			4	4	0.00%
ST0001401 Total		1135	4923	6058	18.74%
ST0001423	1991	3	11	14	21.43%
	1992	1	12	13	7.69%
	1993	6	29	35	17.14%
	1994	14	39	53	26.42%
	1995	8	47	55	14.55%
	1996	17	81	98	17.35%
	1997	28	102	130	21.54%
	1998	37	82	119	31.09%
	1999	38	134	172	22.09%
	2000	59	196	255	23.14%
	2001	66	228	294	22.45%
	2002	56	193	249	22.49%
	2003	48	264	312	15.38%
	2004	40	243	283	14.13%
	2005	51	323	374	13.64%
	2006	27	224	251	10.76%
	2007	28	346	374	7.49%
	2008	18	208	226	7.96%
2009	15	247	262	5.73%	
2010	14	161	175	8.00%	
2011	24	356	380	6.32%	
2012			4	4	0.00%
ST0001423 Total		598	3530	4128	14.49%
	1991	5	14	19	26.32%
	1992	8	41	49	16.33%
	1993	7	26	33	21.21%
	1994	8	43	51	15.69%
	1995	6	55	61	9.84%
	1996	5	56	61	8.20%
	1997	9	100	109	8.26%
1998	20	109	129	15.50%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001511	1999	23	174	197	11.68%
	2000	36	228	264	13.64%
	2001	49	240	289	16.96%
	2002	33	181	214	15.42%
	2003	42	414	456	9.21%
	2004	28	220	248	11.29%
	2005	30	468	498	6.02%
	2006	12	195	207	5.80%
	2007	23	469	492	4.67%
	2008	6	195	201	2.99%
	2009	9	365	374	2.41%
	2010	6	153	159	3.77%
	2011	15	410	425	3.53%
2012			5	5	0.00%
ST0001511 Total		380	4161	4541	8.37%
ST0001519	1991	1	32	33	3.03%
	1992	6	32	38	15.79%
	1993	8	63	71	11.27%
	1994	7	74	81	8.64%
	1995	13	114	127	10.24%
	1996	16	96	112	14.29%
	1997	26	150	176	14.77%
	1998	28	143	171	16.37%
	1999	24	192	216	11.11%
	2000	42	275	317	13.25%
	2001	51	322	373	13.67%
	2002	33	214	247	13.36%
	2003	45	423	468	9.62%
	2004	25	228	253	9.88%
	2005	30	395	425	7.06%
	2006	16	197	213	7.51%
	2007	15	395	410	3.66%
	2008	10	149	159	6.29%
	2009	12	274	286	4.20%
2010	9	111	120	7.50%	
2011	14	418	432	3.24%	
2012			7	7	0.00%
ST0001519 Total		431	4304	4735	9.10%
ST0001594	1991	6	21	27	22.22%
	1992	6	21	27	22.22%
	1993	12	43	55	21.82%
	1994	8	59	67	11.94%
	1995	20	87	107	18.69%
	1996	16	91	107	14.95%
	1997	34	125	159	21.38%
	1998	29	165	194	14.95%
	1999	46	230	276	16.67%
	2000	62	314	376	16.49%
	2001	84	280	364	23.08%
2002	69	292	361	19.11%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2003	66	431	497	13.28%
	2004	53	308	361	14.68%
	2005	44	501	545	8.07%
	2006	41	280	321	12.77%
	2007	36	464	500	7.20%
	2008	9	212	221	4.07%
	2009	9	303	312	2.88%
	2010	15	139	154	9.74%
	2011	18	304	322	5.59%
	2012	1	11	12	8.33%
ST0001594 Total		684	4681	5365	12.75%
ST0001615	1991	1	7	8	12.50%
	1992	4	13	17	23.53%
	1993	3	15	18	16.67%
	1994	4	17	21	19.05%
	1995	5	47	52	9.62%
	1996	12	32	44	27.27%
	1997	9	49	58	15.52%
	1998	21	49	70	30.00%
	1999	18	73	91	19.78%
	2000	31	129	160	19.38%
	2001	36	128	164	21.95%
	2002	26	91	117	22.22%
	2003	26	161	187	13.90%
	2004	27	107	134	20.15%
	2005	21	163	184	11.41%
	2006	15	121	136	11.03%
	2007	10	209	219	4.57%
	2008		88	88	0.00%
	2009	6	135	141	4.26%
	2010	4	66	70	5.71%
2011	6	160	166	3.61%	
	2012		6	6	0.00%
ST0001615 Total		285	1866	2151	13.25%
ST0001646	1991	5	14	19	26.32%
	1992	2	14	16	12.50%
	1993	8	19	27	29.63%
	1994	4	34	38	10.53%
	1995	4	42	46	8.70%
	1996	6	37	43	13.95%
	1997	9	61	70	12.86%
	1998	11	62	73	15.07%
	1999	17	94	111	15.32%
	2000	22	121	143	15.38%
	2001	14	56	70	20.00%
	2002	15	98	113	13.27%
	2003	21	166	187	11.23%
	2004	15	96	111	13.51%
2005	16	183	199	8.04%	
	2006	14	91	105	13.33%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2007	15	169	184	8.15%
	2008	9	80	89	10.11%
	2009	7	115	122	5.74%
	2010		54	54	0.00%
	2011	4	160	164	2.44%
	2012		6	6	0.00%
ST0001646 Total		218	1772	1990	10.95%
ST0001660	1991		16	16	0.00%
	1992	2	16	18	11.11%
	1993	6	25	31	19.35%
	1994	6	34	40	15.00%
	1995	16	60	76	21.05%
	1996	9	50	59	15.25%
	1997	12	69	81	14.81%
	1998	20	119	139	14.39%
	1999	27	153	180	15.00%
	2000	38	202	240	15.83%
	2001	59	230	289	20.42%
	2002	44	175	219	20.09%
	2003	43	330	373	11.53%
	2004	39	209	248	15.73%
	2005	49	430	479	10.23%
	2006	33	219	252	13.10%
	2007	24	406	430	5.58%
	2008	20	233	253	7.91%
	2009	12	351	363	3.31%
2010	12	210	222	5.41%	
2011	15	479	494	3.04%	
2012		13	13	0.00%	
ST0001660 Total		486	4029	4515	10.76%
ST0001662	1991	3	14	17	17.65%
	1992	2	19	21	9.52%
	1993	7	31	38	18.42%
	1994	4	44	48	8.33%
	1995	15	67	82	18.29%
	1996	12	61	73	16.44%
	1997	27	100	127	21.26%
	1998	25	122	147	17.01%
	1999	22	168	190	11.58%
	2000	36	241	277	13.00%
	2001	52	292	344	15.12%
	2002	48	201	249	19.28%
	2003	41	370	411	9.98%
	2004	24	231	255	9.41%
	2005	32	421	453	7.06%
	2006	20	217	237	8.44%
2007	25	471	496	5.04%	
2008	7	207	214	3.27%	
2009	14	340	354	3.95%	
2010	7	169	176	3.98%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2011	11	433	444	2.48%
	2012		7	7	0.00%
ST0001662 Total		434	4226	4660	9.31%
ST0001692	1991	2	5	7	28.57%
	1992	1	8	9	11.11%
	1993	3	6	9	33.33%
	1994	2	11	13	15.38%
	1995	2	23	25	8.00%
	1996	8	23	31	25.81%
	1997	11	29	40	27.50%
	1998	11	49	60	18.33%
	1999	11	60	71	15.49%
	2000	6	81	87	6.90%
	2001	19	75	94	20.21%
	2002	17	62	79	21.52%
	2003	11	138	149	7.38%
	2004	17	74	91	18.68%
	2005	18	150	168	10.71%
	2006	15	74	89	16.85%
	2007	8	175	183	4.37%
	2008	3	64	67	4.48%
2009	3	134	137	2.19%	
2010	2	52	54	3.70%	
2011	4	146	150	2.67%	
2012	3	13	16	18.75%	
ST0001692 Total		177	1452	1629	10.87%
ST0001704	1991	6	28	34	17.65%
	1992	7	24	31	22.58%
	1993	4	43	47	8.51%
	1994	9	69	78	11.54%
	1995	12	96	108	11.11%
	1996	10	65	75	13.33%
	1997	14	113	127	11.02%
	1998	21	131	152	13.82%
	1999	27	167	194	13.92%
	2000	39	286	325	12.00%
	2001	45	260	305	14.75%
	2002	27	172	199	13.57%
	2003	44	382	426	10.33%
	2004	37	192	229	16.16%
	2005	38	447	485	7.84%
	2006	17	185	202	8.42%
	2007	13	428	441	2.95%
	2008	5	161	166	3.01%
2009	9	303	312	2.88%	
2010	8	108	116	6.90%	
2011	8	376	384	2.08%	
2012		6	6	0.00%	
ST0001704 Total		400	4042	4442	9.00%
	1991		2	2	0.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001725	1992	1	9	10	10.00%
	1993	1	7	8	12.50%
	1994	1	11	12	8.33%
	1995		21	21	0.00%
	1996	8	53	61	13.11%
	1997	10	83	93	10.75%
	1998	9	93	102	8.82%
	1999	14	134	148	9.46%
	2000	23	189	212	10.85%
	2001	33	198	231	14.29%
	2002	23	139	162	14.20%
	2003	37	274	311	11.90%
	2004	12	165	177	6.78%
	2005	24	334	358	6.70%
	2006	25	147	172	14.53%
	2007	13	311	324	4.01%
	2008	6	108	114	5.26%
	2009	4	278	282	1.42%
2010	2	77	79	2.53%	
2011	6	320	326	1.84%	
2012		1	1	0.00%	
ST0001725 Total		252	2954	3206	7.86%
ST0001730	1991		1	1	0.00%
	1992		5	5	0.00%
	1993	5	11	16	31.25%
	1994	1	9	10	10.00%
	1995	2	21	23	8.70%
	1996	4	15	19	21.05%
	1997	2	31	33	6.06%
	1998	5	38	43	11.63%
	1999	5	49	54	9.26%
	2000	12	77	89	13.48%
	2001	18	77	95	18.95%
	2002	13	59	72	18.06%
	2003	10	105	115	8.70%
	2004	8	69	77	10.39%
	2005	8	131	139	5.76%
	2006	5	70	75	6.67%
	2007	4	126	130	3.08%
	2008	8	56	64	12.50%
2009	2	81	83	2.41%	
2010	3	44	47	6.38%	
2011	1	121	122	0.82%	
2012		3	3	0.00%	
ST0001730 Total		116	1199	1315	8.82%
	1991	2	12	14	14.29%
	1992	2	18	20	10.00%
	1993	10	32	42	23.81%
	1994	14	65	79	17.72%
	1995	7	69	76	9.21%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001767	1996	21	101	122	17.21%
	1997	34	131	165	20.61%
	1998	59	201	260	22.69%
	1999	53	237	290	18.28%
	2000	73	345	418	17.46%
	2001	72	353	425	16.94%
	2002	68	300	368	18.48%
	2003	87	522	609	14.29%
	2004	49	358	407	12.04%
	2005	72	642	714	10.08%
	2006	47	321	368	12.77%
	2007	38	604	642	5.92%
	2008	16	267	283	5.65%
	2009	15	482	497	3.02%
2010	5	218	223	2.24%	
2011	14	604	618	2.27%	
2012			6	6	0.00%
ST0001767 Total		758	5888	6646	11.41%
ST0001790	1991		4	4	0.00%
	1992	1	5	6	16.67%
	1993	1	14	15	6.67%
	1994	3	14	17	17.65%
	1995	2	10	12	16.67%
	1996	6	33	39	15.38%
	1997	13	55	68	19.12%
	1998	11	64	75	14.67%
	1999	11	76	87	12.64%
	2000	22	105	127	17.32%
	2001	14	62	76	18.42%
	2002	20	87	107	18.69%
	2003	15	145	160	9.38%
	2004	17	112	129	13.18%
	2005	27	215	242	11.16%
	2006	11	88	99	11.11%
	2007	8	204	212	3.77%
2008	3	96	99	3.03%	
2009	5	180	185	2.70%	
2010		47	47	0.00%	
2011	3	205	208	1.44%	
2012			7	7	0.00%
ST0001790 Total		193	1828	2021	9.55%
	1991	3	24	27	11.11%
	1992	8	37	45	17.78%
	1993	8	42	50	16.00%
	1994	12	81	93	12.90%
	1995	18	112	130	13.85%
	1996	15	89	104	14.42%
	1997	21	137	158	13.29%
	1998	15	142	157	9.55%
1999	36	223	259	13.90%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001799	2000	39	334	373	10.46%
	2001	50	366	416	12.02%
	2002	34	245	279	12.19%
	2003	55	477	532	10.34%
	2004	25	278	303	8.25%
	2005	40	534	574	6.97%
	2006	23	262	285	8.07%
	2007	26	550	576	4.51%
	2008	12	241	253	4.74%
	2009	16	447	463	3.46%
	2010	1	154	155	0.65%
	2011	10	598	608	1.64%
2012	1	9	10	10.00%	
ST0001799 Total		468	5382	5850	8.00%
ST0001805	1991	11	25	36	30.56%
	1992	12	39	51	23.53%
	1993	7	75	82	8.54%
	1994	23	107	130	17.69%
	1995	31	134	165	18.79%
	1996	17	128	145	11.72%
	1997	54	264	318	16.98%
	1998	59	268	327	18.04%
	1999	75	381	456	16.45%
	2000	105	557	662	15.86%
	2001	128	542	670	19.10%
	2002	92	400	492	18.70%
	2003	124	691	815	15.21%
	2004	66	462	528	12.50%
	2005	68	792	860	7.91%
	2006	42	370	412	10.19%
	2007	45	689	734	6.13%
	2008	20	287	307	6.51%
	2009	20	543	563	3.55%
	2010	5	207	212	2.36%
2011	17	608	625	2.72%	
2012		8	8	0.00%	
ST0001805 Total		1021	7577	8598	11.87%
ST0001825	1991	4	25	29	13.79%
	1992	4	43	47	8.51%
	1993	10	44	54	18.52%
	1994	21	83	104	20.19%
	1995	13	114	127	10.24%
	1996	18	98	116	15.52%
	1997	35	181	216	16.20%
	1998	30	199	229	13.10%
	1999	45	248	293	15.36%
	2000	62	401	463	13.39%
	2001	79	376	455	17.36%
	2002	47	228	275	17.09%
	2003	68	532	600	11.33%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2004	42	299	341	12.32%
	2005	53	606	659	8.04%
	2006	24	266	290	8.28%
	2007	39	616	655	5.95%
	2008	27	244	271	9.96%
	2009	15	435	450	3.33%
	2010	2	127	129	1.55%
	2011	15	515	530	2.83%
	2012		11	11	0.00%
ST0001825 Total		653	5691	6344	10.29%
ST0001845	1991	1	2	3	33.33%
	1992	2	8	10	20.00%
	1993	2	12	14	14.29%
	1994	1	14	15	6.67%
	1995	1	22	23	4.35%
	1996	6	13	19	31.58%
	1997	6	27	33	18.18%
	1998	7	36	43	16.28%
	1999	11	56	67	16.42%
	2000	15	75	90	16.67%
	2001	23	86	109	21.10%
	2002	9	56	65	13.85%
	2003	22	133	155	14.19%
	2004	15	91	106	14.15%
	2005	21	184	205	10.24%
	2006	7	99	106	6.60%
	2007	9	191	200	4.50%
	2008	5	97	102	4.90%
	2009	7	166	173	4.05%
	2010	8	80	88	9.09%
2011	8	223	231	3.46%	
2012			4	4	0.00%
ST0001845 Total		186	1675	1861	9.99%
ST0001876	1991	8	49	57	14.04%
	1992	2	46	48	4.17%
	1993	10	71	81	12.35%
	1994	16	116	132	12.12%
	1995	24	153	177	13.56%
	1996	41	169	210	19.52%
	1997	50	244	294	17.01%
	1998	59	314	373	15.82%
	1999	83	393	476	17.44%
	2000	128	644	772	16.58%
	2001	142	656	798	17.79%
	2002	85	399	484	17.56%
	2003	101	892	993	10.17%
	2004	76	463	539	14.10%
	2005	81	975	1056	7.67%
2006	44	420	464	9.48%	
2007	58	937	995	5.83%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
	2008	26	362	388	6.70%
	2009	36	670	706	5.10%
	2010	8	264	272	2.94%
	2011	16	861	877	1.82%
	2012	1	3	4	25.00%
ST0001876 Total		1095	9101	10196	10.74%
ST0001889	1991	3	15	18	16.67%
	1992	1	27	28	3.57%
	1993	8	47	55	14.55%
	1994	6	63	69	8.70%
	1995	7	92	99	7.07%
	1996	12	84	96	12.50%
	1997	26	131	157	16.56%
	1998	17	153	170	10.00%
	1999	31	218	249	12.45%
	2000	29	318	347	8.36%
	2001	63	358	421	14.96%
	2002	38	254	292	13.01%
	2003	57	558	615	9.27%
	2004	47	446	493	9.53%
	2005	47	839	886	5.30%
	2006	28	704	732	3.83%
	2007	40	1235	1275	3.14%
	2008	15	993	1008	1.49%
	2009	20	1026	1046	1.91%
2010	9	717	726	1.24%	
2011	7	924	931	0.75%	
2012	1	25	26	3.85%	
ST0001889 Total		512	9227	9739	5.26%
ST0001896	1991	1	14	15	6.67%
	1992	4	15	19	21.05%
	1993	1	15	16	6.25%
	1994	1	35	36	2.78%
	1995	6	53	59	10.17%
	1996	8	56	64	12.50%
	1997	9	72	81	11.11%
	1998	7	89	96	7.29%
	1999	14	136	150	9.33%
	2000	26	232	258	10.08%
	2001	27	227	254	10.63%
	2002	24	166	190	12.63%
	2003	28	333	361	7.76%
	2004	19	247	266	7.14%
	2005	28	412	440	6.36%
	2006	12	207	219	5.48%
	2007	12	364	376	3.19%
2008	8	145	153	5.23%	
2009	11	282	293	3.75%	
2010	6	85	91	6.59%	
2011	14	318	332	4.22%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2012	1		1	100.00%
ST0001896 Total		267	3503	3770	7.08%
ST0001944	1991		29	29	0.00%
	1992	10	44	54	18.52%
	1993	7	57	64	10.94%
	1994	7	67	74	9.46%
	1995	11	122	133	8.27%
	1996	10	94	104	9.62%
	1997	25	171	196	12.76%
	1998	35	186	221	15.84%
	1999	42	265	307	13.68%
	2000	61	423	484	12.60%
	2001	73	443	516	14.15%
	2002	63	302	365	17.26%
	2003	73	637	710	10.28%
	2004	50	339	389	12.85%
	2005	62	777	839	7.39%
	2006	37	363	400	9.25%
	2007	44	855	899	4.89%
2008	17	388	405	4.20%	
2009	23	666	689	3.34%	
2010	7	256	263	2.66%	
2011	26	895	921	2.82%	
2012	1	26	27	3.70%	
ST0001944 Total		684	7405	8089	8.46%
ST0001970	1991	8	20	28	28.57%
	1992	5	9	14	35.71%
	1993	6	27	33	18.18%
	1994	10	33	43	23.26%
	1995	6	54	60	10.00%
	1996	7	47	54	12.96%
	1997	19	88	107	17.76%
	1998	13	95	108	12.04%
	1999	24	150	174	13.79%
	2000	26	246	272	9.56%
	2001	46	224	270	17.04%
	2002	20	139	159	12.58%
	2003	34	363	397	8.56%
	2004	17	206	223	7.62%
	2005	23	493	516	4.46%
	2006	21	182	203	10.34%
	2007	26	591	617	4.21%
2008	10	194	204	4.90%	
2009	11	510	521	2.11%	
2010	3	171	174	1.72%	
2011	6	608	614	0.98%	
2012		8	8	0.00%	
ST0001970 Total		341	4458	4799	7.11%
	1991	5	8	13	38.46%
	1992	2	15	17	11.76%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002018	1993	4	17	21	19.05%
	1994	5	27	32	15.63%
	1995	2	47	49	4.08%
	1996	4	40	44	9.09%
	1997	8	67	75	10.67%
	1998	4	57	61	6.56%
	1999	11	109	120	9.17%
	2000	14	158	172	8.14%
	2001	18	149	167	10.78%
	2002	21	99	120	17.50%
	2003	21	210	231	9.09%
	2004	13	101	114	11.40%
	2005	12	234	246	4.88%
	2006	5	94	99	5.05%
	2007	12	267	279	4.30%
	2008	7	83	90	7.78%
2009	6	203	209	2.87%	
2010	1	67	68	1.47%	
2011	1	229	230	0.43%	
2012			6	6	0.00%
ST0002018 Total		176	2287	2463	7.15%
ST0002020	1991	2	6	8	25.00%
	1992		5	5	0.00%
	1993	2	9	11	18.18%
	1994	2	9	11	18.18%
	1995	3	13	16	18.75%
	1996	5	14	19	26.32%
	1997	5	40	45	11.11%
	1998	3	33	36	8.33%
	1999	6	56	62	9.68%
	2000	6	91	97	6.19%
	2001	11	103	114	9.65%
	2002	7	68	75	9.33%
	2003	13	167	180	7.22%
	2004	12	102	114	10.53%
	2005	17	208	225	7.56%
	2006	8	108	116	6.90%
2007	9	272	281	3.20%	
2008	4	125	129	3.10%	
2009	3	184	187	1.60%	
2010	4	70	74	5.41%	
2011	9	303	312	2.88%	
2012			5	5	0.00%
ST0002020 Total		131	1991	2122	6.17%
	1991	7	12	19	36.84%
	1992	3	21	24	12.50%
	1993	6	25	31	19.35%
	1994	9	48	57	15.79%
	1995	9	47	56	16.07%
	1996	13	49	62	20.97%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002026	1997	25	90	115	21.74%
	1998	14	84	98	14.29%
	1999	13	124	137	9.49%
	2000	23	178	201	11.44%
	2001	37	237	274	13.50%
	2002	27	103	130	20.77%
	2003	36	294	330	10.91%
	2004	18	141	159	11.32%
	2005	35	335	370	9.46%
	2006	15	139	154	9.74%
	2007	19	347	366	5.19%
	2008	6	136	142	4.23%
	2009	17	271	288	5.90%
	2010	6	93	99	6.06%
2011	6	335	341	1.76%	
2012	1	6	7	14.29%	
ST0002026 Total		345	3115	3460	9.97%
ST0002060	1991	4	17	21	19.05%
	1992	7	21	28	25.00%
	1993	6	33	39	15.38%
	1994	6	41	47	12.77%
	1995	8	53	61	13.11%
	1996	9	52	61	14.75%
	1997	20	94	114	17.54%
	1998	14	103	117	11.97%
	1999	17	161	178	9.55%
	2000	31	225	256	12.11%
	2001	46	240	286	16.08%
	2002	25	134	159	15.72%
	2003	37	346	383	9.66%
	2004	25	161	186	13.44%
	2005	29	438	467	6.21%
	2006	8	195	203	3.94%
	2007	29	429	458	6.33%
	2008	18	176	194	9.28%
	2009	17	331	348	4.89%
2010	9	156	165	5.45%	
2011	19	524	543	3.50%	
2012	7	58	65	10.77%	
ST0002060 Total		391	3988	4379	8.93%
	1991		1	1	0.00%
	1992	1	3	4	25.00%
	1993		9	9	0.00%
	1994	1	16	17	5.88%
	1995	1	15	16	6.25%
	1996	3	23	26	11.54%
	1997	5	37	42	11.90%
	1998	4	29	33	12.12%
	1999	8	63	71	11.27%
	2000	16	82	98	16.33%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002070	2001	15	89	104	14.42%
	2002	18	78	96	18.75%
	2003	20	155	175	11.43%
	2004	15	110	125	12.00%
	2005	21	209	230	9.13%
	2006	12	127	139	8.63%
	2007	15	272	287	5.23%
	2008	7	132	139	5.04%
	2009	4	209	213	1.88%
	2010	3	103	106	2.83%
	2011	2	303	305	0.66%
2012	1	7	8	12.50%	
ST0002070 Total		172	2072	2244	7.66%
ST0002120	1991	7	20	27	25.93%
	1992	7	25	32	21.88%
	1993	10	17	27	37.04%
	1994	4	35	39	10.26%
	1995	10	45	55	18.18%
	1996	1	39	40	2.50%
	1997	9	63	72	12.50%
	1998	13	85	98	13.27%
	1999	11	98	109	10.09%
	2000	21	187	208	10.10%
	2001	34	210	244	13.93%
	2002	17	116	133	12.78%
	2003	30	259	289	10.38%
	2004	23	183	206	11.17%
	2005	25	314	339	7.37%
	2006	13	178	191	6.81%
	2007	11	390	401	2.74%
	2008	10	205	215	4.65%
	2009	10	345	355	2.82%
2010	10	142	152	6.58%	
2011	10	497	507	1.97%	
