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ANNUAL EVALUATION OF CONNECTICUT'S INSPECTION/MAINTENANCE PROGRAM

2012

FINAL REPORT

Prepared for:

Connecticut Department of Energy and Environmental Protection

Prepared by:

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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 an annual I/M report per 40 CFR 51.366. This report addresses data collected from January 1, 2012 through December 31, 2012. 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.

The United States Environmental Protection Agency (EPA) provided a checklist (Appendix A), which identified the data elements to be included in this report. The 2012 data elements are compiled in Appendix B 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, designed to identify vehicles that emit pollutants that exceed acceptable standards and require such vehicles to get repaired, is an important part of the strategy to ensure that Connecticut is positioned to attain and maintain the 1997 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. Current estimates indicate that in 2010, this program would have provided approximately 19 of the 200 tons per day of air pollutant reductions that are included in Connecticut's 2008 Ozone Attainment Demonstration State Implementation Plan. The emission reductions resulting from this program are an integral part of Connecticut's air quality attainment efforts, and important as part of a balanced strategy that includes reductions from stationary, area and mobile source sectors to ensure that Connecticut attains the Ozone NAAQS. EPA has since strengthened the Ozone NAAQS in 2008 resulting in Connecticut's proposed designation of nonattainment for the new 75 ppb eight-hour ozone standard. EPA is expected to issue an even more stringent Ozone NAAQS by 2014. If EPA does so, Connecticut will need to achieve even greater emission reductions from motor vehicles.

All of Connecticut continues to experience elevated ozone concentrations during the summer months. While in-state sources of air pollution such as cars and power plants contribute to ozone formation, much of the ozone and precursor emissions transported into Connecticut originate from sources located in upwind states. For example, during elevated ozone episodes in Connecticut, air quality measured at the state border with New York frequently exceeds the Ozone NAAQS, which is indicative of significant air pollution transport. It is therefore imperative to address transport challenge to assure clean air for Connecticut's citizens.

This report focuses on the effectiveness of Connecticut's I/M program. Key program highlights include:

- In May 2011, following a comprehensive evaluation and selection process, DMV entered into a new agreement with a private contractor, Applus, for the next phase of the Connecticut I/M program. This new program:
    - Began with a rolling implementation and is now fully operational;
    - Maintains the same overall structure and requirements while including upgraded equipment and computer systems;
    - Addresses many of the challenges faced by the previous system and ensures Connecticut's I/M program will continue to comply with statutory and regulatory mandates, while achieving clean air benefits.
- In 2012, over 98% 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. Connecticut actively investigates non-compliance and assesses fines for late inspections. In 2012, respectively, 162,665 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 11% of vehicles failed their initial emissions test and 12% of these vehicles also failed their first retest in 2012. Failure rates under the decentralized I/M program are equal to or higher than failure rates recorded under centralized I/M programs. Ongoing outreach efforts designed to decrease failure rates will continue to be enhanced.
- DMV performs extensive quality assurance checks on the program. Evaluation of these quality assurance data demonstrates that the program performs accurate inspections.
- Audits were conducted at all stations as part of an extensive anti-fraud program. 438 video surveillance audits were conducted during 2012. Less than 0.2% of the inspections in Connecticut are suspect, which is far lower than many other states' I/M programs. Connecticut's anti-fraud efforts are models for other I/M programs.

Connecticut consistently conducts thoughtful analysis of its vehicle inspection and maintenance program, which has led to numerous enhancements. In the past year, several initiatives, such as instituting more safeguards to ensure correct vehicle identification numbers and review of the fleet testing program, are being implemented to further strengthen the program. A full iteration of the changes to the program can be found in Section 8 of this report. Connecticut's analysis repeatedly has demonstrated the program produces the expected 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 2012 to meet the United States Environmental Protection Agency's (EPA) annual reporting requirements of 40 CFR Part 51.366. In an I/M program, vehicles are periodically inspected, and those with evidence that they exceed design emission standards must be repaired. I/M programs are mandated by the Clean Air Act and were 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 2008 ozone NAAQS, additional emission reductions from all sectors, including motor vehicles, remain critical.

Connecticut's I/M program results in more emission reductions than any other state implemented reduction strategy. Current estimates indicate that in 2010, this program would have resulted in approximately 19 of the 200 tons per day of air pollutant reductions that are included in Connecticut's 2008 Ozone Attainment Demonstration[1]. 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.

Emissions reduction determinations are estimated using modeling that is approved by the EPA. The most recent State Implementation Plan (SIP) Revision, which addresses the I/M program, was developed using MOBILE6.2, the model which was approved for use by EPA at that time. EPA has since updated its modeling platform and has begun implementing a new model known as the Motor Vehicle Emissions Simulator (MOVES). States are now required to use MOVES for attainment demonstrations, for hot spot analysis and for regional conformity.

Connecticut's I/M program identifies vehicles that have been tampered with, or have received improper maintenance. These vehicles must be repaired until they 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) 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)

1 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.

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[2]). With this change, Connecticut began evaluating emissions of oxides of nitrogen[3] (NO_x) along with HC and CO. The loaded-mode test uses a chassis dynamometer to simulate on-road driving. If the vehicle could not be safely tested on a dynamometer, it received a pre-conditioned two-speed idle (PCTSI) test. In addition, the inspection included a gas cap pressure test to check to see if the gas cap holds pressure. Leaking gas caps are a major source of evaporative HC emissions. The program continued to include a visual emission control component check. Also, at this time Connecticut began diesel testing.

In 2003, Connecticut again made substantial revisions to the program. The inspection network was changed from a centralized system with about 25 inspection stations to a decentralized system with a contractor equipped limit of 300 stations[4]. The goals of these changes were to improve customer convenience to the public by decreasing the waiting time for emissions testing, directly involve the repair industry with emissions testing, and enhance opportunities for small business development. In addition, 1996 and newer gasoline- powered models started receiving on-board diagnostic (OBD) tests[5], instead of ASM2525 or PCTSI exhaust emissions tests. All 1996 and later model year light-duty vehicles sold in the United States contain the second generation of OBD, termed OBDII. Connecticut also performs OBD tests on diesel powered vehicles that are model year 1997 and newer having 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. Inspecting vehicles by reading the OBDII system codes can identify vehicles with serious emission control malfunctions more accurately and cost-effectively than traditional tailpipe tests, and help technicians diagnose and repair those malfunctions. Diesel powered vehicles having a GVWR of 10,000 lbs. or less, receive tests for excessive exhaust smoke, if they cannot receive OBDII tests. Evaluating OBDII test results presents special challenges, since tailpipe emission results are not available for each vehicle.

In 2011, the state embarked upon a new program with upgraded equipment and computer systems to correct challenges faced the previous system. While the new program introduced many improvements, as part of this new program, DMV is working with their contractor, Applus, to evaluate and implement additional new improvement

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2 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.

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

4 This number dropped from 300 stations to 250 stations by the end of 2008. At the end of 2012, there were 222 stations in the network.

5 1997 and newer light-duty diesels (<8500 lbs. GVWR) also get OBD inspections.

measures 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 appropriate 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 the EPA. Evaluating decentralized inspections requires a comprehensive assessment of how well stations comply with mandated inspection procedures. Generally, there are greater opportunities for fraud in decentralized facilities, because there are more stations that need policing. Using data and procedures provided by the DMV, de la Torre Klausmeier Consulting, Inc. (dKC) assessed effectiveness and enforcement of Connecticut's program**.**

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 ASM2525 and PCTSI 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 vehicles.

OBDII Inspection: 1996 and newer 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 OBD system is downloaded. Vehicles fail the OBDII inspection if they have the following problems:

- Malfunction Indicator Lamp (MIL[6]) is commanded-on;
- MIL not working (Termed Key-On Engine-Off, KOEO, failure[7]);
- The number of readiness monitors that are not ready exceed EPA's limit[8];
    - 1996-2000 models: Two monitors are allowed to be not ready;
    - 2001+ models: One monitor is allowed to be not ready;
- OBD Diagnostic Link Connector (DLC) damaged; or
- Vehicle could not communicate with the Connecticut inspection system.

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6 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.

7 The Key-On Engine-Off (KOEO) determines if the MIL bulb is working. The bulb should illuminate when the vehicle is turned on but not started.

8 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.

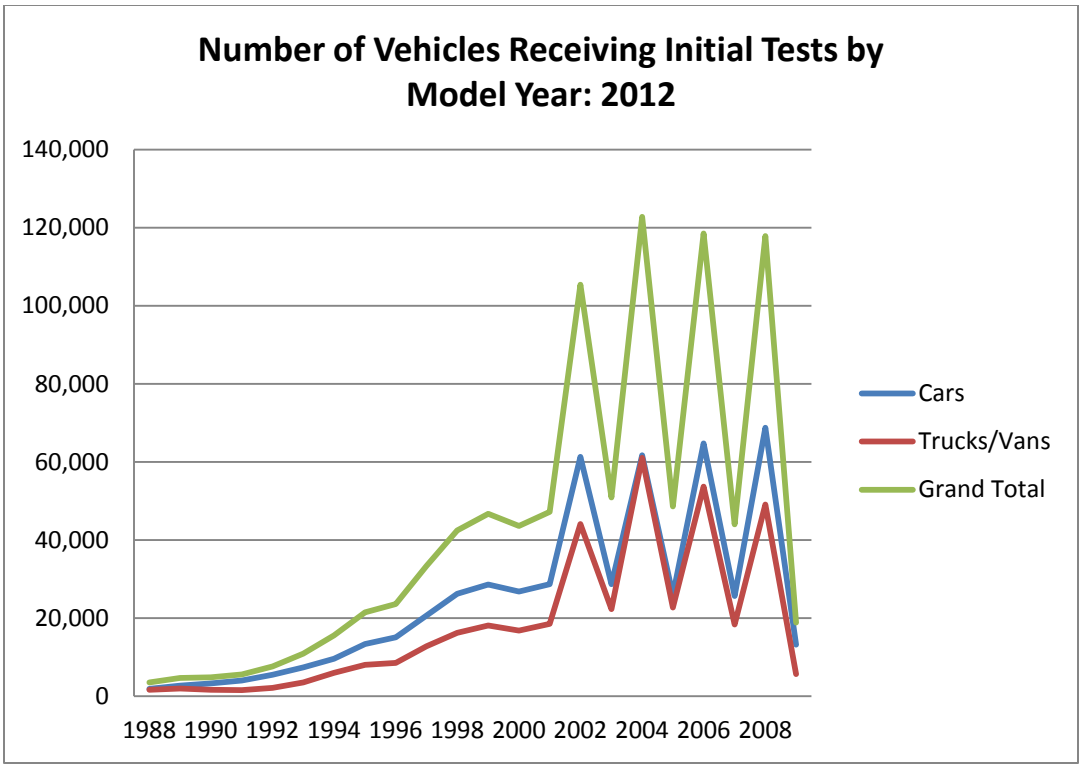
Summary of Fail Rates for Gasoline-Powered Vehicles

Following is a summary of test results from January 1, 2012 to December 31, 2012. In 2012, 1,055,739 gasoline-powered vehicles received initial tests.

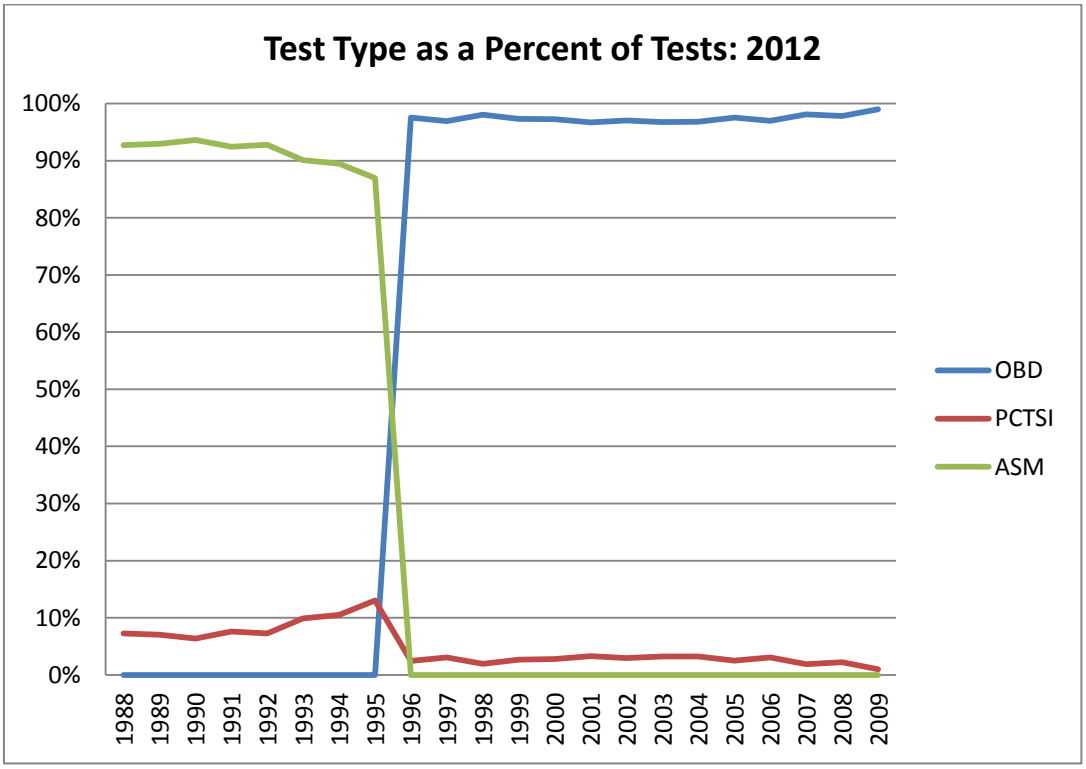
Test Type	Parameter	2012 Result
OBD	% Fail Initial (any reason)	10%
	% Fail for MIL Commanded-on	5.9%
	% Fail First Retest	10%
ASM	% Fail Initial	9%
	% Fail First Retest	45%
PCTSI	% Fail Initial	11%
	% Fail First Retest	13%
Gas Cap	% Fail Initial	7.9%
	% Fail First Retest	6.1%
All Tests	% Fail Initial	11%
	% Fail First Retest	12%

Conclusion: These failure rates 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[9]. Test-Only programs generally are considered by EPA to be the model for peak I/M performance. Based on failure rates, Connecticut's I/M program is operating at peak performance.

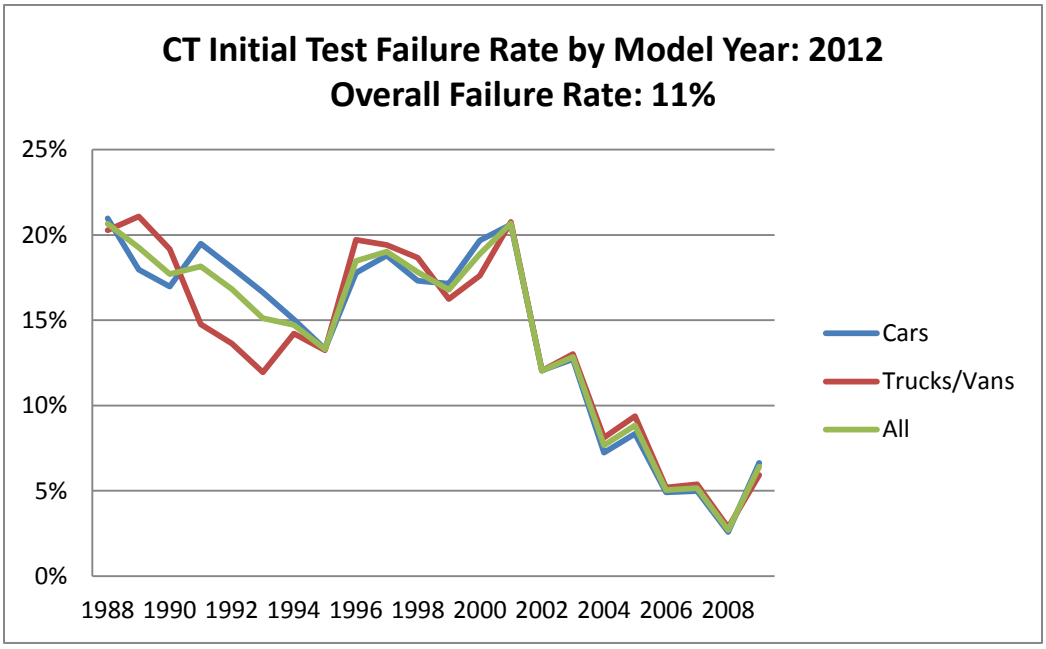
[9] At the end of this section is a chart that compares failure rates for the OBD test in Connecticut with failure rates in Delaware. Delaware is a well enforced Test-Only I/M program. Failure rates in both programs are nearly identical.



This chart shows the total number of inspections by vehicle model year, and vehicle type. The first four vehicle model years are exempted from testing, so the number drops sharply after the 2008 model year. All vehicles have a 10,000 lbs. or less GVWR.

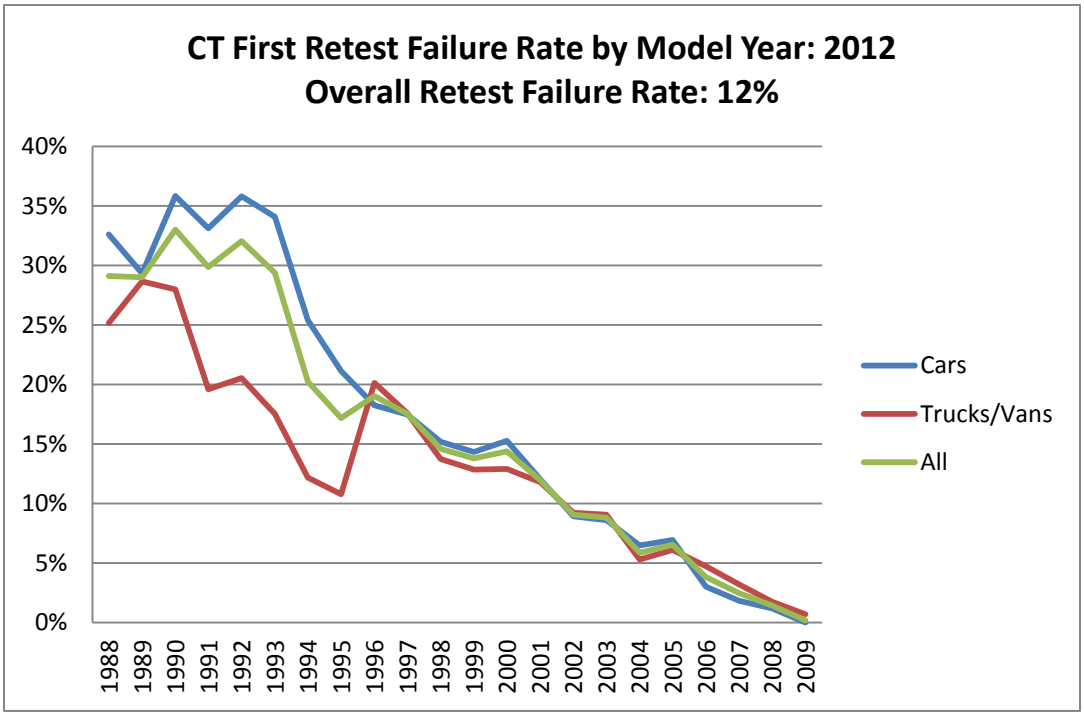


This chart shows the total number of inspections by vehicle model year and final inspection type. Most 1996+ vehicles received OBDII tests. A small percent (2%) of the vehicles newer than 1996 were models over 8500 lbs. GVWR without OBD systems.

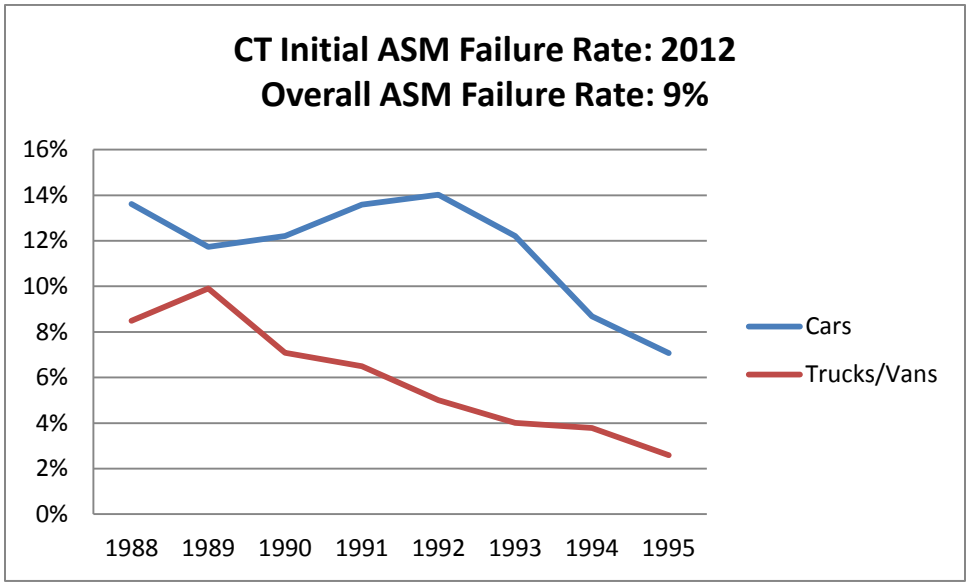


This chart shows the overall percentage of vehicles that failed the tailpipe test, gas cap test, visual emission control component test, or the OBD test. Some vehicles failed more than one inspection component. As expected, the failure rate is generally lowest for new vehicles. Following the pattern seen previously, 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. The failure rate is consistent with failure rates reported in test-only programs in other jurisdictions. The high initial failure rate for 2009 model year vehicles is due to the fact that over half of these vehicles tested had dealer plates. Vehicles owned by dealers typically have high not ready rates because their batteries are often insufficiently charged, or had been disconnected during dealer prep[10].

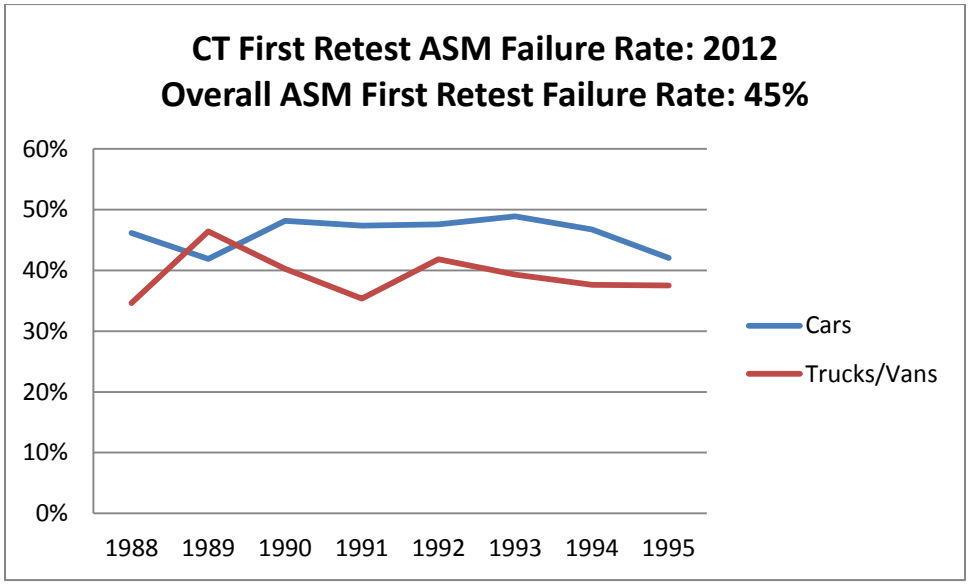
[10] Readiness status for all monitors usually sets to not ready when a vehicle's battery is disconnected.



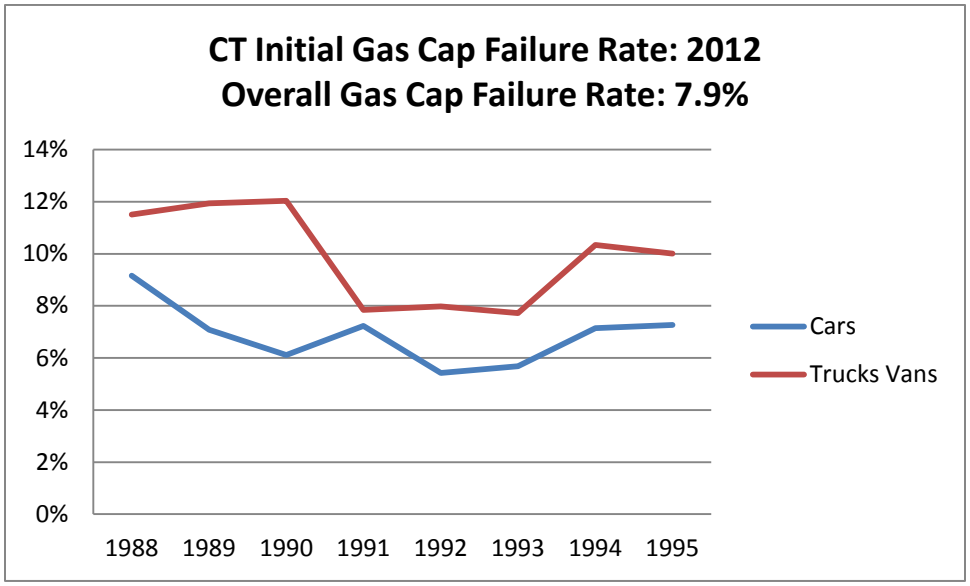
This chart shows the percent of vehicles by model year that failed their first retest. The failure rate is highest for the older model year vehicles, which is typical. Overall, 12% of the vehicles tested failed their first retest.



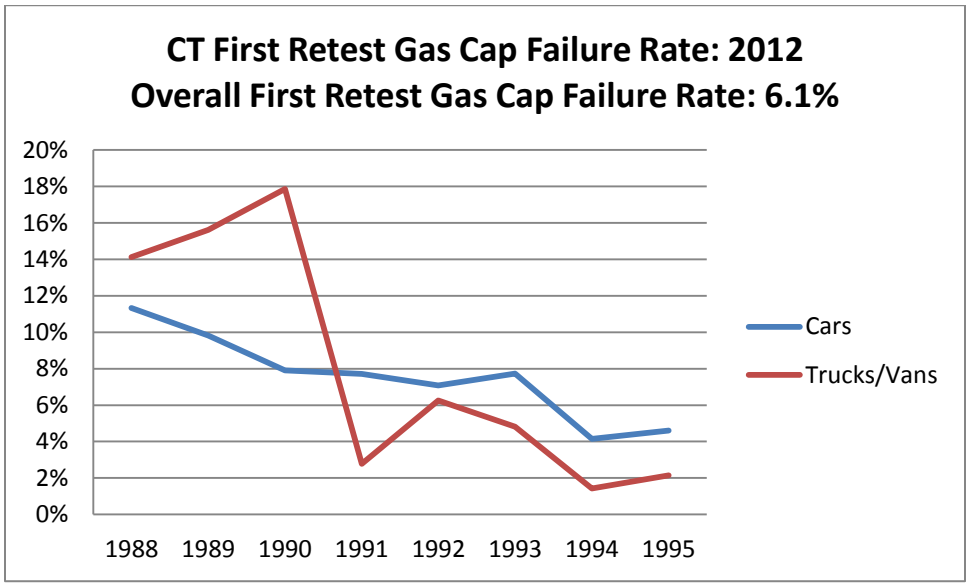
This chart shows failure rates by vehicle model year for the ASM test. The average ASM test failure rate for all vehicles was 9%. Typically, a higher failure rate for older model year vehicles is expected. 1996 and newer model year vehicles received ASM or PCTSI tests, only if they were not equipped with OBDII systems. As a result, there were not enough ASM tests on 1996 and newer vehicles to analyze trends.



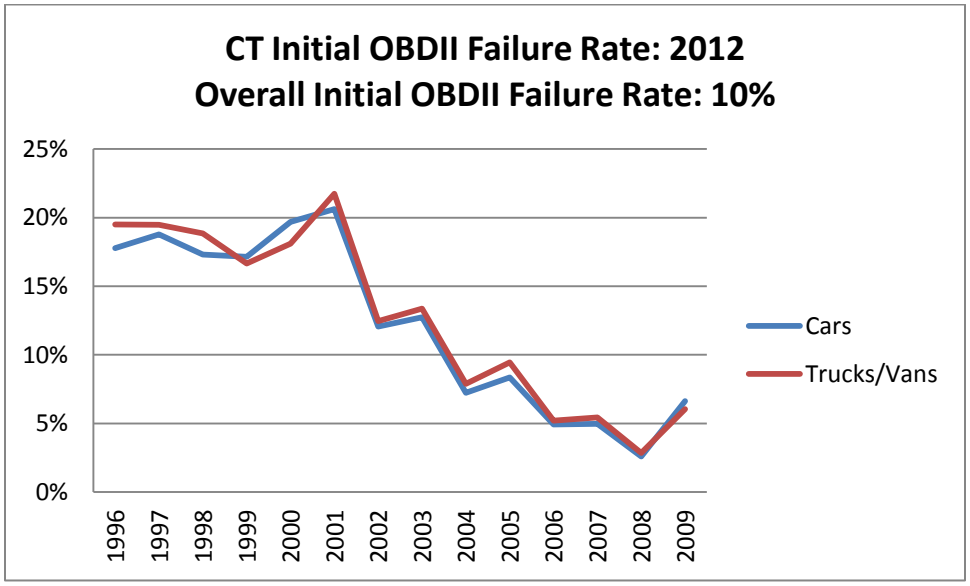
This chart shows the percentage of vehicles by vehicle model year that failed their first ASM retest. Overall, 45% of the vehicles failed the first ASM retest.



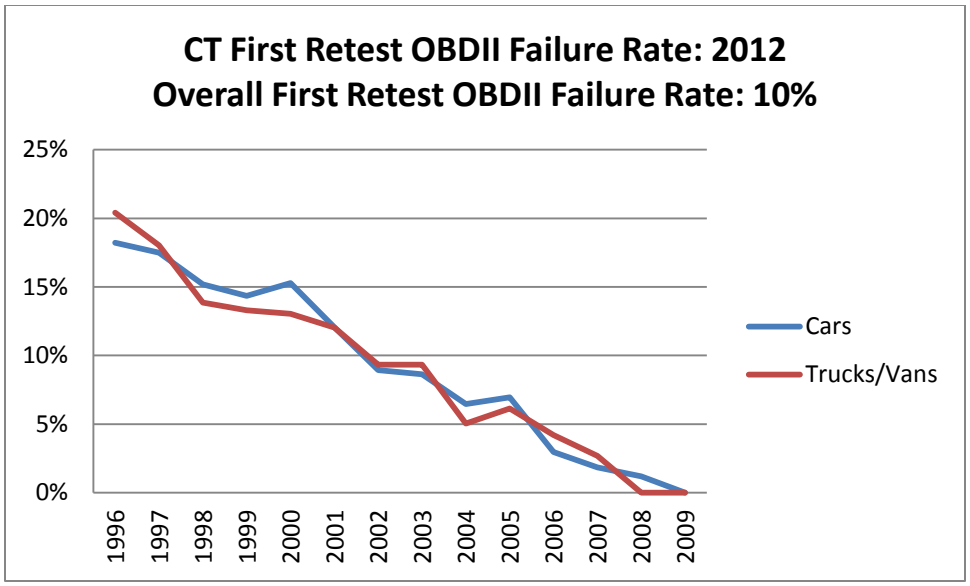
This chart shows the gas cap pressure test failure rate by vehicle model year. Overall, 7.9% of the vehicles that receive gas cap tests fail the test. 1996 and newer light-duty vehicles no longer receive gas cap tests.



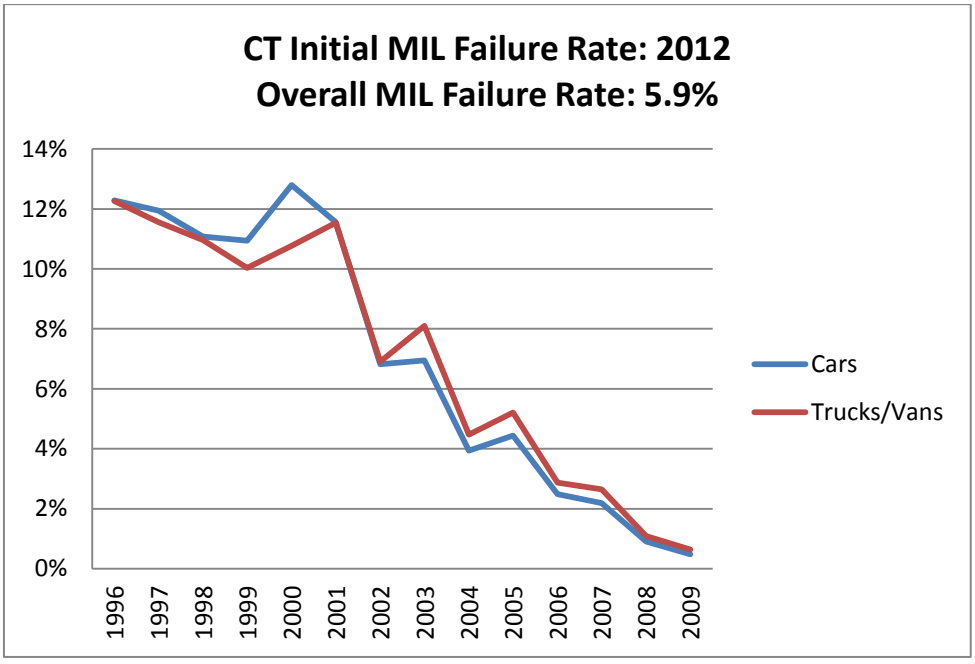
This chart shows the gas cap retest failure rate by vehicle model year. Overall, 6.1% of the vehicles fail the first gas cap retest.



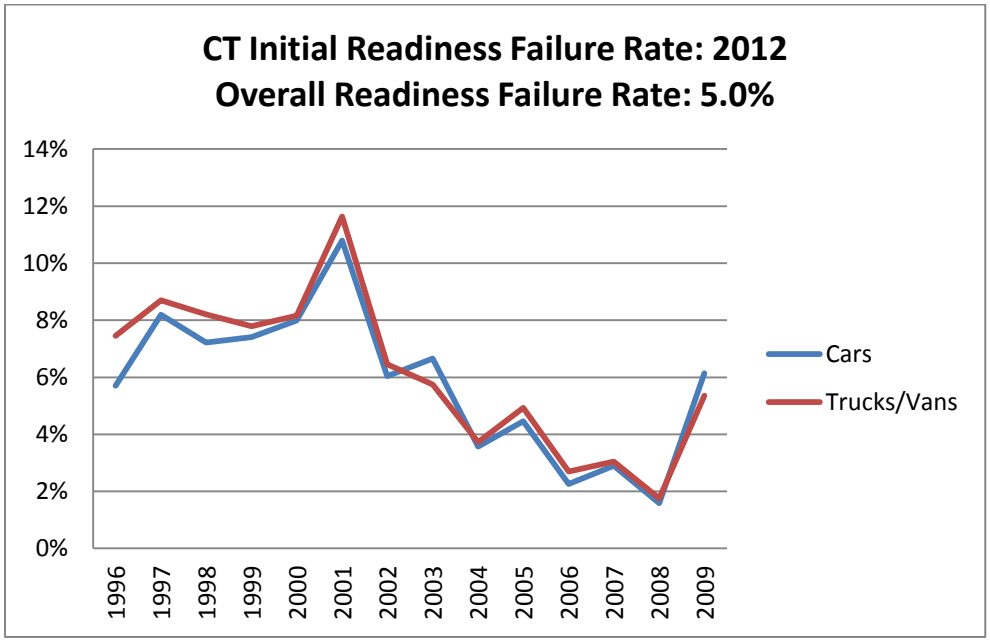
This chart shows failure rates by vehicle model year for the OBD test. The average OBD test failure rate for all vehicles was 10%. Typically, a higher failure rate for older model year vehicles is expected. 18% of the 1996 model year vehicles failed the test. EPA requires that the 2001 and newer model year vehicles have at most one monitor not ready as opposed to two for 2000 and older model year vehicles. This change in readiness requirement explains the slightly elevated failure rate for 2001 model year vehicles. The increase in failure rates for 2009 model year vehicles reflects a high "not-ready" rate for these models. The high initial failure rate for 2009 model year vehicles is due to the fact that over half of these vehicles had dealer plates. Vehicles owned by dealers typically have high not ready rates, because their batteries are often insufficiently charged, or had been disconnected during dealer prep.



This chart shows failure rates by vehicle model year for the first OBD retest. The average failure rate for all vehicles in the first OBD retest was 10%. Connecticut requires OBD failures 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.

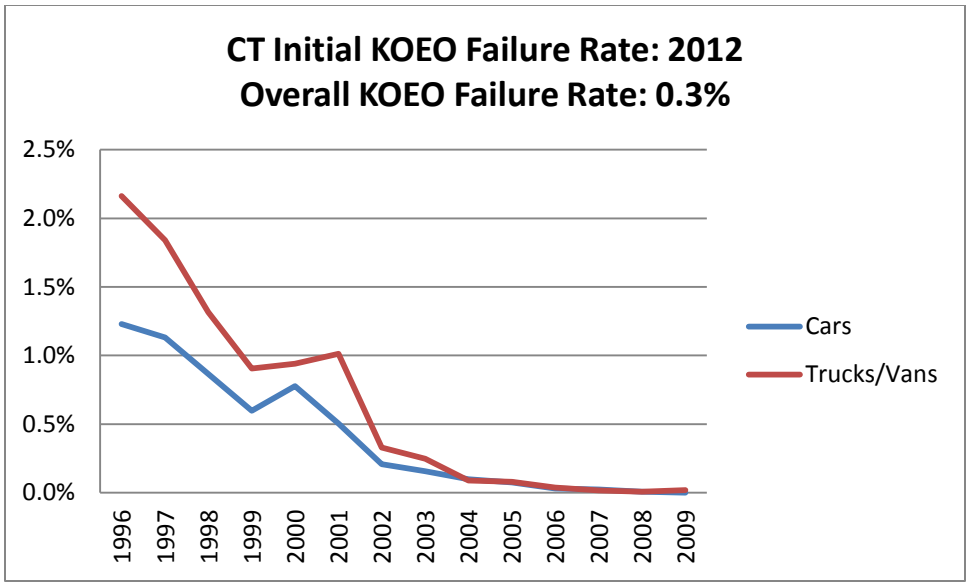


This chart shows the percentage of vehicles that fail the MIL Command check that's part of the OBD test. Most OBDII failures are for the MIL Command check. The average MIL failure rate for all vehicles was 5.9%. This graph shows that older model year vehicles have a higher failure rate, as expected.

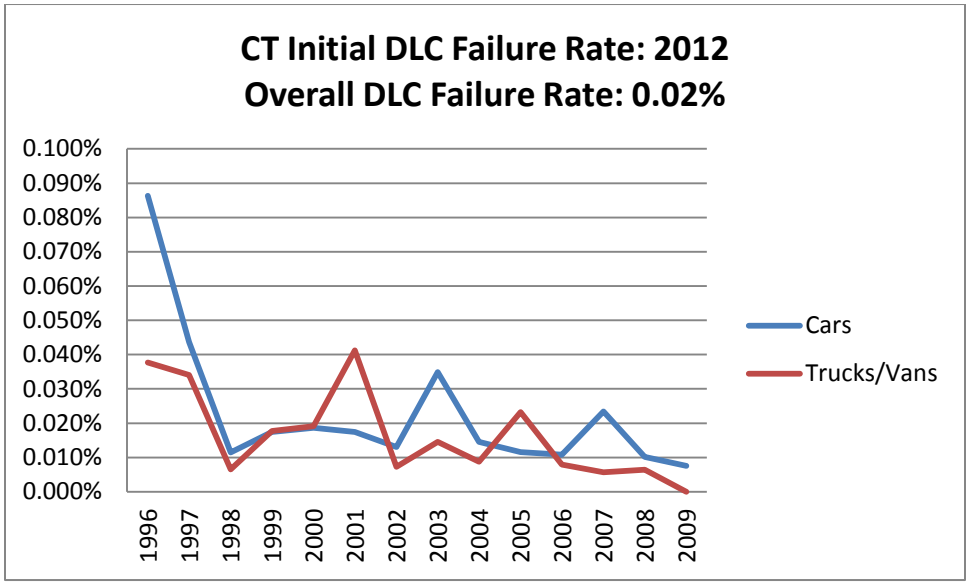


This chart shows the percentage of vehicles that exceed EPA's readiness criteria. OBDII systems must indicate whether or not the onboard diagnostic system has monitored each component. Components that have been diagnosed are termed "ready", meaning they were tested by the OBDII system. EPA requires that 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 2009 models is due to the fact that over half of the 2009 vehicles tested, had dealer plates. Vehicles owned by dealers typically have high not ready rates, because their batteries are often insufficiently charged, or had been disconnected during dealer prep[11]. Overall, 5% of the vehicles failed EPA's readiness criteria.

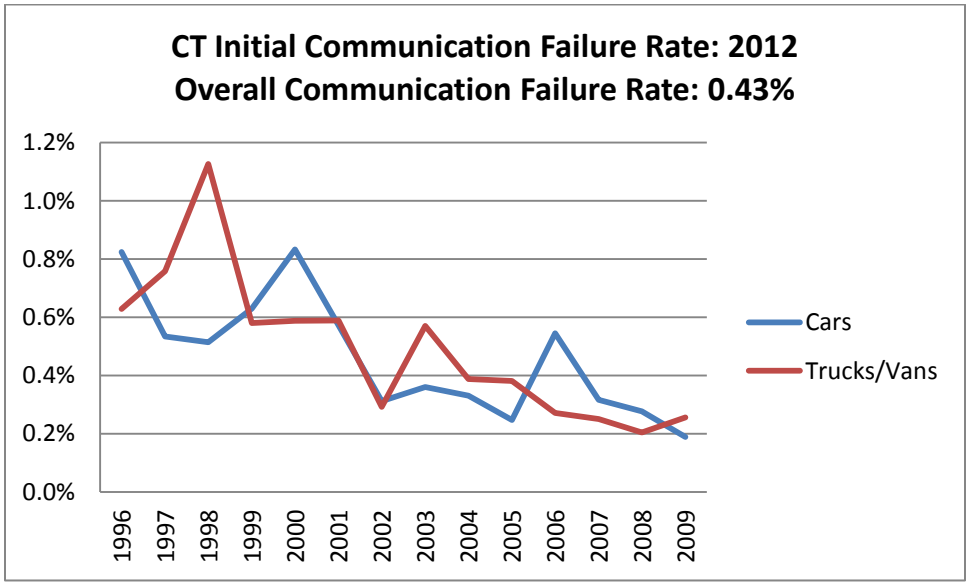
[11] Readiness status for all monitors usually sets to not ready when a vehicle's battery is disconnected.



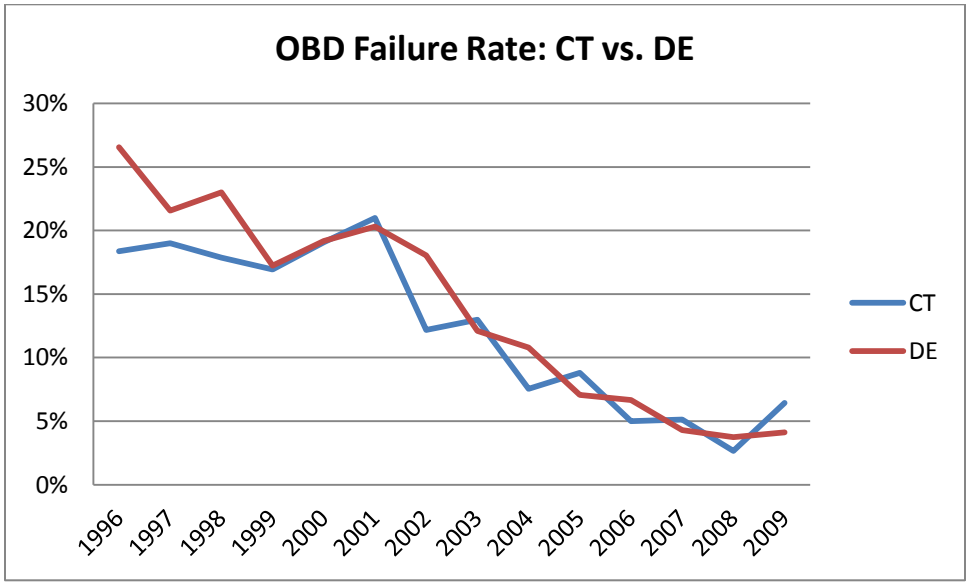
This chart shows failure rates by vehicle model year for the Key-On Engine-Off (KOEO) test, which is part of the OBD test. The KOEO determines if the MIL bulb is operational. The bulb should illuminate when the vehicle is turned on, but not started. The average KOEO failure rate for all vehicles was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



This chart shows the percentage of vehicles that failed because the OBDII connector, termed the Data Link Connector or DLC, is missing, damaged or obstructed. Overall, few vehicles (0.02%) failed for this reason.



This chart shows the percentage of vehicles that failed to communicate with the OBDII test equipment. Overall, 0.43% of the vehicles failed for this reason.



This chart compares failure rates for the OBDII tests in Connecticut and Delaware. Delaware is a state-operated test-only program, which is considered by EPA to be a model for peak I/M performance. Failure rates in both programs are similar, which indicates that Connecticut is operating at peak performance with regard to failure rates.

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 the testing and reporting of diesel-powered vehicles is not required, historically Connecticut has reported on diesel testing. This report and Appendix B includes additional 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 federal government.

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 diesels vehicles with less than 8500 lbs. GVWR get an OBDII inspection. The emissions test system is plugged into the OBDII connector and information on the status of the vehicle's OBD 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);
- OBD diagnostic link connector damaged.

Summary of Failure Rates for Diesel-Powered Vehicles

Following is a summary of test results for the January 1, 2012 to December 31, 2012 period. In 2012, 10,200 diesel-powered vehicles received opacity tests, and an additional 2,501 vehicles received OBD tests.

Test Type	Parameter	2012 Result
OBD	% Fail Initial	8.4%
	% Fail First Retest	6.8%
MSA	% Fail Initial	3.2%
	% Fail First Retest	27%
LMD	% Fail Initial	0.8%
	% Fail First Retest	6.1%

Appendix B has details on the OBD, MSA, and LMD test results for diesel and 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.

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 committed to a 96% compliance rate for the vehicles subject to I/M requirements in the SIP. In 2012, 974,518 registration renewals were audited, resulting in 48,759 denials, of which 91.6% later complied. This works out to a 99.6% compliance rate, so the overall compliance rate exceeds the SIP compliance rate.

Late Fees: In 2012, 162,665 late fees were assessed for total fines to motorists of $3.2 million. These fines serve as an effective motivation for compliance with inspection requirements.

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 emission eligible vehicles in Connecticut are in the Passenger, Commercial or Combination classifications. Incidents of motorists modifying a vehicle's registration classification to a non-emission eligible 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.

Percent of Failed Vehicles That Ultimately Pass

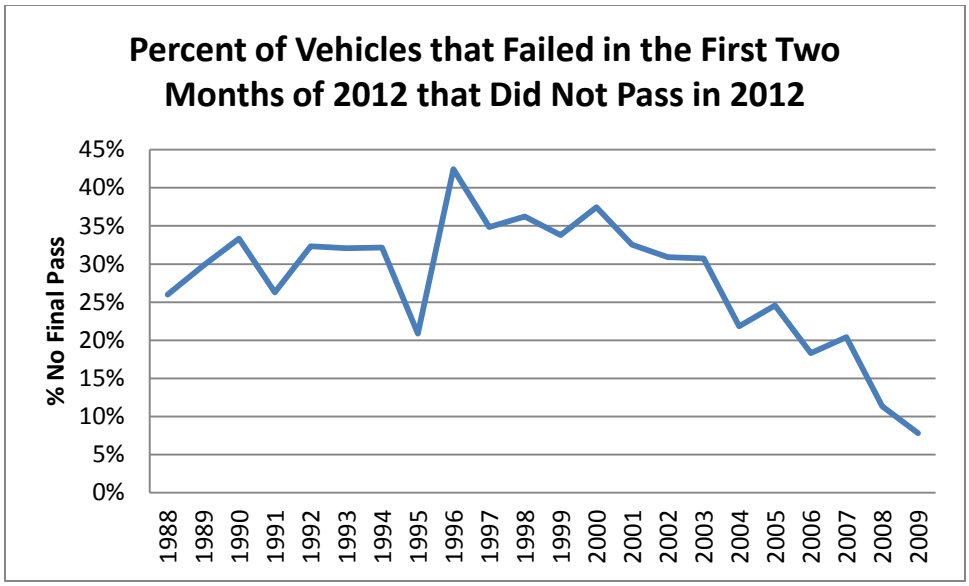
To estimate whether *vehicles that failed their emissions test ultim*ately pass, the fate of vehicles failing the I/M test in 2012 was evaluated. As Connecticut has done in previous reports per EPA recommendations, these results are calculated as the percentage of vehicles with no known final outcome as compared to vehicles that initially failed and do not receive a final pass.

Failures for the first two months of 2012 were tracked through 12/31/2012. Results are shown in the table and figure below. 30% of the failures during this two month period had not yet received a passing result or waiver. 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, Connecticut levied $3.2 million in fines for late registration. Overall, over 99% of the vehicles that were tested complied with I/M program requirements.

EPA's comments on the 2010-2011 Biennial Evaluation Report encourages states to improve the program performance by reducing the number of vehicles with no final outcome. This year's evaluation demonstrates that only 19.4% of the failed vehicles had not successfully passed emissions testing by the end of 2012, which is an improvement over the 2011 results. 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/area with more relaxed testing requirements, EPA suggests that state/areas with I/M programs consider developing Vehicle Identification Number (VIN)-based databases for vehicles that fail I/M tests and do not receive final passing results. Connecticut looks forward to EPA's leadership in developing partnerships with the other jurisdictions to improve the program by addressing the number of vehicles with no final outcome.

Vehicles Tested from 1/1/12 to 3/1/12
with No Known Outcome

Model Year	Initial Fail	Final Retest Pass	No Final Pass	% No Final Pass
1988	127	94	33	26%
1989	171	120	51	30%
1990	159	106	53	33%
1991	194	143	51	26%
1992	232	157	75	32%
1993	321	218	103	32%
1994	370	251	119	32%
1995	608	481	127	21%
1996	775	446	329	42%
1997	1,475	961	514	35%
1998	1,396	890	506	36%
1999	1,648	1,091	557	34%
2000	1,580	988	592	37%
2001	1,847	1,246	601	33%
2002	1,437	993	444	31%
2003	1,246	863	383	31%
2004	1,575	1,231	344	22%
2005	818	617	201	25%
2006	1,026	838	188	18%
2007	466	371	95	20%
2008	574	509	65	11%
2009	282	260	22	8%
TOTAL	**18,327**	**12,874**	**5,453**	**30%**



This chart shows the percentage of vehicles that failed the emission test in the first two months of 2012 that did not have a passing result in 2012. The increase from the 1995 to 1996 model year indicates that compliance with the OBD test may be more difficult than the tailpipe test used for pre-1996 vehicles. Ultimately, all of these vehicles must pass if they are registered in Connecticut.

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, less than 0.3% of the vehicles that failed received waivers, indicating that the program is effective. This is much lower than the waiver rate committed to in the SIP and also much lower than the 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 of 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 Waivers[12] in 2012

Model Year	Passenger Car (P)	Truck (T)	Total # of Waivers	# of Failed Vehicles	% of Failed Vehicles Receiving Waivers
1988	4	0	4	724	0.55%
1989	0	1	1	897	0.11%
1990	2	1	3	861	0.35%
1991	4	0	4	1,012	0.40%
1992	4	0	4	1,284	0.31%
1993	1	0	1	1,652	0.06%
1994	1	1	2	2,297	0.09%
1995	4	0	4	2,860	0.14%
1996	10	4	14	4,373	0.32%
1997	10	7	17	6,362	0.27%
1998	19	8	27	7,595	0.36%
1999	18	4	22	7,879	0.28%
2000	20	6	26	8,263	0.31%
2001	24	19	43	9,780	0.44%
2002	15	13	28	12,762	0.22%
2003	6	12	18	6,587	0.27%
2004	18	9	27	9,509	0.28%
2005	4	7	11	4,324	0.25%
2006	2	0	2	6,040	0.03%
2007	0	1	1	2,292	0.04%
2008	0	2	2	3224	0.06%
2009	0	0	0	1241	0.00%
Total	166	95	261	101,818	0.26%

[12] Diagnostic and Cost waivers combined.

Enforcement of Proper Test Procedures Through Trigger Reports and Video 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:

- DMV and its contractor, Applus, run extensive trigger reports to assure that inspection stations follow proper test procedures. The following demonstrates that DMV has developed a comprehensive set of triggers to verify and enforce compliance with proper test procedures:
    - Trigger reports look for anomalies in data recorded during inspection. These reports help DMV identify stations performing fraudulent or inaccurate inspections;
    - Triggers 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.
- In addition to the auditing conducted by DMV, DMV requires its Contractor to maintain quality assurance measures, which they meet by conducting additional audits.
- On a monthly basis, DMV rotates staff, so that there are two full time video auditors who continually monitor inspections during station operating hours via digital web cameras. Video audits have the following features:
    - Real time monitoring/control of vehicle inspections;
    - Video auditors can selectively view inspections; and
    - If anomalies are detected, DMV requires its contractors to take affirmative actions to halt the inspection.
- No other state does more thorough trigger or video audits and follow-up actions.

Triggers for Clean Scanning/Clean Piping

DMV runs several trigger reports to identify clean scanning and clean piping:

- **Mismatch between entered Vehicle Identification Number (VIN) and OBDII VIN** – Certified Testing Inspectors (CTI) may attempt to pass vehicles with OBDII faults by scanning a problem-free vehicle instead of the one that should be inspected.
    - If the vehicle has an electronic VIN available through the vehicle's OBDII system, clean scanning cases can be identified by comparing entered VIN with VIN provided by vehicle's OBDII system.
    - DMV investigates all VIN mismatches. Most mismatches correspond to vehicles owned by the same person or vehicles that had Program Control Modules replaced without proper programming of the vehicle's computer with the correct VIN, also termed reflashing.
- **Questionable Retests** – Mismatches between initial tests and retests could indicate that the inspector clean-scanned vehicles on retests. DMV checks the following parameters:
    - Supported readiness monitors – different vehicles have different monitors;
    - OBD computer identifiers;
- **Short Time Between Initial OBD Test Fail And Retest Pass** – Stations that often show short time periods, in particular one-half hour, between the initial test failure and retest pass could be performing fraudulent inspections. (Short Time Period = ½ hour)
    - It is difficult to repair OBD failures and get failing vehicles to pass within a short time period:
        - MIL-On Fails – It takes time for the MIL to go off, or readiness monitors to reset if codes are cleared.
        - Readiness Fails – It takes time for readiness monitors to set to ready, especially the evaporative monitor.
- **Large Emission Reductions in a Short Time Period (1981-1995 Vehicles)** – Stations reporting large emission reductions in a short time period are more likely to be clean piping the retests. (Short Time Period= ½ hour)

Based on an independent review of trigger data, dKC found that less than 0.2% of the inspections were suspect. This indicates that inspection fraud is not a serious problem in Connecticut.

Conclusion: Evaluation of the data demonstrates that Connecticut vigorously enforces proper inspection procedures. Inspection fraud is not a problem in Connecticut's I/M program. Connecticut actively investigates possible cases of inspection fraud and initiates corrective action. Less than 0.2% of the tests in Connecticut are suspect.

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. Connecticut is continuing to evaluate the auditing process to build upon the program's success.

Stations	**2012**
Total Overt Audits Performed	3,393
No. of Stations Audited	228
No. of Times Each Station Was Audited (range)	1-30[13]
No. of Stations That Had No Violations for the Entire Year	71
Total Number of Audits for Which One or More Violations Were Reported	391
No. of Stations That Had Violations	157
No. of Stations That Had 1-3 Violations	121
No. of Stations That Had 4-6 Violations	30
No. of Stations That Had 7-12 Violations	6

Agents	**2012**
No. of Agents That Performed Audits During the Course of the Year	9
No. of Agents That Are No Longer Performing Overt Audits	1
No. of Agents That Are Currently Assigned to Perform Audits	8
No. of Audits per Agent (range)	0[14]- 783
No. of Station Violations Reported per Agent (range)	1 - 143

13 All stations except two were visited at least twice. One station was not visited twice, as it joined the program during the second half of the year, and DMV performed one QA audit at this station. As for the other station, it was not audited because DMV inadvertently missed it due to a paperwork error.

14 One agent out on Workman's Comp for the entire year did not perform any audits.

Equipment Audits

EPA requires that equipment audits be performed twice per year per station. DMV meets these requirements through the QA audits. Connecticut conducts equipment audits more frequently than required by EPA. High volume stations are checked monthly, while low volume stations 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 OBD 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 2012 this percentage dropped to 36%. The drop was due to the roll out of new, more reliable emission test benches in the new program.

Results of Equipment Audits

Parameter	2012
Total Equipment Audits	717
Total Stations that Failed Equipment Audit	219
Percentage of stations that failed an equipment (gas) audit	35.92%
Number of stations totally shut down as a result of a failed equipment (gas) audit [15]	0
Percentage of stations shut down as a result of failed equipment (gas) audit	0.00%

15 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 OBD testing.

Covert Audits

EPA requires that covert audits be performed at least once per year per station. DMV meets these requirements by performing covert audits and video surveillance audits. During 2012, DMV performed 64 covert audits. However, DMV performed 438 video surveillance audits, which repeatedly have been proven to be more effective than covert audits in detecting fraud.

The limited numbers of covert audits in 2012 were due to several factors:

- DMV did not get vehicles to perform covert audits until approximately May of 2012.
- DMV did not have enough available staff that was unknown to the CTIs, until they hired new employees in August and October of 2012.
- Some of the covert audit vehicles were identified by CTIs or they had mechanical problems.

DMV is on track to perform at least one covert audit per station in 2013.

Warnings are routinely issued for false passes if DMV does not find that the CTI intentionally or negligently falsely passed a vehicle, thus there can be a difference between the number of false passes and suspensions. 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 making a careless error, such as missing or incorrectly answering the MIL question, results in an automatic suspension.

Connecticut is a model for running trigger reports and following-up on the issues identified as a result of those audits. Suspensions for violations other than covert audit findings or triggers were 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 basis of the 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.

Contractor QA Activities

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 described below:

- Secure iris recognition system – use of biometrics
- Trend analysis monitoring –
    - Test time duration
    - Initial and retest pass/fail rate
    - Repair costs
    - Waivers
    - Speed variability check
    - Gas cap failure analysis
    - After hours inspection analysis
    - Aborted inspection analysis

Analyzer QA Functions

- 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.

Contractor QA Activities (cont.)

Inspection Results Analysis Audits – monitoring of performance indicators

- # of offline inspections
- Gas cap failures
- OBD failures
- After hours testing

Digital Audits – monitoring of equipment service and repair

- Leak check failures
- NO cell age
- Gas cap calibration failure
- NO response time
- CO response time
- O2 response time
- NO low calibration gas drift
- Bench low calibration failure rate
- Parasitic loss changes

Conclusion: While Connecticut did not meet the required number of covert audits in this inspection cycle due to extenuating circumstances, Connecticut's actions nonetheless demonstrate substantial compliance with EPA's recommended levels of quality assurance.

6.0 Analysis of Data from Remote Sensing Devices (RSD)

The remote sensing data analysis indicates that vehicles that fail inspection, including the OBDII inspection, have much higher emissions than those that pass. While the sample is too small to make an accurate calculation of emission reductions, Connecticut's I/M program appears to be getting the benefits predicted by EPA's mobile emissions model, MOVES. The small sample limits the accuracy of the estimated emission reductions and can only be used as a rough assessment of the program.

Background

EPA requires independent on-road emissions testing on 0.5% of the tested vehicle population once every inspection cycle, pursuant to 40 CFR 51.371(a) (3). Since Connecticut's inspection cycle spans two years, Connecticut is in full compliance with this requirement by testing once every two years. Connecticut requires Applus to measure vehicle emissions with remote sensing devices (RSD). RSD allows Connecticut to meet EPA's requirements without inconveniencing motorists. RSD also allows an independent assessment of the effectiveness of Connecticut's I/M program.

RSD measures emissions by passing a light source across a highway to a source detector. The source detector measures absolute concentrations of hydrocarbons[16] (HC), carbon monoxide (CO), nitric oxide[17] (NO), and carbon dioxide (CO_2) in the diluted exhaust. From these measurements, exhaust concentrations of HC, CO, and NO in the undiluted exhaust are calculated.

In September 2012, Applus contracted with ESP[18] to conduct approximately 21,000 tests using RSD. After removing invalid records and matching results with the vehicle I/M database, 9,255 records remained (~1% of the vehicles tested in the I/M program annually). The primary reason for the lower number of records in the matched dataset is that the four newest model years are not in the I/M database, since they are exempt from testing. The RSD program meets EPA's on-road test requirements.

Summary of Observed Remote Sensing Device (RSD) Emission Levels

- As expected, average RSD emissions and the percentages of high emitters are lowest for the newest vehicles.
- In the September 2012 tests, 13 vehicles or 0.08% of the sample exceeded the 6% RSD CO limit. This criterion is used in some programs to identify gross emitting vehicles. In 2009, when the last survey was done, about the same percentage of the sample (0.09%) exceeded this

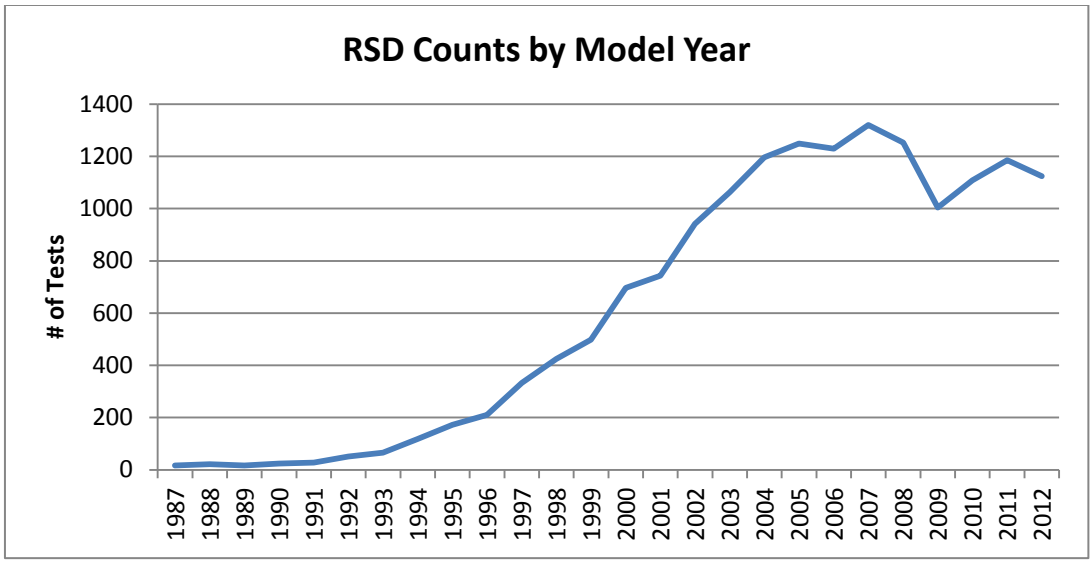
16 Hexane is used as a surrogate for HC.

17 NO is used as a surrogate for oxides of nitrogen (NOx).

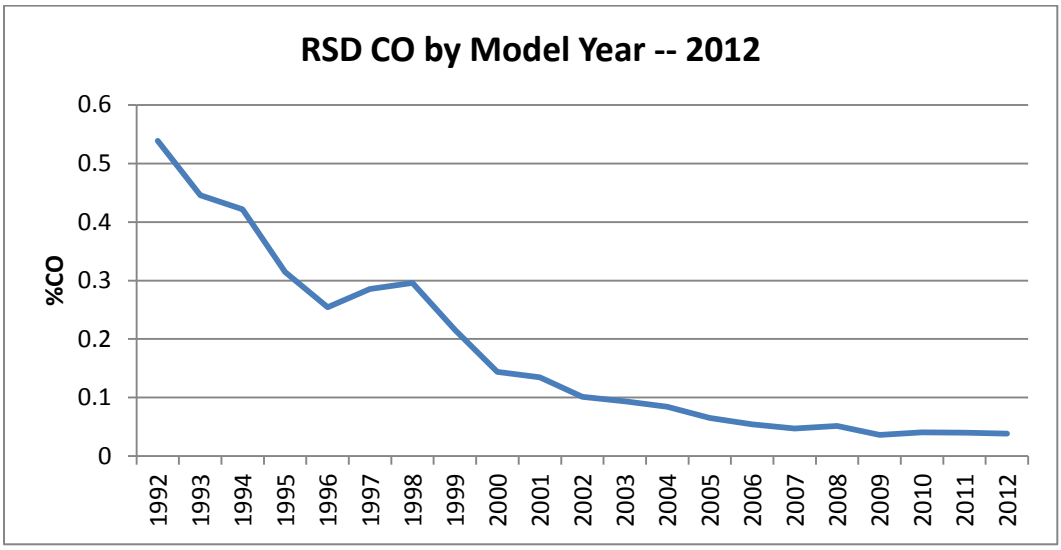
18 ESP is the only provider of Remote Sensing services.

limit. In 2007, 0.21% of the vehicles tested exceeded the 6% RSD CO limit. There are virtually no gross polluting vehicles in the fleet, because of vehicle turnover (replacing older high emitting vehicles with new low polluting vehicles) and the continued effectiveness of Connecticut's I/M program.

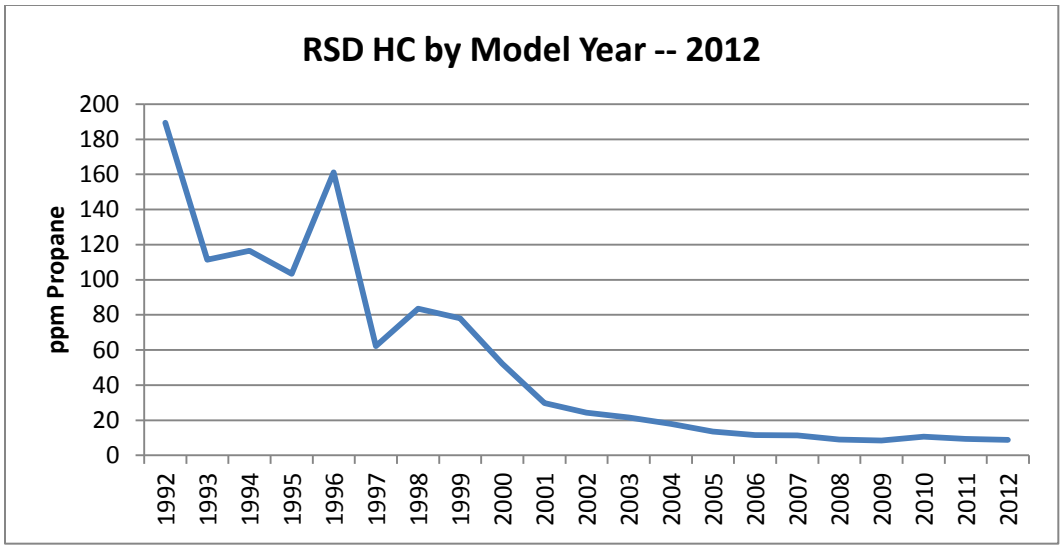
- Emission trends can be observed before and after the emissions inspection. Of particular interest are RSD emissions for vehicles that were scanned via RSD prior to failing I/M tests.
- Average RSD emission levels for vehicles that failed I/M tests were much greater than average RSD emission levels for vehicles that had passed.
    - In particular, OBDII failures had much higher emissions than vehicles that passed their OBDII inspection.
    - OBDII tests identify vehicles with high emissions even though they do not directly measure emissions.
- Connecticut exempts the newest four model years from I/M testing. Remote sensing demonstrates these vehicles have very low emissions. Continuing to exempt these newest four model years from I/M requirements does not significantly impact air quality**.**
- Remote sensing data collected in Connecticut demonstrate that older vehicles without OBDII systems will contribute significant amounts of pollution now and in the future. Therefore, even though some states are dropping tailpipe tests, continuing tailpipe tests on pre-1996 vehicles in Connecticut's I/M program maintains the air quality benefits necessary due to Clean Air Act requirements and statutory restrictions.



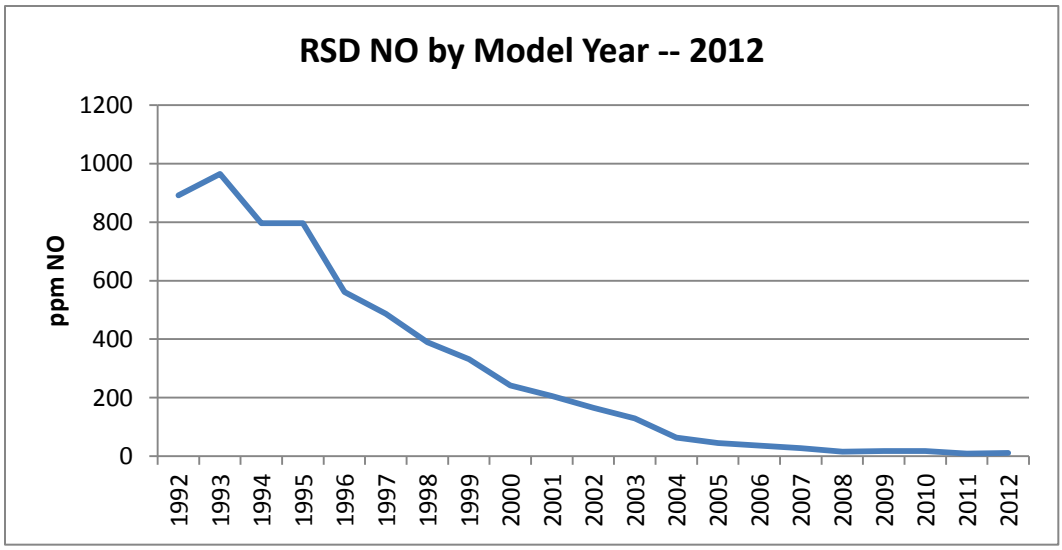
This chart shows the number of vehicles scanned by RSD by model year. There are fewer older models in the fleet and they are driven less so there are fewer observations of them.



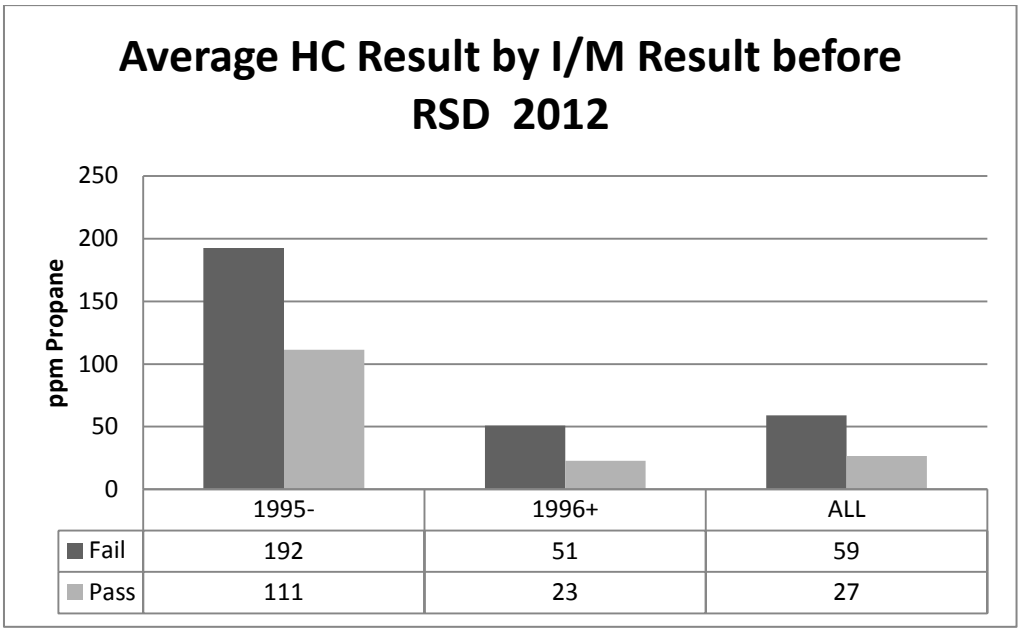
This figure shows average carbon monoxide (CO) RSD readings by model year. Increasingly, more stringent EPA emission standards for newer vehicles and expected deterioration of emission controls in older vehicles result in newer vehicles having much lower emissions. The low sample sizes for the older vehicles causes considerable variation in average readings.