2012	2	10	12	16.67%	
ST0002120 Total		288	3463	3751	7.68%
ST0002133	1991	6	15	21	28.57%
	1992	9	22	31	29.03%
	1993	7	28	35	20.00%
	1994	7	43	50	14.00%
	1995	14	52	66	21.21%
	1996	15	58	73	20.55%
	1997	16	81	97	16.49%
	1998	30	115	145	20.69%
	1999	25	134	159	15.72%
	2000	41	251	292	14.04%
	2001	41	262	303	13.53%
	2002	34	206	240	14.17%
	2003	40	369	409	9.78%
2004	19	233	252	7.54%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station
Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2005	48	476	524	9.16%
	2006	22	228	250	8.80%
	2007	35	527	562	6.23%
	2008	17	255	272	6.25%
	2009	23	427	450	5.11%
	2010	11	202	213	5.16%
	2011	22	549	571	3.85%
	2012		21	21	0.00%
ST0002133 Total		482	4554	5036	9.57%
ST0002141	1991	1	6	7	14.29%
	1992	1	13	14	7.14%
	1993	4	20	24	16.67%
	1994	4	23	27	14.81%
	1995	4	33	37	10.81%
	1996	7	39	46	15.22%
	1997	8	55	63	12.70%
	1998	15	65	80	18.75%
	1999	15	107	122	12.30%
	2000	23	166	189	12.17%
	2001	34	184	218	15.60%
	2002	29	131	160	18.13%
	2003	36	261	297	12.12%
	2004	14	181	195	7.18%
	2005	30	370	400	7.50%
	2006	15	187	202	7.43%
	2007	24	427	451	5.32%
	2008	9	200	209	4.31%
	2009	12	337	349	3.44%
	2010	4	145	149	2.68%
2011	10	497	507	1.97%	
2012	1	9	10	10.00%	
ST0002141 Total		300	3456	3756	7.99%
ST0002149	1991	1	14	15	6.67%
	1992	2	8	10	20.00%
	1993	5	18	23	21.74%
	1994	3	22	25	12.00%
	1995	8	35	43	18.60%
	1996	7	46	53	13.21%
	1997	15	64	79	18.99%
	1998	14	64	78	17.95%
	1999	20	103	123	16.26%
	2000	34	147	181	18.78%
	2001	41	145	186	22.04%
	2002	29	114	143	20.28%
	2003	29	222	251	11.55%
	2004	27	136	163	16.56%
	2005	37	259	296	12.50%
	2006	19	148	167	11.38%
2007	25	289	314	7.96%	
2008	7	176	183	3.83%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
	2009	10	252	262	3.82%
	2010	8	103	111	7.21%
	2011	15	304	319	4.70%
	2012	1	9	10	10.00%
ST0002149 Total		357	2678	3035	11.76%
ST0002153	1991	4	13	17	23.53%
	1992	4	28	32	12.50%
	1993	3	32	35	8.57%
	1994	10	41	51	19.61%
	1995	11	57	68	16.18%
	1996	14	60	74	18.92%
	1997	12	107	119	10.08%
	1998	15	109	124	12.10%
	1999	30	210	240	12.50%
	2000	24	302	326	7.36%
	2001	56	299	355	15.77%
	2002	35	166	201	17.41%
	2003	44	447	491	8.96%
	2004	26	215	241	10.79%
	2005	38	490	528	7.20%
	2006	18	210	228	7.89%
	2007	19	564	583	3.26%
	2008	10	213	223	4.48%
	2009	14	487	501	2.79%
2010	7	155	162	4.32%	
2011	16	598	614	2.61%	
2012		5	5	0.00%	
ST0002153 Total		410	4808	5218	7.86%
ST0002181	1991	15	30	45	33.33%
	1992	8	32	40	20.00%
	1993	9	43	52	17.31%
	1994	12	72	84	14.29%
	1995	10	89	99	10.10%
	1996	13	78	91	14.29%
	1997	27	154	181	14.92%
	1998	25	185	210	11.90%
	1999	41	290	331	12.39%
	2000	59	432	491	12.02%
	2001	80	442	522	15.33%
	2002	38	270	308	12.34%
	2003	64	608	672	9.52%
	2004	40	350	390	10.26%
	2005	61	818	879	6.94%
	2006	29	357	386	7.51%
	2007	44	887	931	4.73%
	2008	18	364	382	4.71%
	2009	15	739	754	1.99%
2010	9	243	252	3.57%	
2011	9	926	935	0.96%	
2012		3	3	0.00%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002181 Total		626	7412	8038	7.79%
ST0002233	1991	4	20	24	16.67%
	1992	16	43	59	27.12%
	1993	21	52	73	28.77%
	1994	15	61	76	19.74%
	1995	33	119	152	21.71%
	1996	35	116	151	23.18%
	1997	40	188	228	17.54%
	1998	61	204	265	23.02%
	1999	62	309	371	16.71%
	2000	75	417	492	15.24%
	2001	110	452	562	19.57%
	2002	92	391	483	19.05%
	2003	103	625	728	14.15%
	2004	90	450	540	16.67%
2005	87	708	795	10.94%	
2006	55	439	494	11.13%	
2007	63	686	749	8.41%	
2008	28	356	384	7.29%	
2009	26	450	476	5.46%	
2010	8	197	205	3.90%	
2011	8	439	447	1.79%	
2012	1	4	5	20.00%	
ST0002233 Total		1033	6726	7759	13.31%
ST0002267	1991	1	5	6	16.67%
	1992	2	5	7	28.57%
	1993	5	15	20	25.00%
	1994	4	28	32	12.50%
	1995	4	24	28	14.29%
	1996	6	25	31	19.35%
	1997	7	49	56	12.50%
	1998	9	46	55	16.36%
	1999	12	76	88	13.64%
	2000	17	125	142	11.97%
	2001	27	119	146	18.49%
	2002	15	67	82	18.29%
	2003	33	209	242	13.64%
	2004	9	91	100	9.00%
2005	26	209	235	11.06%	
2006	15	116	131	11.45%	
2007	15	306	321	4.67%	
2008	8	116	124	6.45%	
2009	12	207	219	5.48%	
2010	3	94	97	3.09%	
2011	16	306	322	4.97%	
2012	2	18	20	10.00%	
ST0002267 Total		248	2256	2504	9.90%
	1991	1	16	17	5.88%
	1992	3	30	33	9.09%
	1993	5	46	51	9.80%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002330	1994	6	41	47	12.77%
	1995	3	60	63	4.76%
	1996	16	63	79	20.25%
	1997	19	114	133	14.29%
	1998	13	123	136	9.56%
	1999	23	167	190	12.11%
	2000	41	229	270	15.19%
	2001	45	248	293	15.36%
	2002	32	169	201	15.92%
	2003	49	366	415	11.81%
	2004	33	201	234	14.10%
	2005	42	406	448	9.38%
	2006	25	223	248	10.08%
	2007	26	452	478	5.44%
	2008	11	185	196	5.61%
2009	15	347	362	4.14%	
2010	5	124	129	3.88%	
2011	6	494	500	1.20%	
2012			6	6	0.00%
ST0002330 Total		419	4110	4529	9.25%
ST0002358	1991	1		1	100.00%
	1992	2	5	7	28.57%
	1993	5	8	13	38.46%
	1994	4	12	16	25.00%
	1995	4	15	19	21.05%
	1996	2	23	25	8.00%
	1997	4	33	37	10.81%
	1998	4	35	39	10.26%
	1999	12	55	67	17.91%
	2000	24	100	124	19.35%
	2001	21	71	92	22.83%
	2002	13	50	63	20.63%
	2003	16	134	150	10.67%
	2004	18	94	112	16.07%
	2005	25	180	205	12.20%
	2006	6	85	91	6.59%
	2007	15	172	187	8.02%
2008	10	95	105	9.52%	
2009	5	142	147	3.40%	
2010	4	50	54	7.41%	
2011	6	205	211	2.84%	
2012			2	2	0.00%
ST0002358 Total		201	1566	1767	11.38%
	1991	2	13	15	13.33%
	1992		15	15	0.00%
	1993	5	29	34	14.71%
	1994	9	37	46	19.57%
	1995	2	48	50	4.00%
	1996	7	32	39	17.95%
1997	10	54	64	15.63%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002365	1998	12	82	94	12.77%
	1999	21	115	136	15.44%
	2000	32	197	229	13.97%
	2001	40	167	207	19.32%
	2002	18	118	136	13.24%
	2003	37	267	304	12.17%
	2004	14	143	157	8.92%
	2005	20	336	356	5.62%
	2006	14	165	179	7.82%
	2007	15	335	350	4.29%
	2008	11	152	163	6.75%
	2009	11	261	272	4.04%
	2010	4	115	119	3.36%
2011	9	321	330	2.73%	
2012			3	3	0.00%
ST0002365 Total		293	3005	3298	8.88%
ST0002373	1991	6	27	33	18.18%
	1992	7	38	45	15.56%
	1993	14	55	69	20.29%
	1994	27	87	114	23.68%
	1995	20	101	121	16.53%
	1996	18	103	121	14.88%
	1997	29	159	188	15.43%
	1998	29	179	208	13.94%
	1999	42	243	285	14.74%
	2000	50	367	417	11.99%
	2001	74	428	502	14.74%
	2002	43	226	269	15.99%
	2003	70	596	666	10.51%
	2004	36	261	297	12.12%
	2005	61	654	715	8.53%
	2006	22	271	293	7.51%
	2007	25	653	678	3.69%
	2008	18	246	264	6.82%
	2009	17	523	540	3.15%
2010	6	173	179	3.35%	
2011	23	661	684	3.36%	
2012			8	8	0.00%
ST0002373 Total		637	6059	6696	9.51%
ST0002380	1991	2	14	16	12.50%
	1992	1	17	18	5.56%
	1993	7	26	33	21.21%
	1994	4	43	47	8.51%
	1995	6	37	43	13.95%
	1996	5	45	50	10.00%
	1997	15	82	97	15.46%
	1998	16	86	102	15.69%
	1999	12	106	118	10.17%
	2000	18	167	185	9.73%
2001	25	172	197	12.69%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002380	2002	18	96	114	15.79%
	2003	32	264	296	10.81%
	2004	14	128	142	9.86%
	2005	31	278	309	10.03%
	2006	9	116	125	7.20%
	2007	15	284	299	5.02%
	2008	10	110	120	8.33%
	2009	8	264	272	2.94%
	2010	4	62	66	6.06%
	2011	4	288	292	1.37%
2012			1	1	0.00%
ST0002380 Total		256	2686	2942	8.70%
ST0002419	1991	6	16	22	27.27%
	1992	4	29	33	12.12%
	1993	8	48	56	14.29%
	1994	5	70	75	6.67%
	1995	8	70	78	10.26%
	1996	8	74	82	9.76%
	1997	23	119	142	16.20%
	1998	21	131	152	13.82%
	1999	28	211	239	11.72%
	2000	42	324	366	11.48%
	2001	43	354	397	10.83%
	2002	40	184	224	17.86%
	2003	50	456	506	9.88%
	2004	27	209	236	11.44%
	2005	53	540	593	8.94%
	2006	25	265	290	8.62%
	2007	35	655	690	5.07%
	2008	31	332	363	8.54%
	2009	27	496	523	5.16%
2010	41	294	335	12.24%	
2011	64	752	816	7.84%	
2012	31	188	219	14.16%	
ST0002419 Total		620	5817	6437	9.63%
ST0002467	1991	3	8	11	27.27%
	1992	1	11	12	8.33%
	1993	3	13	16	18.75%
	1994	3	16	19	15.79%
	1995	5	34	39	12.82%
	1996	20	49	69	28.99%
	1997	15	71	86	17.44%
	1998	15	89	104	14.42%
	1999	14	109	123	11.38%
	2000	22	187	209	10.53%
	2001	41	230	271	15.13%
	2002	25	140	165	15.15%
	2003	39	300	339	11.50%
2004	17	163	180	9.44%	
2005	27	323	350	7.71%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2006	15	147	162	9.26%
	2007	18	351	369	4.88%
	2008	17	143	160	10.63%
	2009	13	279	292	4.45%
	2010	8	117	125	6.40%
	2011	6	347	353	1.70%
	2012			6	6
ST0002467 Total		327	3133	3460	9.45%
ST0002493	1991	2	23	25	8.00%
	1992	13	34	47	27.66%
	1993	11	41	52	21.15%
	1994	8	65	73	10.96%
	1995	15	92	107	14.02%
	1996	14	102	116	12.07%
	1997	13	136	149	8.72%
	1998	29	172	201	14.43%
	1999	29	261	290	10.00%
	2000	48	369	417	11.51%
	2001	48	401	449	10.69%
	2002	39	248	287	13.59%
	2003	58	640	698	8.31%
	2004	36	362	398	9.05%
	2005	39	777	816	4.78%
	2006	32	326	358	8.94%
	2007	40	820	860	4.65%
	2008	12	355	367	3.27%
	2009	13	679	692	1.88%
	2010	4	218	222	1.80%
2011	13	958	971	1.34%	
2012			4	4	0.00%
ST0002493 Total		516	7083	7599	6.79%
ST0002540	1991	2	12	14	14.29%
	1992	7	28	35	20.00%
	1993	7	35	42	16.67%
	1994	8	49	57	14.04%
	1995	7	76	83	8.43%
	1996	8	49	57	14.04%
	1997	9	69	78	11.54%
	1998	13	77	90	14.44%
	1999	19	134	153	12.42%
	2000	30	201	231	12.99%
	2001	24	219	243	9.88%
	2002	13	116	129	10.08%
	2003	27	282	309	8.74%
	2004	17	148	165	10.30%
	2005	22	326	348	6.32%
	2006	9	157	166	5.42%
	2007	11	377	388	2.84%
2008	6	185	191	3.14%	
2009	15	362	377	3.98%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
	2010	6	129	135	4.44%
	2011	6	371	377	1.59%
	2012	1	31	32	3.13%
ST0002540 Total		267	3433	3700	7.22%
ST0002560	1991	2	9	11	18.18%
	1992	3	28	31	9.68%
	1993	5	19	24	20.83%
	1994	4	43	47	8.51%
	1995	9	61	70	12.86%
	1996	14	68	82	17.07%
	1997	10	111	121	8.26%
	1998	19	104	123	15.45%
	1999	29	204	233	12.45%
	2000	57	268	325	17.54%
	2001	43	311	354	12.15%
	2002	30	189	219	13.70%
	2003	38	498	536	7.09%
	2004	21	214	235	8.94%
	2005	37	562	599	6.18%
	2006	27	262	289	9.34%
	2007	21	626	647	3.25%
	2008	20	233	253	7.91%
	2009	19	575	594	3.20%
2010	8	223	231	3.46%	
2011	26	790	816	3.19%	
2012	3	8	11	27.27%	
ST0002560 Total		445	5406	5851	7.61%
ST0002573	1991	12	38	50	24.00%
	1992	5	32	37	13.51%
	1993	14	56	70	20.00%
	1994	9	71	80	11.25%
	1995	10	88	98	10.20%
	1996	15	92	107	14.02%
	1997	27	141	168	16.07%
	1998	37	139	176	21.02%
	1999	57	254	311	18.33%
	2000	48	354	402	11.94%
	2001	52	332	384	13.54%
	2002	39	216	255	15.29%
	2003	49	423	472	10.38%
	2004	31	288	319	9.72%
	2005	50	575	625	8.00%
	2006	23	271	294	7.82%
	2007	33	595	628	5.25%
	2008	18	244	262	6.87%
	2009	11	425	436	2.52%
2010	6	216	222	2.70%	
2011	12	611	623	1.93%	
2012		6	6	0.00%	
ST0002573 Total		558	5467	6025	9.26%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002578	1991	4	15	19	21.05%
	1992	1	18	19	5.26%
	1993	5	17	22	22.73%
	1994	7	22	29	24.14%
	1995	7	38	45	15.56%
	1996	7	40	47	14.89%
	1997	8	61	69	11.59%
	1998	13	88	101	12.87%
	1999	19	106	125	15.20%
	2000	18	155	173	10.40%
	2001	24	177	201	11.94%
	2002	20	118	138	14.49%
	2003	32	284	316	10.13%
	2004	22	156	178	12.36%
	2005	36	328	364	9.89%
	2006	23	163	186	12.37%
	2007	19	384	403	4.71%
	2008	18	217	235	7.66%
2009	24	392	416	5.77%	
2010	18	166	184	9.78%	
2011	28	555	583	4.80%	
2012			16	16	0.00%
ST0002578 Total		353	3516	3869	9.12%
ST0002593	1991	3	24	27	11.11%
	1992	7	24	31	22.58%
	1993	3	40	43	6.98%
	1994	5	58	63	7.94%
	1995	12	79	91	13.19%
	1996	18	72	90	20.00%
	1997	31	122	153	20.26%
	1998	42	154	196	21.43%
	1999	37	215	252	14.68%
	2000	74	339	413	17.92%
	2001	79	323	402	19.65%
	2002	70	232	302	23.18%
	2003	76	479	555	13.69%
	2004	55	281	336	16.37%
	2005	79	593	672	11.76%
	2006	33	259	292	11.30%
	2007	41	615	656	6.25%
	2008	17	231	248	6.85%
2009	18	446	464	3.88%	
2010	4	212	216	1.85%	
2011	30	603	633	4.74%	
2012	1	20	21	4.76%	
ST0002593 Total		735	5421	6156	11.94%
	1991	3	4	7	42.86%
	1992		5	5	0.00%
	1993		11	11	0.00%
	1994		17	17	0.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002631	1995	4	13	17	23.53%
	1996	5	27	32	15.63%
	1997	8	21	29	27.59%
	1998	7	32	39	17.95%
	1999	8	54	62	12.90%
	2000	10	83	93	10.75%
	2001	16	96	112	14.29%
	2002	19	68	87	21.84%
	2003	16	135	151	10.60%
	2004	10	76	86	11.63%
	2005	16	156	172	9.30%
	2006	2	68	70	2.86%
	2007	9	156	165	5.45%
	2008	3	55	58	5.17%
	2009	7	139	146	4.79%
2010			46	46	0.00%
2011	2	182	184	1.09%	
2012			5	5	0.00%
ST0002631 Total		145	1449	1594	9.10%
ST0002651	1991		7	7	0.00%
	1992	2	8	10	20.00%
	1993	2	8	10	20.00%
	1994	4	12	16	25.00%
	1995		19	19	0.00%
	1996	3	12	15	20.00%
	1997	7	29	36	19.44%
	1998	3	11	14	21.43%
	1999	4	37	41	9.76%
	2000	5	59	64	7.81%
	2001	15	74	89	16.85%
	2002	5	42	47	10.64%
	2003	6	86	92	6.52%
	2004	10	36	46	21.74%
	2005	12	138	150	8.00%
	2006	6	54	60	10.00%
	2007	5	121	126	3.97%
2008	2	49	51	3.92%	
2009	4	120	124	3.23%	
2010			32	32	0.00%
2011	1	150	151	0.66%	
ST0002651 Total		96	1104	1200	8.00%
	1991	5	21	26	19.23%
	1992	4	21	25	16.00%
	1993	5	45	50	10.00%
	1994	6	69	75	8.00%
	1995	11	59	70	15.71%
	1996	11	80	91	12.09%
	1997	19	112	131	14.50%
	1998	30	135	165	18.18%
1999	33	207	240	13.75%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail	
ST0002652	2000	40	316	356	11.24%	
	2001	57	315	372	15.32%	
	2002	35	188	223	15.70%	
	2003	39	426	465	8.39%	
	2004	32	188	220	14.55%	
	2005	46	513	559	8.23%	
	2006	18	195	213	8.45%	
	2007	25	542	567	4.41%	
	2008	7	187	194	3.61%	
	2009	11	450	461	2.39%	
	2010			100	100	0.00%
	2011	7	499	506	1.38%	
2012			10	10	0.00%	
ST0002652 Total		441	4678	5119	8.61%	
ST0002672	1991	7	31	38	18.42%	
	1992	5	31	36	13.89%	
	1993	12	48	60	20.00%	
	1994	10	63	73	13.70%	
	1995	14	124	138	10.14%	
	1996	14	112	126	11.11%	
	1997	31	196	227	13.66%	
	1998	36	226	262	13.74%	
	1999	38	313	351	10.83%	
	2000	49	494	543	9.02%	
	2001	71	538	609	11.66%	
	2002	51	303	354	14.41%	
	2003	91	801	892	10.20%	
	2004	48	389	437	10.98%	
	2005	66	929	995	6.63%	
	2006	41	395	436	9.40%	
	2007	37	1021	1058	3.50%	
	2008	12	383	395	3.04%	
	2009	23	890	913	2.52%	
	2010	9	264	273	3.30%	
2011	17	1125	1142	1.49%		
2012			1	1	0.00%	
ST0002672 Total		682	8677	9359	7.29%	
ST0002740	1991	11	26	37	29.73%	
	1992	9	36	45	20.00%	
	1993	5	45	50	10.00%	
	1994	9	58	67	13.43%	
	1995	8	81	89	8.99%	
	1996	13	92	105	12.38%	
	1997	30	135	165	18.18%	
	1998	30	162	192	15.63%	
	1999	35	292	327	10.70%	
	2000	45	360	405	11.11%	
	2001	66	425	491	13.44%	
	2002	44	256	300	14.67%	
	2003	82	641	723	11.34%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2004	39	326	365	10.68%
	2005	50	796	846	5.91%
	2006	26	341	367	7.08%
	2007	52	851	903	5.76%
	2008	13	282	295	4.41%
	2009	25	711	736	3.40%
	2010	12	202	214	5.61%
	2011	18	956	974	1.85%
	2012		6	6	0.00%
ST0002740 Total		622	7080	7702	8.08%
ST0002822	1991	13	28	41	31.71%
	1992	11	47	58	18.97%
	1993	11	55	66	16.67%
	1994	19	93	112	16.96%
	1995	19	113	132	14.39%
	1996	25	94	119	21.01%
	1997	29	177	206	14.08%
	1998	35	168	203	17.24%
	1999	66	249	315	20.95%
	2000	64	427	491	13.03%
	2001	85	390	475	17.89%
	2002	62	262	324	19.14%
	2003	72	545	617	11.67%
	2004	30	253	283	10.60%
	2005	50	581	631	7.92%
	2006	22	230	252	8.73%
	2007	44	586	630	6.98%
	2008	13	234	247	5.26%
	2009	21	443	464	4.53%
	2010	5	177	182	2.75%
2011	24	607	631	3.80%	
2012	20	67	87	22.99%	
ST0002822 Total		740	5826	6566	11.27%
ST0002830	1991	6	14	20	30.00%
	1992	10	17	27	37.04%
	1993	3	23	26	11.54%
	1994	9	41	50	18.00%
	1995	2	40	42	4.76%
	1996	5	51	56	8.93%
	1997	15	78	93	16.13%
	1998	19	106	125	15.20%
	1999	25	140	165	15.15%
	2000	27	209	236	11.44%
	2001	45	183	228	19.74%
	2002	30	131	161	18.63%
	2003	41	277	318	12.89%
	2004	35	159	194	18.04%
	2005	38	411	449	8.46%
2006	15	193	208	7.21%	
2007	16	439	455	3.52%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
	2008	18	239	257	7.00%
	2009	14	362	376	3.72%
	2010	7	178	185	3.78%
	2011	26	547	573	4.54%
	2012		3	3	0.00%
ST0002830 Total		406	3841	4247	9.56%
ST0002880	1991	5	37	42	11.90%
	1992	11	35	46	23.91%
	1993	14	73	87	16.09%
	1994	21	94	115	18.26%
	1995	17	150	167	10.18%
	1996	20	127	147	13.61%
	1997	33	200	233	14.16%
	1998	37	186	223	16.59%
	1999	35	299	334	10.48%
	2000	64	517	581	11.02%
	2001	76	451	527	14.42%
	2002	67	282	349	19.20%
	2003	92	707	799	11.51%
	2004	43	336	379	11.35%
	2005	63	749	812	7.76%
	2006	36	296	332	10.84%
	2007	48	767	815	5.89%
	2008	20	298	318	6.29%
	2009	17	529	546	3.11%
2010	5	203	208	2.40%	
2011	3	625	628	0.48%	
2012		7	7	0.00%	
ST0002880 Total		727	6968	7695	9.45%
ST0002884	1991		16	16	0.00%
	1992	1	10	11	9.09%
	1993	2	16	18	11.11%
	1994	2	35	37	5.41%
	1995	7	41	48	14.58%
	1996	3	32	35	8.57%
	1997	8	65	73	10.96%
	1998	11	64	75	14.67%
	1999	12	104	116	10.34%
	2000	18	150	168	10.71%
	2001	16	174	190	8.42%
	2002	16	93	109	14.68%
	2003	26	249	275	9.45%
	2004	8	128	136	5.88%
	2005	14	313	327	4.28%
	2006	8	119	127	6.30%
	2007	11	312	323	3.41%
2008	6	105	111	5.41%	
2009	6	291	297	2.02%	
2010	2	70	72	2.78%	
2011	7	360	367	1.91%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2012		3	3	0.00%
ST0002884 Total		184	2750	2934	6.27%
ST0002915	1991	7	29	36	19.44%
	1992	9	32	41	21.95%
	1993	9	43	52	17.31%
	1994	9	71	80	11.25%
	1995	14	103	117	11.97%
	1996	21	88	109	19.27%
	1997	24	148	172	13.95%
	1998	22	184	206	10.68%
	1999	40	280	320	12.50%
	2000	66	406	472	13.98%
	2001	76	396	472	16.10%
	2002	52	253	305	17.05%
	2003	77	582	659	11.68%
	2004	40	318	358	11.17%
	2005	54	645	699	7.73%
	2006	28	306	334	8.38%
	2007	27	640	667	4.05%
2008	11	262	273	4.03%	
2009	13	462	475	2.74%	
2010	5	193	198	2.53%	
2011	13	609	622	2.09%	
2012		4	4	4	0.00%
ST0002915 Total		617	6054	6671	9.25%
ST0002919	1991	2	4	6	33.33%
	1992	4	14	18	22.22%
	1993	2	9	11	18.18%
	1994	3	21	24	12.50%
	1995	5	30	35	14.29%
	1996	10	31	41	24.39%
	1997	12	43	55	21.82%
	1998	23	74	97	23.71%
	1999	19	88	107	17.76%
	2000	28	121	149	18.79%
	2001	34	100	134	25.37%
	2002	33	116	149	22.15%
	2003	41	187	228	17.98%
	2004	26	134	160	16.25%
	2005	39	220	259	15.06%
	2006	20	122	142	14.08%
	2007	19	246	265	7.17%
2008	10	124	134	7.46%	
2009	8	212	220	3.64%	
2010	7	104	111	6.31%	
2011	18	233	251	7.17%	
2012	3	19	22	13.64%	
ST0002919 Total		366	2252	2618	13.98%
	1991	1	9	10	10.00%
	1992	6	15	21	28.57%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002955	1993	9	14	23	39.13%
	1994	6	27	33	18.18%
	1995	7	30	37	18.92%
	1996	14	34	48	29.17%
	1997	20	50	70	28.57%
	1998	32	57	89	35.96%
	1999	36	70	106	33.96%
	2000	54	115	169	31.95%
	2001	60	122	182	32.97%
	2002	55	95	150	36.67%
	2003	40	134	174	22.99%
	2004	31	104	135	22.96%
	2005	36	145	181	19.89%
	2006	13	84	97	13.40%
	2007	14	133	147	9.52%
	2008	20	74	94	21.28%
2009	4	79	83	4.82%	
2010	3	49	52	5.77%	
2011			75	75	0.00%
2012			5	5	0.00%
ST0002955 Total		461	1520	1981	23.27%
ST0002964	1991	9	25	34	26.47%
	1992	6	43	49	12.24%
	1993	9	57	66	13.64%
	1994	17	74	91	18.68%
	1995	23	115	138	16.67%
	1996	35	129	164	21.34%
	1997	68	227	295	23.05%
	1998	70	247	317	22.08%
	1999	85	376	461	18.44%
	2000	99	492	591	16.75%
	2001	157	525	682	23.02%
	2002	97	419	516	18.80%
	2003	109	647	756	14.42%
	2004	66	481	547	12.07%
	2005	108	804	912	11.84%
	2006	64	375	439	14.58%
2007	61	799	860	7.09%	
2008	33	424	457	7.22%	
2009	40	561	601	6.66%	
2010	26	303	329	7.90%	
2011	39	801	840	4.64%	
2012	11	97	108	10.19%	
ST0002964 Total		1232	8021	9253	13.31%
	1991	1	5	6	16.67%
	1992	6	8	14	42.86%
	1993	2	10	12	16.67%
	1994	1	13	14	7.14%
	1995	5	29	34	14.71%
	1996	3	30	33	9.09%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002975	1997	11	36	47	23.40%
	1998	8	37	45	17.78%
	1999	12	65	77	15.58%
	2000	15	99	114	13.16%
	2001	21	98	119	17.65%
	2002	16	87	103	15.53%
	2003	18	136	154	11.69%
	2004	10	76	86	11.63%
	2005	18	189	207	8.70%
	2006	10	113	123	8.13%
	2007	12	223	235	5.11%
	2008	7	116	123	5.69%
	2009	6	149	155	3.87%
	2010	3	78	81	3.70%
2011	10	220	230	4.35%	
2012	3	13	16	18.75%	
ST0002975 Total		198	1830	2028	9.76%
ST0003102	1991	1	4	5	20.00%
	1992	2	12	14	14.29%
	1993	4	18	22	18.18%
	1994	5	45	50	10.00%
	1995	11	50	61	18.03%
	1996	14	50	64	21.88%
	1997	17	76	93	18.28%
	1998	27	88	115	23.48%
	1999	28	117	145	19.31%
	2000	48	164	212	22.64%
	2001	46	179	225	20.44%
	2002	32	150	182	17.58%
	2003	41	260	301	13.62%
	2004	42	169	211	19.91%
	2005	34	293	327	10.40%
	2006	15	144	159	9.43%
	2007	11	268	279	3.94%
	2008	8	115	123	6.50%
2009	9	195	204	4.41%	
2010	2	94	96	2.08%	
2011	8	255	263	3.04%	
2012		6	6	0.00%	
ST0003102 Total		405	2752	3157	12.83%
	1991		5	5	0.00%
	1992	3	10	13	23.08%
	1993	2	8	10	20.00%
	1994	3	23	26	11.54%
	1995	5	32	37	13.51%
	1996	3	25	28	10.71%
	1997	8	19	27	29.63%
	1998	10	43	53	18.87%
	1999	8	36	44	18.18%
	2000	14	93	107	13.08%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003106	2001	17	89	106	16.04%
	2002	13	58	71	18.31%
	2003	21	105	126	16.67%
	2004	12	44	56	21.43%
	2005	8	119	127	6.30%
	2006	2	38	40	5.00%
	2007	5	104	109	4.59%
	2008		46	46	0.00%
	2009	1	77	78	1.28%
	2010		25	25	0.00%
	2011	3	70	73	4.11%
2012		5	5	0.00%	
ST0003106 Total		138	1074	1212	11.39%
ST0003107	1991	5	21	26	19.23%
	1992	9	56	65	13.85%
	1993	11	67	78	14.10%
	1994	17	86	103	16.50%
	1995	23	111	134	17.16%
	1996	35	128	163	21.47%
	1997	33	157	190	17.37%
	1998	47	197	244	19.26%
	1999	63	292	355	17.75%
	2000	92	469	561	16.40%
	2001	105	451	556	18.88%
	2002	89	301	390	22.82%
	2003	79	628	707	11.17%
	2004	53	291	344	15.41%
	2005	63	630	693	9.09%
	2006	33	303	336	9.82%
	2007	41	607	648	6.33%
	2008	15	272	287	5.23%
	2009	14	408	422	3.32%
2010	7	142	149	4.70%	
2011	11	438	449	2.45%	
2012		11	11	0.00%	
ST0003107 Total		845	6066	6911	12.23%
ST0003190	1991	3	11	14	21.43%
	1992		8	8	0.00%
	1993	7	29	36	19.44%
	1994	4	37	41	9.76%
	1995	11	51	62	17.74%
	1996	4	55	59	6.78%
	1997	10	61	71	14.08%
	1998	19	86	105	18.10%
	1999	26	132	158	16.46%
	2000	32	215	247	12.96%
	2001	43	252	295	14.58%
	2002	18	153	171	10.53%
	2003	38	352	390	9.74%
2004	17	208	225	7.56%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2005	29	463	492	5.89%
	2006	16	231	247	6.48%
	2007	30	609	639	4.69%
	2008	13	239	252	5.16%
	2009	18	509	527	3.42%
	2010	5	205	210	2.38%
	2011	10	661	671	1.49%
	2012			11	11
ST0003190 Total		353	4578	4931	7.16%
ST0003192	1991	15	58	73	20.55%
	1992	22	66	88	25.00%
	1993	31	98	129	24.03%
	1994	33	143	176	18.75%
	1995	46	247	293	15.70%
	1996	78	268	346	22.54%
	1997	83	405	488	17.01%
	1998	139	462	601	23.13%
	1999	150	595	745	20.13%
	2000	199	907	1106	17.99%
	2001	241	909	1150	20.96%
	2002	199	733	932	21.35%
	2003	224	1217	1441	15.54%
	2004	166	907	1073	15.47%
	2005	161	1218	1379	11.68%
	2006	96	760	856	11.21%
	2007	82	1270	1352	6.07%
	2008	67	694	761	8.80%
	2009	49	916	965	5.08%
	2010	19	500	519	3.66%
2011	41	1079	1120	3.66%	
2012			21	21	0.00%
ST0003192 Total		2141	13473	15614	13.71%
ST0003225	1991	4	8	12	33.33%
	1992	9	19	28	32.14%
	1993	7	23	30	23.33%
	1994	5	35	40	12.50%
	1995	19	47	66	28.79%
	1996	30	58	88	34.09%
	1997	35	90	125	28.00%
	1998	55	103	158	34.81%
	1999	73	140	213	34.27%
	2000	105	204	309	33.98%
	2001	108	184	292	36.99%
	2002	75	230	305	24.59%
	2003	73	271	344	21.22%
	2004	59	220	279	21.15%
	2005	51	247	298	17.11%
	2006	30	164	194	15.46%
	2007	22	206	228	9.65%
2008	7	126	133	5.26%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
	2009	5	97	102	4.90%
	2010	3	68	71	4.23%
	2011	7	102	109	6.42%
	2012		5	5	0.00%
ST0003225 Total		782	2647	3429	22.81%
ST0003253	1991		7	7	0.00%
	1992	1	8	9	11.11%
	1993		13	13	0.00%
	1994	2	14	16	12.50%
	1995	4	29	33	12.12%
	1996	3	29	32	9.38%
	1997	4	35	39	10.26%
	1998	7	56	63	11.11%
	1999	11	74	85	12.94%
	2000	13	133	146	8.90%
	2001	21	126	147	14.29%
	2002	22	82	104	21.15%
	2003	18	221	239	7.53%
	2004	12	126	138	8.70%
	2005	16	313	329	4.86%
	2006	11	111	122	9.02%
	2007	16	342	358	4.47%
	2008	10	145	155	6.45%
	2009	7	262	269	2.60%
2010	6	124	130	4.62%	
2011	9	403	412	2.18%	
2012		7	7	0.00%	
ST0003253 Total		193	2660	2853	6.76%
ST0003292	1991	3	32	35	8.57%
	1992	8	34	42	19.05%
	1993	5	35	40	12.50%
	1994	15	56	71	21.13%
	1995	9	72	81	11.11%
	1996	21	69	90	23.33%
	1997	30	109	139	21.58%
	1998	37	145	182	20.33%
	1999	46	175	221	20.81%
	2000	87	312	399	21.80%
	2001	78	292	370	21.08%
	2002	60	200	260	23.08%
	2003	71	414	485	14.64%
	2004	49	233	282	17.38%
	2005	47	412	459	10.24%
	2006	25	186	211	11.85%
	2007	32	389	421	7.60%
	2008	9	160	169	5.33%
	2009	11	266	277	3.97%
2010	3	104	107	2.80%	
2011	4	290	294	1.36%	
2012		3	3	0.00%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003292 Total		650	3988	4638	14.01%
ST0003432	1991	13	37	50	26.00%
	1992	27	71	98	27.55%
	1993	24	77	101	23.76%
	1994	35	141	176	19.89%
	1995	42	181	223	18.83%
	1996	109	248	357	30.53%
	1997	150	399	549	27.32%
	1998	207	448	655	31.60%
	1999	221	573	794	27.83%
	2000	292	852	1144	25.52%
	2001	359	862	1221	29.40%
	2002	291	799	1090	26.70%
	2003	293	1084	1377	21.28%
	2004	222	844	1066	20.83%
	2005	218	1051	1269	17.18%
	2006	117	677	794	14.74%
	2007	87	886	973	8.94%
2008	57	513	570	10.00%	
2009	29	563	592	4.90%	
2010	15	334	349	4.30%	
2011	30	591	621	4.83%	
2012	2	7	9	22.22%	
ST0003432 Total		2840	11238	14078	20.17%
ST0003437	1991	3	15	18	16.67%
	1992	3	23	26	11.54%
	1993	2	34	36	5.56%
	1994	9	41	50	18.00%
	1995	10	78	88	11.36%
	1996	2	82	84	2.38%
	1997	14	124	138	10.14%
	1998	24	137	161	14.91%
	1999	27	203	230	11.74%
	2000	43	329	372	11.56%
	2001	68	329	397	17.13%
	2002	31	223	254	12.20%
	2003	49	487	536	9.14%
	2004	52	291	343	15.16%
	2005	46	650	696	6.61%
	2006	20	263	283	7.07%
	2007	30	696	726	4.13%
2008	9	285	294	3.06%	
2009	10	535	545	1.83%	
2010	5	150	155	3.23%	
2011	14	721	735	1.90%	
2012		3	3	0.00%	
ST0003437 Total		471	5699	6170	7.63%
	1991	11	50	61	18.03%
	1992	27	61	88	30.68%
	1993	38	138	176	21.59%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003449	1994	43	189	232	18.53%
	1995	37	252	289	12.80%
	1996	114	262	376	30.32%
	1997	187	426	613	30.51%
	1998	195	463	658	29.64%
	1999	255	644	899	28.36%
	2000	310	956	1266	24.49%
	2001	354	897	1251	28.30%
	2002	355	932	1287	27.58%
	2003	321	1156	1477	21.73%
	2004	241	994	1235	19.51%
	2005	242	1227	1469	16.47%
	2006	189	805	994	19.01%
	2007	109	1079	1188	9.18%
ST0003449 Total		3182	13027	16209	19.63%
ST0003458	1991	3	16	19	15.79%
	1992	4	27	31	12.90%
	1993	7	37	44	15.91%
	1994	3	53	56	5.36%
	1995	8	62	70	11.43%
	1996	14	84	98	14.29%
	1997	24	133	157	15.29%
	1998	24	170	194	12.37%
	1999	20	225	245	8.16%
	2000	42	357	399	10.53%
	2001	67	438	505	13.27%
	2002	40	229	269	14.87%
	2003	57	611	668	8.53%
	2004	35	291	326	10.74%
	2005	56	773	829	6.76%
	2006	27	330	357	7.56%
	2007	42	952	994	4.23%
2008	13	348	361	3.60%	
2009	19	747	766	2.48%	
2010	2	250	252	0.79%	
2011	14	1033	1047	1.34%	
2012		2	2	0.00%	
ST0003458 Total		521	7168	7689	6.78%
	1991	3	3	6	50.00%
	1992	2	7	9	22.22%
	1993	2	13	15	13.33%
	1994	6	20	26	23.08%
	1995	8	24	32	25.00%
	1996	14	26	40	35.00%
1997	13	34	47	27.66%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003475	1998	16	51	67	23.88%
	1999	19	64	83	22.89%
	2000	25	98	123	20.33%
	2001	28	80	108	25.93%
	2002	23	79	102	22.55%
	2003	30	139	169	17.75%
	2004	22	117	139	15.83%
	2005	20	200	220	9.09%
	2006	21	137	158	13.29%
	2007	20	221	241	8.30%
	2008	7	122	129	5.43%
	2009	7	171	178	3.93%
	2010	5	80	85	5.88%
2011	10	180	190	5.26%	
2012			11	11	0.00%
ST0003475 Total		301	1877	2178	13.82%
ST0003483	1991	2	6	8	25.00%
	1992	1	18	19	5.26%
	1993	3	14	17	17.65%
	1994	2	18	20	10.00%
	1995	5	41	46	10.87%
	1996	9	38	47	19.15%
	1997	7	53	60	11.67%
	1998	15	75	90	16.67%
	1999	25	117	142	17.61%
	2000	26	159	185	14.05%
	2001	29	170	199	14.57%
	2002	23	109	132	17.42%
	2003	24	266	290	8.28%
	2004	15	137	152	9.87%
	2005	32	269	301	10.63%
	2006	12	116	128	9.38%
	2007	16	320	336	4.76%
2008	8	148	156	5.13%	
2009	12	244	256	4.69%	
2010	4	97	101	3.96%	
2011	4	295	299	1.34%	
2012			1	1	0.00%
ST0003483 Total		274	2711	2985	9.18%
ST0003498	1991	7	18	25	28.00%
	1992	13	42	55	23.64%
	1993	20	51	71	28.17%
	1994	20	87	107	18.69%
	1995	38	123	161	23.60%
	1996	28	149	177	15.82%
	1997	58	216	274	21.17%
	1998	49	268	317	15.46%
	1999	92	405	497	18.51%
	2000	105	513	618	16.99%
2001	133	510	643	20.68%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003498	2002	109	430	539	20.22%
	2003	110	730	840	13.10%
	2004	93	531	624	14.90%
	2005	99	793	892	11.10%
	2006	61	472	533	11.44%
	2007	52	650	702	7.41%
	2008	25	322	347	7.20%
	2009	25	464	489	5.11%
	2010	9	219	228	3.95%
	2011	11	449	460	2.39%
2012	2	13	15	13.33%	
ST0003498 Total		1159	7455	8614	13.45%
ST0003548	1991	10	54	64	15.63%
	1992	21	63	84	25.00%
	1993	9	73	82	10.98%
	1994	15	94	109	13.76%
	1995	28	179	207	13.53%
	1996	52	184	236	22.03%
	1997	64	274	338	18.93%
	1998	87	321	408	21.32%
	1999	105	456	561	18.72%
	2000	106	627	733	14.46%
	2001	150	642	792	18.94%
	2002	111	513	624	17.79%
	2003	129	821	950	13.58%
	2004	76	598	674	11.28%
	2005	110	891	1001	10.99%
	2006	73	580	653	11.18%
	2007	63	869	932	6.76%
	2008	36	526	562	6.41%
	2009	25	589	614	4.07%
2010	16	373	389	4.11%	
2011	19	692	711	2.67%	
2012	1	1	2	50.00%	
ST0003548 Total		1306	9420	10726	12.18%
ST0003587	1991	1	3	4	25.00%
	1992	1	6	7	14.29%
	1993	3	7	10	30.00%
	1994	1	7	8	12.50%
	1995	5	20	25	20.00%
	1996	7	13	20	35.00%
	1997	10	46	56	17.86%
	1998	12	34	46	26.09%
	1999	23	57	80	28.75%
	2000	30	89	119	25.21%
	2001	28	104	132	21.21%
	2002	26	69	95	27.37%
	2003	34	122	156	21.79%
2004	15	82	97	15.46%	
2005	28	156	184	15.22%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2006	15	102	117	12.82%
	2007	12	176	188	6.38%
	2008	5	90	95	5.26%
	2009	5	147	152	3.29%
	2010	1	66	67	1.49%
	2011		174	174	0.00%
	2012	1	7	8	12.50%
ST0003587 Total		263	1577	1840	14.29%
ST0003592	1991	4	17	21	19.05%
	1992	10	30	40	25.00%
	1993	7	40	47	14.89%
	1994	12	73	85	14.12%
	1995	11	112	123	8.94%
	1996	18	122	140	12.86%
	1997	41	192	233	17.60%
	1998	43	196	239	17.99%
	1999	77	323	400	19.25%
	2000	74	450	524	14.12%
	2001	99	459	558	17.74%
	2002	68	346	414	16.43%
	2003	85	698	783	10.86%
	2004	66	406	472	13.98%
	2005	97	806	903	10.74%
	2006	45	365	410	10.98%
	2007	42	732	774	5.43%
	2008	30	299	329	9.12%
	2009	27	559	586	4.61%
	2010	14	272	286	4.90%
2011	10	680	690	1.45%	
2012	1	15	16	6.25%	
ST0003592 Total		881	7192	8073	10.91%
ST0003662	1991	4	18	22	18.18%
	1992	11	28	39	28.21%
	1993	6	27	33	18.18%
	1994	10	44	54	18.52%
	1995	12	61	73	16.44%
	1996	12	70	82	14.63%
	1997	31	114	145	21.38%
	1998	25	147	172	14.53%
	1999	32	203	235	13.62%
	2000	44	262	306	14.38%
	2001	77	300	377	20.42%
	2002	56	231	287	19.51%
	2003	43	387	430	10.00%
	2004	39	289	328	11.89%
	2005	45	467	512	8.79%
	2006	26	240	266	9.77%
	2007	28	388	416	6.73%
2008	22	229	251	8.76%	
2009	15	317	332	4.52%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
	2010	19	236	255	7.45%
	2011	44	502	546	8.06%
	2012		13	13	0.00%
ST0003662 Total		601	4573	5174	11.62%
ST0003732	1991		1	1	0.00%
	1992		1	1	0.00%
	1993		2	2	0.00%
	1994		3	3	0.00%
	1995		4	4	0.00%
	1996	1	4	5	20.00%
	1997		6	6	0.00%
	1998	5	11	16	31.25%
	1999	2	17	19	10.53%
	2000	3	30	33	9.09%
	2001	5	27	32	15.63%
	2002	2	10	12	16.67%
	2003	4	31	35	11.43%
	2004	3	19	22	13.64%
	2005	4	32	36	11.11%
	2006	1	17	18	5.56%
	2007	3	39	42	7.14%
2008	1	11	12	8.33%	
2009	1	28	29	3.45%	
2010	2	12	14	14.29%	
2011			47	47	0.00%
ST0003732 Total		37	352	389	9.51%
ST0003739	1991		6	6	0.00%
	1992		9	9	0.00%
	1993		6	6	0.00%
	1994		8	8	0.00%
	1995	1	12	13	7.69%
	1996	3	14	17	17.65%
	1997	6	23	29	20.69%
	1998	5	26	31	16.13%
	1999	4	36	40	10.00%
	2000	5	45	50	10.00%
	2001	8	77	85	9.41%
	2002	10	44	54	18.52%
	2003	11	76	87	12.64%
	2004	7	46	53	13.21%
	2005	9	93	102	8.82%
	2006	11	53	64	17.19%
	2007	7	101	108	6.48%
2008	2	52	54	3.70%	
2009		58	58	0.00%	
2010	2	35	37	5.41%	
2011	5	98	103	4.85%	
2012	4	6	10	40.00%	
ST0003739 Total		100	924	1024	9.77%
	1991	3	5	8	37.50%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003746	1992	2	4	6	33.33%
	1993	1	7	8	12.50%
	1994		6	6	0.00%
	1995	1	16	17	5.88%
	1996	1	6	7	14.29%
	1997	3	12	15	20.00%
	1998	4	21	25	16.00%
	1999	1	15	16	6.25%
	2000	2	29	31	6.45%
	2001	12	40	52	23.08%
	2002	6	28	34	17.65%
	2003	4	59	63	6.35%
	2004	5	42	47	10.64%
	2005	7	79	86	8.14%
	2006		35	35	0.00%
	2007	5	87	92	5.43%
	2008	2	23	25	8.00%
	2009	2	88	90	2.22%
2010		25	25	0.00%	
2011	2	102	104	1.92%	
2012		17	17	0.00%	
ST0003746 Total		63	746	809	7.79%
ST0003759	1991	1	4	5	20.00%
	1992		5	5	0.00%
	1993	2	6	8	25.00%
	1994	1	9	10	10.00%
	1995	1	11	12	8.33%
	1996	2	14	16	12.50%
	1997	2	15	17	11.76%
	1998	9	39	48	18.75%
	1999	1	27	28	3.57%
	2000	11	50	61	18.03%
	2001	16	53	69	23.19%
	2002	2	46	48	4.17%
	2003	7	74	81	8.64%
	2004	7	37	44	15.91%
	2005	8	99	107	7.48%
	2006	3	31	34	8.82%
	2007	2	77	79	2.53%
	2008	4	26	30	13.33%
2009	2	71	73	2.74%	
2010	1	20	21	4.76%	
2011	1	52	53	1.89%	
2012		1	1	0.00%	
ST0003759 Total		83	767	850	9.76%
	1991	2	19	21	9.52%
	1992	5	19	24	20.83%
	1993	7	39	46	15.22%
	1994	3	35	38	7.89%
	1995	17	91	108	15.74%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003767	1996	21	84	105	20.00%
	1997	20	142	162	12.35%
	1998	29	136	165	17.58%
	1999	30	207	237	12.66%
	2000	49	330	379	12.93%