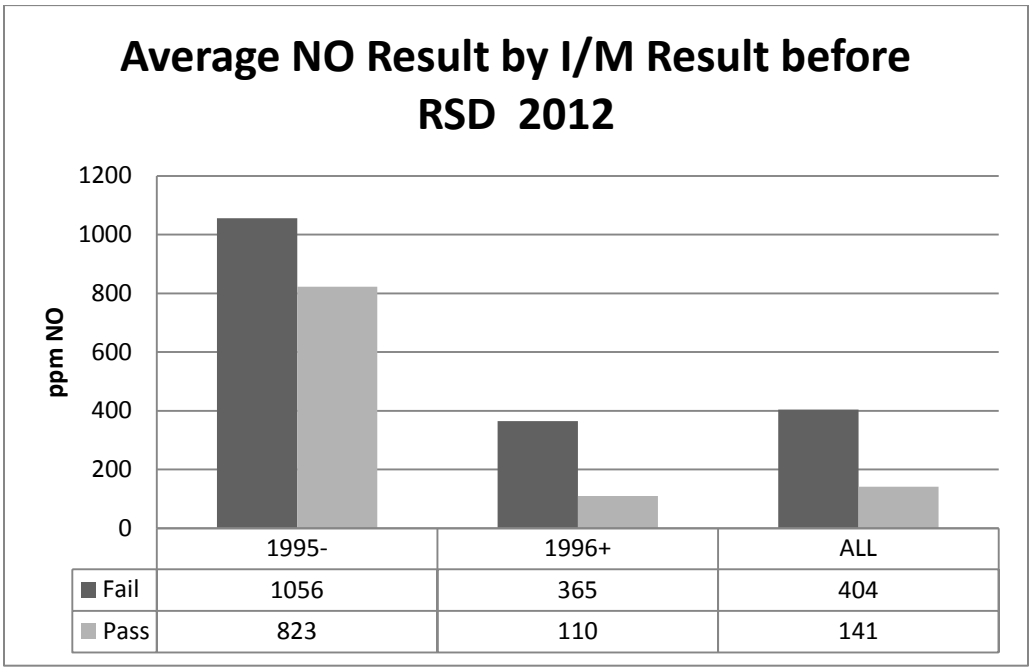
This figure shows average hydrocarbon (HC) RSD readings by model year. Increasingly more stringent EPA emission standards for newer vehicles and expected deterioration of emission controls in older vehicles result in newer vehicles having much lower emissions. The low sample sizes for the older vehicles causes considerable variation in average readings.



This figure shows average RSD readings for nitric oxide (NO) by model year. Increasingly more stringent EPA emission standards for newer vehicles and expected deterioration of emission controls in older vehicles result in newer vehicles having much lower emissions.



This figure shows average RSD HC emissions for vehicles that received an I/M test before they were observed by RSD. Results are broken down by model year and I/M pass/fail status of the last test before the RSD observation. RSD emission levels for vehicles that failed their I/M test were much higher than emission levels for vehicles that passed.



This figure shows average RSD NO emissions for vehicles that received an I/M test before they were observed by RSD. Results are broken down by model year and I/M pass/fail status of the last test before the RSD observation. RSD emission levels for vehicles that failed their I/M test were much higher than emission levels for vehicles that passed.

Emission Reduction Estimates Based on Remote Sensing Device (RSD) Readings

Emission reductions from the I/M program were estimated based on RSD emission levels for vehicles that received an I/M test before they were observed by RSD. Please note that these estimated emission reductions are extremely limited and should only be used as a rough assessment for the program. Results of remote sensing tests do not correlate well with mass emissions tests and cannot be compared to estimates based on mass emissions tests, but are directionally consistent with mass emission tests. The sample sizes are too small to make an accurate calculation of emission reductions for the I/M program. This comparison is mainly useful in determining if the program appears to be getting the benefits calculated by the MOVES model.

DEEP provided output data files from MOVES runs for 2011. DEEP estimated statewide emissions for I/M and non I/M cases. dKC limited the output to running exhaust emissions from light-duty vehicles. HC and NOx emissions are the primary concerns due to their role in forming ozone. HC benefits based on remote sensing tests are somewhat lower than predicted by MOVES, while NOx benefits are slightly higher.

Emission Reductions Based on RSD Readings Compared to MOVES

No I/M MOVES (Tons/Year Running Exhaust)			
Source Type	**HC**	**CO**	**NOx**
Passenger Car	1,650	49,974	8,746
Passenger Truck	1,774	49,267	10,274
Light Commercial Truck	773	16,596	4,703
ALL	4,197	115,837	23,722
I/M MOVES (Tons/Year Running Exhaust)			
Source Type	**HC**	**CO**	**NOx**
Passenger Car	1,348	42,583	7,285
Passenger Truck	1,480	42,372	8,990
Light Commercial Truck	692	14,755	4,359
ALL	3,520	99,710	20,634
% Reduction From I/M MOVES			
Source Type	**HC**	**CO**	**NOx**
Passenger Car	18%	15%	17%
Passenger Truck	17%	14%	12%
Light Commercial Truck	10%	11%	7%
ALL	16%	14%	13%
% Reduction From I/M Based on RSD			
Source Type	**HC**	**CO**	**NOx**
ALL	11%	15%	16%

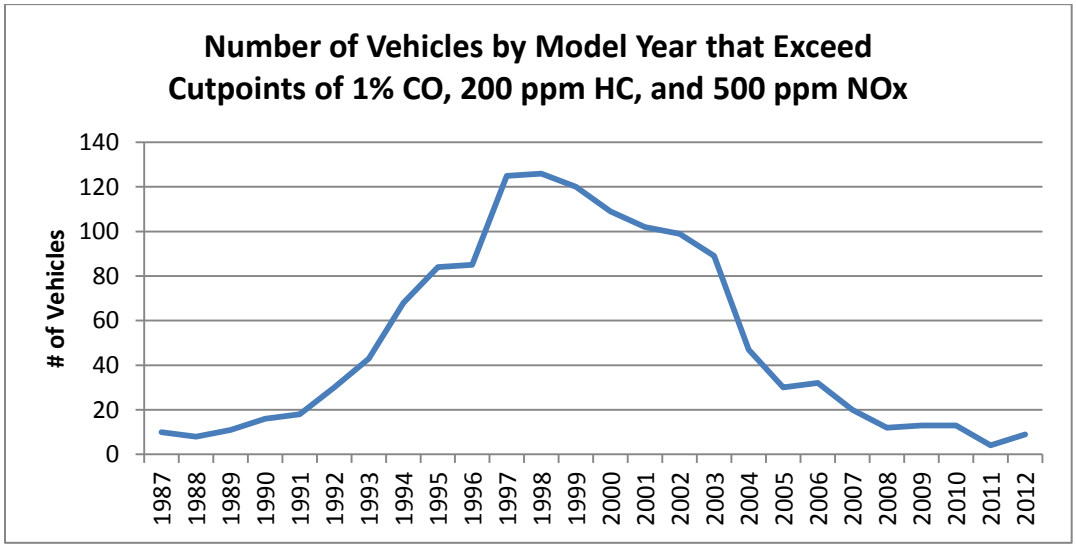
Conclusion: Analysis of RSD indicates that Connecticut's I/M program is yielding emission reductions predicted by MOVES.

Emission Levels for 2009 and Newer Vehicles

Currently, Connecticut exempts the newest four model years from the I/M program. In November 2012, when RSD measurements were made, the newest complete model year tested was 2008. Data on 2009 and newer vehicles that received RSD emissions tests were analyzed to determine if there would be value in reducing the number of model year exemptions.

Out of 2,446 tests, there were no cases of 2009 or newer models having CO > 6%, which some states use as criteria to define a gross polluter. There were few 2009 and newer vehicles that exceeded emissions levels comparable to ASM2525 cutpoints. ASM2525 pass/fail criteria for the latest models is approximately CO > 1%, HC > 200 ppm, or NO > 500 ppm. Of the total number of vehicles that exceeded these pass/fail criteria, only 3% were 2009 and newer vehicles, even though 27% of the vehicles tested were 2009 and newer models.

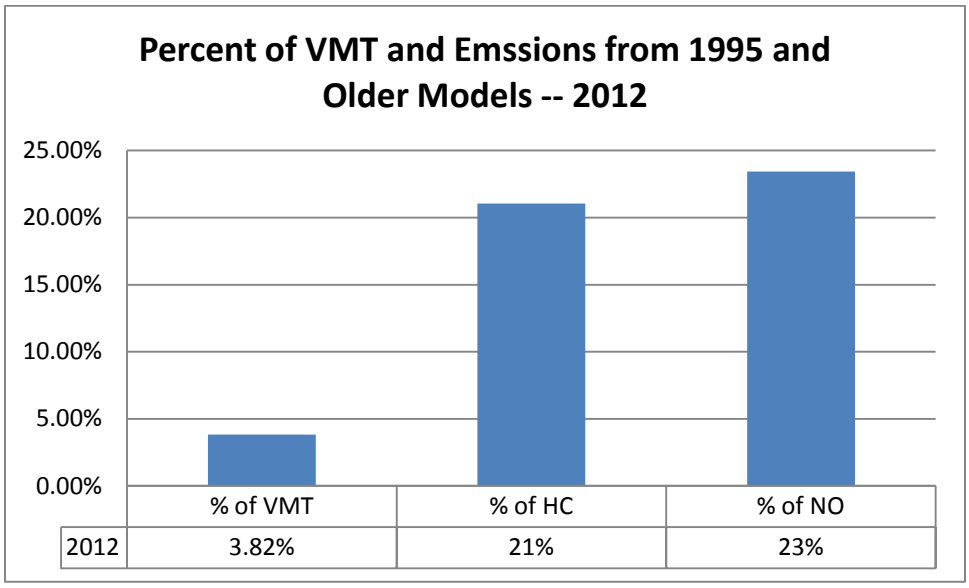
Conclusion: Connecticut's policy of exempting the newest four model years from I/M compliance does not significantly impact the benefits from the program.



This figure shows the number of vehicles by model year that exceed cutpoints of 1% CO, 200 ppm HC, and 500 ppm NO. These cut points are similar to ASM2525 cutpoints for late model light-duty vehicles. These data indicate that most high emitting vehicles are 2008 and older models, which are the models included in the current program. The numbers of high emitting vehicles drop off for 1992 and older models because far fewer of them are still being driven.

Contribution of 1995 and Older Vehicles to Total Vehicle Emissions

Results of the 2012 RSD survey were used to estimate the contribution of 1995 and older models – the models that get tailpipe tests – to total vehicle emissions. Total RSD emissions levels by model year were calculated to estimate the impact of pre-1996 vehicles on total vehicle emissions. The number of observations by model year were calculated to estimate vehicle miles travelled (VMT) by model year. As the following figure shows, 1995 and older models account for a significant fraction of vehicle emissions, even though they account for a small percentage of total VMT. The State will benefit from continuing to perform tailpipe tests on older models.



This figure shows VMT and emissions for pre-1996 vehicles as a percent of total emissions. Older models account for a significant fraction of vehicle emissions, even though far fewer of them were seen in the survey. Currently, pre-1996 vehicles account for 21% of the HC emissions and 23% of the NOx emissions, based on the 2012 RSD survey.

Conclusion: Connecticut's air quality benefits from performing tailpipe emissions tests on 1995 and older models since these vehicles are estimated to continue to contribute appreciable emissions in the future. Including these vehicles in the I/M program ensures that high emitting vehicles are identified and repaired and is necessary to comply with Clean Air Act requirements and statutory restrictions.

7.0 Assessment of OBD Testing Issues

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

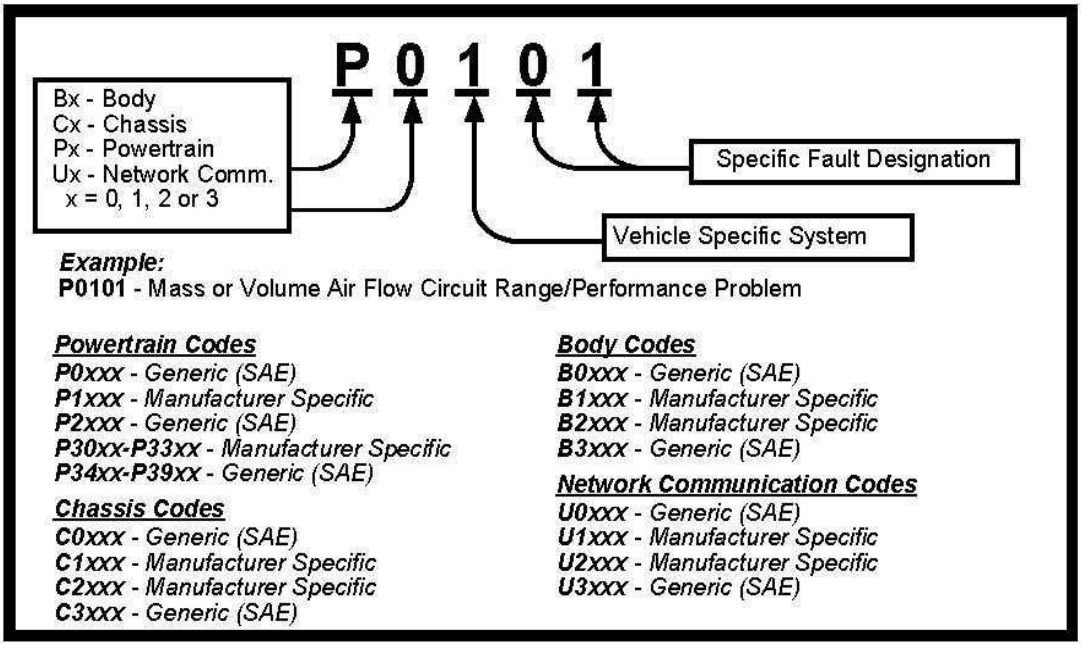
EPA allows states to exempt vehicles from readiness requirements, if they have design flaws that cause them to frequently fail for readiness. In 2007, Connecticut updated its readiness exemption list to include vehicles that had extremely high not ready rates. Based on data from tests performed in 2012, no additional vehicle models need to be added to the readiness exemption list. ***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 (0.4%) of the vehicles with OBDII systems fail to communicate with Connecticut's inspection system. This is much lower than the no-communication rate observed with the old testing equipment in 2011 and earlier years, indicating that the new OBD inspection equipment works well. In 2012, no specific models had high no-communication rates.

Diagnostic Trouble Codes (DTCs) Recorded in OBDII Failures

The Malfunction Indicator Light (MIL) is part of the OBD 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 2011 and 2012. This table lists the ranking of the most prevalent DTCs along with the frequency of its occurrence, expressed as a percentage. Note that the top 10 DTCs are present in about 64% of the MIL-on cases in 2012, even though there are over 1000 possible DTCs. The rankings are nearly identical in both years.

Connecticut's Top 10 DTCs				
	2011		2012	
DTC	Rank	%	Rank	%
P0420 – Low Catalyst Efficiency	1	12.55%	1	12.86%
P0171 -- System Too Lean: Bank 1	2	8.06%	2	7.96%
P0455 -- Evaporative Emission Control System Leak Detected (gross leak)	4	7.14%	3	7.60%
P0442 -- Evaporative Emission Control System Leak Detected (small leak)	3	7.38%	4	7.47%
P0300 -- Random Misfire	6	4.79%	5	5.34%
P0401 – Exhaust Gas Recirculation (EGR) Flow Insufficient	5	4.92%	6	4.85%
P0174 -- System Too Lean: Bank 2	8	4.46%	7	4.59%
P0141 -- 02 Sensor Heater Circuit Malfunction	9	4.23%	8	4.51%
P0440 -- Evaporative Emission Control System Malfunction	7	4.55%	9	4.29%
P0135 -- 02 Sensor Heater Circuit Malfunction	10	3.83%	10	4.15%
Total		61.92%		63.62%

8.0 Program Enhancements in 2012 and in the Future

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 OBD systems. This will maintain the air quality benefits necessary to meet Clean Air Act requirements and statutory restrictions.

The new program upgraded the inspection equipment. A new type of bench, which is known to be more reliable, was utilized, resolving the high rate of equipment (gas) auditing failures. The OBDII interface has much lower no-communication rates than the old interface. The vendor will supply the vehicles for covert auditing, with DMV staff continuing to conduct the auditing procedures.

Connecticut will continue with stringent quality assurance and fraud detection activities. In addition to conducting ongoing assessments of the I/M program, Connecticut will seek out additional opportunities to increase the effectiveness of the program. For example, the next generation Connecticut Vehicle Inspection Program will place additional emphasis on the training and evaluation of the effectiveness of the role of the repair industry in overall program compliance.

The following enhancements to the Emissions Program were implemented in 2012:

1. The time extensions policy was changed to disallow a vehicle owner from receiving numerous time extensions, except for special circumstances, such as out of state vehicle owner in the military or college. Across the board multiple extensions for every situation have been eliminated.
2. Iris Enrollments are now done by Applus.
3. Iris enrollment prompts are now included in CDAS. An Iris scan cannot be replaced by badge use without previously calling in a work order and the CTI will be locked out without such a work order. The work order and lockout are not automatic. The CTI is prompted by a screen message to call in a work order if the iris enrollment feature is not functional.
4. VIN enforcement now includes more safeguards to ensure correct VIN is entered.
5. An evaluation of safeguards is being conducted to improve the accuracy of the GVWR that is entered through the registration process.
6. A video of the test is now stored with test record.
7. More cameras are being used per lane. Now there are a total of four (3 plus iris), previously there were a total of 3 (2 plus iris).
8. New monitoring with an engine temperature sensor ensures the vehicle is warmed up prior to receiving a tailpipe test.

9. The Testing Reciprocity document with other states was updated. Reciprocity is limited to one inspection cycle except for military and college students.

10. The Dashboard is now equipped with automated audit and includes:

a. Reports

- Official Test Report
- Notification Letters Report
- Offline By Test Center Report
- Video Streaming
- Consecutive No Communications Report
- Weather Station Report
- Calibration Reports
- VIR Reprint
- Aborted / Incomplete Test Report
- TSI Cutpoint Report
- Inventory Adjustment Report

b. Test Center Documents

- CDAS Materials
- Fast Fact Messages
- Certified Emissions Repair Technicians (CERT)
- Test Center Materials
- Certified Testing Inspector (CTI) Form
- Training Materials

c. Non-Compliance

- Software Version Compliance
- Vehicles with GVWR>8,500 Pounds
- Monitor Mismatches
- Inspector ID Entry
- Software Version Non-Compliance
- All OBD Monitors Display Unsupported

- OBD Short Time Tests <= ½ Hour
- VIN Entry Type
- Offline Test Rates
- OBD VIN Mismatch
- A/C Monitor Ready or Not Ready
- ASM Short Time Test <= ½ Hour
- PID and PCM Mismatches
- Aborted Inspection

11. Stations and CTIs are locked out of the system if penalties assessed by Applus according to the contract/station participation agreement schedule of infractions, as established in the Compliance Action Plan, are not received.
12. Challenge test process has been streamlined to ensure the equipment is functioning properly. The procedure now entails first contacting Applus to verify the proper operation of equipment.
13. More diesel test station locations have been brought into the program.
14. CO detectors are now required at all test facilities.
15. System lockouts now occur for weather station anomalies.
16. Equipment tamper/malfunctions generate an automatic email notifications.
17. DSL or faster internet connection is now required for test equipment.
18. Every CTI was retrained prior to the start of the new program.
19. Emissions staff is now all centrally stationed in Wethersfield to improve logistics.
20. The fleet testing program is being reviewed especially with respect to training and maintenance.
21. Cameras with higher megapixel resolution are now being used.
22. DMV now has access directly to the enhanced comprehensive Work Order database, which enhances review.
23. The Work Order database now indicates all work orders.
24. Work Order database now indicates test type affected.
25. There is new guidance for issuing waivers, including how the nature of the repair has to equate to the reason for failure.
26. Presently revising the CTI training manual to allow for DMV review of training evaluations as a tool to modify and amend the training to increase efficiency. The new manual also is intended to be used for oversight of equipment malfunction.

9.0 Conclusions

Key conclusions from this analysis:

- Connecticut is failing the expected number of vehicles. Overall, 11% of the vehicles tested failed inspection in 2012.
- Over 98% of the vehicles subject to I/M requirements comply with standards. 30% of the vehicles that failed in the first two months of 2012 did not receive a passing result or waiver by the end of 2012. Ultimately these vehicles must comply with I/M requirements, since compliance with I/M standards is a prerequisite to vehicle registration. The enforcement of Connecticut's I/M program exceeds the enforcement levels assumed in emissions modeling for the Connecticut SIP.
- While Connecticut did not meet the required number of covert audits in this inspection cycle due to extenuating circumstances, Connecticut's actions nonetheless demonstrate substantial compliance with EPA's recommended levels of quality assurance. When video audits are counted as covert audits, which they are, Connecticut exceeds EPA's covert audit requirements. The program performs accurate inspections and there's virtually no fraud.
- Connecticut conducts extensive compliance assurance activities on the I/M program. Connecticut is a national model for other states' enforcement activities.
- Connecticut's new I/M contract is designed to ensure the I/M program continues to effectively achieve the expected air quality benefits. Challenges associated with some of the existing protocols have been resolved with the full implementation of the new program.

Appendix A
EPA Checklist

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

Reporting Requirement	**Reviewer Comments / Location in State Report**	**Has the State Met the Requirement?**
(a) Test Data Report 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:		
(1) The number of vehicles tested by model year and vehicle type;		
(2) By model year and vehicle type, the number and percentage of vehicles:		
(i) Failing initially, per test type;		
(ii) Failing the first retest per test type;		
(iii) Passing the first retest per test type;		

Reporting Requirement	**Reviewer Comments / Location in State Report**	**Has the State Met the Requirement?**
(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);		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(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		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(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) Quality assurance report. 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;		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(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		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(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.		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(c) Quality control report 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:		
(1) The number of emission testing sites and lanes in use in the program;		
(2) The number of equipment audits by station and lane;		
(3) The number and percentage of stations that have failed equipment audits; and		
(4) Number and percentage of stations and lanes shut down as a result of equipment audits.		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(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 an analysis of the registration data base;		
(ii) The percentage of motorist compliance based upon a comparison of the number of valid final tests with the number of subject vehicles;		
(iii) The total number of compliance documents issued to inspection stations;		
(iv) The number of missing compliance documents;		
(v) The number of time extensions and other exemptions granted to motorists; and		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(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;		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(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.		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(e) Additional reporting requirements. 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:		
(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		
(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.		

Appendix B
2012 CT I/M Program Data

Appendix B
2012 CT I/M Program Data

Table of Contents

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**
1988	2,334	2,090	4,424
1989	3,290	2,465	5,755
1990	3,963	2,025	5,988
1991	4,984	1,881	6,865
1992	6,712	2,558	9,270
1993	8,847	4,113	12,960
1994	11,217	7,062	18,279
1995	15,414	9,480	24,894
1996	17,498	10,627	28,125
1997	24,182	15,807	39,989
1998	30,447	19,352	49,799
1999	33,278	21,511	54,789
2000	31,834	20,283	52,117
2001	34,575	23,025	57,600
2002	68,098	50,327	118,425
2003	32,294	25,781	58,075
2004	66,203	66,835	133,038
2005	28,383	25,344	53,727
2006	68,751	58,147	126,898
2007	27,345	19,805	47,150
2008	72,286	51,576	123,862
2009	14,399	6,043	20,442
Grand Total	**606,334**	**446,137**	**1,052,471**

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	2	1	3
1993	0	1	1
1994	0	1	1
1995	6	0	6
1996	1	4	5
1997	34	11	45
1998	17	11	28
1999	91	59	150
2000	139	129	268
2001	24	117	141
2002	16	63	79
2003	3	19	22
2004	11	55	66
2005	97	16	113
2006	352	304	656
2007	101	87	188
2008	515	577	1092
2009	12	58	70
Grand Total	**1,421**	**1,514**	**2,935**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
OBD Gasoline	**P**	1996	2,678	12,378	15,056	17.8%
		1997	3,873	16,739	20,612	18.8%
		1998	4,543	21,690	26,233	17.3%
		1999	4,906	23,690	28,596	17.2%
		2000	5,271	21,491	26,762	19.7%
		2001	5,909	22,740	28,649	20.6%
		2002	7,393	53,911	61,304	12.1%
		2003	3,644	24,982	28,626	12.7%
		2004	4,462	57,216	61,678	7.2%
		2005	2,163	23,720	25,883	8.4%
		2006	3,183	61,552	64,735	4.9%
		2007	1,276	24,349	25,625	5.0%
		2008	1,781	66,952	68,733	2.6%
		2009	877	12,343	13,220	6.6%
	P Total		**51,959**	**443,753**	**495,712**	**10.5%**
	T	1996	1,551	6,403	7,954	19.5%
		1997	2,286	9,455	11,741	19.5%
		1998	2,898	12,469	15,367	18.9%
		1999	2,816	14,083	16,899	16.7%
		2000	2,833	12,819	15,652	18.1%
		2001	3,693	13,285	16,978	21.8%
		2002	5,108	35,893	41,001	12.5%
		2003	2,763	17,914	20,677	13.4%
		2004	4,503	52,693	57,196	7.9%
		2005	2,032	19,456	21,488	9.5%
		2006	2,606	47,560	50,166	5.2%
		2007	954	16,613	17,567	5.4%
		2008	1,323	45,263	46,586	2.8%
		2009	331	5,142	5,473	6.0%
	T Total		**35,697**	**309,048**	**344,745**	**10.4%**
OBD Gasoline Total			**87,656**	**752,801**	**840,457**	**10.4%**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
OBD Diesel	P	1997	6	34	40	15.0%
		1998	18	80	98	18.4%
		1999	19	108	127	15.0%
		2000	13	102	115	11.3%
		2001	10	101	111	9.0%
		2002	27	340	367	7.4%
		2003	9	130	139	6.5%
		2004	39	349	388	10.1%
		2005	8	123	131	6.1%
		2006	19	579	598	3.2%
		2007	1	20	21	4.8%
		2008	0	20	20	0.0%
		2009	7	78	85	8.2%
	P Total		**177**	**2,064**	**2,241**	**7.9%**
	T	1997	1	14	15	6.7%
		1998	4	12	16	25.0%
		1999	0	9	9	0.0%
		2000	1	4	5	20.0%
		2001	1	7	8	12.5%
		2002	0	6	6	0.0%
		2003	1	3	4	25.0%
		2004	3	9	12	25.0%
		2005	3	14	17	17.6%
		2006	9	73	82	11.0%
		2007	2	29	31	6.5%
		2008	2	31	33	6.1%
		2009	7	15	22	31.8%
	T Total		**34**	**226**	**260**	**13.1%**
OBD Diesel Total			**211**	**2,290**	**2,501**	**8.4%**
OBD Hybrid	P	2000	4	11	15	26.7%
		2001	5	42	47	10.6%
		2002	9	111	120	7.5%
		2003	22	90	112	19.6%
		2004	20	317	337	5.9%
		2005	12	272	284	4.2%
		2006	16	657	673	2.4%
		2007	9	533	542	1.7%
		2008	24	1,939	1,963	1.2%
		2009	12	300	312	3.8%
	P Total		**133**	**4,272**	**4,405**	**3.0%**
	T	2005	1	26	27	3.7%
		2006	9	595	604	1.5%
		2007	7	128	135	5.2%
		2008	3	505	508	0.6%
		2009	2	36	38	5.3%
	T Total		**22**	**1,290**	**1,312**	**1.7%**
OBD Hybrid Total			**155**	**5,562**	**5,717**	**2.7%**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
PCTSI	P	1988	3	17	20	15.0%
		1989	7	25	32	21.9%
		1990	18	98	116	15.5%
		1991	37	193	230	16.1%
		1992	53	274	327	16.2%
		1993	77	487	564	13.7%
		1994	94	497	591	15.9%
		1995	123	1,097	1,220	10.1%
		1996	2	4	6	33.3%
		1997	4	12	16	25.0%
		1998	1	4	5	20.0%
		1999	0	14	14	0.0%
		2000	2	20	22	9.1%
		2001	3	12	15	20.0%
		2002	1	37	38	2.6%
		2003	3	36	39	7.7%
		2004	4	28	32	12.5%
		2005	1	20	21	4.8%
		2006	6	65	71	8.5%
		2007	2	24	26	7.7%
		2008	4	71	75	5.3%
		2009	1	18	19	5.3%
	P Total		**446**	**3,053**	**3,499**	**12.7%**
	T	1988	78	157	235	33.2%
		1989	84	211	295	28.5%
		1990	52	142	194	26.8%
		1991	34	158	192	17.7%
		1992	50	173	223	22.4%
		1993	77	436	513	15.0%
		1994	194	849	1,043	18.6%
		1995	306	1,271	1,577	19.4%
		1996	130	444	574	22.6%
		1997	190	825	1,015	18.7%
		1998	124	706	830	14.9%
		1999	131	1,117	1,248	10.5%
		2000	134	1,049	1,183	11.3%
		2001	153	1,390	1,543	9.9%
		2002	202	2,881	3,083	6.6%
		2003	138	1,467	1,605	8.6%
		2004	464	3,455	3,919	11.8%
		2005	94	1,097	1,191	7.9%
		2006	184	3,364	3,548	5.2%
		2007	37	778	815	4.5%
		2008	78	2,455	2,533	3.1%
		2009	3	167	170	1.8%
	T Total		**2,937**	**24,592**	**27,529**	**10.7%**
PCTSI Total			**3,383**	**27,645**	**31,028**	**10.9%**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
ASM		1988	388	1,456	1,844	21.0%
		1989	481	2,203	2,684	17.9%
		1990	534	2,602	3,136	17.0%
		1991	742	3,026	3,768	19.7%
		1992	934	4,195	5,129	18.2%
		1993	1,151	5,669	6,820	16.9%
		1994	1,345	7,633	8,978	15.0%
		1995	1,659	10,494	12,153	13.7%
	P Total		**7,234**	**37,279**	**44,513**	**16.3%**
		1988	254	1,148	1,402	18.1%
		1989	323	1,312	1,635	19.8%
		1990	256	1,156	1,412	18.1%
		1991	197	1,175	1,372	14.4%
		1992	242	1,677	1,919	12.6%
		1993	342	2,649	2,991	11.4%
		1994	657	4,282	4,939	13.3%
		1995	763	5,727	6,490	11.8%
	T Total		**3,034**	**19,127**	**22,161**	**13.7%**
ASM Total			**10,268**	**56,406**	**66,674**	**15.4%**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
MSA	**P**	1991	0	4	4	0.0%
		1993	0	6	6	0.0%
		1994	0	2	2	0.0%
		1995	0	6	6	0.0%
		1996	0	11	11	0.0%
		1997	0	2	2	0.0%
		1998	0	1	1	0.0%
		1999	0	5	5	0.0%
		2001	0	2	2	0.0%
		2002	0	3	3	0.0%
		2003	0	1	1	0.0%
		2004	0	5	5	0.0%
		2005	0	2	2	0.0%
		2006	0	12	12	0.0%
		2007	0	1	1	0.0%
		2008	0	2	2	0.0%
	P Total		**0**	**65**	**65**	**0.0%**
	T	1988	0	17	17	0.0%
		1989	2	19	21	9.5%
		1990	0	16	16	0.0%
		1991	1	18	19	5.3%
		1992	1	21	22	4.5%
		1993	5	30	35	14.3%
		1994	6	30	36	16.7%
		1995	5	65	70	7.1%
		1996	5	86	91	5.5%
		1997	2	140	142	1.4%
		1998	5	49	54	9.3%
		1999	4	147	151	2.6%
		2000	4	93	97	4.1%
		2001	1	113	114	0.9%
		2002	7	261	268	2.6%
		2003	4	116	120	3.3%
		2004	6	269	275	2.2%
		2005	4	96	100	4.0%
		2006	2	278	280	0.7%
		2007	0	53	53	0.0%
		2008	5	149	154	3.2%
		2009	0	5	5	0.0%
	T Total		**69**	**2,071**	**2,140**	**3.2%**
MSA Total			**69**	**2,136**	**2,205**	**3.1%**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
LMD	P	1988	0	2	2	0.0%
		1989	0	9	9	0.0%
		1990	0	15	15	0.0%
		1991	1	47	48	2.1%
		1992	2	24	26	7.7%
		1993	0	15	15	0.0%
		1994	0	5	5	0.0%
		1995	0	26	26	0.0%
		1996	3	34	37	8.1%
		1997	0	6	6	0.0%
		1998	0	1	1	0.0%
		1999	0	4	4	0.0%
		2000	0	5	5	0.0%
		2001	0	8	8	0.0%
		2002	1	8	9	11.1%
		2003	0	4	4	0.0%
		2004	0	10	10	0.0%
		2005	0	7	7	0.0%
		2006	0	19	19	0.0%
		2007	0	9	9	0.0%
		2008	0	20	20	0.0%
		2009	0	2	2	0.0%
	P Total		**7**	**280**	**287**	**2.4%**
	T	1988	1	36	37	2.7%
		1989	0	51	51	0.0%
		1990	1	48	49	2.0%
		1991	0	49	49	0.0%
		1992	2	57	59	3.4%
		1993	0	87	87	0.0%
		1994	1	145	146	0.7%
		1995	4	234	238	1.7%
		1996	3	273	276	1.1%
		1997	0	457	457	0.0%
		1998	2	210	212	0.9%
		1999	3	445	448	0.7%
		2000	0	320	320	0.0%
		2001	3	446	449	0.7%
		2002	11	1022	1033	1.1%
		2003	3	459	462	0.6%
		2004	8	1096	1104	0.7%
		2005	5	370	375	1.3%
		2006	6	1030	1036	0.6%
		2007	2	219	221	0.9%
		2008	4	566	570	0.7%
		2009	0	29	29	0.0%
	T Total		**59**	**7,649**	**7,708**	**0.8%**
LMD Total			**66**	**7,929**	**7,995**	**0.8%**
Grand Total			**101,818**	**854,929**	**956,747**	**10.6%**

Table (a)(2)(i). Initial Test Results (Fleet Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
OBD	P	1996	0	1	1	0.0%
		1997	2	32	34	5.9%
		1998	2	15	17	11.8%
		1999	4	87	91	4.4%
		2000	7	132	139	5.0%
		2001	2	22	24	8.3%
		2002	1	15	16	6.3%
		2003	0	3	3	0.0%
		2004	2	9	11	18.2%
		2005	4	93	97	4.1%
		2006	8	343	351	2.3%
		2007	5	96	101	5.0%
		2008	4	510	514	0.8%
		2009	1	11	12	8.3%
	P Total OBD		**42**	**1369**	**1411**	**3.0%**
	T	1996	3	1	4	75.0%
		1997	1	9	10	10.0%
		1998	1	10	11	9.1%
		1999	2	50	52	3.8%
		2000	8	118	126	6.3%
		2001	8	107	115	7.0%
		2002	3	54	57	5.3%
		2003	0	16	16	0.0%
		2004	4	40	44	9.1%
		2005	2	14	16	12.5%
		2006	12	267	279	4.3%
		2007	5	81	86	5.8%
		2008	13	546	559	2.3%
		2009	0	58	58	0.0%
	T Total OBD		**62**	**1,371**	**1,433**	**4.3%**
OBD Total			**104**	**2,740**	**2,844**	**3.7%**
PCTSI	P	1992	0	2	2	0.0%
		1995	0	6	6	0.0%
		2006	0	1	1	0.0%
		2008	0	1	1	0.0%
	P Total PCTSI		**0**	**10**	**10**	**0.0%**
	T	1991	0	1	1	0.0%
		1992	0	1	1	0.0%
		1993	0	1	1	0.0%
		1994	0	1	1	0.0%
		1997	0	1	1	0.0%
		1999	0	7	7	0.0%
		2000	0	3	3	0.0%
		2001	0	2	2	0.0%
		2002	0	6	6	0.0%
		2003	0	3	3	0.0%
		2004	0	11	11	0.0%
		2006	2	23	25	8.0%
		2007	0	1	1	0.0%
		2008	0	18	18	0.0%
	T Total PCTSI		**2**	**79**	**81**	**2.5%**
PCTSI Total			**2**	**89**	**91**	**2.2%**
Fleet Initial Test Totals (OBD & PCTSI)			**106**	**2829**	**2935**	**3.6%**

Table (a) (2)(ii, iii). First Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
OBD Gasoline	**P**	1996	372	1,670	2,042	18.2%	81.8%
		1997	536	2,526	3,062	17.5%	82.5%
		1998	553	3,088	3,641	15.2%	84.8%
		1999	575	3,433	4,008	14.3%	85.7%
		2000	662	3,669	4,331	15.3%	84.7%
		2001	623	4,545	5,168	12.1%	87.9%
		2002	512	5,220	5,732	8.9%	91.1%
		2003	270	2,862	3,132	8.6%	91.4%
		2004	229	3,312	3,541	6.5%	93.5%
		2005	135	1,807	1,942	7.0%	93.0%
		2006	76	2,481	2,557	3.0%	97.0%
		2007	20	1,070	1,090	1.8%	98.2%
		2008	17	1,413	1,430	1.2%	98.8%
		2009	0	741	741	0.0%	100.0%
	P Total		**4,580**	**37,837**	**42,417**	**10.8%**	**89.2%**
	T	1996	268	1,045	1,313	20.4%	79.6%
		1997	348	1,581	1,929	18.0%	82.0%
		1998	333	2,070	2,403	13.9%	86.1%
		1999	310	2,022	2,332	13.3%	86.7%
		2000	335	2,232	2,567	13.1%	86.9%
		2001	411	3,003	3,414	12.0%	88.0%
		2002	405	3,939	4,344	9.3%	90.7%
		2003	240	2,332	2,572	9.3%	90.7%
		2004	185	3,488	3,673	5.0%	95.0%
		2005	119	1,819	1,938	6.1%	93.9%
		2006	90	2,054	2,144	4.2%	95.8%
		2007	24	873	897	2.7%	97.3%
		2008	12	1,061	1,073	1.1%	98.9%
		2009	0	280	280	0.0%	100.0%
	T Total		**3,080**	**27,799**	**30,879**	**10.0%**	**90.0%**
OBD Gasoline Total			**7,660**	**65,636**	**73,296**	**10.45%**	**89.5%**