	2001	66	342	408	16.18%
	2002	43	230	273	15.75%
	2003	82	576	658	12.46%
	2004	30	294	324	9.26%
	2005	48	688	736	6.52%
	2006	33	351	384	8.59%
	2007	32	799	831	3.85%
	2008	16	337	353	4.53%
	2009	14	628	642	2.18%
2010	6	263	269	2.23%	
2011	9	699	708	1.27%	
2012			8	8	0.00%
ST0003767 Total		562	6317	6879	8.17%
ST0003876	1991	1	12	13	7.69%
	1992	5	19	24	20.83%
	1993	1	29	30	3.33%
	1994	13	52	65	20.00%
	1995	7	70	77	9.09%
	1996	11	77	88	12.50%
	1997	27	125	152	17.76%
	1998	28	136	164	17.07%
	1999	35	193	228	15.35%
	2000	61	248	309	19.74%
	2001	56	280	336	16.67%
	2002	39	206	245	15.92%
	2003	66	419	485	13.61%
	2004	41	251	292	14.04%
	2005	58	518	576	10.07%
	2006	34	240	274	12.41%
	2007	27	534	561	4.81%
2008	11	204	215	5.12%	
2009	18	438	456	3.95%	
2010	7	153	160	4.38%	
2011	19	570	589	3.23%	
2012			2	2	0.00%
ST0003876 Total		565	4776	5341	10.58%
	1991	3	5	8	37.50%
	1992	5	19	24	20.83%
	1993	4	18	22	18.18%
	1994	5	18	23	21.74%
	1995	7	34	41	17.07%
	1996	6	29	35	17.14%
	1997	17	40	57	29.82%
	1998	16	60	76	21.05%
1999	21	77	98	21.43%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail	
ST0003939	2000	15	113	128	11.72%	
	2001	29	125	154	18.83%	
	2002	26	91	117	22.22%	
	2003	30	155	185	16.22%	
	2004	17	101	118	14.41%	
	2005	15	152	167	8.98%	
	2006	9	70	79	11.39%	
	2007	11	136	147	7.48%	
	2008	4	52	56	7.14%	
	2009	5	116	121	4.13%	
	2010			47	47	0.00%
	2011	6	130	136	4.41%	
2012			6	6	0.00%	
ST0003939 Total		251	1594	1845	13.60%	
ST0003943	1991	2	24	26	7.69%	
	1992	11	39	50	22.00%	
	1993	13	64	77	16.88%	
	1994	8	62	70	11.43%	
	1995	24	114	138	17.39%	
	1996	15	116	131	11.45%	
	1997	25	173	198	12.63%	
	1998	33	161	194	17.01%	
	1999	42	237	279	15.05%	
	2000	54	381	435	12.41%	
	2001	76	362	438	17.35%	
	2002	35	210	245	14.29%	
	2003	67	470	537	12.48%	
	2004	49	294	343	14.29%	
	2005	46	606	652	7.06%	
	2006	19	243	262	7.25%	
	2007	40	524	564	7.09%	
	2008	21	214	235	8.94%	
	2009	7	363	370	1.89%	
	2010	6	127	133	4.51%	
2011	9	447	456	1.97%		
2012			11	11	0.00%	
ST0003943 Total		602	5242	5844	10.30%	
ST0003976	1991	2	16	18	11.11%	
	1992	3	18	21	14.29%	
	1993	4	21	25	16.00%	
	1994	2	37	39	5.13%	
	1995	4	53	57	7.02%	
	1996	15	58	73	20.55%	
	1997	16	91	107	14.95%	
	1998	22	93	115	19.13%	
	1999	17	132	149	11.41%	
	2000	48	272	320	15.00%	
	2001	32	212	244	13.11%	
	2002	30	171	201	14.93%	
	2003	54	363	417	12.95%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2004	34	229	263	12.93%
	2005	49	506	555	8.83%
	2006	27	241	268	10.07%
	2007	35	519	554	6.32%
	2008	11	209	220	5.00%
	2009	22	424	446	4.93%
	2010	9	165	174	5.17%
	2011	17	601	618	2.75%
	2012	8	69	77	10.39%
ST0003976 Total		461	4500	4961	9.29%
ST0003988	1991		4	4	0.00%
	1992	2	6	8	25.00%
	1993	1	10	11	9.09%
	1994		7	7	0.00%
	1995	4	14	18	22.22%
	1996	7	24	31	22.58%
	1997	8	47	55	14.55%
	1998	15	61	76	19.74%
	1999	11	70	81	13.58%
	2000	22	128	150	14.67%
	2001	27	139	166	16.27%
	2002	11	76	87	12.64%
	2003	19	231	250	7.60%
	2004	11	92	103	10.68%
	2005	17	281	298	5.70%
	2006	10	119	129	7.75%
	2007	7	260	267	2.62%
	2008	6	111	117	5.13%
	2009	9	268	277	3.25%
	2010	12	115	127	9.45%
2011	21	404	425	4.94%	
2012	2	23	25	8.00%	
ST0003988 Total		222	2490	2712	8.19%
ST0003997	1991	3	23	26	11.54%
	1992	2	35	37	5.41%
	1993	3	48	51	5.88%
	1994	10	57	67	14.93%
	1995	4	104	108	3.70%
	1996	9	99	108	8.33%
	1997	16	131	147	10.88%
	1998	27	182	209	12.92%
	1999	22	255	277	7.94%
	2000	37	342	379	9.76%
	2001	50	411	461	10.85%
	2002	41	225	266	15.41%
	2003	59	564	623	9.47%
	2004	30	293	323	9.29%
	2005	47	667	714	6.58%
2006	18	276	294	6.12%	
2007	32	744	776	4.12%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
	2008	17	272	289	5.88%
	2009	19	598	617	3.08%
	2010	3	199	202	1.49%
	2011	9	751	760	1.18%
	2012	1		1	100.00%
ST0003997 Total		459	6276	6735	6.82%
ST0004004	1991	7	29	36	19.44%
	1992	8	29	37	21.62%
	1993	10	42	52	19.23%
	1994	8	57	65	12.31%
	1995	9	80	89	10.11%
	1996	14	77	91	15.38%
	1997	31	138	169	18.34%
	1998	28	166	194	14.43%
	1999	35	250	285	12.28%
	2000	60	364	424	14.15%
	2001	74	369	443	16.70%
	2002	36	255	291	12.37%
	2003	75	512	587	12.78%
	2004	44	310	354	12.43%
	2005	49	722	771	6.36%
	2006	20	319	339	5.90%
	2007	40	749	789	5.07%
	2008	17	288	305	5.57%
	2009	20	621	641	3.12%
2010	11	247	258	4.26%	
2011	22	852	874	2.52%	
2012		9	9	0.00%	
ST0004004 Total		618	6485	7103	8.70%
ST0004016	1991	3	15	18	16.67%
	1992	2	23	25	8.00%
	1993	2	22	24	8.33%
	1994	4	31	35	11.43%
	1995	9	45	54	16.67%
	1996	5	55	60	8.33%
	1997	11	86	97	11.34%
	1998	13	101	114	11.40%
	1999	25	181	206	12.14%
	2000	25	239	264	9.47%
	2001	40	317	357	11.20%
	2002	35	192	227	15.42%
	2003	44	502	546	8.06%
	2004	35	298	333	10.51%
	2005	39	677	716	5.45%
	2006	34	300	334	10.18%
	2007	45	782	827	5.44%
2008	22	309	331	6.65%	
2009	24	579	603	3.98%	
2010	7	257	264	2.65%	
2011	15	888	903	1.66%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2012		12	12	0.00%
ST0004016 Total		439	5911	6350	6.91%
ST0004065	1991	2	7	9	22.22%
	1992	4	11	15	26.67%
	1993	1	11	12	8.33%
	1994	7	21	28	25.00%
	1995	2	32	34	5.88%
	1996	6	33	39	15.38%
	1997	12	50	62	19.35%
	1998	13	60	73	17.81%
	1999	14	76	90	15.56%
	2000	18	137	155	11.61%
	2001	24	166	190	12.63%
	2002	17	138	155	10.97%
	2003	36	249	285	12.63%
	2004	19	204	223	8.52%
	2005	27	371	398	6.78%
	2006	15	189	204	7.35%
	2007	17	496	513	3.31%
2008	11	260	271	4.06%	
2009	11	474	485	2.27%	
2010	7	212	219	3.20%	
2011	17	576	593	2.87%	
2012		4	4	0.00%	
ST0004065 Total		280	3777	4057	6.90%
ST0004105	1991	4	15	19	21.05%
	1992	6	20	26	23.08%
	1993	7	34	41	17.07%
	1994	13	51	64	20.31%
	1995	19	101	120	15.83%
	1996	37	104	141	26.24%
	1997	63	147	210	30.00%
	1998	69	203	272	25.37%
	1999	92	316	408	22.55%
	2000	116	386	502	23.11%
	2001	146	434	580	25.17%
	2002	141	430	571	24.69%
	2003	113	518	631	17.91%
	2004	100	453	553	18.08%
	2005	72	498	570	12.63%
	2006	61	341	402	15.17%
	2007	38	444	482	7.88%
2008	27	255	282	9.57%	
2009	9	178	187	4.81%	
2010	7	134	141	4.96%	
2011	11	218	229	4.80%	
2012	3	25	28	10.71%	
ST0004105 Total		1154	5305	6459	17.87%
	1991	13	36	49	26.53%
	1992	18	50	68	26.47%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004107	1993	10	61	71	14.08%
	1994	14	94	108	12.96%
	1995	36	164	200	18.00%
	1996	25	185	210	11.90%
	1997	66	262	328	20.12%
	1998	68	314	382	17.80%
	1999	98	488	586	16.72%
	2000	133	691	824	16.14%
	2001	177	746	923	19.18%
	2002	154	656	810	19.01%
	2003	167	1064	1231	13.57%
	2004	116	733	849	13.66%
	2005	130	1228	1358	9.57%
	2006	67	717	784	8.55%
	2007	83	1255	1338	6.20%
2008	58	769	827	7.01%	
2009	57	959	1016	5.61%	
2010	48	642	690	6.96%	
2011	65	1450	1515	4.29%	
2012	7	54	61	11.48%	
ST0004107 Total		1610	12618	14228	11.32%
ST0004111	1991	5	12	17	29.41%
	1992	4	25	29	13.79%
	1993	6	31	37	16.22%
	1994	16	33	49	32.65%
	1995	13	67	80	16.25%
	1996	15	58	73	20.55%
	1997	20	105	125	16.00%
	1998	36	131	167	21.56%
	1999	41	177	218	18.81%
	2000	52	282	334	15.57%
	2001	90	340	430	20.93%
	2002	61	274	335	18.21%
	2003	80	551	631	12.68%
	2004	50	422	472	10.59%
	2005	77	696	773	9.96%
2006	43	449	492	8.74%	
2007	41	807	848	4.83%	
2008	41	519	560	7.32%	
2009	26	771	797	3.26%	
2010	19	458	477	3.98%	
2011	25	992	1017	2.46%	
2012		30	30	0.00%	
ST0004111 Total		761	7230	7991	9.52%
	1991	1	11	12	8.33%
	1992	1	14	15	6.67%
	1993		12	12	0.00%
	1994	5	17	22	22.73%
	1995	3	45	48	6.25%
	1996	8	41	49	16.33%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004170	1997	16	71	87	18.39%
	1998	15	94	109	13.76%
	1999	19	116	135	14.07%
	2000	31	175	206	15.05%
	2001	28	212	240	11.67%
	2002	38	151	189	20.11%
	2003	40	289	329	12.16%
	2004	14	194	208	6.73%
	2005	39	394	433	9.01%
	2006	11	176	187	5.88%
	2007	17	396	413	4.12%
	2008	11	206	217	5.07%
	2009	14	361	375	3.73%
	2010	4	133	137	2.92%
2011	10	449	459	2.18%	
2012			5	5	0.00%
ST0004170 Total		325	3562	3887	8.36%
ST0004191	1991	3	13	16	18.75%
	1992	2	16	18	11.11%
	1993	6	34	40	15.00%
	1994	6	42	48	12.50%
	1995	9	47	56	16.07%
	1996	8	42	50	16.00%
	1997	8	74	82	9.76%
	1998	14	74	88	15.91%
	1999	12	108	120	10.00%
	2000	21	188	209	10.05%
	2001	33	190	223	14.80%
	2002	27	139	166	16.27%
	2003	17	334	351	4.84%
	2004	25	187	212	11.79%
	2005	27	398	425	6.35%
	2006	16	229	245	6.53%
	2007	22	550	572	3.85%
	2008	12	304	316	3.80%
	2009	19	485	504	3.77%
	2010	4	220	224	1.79%
2011	35	804	839	4.17%	
2012	1	7	8	12.50%	
ST0004191 Total		327	4485	4812	6.80%
	1991		16	16	0.00%
	1992	3	12	15	20.00%
	1993	5	20	25	20.00%
	1994	6	34	40	15.00%
	1995	4	67	71	5.63%
	1996	11	66	77	14.29%
	1997	26	116	142	18.31%
	1998	24	150	174	13.79%
	1999	35	203	238	14.71%
	2000	53	302	355	14.93%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004230	2001	73	334	407	17.94%
	2002	40	241	281	14.23%
	2003	68	482	550	12.36%
	2004	38	340	378	10.05%
	2005	38	610	648	5.86%
	2006	29	400	429	6.76%
	2007	51	784	835	6.11%
	2008	30	491	521	5.76%
	2009	31	631	662	4.68%
	2010	18	402	420	4.29%
	2011	40	1030	1070	3.74%
2012	2	16	18	11.11%	
ST0004230 Total		625	6747	7372	8.48%
ST0004243	1991	1	4	5	20.00%
	1992		7	7	0.00%
	1993		10	10	0.00%
	1994	2	17	19	10.53%
	1995	5	25	30	16.67%
	1996	2	23	25	8.00%
	1997	4	51	55	7.27%
	1998	6	68	74	8.11%
	1999	13	79	92	14.13%
	2000	17	130	147	11.56%
	2001	19	147	166	11.45%
	2002	23	101	124	18.55%
	2003	22	238	260	8.46%
	2004	17	148	165	10.30%
	2005	22	342	364	6.04%
	2006	9	201	210	4.29%
	2007	16	493	509	3.14%
	2008	9	252	261	3.45%
	2009	15	395	410	3.66%
	2010	1	179	180	0.56%
2011	16	679	695	2.30%	
2012		11	11	0.00%	
ST0004243 Total		219	3600	3819	5.73%
ST0004257	1991	16	45	61	26.23%
	1992	15	61	76	19.74%
	1993	22	85	107	20.56%
	1994	30	112	142	21.13%
	1995	34	187	221	15.38%
	1996	53	192	245	21.63%
	1997	77	261	338	22.78%
	1998	77	295	372	20.70%
	1999	101	421	522	19.35%
	2000	142	591	733	19.37%
	2001	141	590	731	19.29%
	2002	152	488	640	23.75%
	2003	135	851	986	13.69%
2004	109	522	631	17.27%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station
Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2005	118	940	1058	11.15%
	2006	74	497	571	12.96%
	2007	67	938	1005	6.67%
	2008	34	494	528	6.44%
	2009	39	713	752	5.19%
	2010	14	335	349	4.01%
	2011	32	933	965	3.32%
	2012			20	20
ST0004257 Total		1482	9571	11053	13.41%
ST0004262	1991	4	22	26	15.38%
	1992	4	22	26	15.38%
	1993	11	51	62	17.74%
	1994	5	59	64	7.81%
	1995	21	84	105	20.00%
	1996	23	83	106	21.70%
	1997	24	136	160	15.00%
	1998	45	166	211	21.33%
	1999	43	208	251	17.13%
	2000	81	346	427	18.97%
	2001	83	338	421	19.71%
	2002	77	254	331	23.26%
	2003	66	468	534	12.36%
	2004	47	306	353	13.31%
	2005	71	494	565	12.57%
	2006	31	260	291	10.65%
	2007	25	500	525	4.76%
	2008	9	244	253	3.56%
	2009	17	376	393	4.33%
	2010	11	168	179	6.15%
2011	8	445	453	1.77%	
2012			13	13	0.00%
ST0004262 Total		706	5043	5749	12.28%
ST0004298	1991	9	30	39	23.08%
	1992	18	45	63	28.57%
	1993	8	50	58	13.79%
	1994	8	84	92	8.70%
	1995	15	119	134	11.19%
	1996	21	95	116	18.10%
	1997	28	145	173	16.18%
	1998	34	183	217	15.67%
	1999	47	269	316	14.87%
	2000	59	411	470	12.55%
	2001	77	418	495	15.56%
	2002	60	322	382	15.71%
	2003	84	644	728	11.54%
	2004	65	416	481	13.51%
	2005	68	891	959	7.09%
	2006	48	472	520	9.23%
2007	52	988	1040	5.00%	
2008	18	510	528	3.41%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station
Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2009	26	870	896	2.90%
	2010	13	365	378	3.44%
	2011	26	1164	1190	2.18%
	2012		15	15	0.00%
ST0004298 Total		784	8506	9290	8.44%
ST0004375	1991	1	6	7	14.29%
	1992	2	6	8	25.00%
	1993	1	7	8	12.50%
	1994	4	20	24	16.67%
	1995	2	33	35	5.71%
	1996	4	25	29	13.79%
	1997	2	43	45	4.44%
	1998	10	65	75	13.33%
	1999	12	75	87	13.79%
	2000	18	155	173	10.40%
	2001	12	188	200	6.00%
	2002	7	117	124	5.65%
	2003	26	265	291	8.93%
	2004	13	191	204	6.37%
	2005	24	370	394	6.09%
	2006	17	200	217	7.83%
	2007	14	476	490	2.86%
	2008	7	263	270	2.59%
	2009	6	420	426	1.41%
2010	7	181	188	3.72%	
2011	13	589	602	2.16%	
2012		16	16	0.00%	
ST0004375 Total		202	3711	3913	5.16%
ST0004377	1991		9	9	0.00%
	1992		8	8	0.00%
	1993	3	17	20	15.00%
	1994		21	21	0.00%
	1995	2	41	43	4.65%
	1996	4	28	32	12.50%
	1997	10	58	68	14.71%
	1998	5	63	68	7.35%
	1999	10	92	102	9.80%
	2000	21	159	180	11.67%
	2001	27	143	170	15.88%
	2002	17	118	135	12.59%
	2003	22	265	287	7.67%
	2004	13	155	168	7.74%
	2005	26	352	378	6.88%
	2006	12	145	157	7.64%
	2007	23	381	404	5.69%
	2008	11	188	199	5.53%
	2009	9	342	351	2.56%
2010	7	167	174	4.02%	
2011	8	506	514	1.56%	
2012	2	26	28	7.14%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004377 Total		232	3284	3516	6.60%
ST0004390	1991		23	23	0.00%
	1992	5	24	29	17.24%
	1993	5	22	27	18.52%
	1994	3	52	55	5.45%
	1995	1	36	37	2.70%
	1996	13	46	59	22.03%
	1997	7	96	103	6.80%
	1998	17	117	134	12.69%
	1999	18	126	144	12.50%
	2000	28	226	254	11.02%
	2001	46	244	290	15.86%
	2002	17	171	188	9.04%
	2003	34	323	357	9.52%
	2004	25	232	257	9.73%
	2005	38	466	504	7.54%
	2006	28	224	252	11.11%
2007	35	640	675	5.19%	
2008	19	300	319	5.96%	
2009	15	500	515	2.91%	
2010	10	225	235	4.26%	
2011	28	704	732	3.83%	
2012	9	44	53	16.98%	
ST0004390 Total		401	4841	5242	7.65%
ST0004405	1991	3	14	17	17.65%
	1992		9	9	0.00%
	1993	3	11	14	21.43%
	1994	2	26	28	7.14%
	1995	4	22	26	15.38%
	1996		31	31	0.00%
	1997	5	39	44	11.36%
	1998	8	49	57	14.04%
	1999	8	69	77	10.39%
	2000	17	110	127	13.39%
	2001	14	123	137	10.22%
	2002	16	81	97	16.49%
	2003	19	168	187	10.16%
	2004	8	126	134	5.97%
	2005	20	244	264	7.58%
	2006	7	158	165	4.24%
2007	18	340	358	5.03%	
2008	4	155	159	2.52%	
2009	9	321	330	2.73%	
2010	5	109	114	4.39%	
2011	6	445	451	1.33%	
2012		1	1	0.00%	
ST0004405 Total		176	2651	2827	6.23%
	1991	5	13	18	27.78%
	1992	10	17	27	37.04%
	1993	8	34	42	19.05%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004480	1994	11	44	55	20.00%
	1995	13	53	66	19.70%
	1996	23	78	101	22.77%
	1997	35	145	180	19.44%
	1998	54	159	213	25.35%
	1999	64	199	263	24.33%
	2000	110	337	447	24.61%
	2001	99	323	422	23.46%
	2002	88	289	377	23.34%
	2003	87	509	596	14.60%
	2004	78	402	480	16.25%
	2005	78	595	673	11.59%
	2006	63	348	411	15.33%
	2007	46	632	678	6.78%
	2008	24	355	379	6.33%
2009	19	493	512	3.71%	
2010	14	315	329	4.26%	
2011	15	637	652	2.30%	
2012	2	44	46	4.35%	
ST0004480 Total		946	6021	6967	13.58%
ST0004541	1991	2	21	23	8.70%
	1992	6	24	30	20.00%
	1993	4	41	45	8.89%
	1994	4	38	42	9.52%
	1995	6	76	82	7.32%
	1996	14	61	75	18.67%
	1997	11	91	102	10.78%
	1998	17	113	130	13.08%
	1999	21	178	199	10.55%
	2000	35	292	327	10.70%
	2001	50	309	359	13.93%
	2002	21	195	216	9.72%
	2003	50	434	484	10.33%
	2004	18	254	272	6.62%
	2005	37	519	556	6.65%
2006	22	245	267	8.24%	
2007	22	556	578	3.81%	
2008	9	260	269	3.35%	
2009	14	491	505	2.77%	
2010	3	206	209	1.44%	
2011	7	642	649	1.08%	
2012		4	4	0.00%	
ST0004541 Total		373	5050	5423	6.88%
	1991	3	23	26	11.54%
	1992	9	38	47	19.15%
	1993	10	73	83	12.05%
	1994	14	81	95	14.74%
	1995	21	96	117	17.95%
	1996	24	133	157	15.29%
1997	33	159	192	17.19%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station						
Note: If vehicles of a certain model year are not tested, the row will not be listed						
Station ID	Model Year	Fail	Pass	Total	% Fail	
ST0004592	1998	33	194	227	14.54%	
	1999	34	304	338	10.06%	
	2000	57	421	478	11.92%	
	2001	61	450	511	11.94%	
	2002	47	273	320	14.69%	
	2003	75	653	728	10.30%	
	2004	37	328	365	10.14%	
	2005	52	669	721	7.21%	
	2006	25	316	341	7.33%	
	2007	36	653	689	5.22%	
	2008	11	261	272	4.04%	
	2009	21	497	518	4.05%	
	2010	10	218	228	4.39%	
2011	29	744	773	3.75%		
2012	1	11	12	8.33%		
ST0004592 Total		643	6595	7238	8.88%	
ST0004615	1991	1	5	6	16.67%	
	1992	3	3	6	50.00%	
	1993		11	11	0.00%	
	1994		7	7	0.00%	
	1995	5	27	32	15.63%	
	1996	3	20	23	13.04%	
	1997	13	41	54	24.07%	
	1998	9	44	53	16.98%	
	1999	16	73	89	17.98%	
	2000	23	117	140	16.43%	
	2001	24	111	135	17.78%	
	2002	14	87	101	13.86%	
	2003	24	194	218	11.01%	
	2004	22	82	104	21.15%	
	2005	30	285	315	9.52%	
	2006	13	133	146	8.90%	
	2007	12	324	336	3.57%	
2008	7	137	144	4.86%		
2009	12	281	293	4.10%		
2010	1	101	102	0.98%		
2011	6	327	333	1.80%		
2012		4	4	0.00%		
ST0004615 Total		238	2414	2652	8.97%	
ST0004628	1991	5	12	17	29.41%	
	1992	6	16	22	27.27%	
	1993	4	18	22	18.18%	
	1994	7	33	40	17.50%	
	1995	8	46	54	14.81%	
	1996	6	45	51	11.76%	
	1997	9	82	91	9.89%	
	1998	10	105	115	8.70%	
	1999	23	134	157	14.65%	
	2000	30	245	275	10.91%	
2001	50	278	328	15.24%		