Table (a) (2)(ii, iii). First Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
OBD Diesel	P	1997	0	5	5	0.0%	100.0%
		1998	5	10	15	33.3%	66.7%
		1999	0	17	17	0.0%	100.0%
		2000	0	15	15	0.0%	100.0%
		2001	0	14	14	0.0%	100.0%
		2002	1	22	23	4.3%	95.7%
		2003	1	13	14	7.1%	92.9%
		2004	0	24	24	0.0%	100.0%
		2005	0	7	7	0.0%	100.0%
		2006	1	13	14	7.1%	92.9%
		2009	0	5	5	0.0%	100.0%
	P Total		**8**	**146**	**154**	**5.2%**	**94.8%**
	T	1997	0	1	1	0.0%	100.0%
		1998	2	0	2	100.0%	0.0%
		1999	0	2	2	0.0%	100.0%
		2000	0	1	1	0.0%	100.0%
		2001	0	1	1	0.0%	100.0%
		2003	0	1	1	0.0%	100.0%
		2004	0	1	1	0.0%	100.0%
		2005	0	2	2	0.0%	100.0%
		2006	1	4	5	20.0%	80.0%
		2007	1	0	1	100.0%	0.0%
		2008	0	1	1	0.0%	100.0%
		2009	0	4	4	0.0%	100.0%
	T Total		**4**	**18**	**22**	**18.2%**	**81.8%**
OBD Diesel Total			**12**	**164**	**176**	**6.8%**	**93.2%**
OBD Hybrid Total (too few tests for vehicle			**1**	**124**	**125**	**0.8%**	**99.2%**

Table (a) (2)(ii, iii). First Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
PCTSI	P	1988	2	0	2	100.0%	0.0%
		1989	1	4	5	20.0%	80.0%
		1990	3	11	14	21.4%	78.6%
		1991	12	24	36	33.3%	66.7%
		1992	11	39	50	22.0%	78.0%
		1993	12	64	76	15.8%	84.2%
		1994	9	75	84	10.7%	89.3%
		1995	12	96	108	11.1%	88.9%
		1996	0	1	1	0.0%	100.0%
		1997	0	2	2	0.0%	100.0%
		1998	0	1	1	0.0%	100.0%
		2000	0	1	1	0.0%	100.0%
		2001	0	1	1	0.0%	100.0%
		2003	0	2	2	0.0%	100.0%
		2004	1	2	3	33.3%	66.7%
		2005	0	1	1	0.0%	100.0%
		2006	1	3	4	25.0%	75.0%
		2007	0	2	2	0.0%	100.0%
		2008	0	3	3	0.0%	100.0%
		2009	0	1	1	0.0%	100.0%
	P Total		**64**	**333**	**397**	**16.1%**	**83.9%**
	T	1988	19	41	60	31.7%	68.3%
		1989	18	59	77	23.4%	76.6%
		1990	13	29	42	31.0%	69.0%
		1991	7	16	23	30.4%	69.6%
		1992	9	29	38	23.7%	76.3%
		1993	19	48	67	28.4%	71.6%
		1994	23	137	160	14.4%	85.6%
		1995	44	225	269	16.4%	83.6%
		1996	20	97	117	17.1%	82.9%
		1997	22	153	175	12.6%	87.4%
		1998	12	97	109	11.0%	89.0%
		1999	5	112	117	4.3%	95.7%
		2000	12	107	119	10.1%	89.9%
		2001	9	131	140	6.4%	93.6%
		2002	14	183	197	7.1%	92.9%
		2003	5	129	134	3.7%	96.3%
		2004	33	405	438	7.5%	92.5%
		2005	5	83	88	5.7%	94.3%
		2006	20	156	176	11.4%	88.6%
		2007	6	32	38	15.8%	84.2%
		2008	8	63	71	11.3%	88.7%
		2009	2	1	3	66.7%	33.3%
	T Total		**325**	**2,333**	**2,658**	**12.2%**	**87.8%**
PCTSI Total			**389**	**2,666**	**3,055**	**12.7%**	**87.3%**

Table (a) (2)(ii, iii). First Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
ASM	**P**	1988	105	221	326	32.2%	67.8%
		1989	116	278	394	29.4%	70.6%
		1990	169	297	466	36.3%	63.7%
		1991	202	408	610	33.1%	66.9%
		1992	278	479	757	36.7%	63.3%
		1993	329	595	924	35.6%	64.4%
		1994	296	820	1,116	26.5%	73.5%
		1995	313	1,117	1,430	21.9%	78.1%
	P Total		**1,809**	**4,216**	**6,025**	**30.0%**	**70.0%**
	T	1988	54	176	230	23.5%	76.5%
		1989	80	185	265	30.2%	69.8%
		1990	62	164	226	27.4%	72.6%
		1991	33	148	181	18.2%	81.8%
		1992	45	180	225	20.0%	80.0%
		1993	51	281	332	15.4%	84.6%
		1994	71	540	611	11.6%	88.4%
		1995	59	626	685	8.6%	91.4%
	T Total		**455**	**2,301**	**2,756**	**16.5%**	**83.5%**
ASM Total			**0**	**0**	**0**	–	–
MSA	**P**	none	**0**	**0**	**0**	–	–
	P Total		**0**	**0**	**0**	–	–
	T	1992*	**0**	**0**	**0**	–	–
		1993*	**0**	**0**	**0**	–	–
		1994*	**0**	**0**	**0**	–	–
		1995*	**0**	**0**	**0**	–	–
		1996*	**0**	**0**	**0**	–	–
		1997*	**0**	**0**	**0**	–	–
		1998*	**0**	**0**	**0**	–	–
		1999*	**0**	**0**	**0**	–	–
		2000*	**0**	**0**	**0**	–	–
		2002*	**0**	**0**	**0**	–	–
		2003*	**0**	**0**	**0**	–	–
		2006*	**0**	**0**	**0**	–	–
	T Total		**0**	**0**	**0**	–	–
MSA Total			**0**	**0**	**0**	–	–

Table (a) (2)(ii, iii). First Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
LMD	**P**	1986*	**0**	**0**	**0**	—	—
		1987*	**0**	**0**	**0**	—	—
		1992*	**0**	**0**	**0**	—	—
		1995*	**0**	**0**	**0**	—	—
	P Total		**0**	**0**	**0**	—	—
	T	1986*	**0**	**0**	**0**	—	—
		1987*	**0**	**0**	**0**	—	—
		1988*	**0**	**0**	**0**	—	—
		1989*	**0**	**0**	**0**	—	—
		1990*	**0**	**0**	**0**	—	—
		1992*	**0**	**0**	**0**	—	—
		1993*	**0**	**0**	**0**	—	—
		1994*	**0**	**0**	**0**	—	—
		1995*	**0**	**0**	**0**	—	—
		1996*	**0**	**0**	**0**	—	—
		1999*	**0**	**0**	**0**	—	—
		2000*	**0**	**0**	**0**	—	—
ASM Total			**2,264**	**6,517**	**8,781**	**25.8%**	**74.2%**
MSA Total (too few tests for vehicle type and model year breakout)			**14**	**37**	**51**	**27.5%**	**72.5%**
LMD Diesel Total (too few tests for vehicle type and model year breakout)			**4**	**62**	**66**	**6.1%**	**93.9%**
Grand Total			**10,344**	**75,211**	**85,555**	**12.1%**	**87.9%**

* No cars of this MY were tested therefore, the percentage can not be calculated.

Table (a) (2)(iv). Second and Later Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
OBD Gasoline	**P**	1996	109	230	339	32.2%	67.8%
		1997	128	305	433	29.6%	70.4%
		1998	122	318	440	27.7%	72.3%
		1999	127	377	504	25.2%	74.8%
		2000	140	420	560	25.0%	75.0%
		2001	123	412	535	23.0%	77.0%
		2002	88	343	431	20.4%	79.6%
		2003	35	170	205	17.1%	82.9%
		2004	28	142	170	16.5%	83.5%
		2005	11	83	94	11.7%	88.3%
		2006	4	49	53	7.5%	92.5%
		2007	0	15	15	0.0%	100.0%
		2008	0	13	13	0.0%	100.0%
	P Total		**915**	**2,877**	**3,792**	**24.1%**	**75.9%**
	T	1996	89	172	261	34.1%	65.9%
		1997	107	188	295	36.3%	63.7%
		1998	110	230	340	32.4%	67.6%
		1999	77	205	282	27.3%	72.7%
		2000	78	238	316	24.7%	75.3%
		2001	86	279	365	23.6%	76.4%
		2002	68	296	364	18.7%	81.3%
		2003	43	151	194	22.2%	77.8%
		2004	17	125	142	12.0%	88.0%
		2005	6	90	96	6.3%	93.8%
		2006	5	58	63	7.9%	92.1%
		2007	1	18	19	5.3%	94.7%
		2008	1	6	7	14.3%	85.7%
	T Total		**688**	**2,056**	**2,744**	**25.1%**	**74.9%**
OBD Gasoline Total			**1,603**	**4,933**	**6,536**	**24.5%**	**75.5%**
OBD Diesel Total (too few tests for vehicle type and model year breakout)			**5**	**11**	**16**	**31.3%**	**68.8%**
OBD Hybrid Total (too few tests for vehicle type and model year breakout)			**1**	**1**	**2**	**50.0%**	**50.0%**

Table (a) (2)(iv). Second and Later Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
PCTSI	P	1988	3	1	4	75.0%	25.0%
		1989	0	1	1	0.0%	100.0%
		1990	0	1	1	0.0%	100.0%
		1991	4	7	11	36.4%	63.6%
		1992	1	8	9	11.1%	88.9%
		1993	6	7	13	46.2%	53.8%
		1994	5	4	9	55.6%	44.4%
		1995	0	10	10	0.0%	100.0%
		2004	0	1	1	0.0%	100.0%
		2006	0	1	1	0.0%	100.0%
	P Total		**19**	**41**	**60**	**31.7%**	**68.3%**
	T	1988	15	8	23	65.2%	34.8%
		1989	6	14	20	30.0%	70.0%
		1990	7	5	12	58.3%	41.7%
		1991	0	7	7	0.0%	100.0%
		1992	4	4	8	50.0%	50.0%
		1993	11	11	22	50.0%	50.0%
		1994	17	17	34	50.0%	50.0%
		1995	37	37	74	50.0%	50.0%
		1996	17	17	34	50.0%	50.0%
		1997	7	23	30	23.3%	76.7%
		1998	1	14	15	6.7%	93.3%
		1999	1	5	6	16.7%	83.3%
		2000	4	11	15	26.7%	73.3%
		2001	2	7	9	22.2%	77.8%
		2002	2	12	14	14.3%	85.7%
		2003	0	5	5	0.0%	100.0%
		2004	11	34	45	24.4%	75.6%
		2005	4	4	8	50.0%	50.0%
		2006	5	21	26	19.2%	80.8%
		2007	3	7	10	30.0%	70.0%
		2008	1	8	9	11.1%	88.9%
		2009	2	2	4	50.0%	50.0%
	T Total		**157**	**273**	**430**	**36.5%**	**63.5%**
PCTSI Total			**176**	**314**	**490**	**35.9%**	**64.1%**

Table (a) (2)(iv). Second and Later Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
ASM	P	1988	66	70	136	48.5%	51.5%
		1989	76	89	165	46.1%	53.9%
		1990	109	105	214	50.9%	49.1%
		1991	125	150	275	45.5%	54.5%
		1992	214	198	412	51.9%	48.1%
		1993	224	205	429	52.2%	47.8%
		1994	232	200	432	53.7%	46.3%
		1995	240	221	461	52.1%	47.9%
	P Total		**1,288**	**1,240**	**2,528**	**50.9%**	**49.1%**
	T	1988	34	50	84	40.5%	59.5%
		1989	46	53	99	46.5%	53.5%
		1990	25	46	71	35.2%	64.8%
		1991	14	23	37	37.8%	62.2%
		1992	24	38	62	38.7%	61.3%
		1993	28	31	59	47.5%	52.5%
		1994	31	53	84	36.9%	63.1%
		1995	21	49	70	30.0%	70.0%
	T Total		**224**	**344**	**568**	**39.4%**	**60.6%**
ASM Total			**1,512**	**1,584**	**3,096**	**48.8%**	**51.2%**
MSA Total (too few tests for vehicle type and model year breakout)			**14**	**11**	**25**	**56.0%**	**44.0%**
LMD Diesel Total (too few tests for vehicle type and model year breakout)			**0**	**4**	**4**	**0.0%**	**100.0%**
Grand Total			**3,311**	**6,858**	**10,169**	**32.6%**	**67.4%**

Table (a)(2)(v). Waivers Issued			
Model Year	**Passenger Car (P)**	**Truck (T)**	**Grand Total**
1988	4	0	4
1989	0	1	1
1990	2	1	3
1991	4	0	4
1992	4	0	4
1993	1	0	1
1994	1	1	2
1995	4	0	4
1996	10	4	14
1997	10	7	17
1998	19	8	27
1999	18	4	22
2000	20	6	26
2001	24	19	43
2002	15	13	28
2003	6	12	18
2004	18	9	27
2005	4	7	11
2006	2	0	2
2007	0	1	1
2008	0	2	2
Total	**166**	**95**	261

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	1988	1,866	391	221	71	292	99	5.3%	25.3%
	1989	2,725	488	282	90	372	116	4.3%	23.8%
	1990	3,267	552	308	106	414	138	4.2%	25.0%
	1991	4,050	780	434	157	591	189	4.7%	24.2%
	1992	5,482	989	520	206	726	263	4.8%	26.6%
	1993	7,405	1,228	659	212	871	357	4.8%	29.1%
	1994	9,576	1,439	895	204	1,099	340	3.6%	23.6%
	1995	13,405	1,782	1,213	231	1,444	338	2.5%	19.0%
	1996	15,111	2,684	1,675	230	1,905	779	5.2%	29.0%
	1997	20,676	3,883	2,534	307	2,841	1,042	5.0%	26.8%
	1998	26,342	4,562	3,099	323	3,422	1,140	4.3%	25.0%
	1999	28,748	4,925	3,450	378	3,828	1,097	3.8%	22.3%
	2000	26,924	5,291	3,688	420	4,108	1,183	4.4%	22.4%
	2001	28,850	5,929	4,566	412	4,978	951	3.3%	16.0%
	2002	61,897	7,434	5,255	345	5,600	1,834	3.0%	24.7%
	2003	28,922	3,678	2,892	173	3,065	613	2.1%	16.7%
	2004	62,451	4,525	3,351	143	3,494	1,031	1.7%	22.8%
	2005	26,329	2,184	1,824	83	1,907	277	1.1%	12.7%
	2006	66,109	3,224	2,509	51	2,560	664	1.0%	20.6%
	2007	26,228	1,289	1,082	15	1,097	192	0.7%	14.9%
	2008	70,823	1,809	1,433	13	1,446	363	0.5%	20.1%
	2009	13,641	897	758	0	758	139	1.0%	15.5%
P Total		**550,827**	**59,963**	**42,648**	**4,170**	**46,818**	**13,145**	**2.4%**	**21.9%**

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	1988	1,692	333	218	58	276	57	3.4%	17.1%
	1989	2,002	409	245	67	312	97	4.8%	23.7%
	1990	1,671	309	196	51	247	62	3.7%	20.1%
	1991	1,632	232	165	30	195	37	2.3%	15.9%
	1992	2,223	295	211	42	253	42	1.9%	14.2%
	1993	3,627	424	332	43	375	49	1.4%	11.6%
	1994	6,164	858	679	72	751	107	1.7%	12.5%
	1995	8,375	1,078	857	86	943	135	1.6%	12.5%
	1996	8,895	1,689	1,147	189	1,336	353	4.0%	20.9%
	1997	13,370	2,479	1,737	212	1,949	530	4.0%	21.4%
	1998	16,480	3,033	2,172	244	2,416	617	3.7%	20.3%
	1999	18,756	2,954	2,139	214	2,353	601	3.2%	20.3%
	2000	17,257	2,972	2,343	251	2,594	378	2.2%	12.7%
	2001	19,092	3,851	3,139	286	3,425	426	2.2%	11.1%
	2002	45,392	5,328	4,132	310	4,442	886	2.0%	16.6%
	2003	22,868	2,909	2,469	156	2,625	284	1.2%	9.8%
	2004	62,521	4,984	3,909	159	4,068	916	1.5%	18.4%
	2005	23,199	2,140	1,912	96	2,008	132	0.6%	6.2%
	2006	55,717	2,816	2,228	80	2,308	508	0.9%	18.0%
	2007	18,832	1,003	913	25	938	65	0.3%	6.5%
	2008	50,405	1,415	1,133	15	1,148	267	0.5%	18.9%
	2009	5,750	344	287	2	289	55	1.0%	16.0%
T Total		**405,920**	**41,855**	**32,563**	**2,688**	**35,251**	**6,604**	**1.6%**	**15.8%**
Grand Total		**956,747**	**101,818**	**75,211**	**6,858**	**82,069**	**19,749**	**2.1%**	**19.4%**

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	3,160	14,279	17,439	18.1%
	1997	4,543	19,610	24,153	18.8%
	1998	5,244	25,194	30,438	17.2%
	1999	5,627	27,627	33,254	16.9%
	2000	6,091	25,715	31,806	19.2%
	2001	6,672	27,875	34,547	19.3%
	2002	8,033	60,014	68,047	11.8%
	2003	3,982	28,266	32,248	12.3%
	2004	4,778	61,373	66,151	7.2%
	2005	2,330	26,022	28,352	8.2%
	2006	3,299	65,345	68,644	4.8%
	2007	1,307	26,000	27,307	4.8%
	2008	1,822	70,364	72,186	2.5%
	2009	896	13,481	14,377	6.2%
P Total		**57,784**	**491,165**	**548,949**	**10.5%**
T	1996	1,908	7,621	9,529	20.0%
	1997	2,745	11,238	13,983	19.6%
	1998	3,345	14,783	18,128	18.5%
	1999	3,203	16,319	19,522	16.4%
	2000	3,247	15,294	18,541	17.5%
	2001	4,191	16,575	20,766	20.2%
	2002	5,581	40,134	45,715	12.2%
	2003	3,047	20,401	23,448	13.0%
	2004	4,708	56,316	61,024	7.7%
	2005	2,163	21,408	23,571	9.2%
	2006	2,720	50,354	53,074	5.1%
	2007	990	17,677	18,667	5.3%
	2008	1,341	46,890	48,231	2.8%
	2009	341	5,491	5,832	5.8%
T Total		**39,530**	**340,501**	**380,031**	**10.4%**
Grand Total		**97,314**	**831,666**	**928,980**	**10.48%**

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

		MIL Command On Result (#)				
Vehicle Type	Model Year	MIL Commanded-On With Codes	MIL Commanded-On Without Codes	MIL Not Commanded-On	No Communication	Total
P	1996	2,257	41	15,017	124	17,439
	1997	3,030	52	20,960	111	24,153
	1998	3,525	49	26,729	135	30,438
	1999	3,728	92	29,250	184	33,254
	2000	4,141	65	27,376	224	31,806
	2001	3,972	70	30,339	166	34,547
	2002	4,734	60	63,062	191	68,047
	2003	2,247	68	29,830	103	32,248
	2004	2,624	84	63,225	218	66,151
	2005	1,240	63	26,981	68	28,352
	2006	1,577	130	66,583	354	68,644
	2007	533	58	26,635	81	27,307
	2008	561	97	71,337	191	72,186
	2009	56	22	14,273	26	14,377
P Total		**34,225**	**951**	**511,597**	**2,176**	**548,949**
T	1996	1,277	10	8,192	50	9,529
	1997	1,733	42	12,119	89	13,983
	1998	2,034	58	15,863	173	18,128
	1999	2,020	37	17,367	98	19,522
	2000	2,046	24	16,378	93	18,541
	2001	2,386	35	18,244	101	20,766
	2002	3,230	49	42,316	120	45,715
	2003	1,900	42	21,388	118	23,448
	2004	2,648	106	58,048	222	61,024
	2005	1,169	82	22,238	82	23,571
	2006	1,415	134	51,388	137	53,074
	2007	472	24	18,127	44	18,667
	2008	463	57	47,615	96	48,231
	2009	29	8	5,781	14	5,832
T Total		**22,822**	**708**	**355,064**	**1,437**	**380,031**
Grand Total		**57,047**	**1,659**	**866,661**	**3,613**	**928,980**

Table (a) (2) (xix, xxi, xxii). # and % Fail for MIL Commanded On					
		MIL Command On Result (%)			
Vehicle Type	Model Year	MIL Commanded-On With Codes	MIL Commanded-On Without Codes	MIL Not Commanded-On	No Communication
P	1996	12.94%	0.24%	86.11%	0.71%
	1997	12.55%	0.22%	86.78%	0.46%
	1998	11.58%	0.16%	87.81%	0.44%
	1999	11.21%	0.28%	87.96%	0.55%
	2000	13.02%	0.20%	86.07%	0.70%
	2001	11.50%	0.20%	87.82%	0.48%
	2002	6.96%	0.09%	92.67%	0.28%
	2003	6.97%	0.21%	92.50%	0.32%
	2004	3.97%	0.13%	95.58%	0.33%
	2005	4.37%	0.22%	95.16%	0.24%
	2006	2.30%	0.19%	97.00%	0.52%
	2007	1.95%	0.21%	97.54%	0.30%
	2008	0.78%	0.13%	98.82%	0.26%
	2009	0.39%	0.15%	99.28%	0.18%
P Total		**6.23%**	**0.17%**	**93.20%**	**0.40%**
T	1996	13.40%	0.10%	85.97%	0.52%
	1997	12.39%	0.30%	86.67%	0.64%
	1998	11.22%	0.32%	87.51%	0.95%
	1999	10.35%	0.19%	88.96%	0.50%
	2000	11.04%	0.13%	88.33%	0.50%
	2001	11.49%	0.17%	87.86%	0.49%
	2002	7.07%	0.11%	92.56%	0.26%
	2003	8.10%	0.18%	91.21%	0.50%
	2004	4.34%	0.17%	95.12%	0.36%
	2005	4.96%	0.35%	94.34%	0.35%
	2006	2.67%	0.25%	96.82%	0.26%
	2007	2.53%	0.13%	97.11%	0.24%
	2008	0.96%	0.12%	98.72%	0.20%
	2009	0.50%	0.14%	99.13%	0.24%
T Total		**6.01%**	**0.19%**	**93.43%**	**0.38%**
Grand Total		**6.14%**	**0.18%**	**93.29%**	**0.39%**

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	929	3,912	12,458	17,439	5.3%
	1997	1,845	1,500	20,620	24,153	7.6%
	1998	2,065	1,902	26,325	30,438	6.8%
	1999	2,253	369	30,433	33,254	6.8%
	2000	2,289	542	28,744	31,806	7.2%
	2001	3,300	517	30,554	34,547	9.6%
	2002	3,854	7	63,974	68,047	5.7%
	2003	1,964	1,642	28,523	32,248	6.1%
	2004	2,282	1	63,624	66,151	3.4%
	2005	1,199	2	27,073	28,352	4.2%
	2006	1,484	0	66,791	68,644	2.2%
	2007	747	1	26,469	27,307	2.7%
	2008	1,101	0	70,876	72,186	1.5%
	2009	821	0	13,528	14,377	5.7%
P Total		**26,133**	**10,395**	**509,992**	**548,949**	**4.8%**
T	1996	661	782	8,033	9,529	6.9%
	1997	1,120	570	12,200	13,983	8.0%
	1998	1,336	533	16,085	18,128	7.4%
	1999	1,411	367	17,641	19,522	7.2%
	2000	1,379	26	17,039	18,541	7.4%
	2001	2,110	1,439	17,108	20,766	10.2%
	2002	2,762	367	42,461	45,715	6.0%
	2003	1,235	2,523	19,567	23,448	5.3%
	2004	2,168	98	58,527	61,024	3.6%
	2005	1,094	114	22,272	23,571	4.6%
	2006	1,385	147	51,401	53,074	2.6%
	2007	545	14	18,063	18,667	2.9%
	2008	823	0	47,306	48,231	1.7%
	2009	300	0	5,516	5,832	5.1%
T Total		**18,329**	**6,980**	**353,219**	**380,031**	**4.8%**
Grand Total		**44,462**	**17,375**	**863,211**	**928,980**	**4.8%**

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000014	1988	0	5	5	0.0%
	1989	0	7	7	0.0%
	1990	0	2	2	0.0%
	1991	1	2	3	33.3%
	1992	0	9	9	0.0%
	1993	0	9	9	0.0%
	1994	2	12	14	14.3%
	1995	2	15	17	11.8%
	1996	3	13	16	18.8%
	1997	2	22	24	8.3%
	1998	4	23	27	14.8%
	1999	3	41	44	6.8%
	2000	5	32	37	13.5%
	2001	7	33	40	17.5%
	2002	10	85	95	10.5%
	2003	7	43	50	14.0%
	2004	6	106	112	5.4%
	2005	0	37	37	0.0%
	2006	7	133	140	5.0%
	2007	2	45	47	4.3%
	2008	3	135	138	2.2%
	2009	0	22	22	0.0%
ST0000014 Total		64	831	895	7.2%
ST0000020	1988	8	12	20	40.0%
	1989	5	15	20	25.0%
	1990	9	23	32	28.1%
	1991	1	20	21	4.8%
	1992	7	31	38	18.4%
	1993	18	59	77	23.4%
	1994	22	96	118	18.6%
	1995	25	139	164	15.2%
	1996	33	106	139	23.7%
	1997	47	176	223	21.1%
	1998	57	235	292	19.5%
	1999	53	278	331	16.0%
	2000	59	283	342	17.3%
	2001	62	293	355	17.5%
	2002	92	535	627	14.7%
	2003	38	287	325	11.7%
	2004	72	717	789	9.1%
	2005	24	341	365	6.6%
	2006	33	741	774	4.3%
	2007	16	330	346	4.6%
	2008	14	744	758	1.8%
	2009	11	236	247	4.5%
ST0000020 Total		706	5,697	6,403	11.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000023	1988	4	19	23	17.4%
	1989	8	24	32	25.0%
	1990	10	20	30	33.3%
	1991	5	33	38	13.2%
	1992	7	47	54	13.0%
	1993	15	68	83	18.1%
	1994	19	93	112	17.0%
	1995	25	137	162	15.4%
	1996	30	138	168	17.9%
	1997	45	177	222	20.3%
	1998	67	214	281	23.8%
	1999	52	248	300	17.3%
	2000	58	203	261	22.2%
	2001	72	242	314	22.9%
	2002	79	529	608	13.0%
	2003	44	251	295	14.9%
	2004	59	678	737	8.0%
	2005	23	260	283	8.1%
	2006	24	597	621	3.9%
	2007	8	160	168	4.8%
	2008	11	589	600	1.8%
	2009	2	29	31	6.5%
ST0000023 Total		667	4,756	5,423	12.3%
ST0000034	1988	6	17	23	26.1%
	1989	2	14	16	12.5%
	1990	3	18	21	14.3%
	1991	8	20	28	28.6%
	1992	2	17	19	10.5%
	1993	2	29	31	6.5%
	1994	11	53	64	17.2%
	1995	4	59	63	6.3%
	1996	13	82	95	13.7%
	1997	10	96	106	9.4%
	1998	15	139	154	9.7%
	1999	21	145	166	12.7%
	2000	23	151	174	13.2%
	2001	28	163	191	14.7%
	2002	48	421	469	10.2%
	2003	15	184	199	7.5%
	2004	30	548	578	5.2%
	2005	11	189	200	5.5%
	2006	18	526	544	3.3%
	2007	16	240	256	6.3%
	2008	12	609	621	1.9%
	2009	2	80	82	2.4%
ST0000034 Total		300	3,800	4,100	7.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000036	1988	0	3	3	0.0%
	1989	2	2	4	50.0%
	1990	4	9	13	30.8%
	1991	3	9	12	25.0%
	1992	5	12	17	29.4%
	1993	1	9	10	10.0%
	1994	7	20	27	25.9%
	1995	8	24	32	25.0%
	1996	6	18	24	25.0%
	1997	3	37	40	7.5%
	1998	9	54	63	14.3%
	1999	8	48	56	14.3%
	2000	10	52	62	16.1%
	2001	12	67	79	15.2%
	2002	21	178	199	10.6%
	2003	8	81	89	9.0%
	2004	20	211	231	8.7%
	2005	9	117	126	7.1%
	2006	13	265	278	4.7%
	2007	10	133	143	7.0%
	2008	20	328	348	5.7%
	2009	14	94	108	13.0%
ST0000036 Total		193	1,771	1,964	9.8%
ST0000065	1988	1	5	6	16.7%
	1989	8	16	24	33.3%
	1990	4	12	16	25.0%
	1991	6	11	17	35.3%
	1992	2	16	18	11.1%
	1993	9	28	37	24.3%
	1994	6	34	40	15.0%
	1995	7	52	59	11.9%
	1996	8	71	79	10.1%
	1997	12	100	112	10.7%
	1998	13	110	123	10.6%
	1999	17	136	153	11.1%
	2000	24	108	132	18.2%
	2001	27	147	174	15.5%
	2002	41	369	410	10.0%
	2003	21	163	184	11.4%
	2004	30	421	451	6.7%
	2005	11	144	155	7.1%
	2006	41	470	511	8.0%
	2007	11	188	199	5.5%
	2008	22	511	533	4.1%
	2009	16	130	146	11.0%
ST0000065 Total		337	3,242	3,579	9.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000107	1988	7	23	30	23.3%
	1989	8	20	28	28.6%
	1990	7	26	33	21.2%
	1991	4	17	21	19.0%
	1992	5	37	42	11.9%
	1993	5	43	48	10.4%
	1994	12	66	78	15.4%
	1995	14	81	95	14.7%
	1996	20	98	118	16.9%
	1997	32	143	175	18.3%
	1998	35	165	200	17.5%
	1999	40	212	252	15.9%
	2000	40	188	228	17.5%
	2001	42	219	261	16.1%
	2002	77	490	567	13.6%
	2003	37	233	270	13.7%
	2004	48	620	668	7.2%
	2005	17	225	242	7.0%
	2006	28	539	567	4.9%
	2007	12	220	232	5.2%
	2008	12	545	557	2.2%
	2009	3	110	113	2.7%
ST0000107 Total		505	4,320	4,825	10.5%
ST0000112	1988	1	13	14	7.1%
	1989	7	22	29	24.1%
	1990	5	21	26	19.2%
	1991	8	27	35	22.9%
	1992	6	31	37	16.2%
	1993	1	55	56	1.8%
	1994	9	70	79	11.4%
	1995	20	85	105	19.0%
	1996	10	73	83	12.0%
	1997	20	117	137	14.6%
	1998	17	191	208	8.2%
	1999	22	185	207	10.6%
	2000	25	138	163	15.3%
	2001	34	169	203	16.7%
	2002	38	406	444	8.6%
	2003	25	208	233	10.7%
	2004	36	537	573	6.3%
	2005	14	184	198	7.1%
	2006	21	489	510	4.1%
	2007	4	174	178	2.2%
	2008	10	445	455	2.2%
	2009	2	58	60	3.3%
ST0000112 Total		335	3,698	4,033	8.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000120	1988	0	12	12	0.0%
	1989	6	23	29	20.7%
	1990	7	17	24	29.2%
	1991	4	18	22	18.2%
	1992	5	27	32	15.6%
	1993	11	36	47	23.4%
	1994	10	52	62	16.1%
	1995	9	69	78	11.5%
	1996	24	101	125	19.2%
	1997	21	120	141	14.9%
	1998	32	140	172	18.6%
	1999	33	185	218	15.1%
	2000	46	208	254	18.1%
	2001	49	208	257	19.1%
	2002	46	443	489	9.4%
	2003	36	312	348	10.3%
	2004	35	522	557	6.3%
	2005	21	267	288	7.3%
	2006	32	507	539	5.9%
	2007	6	193	199	3.0%
	2008	26	572	598	4.3%
	2009	26	184	210	12.4%
ST0000120 Total		485	4,216	4,701	10.3%
ST0000125	1988	11	21	32	34.4%
	1989	15	39	54	27.8%
	1990	3	29	32	9.4%
	1991	13	43	56	23.2%
	1992	9	32	41	22.0%
	1993	13	61	74	17.6%
	1994	24	73	97	24.7%
	1995	20	98	118	16.9%
	1996	25	109	134	18.7%
	1997	32	169	201	15.9%
	1998	42	224	266	15.8%
	1999	36	241	277	13.0%
	2000	33	219	252	13.1%
	2001	54	295	349	15.5%
	2002	86	706	792	10.9%
	2003	32	287	319	10.0%
	2004	48	734	782	6.1%
	2005	25	290	315	7.9%
	2006	35	787	822	4.3%
	2007	11	254	265	4.2%
	2008	17	709	726	2.3%
	2009	0	78	78	0.0%
ST0000125 Total		584	5,498	6,082	9.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000129	1988	5	6	11	45.5%
	1989	7	14	21	33.3%
	1990	3	10	13	23.1%
	1991	6	22	28	21.4%
	1992	5	19	24	20.8%
	1993	2	33	35	5.7%
	1994	3	31	34	8.8%
	1995	11	76	87	12.6%
	1996	23	66	89	25.8%
	1997	21	118	139	15.1%
	1998	25	135	160	15.6%
	1999	32	180	212	15.1%
	2000	27	111	138	19.6%
	2001	26	150	176	14.8%
	2002	29	244	273	10.6%
	2003	19	157	176	10.8%
	2004	35	390	425	8.2%
	2005	12	124	136	8.8%
	2006	21	368	389	5.4%
	2007	7	130	137	5.1%
	2008	13	366	379	3.4%
	2009	0	14	14	0.0%
ST0000129 Total		332	2,764	3,096	10.7%
ST0000132	1988	2	4	6	33.3%
	1989	0	6	6	0.0%
	1990	0	10	10	0.0%
	1991	5	11	16	31.3%
	1992	3	11	14	21.4%
	1993	4	18	22	18.2%
	1994	1	35	36	2.8%
	1995	4	41	45	8.9%
	1996	2	60	62	3.2%
	1997	13	65	78	16.7%
	1998	18	105	123	14.6%
	1999	11	81	92	12.0%
	2000	12	79	91	13.2%
	2001	25	125	150	16.7%
	2002	32	294	326	9.8%
	2003	9	129	138	6.5%
	2004	17	444	461	3.7%
	2005	10	188	198	5.1%
	2006	18	486	504	3.6%
	2007	15	189	204	7.4%
	2008	17	545	562	3.0%
	2009	2	88	90	2.2%
ST0000132 Total		220	3,014	3,234	6.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000171	1988	2	11	13	15.4%
	1989	2	12	14	14.3%
	1990	3	10	13	23.1%
	1991	0	22	22	0.0%
	1992	7	15	22	31.8%
	1993	3	18	21	14.3%
	1994	4	35	39	10.3%
	1995	1	32	33	3.0%
	1996	7	51	58	12.1%
	1997	12	82	94	12.8%
	1998	17	114	131	13.0%
	1999	21	117	138	15.2%
	2000	14	120	134	10.4%
	2001	20	146	166	12.0%
	2002	36	503	539	6.7%
	2003	9	175	184	4.9%
	2004	31	611	642	4.8%
	2005	10	210	220	4.5%
	2006	17	659	676	2.5%
	2007	5	236	241	2.1%
	2008	27	690	717	3.8%
	2009	4	86	90	4.4%
ST0000171 Total		252	3,955	4,207	6.0%
ST0000193	1988	9	15	24	37.5%
	1989	5	24	29	17.2%
	1990	13	30	43	30.2%
	1991	7	21	28	25.0%
	1992	7	45	52	13.5%
	1993	11	75	86	12.8%
	1994	15	84	99	15.2%
	1995	17	129	146	11.6%
	1996	16	133	149	10.7%
	1997	37	187	224	16.5%
	1998	39	226	265	14.7%
	1999	56	254	310	18.1%
	2000	30	196	226	13.3%
	2001	72	244	316	22.8%
	2002	90	714	804	11.2%
	2003	42	273	315	13.3%
	2004	63	928	991	6.4%
	2005	36	346	382	9.4%
	2006	41	930	971	4.2%
	2007	21	351	372	5.6%
	2008	31	923	954	3.2%
	2009	12	163	175	6.9%
ST0000193 Total		670	6,291	6,961	9.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000229	1988	1	1	2	50.0%
	1989	0	1	1	0.0%
	1990	0	1	1	0.0%
	1991	1	1	2	50.0%
	1992	0	3	3	0.0%
	1993	0	5	5	0.0%
	1994	3	6	9	33.3%
	1995	1	7	8	12.5%
	1996	4	18	22	18.2%
	1997	4	23	27	14.8%
	1998	3	32	35	8.6%
	1999	1	27	28	3.6%
	2000	5	19	24	20.8%
	2001	9	35	44	20.5%
	2002	9	105	114	7.9%
	2003	5	51	56	8.9%
	2004	6	155	161	3.7%
	2005	4	67	71	5.6%
	2006	5	167	172	2.9%
	2007	6	96	102	5.9%
	2008	13	246	259	5.0%
	2009	9	103	112	8.0%
ST0000229 Total		89	1,169	1,258	7.1%
ST0000326	1988	5	17	22	22.7%
	1989	11	23	34	32.4%
	1990	3	19	22	13.6%
	1991	10	32	42	23.8%
	1992	4	56	60	6.7%
	1993	13	78	91	14.3%
	1994	13	114	127	10.2%
	1995	21	137	158	13.3%
	1996	31	153	184	16.8%
	1997	43	217	260	16.5%
	1998	60	280	340	17.6%
	1999	46	311	357	12.9%
	2000	69	217	286	24.1%
	2001	63	273	336	18.8%
	2002	72	654	726	9.9%
	2003	45	291	336	13.4%
	2004	63	722	785	8.0%
	2005	37	284	321	11.5%
	2006	26	778	804	3.2%
	2007	15	262	277	5.4%
	2008	12	627	639	1.9%
	2009	3	51	54	5.6%
ST0000326 Total		665	5,596	6,261	10.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000328	1988	3	30	33	9.1%
	1989	9	31	40	22.5%
	1990	1	34	35	2.9%
	1991	8	26	34	23.5%
	1992	8	53	61	13.1%
	1993	14	60	74	18.9%
	1994	12	108	120	10.0%
	1995	14	138	152	9.2%
	1996	30	162	192	15.6%
	1997	56	211	267	21.0%
	1998	48	265	313	15.3%
	1999	50	260	310	16.1%
	2000	58	242	300	19.3%
	2001	72	258	330	21.8%
	2002	89	616	705	12.6%
	2003	52	285	337	15.4%
	2004	48	705	753	6.4%
	2005	35	275	310	11.3%
	2006	31	635	666	4.7%
	2007	10	223	233	4.3%
	2008	13	650	663	2.0%
	2009	4	76	80	5.0%
ST0000328 Total		665	5,343	6,008	11.1%
ST0000329	1988	1	4	5	20.0%
	1989	1	7	8	12.5%
	1990	2	11	13	15.4%
	1991	4	12	16	25.0%
	1992	5	17	22	22.7%
	1993	7	22	29	24.1%
	1994	6	34	40	15.0%
	1995	8	50	58	13.8%
	1996	13	80	93	14.0%
	1997	35	121	156	22.4%
	1998	40	151	191	20.9%
	1999	52	185	237	21.9%
	2000	40	191	231	17.3%
	2001	57	185	242	23.6%
	2002	63	460	523	12.0%
	2003	39	217	256	15.2%
	2004	39	583	622	6.3%
	2005	23	227	250	9.2%
	2006	35	589	624	5.6%
	2007	9	214	223	4.0%
	2008	12	579	591	2.0%
	2009	0	26	26	0.0%
ST0000329 Total		491	3,965	4,456	11.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000359	1988	11	15	26	42.3%
	1989	2	13	15	13.3%
	1990	5	23	28	17.9%
	1991	5	17	22	22.7%
	1992	10	27	37	27.0%
	1993	5	36	41	12.2%
	1994	6	46	52	11.5%
	1995	16	102	118	13.6%
	1996	12	77	89	13.5%
	1997	20	107	127	15.7%
	1998	18	149	167	10.8%
	1999	14	148	162	8.6%
	2000	26	166	192	13.5%
	2001	40	203	243	16.5%
	2002	41	434	475	8.6%
	2003	20	182	202	9.9%
	2004	33	555	588	5.6%
	2005	18	184	202	8.9%
	2006	25	517	542	4.6%
	2007	3	160	163	1.8%
	2008	9	437	446	2.0%
	2009	0	56	56	0.0%
ST0000359 Total		339	3,654	3,993	8.5%
ST0000373	1988	1	2	3	33.3%
	1989	8	8	16	50.0%
	1990	4	8	12	33.3%
	1991	0	3	3	0.0%
	1992	5	13	18	27.8%
	1993	3	12	15	20.0%
	1994	0	13	13	0.0%
	1995	4	28	32	12.5%
	1996	4	31	35	11.4%
	1997	6	39	45	13.3%
	1998	5	61	66	7.6%
	1999	10	59	69	14.5%
	2000	12	67	79	15.2%
	2001	17	87	104	16.3%
	2002	27	162	189	14.3%
	2003	7	69	76	9.2%
	2004	20	209	229	8.7%
	2005	7	90	97	7.2%
	2006	10	251	261	3.8%
	2007	4	86	90	4.4%
	2008	4	207	211	1.9%
	2009	1	20	21	4.8%
ST0000373 Total		159	1,525	1,684	9.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000375	1988	0	2	2	0.0%
	1989	1	1	2	50.0%
	1991	0	3	3	0.0%
	1992	1	1	2	50.0%
	1993	0	2	2	0.0%
	1994	1	5	6	16.7%
	1995	0	3	3	0.0%
	1996	2	8	10	20.0%
	1997	1	21	22	4.5%
	1998	3	30	33	9.1%
	1999	1	28	29	3.4%
	2000	5	28	33	15.2%
	2001	1	30	31	3.2%
	2002	4	84	88	4.5%
	2003	7	36	43	16.3%
	2004	5	98	103	4.9%
	2005	3	44	47	6.4%
	2006	6	120	126	4.8%
	2007	1	50	51	2.0%
	2008	1	122	123	0.8%
	2009	0	6	6	0.0%
ST0000375 Total		43	722	765	5.6%
ST0000386	1988	7	39	46	15.2%
	1989	10	52	62	16.1%
	1990	11	65	76	14.5%
	1991	11	52	63	17.5%
	1992	11	71	82	13.4%
	1993	30	125	155	19.4%
	1994	25	185	210	11.9%
	1995	34	211	245	13.9%
	1996	62	298	360	17.2%
	1997	82	362	444	18.5%
	1998	75	479	554	13.5%
	1999	74	504	578	12.8%
	2000	66	450	516	12.8%
	2001	97	495	592	16.4%
	2002	140	1,287	1,427	9.8%
	2003	66	502	568	11.6%
	2004	110	1,338	1,448	7.6%
	2005	43	458	501	8.6%
	2006	71	1,307	1,378	5.2%
	2007	26	405	431	6.0%
	2008	26	1,285	1,311	2.0%
	2009	6	186	192	3.1%
ST0000386 Total		1,083	10,156	11,239	9.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000412	1988	7	29	36	19.4%
	1989	8	37	45	17.8%
	1990	7	34	41	17.1%
	1991	10	38	48	20.8%
	1992	6	48	54	11.1%
	1993	9	72	81	11.1%
	1994	13	74	87	14.9%
	1995	15	129	144	10.4%
	1996	32	111	143	22.4%
	1997	37	153	190	19.5%
	1998	55	216	271	20.3%
	1999	39	228	267	14.6%
	2000	44	198	242	18.2%
	2001	48	218	266	18.0%
	2002	58	444	502	11.6%
	2003	28	204	232	12.1%
	2004	41	497	538	7.6%
	2005	15	235	250	6.0%
	2006	31	489	520	6.0%
	2007	7	177	184	3.8%
	2008	6	497	503	1.2%
	2009	3	60	63	4.8%
ST0000412 Total		519	4,188	4,707	11.0%
ST0000434	1988	2	15	17	11.8%
	1989	9	31	40	22.5%
	1990	3	18	21	14.3%
	1991	12	24	36	33.3%
	1992	7	36	43	16.3%
	1993	7	39	46	15.2%
	1994	12	76	88	13.6%
	1995	13	91	104	12.5%
	1996	16	128	144	11.1%
	1997	30	206	236	12.7%
	1998	43	281	324	13.3%
	1999	29	331	360	8.1%
	2000	46	249	295	15.6%
	2001	51	342	393	13.0%
	2002	84	908	992	8.5%
	2003	30	431	461	6.5%
	2004	57	1,201	1,258	4.5%
	2005	40	496	536	7.5%
	2006	50	1,305	1,355	3.7%
	2007	19	431	450	4.2%
	2008	33	1,399	1,432	2.3%
	2009	15	225	240	6.3%
ST0000434 Total		608	8,263	8,871	6.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000469	1988	2	17	19	10.5%
	1989	5	35	40	12.5%
	1990	1	24	25	4.0%
	1991	2	29	31	6.5%
	1992	5	43	48	10.4%
	1993	12	43	55	21.8%
	1994	7	68	75	9.3%
	1995	16	122	138	11.6%
	1996	18	129	147	12.2%
	1997	22	196	218	10.1%
	1998	39	236	275	14.2%
	1999	28	286	314	8.9%
	2000	33	221	254	13.0%
	2001	40	276	316	12.7%
	2002	56	612	668	8.4%
	2003	28	259	287	9.8%
	2004	42	723	765	5.5%
	2005	13	268	281	4.6%
	2006	29	658	687	4.2%
	2007	15	250	265	5.7%
	2008	18	653	671	2.7%
	2009	7	62	69	10.1%
ST0000469 Total		438	5,210	5,648	7.8%
ST0000493	1988	1	8	9	11.1%
	1989	7	13	20	35.0%
	1990	3	11	14	21.4%
	1991	5	13	18	27.8%
	1992	5	8	13	38.5%
	1993	0	21	21	0.0%
	1994	7	33	40	17.5%
	1995	11	50	61	18.0%
	1996	9	47	56	16.1%
	1997	20	79	99	20.2%
	1998	16	97	113	14.2%
	1999	17	110	127	13.4%
	2000	20	114	134	14.9%
	2001	28	125	153	18.3%
	2002	42	320	362	11.6%
	2003	23	134	157	14.6%
	2004	32	435	467	6.9%
	2005	5	122	127	3.9%
	2006	17	415	432	3.9%
	2007	5	122	127	3.9%
	2008	11	456	467	2.4%
	2009	1	29	30	3.3%
ST0000493 Total		285	2,762	3,047	9.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000516	1988	4	16	20	20.0%
	1989	6	20	26	23.1%
	1990	6	22	28	21.4%
	1991	5	25	30	16.7%
	1992	2	27	29	6.9%
	1993	2	40	42	4.8%
	1994	5	58	63	7.9%
	1995	7	68	75	9.3%
	1996	12	81	93	12.9%
	1997	21	137	158	13.3%
	1998	26	165	191	13.6%
	1999	35	198	233	15.0%
	2000	19	115	134	14.2%
	2001	33	143	176	18.8%
	2002	32	567	599	5.3%
	2003	23	207	230	10.0%
	2004	27	627	654	4.1%
	2005	14	241	255	5.5%
	2006	23	685	708	3.2%
	2007	12	215	227	5.3%
	2008	7	761	768	0.9%
	2009	7	100	107	6.5%
ST0000516 Total		328	4,518	4,846	6.8%
ST0000520	1988	2	11	13	15.4%
	1989	5	13	18	27.8%
	1990	4	15	19	21.1%
	1991	4	22	26	15.4%
	1992	4	14	18	22.2%
	1993	3	25	28	10.7%
	1994	7	33	40	17.5%
	1995	10	58	68	14.7%
	1996	5	56	61	8.2%
	1997	13	94	107	12.1%
	1998	12	98	110	10.9%
	1999	17	130	147	11.6%
	2000	19	110	129	14.7%
	2001	11	122	133	8.3%
	2002	29	379	408	7.1%
	2003	13	164	177	7.3%
	2004	18	469	487	3.7%
	2005	6	132	138	4.3%
	2006	10	458	468	2.1%
	2007	4	152	156	2.6%
	2008	8	487	495	1.6%
	2009	4	37	41	9.8%
ST0000520 Total		208	3,079	3,287	6.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000525	1988	0	4	4	0.0%
	1989	1	13	14	7.1%
	1990	2	10	12	16.7%
	1991	5	19	24	20.8%
	1992	3	15	18	16.7%
	1993	1	22	23	4.3%
	1994	4	49	53	7.5%
	1995	5	50	55	9.1%
	1996	19	67	86	22.1%
	1997	15	75	90	16.7%
	1998	25	136	161	15.5%
	1999	24	161	185	13.0%
	2000	22	159	181	12.2%
	2001	29	191	220	13.2%
	2002	55	523	578	9.5%
	2003	31	238	269	11.5%
	2004	44	819	863	5.1%
	2005	17	310	327	5.2%
	2006	29	813	842	3.4%
	2007	10	273	283	3.5%
	2008	19	947	966	2.0%
	2009	3	57	60	5.0%
ST0000525 Total		363	4,951	5,314	6.8%
ST0000549	1988	1	10	11	9.1%
	1989	1	3	4	25.0%
	1990	2	20	22	9.1%
	1991	4	16	20	20.0%
	1992	3	15	18	16.7%
	1993	6	38	44	13.6%
	1994	7	45	52	13.5%
	1995	7	52	59	11.9%
	1996	4	52	56	7.1%
	1997	9	79	88	10.2%
	1998	10	91	101	9.9%
	1999	12	123	135	8.9%
	2000	13	102	115	11.3%
	2001	13	97	110	11.8%
	2002	37	359	396	9.3%
	2003	13	136	149	8.7%
	2004	31	429	460	6.7%
	2005	6	123	129	4.7%
	2006	19	430	449	4.2%
	2007	4	123	127	3.1%
	2008	12	491	503	2.4%
	2009	5	56	61	8.2%
ST0000549 Total		219	2,890	3,109	7.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000557	1988	0	8	8	0.0%
	1989	5	15	20	25.0%
	1990	1	10	11	9.1%
	1991	5	16	21	23.8%
	1992	7	21	28	25.0%
	1993	7	22	29	24.1%
	1994	9	45	54	16.7%
	1995	15	63	78	19.2%
	1996	13	78	91	14.3%
	1997	18	88	106	17.0%
	1998	25	119	144	17.4%
	1999	24	134	158	15.2%
	2000	23	109	132	17.4%
	2001	31	149	180	17.2%
	2002	37	334	371	10.0%
	2003	15	135	150	10.0%
	2004	27	419	446	6.1%
	2005	6	134	140	4.3%
	2006	17	404	421	4.0%
	2007	6	108	114	5.3%
	2008	7	434	441	1.6%
	2009	1	21	22	4.5%
ST0000557 Total		299	2,866	3,165	9.4%
ST0000581	1988	14	51	65	21.5%
	1989	13	54	67	19.4%
	1990	11	64	75	14.7%
	1991	10	65	75	13.3%
	1992	17	92	109	15.6%
	1993	24	129	153	15.7%
	1994	47	192	239	19.7%
	1995	40	263	303	13.2%
	1996	53	282	335	15.8%
	1997	89	429	518	17.2%
	1998	110	516	626	17.6%
	1999	100	520	620	16.1%
	2000	87	537	624	13.9%
	2001	150	611	761	19.7%
	2002	168	1,177	1,345	12.5%
	2003	97	627	724	13.4%
	2004	114	1,227	1,341	8.5%
	2005	50	538	588	8.5%
	2006	79	1,265	1,344	5.9%
	2007	34	477	511	6.7%
	2008	50	987	1,037	4.8%
	2009	55	485	540	10.2%
ST0000581 Total		1,412	10,588	12,000	11.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000616	1988	1	2	3	33.3%
	1989	2	8	10	20.0%
	1990	3	9	12	25.0%
	1991	4	7	11	36.4%
	1992	5	12	17	29.4%
	1993	3	16	19	15.8%
	1994	5	28	33	15.2%
	1995	6	52	58	10.3%
	1996	11	71	82	13.4%
	1997	14	98	112	12.5%
	1998	22	130	152	14.5%
	1999	26	152	178	14.6%
	2000	33	162	195	16.9%
	2001	30	166	196	15.3%
	2002	48	440	488	9.8%
	2003	23	211	234	9.8%
	2004	26	554	580	4.5%
	2005	19	261	280	6.8%
	2006	31	579	610	5.1%
	2007	5	245	250	2.0%
	2008	16	628	644	2.5%
	2009	29	196	225	12.9%
ST0000616 Total		362	4,027	4,389	8.2%
ST0000618	1988	1	2	3	33.3%
	1989	1	1	2	50.0%
	1990	1	5	6	16.7%
	1991	0	2	2	0.0%
	1992	1	4	5	20.0%
	1993	2	6	8	25.0%
	1994	1	13	14	7.1%
	1995	6	14	20	30.0%
	1996	6	22	28	21.4%
	1997	2	22	24	8.3%
	1998	4	45	49	8.2%
	1999	9	46	55	16.4%
	2000	2	37	39	5.1%
	2001	5	49	54	9.3%
	2002	13	143	156	8.3%
	2003	8	36	44	18.2%
	2004	10	149	159	6.3%
	2005	2	60	62	3.2%
	2006	6	140	146	4.1%
	2007	0	52	52	0.0%
	2008	4	163	167	2.4%
	2009	0	5	5	0.0%
ST0000618 Total		84	1,016	1,100	7.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000648	1988	0	8	8	0.0%
	1989	2	8	10	20.0%
	1990	2	19	21	9.5%
	1991	3	12	15	20.0%
	1992	2	17	19	10.5%
	1993	3	26	29	10.3%
	1994	5	38	43	11.6%
	1995	4	39	43	9.3%
	1996	17	67	84	20.2%
	1997	21	97	118	17.8%
	1998	18	125	143	12.6%
	1999	16	139	155	10.3%
	2000	23	102	125	18.4%
	2001	27	125	152	17.8%
	2002	42	375	417	10.1%
	2003	14	149	163	8.6%
	2004	30	467	497	6.0%
	2005	12	144	156	7.7%
	2006	8	431	439	1.8%
	2007	9	119	128	7.0%
	2008	8	368	376	2.1%
	2009	0	16	16	0.0%
ST0000648 Total		266	2,891	3,157	8.4%
ST0000697	1988	8	16	24	33.3%
	1989	8	23	31	25.8%
	1990	12	24	36	33.3%
	1991	6	33	39	15.4%
	1992	14	62	76	18.4%
	1993	28	85	113	24.8%
	1994	20	89	109	18.3%
	1995	36	145	181	19.9%
	1996	74	143	217	34.1%
	1997	83	182	265	31.3%
	1998	75	231	306	24.5%
	1999	103	256	359	28.7%
	2000	103	256	359	28.7%
	2001	93	231	324	28.7%
	2002	98	504	602	16.3%
	2003	67	289	356	18.8%
	2004	60	530	590	10.2%
	2005	38	264	302	12.6%
	2006	40	483	523	7.6%
	2007	9	164	173	5.2%
	2008	14	448	462	3.0%
	2009	3	28	31	9.7%
ST0000697 Total		992	4,486	5,478	18.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000725	1988	5	32	37	13.5%
	1989	11	38	49	22.4%
	1990	9	43	52	17.3%
	1991	19	42	61	31.1%
	1992	19	72	91	20.9%
	1993	20	106	126	15.9%
	1994	29	160	189	15.3%
	1995	29	245	274	10.6%
	1996	70	222	292	24.0%
	1997	106	311	417	25.4%
	1998	97	342	439	22.1%
	1999	92	381	473	19.5%
	2000	96	344	440	21.8%
	2001	122	368	490	24.9%
	2002	142	765	907	15.7%
	2003	58	345	403	14.4%
	2004	70	705	775	9.0%
	2005	35	302	337	10.4%
	2006	35	682	717	4.9%
	2007	12	230	242	5.0%
	2008	17	573	590	2.9%
	2009	3	60	63	4.8%
ST0000725 Total		1,096	6,368	7,464	14.7%
ST0000776	1988	7	23	30	23.3%
	1989	7	31	38	18.4%
	1990	7	36	43	16.3%
	1991	6	28	34	17.6%
	1992	5	53	58	8.6%
	1993	24	74	98	24.5%
	1994	23	114	137	16.8%
	1995	22	154	176	12.5%
	1996	43	214	257	16.7%
	1997	52	243	295	17.6%
	1998	52	354	406	12.8%
	1999	58	347	405	14.3%
	2000	61	326	387	15.8%
	2001	80	361	441	18.1%
	2002	117	947	1,064	11.0%
	2003	55	408	463	11.9%
	2004	71	1,021	1,092	6.5%
	2005	34	385	419	8.1%
	2006	41	1,039	1,080	3.8%
	2007	21	346	367	5.7%
	2008	26	875	901	2.9%
	2009	4	70	74	5.4%
ST0000776 Total		816	7,449	8,265	9.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000790	1988	8	22	30	26.7%
	1989	10	36	46	21.7%
	1990	9	33	42	21.4%
	1991	15	41	56	26.8%
	1992	16	43	59	27.1%
	1993	12	85	97	12.4%
	1994	21	125	146	14.4%
	1995	28	147	175	16.0%
	1996	22	126	148	14.9%
	1997	63	210	273	23.1%
	1998	57	237	294	19.4%
	1999	70	306	376	18.6%
	2000	68	280	348	19.5%
	2001	77	312	389	19.8%
	2002	95	640	735	12.9%
	2003	42	312	354	11.9%
	2004	65	711	776	8.4%
	2005	25	271	296	8.4%
	2006	31	589	620	5.0%
	2007	6	174	180	3.3%
	2008	27	501	528	5.1%
	2009	4	42	46	8.7%
ST0000790 Total		771	5,243	6,014	12.8%
ST0000809	1988	3	6	9	33.3%
	1989	1	11	12	8.3%
	1990	1	12	13	7.7%
	1991	0	12	12	0.0%
	1992	3	17	20	15.0%
	1993	0	21	21	0.0%
	1994	4	34	38	10.5%
	1995	11	47	58	19.0%
	1996	11	62	73	15.1%
	1997	16	107	123	13.0%
	1998	17	117	134	12.7%
	1999	19	143	162	11.7%
	2000	14	113	127	11.0%
	2001	45	160	205	22.0%
	2002	20	311	331	6.0%
	2003	8	143	151	5.3%
	2004	25	352	377	6.6%
	2005	9	151	160	5.6%
	2006	15	318	333	4.5%
	2007	7	126	133	5.3%
	2008	6	291	297	2.0%
	2009	3	41	44	6.8%
ST0000809 Total		238	2,595	2,833	8.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000963	1988	5	13	18	27.8%
	1989	5	21	26	19.2%
	1990	5	19	24	20.8%
	1991	5	15	20	25.0%
	1992	6	30	36	16.7%
	1993	11	39	50	22.0%
	1994	12	65	77	15.6%
	1995	13	99	112	11.6%
	1996	21	133	154	13.6%
	1997	43	172	215	20.0%
	1998	36	220	256	14.1%
	1999	48	230	278	17.3%
	2000	51	253	304	16.8%
	2001	55	215	270	20.4%
	2002	81	553	634	12.8%
	2003	50	306	356	14.0%
	2004	56	775	831	6.7%
	2005	32	340	372	8.6%
	2006	41	804	845	4.9%
	2007	16	318	334	4.8%
	2008	18	782	800	2.3%
	2009	7	101	108	6.5%
ST0000963 Total		617	5,503	6,120	10.1%
ST0000969	1988	3	5	8	37.5%
	1989	1	10	11	9.1%
	1990	1	4	5	20.0%
	1991	3	7	10	30.0%
	1992	1	13	14	7.1%
	1993	4	15	19	21.1%
	1994	5	23	28	17.9%
	1995	15	46	61	24.6%
	1996	16	47	63	25.4%
	1997	11	63	74	14.9%
	1998	15	85	100	15.0%
	1999	22	96	118	18.6%
	2000	13	99	112	11.6%
	2001	24	113	137	17.5%
	2002	28	155	183	15.3%
	2003	21	134	155	13.5%
	2004	24	221	245	9.8%
	2005	17	121	138	12.3%
	2006	18	218	236	7.6%
	2007	10	96	106	9.4%
	2008	9	204	213	4.2%
	2009	5	30	35	14.3%
ST0000969 Total		266	1,805	2,071	12.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000972	1988	10	27	37	27.0%
	1989	9	48	57	15.8%
	1990	12	38	50	24.0%
	1991	8	41	49	16.3%
	1992	16	57	73	21.9%
	1993	26	76	102	25.5%
	1994	22	114	136	16.2%
	1995	31	173	204	15.2%
	1996	27	170	197	13.7%
	1997	48	266	314	15.3%
	1998	54	324	378	14.3%
	1999	63	350	413	15.3%
	2000	67	341	408	16.4%
	2001	82	398	480	17.1%
	2002	118	732	850	13.9%
	2003	47	433	480	9.8%
	2004	68	857	925	7.4%
	2005	42	417	459	9.2%
	2006	42	824	866	4.8%
	2007	18	452	470	3.8%
	2008	24	882	906	2.6%
	2009	11	289	300	3.7%
ST0000972 Total		845	7,309	8,154	10.4%
ST0000986	1988	1	14	15	6.7%
	1989	9	19	28	32.1%
	1990	9	17	26	34.6%
	1991	5	26	31	16.1%
	1992	9	46	55	16.4%
	1993	12	52	64	18.8%
	1994	14	89	103	13.6%
	1995	23	109	132	17.4%
	1996	17	112	129	13.2%
	1997	28	143	171	16.4%
	1998	32	217	249	12.9%
	1999	41	238	279	14.7%
	2000	38	196	234	16.2%
	2001	53	230	283	18.7%
	2002	65	594	659	9.9%
	2003	41	287	328	12.5%
	2004	65	751	816	8.0%
	2005	46	363	409	11.2%
	2006	50	737	787	6.4%
	2007	36	394	430	8.4%
	2008	44	835	879	5.0%
	2009	45	404	449	10.0%
ST0000986 Total		683	5,873	6,556	10.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000994	1988	8	28	36	22.2%
	1989	12	32	44	27.3%
	1990	6	33	39	15.4%
	1991	8	24	32	25.0%
	1992	15	32	47	31.9%
	1993	9	59	68	13.2%
	1994	12	69	81	14.8%
	1995	10	82	92	10.9%
	1996	16	115	131	12.2%
	1997	33	171	204	16.2%
	1998	42	217	259	16.2%
	1999	36	255	291	12.4%
	2000	32	220	252	12.7%
	2001	46	245	291	15.8%
	2002	60	576	636	9.4%
	2003	22	239	261	8.4%
	2004	46	729	775	5.9%
	2005	22	211	233	9.4%
	2006	36	681	717	5.0%
	2007	8	188	196	4.1%
	2008	16	649	665	2.4%
	2009	3	33	36	8.3%
ST0000994 Total		498	4,888	5,386	9.2%
ST0001010	1988	2	17	19	10.5%
	1989	11	25	36	30.6%
	1990	6	17	23	26.1%
	1991	5	32	37	13.5%
	1992	8	33	41	19.5%
	1993	12	43	55	21.8%
	1994	8	56	64	12.5%
	1995	16	74	90	17.8%
	1996	26	106	132	19.7%
	1997	30	116	146	20.5%
	1998	24	156	180	13.3%
	1999	28	167	195	14.4%
	2000	44	191	235	18.7%
	2001	39	192	231	16.9%
	2002	48	306	354	13.6%
	2003	23	173	196	11.7%
	2004	25	351	376	6.6%
	2005	18	158	176	10.2%
	2006	16	297	313	5.1%
	2007	6	93	99	6.1%
	2008	8	251	259	3.1%
	2009	0	23	23	0.0%
ST0001010 Total		403	2,877	3,280	12.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001056	1988	8	34	42	19.0%
	1989	6	41	47	12.8%