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004628	2002	31	163	194	15.98%
	2003	38	371	409	9.29%
	2004	25	191	216	11.57%
	2005	30	449	479	6.26%
	2006	26	254	280	9.29%
	2007	28	578	606	4.62%
	2008	13	271	284	4.58%
	2009	23	504	527	4.36%
	2010	12	226	238	5.04%
	2011	17	644	661	2.57%
2012	8	31	39	20.51%	
ST0004628 Total		409	4696	5105	8.01%
ST0004696	1991	1	19	20	5.00%
	1992	12	26	38	31.58%
	1993	10	35	45	22.22%
	1994	9	38	47	19.15%
	1995	8	75	83	9.64%
	1996	12	63	75	16.00%
	1997	28	112	140	20.00%
	1998	21	100	121	17.36%
	1999	29	170	199	14.57%
	2000	49	262	311	15.76%
	2001	56	303	359	15.60%
	2002	48	232	280	17.14%
	2003	55	443	498	11.04%
	2004	51	308	359	14.21%
	2005	48	554	602	7.97%
	2006	35	281	316	11.08%
	2007	34	639	673	5.05%
	2008	19	326	345	5.51%
	2009	16	533	549	2.91%
	2010	9	281	290	3.10%
2011	16	644	660	2.42%	
2012		6	6	0.00%	
ST0004696 Total		566	5450	6016	9.41%
ST0004710	1991	2	11	13	15.38%
	1992	5	12	17	29.41%
	1993	4	19	23	17.39%
	1994	6	30	36	16.67%
	1995	11	55	66	16.67%
	1996	3	40	43	6.98%
	1997	10	65	75	13.33%
	1998	11	68	79	13.92%
	1999	13	102	115	11.30%
	2000	24	119	143	16.78%
	2001	29	145	174	16.67%
	2002	16	83	99	16.16%
	2003	16	167	183	8.74%
	2004	5	82	87	5.75%
	2005	10	173	183	5.46%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2006	2	78	80	2.50%
	2007	10	166	176	5.68%
	2008	3	57	60	5.00%
	2009	1	112	113	0.88%
	2010	2	37	39	5.13%
	2011		128	128	0.00%
	2012	1	4	5	20.00%
ST0004710 Total		184	1753	1937	9.50%
ST0004713	1991	7	23	30	23.33%
	1992	6	25	31	19.35%
	1993	5	47	52	9.62%
	1994	12	53	65	18.46%
	1995	16	73	89	17.98%
	1996	18	81	99	18.18%
	1997	21	101	122	17.21%
	1998	41	143	184	22.28%
	1999	36	189	225	16.00%
	2000	70	294	364	19.23%
	2001	63	297	360	17.50%
	2002	50	208	258	19.38%
	2003	47	400	447	10.51%
	2004	39	265	304	12.83%
	2005	50	399	449	11.14%
	2006	27	288	315	8.57%
	2007	23	443	466	4.94%
	2008	15	276	291	5.15%
	2009	21	256	277	7.58%
	2010	6	136	142	4.23%
2011	7	280	287	2.44%	
2012	1	5	6	16.67%	
ST0004713 Total		581	4282	4863	11.95%
ST0004722	1991	5	39	44	11.36%
	1992	10	57	67	14.93%
	1993	12	71	83	14.46%
	1994	20	101	121	16.53%
	1995	11	170	181	6.08%
	1996	29	138	167	17.37%
	1997	48	248	296	16.22%
	1998	52	265	317	16.40%
	1999	72	433	505	14.26%
	2000	101	601	702	14.39%
	2001	148	665	813	18.20%
	2002	95	499	594	15.99%
	2003	139	1080	1219	11.40%
	2004	91	709	800	11.38%
	2005	121	1289	1410	8.58%
	2006	71	723	794	8.94%
2007	83	1524	1607	5.16%	
2008	40	782	822	4.87%	
2009	42	1202	1244	3.38%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2010	31	623	654	4.74%
	2011	44	1731	1775	2.48%
	2012	5	67	72	6.94%
ST0004722 Total		1270	13017	14287	8.89%
ST0004739	1991	6	8	14	42.86%
	1992	4	24	28	14.29%
	1993	4	27	31	12.90%
	1994	3	42	45	6.67%
	1995	7	53	60	11.67%
	1996	13	69	82	15.85%
	1997	16	119	135	11.85%
	1998	33	141	174	18.97%
	1999	30	204	234	12.82%
	2000	46	297	343	13.41%
	2001	55	378	433	12.70%
	2002	50	290	340	14.71%
	2003	57	536	593	9.61%
	2004	32	390	422	7.58%
	2005	47	675	722	6.51%
	2006	36	437	473	7.61%
	2007	38	760	798	4.76%
2008	33	378	411	8.03%	
2009	14	510	524	2.67%	
2010	13	231	244	5.33%	
2011	19	561	580	3.28%	
2012		5	5	0.00%	
ST0004739 Total		556	6135	6691	8.31%
ST0004745	1991	2	10	12	16.67%
	1992	1	21	22	4.55%
	1993	6	38	44	13.64%
	1994	7	42	49	14.29%
	1995	16	65	81	19.75%
	1996	13	64	77	16.88%
	1997	14	91	105	13.33%
	1998	16	108	124	12.90%
	1999	22	166	188	11.70%
	2000	30	270	300	10.00%
	2001	41	258	299	13.71%
	2002	24	160	184	13.04%
	2003	39	336	375	10.40%
	2004	24	165	189	12.70%
	2005	41	351	392	10.46%
	2006	15	147	162	9.26%
	2007	17	373	390	4.36%
2008	12	143	155	7.74%	
2009	11	272	283	3.89%	
2010	2	108	110	1.82%	
2011	12	326	338	3.55%	
2012		3	3	0.00%	
ST0004745 Total		365	3517	3882	9.40%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004750	1991		1	1	0.00%
	1993		1	1	0.00%
	1994		1	1	0.00%
	1995	2	2	4	50.00%
	1996	1	3	4	25.00%
	1997	2	7	9	22.22%
	1998	1	8	9	11.11%
	1999	2	14	16	12.50%
	2000	1	7	8	12.50%
	2001	2	4	6	33.33%
	2002	1	16	17	5.88%
	2003	5	17	22	22.73%
	2004	2	17	19	10.53%
	2005	4	22	26	15.38%
	2006	1	14	15	6.67%
	2007	3	17	20	15.00%
	2008		14	14	0.00%
	2009		19	19	0.00%
	2010	1	9	10	10.00%
2011	1	21	22	4.55%	
2012		1	1	0.00%	
ST0004750 Total		29	215	244	11.89%
ST0004764	1991	1	3	4	25.00%
	1992		2	2	0.00%
	1993	1	7	8	12.50%
	1994		12	12	0.00%
	1995	1	11	12	8.33%
	1996	3	25	28	10.71%
	1997	4	23	27	14.81%
	1998	4	33	37	10.81%
	1999	11	55	66	16.67%
	2000	13	99	112	11.61%
	2001	11	92	103	10.68%
	2002	12	49	61	19.67%
	2003	11	154	165	6.67%
	2004	10	74	84	11.90%
	2005	9	212	221	4.07%
	2006	11	84	95	11.58%
	2007	11	241	252	4.37%
	2008	8	88	96	8.33%
	2009	11	240	251	4.38%
2010	5	121	126	3.97%	
2011	11	414	425	2.59%	
2012	2	15	17	11.76%	
ST0004764 Total		150	2054	2204	6.81%
	1991	1	7	8	12.50%
	1992		2	2	0.00%
	1993	1	12	13	7.69%
	1994	1	14	15	6.67%
	1995		17	17	0.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004765	1996	5	34	39	12.82%
	1997	16	72	88	18.18%
	1998	21	70	91	23.08%
	1999	16	97	113	14.16%
	2000	31	143	174	17.82%
	2001	33	157	190	17.37%
	2002	37	107	144	25.69%
	2003	31	201	232	13.36%
	2004	25	124	149	16.78%
	2005	23	281	304	7.57%
	2006	11	114	125	8.80%
	2007	20	281	301	6.64%
	2008	7	106	113	6.19%
	2009	14	227	241	5.81%
2010	1	97	98	1.02%	
2011	4	233	237	1.69%	
2012	1	11	12	8.33%	
ST0004765 Total		299	2407	2706	11.05%
ST0004769	1991	1	20	21	4.76%
	1992	2	25	27	7.41%
	1993	4	25	29	13.79%
	1994	5	40	45	11.11%
	1995	6	40	46	13.04%
	1996	4	44	48	8.33%
	1997	8	75	83	9.64%
	1998	8	69	77	10.39%
	1999	21	121	142	14.79%
	2000	24	170	194	12.37%
	2001	28	189	217	12.90%
	2002	20	122	142	14.08%
	2003	28	248	276	10.14%
	2004	17	158	175	9.71%
	2005	35	345	380	9.21%
	2006	12	135	147	8.16%
	2007	15	341	356	4.21%
	2008	10	126	136	7.35%
2009	11	267	278	3.96%	
2010	2	94	96	2.08%	
2011	11	369	380	2.89%	
2012		3	3	0.00%	
ST0004769 Total		272	3026	3298	8.25%
	1991	7	19	26	26.92%
	1992	18	35	53	33.96%
	1993	12	47	59	20.34%
	1994	21	90	111	18.92%
	1995	23	131	154	14.94%
	1996	27	118	145	18.62%
	1997	68	189	257	26.46%
	1998	76	222	298	25.50%
1999	105	273	378	27.78%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004788	2000	131	419	550	23.82%
	2001	144	418	562	25.62%
	2002	143	400	543	26.34%
	2003	121	538	659	18.36%
	2004	96	425	521	18.43%
	2005	89	548	637	13.97%
	2006	61	337	398	15.33%
	2007	59	476	535	11.03%
	2008	26	271	297	8.75%
	2009	18	275	293	6.14%
	2010	9	159	168	5.36%
	2011	8	322	330	2.42%
2012			7	7	0.00%
ST0004788 Total		1262	5719	6981	18.08%
ST0004817	1991	1	6	7	14.29%
	1992		10	10	0.00%
	1993	5	20	25	20.00%
	1994	6	26	32	18.75%
	1995	1	14	15	6.67%
	1996	10	36	46	21.74%
	1997	6	57	63	9.52%
	1998	14	84	98	14.29%
	1999	31	128	159	19.50%
	2000	28	161	189	14.81%
	2001	44	157	201	21.89%
	2002	18	131	149	12.08%
	2003	27	217	244	11.07%
	2004	17	125	142	11.97%
	2005	27	277	304	8.88%
	2006	13	125	138	9.42%
	2007	13	266	279	4.66%
	2008	4	116	120	3.33%
	2009	10	214	224	4.46%
	2010	1	77	78	1.28%
2011	5	291	296	1.69%	
2012	1	4	5	20.00%	
ST0004817 Total		282	2542	2824	9.99%
ST0004828	1991	14	21	35	40.00%
	1992	10	30	40	25.00%
	1993	13	45	58	22.41%
	1994	23	68	91	25.27%
	1995	15	113	128	11.72%
	1996	30	101	131	22.90%
	1997	34	174	208	16.35%
	1998	60	193	253	23.72%
	1999	92	301	393	23.41%
	2000	119	409	528	22.54%
	2001	136	419	555	24.50%
	2002	114	330	444	25.68%
	2003	112	554	666	16.82%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
	2004	84	367	451	18.63%
	2005	103	644	747	13.79%
	2006	59	346	405	14.57%
	2007	46	529	575	8.00%
	2008	26	276	302	8.61%
	2009	18	447	465	3.87%
	2010	7	209	216	3.24%
	2011	9	449	458	1.97%
	2012		14	14	0.00%
ST0004828 Total		1124	6039	7163	15.69%
ST0004837	1991	2	16	18	11.11%
	1992	5	9	14	35.71%
	1993	3	22	25	12.00%
	1994	5	38	43	11.63%
	1995	5	49	54	9.26%
	1996	15	55	70	21.43%
	1997	18	85	103	17.48%
	1998	14	90	104	13.46%
	1999	29	126	155	18.71%
	2000	36	186	222	16.22%
	2001	43	189	232	18.53%
	2002	29	110	139	20.86%
	2003	44	227	271	16.24%
	2004	24	148	172	13.95%
	2005	32	252	284	11.27%
	2006	12	112	124	9.68%
	2007	10	248	258	3.88%
	2008	5	103	108	4.63%
	2009	4	167	171	2.34%
	2010	1	88	89	1.12%
2011	3	186	189	1.59%	
2012			2	2	0.00%
ST0004837 Total		339	2508	2847	11.91%
ST0004839	1991	3	20	23	13.04%
	1992	9	25	34	26.47%
	1993	9	36	45	20.00%
	1994	12	64	76	15.79%
	1995	14	92	106	13.21%
	1996	17	82	99	17.17%
	1997	42	104	146	28.77%
	1998	28	126	154	18.18%
	1999	37	225	262	14.12%
	2000	49	286	335	14.63%
	2001	73	331	404	18.07%
	2002	52	234	286	18.18%
	2003	61	483	544	11.21%
	2004	49	330	379	12.93%
	2005	50	608	658	7.60%
2006	45	376	421	10.69%	
2007	42	700	742	5.66%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
	2008	26	393	419	6.21%
	2009	32	593	625	5.12%
	2010	11	358	369	2.98%
	2011	39	790	829	4.70%
	2012	5	55	60	8.33%
ST0004839 Total		705	6311	7016	10.05%
ST0004843	1991	1	6	7	14.29%
	1992	1	8	9	11.11%
	1993	6	12	18	33.33%
	1994	8	19	27	29.63%
	1995	6	38	44	13.64%
	1996	6	46	52	11.54%
	1997	6	70	76	7.89%
	1998	10	67	77	12.99%
	1999	10	98	108	9.26%
	2000	25	165	190	13.16%
	2001	29	114	143	20.28%
	2002	18	90	108	16.67%
	2003	29	264	293	9.90%
	2004	10	137	147	6.80%
	2005	21	372	393	5.34%
	2006	11	129	140	7.86%
	2007	18	388	406	4.43%
	2008	7	136	143	4.90%
	2009	15	312	327	4.59%
	2010	5	91	96	5.21%
2011	5	399	404	1.24%	
2012		3	3	0.00%	
ST0004843 Total		247	2964	3211	7.69%
ST0004847	1991	1	13	14	7.14%
	1992	2	14	16	12.50%
	1993	4	31	35	11.43%
	1994	6	32	38	15.79%
	1995	12	63	75	16.00%
	1996	7	54	61	11.48%
	1997	11	85	96	11.46%
	1998	20	93	113	17.70%
	1999	15	159	174	8.62%
	2000	40	256	296	13.51%
	2001	47	304	351	13.39%
	2002	28	162	190	14.74%
	2003	52	399	451	11.53%
	2004	25	213	238	10.50%
	2005	43	532	575	7.48%
	2006	10	218	228	4.39%
	2007	30	550	580	5.17%
2008	8	194	202	3.96%	
2009	9	428	437	2.06%	
2010	3	152	155	1.94%	
2011	8	574	582	1.37%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2012		17	17	0.00%
ST0004847 Total		381	4543	4924	7.74%
ST0004854	1991	5	24	29	17.24%
	1992	9	48	57	15.79%
	1993	12	57	69	17.39%
	1994	7	62	69	10.14%
	1995	18	135	153	11.76%
	1996	33	143	176	18.75%
	1997	51	197	248	20.56%
	1998	57	285	342	16.67%
	1999	55	328	383	14.36%
	2000	95	528	623	15.25%
	2001	113	576	689	16.40%
	2002	77	427	504	15.28%
	2003	129	790	919	14.04%
	2004	69	491	560	12.32%
	2005	110	1065	1175	9.36%
	2006	55	470	525	10.48%
	2007	70	1049	1119	6.26%
2008	21	404	425	4.94%	
2009	35	834	869	4.03%	
2010	12	305	317	3.79%	
2011	32	1058	1090	2.94%	
2012	2	33	35	5.71%	
ST0004854 Total		1067	9309	10376	10.28%
ST0004866	1991		9	9	0.00%
	1992	5	14	19	26.32%
	1993	5	20	25	20.00%
	1994	8	43	51	15.69%
	1995	12	53	65	18.46%
	1996	13	46	59	22.03%
	1997	26	63	89	29.21%
	1998	31	98	129	24.03%
	1999	39	128	167	23.35%
	2000	44	176	220	20.00%
	2001	57	191	248	22.98%
	2002	57	154	211	27.01%
	2003	45	260	305	14.75%
	2004	29	179	208	13.94%
	2005	45	289	334	13.47%
	2006	25	162	187	13.37%
	2007	22	267	289	7.61%
2008	11	126	137	8.03%	
2009	14	201	215	6.51%	
2010	8	112	120	6.67%	
2011	5	192	197	2.54%	
2012		7	7	0.00%	
ST0004866 Total		501	2790	3291	15.22%
	1991	10	29	39	25.64%
	1992	10	60	70	14.29%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004867	1993	25	74	99	25.25%
	1994	33	121	154	21.43%
	1995	47	176	223	21.08%
	1996	50	173	223	22.42%
	1997	99	291	390	25.38%
	1998	101	344	445	22.70%
	1999	93	387	480	19.38%
	2000	129	597	726	17.77%
	2001	178	587	765	23.27%
	2002	149	477	626	23.80%
	2003	148	888	1036	14.29%
	2004	98	551	649	15.10%
	2005	126	997	1123	11.22%
	2006	55	517	572	9.62%
	2007	63	921	984	6.40%
	2008	30	450	480	6.25%
2009	30	739	769	3.90%	
2010	12	328	340	3.53%	
2011	20	861	881	2.27%	
2012			7	7	0.00%
ST0004867 Total		1506	9575	11081	13.59%
ST0004870	1991		2	2	0.00%
	1992	1	5	6	16.67%
	1993	1	10	11	9.09%
	1994	3	18	21	14.29%
	1995	5	21	26	19.23%
	1996	2	19	21	9.52%
	1997	5	47	52	9.62%
	1998	6	42	48	12.50%
	1999	11	64	75	14.67%
	2000	9	102	111	8.11%
	2001	27	104	131	20.61%
	2002	7	61	68	10.29%
	2003	20	152	172	11.63%
	2004	6	96	102	5.88%
	2005	17	239	256	6.64%
	2006	10	103	113	8.85%
2007	10	275	285	3.51%	
2008	6	126	132	4.55%	
2009	7	253	260	2.69%	
2010	1	83	84	1.19%	
2011	6	314	320	1.88%	
2012	1	4	5	20.00%	
ST0004870 Total		161	2140	2301	7.00%
	1991	2	10	12	16.67%
	1992	2	7	9	22.22%
	1993	1	16	17	5.88%
	1994	8	23	31	25.81%
	1995	4	41	45	8.89%
	1996	12	32	44	27.27%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004875	1997	9	63	72	12.50%
	1998	12	57	69	17.39%
	1999	16	89	105	15.24%
	2000	18	102	120	15.00%
	2001	29	119	148	19.59%
	2002	22	86	108	20.37%
	2003	16	112	128	12.50%
	2004	15	88	103	14.56%
	2005	13	135	148	8.78%
	2006	5	78	83	6.02%
	2007	8	142	150	5.33%
	2008	8	81	89	8.99%
	2009	7	106	113	6.19%
	2010	7	77	84	8.33%
2011	8	169	177	4.52%	
2012	1	4	5	20.00%	
ST0004875 Total		223	1637	1860	11.99%
ST0004888	1991	1	11	12	8.33%
	1992	1	16	17	5.88%
	1993	7	25	32	21.88%
	1994	10	35	45	22.22%
	1995	22	65	87	25.29%
	1996	20	61	81	24.69%
	1997	22	100	122	18.03%
	1998	27	119	146	18.49%
	1999	30	152	182	16.48%
	2000	44	261	305	14.43%
	2001	60	239	299	20.07%
	2002	59	211	270	21.85%
	2003	58	324	382	15.18%
	2004	49	237	286	17.13%
	2005	51	418	469	10.87%
	2006	17	170	187	9.09%
	2007	25	332	357	7.00%
	2008	14	143	157	8.92%
	2009	11	248	259	4.25%
	2010	5	108	113	4.42%
2011	5	314	319	1.57%	
2012		2	2	0.00%	
ST0004888 Total		538	3591	4129	13.03%
	1991	1	2	3	33.33%
	1992	1	4	5	20.00%
	1993		4	4	0.00%
	1994		11	11	0.00%
	1995	1	9	10	10.00%
	1996	3	13	16	18.75%
	1997	7	30	37	18.92%
	1998	7	43	50	14.00%
	1999	14	58	72	19.44%
	2000	19	62	81	23.46%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0005000	2001	13	71	84	15.48%
	2002	17	82	99	17.17%
	2003	26	137	163	15.95%
	2004	13	100	113	11.50%
	2005	24	179	203	11.82%
	2006	6	130	136	4.41%
	2007	9	190	199	4.52%
	2008	6	125	131	4.58%
	2009	4	167	171	2.34%
	2010	3	101	104	2.88%
	2011	4	191	195	2.05%
2012			9	9	0.00%
ST0005000 Total		178	1718	1896	9.39%
ST0005001	1991	1	9	10	10.00%
	1992	6	19	25	24.00%
	1993	2	19	21	9.52%
	1994	2	31	33	6.06%
	1995	4	38	42	9.52%
	1996	4	30	34	11.76%
	1997	7	46	53	13.21%
	1998	5	35	40	12.50%
	1999	13	77	90	14.44%
	2000	17	118	135	12.59%
	2001	22	128	150	14.67%
	2002	10	69	79	12.66%
	2003	22	149	171	12.87%
	2004	10	112	122	8.20%
	2005	15	185	200	7.50%
	2006	4	101	105	3.81%
	2007	9	199	208	4.33%
	2008	2	94	96	2.08%
	2009	3	150	153	1.96%
2010	2	64	66	3.03%	
2011	4	195	199	2.01%	
2012			7	7	0.00%
ST0005001 Total		164	1875	2039	8.04%
ST0005002	1991	2	11	13	15.38%
	1992	5	9	14	35.71%
	1993	6	16	22	27.27%
	1994	3	27	30	10.00%
	1995	5	28	33	15.15%
	1996	2	10	12	16.67%
	1997	6	13	19	31.58%
	1998	8	22	30	26.67%
	1999	4	17	21	19.05%
	2000	15	26	41	36.59%
	2001	12	20	32	37.50%
	2002	8	28	36	22.22%
	2003	11	39	50	22.00%
2004	9	24	33	27.27%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
	2005	10	47	57	17.54%
	2006	7	33	40	17.50%
	2007	5	45	50	10.00%
	2008		32	32	0.00%
	2009	2	34	36	5.56%
	2010	1	20	21	4.76%
	2011		46	46	0.00%
	2012		3	3	0.00%
ST0005002 Total		121	550	671	18.03%
ST0005003	1991		1	1	0.00%
	1992		2	2	0.00%
	1993	2	3	5	40.00%
	1994		4	4	0.00%
	1995	2	9	11	18.18%
	1996	4	7	11	36.36%
	1997	3	13	16	18.75%
	1998	4	15	19	21.05%
	1999	5	21	26	19.23%
	2000	12	28	40	30.00%
	2001	11	31	42	26.19%
	2002	6	24	30	20.00%
	2003	5	56	61	8.20%
	2004	8	60	68	11.76%
	2005	16	133	149	10.74%
	2006	11	142	153	7.19%
	2007	27	253	280	9.64%
	2008	34	313	347	9.80%
	2009	32	428	460	6.96%
	2010	61	548	609	10.02%
2011	85	1092	1177	7.22%	
2012	28	354	382	7.33%	
ST0005003 Total		356	3537	3893	9.14%
ST0005004	1991	4	6	10	40.00%
	1992	1	5	6	16.67%
	1993	5	13	18	27.78%
	1994	3	27	30	10.00%
	1995	5	27	32	15.63%
	1996	2	27	29	6.90%
	1997	4	44	48	8.33%
	1998	6	63	69	8.70%
	1999	10	74	84	11.90%
	2000	26	146	172	15.12%
	2001	21	143	164	12.80%
	2002	19	81	100	19.00%
	2003	30	249	279	10.75%
	2004	22	150	172	12.79%
	2005	31	350	381	8.14%
	2006	11	159	170	6.47%
	2007	23	484	507	4.54%
2008	7	198	205	3.41%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station					
Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	Model Year	Fail	Pass	Total	% Fail
	2009	10	465	475	2.11%
	2010	4	149	153	2.61%
	2011	10	494	504	1.98%
	2012		6	6	0.00%
ST0005004 Total		254	3360	3614	7.03%
ST0005006	1991	3	16	19	15.79%
	1992	8	20	28	28.57%
	1993	9	33	42	21.43%
	1994	8	54	62	12.90%
	1995	16	97	113	14.16%
	1996	11	100	111	9.91%
	1997	17	132	149	11.41%
	1998	37	185	222	16.67%
	1999	37	314	351	10.54%
	2000	75	496	571	13.13%
	2001	67	455	522	12.84%
	2002	52	317	369	14.09%
	2003	66	682	748	8.82%
	2004	62	449	511	12.13%
	2005	87	1043	1130	7.70%
	2006	52	455	507	10.26%
	2007	53	1088	1141	4.65%
	2008	28	481	509	5.50%
	2009	28	929	957	2.93%
2010	9	381	390	2.31%	
2011	17	1119	1136	1.50%	
2012		21	21	0.00%	
ST0005006 Total		742	8867	9609	7.72%
ST0005008	1991	1	10	11	9.09%
	1992		12	12	0.00%
	1993		16	16	0.00%
	1994	2	22	24	8.33%
	1995	3	35	38	7.89%
	1996	2	29	31	6.45%
	1997	6	52	58	10.34%
	1998	11	60	71	15.49%
	1999	18	99	117	15.38%
	2000	14	124	138	10.14%
	2001	18	148	166	10.84%
	2002	14	77	91	15.38%
	2003	22	216	238	9.24%
	2004	18	110	128	14.06%
	2005	25	289	314	7.96%
	2006	8	140	148	5.41%
	2007	17	311	328	5.18%
	2008	9	128	137	6.57%
	2009	8	258	266	3.01%
2010	14	124	138	10.14%	
2011	18	380	398	4.52%	
2012	2	19	21	9.52%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0005008 Total		230	2659	2889	7.96%
ST0005010	1991	2	5	7	28.57%
	1992	1	9	10	10.00%
	1993		12	12	0.00%
	1994	3	16	19	15.79%
	1995	2	22	24	8.33%
	1996	8	35	43	18.60%
	1997	11	43	54	20.37%
	1998	8	58	66	12.12%
	1999	12	72	84	14.29%
	2000	19	111	130	14.62%
	2001	29	119	148	19.59%
	2002	16	87	103	15.53%
	2003	31	173	204	15.20%
	2004	15	116	131	11.45%
	2005	16	234	250	6.40%
	2006	7	80	87	8.05%
	2007	12	217	229	5.24%
2008	2	85	87	2.30%	
2009		188	188	0.00%	
2010	2	55	57	3.51%	
2011	6	235	241	2.49%	
2012		2	2	0.00%	
ST0005010 Total		202	1974	2176	9.28%
ST0005011	1991	1	9	10	10.00%
	1992	2	8	10	20.00%
	1993	2	10	12	16.67%
	1994	6	18	24	25.00%
	1995	7	18	25	28.00%
	1996	7	12	19	36.84%
	1997	4	31	35	11.43%
	1998	11	34	45	24.44%
	1999	11	46	57	19.30%
	2000	15	44	59	25.42%
	2001	22	83	105	20.95%
	2002	16	56	72	22.22%
	2003	24	118	142	16.90%
	2004	20	77	97	20.62%
	2005	18	130	148	12.16%
	2006	7	56	63	11.11%
	2007	5	118	123	4.07%
2008	6	55	61	9.84%	
2009	7	66	73	9.59%	
2010	1	44	45	2.22%	
2011	3	85	88	3.41%	
2012		2	2	0.00%	
ST0005011 Total		195	1120	1315	14.83%
	1991		4	4	0.00%
	1992	1	7	8	12.50%
	1993	1	13	14	7.14%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0005012	1994	3	13	16	18.75%
	1995	2	11	13	15.38%
	1996	3	19	22	13.64%
	1997	5	24	29	17.24%
	1998	12	26	38	31.58%
	1999	9	48	57	15.79%
	2000	9	73	82	10.98%
	2001	14	76	90	15.56%
	2002	13	40	53	24.53%
	2003	8	89	97	8.25%
	2004	7	63	70	10.00%
	2005	18	130	148	12.16%
	2006	3	60	63	4.76%
	2007	5	105	110	4.55%
2008	4	49	53	7.55%	
2009	2	76	78	2.56%	
2010	1	49	50	2.00%	
2011	3	132	135	2.22%	
2012			2	2	0.00%
ST0005012 Total		123	1109	1232	9.98%
ST0005013	1991	2	10	12	16.67%
	1992		16	16	0.00%
	1993	2	21	23	8.70%
	1994	10	38	48	20.83%
	1995	16	52	68	23.53%
	1996	12	42	54	22.22%
	1997	25	99	124	20.16%
	1998	22	96	118	18.64%
	1999	35	166	201	17.41%
	2000	44	236	280	15.71%
	2001	62	261	323	19.20%
	2002	45	179	224	20.09%
	2003	49	358	407	12.04%
	2004	26	244	270	9.63%
	2005	63	460	523	12.05%
	2006	30	268	298	10.07%
2007	28	479	507	5.52%	
2008	15	217	232	6.47%	
2009	11	353	364	3.02%	
2010	2	125	127	1.57%	
2011	12	509	521	2.30%	
2012			14	14	0.00%
ST0005013 Total		511	4243	4754	10.75%
	1991	1	10	11	9.09%
	1992	10	16	26	38.46%
	1993	5	24	29	17.24%
	1994	3	34	37	8.11%
	1995	4	59	63	6.35%
	1996	5	51	56	8.93%
1997	11	66	77	14.29%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0005014	1998	15	85	100	15.00%
	1999	16	149	165	9.70%
	2000	40	222	262	15.27%
	2001	30	227	257	11.67%
	2002	22	145	167	13.17%
	2003	39	350	389	10.03%
	2004	21	161	182	11.54%
	2005	42	457	499	8.42%
	2006	25	259	284	8.80%
	2007	19	468	487	3.90%
	2008	9	220	229	3.93%
	2009	14	399	413	3.39%
	2010	11	179	190	5.79%
2011	23	485	508	4.53%	
2012	2	12	14	14.29%	
ST0005014 Total		367	4078	4445	8.26%
ST0005015	1991	1	2	3	33.33%
	1992	1	8	9	11.11%
	1993	1	12	13	7.69%
	1994		17	17	0.00%
	1995	4	22	26	15.38%
	1996		24	24	0.00%
	1997	7	29	36	19.44%
	1998	11	52	63	17.46%
	1999	12	55	67	17.91%
	2000	21	113	134	15.67%
	2001	15	137	152	9.87%
	2002	13	94	107	12.15%
	2003	15	220	235	6.38%
	2004	8	96	104	7.69%
	2005	14	287	301	4.65%
	2006	11	107	118	9.32%
	2007	11	352	363	3.03%
2008	4	139	143	2.80%	
2009	6	304	310	1.94%	
2010	2	142	144	1.39%	
2011	7	415	422	1.66%	
2012		3	3	0.00%	
ST0005015 Total		164	2630	2794	5.87%
ST0005016	1991	3	24	27	11.11%
	1992	11	59	70	15.71%
	1993	14	63	77	18.18%
	1994	14	110	124	11.29%
	1995	29	144	173	16.76%
	1996	24	138	162	14.81%
	1997	33	226	259	12.74%
	1998	34	244	278	12.23%
	1999	61	387	448	13.62%
	2000	64	556	620	10.32%
2001	102	624	726	14.05%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0005016	2002	55	430	485	11.34%
	2003	76	808	884	8.60%
	2004	60	502	562	10.68%
	2005	63	860	923	6.83%
	2006	26	351	377	6.90%
	2007	31	705	736	4.21%
	2008	19	280	299	6.35%
	2009	15	521	536	2.80%
	2010	7	174	181	3.87%
	2011	10	624	634	1.58%
2012			3	3	0.00%
ST0005016 Total		751	7833	8584	8.75%
ST0005017	1991		7	7	0.00%
	1992		12	12	0.00%
	1993		10	10	0.00%
	1994	1	13	14	7.14%
	1995		22	22	0.00%
	1996	2	36	38	5.26%
	1997	6	52	58	10.34%
	1998	16	67	83	19.28%
	1999	18	94	112	16.07%
	2000	19	161	180	10.56%
	2001	22	177	199	11.06%
	2002	8	96	104	7.69%
	2003	23	253	276	8.33%
	2004	21	138	159	13.21%
	2005	21	411	432	4.86%
	2006	12	174	186	6.45%
	2007	12	457	469	2.56%
	2008	10	173	183	5.46%
	2009	6	388	394	1.52%
2010	2	169	171	1.17%	
2011	6	493	499	1.20%	
2012	1	20	21	4.76%	
ST0005017 Total		206	3423	3629	5.68%
ST0005018	1991	1	4	5	20.00%
	1992	2	10	12	16.67%
	1993	1	9	10	10.00%
	1994	5	16	21	23.81%
	1995	4	19	23	17.39%
	1996	9	28	37	24.32%
	1997	9	41	50	18.00%
	1998	9	44	53	16.98%
	1999	15	84	99	15.15%
	2000	26	115	141	18.44%
	2001	17	126	143	11.89%
	2002	14	76	90	15.56%
	2003	18	232	250	7.20%
2004	22	136	158	13.92%	
2005	15	291	306	4.90%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2006	21	149	170	12.35%
	2007	20	313	333	6.01%
	2008	11	149	160	6.88%
	2009	14	273	287	4.88%
	2010	3	109	112	2.68%
	2011	9	381	390	2.31%
	2012			17	17
ST0005018 Total		245	2622	2867	8.55%
ST0005019	1991	1	5	6	16.67%
	1992	1	6	7	14.29%
	1993		7	7	0.00%
	1994	2	20	22	9.09%
	1995	2	16	18	11.11%
	1996	9	24	33	27.27%
	1997	17	47	64	26.56%
	1998	4	61	65	6.15%
	1999	11	62	73	15.07%
	2000	22	120	142	15.49%
	2001	19	123	142	13.38%
	2002	26	90	116	22.41%
	2003	24	204	228	10.53%
	2004	16	98	114	14.04%
	2005	32	266	298	10.74%
	2006	7	118	125	5.60%
	2007	17	305	322	5.28%
	2008	5	102	107	4.67%
	2009	14	214	228	6.14%
	2010	3	126	129	2.33%
2011	3	294	297	1.01%	
2012			3	3	0.00%
ST0005019 Total		235	2311	2546	9.23%
ST0005020	1991	4	6	10	40.00%
	1992	2	2	4	50.00%
	1993	1	8	9	11.11%
	1994	3	8	11	27.27%
	1995		10	10	0.00%
	1996		13	13	0.00%
	1997	5	20	25	20.00%
	1998	2	21	23	8.70%
	1999	6	53	59	10.17%
	2000	8	62	70	11.43%
	2001	7	85	92	7.61%
	2002	13	51	64	20.31%
	2003	10	107	117	8.55%
	2004	6	69	75	8.00%
	2005	9	143	152	5.92%
	2006	4	64	68	5.88%
	2007	5	153	158	3.16%
2008	2	81	83	2.41%	
2009	5	131	136	3.68%	