	1990	5	33	38	13.2%
	1991	11	31	42	26.2%
	1992	9	47	56	16.1%
	1993	11	74	85	12.9%
	1994	25	98	123	20.3%
	1995	25	136	161	15.5%
	1996	30	145	175	17.1%
	1997	29	208	237	12.2%
	1998	43	260	303	14.2%
	1999	45	297	342	13.2%
	2000	45	233	278	16.2%
	2001	41	280	321	12.8%
	2002	74	719	793	9.3%
	2003	32	287	319	10.0%
	2004	62	906	968	6.4%
	2005	21	314	335	6.3%
	2006	33	856	889	3.7%
	2007	8	222	230	3.5%
	2008	22	784	806	2.7%
	2009	0	40	40	0.0%
ST0001056 Total		585	6,045	6,630	8.8%
ST0001095	1988	1	10	11	9.1%
	1989	5	20	25	20.0%
	1990	7	28	35	20.0%
	1991	13	30	43	30.2%
	1992	9	49	58	15.5%
	1993	16	53	69	23.2%
	1994	22	107	129	17.1%
	1995	14	124	138	10.1%
	1996	42	132	174	24.1%
	1997	51	201	252	20.2%
	1998	66	294	360	18.3%
	1999	75	333	408	18.4%
	2000	68	294	362	18.8%
	2001	80	333	413	19.4%
	2002	81	588	669	12.1%
	2003	46	336	382	12.0%
	2004	47	648	695	6.8%
	2005	29	310	339	8.6%
	2006	34	625	659	5.2%
	2007	11	240	251	4.4%
	2008	13	539	552	2.4%
	2009	2	50	52	3.8%
ST0001095 Total		732	5,344	6,076	12.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001193	1988	13	34	47	27.7%
	1989	21	57	78	26.9%
	1990	8	43	51	15.7%
	1991	19	78	97	19.6%
	1992	32	91	123	26.0%
	1993	26	111	137	19.0%
	1994	39	196	235	16.6%
	1995	51	247	298	17.1%
	1996	66	225	291	22.7%
	1997	102	332	434	23.5%
	1998	108	391	499	21.6%
	1999	100	390	490	20.4%
	2000	97	423	520	18.7%
	2001	129	398	527	24.5%
	2002	119	761	880	13.5%
	2003	75	410	485	15.5%
	2004	58	768	826	7.0%
	2005	47	344	391	12.0%
	2006	55	759	814	6.8%
	2007	26	253	279	9.3%
	2008	28	645	673	4.2%
	2009	3	77	80	3.8%
ST0001193 Total		1,222	7,033	8,255	14.8%
ST0001216	1988	4	25	29	13.8%
	1989	9	42	51	17.6%
	1990	7	41	48	14.6%
	1991	6	51	57	10.5%
	1992	17	66	83	20.5%
	1993	13	94	107	12.1%
	1994	35	172	207	16.9%
	1995	37	184	221	16.7%
	1996	63	231	294	21.4%
	1997	84	299	383	21.9%
	1998	97	438	535	18.1%
	1999	90	422	512	17.6%
	2000	100	369	469	21.3%
	2001	121	475	596	20.3%
	2002	171	1,079	1,250	13.7%
	2003	94	547	641	14.7%
	2004	97	1,241	1,338	7.2%
	2005	40	493	533	7.5%
	2006	77	1,203	1,280	6.0%
	2007	33	470	503	6.6%
	2008	25	1,107	1,132	2.2%
	2009	1	190	191	0.5%
ST0001216 Total		1,221	9,239	10,460	11.7%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001220	1988	2	2	4	50.0%
	1989	1	5	6	16.7%
	1990	0	2	2	0.0%
	1991	0	4	4	0.0%
	1992	0	8	8	0.0%
	1993	3	5	8	37.5%
	1994	1	12	13	7.7%
	1995	3	14	17	17.6%
	1996	4	27	31	12.9%
	1997	6	45	51	11.8%
	1998	8	29	37	21.6%
	1999	3	57	60	5.0%
	2000	7	38	45	15.6%
	2001	10	43	53	18.9%
	2002	10	42	52	19.2%
	2003	4	39	43	9.3%
	2004	8	93	101	7.9%
	2005	3	52	55	5.5%
	2006	8	93	101	7.9%
	2007	4	34	38	10.5%
	2008	4	102	106	3.8%
	2009	0	4	4	0.0%
ST0001220 Total		89	750	839	10.6%
ST0001235	1988	7	15	22	31.8%
	1989	6	19	25	24.0%
	1990	3	23	26	11.5%
	1991	0	20	20	0.0%
	1992	10	37	47	21.3%
	1993	4	43	47	8.5%
	1994	14	64	78	17.9%
	1995	12	94	106	11.3%
	1996	24	100	124	19.4%
	1997	22	156	178	12.4%
	1998	33	247	280	11.8%
	1999	37	296	333	11.1%
	2000	40	246	286	14.0%
	2001	66	331	397	16.6%
	2002	108	899	1,007	10.7%
	2003	35	447	482	7.3%
	2004	75	1,258	1,333	5.6%
	2005	26	434	460	5.7%
	2006	39	1,257	1,296	3.0%
	2007	13	498	511	2.5%
	2008	20	1,291	1,311	1.5%
	2009	2	105	107	1.9%
ST0001235 Total		596	7,880	8,476	7.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001253	1988	8	16	24	33.3%
	1989	11	29	40	27.5%
	1990	27	35	62	43.5%
	1991	16	41	57	28.1%
	1992	21	68	89	23.6%
	1993	39	78	117	33.3%
	1994	37	106	143	25.9%
	1995	37	175	212	17.5%
	1996	48	184	232	20.7%
	1997	80	232	312	25.6%
	1998	94	298	392	24.0%
	1999	65	318	383	17.0%
	2000	88	312	400	22.0%
	2001	100	335	435	23.0%
	2002	122	676	798	15.3%
	2003	57	327	384	14.8%
	2004	57	616	673	8.5%
	2005	15	275	290	5.2%
	2006	30	621	651	4.6%
	2007	13	241	254	5.1%
	2008	14	535	549	2.6%
	2009	2	35	37	5.4%
ST0001253 Total		981	5,553	6,534	15.0%
ST0001264	1988	5	24	29	17.2%
	1989	3	24	27	11.1%
	1990	10	34	44	22.7%
	1991	6	44	50	12.0%
	1992	15	55	70	21.4%
	1993	27	81	108	25.0%
	1994	20	104	124	16.1%
	1995	22	142	164	13.4%
	1996	31	165	196	15.8%
	1997	45	216	261	17.2%
	1998	53	265	318	16.7%
	1999	48	290	338	14.2%
	2000	41	278	319	12.9%
	2001	56	287	343	16.3%
	2002	78	656	734	10.6%
	2003	36	310	346	10.4%
	2004	53	747	800	6.6%
	2005	29	280	309	9.4%
	2006	42	710	752	5.6%
	2007	11	229	240	4.6%
	2008	23	615	638	3.6%
	2009	7	55	62	11.3%
ST0001264 Total		661	5,611	6,272	10.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001267	1988	4	9	13	30.8%
	1989	3	23	26	11.5%
	1990	1	14	15	6.7%
	1991	2	20	22	9.1%
	1992	1	23	24	4.2%
	1993	5	32	37	13.5%
	1994	9	42	51	17.6%
	1995	5	57	62	8.1%
	1996	17	75	92	18.5%
	1997	25	115	140	17.9%
	1998	19	127	146	13.0%
	1999	18	145	163	11.0%
	2000	13	118	131	9.9%
	2001	34	145	179	19.0%
	2002	23	332	355	6.5%
	2003	14	145	159	8.8%
	2004	16	377	393	4.1%
	2005	10	135	145	6.9%
	2006	20	406	426	4.7%
	2007	8	129	137	5.8%
	2008	9	387	396	2.3%
	2009	1	30	31	3.2%
ST0001267 Total		257	2,886	3,143	8.2%
ST0001270	1988	6	9	15	40.0%
	1989	6	21	27	22.2%
	1990	3	19	22	13.6%
	1991	4	20	24	16.7%
	1992	10	30	40	25.0%
	1993	8	44	52	15.4%
	1994	9	71	80	11.3%
	1995	20	78	98	20.4%
	1996	29	94	123	23.6%
	1997	28	132	160	17.5%
	1998	43	169	212	20.3%
	1999	39	183	222	17.6%
	2000	37	158	195	19.0%
	2001	45	182	227	19.8%
	2002	54	390	444	12.2%
	2003	20	189	209	9.6%
	2004	36	448	484	7.4%
	2005	23	175	198	11.6%
	2006	28	374	402	7.0%
	2007	10	128	138	7.2%
	2008	12	361	373	3.2%
	2009	12	85	97	12.4%
ST0001270 Total		482	3,360	3,842	12.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001274	1988	3	12	15	20.0%
	1989	0	14	14	0.0%
	1990	1	10	11	9.1%
	1991	1	14	15	6.7%
	1992	3	15	18	16.7%
	1993	5	30	35	14.3%
	1994	2	34	36	5.6%
	1995	11	49	60	18.3%
	1996	16	66	82	19.5%
	1997	14	74	88	15.9%
	1998	26	112	138	18.8%
	1999	14	96	110	12.7%
	2000	9	61	70	12.9%
	2001	22	86	108	20.4%
	2002	18	180	198	9.1%
	2003	8	78	86	9.3%
	2004	10	224	234	4.3%
	2005	8	67	75	10.7%
	2006	12	238	250	4.8%
	2007	5	56	61	8.2%
	2008	9	203	212	4.2%
	2009	0	2	2	0.0%
ST0001274 Total		197	1,721	1,918	10.3%
ST0001284	1988	6	7	13	46.2%
	1989	1	11	12	8.3%
	1990	5	16	21	23.8%
	1991	5	12	17	29.4%
	1992	4	26	30	13.3%
	1993	12	30	42	28.6%
	1994	18	32	50	36.0%
	1995	12	78	90	13.3%
	1996	16	69	85	18.8%
	1997	20	97	117	17.1%
	1998	19	126	145	13.1%
	1999	25	137	162	15.4%
	2000	24	133	157	15.3%
	2001	28	142	170	16.5%
	2002	54	403	457	11.8%
	2003	29	162	191	15.2%
	2004	43	598	641	6.7%
	2005	19	191	210	9.0%
	2006	18	575	593	3.0%
	2007	7	151	158	4.4%
	2008	6	605	611	1.0%
	2009	2	33	35	5.7%
ST0001284 Total		373	3,634	4,007	9.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001294	1988	2	3	5	40.0%
	1989	5	3	8	62.5%
	1990	3	5	8	37.5%
	1991	1	3	4	25.0%
	1992	0	10	10	0.0%
	1993	2	16	18	11.1%
	1994	1	12	13	7.7%
	1995	5	19	24	20.8%
	1996	2	13	15	13.3%
	1997	6	34	40	15.0%
	1998	6	47	53	11.3%
	1999	10	44	54	18.5%
	2000	11	53	64	17.2%
	2001	8	59	67	11.9%
	2002	21	197	218	9.6%
	2003	14	100	114	12.3%
	2004	17	234	251	6.8%
	2005	6	87	93	6.5%
	2006	13	267	280	4.6%
	2007	3	96	99	3.0%
	2008	2	291	293	0.7%
	2009	2	22	24	8.3%
ST0001294 Total		140	1,615	1,755	8.0%
ST0001297	1988	11	23	34	32.4%
	1989	11	22	33	33.3%
	1990	14	43	57	24.6%
	1991	10	48	58	17.2%
	1992	38	80	118	32.2%
	1993	28	82	110	25.5%
	1994	43	124	167	25.7%
	1995	37	204	241	15.4%
	1996	99	240	339	29.2%
	1997	130	292	422	30.8%
	1998	140	315	455	30.8%
	1999	133	402	535	24.9%
	2000	183	448	631	29.0%
	2001	159	396	555	28.6%
	2002	128	547	675	19.0%
	2003	64	372	436	14.7%
	2004	69	428	497	13.9%
	2005	47	296	343	13.7%
	2006	33	353	386	8.5%
	2007	8	123	131	6.1%
	2008	9	210	219	4.1%
	2009	1	44	45	2.2%
ST0001297 Total		1,395	5,092	6,487	21.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001299	1988	9	11	20	45.0%
	1989	6	17	23	26.1%
	1990	8	23	31	25.8%
	1991	11	28	39	28.2%
	1992	7	27	34	20.6%
	1993	11	50	61	18.0%
	1994	17	73	90	18.9%
	1995	19	107	126	15.1%
	1996	35	119	154	22.7%
	1997	50	167	217	23.0%
	1998	71	223	294	24.1%
	1999	64	265	329	19.5%
	2000	72	270	342	21.1%
	2001	70	275	345	20.3%
	2002	99	361	460	21.5%
	2003	61	266	327	18.7%
	2004	62	341	403	15.4%
	2005	34	211	245	13.9%
	2006	21	284	305	6.9%
	2007	5	119	124	4.0%
	2008	7	221	228	3.1%
	2009	2	32	34	5.9%
ST0001299 Total		741	3,490	4,231	17.5%
ST0001363	1988	2	8	10	20.0%
	1989	3	13	16	18.8%
	1990	13	17	30	43.3%
	1991	7	11	18	38.9%
	1992	20	18	38	52.6%
	1993	4	32	36	11.1%
	1994	7	39	46	15.2%
	1995	26	73	99	26.3%
	1996	25	58	83	30.1%
	1997	33	60	93	35.5%
	1998	43	86	129	33.3%
	1999	30	89	119	25.2%
	2000	45	98	143	31.5%
	2001	39	79	118	33.1%
	2002	53	120	173	30.6%
	2003	20	78	98	20.4%
	2004	22	133	155	14.2%
	2005	16	77	93	17.2%
	2006	6	112	118	5.1%
	2007	2	52	54	3.7%
	2008	8	88	96	8.3%
	2009	1	6	7	14.3%
ST0001363 Total		425	1,347	1,772	24.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001371	1988	1	11	12	8.3%
	1989	4	22	26	15.4%
	1990	9	26	35	25.7%
	1991	4	24	28	14.3%
	1992	11	45	56	19.6%
	1993	6	46	52	11.5%
	1994	15	94	109	13.8%
	1995	26	112	138	18.8%
	1996	24	104	128	18.8%
	1997	27	151	178	15.2%
	1998	26	178	204	12.7%
	1999	26	192	218	11.9%
	2000	37	154	191	19.4%
	2001	40	169	209	19.1%
	2002	51	420	471	10.8%
	2003	34	192	226	15.0%
	2004	34	458	492	6.9%
	2005	11	185	196	5.6%
	2006	23	448	471	4.9%
	2007	10	157	167	6.0%
	2008	15	421	436	3.4%
	2009	8	100	108	7.4%
ST0001371 Total		442	3,709	4,151	10.6%
ST0001377	1988	4	9	13	30.8%
	1989	4	13	17	23.5%
	1990	4	19	23	17.4%
	1991	5	17	22	22.7%
	1992	7	38	45	15.6%
	1993	11	52	63	17.5%
	1994	9	55	64	14.1%
	1995	23	96	119	19.3%
	1996	23	91	114	20.2%
	1997	28	127	155	18.1%
	1998	34	147	181	18.8%
	1999	38	148	186	20.4%
	2000	45	176	221	20.4%
	2001	55	168	223	24.7%
	2002	47	320	367	12.8%
	2003	24	165	189	12.7%
	2004	27	328	355	7.6%
	2005	17	105	122	13.9%
	2006	19	308	327	5.8%
	2007	5	98	103	4.9%
	2008	4	228	232	1.7%
	2009	1	12	13	7.7%
ST0001377 Total		434	2,720	3,154	13.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001401	1988	6	16	22	27.3%
	1989	5	24	29	17.2%
	1990	10	30	40	25.0%
	1991	20	46	66	30.3%
	1992	32	65	97	33.0%
	1993	23	81	104	22.1%
	1994	33	136	169	19.5%
	1995	30	160	190	15.8%
	1996	60	192	252	23.8%
	1997	96	220	316	30.4%
	1998	75	250	325	23.1%
	1999	90	296	386	23.3%
	2000	86	351	437	19.7%
	2001	93	318	411	22.6%
	2002	78	392	470	16.6%
	2003	54	318	372	14.5%
	2004	47	392	439	10.7%
	2005	30	225	255	11.8%
	2006	28	291	319	8.8%
	2007	9	118	127	7.1%
	2008	4	182	186	2.2%
	2009	2	36	38	5.3%
ST0001401 Total		911	4,139	5,050	18.0%
ST0001423	1988	0	8	8	0.0%
	1989	3	7	10	30.0%
	1990	6	11	17	35.3%
	1991	12	18	30	40.0%
	1992	6	19	25	24.0%
	1993	7	35	42	16.7%
	1994	8	39	47	17.0%
	1995	17	63	80	21.3%
	1996	42	115	157	26.8%
	1997	49	152	201	24.4%
	1998	58	171	229	25.3%
	1999	63	184	247	25.5%
	2000	84	200	284	29.6%
	2001	92	205	297	31.0%
	2002	82	309	391	21.0%
	2003	44	218	262	16.8%
	2004	57	334	391	14.6%
	2005	34	193	227	15.0%
	2006	34	339	373	9.1%
	2007	28	221	249	11.2%
	2008	39	430	469	8.3%
	2009	30	332	362	8.3%
ST0001423 Total		795	3,603	4,398	18.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001511	1988	1	26	27	3.7%
	1989	3	29	32	9.4%
	1990	4	31	35	11.4%
	1991	8	24	32	25.0%
	1992	5	41	46	10.9%
	1993	6	48	54	11.1%
	1994	6	65	71	8.5%
	1995	13	95	108	12.0%
	1996	13	95	108	12.0%
	1997	30	139	169	17.8%
	1998	36	194	230	15.7%
	1999	32	191	223	14.3%
	2000	31	157	188	16.5%
	2001	49	180	229	21.4%
	2002	41	431	472	8.7%
	2003	19	196	215	8.8%
	2004	23	511	534	4.3%
	2005	19	192	211	9.0%
	2006	20	448	468	4.3%
	2007	4	140	144	2.8%
	2008	8	431	439	1.8%
	2009	1	49	50	2.0%
ST0001511 Total		372	3,713	4,085	9.1%
ST0001519	1988	5	42	47	10.6%
	1989	5	45	50	10.0%
	1990	7	48	55	12.7%
	1991	4	52	56	7.1%
	1992	8	60	68	11.8%
	1993	13	83	96	13.5%
	1994	11	126	137	8.0%
	1995	6	173	179	3.4%
	1996	21	159	180	11.7%
	1997	34	213	247	13.8%
	1998	46	224	270	17.0%
	1999	31	235	266	11.7%
	2000	42	198	240	17.5%
	2001	29	219	248	11.7%
	2002	44	504	548	8.0%
	2003	14	182	196	7.1%
	2004	48	556	604	7.9%
	2005	18	165	183	9.8%
	2006	27	503	530	5.1%
	2007	8	132	140	5.7%
	2008	19	462	481	4.0%
	2009	10	76	86	11.6%
ST0001519 Total		450	4,457	4,907	9.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001594	1988	2	11	13	15.4%
	1989	6	15	21	28.6%
	1990	4	24	28	14.3%
	1991	5	28	33	15.2%
	1992	9	37	46	19.6%
	1993	19	69	88	21.6%
	1994	29	93	122	23.8%
	1995	23	112	135	17.0%
	1996	29	114	143	20.3%
	1997	42	176	218	19.3%
	1998	63	231	294	21.4%
	1999	66	226	292	22.6%
	2000	58	237	295	19.7%
	2001	91	259	350	26.0%
	2002	84	410	494	17.0%
	2003	35	257	292	12.0%
	2004	34	396	430	7.9%
	2005	26	187	213	12.2%
	2006	28	354	382	7.3%
	2007	8	163	171	4.7%
	2008	14	358	372	3.8%
	2009	5	72	77	6.5%
ST0001594 Total		680	3,829	4,509	15.1%
ST0001615	1988	2	6	8	25.0%
	1989	3	11	14	21.4%
	1990	3	8	11	27.3%
	1991	4	6	10	40.0%
	1992	4	10	14	28.6%
	1993	7	18	25	28.0%
	1994	5	39	44	11.4%
	1995	15	54	69	21.7%
	1996	17	41	58	29.3%
	1997	22	79	101	21.8%
	1998	33	84	117	28.2%
	1999	30	84	114	26.3%
	2000	32	99	131	24.4%
	2001	28	94	122	23.0%
	2002	42	205	247	17.0%
	2003	18	91	109	16.5%
	2004	16	200	216	7.4%
	2005	6	88	94	6.4%
	2006	13	208	221	5.9%
	2007	2	71	73	2.7%
	2008	2	153	155	1.3%
	2009	1	19	20	5.0%
ST0001615 Total		305	1,668	1,973	15.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001646	1988	5	22	27	18.5%
	1989	9	16	25	36.0%
	1990	4	22	26	15.4%
	1991	3	25	28	10.7%
	1992	5	31	36	13.9%
	1993	5	52	57	8.8%
	1994	9	74	83	10.8%
	1995	13	95	108	12.0%
	1996	20	107	127	15.7%
	1997	24	159	183	13.1%
	1998	25	169	194	12.9%
	1999	26	170	196	13.3%
	2000	32	182	214	15.0%
	2001	45	196	241	18.7%
	2002	50	384	434	11.5%
	2003	31	215	246	12.6%
	2004	44	408	452	9.7%
	2005	15	168	183	8.2%
	2006	19	388	407	4.7%
	2007	3	133	136	2.2%
	2008	4	314	318	1.3%
	2009	6	43	49	12.2%
ST0001646 Total		397	3,373	3,770	10.5%
ST0001660	1988	2	9	11	18.2%
	1989	1	11	12	8.3%
	1990	4	11	15	26.7%
	1991	4	16	20	20.0%
	1992	0	31	31	0.0%
	1993	8	29	37	21.6%
	1994	10	53	63	15.9%
	1995	15	70	85	17.6%
	1996	25	76	101	24.8%
	1997	32	121	153	20.9%
	1998	59	165	224	26.3%
	1999	40	198	238	16.8%
	2000	51	199	250	20.4%
	2001	69	228	297	23.2%
	2002	57	414	471	12.1%
	2003	39	246	285	13.7%
	2004	49	480	529	9.3%
	2005	33	278	311	10.6%
	2006	34	573	607	5.6%
	2007	14	283	297	4.7%
	2008	30	590	620	4.8%
	2009	15	156	171	8.8%
ST0001660 Total		591	4,237	4,828	12.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001662	1988	5	14	19	26.3%
	1989	3	29	32	9.4%
	1990	7	18	25	28.0%
	1991	17	28	45	37.8%
	1992	7	38	45	15.6%
	1993	16	54	70	22.9%
	1994	15	78	93	16.1%
	1995	13	101	114	11.4%
	1996	25	83	108	23.1%
	1997	37	141	178	20.8%
	1998	38	163	201	18.9%
	1999	29	181	210	13.8%
	2000	45	186	231	19.5%
	2001	33	193	226	14.6%
	2002	45	375	420	10.7%
	2003	32	188	220	14.5%
	2004	42	445	487	8.6%
	2005	16	223	239	6.7%
	2006	16	470	486	3.3%
	2007	7	172	179	3.9%
	2008	4	421	425	0.9%
	2009	1	60	61	1.6%
ST0001662 Total		453	3,661	4,114	11.0%
ST0001679	1988	7	37	44	15.9%
	1989	5	37	42	11.9%
	1990	13	44	57	22.8%
	1991	4	45	49	8.2%
	1992	10	61	71	14.1%
	1993	21	106	127	16.5%
	1994	24	121	145	16.6%
	1995	35	184	219	16.0%
	1996	43	203	246	17.5%
	1997	34	286	320	10.6%
	1998	65	381	446	14.6%
	1999	52	403	455	11.4%
	2000	63	410	473	13.3%
	2001	88	450	538	16.4%
	2002	77	784	861	8.9%
	2003	51	377	428	11.9%
	2004	46	813	859	5.4%
	2005	28	279	307	9.1%
	2006	37	695	732	5.1%
	2007	11	196	207	5.3%
	2008	12	612	624	1.9%
	2009	0	33	33	0.0%
ST0001679 Total		726	6,557	7,283	10.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001692	1988	2	2	4	50.0%
	1989	1	8	9	11.1%
	1990	0	4	4	0.0%
	1991	0	9	9	0.0%
	1992	1	8	9	11.1%
	1993	0	9	9	0.0%
	1994	4	15	19	21.1%
	1995	7	23	30	23.3%
	1996	2	19	21	9.5%
	1997	2	34	36	5.6%
	1998	5	32	37	13.5%
	1999	6	29	35	17.1%
	2000	10	31	41	24.4%
	2001	7	40	47	14.9%
	2002	9	92	101	8.9%
	2003	2	36	38	5.3%
	2004	8	100	108	7.4%
	2005	2	44	46	4.3%
	2006	4	105	109	3.7%
	2007	1	37	38	2.6%
	2008	3	94	97	3.1%
	2009	0	13	13	0.0%
ST0001692 Total		76	784	860	8.8%
ST0001704	1988	8	21	29	27.6%
	1989	5	31	36	13.9%
	1990	7	30	37	18.9%
	1991	2	24	26	7.7%
	1992	13	46	59	22.0%
	1993	8	59	67	11.9%
	1994	8	83	91	8.8%
	1995	9	122	131	6.9%
	1996	16	98	114	14.0%
	1997	27	121	148	18.2%
	1998	30	177	207	14.5%
	1999	18	189	207	8.7%
	2000	28	150	178	15.7%
	2001	32	158	190	16.8%
	2002	42	428	470	8.9%
	2003	20	178	198	10.1%
	2004	40	487	527	7.6%
	2005	11	147	158	7.0%
	2006	15	443	458	3.3%
	2007	5	118	123	4.1%
	2008	6	377	383	1.6%
	2009	1	28	29	3.4%
ST0001704 Total		351	3,515	3,866	9.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001725	1988	2	14	16	12.5%
	1989	7	12	19	36.8%
	1990	0	18	18	0.0%
	1991	4	22	26	15.4%
	1992	3	21	24	12.5%
	1993	4	47	51	7.8%
	1994	8	51	59	13.6%
	1995	5	58	63	7.9%
	1996	10	88	98	10.2%
	1997	28	139	167	16.8%
	1998	31	182	213	14.6%
	1999	36	210	246	14.6%
	2000	29	130	159	18.2%
	2001	35	172	207	16.9%
	2002	51	459	510	10.0%
	2003	20	173	193	10.4%
	2004	35	468	503	7.0%
	2005	15	145	160	9.4%
	2006	26	459	485	5.4%
	2007	8	121	129	6.2%
	2008	7	409	416	1.7%
	2009	0	21	21	0.0%
ST0001725 Total		364	3,419	3,783	9.6%
ST0001730	1988	2	6	8	25.0%
	1989	2	3	5	40.0%
	1990	0	8	8	0.0%
	1991	0	5	5	0.0%
	1992	6	8	14	42.9%
	1993	1	16	17	5.9%
	1994	1	18	19	5.3%
	1995	3	30	33	9.1%
	1996	9	19	28	32.1%
	1997	9	39	48	18.8%
	1998	12	36	48	25.0%
	1999	11	46	57	19.3%
	2000	5	47	52	9.6%
	2001	9	46	55	16.4%
	2002	19	121	140	13.6%
	2003	7	52	59	11.9%
	2004	14	116	130	10.8%
	2005	5	43	48	10.4%
	2006	6	138	144	4.2%
	2007	2	40	42	4.8%
	2008	1	109	110	0.9%
	2009	0	12	12	0.0%
ST0001730 Total		124	958	1,082	11.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001767	1988	4	17	21	19.0%
	1989	5	19	24	20.8%
	1990	2	29	31	6.5%
	1991	11	30	41	26.8%
	1992	12	38	50	24.0%
	1993	14	66	80	17.5%
	1994	23	97	120	19.2%
	1995	33	152	185	17.8%
	1996	46	143	189	24.3%
	1997	51	237	288	17.7%
	1998	80	273	353	22.7%
	1999	69	308	377	18.3%
	2000	59	304	363	16.3%
	2001	77	299	376	20.5%
	2002	93	599	692	13.4%
	2003	57	340	397	14.4%
	2004	75	806	881	8.5%
	2005	45	312	357	12.6%
	2006	53	766	819	6.5%
	2007	12	309	321	3.7%
	2008	14	726	740	1.9%
	2009	2	78	80	2.5%
ST0001767 Total		837	5,948	6,785	12.3%
ST0001790	1988	1	4	5	20.0%
	1989	1	9	10	10.0%
	1990	0	3	3	0.0%
	1991	1	6	7	14.3%
	1992	3	11	14	21.4%
	1993	2	17	19	10.5%
	1994	0	30	30	0.0%
	1995	5	32	37	13.5%
	1996	18	78	96	18.8%
	1997	27	98	125	21.6%
	1998	29	137	166	17.5%
	1999	29	154	183	15.8%
	2000	39	169	208	18.8%
	2001	37	204	241	15.4%
	2002	44	392	436	10.1%
	2003	29	192	221	13.1%
	2004	37	489	526	7.0%
	2005	14	196	210	6.7%
	2006	21	483	504	4.2%
	2007	10	190	200	5.0%
	2008	9	441	450	2.0%
	2009	1	27	28	3.6%
ST0001790 Total		357	3,362	3,719	9.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001797	1988	3	9	12	25.0%
	1989	0	5	5	0.0%
	1990	1	7	8	12.5%
	1991	1	11	12	8.3%
	1992	2	15	17	11.8%
	1993	0	16	16	0.0%
	1994	1	21	22	4.5%
	1995	2	28	30	6.7%
	1996	11	35	46	23.9%
	1997	7	42	49	14.3%
	1998	8	55	63	12.7%
	1999	7	55	62	11.3%
	2000	9	49	58	15.5%
	2001	9	53	62	14.5%
	2002	18	139	157	11.5%
	2003	5	52	57	8.8%
	2004	6	169	175	3.4%
	2005	6	66	72	8.3%
	2006	5	137	142	3.5%
	2007	3	51	54	5.6%
	2008	3	129	132	2.3%
	2009	0	6	6	0.0%
ST0001797 Total		107	1,150	1,257	8.5%
ST0001799	1988	6	20	26	23.1%
	1989	0	18	18	0.0%
	1990	3	24	27	11.1%
	1991	2	28	30	6.7%
	1992	10	31	41	24.4%
	1993	8	57	65	12.3%
	1994	6	76	82	7.3%
	1995	14	101	115	12.2%
	1996	13	77	90	14.4%
	1997	18	117	135	13.3%
	1998	28	153	181	15.5%
	1999	27	152	179	15.1%
	2000	21	164	185	11.4%
	2001	23	162	185	12.4%
	2002	38	439	477	8.0%
	2003	23	167	190	12.1%
	2004	29	505	534	5.4%
	2005	11	182	193	5.7%
	2006	21	523	544	3.9%
	2007	4	155	159	2.5%
	2008	13	464	477	2.7%
	2009	3	52	55	5.5%
ST0001799 Total		321	3,667	3,988	8.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001805	1988	21	41	62	33.9%
	1989	20	46	66	30.3%
	1990	21	58	79	26.6%
	1991	15	57	72	20.8%
	1992	23	69	92	25.0%
	1993	18	109	127	14.2%
	1994	33	146	179	18.4%
	1995	46	217	263	17.5%
	1996	41	216	257	16.0%
	1997	86	336	422	20.4%
	1998	73	421	494	14.8%
	1999	74	388	462	16.0%
	2000	94	385	479	19.6%
	2001	95	412	507	18.7%
	2002	101	783	884	11.4%
	2003	57	411	468	12.2%
	2004	94	902	996	9.4%
	2005	46	358	404	11.4%
	2006	46	804	850	5.4%
	2007	11	231	242	4.5%
	2008	16	743	759	2.1%
	2009	1	57	58	1.7%
ST0001805 Total		1,032	7,190	8,222	12.6%
ST0001825	1988	4	35	39	10.3%
	1989	16	32	48	33.3%
	1990	9	34	43	20.9%
	1991	9	42	51	17.6%
	1992	8	64	72	11.1%
	1993	22	83	105	21.0%
	1994	17	120	137	12.4%
	1995	28	157	185	15.1%
	1996	28	186	214	13.1%
	1997	46	231	277	16.6%
	1998	51	240	291	17.5%
	1999	53	271	324	16.4%
	2000	46	283	329	14.0%
	2001	47	243	290	16.2%
	2002	88	639	727	12.1%
	2003	52	307	359	14.5%
	2004	65	744	809	8.0%
	2005	25	250	275	9.1%
	2006	47	679	726	6.5%
	2007	10	222	232	4.3%
	2008	19	647	666	2.9%
	2009	0	42	42	0.0%
ST0001825 Total		690	5,551	6,241	11.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001845	1988	0	4	4	0.0%
	1989	4	7	11	36.4%
	1990	3	4	7	42.9%
	1991	1	6	7	14.3%
	1992	2	5	7	28.6%
	1993	3	12	15	20.0%
	1994	3	14	17	17.6%
	1995	6	21	27	22.2%
	1996	3	18	21	14.3%
	1997	10	26	36	27.8%
	1998	8	29	37	21.6%
	1999	6	33	39	15.4%
	2000	15	52	67	22.4%
	2001	14	63	77	18.2%
	2002	16	104	120	13.3%
	2003	5	60	65	7.7%
	2004	8	172	180	4.4%
	2005	14	105	119	11.8%
	2006	11	173	184	6.0%
	2007	6	103	109	5.5%
	2008	7	196	203	3.4%
	2009	1	46	47	2.1%
ST0001845 Total		146	1,253	1,399	10.4%
ST0001876	1988	7	41	48	14.6%
	1989	11	49	60	18.3%
	1990	8	54	62	12.9%
	1991	9	57	66	13.6%
	1992	10	70	80	12.5%
	1993	16	100	116	13.8%
	1994	18	171	189	9.5%
	1995	22	207	229	9.6%
	1996	46	236	282	16.3%
	1997	75	324	399	18.8%
	1998	91	459	550	16.5%
	1999	96	468	564	17.0%
	2000	94	396	490	19.2%
	2001	91	432	523	17.4%
	2002	137	1,029	1,166	11.7%
	2003	69	409	478	14.4%
	2004	86	1,079	1,165	7.4%
	2005	40	359	399	10.0%
	2006	57	990	1,047	5.4%
	2007	11	255	266	4.1%
	2008	28	971	999	2.8%
	2009	2	37	39	5.1%
ST0001876 Total		1,024	8,193	9,217	11.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001889	1988	8	21	29	27.6%
	1989	9	26	35	25.7%
	1990	4	25	29	13.8%
	1991	5	30	35	14.3%
	1992	7	33	40	17.5%
	1993	3	51	54	5.6%
	1994	11	89	100	11.0%
	1995	10	123	133	7.5%
	1996	26	130	156	16.7%
	1997	39	168	207	18.8%
	1998	32	241	273	11.7%
	1999	34	257	291	11.7%
	2000	46	302	348	13.2%
	2001	58	370	428	13.6%
	2002	69	749	818	8.4%
	2003	62	681	743	8.3%
	2004	95	1,301	1,396	6.8%
	2005	65	963	1,028	6.3%
	2006	66	1,245	1,311	5.0%
	2007	28	855	883	3.2%
	2008	27	987	1,014	2.7%
	2009	10	379	389	2.6%
ST0001889 Total		714	9,026	9,740	7.3%
ST0001896	1988	6	19	25	24.0%
	1989	2	23	25	8.0%
	1990	4	13	17	23.5%
	1991	3	20	23	13.0%
	1992	0	26	26	0.0%
	1993	4	40	44	9.1%
	1994	12	54	66	18.2%
	1995	11	66	77	14.3%
	1996	12	75	87	13.8%
	1997	22	107	129	17.1%
	1998	26	161	187	13.9%
	1999	27	185	212	12.7%
	2000	14	179	193	7.3%
	2001	24	220	244	9.8%
	2002	39	425	464	8.4%
	2003	21	225	246	8.5%
	2004	19	490	509	3.7%
	2005	20	189	209	9.6%
	2006	22	432	454	4.8%
	2007	10	181	191	5.2%
	2008	11	437	448	2.5%
	2009	14	105	119	11.8%
ST0001896 Total		323	3,672	3,995	8.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001944	1988	6	27	33	18.2%
	1989	6	35	41	14.6%
	1990	8	34	42	19.0%
	1991	8	30	38	21.1%
	1992	8	55	63	12.7%
	1993	19	75	94	20.2%
	1994	10	68	78	12.8%
	1995	25	149	174	14.4%
	1996	19	144	163	11.7%
	1997	27	204	231	11.7%
	1998	31	261	292	10.6%
	1999	48	296	344	14.0%
	2000	42	248	290	14.5%
	2001	56	305	361	15.5%
	2002	85	739	824	10.3%
	2003	37	339	376	9.8%
	2004	43	865	908	4.7%
	2005	24	335	359	6.7%
	2006	39	905	944	4.1%
	2007	12	286	298	4.0%
	2008	16	911	927	1.7%
	2009	4	75	79	5.1%
ST0001944 Total		573	6,386	6,959	8.2%
ST0001969	1988	1	7	8	12.5%
	1989	0	3	3	0.0%
	1990	2	3	5	40.0%
	1991	1	8	9	11.1%
	1992	2	12	14	14.3%
	1993	3	12	15	20.0%
	1994	1	28	29	3.4%
	1995	1	34	35	2.9%
	1996	13	54	67	19.4%
	1997	13	75	88	14.8%
	1998	16	98	114	14.0%
	1999	12	123	135	8.9%
	2000	11	92	103	10.7%
	2001	17	100	117	14.5%
	2002	37	391	428	8.6%
	2003	17	144	161	10.6%
	2004	25	457	482	5.2%
	2005	10	143	153	6.5%
	2006	14	509	523	2.7%
	2007	4	135	139	2.9%
	2008	7	494	501	1.4%
	2009	2	37	39	5.1%
ST0001969 Total		209	2,959	3,168	6.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001970	1988	5	10	15	33.3%
	1989	7	23	30	23.3%
	1990	5	20	25	20.0%
	1991	7	29	36	19.4%
	1992	8	40	48	16.7%
	1993	8	47	55	14.5%
	1994	7	46	53	13.2%
	1995	13	84	97	13.4%
	1996	5	76	81	6.2%
	1997	22	118	140	15.7%
	1998	22	141	163	13.5%
	1999	23	190	213	10.8%
	2000	20	139	159	12.6%
	2001	27	163	190	14.2%
	2002	53	560	613	8.6%
	2003	20	236	256	7.8%
	2004	33	706	739	4.5%
	2005	12	221	233	5.2%
	2006	21	683	704	3.0%
	2007	9	251	260	3.5%
	2008	12	733	745	1.6%
	2009	2	81	83	2.4%
ST0001970 Total		341	4,597	4,938	6.9%
ST0002018	1988	2	5	7	28.6%
	1989	1	11	12	8.3%
	1990	6	8	14	42.9%
	1991	1	12	13	7.7%
	1992	3	8	11	27.3%
	1993	1	15	16	6.3%
	1994	1	25	26	3.8%
	1995	2	32	34	5.9%
	1996	4	55	59	6.8%
	1997	14	82	96	14.6%
	1998	15	98	113	13.3%
	1999	21	104	125	16.8%
	2000	13	90	103	12.6%
	2001	9	102	111	8.1%
	2002	31	261	292	10.6%
	2003	7	87	94	7.4%
	2004	15	251	266	5.6%
	2005	10	94	104	9.6%
	2006	7	238	245	2.9%
	2007	0	75	75	0.0%
	2008	2	236	238	0.8%
	2009	0	18	18	0.0%
ST0002018 Total		165	1,907	2,072	8.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002020	1988	5	4	9	55.6%
	1989	3	5	8	37.5%