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2010	1	58	59	1.69%
	2011	4	178	182	2.20%
ST0005020 Total		97	1323	1420	6.83%
ST0005021	1991	7	9	16	43.75%
	1992	1	8	9	11.11%
	1993	8	26	34	23.53%
	1994	5	24	29	17.24%
	1995	8	48	56	14.29%
	1996	12	48	60	20.00%
	1997	11	72	83	13.25%
	1998	10	71	81	12.35%
	1999	31	133	164	18.90%
	2000	33	214	247	13.36%
	2001	32	221	253	12.65%
	2002	24	120	144	16.67%
	2003	31	323	354	8.76%
	2004	22	176	198	11.11%
	2005	26	397	423	6.15%
	2006	19	165	184	10.33%
	2007	22	445	467	4.71%
	2008	6	163	169	3.55%
	2009	16	368	384	4.17%
2010	6	105	111	5.41%	
2011	4	394	398	1.01%	
2012		7	7	0.00%	
ST0005021 Total		334	3537	3871	8.63%
ST0005022	1991	6	19	25	24.00%
	1992	7	33	40	17.50%
	1993	12	38	50	24.00%
	1994	11	71	82	13.41%
	1995	32	78	110	29.09%
	1996	24	114	138	17.39%
	1997	57	136	193	29.53%
	1998	47	198	245	19.18%
	1999	71	272	343	20.70%
	2000	86	378	464	18.53%
	2001	114	416	530	21.51%
	2002	101	355	456	22.15%
	2003	102	552	654	15.60%
	2004	71	385	456	15.57%
	2005	84	603	687	12.23%
	2006	45	338	383	11.75%
	2007	31	530	561	5.53%
	2008	17	257	274	6.20%
	2009	15	373	388	3.87%
2010	4	202	206	1.94%	
2011	17	439	456	3.73%	
2012		10	10	0.00%	
ST0005022 Total		954	5797	6751	14.13%
	1991	1	7	8	12.50%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0005023	1992	4	15	19	21.05%
	1993	8	19	27	29.63%
	1994	2	20	22	9.09%
	1995	6	35	41	14.63%
	1996	2	28	30	6.67%
	1997	7	52	59	11.86%
	1998	10	73	83	12.05%
	1999	10	107	117	8.55%
	2000	11	131	142	7.75%
	2001	17	149	166	10.24%
	2002	14	68	82	17.07%
	2003	27	215	242	11.16%
	2004	8	90	98	8.16%
	2005	11	264	275	4.00%
	2006	10	122	132	7.58%
	2007	5	313	318	1.57%
	2008	6	107	113	5.31%
	2009	5	224	229	2.18%
	2010	3	83	86	3.49%
2011	12	331	343	3.50%	
2012	2	14	16	12.50%	
ST0005023 Total		181	2467	2648	6.84%
ST0005024	1991	3	8	11	27.27%
	1992	6	13	19	31.58%
	1993	2	25	27	7.41%
	1994	3	29	32	9.38%
	1995	4	35	39	10.26%
	1996	5	36	41	12.20%
	1997	6	52	58	10.34%
	1998	20	70	90	22.22%
	1999	18	115	133	13.53%
	2000	27	189	216	12.50%
	2001	34	192	226	15.04%
	2002	16	137	153	10.46%
	2003	28	247	275	10.18%
	2004	13	153	166	7.83%
	2005	15	286	301	4.98%
	2006	11	152	163	6.75%
	2007	7	291	298	2.35%
	2008	5	97	102	4.90%
	2009	3	169	172	1.74%
2010	5	95	100	5.00%	
2011	6	265	271	2.21%	
2012	1	4	5	20.00%	
ST0005024 Total		238	2660	2898	8.21%
	1992		1	1	0.00%
	1993		4	4	0.00%
	1994		8	8	0.00%
	1995		5	5	0.00%
	1996	2	13	15	13.33%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0005025	1997	5	14	19	26.32%
	1998	2	9	11	18.18%
	1999	2	13	15	13.33%
	2000	8	28	36	22.22%
	2001	16	65	81	19.75%
	2002	2	31	33	6.06%
	2003	7	58	65	10.77%
	2004	3	47	50	6.00%
	2005	9	115	124	7.26%
	2006	6	31	37	16.22%
	2007	4	109	113	3.54%
	2008	4	49	53	7.55%
	2009	3	83	86	3.49%
	2010	1	31	32	3.13%
2011	2	104	106	1.89%	
2012			1	1	0.00%
ST0005025 Total		76	819	895	8.49%
ST0005026	1991		2	2	0.00%
	1992		3	3	0.00%
	1993		5	5	0.00%
	1994	1	4	5	20.00%
	1995	1	10	11	9.09%
	1996	4	10	14	28.57%
	1997	2	13	15	13.33%
	1998		22	22	0.00%
	1999	4	21	25	16.00%
	2000	7	35	42	16.67%
	2001	29	106	135	21.48%
	2002	8	47	55	14.55%
	2003	11	91	102	10.78%
	2004	11	62	73	15.07%
	2005	8	115	123	6.50%
	2006	5	76	81	6.17%
	2007	3	132	135	2.22%
	2008	1	55	56	1.79%
2009	4	91	95	4.21%	
2010	1	55	56	1.79%	
2011	5	136	141	3.55%	
ST0005026 Total		105	1091	1196	8.78%
ST0005027	1991		1	1	0.00%
	1992		3	3	0.00%
	1993		5	5	0.00%
	1994		3	3	0.00%
	1995		5	5	0.00%
	1996	2	7	9	22.22%
	1997	4	17	21	19.05%
	1998	3	9	12	25.00%
	1999	2	31	33	6.06%
	2000	2	14	16	12.50%
	2001	9	46	55	16.36%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station