	1990	1	4	5	20.0%
	1991	2	6	8	25.0%
	1992	1	8	9	11.1%
	1993	3	15	18	16.7%
	1994	4	23	27	14.8%
	1995	5	32	37	13.5%
	1996	4	24	28	14.3%
	1997	6	46	52	11.5%
	1998	8	65	73	11.0%
	1999	6	75	81	7.4%
	2000	17	75	92	18.5%
	2001	15	85	100	15.0%
	2002	12	227	239	5.0%
	2003	15	122	137	10.9%
	2004	22	339	361	6.1%
	2005	4	113	117	3.4%
	2006	19	367	386	4.9%
	2007	3	142	145	2.1%
	2008	5	393	398	1.3%
	2009	0	25	25	0.0%
ST0002020 Total		160	2,195	2,355	6.8%
ST0002026	1988	5	17	22	22.7%
	1989	4	15	19	21.1%
	1990	3	8	11	27.3%
	1991	4	14	18	22.2%
	1992	7	22	29	24.1%
	1993	4	25	29	13.8%
	1994	11	50	61	18.0%
	1995	9	61	70	12.9%
	1996	10	69	79	12.7%
	1997	9	74	83	10.8%
	1998	24	109	133	18.0%
	1999	15	94	109	13.8%
	2000	14	101	115	12.2%
	2001	23	99	122	18.9%
	2002	36	253	289	12.5%
	2003	15	118	133	11.3%
	2004	26	297	323	8.0%
	2005	5	84	89	5.6%
	2006	12	262	274	4.4%
	2007	9	104	113	8.0%
	2008	7	260	267	2.6%
	2009	0	18	18	0.0%
ST0002026 Total		252	2,154	2,406	10.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002060	1988	11	25	36	30.6%
	1989	9	24	33	27.3%
	1990	10	22	32	31.3%
	1991	8	29	37	21.6%
	1992	4	33	37	10.8%
	1993	18	35	53	34.0%
	1994	17	61	78	21.8%
	1995	10	85	95	10.5%
	1996	22	99	121	18.2%
	1997	24	134	158	15.2%
	1998	36	179	215	16.7%
	1999	38	191	229	16.6%
	2000	33	163	196	16.8%
	2001	26	167	193	13.5%
	2002	57	487	544	10.5%
	2003	27	186	213	12.7%
	2004	33	517	550	6.0%
	2005	16	181	197	8.1%
	2006	33	535	568	5.8%
	2007	10	175	185	5.4%
	2008	9	487	496	1.8%
	2009	1	79	80	1.3%
ST0002060 Total		452	3,894	4,346	10.4%
ST0002070	1988	1	4	5	20.0%
	1989	1	6	7	14.3%
	1990	1	6	7	14.3%
	1991	1	4	5	20.0%
	1992	0	8	8	0.0%
	1993	2	8	10	20.0%
	1994	9	17	26	34.6%
	1995	2	23	25	8.0%
	1996	4	33	37	10.8%
	1997	12	35	47	25.5%
	1998	11	50	61	18.0%
	1999	14	52	66	21.2%
	2000	18	63	81	22.2%
	2001	17	75	92	18.5%
	2002	26	176	202	12.9%
	2003	12	89	101	11.9%
	2004	21	226	247	8.5%
	2005	12	105	117	10.3%
	2006	15	272	287	5.2%
	2007	2	103	105	1.9%
	2008	4	263	267	1.5%
	2009	1	22	23	4.3%
ST0002070 Total		186	1,640	1,826	10.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002120	1988	3	19	22	13.6%
	1989	8	24	32	25.0%
	1990	2	16	18	11.1%
	1991	5	24	29	17.2%
	1992	7	20	27	25.9%
	1993	2	29	31	6.5%
	1994	10	37	47	21.3%
	1995	13	64	77	16.9%
	1996	9	65	74	12.2%
	1997	12	88	100	12.0%
	1998	16	106	122	13.1%
	1999	16	116	132	12.1%
	2000	17	123	140	12.1%
	2001	22	142	164	13.4%
	2002	31	373	404	7.7%
	2003	17	143	160	10.6%
	2004	24	474	498	4.8%
	2005	12	151	163	7.4%
	2006	11	483	494	2.2%
	2007	6	168	174	3.4%
	2008	14	571	585	2.4%
	2009	0	45	45	0.0%
ST0002120 Total		257	3,281	3,538	7.3%
ST0002133	1988	6	18	24	25.0%
	1989	17	18	35	48.6%
	1990	9	28	37	24.3%
	1991	5	24	29	17.2%
	1992	4	31	35	11.4%
	1993	11	51	62	17.7%
	1994	18	59	77	23.4%
	1995	10	98	108	9.3%
	1996	19	90	109	17.4%
	1997	24	147	171	14.0%
	1998	45	201	246	18.3%
	1999	43	241	284	15.1%
	2000	38	170	208	18.3%
	2001	65	246	311	20.9%
	2002	67	568	635	10.6%
	2003	41	260	301	13.6%
	2004	57	694	751	7.6%
	2005	24	261	285	8.4%
	2006	39	682	721	5.4%
	2007	17	240	257	6.6%
	2008	32	717	749	4.3%
	2009	6	79	85	7.1%
ST0002133 Total		597	4,923	5,520	10.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002141	1988	3	8	11	27.3%
	1989	5	13	18	27.8%
	1990	8	20	28	28.6%
	1991	2	18	20	10.0%
	1992	9	22	31	29.0%
	1993	5	21	26	19.2%
	1994	6	35	41	14.6%
	1995	3	56	59	5.1%
	1996	10	58	68	14.7%
	1997	13	78	91	14.3%
	1998	16	97	113	14.2%
	1999	17	137	154	11.0%
	2000	27	116	143	18.9%
	2001	31	145	176	17.6%
	2002	45	344	389	11.6%
	2003	20	172	192	10.4%
	2004	40	467	507	7.9%
	2005	10	139	149	6.7%
	2006	14	466	480	2.9%
	2007	7	151	158	4.4%
	2008	4	486	490	0.8%
	2009	1	35	36	2.8%
ST0002141 Total		296	3,084	3,380	8.8%
ST0002149	1988	1	11	12	8.3%
	1989	2	15	17	11.8%
	1990	4	13	17	23.5%
	1991	5	29	34	14.7%
	1992	4	30	34	11.8%
	1993	14	31	45	31.1%
	1994	10	44	54	18.5%
	1995	18	66	84	21.4%
	1996	8	68	76	10.5%
	1997	16	78	94	17.0%
	1998	27	119	146	18.5%
	1999	28	123	151	18.5%
	2000	33	127	160	20.6%
	2001	28	125	153	18.3%
	2002	32	240	272	11.8%
	2003	33	155	188	17.6%
	2004	27	301	328	8.2%
	2005	14	116	130	10.8%
	2006	18	311	329	5.5%
	2007	13	146	159	8.2%
	2008	24	341	365	6.6%
	2009	7	67	74	9.5%
ST0002149 Total		366	2,556	2,922	12.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002153	1988	3	20	23	13.0%
	1989	2	31	33	6.1%
	1990	2	24	26	7.7%
	1991	4	23	27	14.8%
	1992	12	32	44	27.3%
	1993	14	55	69	20.3%
	1994	3	65	68	4.4%
	1995	14	93	107	13.1%
	1996	14	100	114	12.3%
	1997	21	122	143	14.7%
	1998	25	211	236	10.6%
	1999	18	192	210	8.6%
	2000	25	163	188	13.3%
	2001	46	181	227	20.3%
	2002	59	540	599	9.8%
	2003	32	208	240	13.3%
	2004	38	636	674	5.6%
	2005	9	189	198	4.5%
	2006	22	596	618	3.6%
	2007	5	173	178	2.8%
	2008	10	619	629	1.6%
	2009	2	38	40	5.0%
ST0002153 Total		380	4,311	4,691	8.1%
ST0002181	1988	8	30	38	21.1%
	1989	6	30	36	16.7%
	1990	11	38	49	22.4%
	1991	8	48	56	14.3%
	1992	8	45	53	15.1%
	1993	11	85	96	11.5%
	1994	14	83	97	14.4%
	1995	8	123	131	6.1%
	1996	28	122	150	18.7%
	1997	35	212	247	14.2%
	1998	43	294	337	12.8%
	1999	55	331	386	14.2%
	2000	33	250	283	11.7%
	2001	53	295	348	15.2%
	2002	95	819	914	10.4%
	2003	45	345	390	11.5%
	2004	70	995	1,065	6.6%
	2005	28	323	351	8.0%
	2006	49	1,011	1,060	4.6%
	2007	8	295	303	2.6%
	2008	23	965	988	2.3%
	2009	2	68	70	2.9%
ST0002181 Total		641	6,807	7,448	8.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002233	1988	8	22	30	26.7%
	1989	9	24	33	27.3%
	1990	5	33	38	13.2%
	1991	21	40	61	34.4%
	1992	16	48	64	25.0%
	1993	32	88	120	26.7%
	1994	28	87	115	24.3%
	1995	26	117	143	18.2%
	1996	44	168	212	20.8%
	1997	64	249	313	20.4%
	1998	73	248	321	22.7%
	1999	51	275	326	15.6%
	2000	92	294	386	23.8%
	2001	86	308	394	21.8%
	2002	100	637	737	13.6%
	2003	51	345	396	12.9%
	2004	67	612	679	9.9%
	2005	47	306	353	13.3%
	2006	39	547	586	6.7%
	2007	17	212	229	7.4%
	2008	10	472	482	2.1%
	2009	7	79	86	8.1%
ST0002233 Total		893	5,211	6,104	14.6%
ST0002267	1988	5	9	14	35.7%
	1989	0	15	15	0.0%
	1990	4	7	11	36.4%
	1991	2	14	16	12.5%
	1992	3	29	32	9.4%
	1993	8	14	22	36.4%
	1994	4	44	48	8.3%
	1995	2	41	43	4.7%
	1996	9	40	49	18.4%
	1997	7	57	64	10.9%
	1998	11	87	98	11.2%
	1999	24	94	118	20.3%
	2000	20	78	98	20.4%
	2001	32	90	122	26.2%
	2002	29	238	267	10.9%
	2003	22	118	140	15.7%
	2004	23	289	312	7.4%
	2005	10	105	115	8.7%
	2006	13	289	302	4.3%
	2007	11	118	129	8.5%
	2008	21	430	451	4.7%
	2009	9	163	172	5.2%
ST0002267 Total		269	2,369	2,638	10.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002280	1988	0	3	3	0.0%
	1989	2	5	7	28.6%
	1990	1	4	5	20.0%
	1991	0	4	4	0.0%
	1992	0	4	4	0.0%
	1993	1	10	11	9.1%
	1994	3	14	17	17.6%
	1995	2	19	21	9.5%
	1996	2	19	21	9.5%
	1997	9	31	40	22.5%
	1998	2	33	35	5.7%
	1999	10	51	61	16.4%
	2000	5	50	55	9.1%
	2001	7	36	43	16.3%
	2002	9	85	94	9.6%
	2003	7	43	50	14.0%
	2004	6	95	101	5.9%
	2005	3	49	52	5.8%
	2006	2	96	98	2.0%
	2007	1	28	29	3.4%
	2008	2	104	106	1.9%
	2009	0	2	2	0.0%
ST0002280 Total		74	785	859	8.6%
ST0002330	1988	5	21	26	19.2%
	1989	5	21	26	19.2%
	1990	5	17	22	22.7%
	1991	4	17	21	19.0%
	1992	7	28	35	20.0%
	1993	1	40	41	2.4%
	1994	6	56	62	9.7%
	1995	2	74	76	2.6%
	1996	15	85	100	15.0%
	1997	24	128	152	15.8%
	1998	30	144	174	17.2%
	1999	23	152	175	13.1%
	2000	17	138	155	11.0%
	2001	36	160	196	18.4%
	2002	54	388	442	12.2%
	2003	27	181	208	13.0%
	2004	34	506	540	6.3%
	2005	17	169	186	9.1%
	2006	23	490	513	4.5%
	2007	8	127	135	5.9%
	2008	11	444	455	2.4%
	2009	2	23	25	8.0%
ST0002330 Total		356	3,409	3,765	9.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002358	1988	0	3	3	0.0%
	1989	1	2	3	33.3%
	1990	1	6	7	14.3%
	1991	2	6	8	25.0%
	1992	1	6	7	14.3%
	1993	8	3	11	72.7%
	1994	2	16	18	11.1%
	1995	1	14	15	6.7%
	1996	6	41	47	12.8%
	1997	12	23	35	34.3%
	1998	13	52	65	20.0%
	1999	10	42	52	19.2%
	2000	10	49	59	16.9%
	2001	6	54	60	10.0%
	2002	13	122	135	9.6%
	2003	13	53	66	19.7%
	2004	23	159	182	12.6%
	2005	7	73	80	8.8%
	2006	10	171	181	5.5%
	2007	3	74	77	3.9%
	2008	1	166	167	0.6%
	2009	0	11	11	0.0%
ST0002358 Total		143	1,146	1,289	11.1%
ST0002365	1988	6	11	17	35.3%
	1989	7	15	22	31.8%
	1990	6	20	26	23.1%
	1991	8	26	34	23.5%
	1992	7	21	28	25.0%
	1993	3	39	42	7.1%
	1994	10	56	66	15.2%
	1995	23	103	126	18.3%
	1996	17	98	115	14.8%
	1997	31	148	179	17.3%
	1998	35	163	198	17.7%
	1999	40	175	215	18.6%
	2000	47	181	228	20.6%
	2001	41	159	200	20.5%
	2002	44	447	491	9.0%
	2003	27	201	228	11.8%
	2004	42	503	545	7.7%
	2005	14	193	207	6.8%
	2006	29	447	476	6.1%
	2007	14	166	180	7.8%
	2008	13	431	444	2.9%
	2009	1	35	36	2.8%
ST0002365 Total		465	3,638	4,103	11.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002373	1988	11	30	41	26.8%
	1989	7	35	42	16.7%
	1990	5	34	39	12.8%
	1991	8	36	44	18.2%
	1992	19	63	82	23.2%
	1993	14	69	83	16.9%
	1994	17	116	133	12.8%
	1995	10	120	130	7.7%
	1996	31	149	180	17.2%
	1997	31	213	244	12.7%
	1998	35	251	286	12.2%
	1999	44	280	324	13.6%
	2000	51	220	271	18.8%
	2001	55	247	302	18.2%
	2002	72	695	767	9.4%
	2003	32	279	311	10.3%
	2004	62	809	871	7.1%
	2005	25	232	257	9.7%
	2006	46	685	731	6.3%
	2007	10	212	222	4.5%
	2008	16	621	637	2.5%
	2009	0	35	35	0.0%
ST0002373 Total		601	5,431	6,032	10.0%
ST0002380	1988	2	16	18	11.1%
	1989	1	12	13	7.7%
	1990	3	9	12	25.0%
	1991	3	13	16	18.8%
	1992	3	23	26	11.5%
	1993	8	27	35	22.9%
	1994	10	49	59	16.9%
	1995	5	55	60	8.3%
	1996	9	54	63	14.3%
	1997	15	84	99	15.2%
	1998	22	101	123	17.9%
	1999	12	114	126	9.5%
	2000	20	96	116	17.2%
	2001	19	107	126	15.1%
	2002	24	276	300	8.0%
	2003	11	116	127	8.7%
	2004	29	328	357	8.1%
	2005	8	120	128	6.3%
	2006	14	305	319	4.4%
	2007	2	85	87	2.3%
	2008	3	329	332	0.9%
	2009	0	9	9	0.0%
ST0002380 Total		223	2,328	2,551	8.7%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002419	1988	4	23	27	14.8%
	1989	15	28	43	34.9%
	1990	4	23	27	14.8%
	1991	6	33	39	15.4%
	1992	7	39	46	15.2%
	1993	10	52	62	16.1%
	1994	8	74	82	9.8%
	1995	19	87	106	17.9%
	1996	14	101	115	12.2%
	1997	14	153	167	8.4%
	1998	28	189	217	12.9%
	1999	30	246	276	10.9%
	2000	41	191	232	17.7%
	2001	44	235	279	15.8%
	2002	58	548	606	9.6%
	2003	42	244	286	14.7%
	2004	53	639	692	7.7%
	2005	26	230	256	10.2%
	2006	56	655	711	7.9%
	2007	29	257	286	10.1%
	2008	44	688	732	6.0%
	2009	29	258	287	10.1%
ST0002419 Total		581	4,993	5,574	10.4%
ST0002467	1988	5	18	23	21.7%
	1989	7	13	20	35.0%
	1990	2	9	11	18.2%
	1991	3	16	19	15.8%
	1992	3	20	23	13.0%
	1993	5	25	30	16.7%
	1994	6	29	35	17.1%
	1995	10	55	65	15.4%
	1996	8	49	57	14.0%
	1997	20	72	92	21.7%
	1998	14	101	115	12.2%
	1999	24	110	134	17.9%
	2000	13	124	137	9.5%
	2001	31	141	172	18.0%
	2002	30	280	310	9.7%
	2003	14	149	163	8.6%
	2004	30	354	384	7.8%
	2005	12	174	186	6.5%
	2006	25	406	431	5.8%
	2007	27	190	217	12.4%
	2008	24	501	525	4.6%
	2009	59	346	405	14.6%
ST0002467 Total		372	3,182	3,554	10.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002493	1988	9	29	38	23.7%
	1989	7	25	32	21.9%
	1990	1	21	22	4.5%
	1991	13	39	52	25.0%
	1992	9	44	53	17.0%
	1993	19	59	78	24.4%
	1994	16	77	93	17.2%
	1995	17	120	137	12.4%
	1996	16	132	148	10.8%
	1997	32	199	231	13.9%
	1998	32	232	264	12.1%
	1999	45	285	330	13.6%
	2000	32	263	295	10.8%
	2001	43	258	301	14.3%
	2002	66	795	861	7.7%
	2003	36	339	375	9.6%
	2004	59	1,008	1,067	5.5%
	2005	17	324	341	5.0%
	2006	35	1,009	1,044	3.4%
	2007	6	262	268	2.2%
	2008	21	1,037	1,058	2.0%
	2009	1	57	58	1.7%
ST0002493 Total		532	6,614	7,146	7.4%
ST0002540	1988	2	8	10	20.0%
	1989	1	8	9	11.1%
	1990	3	16	19	15.8%
	1991	6	15	21	28.6%
	1992	3	34	37	8.1%
	1993	0	32	32	0.0%
	1994	6	54	60	10.0%
	1995	7	67	74	9.5%
	1996	8	74	82	9.8%
	1997	21	106	127	16.5%
	1998	21	131	152	13.8%
	1999	18	152	170	10.6%
	2000	12	100	112	10.7%
	2001	27	119	146	18.5%
	2002	38	365	403	9.4%
	2003	19	165	184	10.3%
	2004	24	405	429	5.6%
	2005	13	176	189	6.9%
	2006	25	433	458	5.5%
	2007	10	153	163	6.1%
	2008	17	450	467	3.6%
	2009	2	64	66	3.0%
ST0002540 Total		283	3,127	3,410	8.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002560	1988	2	17	19	10.5%
	1989	7	15	22	31.8%
	1990	2	23	25	8.0%
	1991	5	27	32	15.6%
	1992	3	31	34	8.8%
	1993	13	46	59	22.0%
	1994	11	48	59	18.6%
	1995	7	91	98	7.1%
	1996	13	107	120	10.8%
	1997	23	140	163	14.1%
	1998	24	176	200	12.0%
	1999	48	230	278	17.3%
	2000	33	196	229	14.4%
	2001	54	219	273	19.8%
	2002	67	660	727	9.2%
	2003	21	247	268	7.8%
	2004	54	780	834	6.5%
	2005	21	240	261	8.0%
	2006	36	791	827	4.4%
	2007	22	257	279	7.9%
	2008	28	877	905	3.1%
	2009	30	166	196	15.3%
ST0002560 Total		524	5,384	5,908	8.9%
ST0002573	1988	2	13	15	13.3%
	1989	4	29	33	12.1%
	1990	3	20	23	13.0%
	1991	8	17	25	32.0%
	1992	5	36	41	12.2%
	1993	9	40	49	18.4%
	1994	8	58	66	12.1%
	1995	6	86	92	6.5%
	1996	9	65	74	12.2%
	1997	17	125	142	12.0%
	1998	23	124	147	15.6%
	1999	21	146	167	12.6%
	2000	27	136	163	16.6%
	2001	34	145	179	19.0%
	2002	60	362	422	14.2%
	2003	24	163	187	12.8%
	2004	37	449	486	7.6%
	2005	12	157	169	7.1%
	2006	26	396	422	6.2%
	2007	9	137	146	6.2%
	2008	14	382	396	3.5%
	2009	1	41	42	2.4%
ST0002573 Total		359	3,127	3,486	10.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002578	1988	1	5	6	16.7%
	1989	3	6	9	33.3%
	1990	1	6	7	14.3%
	1991	4	13	17	23.5%
	1992	1	9	10	10.0%
	1993	3	14	17	17.6%
	1994	4	27	31	12.9%
	1995	3	25	28	10.7%
	1996	9	28	37	24.3%
	1997	6	46	52	11.5%
	1998	9	75	84	10.7%
	1999	19	83	102	18.6%
	2000	21	84	105	20.0%
	2001	28	95	123	22.8%
	2002	36	239	275	13.1%
	2003	13	116	129	10.1%
	2004	32	297	329	9.7%
	2005	19	131	150	12.7%
	2006	32	348	380	8.4%
	2007	18	189	207	8.7%
	2008	20	445	465	4.3%
	2009	10	106	116	8.6%
ST0002578 Total		292	2,387	2,679	10.9%
ST0002593	1988	2	12	14	14.3%
	1989	7	20	27	25.9%
	1990	6	12	18	33.3%
	1991	6	26	32	18.8%
	1992	9	29	38	23.7%
	1993	7	53	60	11.7%
	1994	11	48	59	18.6%
	1995	17	93	110	15.5%
	1996	19	86	105	18.1%
	1997	36	146	182	19.8%
	1998	34	190	224	15.2%
	1999	52	209	261	19.9%
	2000	41	210	251	16.3%
	2001	49	231	280	17.5%
	2002	72	535	607	11.9%
	2003	35	261	296	11.8%
	2004	29	536	565	5.1%
	2005	19	201	220	8.6%
	2006	24	559	583	4.1%
	2007	4	187	191	2.1%
	2008	7	464	471	1.5%
	2009	0	31	31	0.0%
ST0002593 Total		486	4,139	4,625	10.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002631	1988	1	4	5	20.0%
	1989	4	10	14	28.6%
	1990	7	6	13	53.8%
	1991	3	8	11	27.3%
	1992	3	9	12	25.0%
	1993	1	8	9	11.1%
	1994	3	15	18	16.7%
	1995	5	33	38	13.2%
	1996	4	29	33	12.1%
	1997	8	40	48	16.7%
	1998	10	47	57	17.5%
	1999	17	59	76	22.4%
	2000	16	60	76	21.1%
	2001	11	56	67	16.4%
	2002	14	164	178	7.9%
	2003	8	65	73	11.0%
	2004	16	192	208	7.7%
	2005	7	72	79	8.9%
	2006	8	212	220	3.6%
	2007	4	67	71	5.6%
	2008	8	193	201	4.0%
	2009	1	11	12	8.3%
ST0002631 Total		159	1,360	1,519	10.5%
ST0002651	1988	1	8	9	11.1%
	1989	1	7	8	12.5%
	1990	3	8	11	27.3%
	1991	0	8	8	0.0%
	1992	1	8	9	11.1%
	1993	0	9	9	0.0%
	1994	1	16	17	5.9%
	1995	10	26	36	27.8%
	1996	3	17	20	15.0%
	1997	5	41	46	10.9%
	1998	8	38	46	17.4%
	1999	4	51	55	7.3%
	2000	7	39	46	15.2%
	2001	12	56	68	17.6%
	2002	10	127	137	7.3%
	2003	7	59	66	10.6%
	2004	16	168	184	8.7%
	2005	9	47	56	16.1%
	2006	9	162	171	5.3%
	2007	3	55	58	5.2%
	2008	4	150	154	2.6%
	2009	0	5	5	0.0%
ST0002651 Total		114	1,105	1,219	9.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002652	1988	6	20	26	23.1%
	1989	8	22	30	26.7%
	1990	4	31	35	11.4%
	1991	10	37	47	21.3%
	1992	6	41	47	12.8%
	1993	8	57	65	12.3%
	1994	10	89	99	10.1%
	1995	17	136	153	11.1%
	1996	25	116	141	17.7%
	1997	32	172	204	15.7%
	1998	28	230	258	10.9%
	1999	52	239	291	17.9%
	2000	51	201	252	20.2%
	2001	45	223	268	16.8%
	2002	79	682	761	10.4%
	2003	45	219	264	17.0%
	2004	53	745	798	6.6%
	2005	14	231	245	5.7%
	2006	39	671	710	5.5%
	2007	10	200	210	4.8%
	2008	14	693	707	2.0%
	2009	0	31	31	0.0%
ST0002652 Total		556	5,086	5,642	9.9%
ST0002672	1988	6	24	30	20.0%
	1989	4	33	37	10.8%
	1990	6	44	50	12.0%
	1991	10	25	35	28.6%
	1992	7	50	57	12.3%
	1993	9	58	67	13.4%
	1994	15	113	128	11.7%
	1995	22	175	197	11.2%
	1996	24	154	178	13.5%
	1997	37	247	284	13.0%
	1998	36	318	354	10.2%
	1999	42	338	380	11.1%
	2000	39	283	322	12.1%
	2001	48	320	368	13.0%
	2002	99	993	1,092	9.1%
	2003	39	348	387	10.1%
	2004	83	1,147	1,230	6.7%
	2005	17	340	357	4.8%
	2006	41	1,140	1,181	3.5%
	2007	13	310	323	4.0%
	2008	21	1,089	1,110	1.9%
	2009	0	72	72	0.0%
ST0002672 Total		618	7,621	8,239	7.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002722	1988	2	4	6	33.3%
	1989	1	7	8	12.5%
	1990	3	9	12	25.0%
	1991	6	7	13	46.2%
	1992	7	19	26	26.9%
	1993	4	17	21	19.0%
	1994	10	33	43	23.3%
	1995	5	39	44	11.4%
	1996	5	37	42	11.9%
	1997	8	57	65	12.3%
	1998	9	93	102	8.8%
	1999	19	100	119	16.0%
	2000	10	82	92	10.9%
	2001	15	100	115	13.0%
	2002	29	267	296	9.8%
	2003	19	119	138	13.8%
	2004	21	337	358	5.9%
	2005	12	108	120	10.0%
	2006	19	391	410	4.6%
	2007	1	101	102	1.0%
	2008	3	390	393	0.8%
	2009	0	13	13	0.0%
ST0002722 Total		208	2,330	2,538	8.2%
ST0002740	1988	1	16	17	5.9%
	1989	4	21	25	16.0%
	1990	6	19	25	24.0%
	1991	1	23	24	4.2%
	1992	6	26	32	18.8%
	1993	9	37	46	19.6%
	1994	14	63	77	18.2%
	1995	19	90	109	17.4%
	1996	23	120	143	16.1%
	1997	15	135	150	10.0%
	1998	28	225	253	11.1%
	1999	44	186	230	19.1%
	2000	37	185	222	16.7%
	2001	44	194	238	18.5%
	2002	44	479	523	8.4%
	2003	36	230	266	13.5%
	2004	46	644	690	6.7%
	2005	21	215	236	8.9%
	2006	28	670	698	4.0%
	2007	7	205	212	3.3%
	2008	12	613	625	1.9%
	2009	0	26	26	0.0%
ST0002740 Total		445	4,422	4,867	9.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002744	1988	7	33	40	17.5%
	1989	5	37	42	11.9%
	1990	9	23	32	28.1%
	1991	6	30	36	16.7%
	1992	17	52	69	24.6%
	1993	17	83	100	17.0%
	1994	18	99	117	15.4%
	1995	31	129	160	19.4%
	1996	24	145	169	14.2%
	1997	33	208	241	13.7%
	1998	38	255	293	13.0%
	1999	40	296	336	11.9%
	2000	44	222	266	16.5%
	2001	57	277	334	17.1%
	2002	78	793	871	9.0%
	2003	35	298	333	10.5%
	2004	69	857	926	7.5%
	2005	24	286	310	7.7%
	2006	39	778	817	4.8%
	2007	8	219	227	3.5%
	2008	12	697	709	1.7%
	2009	2	29	31	6.5%
ST0002744 Total		613	5,846	6,459	9.5%
ST0002822	1988	9	44	53	17.0%
	1989	15	36	51	29.4%
	1990	12	40	52	23.1%
	1991	16	50	66	24.2%
	1992	18	67	85	21.2%
	1993	14	90	104	13.5%
	1994	30	123	153	19.6%
	1995	33	193	226	14.6%
	1996	33	142	175	18.9%
	1997	43	246	289	14.9%
	1998	65	300	365	17.8%
	1999	68	321	389	17.5%
	2000	62	272	334	18.6%
	2001	78	253	331	23.6%
	2002	98	664	762	12.9%
	2003	30	318	348	8.6%
	2004	59	708	767	7.7%
	2005	26	251	277	9.4%
	2006	42	671	713	5.9%
	2007	28	272	300	9.3%
	2008	28	691	719	3.9%
	2009	42	228	270	15.6%
ST0002822 Total		849	5,980	6,829	12.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002830	1988	3	13	16	18.8%
	1989	4	8	12	33.3%
	1990	2	10	12	16.7%
	1991	9	22	31	29.0%
	1992	2	10	12	16.7%
	1993	10	35	45	22.2%
	1994	9	43	52	17.3%
	1995	8	64	72	11.1%
	1996	10	62	72	13.9%
	1997	22	83	105	21.0%
	1998	21	104	125	16.8%
	1999	17	136	153	11.1%
	2000	20	116	136	14.7%
	2001	26	122	148	17.6%
	2002	43	306	349	12.3%
	2003	19	174	193	9.8%
	2004	46	415	461	10.0%
	2005	20	177	197	10.2%
	2006	34	419	453	7.5%
	2007	8	180	188	4.3%
	2008	17	475	492	3.5%
	2009	5	90	95	5.3%
ST0002830 Total		355	3,064	3,419	10.4%
ST0002880	1988	1	27	28	3.6%
	1989	7	36	43	16.3%
	1990	9	43	52	17.3%
	1991	8	45	53	15.1%
	1992	9	60	69	13.0%
	1993	17	72	89	19.1%
	1994	28	107	135	20.7%
	1995	22	161	183	12.0%
	1996	35	169	204	17.2%
	1997	51	253	304	16.8%
	1998	55	308	363	15.2%
	1999	44	308	352	12.5%
	2000	57	253	310	18.4%
	2001	61	274	335	18.2%
	2002	100	769	869	11.5%
	2003	49	287	336	14.6%
	2004	55	791	846	6.5%
	2005	28	271	299	9.4%
	2006	37	763	800	4.6%
	2007	6	240	246	2.4%
	2008	15	752	767	2.0%
	2009	4	54	58	6.9%
ST0002880 Total		698	6,043	6,741	10.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002884	1988	2	6	8	25.0%
	1989	1	11	12	8.3%
	1990	1	11	12	8.3%
	1991	1	15	16	6.3%
	1992	3	20	23	13.0%
	1993	4	24	28	14.3%
	1994	7	37	44	15.9%
	1995	8	62	70	11.4%
	1996	13	55	68	19.1%
	1997	18	100	118	15.3%
	1998	6	121	127	4.7%
	1999	14	138	152	9.2%
	2000	16	128	144	11.1%
	2001	13	141	154	8.4%
	2002	34	378	412	8.3%
	2003	14	152	166	8.4%
	2004	29	473	502	5.8%
	2005	8	132	140	5.7%
	2006	13	412	425	3.1%
	2007	5	152	157	3.2%
	2008	7	477	484	1.4%
	2009	1	16	17	5.9%
ST0002884 Total		218	3,061	3,279	6.6%
ST0002915	1988	4	22	26	15.4%
	1989	4	36	40	10.0%
	1990	4	32	36	11.1%
	1991	6	25	31	19.4%
	1992	8	38	46	17.4%
	1993	11	75	86	12.8%
	1994	16	87	103	15.5%
	1995	25	148	173	14.5%
	1996	28	142	170	16.5%
	1997	43	217	260	16.5%
	1998	52	246	298	17.4%
	1999	41	286	327	12.5%
	2000	40	221	261	15.3%
	2001	40	221	261	15.3%
	2002	60	616	676	8.9%
	2003	36	253	289	12.5%
	2004	50	685	735	6.8%
	2005	27	247	274	9.9%
	2006	33	624	657	5.0%
	2007	8	196	204	3.9%
	2008	18	633	651	2.8%
	2009	1	31	32	3.1%
ST0002915 Total		555	5,081	5,636	9.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002919	1988	1	7	8	12.5%
	1989	2	8	10	20.0%
	1990	3	10	13	23.1%
	1991	1	15	16	6.3%
	1992	1	10	11	9.1%
	1993	9	28	37	24.3%
	1994	4	34	38	10.5%
	1995	11	44	55	20.0%
	1996	14	61	75	18.7%
	1997	24	72	96	25.0%
	1998	27	94	121	22.3%
	1999	20	105	125	16.0%
	2000	29	116	145	20.0%
	2001	28	109	137	20.4%
	2002	35	243	278	12.6%
	2003	18	121	139	12.9%
	2004	27	252	279	9.7%
	2005	9	108	117	7.7%
	2006	14	274	288	4.9%
	2007	8	92	100	8.0%
	2008	6	253	259	2.3%
	2009	2	38	40	5.0%
ST0002919 Total		293	2,094	2,387	12.3%
ST0002955	1988	2	8	10	20.0%
	1989	3	9	12	25.0%
	1990	7	9	16	43.8%
	1991	8	12	20	40.0%
	1992	15	24	39	38.5%
	1993	7	35	42	16.7%
	1994	17	54	71	23.9%
	1995	13	56	69	18.8%
	1996	32	75	107	29.9%
	1997	36	88	124	29.0%
	1998	37	103	140	26.4%
	1999	39	132	171	22.8%
	2000	51	133	184	27.7%
	2001	49	131	180	27.2%
	2002	51	138	189	27.0%
	2003	21	87	108	19.4%
	2004	22	160	182	12.1%
	2005	11	85	96	11.5%
	2006	11	133	144	7.6%
	2007	2	72	74	2.7%
	2008	0	113	113	0.0%
	2009	0	11	11	0.0%
ST0002955 Total		434	1,668	2,102	20.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002964	1988	13	33	46	28.3%
	1989	6	39	45	13.3%
	1990	7	37	44	15.9%
	1991	15	46	61	24.6%
	1992	22	66	88	25.0%
	1993	14	79	93	15.1%
	1994	17	156	173	9.8%
	1995	29	174	203	14.3%
	1996	54	198	252	21.4%
	1997	79	298	377	21.0%
	1998	91	395	486	18.7%
	1999	94	416	510	18.4%
	2000	95	348	443	21.4%
	2001	117	406	523	22.4%
	2002	132	743	875	15.1%
	2003	65	367	432	15.0%
	2004	90	842	932	9.7%
	2005	41	312	353	11.6%
	2006	60	731	791	7.6%
	2007	24	302	326	7.4%
	2008	26	744	770	3.4%
	2009	16	147	163	9.8%
ST0002964 Total		1,107	6,879	7,986	13.9%
ST0002975	1988	4	8	12	33.3%
	1989	3	9	12	25.0%
	1990	0	5	5	0.0%
	1991	2	9	11	18.2%
	1992	2	11	13	15.4%
	1993	2	20	22	9.1%
	1994	4	26	30	13.3%
	1995	5	23	28	17.9%
	1996	11	34	45	24.4%
	1997	10	43	53	18.9%
	1998	17	58	75	22.7%
	1999	12	52	64	18.8%
	2000	13	68	81	16.0%
	2001	14	74	88	15.9%
	2002	22	155	177	12.4%
	2003	6	84	90	6.7%
	2004	20	132	152	13.2%
	2005	6	99	105	5.7%
	2006	13	197	210	6.2%
	2007	2	83	85	2.4%
	2008	10	221	231	4.3%
	2009	6	47	53	11.3%
ST0002975 Total		184	1,458	1,642	11.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003102	1988	1	6	7	14.3%
	1989	1	14	15	6.7%
	1990	3	12	15	20.0%
	1991	1	15	16	6.3%
	1992	4	17	21	19.0%
	1993	5	31	36	13.9%
	1994	10	35	45	22.2%
	1995	10	58	68	14.7%
	1996	27	64	91	29.7%
	1997	35	113	148	23.6%
	1998	51	148	199	25.6%
	1999	35	140	175	20.0%
	2000	47	138	185	25.4%
	2001	32	115	147	21.8%
	2002	36	280	316	11.4%
	2003	22	121	143	15.4%
	2004	29	294	323	9.0%
	2005	6	114	120	5.0%
	2006	16	282	298	5.4%
	2007	3	109	112	2.7%
	2008	15	263	278	5.4%
	2009	0	9	9	0.0%
ST0003102 Total		389	2,378	2,767	14.1%
ST0003106	1988	5	9	14	35.7%
	1989	1	10	11	9.1%
	1990	3	9	12	25.0%
	1991	0	13	13	0.0%
	1992	3	21	24	12.5%
	1993	8	31	39	20.5%
	1994	7	40	47	14.9%
	1995	6	51	57	10.5%
	1996	16	56	72	22.2%
	1997	20	50	70	28.6%
	1998	18	64	82	22.0%
	1999	13	91	104	12.5%
	2000	10	73	83	12.0%
	2001	23	79	102	22.5%
	2002	21	169	190	11.1%
	2003	5	59	64	7.8%
	2004	14	162	176	8.0%
	2005	3	63	66	4.5%
	2006	4	141	145	2.8%
	2007	5	60	65	7.7%
	2008	4	133	137	2.9%
	2009	1	3	4	25.0%
ST0003106 Total		190	1,387	1,577	12.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003107	1988	14	29	43	32.6%
	1989	10	42	52	19.2%
	1990	15	38	53	28.3%
	1991	8	46	54	14.8%
	1992	24	85	109	22.0%
	1993	11	69	80	13.8%
	1994	20	151	171	11.7%
	1995	30	215	245	12.2%
	1996	50	209	259	19.3%
	1997	54	271	325	16.6%
	1998	75	311	386	19.4%
	1999	71	363	434	16.4%
	2000	56	336	392	14.3%
	2001	70	321	391	17.9%
	2002	97	640	737	13.2%
	2003	38	288	326	11.7%
	2004	52	625	677	7.7%
	2005	38	259	297	12.8%
	2006	43	510	553	7.8%
	2007	11	193	204	5.4%
	2008	9	494	503	1.8%
	2009	1	25	26	3.8%
ST0003107 Total		797	5,520	6,317	12.6%
ST0003176	1988	4	11	15	26.7%
	1989	3	18	21	14.3%
	1990	5	12	17	29.4%
	1991	5	24	29	17.2%
	1992	9	18	27	33.3%
	1993	21	45	66	31.8%
	1994	20	58	78	25.6%
	1995	15	86	101	14.9%
	1996	24	84	108	22.2%
	1997	23	90	113	20.4%
	1998	38	138	176	21.6%
	1999	26	145	171	15.2%
	2000	24	136	160	15.0%
	2001	35	138	173	20.2%
	2002	41	301	342	12.0%
	2003	31	172	203	15.3%
	2004	40	320	360	11.1%
	2005	16	168	184	8.7%
	2006	33	392	425	7.8%
	2007	5	135	140	3.6%
	2008	16	356	372	4.3%
	2009	1	34	35	2.9%
ST0003176 Total		435	2,881	3,316	13.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003190	1988	5	12	17	29.4%
	1989	4	11	15	26.7%
	1990	5	23	28	17.9%
	1991	3	23	26	11.5%
	1992	6	20	26	23.1%
	1993	8	30	38	21.1%
	1994	14	46	60	23.3%
	1995	15	72	87	17.2%
	1996	11	95	106	10.4%