Note: If vehicles of a certain model year are not tested, the row will not be listed

Station ID	Model Year	Fail	Pass	Total	% Fail
	2002	9	18	27	33.33%
	2003	10	53	63	15.87%
	2004	7	47	54	12.96%
	2005	9	62	71	12.68%
	2006	2	38	40	5.00%
	2007	6	74	80	7.50%
	2008	1	40	41	2.44%
	2009	1	53	54	1.85%
	2010	1	31	32	3.13%
	2011	1	97	98	1.02%
ST0005027 Total		69	654	723	9.54%
Grand Total		111673	977412	1089085	10.25%

Table (b) (1) & (2)(i,ii, & v). Quality Assurance 2015			
	Beginning of Year	Left Program	Added to Program
No. of Inspection stations/lanes operating throughout 2015	221	7	1
Receiving overt performance audits in 2015	220		
Not Receiving overt performance audits in 2015	1		
That have been shut down as a result of overt performance audits	3*		

*Three (3) stations were locked out for failing to comply with viewing monitor issues based on overt visits

Table (b) (2) (v). Results of Equipment Audits*	
Parameter	2015 Result
Total Equipment Audits**	436
Total Stations that Failed Equipment Audit ***	97
Percentage of stations that failed an equipment (gas) audit	22.25%
Number of stations totally shut down as a result of a failed equipment (gas) audit	0
Percentage of stations shut down as a result of failed equipment (gas) audit	0.00%

* Every time an analyzer gas bench is changed, it is audited and is counted as an initial audit

** Initial gas audits only, not reinspections of failed audits

*** Failures of initial gas audits only

Table (b)(2)(iii, iv) & (3,8,9). Quality Assurance						
No of Inspection stations/lanes operating throughout 2015	All Test Types (OBD, ASM, TSI)	OBD Tests	ASM Tests	TSI Tests	LMD	MSA
Receiving Covert Audits	695	215	213	212	54	1
Conducted with vehicle set to fail	0	0	0	0	0	0
Conducted with vehicle set to fail any combination of two or more types	0	0	0	0		
Resulting in a False Pass	0	0	0	0		
Resulting in a False Pass for any combination of two or more test types	0	0	0	0		
Total number of Covert vehicles available for undercover audits in 2015	4	-	-	-		
Total number of Covert auditors available for undercover audits in 2015	3	-	-	-		
Total # of Video Surveillance Audits	1,759	Not Available	Not Available	Not Available		

Table (b) (4)(i & ii). Quality Assurance		
	Stations	Inspectors
Suspended as a result of covert audits	8	1
Suspended for other reasons	107	17

Table (b) (5). Quality Assurance	
Total CTIs Actively Testing Part of Year – 460	CTI Activity Information Provided by Applus
Total CTIs Actively Testing All Year - 577	
Total CTIs Testing - 1037	

Table (d) (1)(v). # of time extensions and exemptions granted to motorists	
Time Extension and Other Exemptions	3,202

Table (d) (3)(i). # and % of subject vehicles that were tested by the initial deadline*		
Deadline	# of Vehicles	% of Vehicles
On Due date	28,769	3.22%
Tested Early	534,729	59.79%
1-30 days late	96,603	10.80%
31-60 days late	31,165	3.48%
61-90 days late	18,396	2.06%
91-120 days late	14,034	1.57%
> 120 days late	170,613	19.08%

* Figures based on "Noticed" vehicles/tested volume of 851,662

Table (c) (1,2,3 & 4). Quality Control

Station #	Station Name	Lane number	Initial Gas Audits	Initial Gas Audit Fails	Comments
ST0000014	Gary Rome Kia	1	2	1	
ST0000020	Cargill Chevrolet Co Inc	1	2	0	
ST0000023	Roberts Chrysler-Dodge	1	2	0	
ST0000034	Bob Valenti Chevrolet - Olds	1	2	0	
ST0000036	Hoffman Auto Group	1	2	0	
ST0000065	Stevens Ford Linc-Merc Inc	1	2	0	
ST0000107	King Olds-Cadillac-GMC	1	2	0	
ST0000112	Brustolon Buick-Pont-GMC	1	2	1	
ST0000120	Girard Ford	1	2	0	
ST0000125	Candlewood Valley Motors	1	2	1	
ST0000132	Middletown Toyota Inc	1	2	0	
ST0000171	Oneills Chevrolet Buick Inc	1	2	0	
ST0000193	M J Sullivan Automotive Corner	1	2	0	
ST0000229	Hartford Toyota Superstore	1	2	0	
ST0000326	Midas of Bloomfield	1	2	1	
ST0000328	Automotive Plus	1	2	0	
ST0000329	Firestone Complete Auto Care	1	2	0	
ST0000359	Laurel Automotive	1	2	1	
ST0000373	Tire King LLC	1	0	0	
ST0000375	Advanced Auto Body	1	1	0	
ST0000386	Hamelin and Sons Inc	1	2	0	
ST0000412	Arnolds Garage	1	2	1	
ST0000434	Midas Muffler Inc	1	2	1	
ST0000469	Lees Auto Center Inc	1	2	1	
ST0000493	Midas of Farmington	1	2	1	Fail 1/30 reinspection 3/17, 1 1/2 months before reinspection?
ST0000516	Hallmark Tire Co Inc	1	2	0	Computer shut down durning audit low gas did not transmit on 11/18 3:05 pm

Table (c) (1,2,3 & 4). Quality Control

Station #	Station Name	Lane number	Initial Gas Audits	Initial Gas Audit Fails	Comments
ST0000520	Farmington Motor Sports Inc	1	2	1	
ST0000525	Firestone Complete Auto Care Inc	1	2	0	
ST0000557	Kensington Auto Service LTD	1	2	1	
ST0000581	J and M Motor Sports	1	2	1	
ST0000616	Firestone Complete Auto Care Inc	1	2	0	
ST0000648	Bolton Motors Inc	1	2	0	
ST0000697	Firestone Complete Auto Care Inc	1	2	1	
ST0000725	Story Bros Inc	1	2	0	
ST0000776	Anthony's Service Station Inc	1	2	1	
ST0000790	Farm Car Care Center Inc	1	3	0	
ST0000809	Moore's Automotive	1	1	0	
ST0000963	Firestone Complete Auto Care Inc	1	2	0	
ST0000969	Meineke Car Center	1	2	2	Fail on 9/9 didn't get reinspected till 10/28? 1.5 months later?
ST0000972	Mad Hatter Auto Repair	1	2	1	
ST0000986	Suburban Tire and Auto Service	2	2	0	
ST0000994	Tolland Citgo	1	2	0	
ST0001010	Small Town Auto Repair	1	2	2	
ST0001056	Scatas Auto and Truck Repairs Inc	1	2	1	Reinspection on 5/27 after tech fixed is INC only one gas run, took 6 months before next insp? No paperwork on file? 11/25 inspection should be reinspection but recorded it as initial due to time frame.
ST0001095	Prospect Foreign Car Center Inc	1	2	1	
ST0001193	Herbs Auto Electric Inc	1	2	0	

Table (c) (1,2,3 & 4). Quality Control

Station #	Station Name	Lane number	Initial Gas Audits	Initial Gas Audit Fails	Comments
ST0001216	Wethersfield Automotive LLC	1	2	0	
ST0001235	Valvoline Instant Oil Change	1	3	1	
ST0001253	Midas of West Hartford	1	2	2	
ST0001264	Mikes Auto Service	1	2	1	
ST0001267	Mirabelli Automotive LLC	1	2	0	
ST0001284	Modern Tire and Auto Service	1	2	1	
ST0001294	Modern Tire and Auto Service	1	2	1	
ST0001297	Aguas Buenas Auto SLS and Services	1	2	0	
ST0001299	B and S Automotive Inc	1	2	0	
ST0001363	Midas	1	2	1	
ST0001371	Coxs Service Station	1	2	0	
ST0001401	Nutmeg Auto Service Inc	1	2	1	
ST0001423	Midas of Hartford	1	2	1	
ST0001511	T and B Motor Sales and Service Inc	1	2	0	
ST0001519	Raymonds Auto Repair	1	2	0	
ST0001594	Town Hill Auto	1	2	0	
ST0001615	Firestone Expert Tire Center	1	2	0	
ST0001646	Bobs Auto Inc	1	1	0	
ST0001660	Midas Auto Service	1	2	0	
ST0001662	Meineke Car Care Center	1	2	0	
ST0001692	Ledyard Auto LLC	1	2	0	
ST0001704	Precision Motors Inc	1	2	0	
ST0001725	Nicks Service Center	1	2	0	
ST0001730	Hometown Auto LLC	1	2	2	
ST0001767	Firestone Complete Auto Care Inc	1	2	0	
ST0001790	Corys Auto Care	1	1	0	
ST0001799	All Pro Automotive	1	2	0	
ST0001805	Plainfield Shell	1	2	0	
ST0001825	Pennells Auto Center LLC	1	2	0	
ST0001845	Courtesy Ford Mercury	1	2	0	
ST0001876	General Muffler Automotive Supply	1	2	2	
ST0001889	Gabes Service Station	1	2	0	
ST0001896	A and M Service Station	1	2	1	
ST0001944	Branford Auto Center	1	2	0	
ST0001970	Anderson Tire and Auto Service	1	2	2	
ST0002018	D and R Automotive LLC	1	2	0	
ST0002020	Hammonasset Ford	1	2	2	
ST0002026	Desmonds Auto Sales	1	2	1	

Table (c) (1,2,3 & 4). Quality Control

Station #	Station Name	Lane number	Initial Gas Audits	Initial Gas Audit Fails	Comments
ST0002060	Cromwell Automotive	1	2	0	
ST0002070	Firestone Complete Auto Care	1	2	0	
ST0002120	Greenfield Hill Serv	1	2	0	
ST0002133	Firestone Complete Auto Care Inc	1	3	2	
ST0002141	Fairfield Tire and Auto Center LLC	1	2	0	
ST0002149	Meineke	1	2	1	
ST0002153	Sport Hill Service Station Inc	1	2	0	
ST0002181	Auto Associates Inc	1	4	2	
ST0002233	Cos Central Auto	1	2	0	
ST0002267	Harte Family Motors Inc	1	2	0	
ST0002330	Belltown Motors	1	2	0	
ST0002358	Computer Tune and Lube Inc	1	2	0	
ST0002365	Midas Auto Service of Middletown	1	2	0	
ST0002373	Personal Auto Care Service Center Inc	1	2	0	
ST0002380	New Image Automotive	1	2	0	
ST0002419	Roberts Service Center Inc	1	2	0	
ST0002467	Meineke Discount Muffler	1	2	0	
ST0002493	Amaral Motors Inc	1	2	0	
ST0002540	J P Automotive LLC	1	2	0	
ST0002560	Tech 1 Automotive LLC	1	2	0	
ST0002573	Oceanside Auto LLC	1	2	1	
ST0002578	Grossman Chevrolet	1	2	0	
ST0002593	Bens Service Center	1	2	0	
ST0002631	Portland Automotive Inc	1	2	0	
ST0002651	East Coast Car Care	1	2	0	
ST0002652	Falbos Tire and Auto Center Inc	1	2	0	
ST0002672	AJs Center Service Inc	1	2	0	
ST0002740	Mad Hatter Muffler	1	2	1	
ST0002822	Frenchys Auto Repair Inc	1	2	0	
ST0002830	Nelsons Automotive Service Center LLC	1	2	0	
ST0002880	Broadbridge Auto Service Inc	1	2	0	
ST0002884	Don Schiffers Auto Service Inc	1	2	0	
ST0002915	Midas Auto Service of Westbrook	1	2	0	
ST0002919	Meineke Discount Mufflers	1	2	1	
ST0002955	Nova Automotive	1	2	1	

Table (c) (1,2,3 & 4). Quality Control

Station #	Station Name	Lane number	Initial Gas Audits	Initial Gas Audit Fails	Comments
ST0002964	Swanson Automotive	1	2	2	
ST0002975	Torello Tire Company Inc	1	2	1	
ST0003102	Auto Specialist Inc	1	2	0	
ST0003106	Campbell Motor Sales Inc	1	2	1	
ST0003107	Chucks Garage	1	2	0	
ST0003190	Partyka Chevrolet Inc	1	2	1	
ST0003192	Dougan Automotive LLC	1	2	1	
ST0003225	Tire Doctor	1	2	1	INC 5/6/15 no paper work for audit on file? Reviewed agent paperwork and all five run
ST0003253	Quick Lane Tire and Auto Center	1	2	0	
ST0003292	Joeys Capitol-Wood Service Center	1	2	0	
ST0003432	E and S Automotive Operations LLC	1	2	2	3/18 fail did not get reinspected till 6/22, 3 months before reinspection done
ST0003437	Monro Muffler Brake	1	2	1	
ST0003449	Boston Ave Auto Getty	1	2	0	
ST0003458	Knechts Garage Inc	1	2	1	
ST0003475	Firestone Tire and Service Center	1	2	0	
ST0003483	Breezy Point Auto Repairs Inc	1	2	0	
ST0003498	Model Garage Inc	1	2	0	
ST0003548	Montambaults Inc	1	2	1	
ST0003587	Pep Boys	1	2	1	
ST0003592	Superior Transmissions Inc	1	2	0	
ST0003662	United Auto Sales and Service Inc	1	2	0	
ST0003732	Litchfield Hills Motorsports LLC	1	2	0	
ST0003739	Bennett Motor Werks	1	2	0	
ST0003746	Sunshine Car Repair	1	2	2	
ST0003759	Litchfield County Marine Auto LLC	1	2	2	
ST0003767	Mezzio Auto Body Repair	1	2	1	
ST0003876	The Quiet Zone	1	2	0	
ST0003939	Abate Auto Body and Collision	1	2	0	
ST0003943	Bahr Auto Repair	1	2	0	
ST0003976	The Quiet Zone	1	2	0	
ST0003988	Valenti Motors Inc	1	2	0	
ST0003997	Murray Bros Garage Inc	1	2	0	
ST0004004	Belardinelli Tire Comp	1	2	0	
ST0004016	Firestone Tire and Service Center	1	2	2	
ST0004065	Mohawk West Tire And Auto Center	1	2	0	

Table (c) (1,2,3 & 4). Quality Control

Station #	Station Name	Lane number	Initial Gas Audits	Initial Gas Audit Fails	Comments
ST0004105	E M Auto Repair LLC	1	2	1	
ST0004107	Federal Towing and Car Center	1	2	0	
ST0004111	Wilton Mobil	1	2	0	
ST0004170	New Fairfield Automotive Inc	1	2	1	
ST0004191	Darien Auto Center	1	2	1	
ST0004230	Greenwich Shell	1	2	0	
ST0004243	A C Auto Body and Mechanical Svc Inc	1	2	0	
ST0004257	New Canaan Ave Service	1	2	0	
ST0004262	The Briggs Tire Co Inc	1	2	0	
ST0004298	Hank Mays Goodyear	1	2	0	
ST0004375	Copps Hill Shell Inc	1	2	0	
ST0004377	Limestone Service Station Inc	1	2	0	
ST0004390	Westport Auto Repair LLC	1	2	0	
ST0004405	Weston Service Center	1	2	0	
ST0004480	Firestone Tire and Service Center	1	2	0	
ST0004541	Sotires Auto Diagnostic Center	1	2	0	
ST0004592	Avery Brothers Inc	1	4	2	
ST0004615	Firestone Tire Service Center	1	2	2	
ST0004628	Firestone Tire and Service Center	1	2	1	
ST0004696	Long Ridge Service	1	2	1	
ST0004710	Middlesex Auto Center	1	2	0	
ST0004713	Milex Auto Repair	1	2	0	
ST0004722	Lube Express	1	2	0	
ST0004739	Precision Motor Coach LLC	1	2	1	
ST0004745	R K Rogers LTD Inc	1	2	0	
ST0004750	Sam Wibberley Tire and Auto Service	1	0	0	
ST0004764	Suburban Subaru	1	2	0	
ST0004765	Main Street Muffler and Brake	1	2	0	
ST0004769	The Quiet Zone Your complete car care center	1	2	1	
ST0004788	West High Service Station Inc	1	2	0	
ST0004817	High Tech Auto	1	2	0	

Table (c) (1,2,3 & 4). Quality Control

Station #	Station Name	Lane number	Initial Gas Audits	Initial Gas Audit Fails	Comments
ST0004828	Waterbury Tire and Auto	1	2	0	
ST0004837	Car Tune	1	2	0	
ST0004839	Hank Mays Goodyear	1	2	0	
ST0004843	Toyota of Colchester	1	1	0	
ST0004847	Hebron Quick Lube LLC	1	2	0	
ST0004854	Valvoline Instant Oil Change	1	2	2	
ST0004866	Lee Myles Transmission	1	2	0	
ST0004867	Foxy Fast Lube LLC	1	2	1	
ST0004870	Middlebury Garage	1	2	1	
ST0004875	Showroom Auto Center	1	2	0	
ST0004888	K Town Automotive LLC	1	2	0	
ST0005000	Firestone Complete Auto Care Inc	1	2	0	
ST0005001	Bundy Motors	1	2	2	
ST0005002	Pep Boys Auto	1	2	0	
ST0005003	CarMax Auto Superstore Inc	1	2	1	
ST0005004	Modern Tire And Auto Service	1	2	0	
ST0005006	Economy Oil Change	1	2	0	10/7/2015 Three gases run inc audit aborted by agent. 11/20 started audit again.
ST0005008	Alfano Nissan	1	2	0	
ST0005010	Jims Auto Sales and Service	1	2	0	
ST0005011	Thompson Auto Care LLC	1	2	0	
ST0005012	Beatty Automotive LLC	1	2	2	2/20/2015 fail did not get reinspected till 3/27/2015?
ST0005013	Valvoline Instant Oil	1	2	1	
ST0005014	Tires International	1	2	1	
ST0005015	Lyons Service Corp Inc	1	2	0	

Table (c) (1,2,3 & 4). Quality Control

Station #	Station Name	Lane number	Initial Gas Audits	Initial Gas Audit Fails	Comments
ST0005016	Stillys Automotive LLC	1	2	0	
ST0005017	Brickel Automotive	1	2	1	
ST0005018	Firestone Complete Auto	1	2	2	Fail on 3/26 and not reinspected till 4/28?
ST0005019	Meineke Car Care	1	2	0	
ST0005020	Keating Automotive	1	2	2	
ST0005021	P N Auto	1	2	0	
ST0005022	Danbury Auto	1	2	0	
ST0005023	Tasca Ford	1	2	1	
ST0005024	Central Connecticut Tire Service	1	2	0	
ST0005025	Marvin's Midway Auto	1	1	0	
ST0005026	Cory's Auto Care (Waterford)	1	1	0	
ST0005027	Falbo's Tire and Auto Center	1	0	0	
FL0001001	City of Bristol DPW	1	0	0	
FL0001002	Aquarion Water Company	1	0	0	
FL0001003	Regional Water Authority	1	0	0	
FL0001004	at-t	1	0	0	
FL0001005	Stamford Police Garage	1	0	0	
FL0001006	Hunter Ambulance Service	1	0	0	
FL0001007	New Haven Police	1	0	0	
FL0001008	Cablevision Systems Corp	1	0	0	
FL0001009	Cablevision Systems Corp	1	0	0	
FL0001010	Town of Trumbull	1	0	0	
FL0001011	University of Hartford	1	0	0	
FL0001012	Town of Guilford	1	0	0	
FL0001013	Southern CT Gas Company	1	0	0	
FL0001014	State of Connecticut	1	0	0	
FL0001015	State of Connecticut	1	0	0	
FL0001016	State of Connecticut	1	0	0	
FL0001017	City of Waterbury	1	0	0	
FL0001018	CNG Corp	1	0	0	
FL0001019	SBC SNET	1	0	0	
FL0001020	SBC SNET	1	0	0	
FL0001021	SNET	1	0	0	
FL0001022	SBC SNET	1	0	0	
FL0001023	SBC SNET	1	0	0	
FL0001024	SBC SNET	1	0	0	
FL0001025	SBC SNET	1	0	0	
FL0001026	SBC SNET	1	0	0	
FL0001027	SBC SNET	1	0	0	
FL0001028	SBC SNET	1	0	0	
FL0001029	SBC SNET	1	0	0	
FL0001030	SBC SNET	1	0	0	
FL0001031	SBC SNET	1	0	0	
FL0001032	SBC SNET	1	0	0	
Totals		253	436	97	

Table (d) (1), (2), & (3). Enforcement Report

Enforcement Report: (d) (1), (2), & (3) – 2015

(d) Enforcement Report –

(1) All varieties of enforcement programs shall, at a minimum, submit to EPA by July of each year a report providing basic statistics on the enforcement program for January through December of the previous year, including:

(i) An estimate of the number of vehicles subject to the inspection program, including the results of analysis of the registration database:

Connecticut's estimated emission eligible population is 2.4 million vehicles per testing cycle.

(ii) The percentage of motorist compliance based upon a comparison of the number of valid final passing tests and the number of subject vehicles:

Connecticut's compliance rate was greater than 99% for 2015.

The overall compliance rate is based on an audit of vehicles being registered. Connecticut committed to a 96% compliance rate for the vehicles subject to I/M requirements in the SIP. In the first 7 months of 2015, 583,268 registration renewals were audited, resulting in 32,657 denials, of which 86.8% later complied. This works out to a 99.3% compliance rate, so the overall compliance rate exceeds the SIP compliance rate. Connecticut implemented a new database system (CIVLS) in 2015. Due to implementation problems, CIVLS temporarily did not track results of registration audits for the last 5 months of 2015.

(2) Registration denial bases enforcement programs shall provide the following information:

(i) A report of the program's efforts and actions to prevent motorists from falsely registering vehicles in the program area of falsely changing fuel type or weight class on the vehicle registration and the results of special studies to investigate the frequency of such activity:

Connecticut does not perform an analysis of its emission eligible database to detect vehicles that are registered out of state to avoid being emission tested in the state. The majority of vehicles registered with an incorrect GVWR are those in which the vehicle owner registers the vehicle at a lower weight to avoid added expense and are consequently not emission eligible (>10,000 lbs. GVWR). Connecticut tests all fuel types, including hybrids.

(ii) The number of registration file audits, number of registration reviewed and compliance rates from such audits:

In 2015, 100,904 emission late fees were assessed. All of these vehicles ultimately complied or were not re-registered in Connecticut.

Table (d) (1), (2), & (3). Enforcement Report

(3) Computer matching based enforcement programs shall provide the following additional information:

(i) The number and percentage of subject vehicles that were tested by the initial deadline, and by other milestones in the cycle:

Addressed in (d) (1) (ii)

(ii) A report on the program's efforts to detect and enforce against motorists falsely changing vehicle classifications to circumvent program requirements and the frequency of test activity:

Historically, 99% of emission eligible vehicles in Connecticut are in the Passenger, Combination or Commercial classifications. Due to the added expense, documentation and inspection requirements needed to change a vehicle's registration classification to a non-emission eligible class, incidents of such modification are minimal.

(iii) The number of enforcement system audits and the error rate found during those audits:

Connecticut's program uses both registration denial and late fee assessment to enforce emission inspection compliance. In the first 7 months of 2015, 583,268 registration renewals were audited, resulting in 32,657 denials, of which 86.8% later complied. This works out to a 99.3% compliance rate.