	1997	22	121	143	15.4%
	1998	21	154	175	12.0%
	1999	27	187	214	12.6%
	2000	35	145	180	19.4%
	2001	43	195	238	18.1%
	2002	54	609	663	8.1%
	2003	28	257	285	9.8%
	2004	50	814	864	5.8%
	2005	22	261	283	7.8%
	2006	40	860	900	4.4%
	2007	9	263	272	3.3%
	2008	14	839	853	1.6%
	2009	2	71	73	2.7%
ST0003190 Total		438	5,108	5,546	7.9%
ST0003192	1988	22	48	70	31.4%
	1989	18	73	91	19.8%
	1990	24	76	100	24.0%
	1991	35	95	130	26.9%
	1992	42	100	142	29.6%
	1993	39	183	222	17.6%
	1994	68	252	320	21.3%
	1995	79	365	444	17.8%
	1996	81	374	455	17.8%
	1997	150	556	706	21.2%
	1998	147	565	712	20.6%
	1999	192	700	892	21.5%
	2000	183	688	871	21.0%
	2001	181	738	919	19.7%
	2002	189	1,184	1,373	13.8%
	2003	133	709	842	15.8%
	2004	139	1,248	1,387	10.0%
	2005	75	609	684	11.0%
	2006	78	1,214	1,292	6.0%
	2007	34	531	565	6.0%
	2008	24	1,022	1,046	2.3%
	2009	18	262	280	6.4%
ST0003192 Total		1,951	11,592	13,543	14.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003225	1988	7	10	17	41.2%
	1989	7	16	23	30.4%
	1990	10	19	29	34.5%
	1991	18	24	42	42.9%
	1992	19	38	57	33.3%
	1993	35	55	90	38.9%
	1994	38	94	132	28.8%
	1995	45	139	184	24.5%
	1996	70	135	205	34.1%
	1997	99	172	271	36.5%
	1998	120	232	352	34.1%
	1999	105	245	350	30.0%
	2000	113	313	426	26.5%
	2001	126	266	392	32.1%
	2002	128	339	467	27.4%
	2003	58	225	283	20.5%
	2004	34	261	295	11.5%
	2005	28	154	182	15.4%
	2006	25	205	230	10.9%
	2007	11	85	96	11.5%
	2008	11	180	191	5.8%
	2009	3	72	75	4.0%
ST0003225 Total		1,110	3,279	4,389	25.3%
ST0003253	1988	0	10	10	0.0%
	1989	1	4	5	20.0%
	1990	4	12	16	25.0%
	1991	5	13	18	27.8%
	1992	6	13	19	31.6%
	1993	5	14	19	26.3%
	1994	0	27	27	0.0%
	1995	10	43	53	18.9%
	1996	12	52	64	18.8%
	1997	6	69	75	8.0%
	1998	11	87	98	11.2%
	1999	17	133	150	11.3%
	2000	13	73	86	15.1%
	2001	23	118	141	16.3%
	2002	20	295	315	6.3%
	2003	10	116	126	7.9%
	2004	28	401	429	6.5%
	2005	8	134	142	5.6%
	2006	23	440	463	5.0%
	2007	6	131	137	4.4%
	2008	15	431	446	3.4%
	2009	3	41	44	6.8%
ST0003253 Total		226	2,657	2,883	7.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003292	1988	0	11	11	0.0%
	1989	7	24	31	22.6%
	1990	7	28	35	20.0%
	1991	10	32	42	23.8%
	1992	9	54	63	14.3%
	1993	12	68	80	15.0%
	1994	15	71	86	17.4%
	1995	16	115	131	12.2%
	1996	37	112	149	24.8%
	1997	37	145	182	20.3%
	1998	49	206	255	19.2%
	1999	51	206	257	19.8%
	2000	57	189	246	23.2%
	2001	57	193	250	22.8%
	2002	80	454	534	15.0%
	2003	30	181	211	14.2%
	2004	30	380	410	7.3%
	2005	19	154	173	11.0%
	2006	14	346	360	3.9%
	2007	11	141	152	7.2%
	2008	5	367	372	1.3%
	2009	0	23	23	0.0%
ST0003292 Total		553	3,500	4,053	13.6%
ST0003432	1988	17	53	70	24.3%
	1989	24	59	83	28.9%
	1990	26	75	101	25.7%
	1991	48	110	158	30.4%
	1992	63	169	232	27.2%
	1993	86	207	293	29.4%
	1994	102	329	431	23.7%
	1995	102	396	498	20.5%
	1996	206	455	661	31.2%
	1997	264	655	919	28.7%
	1998	289	739	1,028	28.1%
	1999	317	819	1,136	27.9%
	2000	353	966	1,319	26.8%
	2001	319	860	1,179	27.1%
	2002	335	1,232	1,567	21.4%
	2003	180	781	961	18.7%
	2004	181	1,081	1,262	14.3%
	2005	115	660	775	14.8%
	2006	72	912	984	7.3%
	2007	47	453	500	9.4%
	2008	32	763	795	4.0%
	2009	14	193	207	6.8%
ST0003432 Total		3,192	11,967	15,159	21.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003437	1988	1	11	12	8.3%
	1989	3	20	23	13.0%
	1990	2	19	21	9.5%
	1991	2	17	19	10.5%
	1992	1	26	27	3.7%
	1993	3	33	36	8.3%
	1994	9	64	73	12.3%
	1995	12	79	91	13.2%
	1996	13	112	125	10.4%
	1997	26	146	172	15.1%
	1998	40	226	266	15.0%
	1999	33	262	295	11.2%
	2000	33	205	238	13.9%
	2001	50	248	298	16.8%
	2002	68	697	765	8.9%
	2003	45	282	327	13.8%
	2004	68	895	963	7.1%
	2005	26	288	314	8.3%
	2006	37	858	895	4.1%
	2007	13	253	266	4.9%
	2008	26	867	893	2.9%
	2009	0	52	52	0.0%
ST0003437 Total		511	5,660	6,171	8.3%
ST0003449	1988	12	39	51	23.5%
	1989	24	65	89	27.0%
	1990	41	72	113	36.3%
	1991	29	99	128	22.7%
	1992	67	150	217	30.9%
	1993	65	216	281	23.1%
	1994	74	309	383	19.3%
	1995	83	352	435	19.1%
	1996	190	448	638	29.8%
	1997	237	593	830	28.6%
	1998	337	728	1,065	31.6%
	1999	331	875	1,206	27.4%
	2000	369	918	1,287	28.7%
	2001	370	853	1,223	30.3%
	2002	371	1,273	1,644	22.6%
	2003	183	809	992	18.4%
	2004	186	1,148	1,334	13.9%
	2005	102	622	724	14.1%
	2006	103	967	1,070	9.6%
	2007	44	502	546	8.1%
	2008	43	802	845	5.1%
	2009	8	178	186	4.3%
ST0003449 Total		3,269	12,018	15,287	21.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003458	1988	5	10	15	33.3%
	1989	7	30	37	18.9%
	1990	4	37	41	9.8%
	1991	6	33	39	15.4%
	1992	2	45	47	4.3%
	1993	8	58	66	12.1%
	1994	6	73	79	7.6%
	1995	10	126	136	7.4%
	1996	22	120	142	15.5%
	1997	27	184	211	12.8%
	1998	29	225	254	11.4%
	1999	20	250	270	7.4%
	2000	26	187	213	12.2%
	2001	29	223	252	11.5%
	2002	56	799	855	6.5%
	2003	23	278	301	7.6%
	2004	47	1,078	1,125	4.2%
	2005	15	268	283	5.3%
	2006	25	965	990	2.5%
	2007	12	240	252	4.8%
	2008	15	1,007	1,022	1.5%
	2009	0	49	49	0.0%
ST0003458 Total		394	6,285	6,679	5.9%
ST0003475	1988	1	7	8	12.5%
	1989	3	12	15	20.0%
	1990	12	6	18	66.7%
	1991	2	14	16	12.5%
	1992	8	15	23	34.8%
	1993	12	26	38	31.6%
	1994	13	37	50	26.0%
	1995	11	44	55	20.0%
	1996	12	40	52	23.1%
	1997	20	45	65	30.8%
	1998	19	58	77	24.7%
	1999	18	90	108	16.7%
	2000	28	69	97	28.9%
	2001	21	91	112	18.8%
	2002	30	194	224	13.4%
	2003	22	86	108	20.4%
	2004	27	196	223	12.1%
	2005	10	78	88	11.4%
	2006	15	183	198	7.6%
	2007	11	92	103	10.7%
	2008	6	190	196	3.1%
	2009	2	31	33	6.1%
ST0003475 Total		303	1,604	1,907	15.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003483	1988	1	14	15	6.7%
	1989	6	24	30	20.0%
	1990	0	8	8	0.0%
	1991	4	16	20	20.0%
	1992	4	25	29	13.8%
	1993	6	36	42	14.3%
	1994	9	47	56	16.1%
	1995	10	65	75	13.3%
	1996	10	79	89	11.2%
	1997	16	98	114	14.0%
	1998	14	126	140	10.0%
	1999	33	129	162	20.4%
	2000	15	122	137	10.9%
	2001	30	131	161	18.6%
	2002	39	358	397	9.8%
	2003	22	139	161	13.7%
	2004	39	429	468	8.3%
	2005	12	119	131	9.2%
	2006	16	420	436	3.7%
	2007	6	116	122	4.9%
	2008	14	431	445	3.1%
	2009	2	41	43	4.7%
ST0003483 Total		308	2,973	3,281	9.4%
ST0003498	1988	15	38	53	28.3%
	1989	8	41	49	16.3%
	1990	14	46	60	23.3%
	1991	9	61	70	12.9%
	1992	25	78	103	24.3%
	1993	27	106	133	20.3%
	1994	35	149	184	19.0%
	1995	52	241	293	17.7%
	1996	44	239	283	15.5%
	1997	75	297	372	20.2%
	1998	82	389	471	17.4%
	1999	90	430	520	17.3%
	2000	95	426	521	18.2%
	2001	84	394	478	17.6%
	2002	104	708	812	12.8%
	2003	50	447	497	10.1%
	2004	58	749	807	7.2%
	2005	16	380	396	4.0%
	2006	38	667	705	5.4%
	2007	12	293	305	3.9%
	2008	9	531	540	1.7%
	2009	4	108	112	3.6%
ST0003498 Total		946	6,818	7,764	12.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003548	1988	17	31	48	35.4%
	1989	15	59	74	20.3%
	1990	17	69	86	19.8%
	1991	17	70	87	19.5%
	1992	32	94	126	25.4%
	1993	22	148	170	12.9%
	1994	34	212	246	13.8%
	1995	42	255	297	14.1%
	1996	59	274	333	17.7%
	1997	120	377	497	24.1%
	1998	96	433	529	18.1%
	1999	147	491	638	23.0%
	2000	119	474	593	20.1%
	2001	152	506	658	23.1%
	2002	167	860	1,027	16.3%
	2003	83	480	563	14.7%
	2004	105	918	1,023	10.3%
	2005	57	456	513	11.1%
	2006	64	840	904	7.1%
	2007	26	348	374	7.0%
	2008	22	749	771	2.9%
	2009	4	113	117	3.4%
ST0003548 Total		1,417	8,257	9,674	14.6%
ST0003587	1988	2	1	3	66.7%
	1989	0	6	6	0.0%
	1990	0	3	3	0.0%
	1991	1	2	3	33.3%
	1992	0	2	2	0.0%
	1993	2	5	7	28.6%
	1994	3	12	15	20.0%
	1995	2	11	13	15.4%
	1996	8	30	38	21.1%
	1997	11	27	38	28.9%
	1998	24	32	56	42.9%
	1999	19	64	83	22.9%
	2000	15	48	63	23.8%
	2001	18	69	87	20.7%
	2002	22	114	136	16.2%
	2003	12	60	72	16.7%
	2004	18	136	154	11.7%
	2005	6	62	68	8.8%
	2006	4	130	134	3.0%
	2007	2	60	62	3.2%
	2008	3	193	196	1.5%
	2009	1	14	15	6.7%
ST0003587 Total		173	1,081	1,254	13.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003592	1988	17	34	51	33.3%
	1989	5	21	26	19.2%
	1990	7	39	46	15.2%
	1991	13	35	48	27.1%
	1992	13	44	57	22.8%
	1993	13	92	105	12.4%
	1994	16	115	131	12.2%
	1995	39	176	215	18.1%
	1996	41	158	199	20.6%
	1997	54	249	303	17.8%
	1998	54	325	379	14.2%
	1999	80	403	483	16.6%
	2000	76	341	417	18.2%
	2001	90	385	475	18.9%
	2002	110	784	894	12.3%
	2003	57	405	462	12.3%
	2004	86	804	890	9.7%
	2005	34	350	384	8.9%
	2006	45	747	792	5.7%
	2007	15	243	258	5.8%
	2008	15	707	722	2.1%
	2009	0	41	41	0.0%
ST0003592 Total		880	6,498	7,378	11.9%
ST0003662	1988	7	21	28	25.0%
	1989	8	24	32	25.0%
	1990	8	21	29	27.6%
	1991	12	32	44	27.3%
	1992	10	39	49	20.4%
	1993	24	58	82	29.3%
	1994	26	90	116	22.4%
	1995	16	111	127	12.6%
	1996	34	119	153	22.2%
	1997	35	164	199	17.6%
	1998	37	211	248	14.9%
	1999	59	256	315	18.7%
	2000	45	261	306	14.7%
	2001	55	231	286	19.2%
	2002	63	428	491	12.8%
	2003	40	255	295	13.6%
	2004	57	475	532	10.7%
	2005	47	242	289	16.3%
	2006	47	546	593	7.9%
	2007	43	287	330	13.0%
	2008	40	575	615	6.5%
	2009	34	382	416	8.2%
ST0003662 Total		747	4,828	5,575	13.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003732	1988	0	2	2	0.0%
	1989	1	2	3	33.3%
	1990	0	1	1	0.0%
	1992	0	2	2	0.0%
	1993	0	6	6	0.0%
	1994	1	3	4	25.0%
	1995	0	7	7	0.0%
	1996	1	7	8	12.5%
	1997	2	6	8	25.0%
	1998	4	23	27	14.8%
	1999	3	17	20	15.0%
	2000	2	10	12	16.7%
	2001	3	13	16	18.8%
	2002	9	53	62	14.5%
	2003	2	15	17	11.8%
	2004	4	51	55	7.3%
	2005	4	16	20	20.0%
	2006	3	57	60	5.0%
	2007	0	10	10	0.0%
	2008	2	78	80	2.5%
	2009	0	6	6	0.0%
ST0003732 Total		41	385	426	9.6%
ST0003739	1988	0	9	9	0.0%
	1989	0	8	8	0.0%
	1990	3	7	10	30.0%
	1991	1	8	9	11.1%
	1992	1	10	11	9.1%
	1993	1	17	18	5.6%
	1994	0	20	20	0.0%
	1995	2	24	26	7.7%
	1996	5	33	38	13.2%
	1997	8	41	49	16.3%
	1998	8	52	60	13.3%
	1999	6	47	53	11.3%
	2000	8	46	54	14.8%
	2001	17	57	74	23.0%
	2002	19	117	136	14.0%
	2003	3	51	54	5.6%
	2004	18	132	150	12.0%
	2005	2	43	45	4.4%
	2006	8	128	136	5.9%
	2007	1	39	40	2.5%
	2008	2	115	117	1.7%
	2009	0	18	18	0.0%
ST0003739 Total		113	1,022	1,135	10.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003746	1988	2	5	7	28.6%
	1989	2	6	8	25.0%
	1990	1	6	7	14.3%
	1991	0	2	2	0.0%
	1992	3	7	10	30.0%
	1993	1	8	9	11.1%
	1994	2	11	13	15.4%
	1995	2	24	26	7.7%
	1996	3	18	21	14.3%
	1997	3	26	29	10.3%
	1998	4	40	44	9.1%
	1999	4	34	38	10.5%
	2000	3	29	32	9.4%
	2001	12	39	51	23.5%
	2002	6	117	123	4.9%
	2003	3	40	43	7.0%
	2004	8	159	167	4.8%
	2005	3	40	43	7.0%
	2006	4	132	136	2.9%
	2007	1	44	45	2.2%
	2008	3	137	140	2.1%
	2009	2	16	18	11.1%
ST0003746 Total		72	940	1,012	7.1%
ST0003759	1988	1	5	6	16.7%
	1989	3	5	8	37.5%
	1990	2	9	11	18.2%
	1991	1	1	2	50.0%
	1992	1	0	1	100.0%
	1993	2	8	10	20.0%
	1994	3	16	19	15.8%
	1995	3	21	24	12.5%
	1996	3	22	25	12.0%
	1997	5	39	44	11.4%
	1998	9	33	42	21.4%
	1999	7	36	43	16.3%
	2000	7	21	28	25.0%
	2001	9	38	47	19.1%
	2002	17	97	114	14.9%
	2003	5	42	47	10.6%
	2004	12	104	116	10.3%
	2005	3	29	32	9.4%
	2006	6	101	107	5.6%
	2007	2	34	36	5.6%
	2008	0	87	87	0.0%
	2009	0	6	6	0.0%
ST0003759 Total		101	754	855	11.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003767	1988	6	17	23	26.1%
	1989	11	28	39	28.2%
	1990	3	27	30	10.0%
	1991	9	33	42	21.4%
	1992	10	40	50	20.0%
	1993	14	64	78	17.9%
	1994	9	79	88	10.2%
	1995	15	109	124	12.1%
	1996	23	128	151	15.2%
	1997	56	209	265	21.1%
	1998	57	264	321	17.8%
	1999	54	253	307	17.6%
	2000	54	226	280	19.3%
	2001	71	290	361	19.7%
	2002	105	763	868	12.1%
	2003	55	341	396	13.9%
	2004	68	833	901	7.5%
	2005	29	276	305	9.5%
	2006	37	829	866	4.3%
	2007	17	261	278	6.1%
	2008	12	768	780	1.5%
	2009	1	43	44	2.3%
ST0003767 Total		716	5,881	6,597	10.9%
ST0003876	1988	5	21	26	19.2%
	1989	9	28	37	24.3%
	1990	14	28	42	33.3%
	1991	8	26	34	23.5%
	1992	12	23	35	34.3%
	1993	18	64	82	22.0%
	1994	13	80	93	14.0%
	1995	22	119	141	15.6%
	1996	13	114	127	10.2%
	1997	22	126	148	14.9%
	1998	30	177	207	14.5%
	1999	40	199	239	16.7%
	2000	39	168	207	18.8%
	2001	50	172	222	22.5%
	2002	74	515	589	12.6%
	2003	44	243	287	15.3%
	2004	75	653	728	10.3%
	2005	20	255	275	7.3%
	2006	37	537	574	6.4%
	2007	7	179	186	3.8%
	2008	19	548	567	3.4%
	2009	1	51	52	1.9%
ST0003876 Total		572	4,326	4,898	11.7%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003932	1988	0	4	4	0.0%
	1989	1	3	4	25.0%
	1990	1	6	7	14.3%
	1991	1	6	7	14.3%
	1992	1	6	7	14.3%
	1993	2	16	18	11.1%
	1994	2	16	18	11.1%
	1995	4	18	22	18.2%
	1996	2	20	22	9.1%
	1997	2	33	35	5.7%
	1998	4	46	50	8.0%
	1999	12	56	68	17.6%
	2000	3	30	33	9.1%
	2001	5	29	34	14.7%
	2002	4	52	56	7.1%
	2003	3	35	38	7.9%
	2004	11	116	127	8.7%
	2005	2	43	45	4.4%
	2006	7	122	129	5.4%
	2007	1	31	32	3.1%
	2008	5	128	133	3.8%
	2009	0	13	13	0.0%
ST0003932 Total		73	829	902	8.1%
ST0003939	1988	3	11	14	21.4%
	1989	3	5	8	37.5%
	1990	4	6	10	40.0%
	1991	1	10	11	9.1%
	1992	5	10	15	33.3%
	1993	3	20	23	13.0%
	1994	3	41	44	6.8%
	1995	5	40	45	11.1%
	1996	9	49	58	15.5%
	1997	14	52	66	21.2%
	1998	14	95	109	12.8%
	1999	16	68	84	19.0%
	2000	17	69	86	19.8%
	2001	30	80	110	27.3%
	2002	19	138	157	12.1%
	2003	12	59	71	16.9%
	2004	15	135	150	10.0%
	2005	7	53	60	11.7%
	2006	14	129	143	9.8%
	2007	4	43	47	8.5%
	2008	5	100	105	4.8%
	2009	2	7	9	22.2%
ST0003939 Total		205	1,220	1,425	14.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003943	1988	10	34	44	22.7%
	1989	3	48	51	5.9%
	1990	13	37	50	26.0%
	1991	3	32	35	8.6%
	1992	8	41	49	16.3%
	1993	12	73	85	14.1%
	1994	8	86	94	8.5%
	1995	18	123	141	12.8%
	1996	32	162	194	16.5%
	1997	32	193	225	14.2%
	1998	49	260	309	15.9%
	1999	24	251	275	8.7%
	2000	42	231	273	15.4%
	2001	53	237	290	18.3%
	2002	68	528	596	11.4%
	2003	32	244	276	11.6%
	2004	59	594	653	9.0%
	2005	14	165	179	7.8%
	2006	33	505	538	6.1%
	2007	6	135	141	4.3%
	2008	11	443	454	2.4%
	2009	2	30	32	6.3%
ST0003943 Total		532	4,452	4,984	10.7%
ST0003976	1988	2	8	10	20.0%
	1989	4	17	21	19.0%
	1990	5	11	16	31.3%
	1991	2	16	18	11.1%
	1992	2	28	30	6.7%
	1993	14	47	61	23.0%
	1994	9	55	64	14.1%
	1995	13	58	71	18.3%
	1996	20	88	108	18.5%
	1997	25	124	149	16.8%
	1998	27	144	171	15.8%
	1999	24	170	194	12.4%
	2000	35	155	190	18.4%
	2001	50	195	245	20.4%
	2002	52	387	439	11.8%
	2003	35	196	231	15.2%
	2004	52	478	530	9.8%
	2005	21	202	223	9.4%
	2006	40	536	576	6.9%
	2007	12	182	194	6.2%
	2008	17	510	527	3.2%
	2009	4	45	49	8.2%
ST0003976 Total		465	3,652	4,117	11.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003988	1988	0	5	5	0.0%
	1989	1	4	5	20.0%
	1990	1	9	10	10.0%
	1991	2	6	8	25.0%
	1992	7	16	23	30.4%
	1993	1	11	12	8.3%
	1994	4	24	28	14.3%
	1995	7	23	30	23.3%
	1996	11	54	65	16.9%
	1997	13	76	89	14.6%
	1998	14	106	120	11.7%
	1999	11	110	121	9.1%
	2000	17	96	113	15.0%
	2001	13	104	117	11.1%
	2002	29	297	326	8.9%
	2003	12	116	128	9.4%
	2004	30	372	402	7.5%
	2005	13	137	150	8.7%
	2006	20	440	460	4.3%
	2007	4	149	153	2.6%
	2008	18	490	508	3.5%
	2009	17	171	188	9.0%
ST0003988 Total		245	2,816	3,061	8.0%
ST0003997	1988	7	24	31	22.6%
	1989	8	35	43	18.6%
	1990	8	31	39	20.5%
	1991	9	33	42	21.4%
	1992	7	37	44	15.9%
	1993	8	61	69	11.6%
	1994	15	80	95	15.8%
	1995	13	109	122	10.7%
	1996	19	158	177	10.7%
	1997	28	198	226	12.4%
	1998	24	219	243	9.9%
	1999	27	271	298	9.1%
	2000	28	229	257	10.9%
	2001	46	277	323	14.2%
	2002	61	678	739	8.3%
	2003	22	293	315	7.0%
	2004	61	903	964	6.3%
	2005	27	304	331	8.2%
	2006	33	888	921	3.6%
	2007	13	254	267	4.9%
	2008	18	880	898	2.0%
	2009	0	50	50	0.0%
ST0003997 Total		482	6,012	6,494	7.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004004	1988	7	16	23	30.4%
	1989	8	26	34	23.5%
	1990	5	26	31	16.1%
	1991	9	45	54	16.7%
	1992	4	38	42	9.5%
	1993	13	63	76	17.1%
	1994	11	84	95	11.6%
	1995	19	102	121	15.7%
	1996	25	117	142	17.6%
	1997	47	208	255	18.4%
	1998	58	279	337	17.2%
	1999	47	329	376	12.5%
	2000	71	324	395	18.0%
	2001	50	315	365	13.7%
	2002	105	796	901	11.7%
	2003	34	311	345	9.9%
	2004	81	943	1,024	7.9%
	2005	34	347	381	8.9%
	2006	54	950	1,004	5.4%
	2007	14	286	300	4.7%
	2008	17	956	973	1.7%
	2009	0	72	72	0.0%
ST0004004 Total		713	6,633	7,346	9.7%
ST0004016	1988	8	11	19	42.1%
	1989	10	13	23	43.5%
	1990	3	19	22	13.6%
	1991	8	18	26	30.8%
	1992	3	27	30	10.0%
	1993	10	34	44	22.7%
	1994	10	50	60	16.7%
	1995	13	95	108	12.0%
	1996	15	92	107	14.0%
	1997	28	151	179	15.6%
	1998	33	211	244	13.5%
	1999	31	217	248	12.5%
	2000	31	192	223	13.9%
	2001	37	257	294	12.6%
	2002	70	692	762	9.2%
	2003	43	293	336	12.8%
	2004	55	905	960	5.7%
	2005	21	349	370	5.7%
	2006	55	941	996	5.5%
	2007	14	376	390	3.6%
	2008	25	1,060	1,085	2.3%
	2009	6	112	118	5.1%
ST0004016 Total		529	6,115	6,644	8.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004034	1988	6	17	23	26.1%
	1989	10	24	34	29.4%
	1990	16	39	55	29.1%
	1991	16	54	70	22.9%
	1992	21	61	82	25.6%
	1993	13	85	98	13.3%
	1994	35	114	149	23.5%
	1995	25	179	204	12.3%
	1996	51	190	241	21.2%
	1997	80	285	365	21.9%
	1998	101	341	442	22.9%
	1999	85	385	470	18.1%
	2000	101	405	506	20.0%
	2001	133	397	530	25.1%
	2002	120	660	780	15.4%
	2003	65	392	457	14.2%
	2004	94	688	782	12.0%
	2005	34	342	376	9.0%
	2006	51	672	723	7.1%
	2007	22	303	325	6.8%
	2008	30	576	606	5.0%
	2009	15	176	191	7.9%
ST0004034 Total		1,124	6,385	7,509	15.0%
ST0004065	1988	4	4	8	50.0%
	1989	2	5	7	28.6%
	1990	1	9	10	10.0%
	1991		8	8	0.0%
	1992	3	12	15	20.0%
	1993	4	16	20	20.0%
	1994	2	23	25	8.0%
	1995	10	53	63	15.9%
	1996	6	38	44	13.6%
	1997	11	47	58	19.0%
	1998	18	95	113	15.9%
	1999	16	80	96	16.7%
	2000	15	105	120	12.5%
	2001	21	138	159	13.2%
	2002	39	324	363	10.7%
	2003	17	165	182	9.3%
	2004	44	469	513	8.6%
	2005	15	202	217	6.9%
	2006	28	487	515	5.4%
	2007	8	224	232	3.4%
	2008	22	638	660	3.3%
	2009	5	149	154	3.2%
ST0004065 Total		291	3,291	3,582	8.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004105	1988	5	10	15	33.3%
	1989	10	19	29	34.5%
	1990	9	17	26	34.6%
	1991	15	23	38	39.5%
	1992	14	40	54	25.9%
	1993	19	64	83	22.9%
	1994	28	81	109	25.7%
	1995	22	120	142	15.5%
	1996	45	141	186	24.2%
	1997	79	275	354	22.3%
	1998	89	301	390	22.8%
	1999	93	290	383	24.3%
	2000	85	319	404	21.0%
	2001	104	332	436	23.9%
	2002	133	476	609	21.8%
	2003	59	310	369	16.0%
	2004	61	414	475	12.8%
	2005	37	262	299	12.4%
	2006	25	298	323	7.7%
	2007	13	167	180	7.2%
	2008	13	225	238	5.5%
	2009	1	51	52	1.9%
ST0004105 Total		959	4,235	5,194	18.5%
ST0004107	1988	19	35	54	35.2%
	1989	31	52	83	37.3%
	1990	20	65	85	23.5%
	1991	17	67	84	20.2%
	1992	22	95	117	18.8%
	1993	31	152	183	16.9%
	1994	42	204	246	17.1%
	1995	46	337	383	12.0%
	1996	82	308	390	21.0%
	1997	115	381	496	23.2%
	1998	117	498	615	19.0%
	1999	128	601	729	17.6%
	2000	149	568	717	20.8%
	2001	122	575	697	17.5%
	2002	186	1,204	1,390	13.4%
	2003	121	674	795	15.2%
	2004	123	1,413	1,536	8.0%
	2005	70	690	760	9.2%
	2006	78	1,400	1,478	5.3%
	2007	47	609	656	7.2%
	2008	71	1,371	1,442	4.9%
	2009	65	460	525	12.4%
ST0004107 Total		1,702	11,759	13,461	12.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004111	1988	1	10	11	9.1%
	1989	1	12	13	7.7%
	1990	4	12	16	25.0%
	1991	5	15	20	25.0%
	1992	11	26	37	29.7%
	1993	3	30	33	9.1%
	1994	12	41	53	22.6%
	1995	9	57	66	13.6%
	1996	18	61	79	22.8%
	1997	29	90	119	24.4%
	1998	28	136	164	17.1%
	1999	38	182	220	17.3%
	2000	55	189	244	22.5%
	2001	67	237	304	22.0%
	2002	62	542	604	10.3%
	2003	45	296	341	13.2%
	2004	43	649	692	6.2%
	2005	32	366	398	8.0%
	2006	35	734	769	4.6%
	2007	17	363	380	4.5%
	2008	12	846	858	1.4%
	2009	2	157	159	1.3%
ST0004111 Total		529	5,051	5,580	9.5%
ST0004167	1988	0	2	2	0.0%
	1990	0	2	2	0.0%
	1992	1	3	4	25.0%
	1993	0	3	3	0.0%
	1994	3	6	9	33.3%
	1995	1	5	6	16.7%
	1996	0	9	9	0.0%
	1997	3	20	23	13.0%
	1998	3	22	25	12.0%
	1999	5	40	45	11.1%
	2000	1	26	27	3.7%
	2001	8	25	33	24.2%
	2002	5	36	41	12.2%
	2003	0	31	31	0.0%
	2004	3	63	66	4.5%
	2005	0	25	25	0.0%
	2006	2	68	70	2.9%
	2007	1	26	27	3.7%
	2008	1	72	73	1.4%
	2009	0	4	4	0.0%
ST0004167 Total		37	488	525	7.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004170	1988	7	7	14	50.0%
	1989	4	13	17	23.5%
	1990	3	16	19	15.8%
	1991	1	10	11	9.1%
	1992	3	18	21	14.3%
	1993	1	10	11	9.1%
	1994	8	35	43	18.6%
	1995	2	51	53	3.8%
	1996	10	62	72	13.9%
	1997	28	102	130	21.5%
	1998	30	133	163	18.4%
	1999	20	152	172	11.6%
	2000	28	141	169	16.6%
	2001	33	118	151	21.9%
	2002	47	389	436	10.8%
	2003	27	185	212	12.7%
	2004	40	507	547	7.3%
	2005	14	193	207	6.8%
	2006	21	505	526	4.0%
	2007	3	154	157	1.9%
	2008	14	555	569	2.5%
	2009	1	45	46	2.2%
ST0004170 Total		345	3,401	3,746	9.2%
ST0004191	1988	3	11	14	21.4%
	1989	2	27	29	6.9%
	1990	4	18	22	18.2%
	1991	7	27	34	20.6%
	1992	9	23	32	28.1%
	1993	4	34	38	10.5%
	1994	2	52	54	3.7%
	1995	9	65	74	12.2%
	1996	12	53	65	18.5%
	1997	13	123	136	9.6%
	1998	12	142	154	7.8%
	1999	14	163	177	7.9%
	2000	23	147	170	13.5%
	2001	30	186	216	13.9%
	2002	37	482	519	7.1%
	2003	24	224	248	9.7%
	2004	31	749	780	4.0%
	2005	17	256	273	6.2%
	2006	22	819	841	2.6%
	2007	11	348	359	3.1%
	2008	20	999	1,019	2.0%
	2009	8	104	112	7.1%
ST0004191 Total		314	5,052	5,366	5.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004230	1988	3	14	17	17.6%
	1989	10	29	39	25.6%
	1990	9	30	39	23.1%
	1991	10	28	38	26.3%
	1992	8	30	38	21.1%
	1993	5	52	57	8.8%
	1994	19	73	92	20.7%
	1995	12	110	122	9.8%
	1996	22	141	163	13.5%
	1997	31	168	199	15.6%
	1998	34	262	296	11.5%
	1999	43	306	349	12.3%
	2000	30	290	320	9.4%
	2001	47	291	338	13.9%
	2002	68	653	721	9.4%
	2003	39	401	440	8.9%
	2004	51	866	917	5.6%
	2005	29	413	442	6.6%
	2006	38	1,040	1,078	3.5%
	2007	16	479	495	3.2%
	2008	27	1,279	1,306	2.1%
	2009	29	390	419	6.9%
ST0004230 Total		580	7,345	7,925	7.3%
ST0004243	1988	1	6	7	14.3%
	1989	0	4	4	0.0%
	1990	2	7	9	22.2%
	1991	4	10	14	28.6%
	1992	1	12	13	7.7%
	1993	2	3	5	40.0%
	1994	2	17	19	10.5%
	1995	5	19	24	20.8%
	1996	4	44	48	8.3%
	1997	2	50	52	3.8%
	1998	8	66	74	10.8%
	1999	10	93	103	9.7%
	2000	7	83	90	7.8%
	2001	13	110	123	10.6%
	2002	25	317	342	7.3%
	2003	10	150	160	6.3%
	2004	27	503	530	5.1%
	2005	8	184	192	4.2%
	2006	32	564	596	5.4%
	2007	9	229	238	3.8%
	2008	14	687	701	2.0%
	2009	0	54	54	0.0%
ST0004243 Total		186	3,212	3,398	5.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004257	1988	28	47	75	37.3%
	1989	9	49	58	15.5%
	1990	16	56	72	22.2%
	1991	18	61	79	22.8%
	1992	31	112	143	21.7%
	1993	44	155	199	22.1%
	1994	38	212	250	15.2%
	1995	52	278	330	15.8%
	1996	69	248	317	21.8%
	1997	106	315	421	25.2%
	1998	108	437	545	19.8%
	1999	115	437	552	20.8%
	2000	126	470	596	21.1%
	2001	125	511	636	19.7%
	2002	190	999	1,189	16.0%
	2003	106	557	663	16.0%
	2004	118	1,146	1,264	9.3%
	2005	44	446	490	9.0%
	2006	76	1,061	1,137	6.7%
	2007	23	456	479	4.8%
	2008	35	1,120	1,155	3.0%
	2009	3	159	162	1.9%
ST0004257 Total		1,480	9,332	10,812	13.7%
ST0004262	1988	8	20	28	28.6%
	1989	15	35	50	30.0%
	1990	12	40	52	23.1%
	1991	8	39	47	17.0%
	1992	7	50	57	12.3%
	1993	16	72	88	18.2%
	1994	29	100	129	22.5%
	1995	33	148	181	18.2%
	1996	51	166	217	23.5%
	1997	58	212	270	21.5%
	1998	79	305	384	20.6%
	1999	73	280	353	20.7%
	2000	94	290	384	24.5%
	2001	87	288	375	23.2%
	2002	84	616	700	12.0%
	2003	54	294	348	15.5%
	2004	78	682	760	10.3%
	2005	39	282	321	12.1%
	2006	48	642	690	7.0%
	2007	17	265	282	6.0%
	2008	13	583	596	2.2%
	2009	5	85	90	5.6%
ST0004262 Total		908	5,494	6,402	14.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004298	1988	4	26	30	13.3%
	1989	5	27	32	15.6%
	1990	6	42	48	12.5%
	1991	16	52	68	23.5%
	1992	8	50	58	13.8%
	1993	18	89	107	16.8%
	1994	24	125	149	16.1%
	1995	33	148	181	18.2%
	1996	39	170	209	18.7%
	1997	48	216	264	18.2%
	1998	57	286	343	16.6%
	1999	57	329	386	14.8%
	2000	70	304	374	18.7%
	2001	56	356	412	13.6%
	2002	89	867	956	9.3%
	2003	55	393	448	12.3%
	2004	84	1,227	1,311	6.4%
	2005	32	426	458	7.0%
	2006	58	1,335	1,393	4.2%
	2007	18	414	432	4.2%
	2008	31	1,291	1,322	2.3%
	2009	6	110	116	5.2%
ST0004298 Total		814	8,283	9,097	8.9%
ST0004375	1988	2	3	5	40.0%
	1989	2	7	9	22.2%
	1990	2	4	6	33.3%
	1991	1	7	8	12.5%
	1992	2	17	19	10.5%
	1993	3	9	12	25.0%
	1994	3	20	23	13.0%
	1995	4	22	26	15.4%
	1996	10	46	56	17.9%
	1997	19	89	108	17.6%
	1998	16	112	128	12.5%
	1999	9	117	126	7.1%
	2000	17	97	114	14.9%
	2001	29	164	193	15.0%
	2002	41	377	418	9.8%
	2003	22	190	212	10.4%
	2004	32	590	622	5.1%
	2005	17	247	264	6.4%
	2006	21	659	680	3.1%
	2007	13	220	233	5.6%
	2008	13	726	739	1.8%
	2009	0	81	81	0.0%
ST0004375 Total		278	3,804	4,082	6.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004377	1988	3	7	10	30.0%
	1989	4	10	14	28.6%
	1990	0	23	23	0.0%
	1991	3	19	22	13.6%
	1992	8	17	25	32.0%
	1993	4	24	28	14.3%
	1994	5	44	49	10.2%
	1995	8	57	65	12.3%
	1996	12	57	69	17.4%
	1997	8	88	96	8.3%
	1998	7	106	113	6.2%
	1999	16	111	127	12.6%
	2000	13	115	128	10.2%
	2001	19	134	153	12.4%
	2002	29	386	415	7.0%
	2003	14	189	203	6.9%
	2004	34	503	537	6.3%
	2005	15	176	191	7.9%
	2006	12	403	415	2.9%
	2007	8	186	194	4.1%
	2008	8	486	494	1.6%
	2009	11	111	122	9.0%
ST0004377 Total		241	3,252	3,493	6.9%
ST0004390	1988	2	17	19	10.5%
	1989	2	29	31	6.5%
	1990	9	31	40	22.5%
	1991	5	23	28	17.9%
	1992	6	30	36	16.7%
	1993	6	36	42	14.3%
	1994	12	58	70	17.1%
	1995	7	67	74	9.5%
	1996	7	75	82	8.5%
	1997	16	111	127	12.6%
	1998	20	163	183	10.9%
	1999	17	171	188	9.0%
	2000	30	147	177	16.9%
	2001	33	182	215	15.3%
	2002	55	470	525	10.5%
	2003	20	242	262	7.6%
	2004	40	682	722	5.5%
	2005	15	240	255	5.9%
	2006	26	660	686	3.8%
	2007	15	308	323	4.6%
	2008	24	982	1,006	2.4%
	2009	11	145	156	7.1%
ST0004390 Total		378	4,869	5,247	7.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004405	1988	3	10	13	23.1%
	1989	4	11	15	26.7%
	1990	1	5	6	16.7%
	1991	2	17	19	10.5%
	1992	5	17	22	22.7%
	1993	7	24	31	22.6%
	1994	4	22	26	15.4%
	1995	7	50	57	12.3%
	1996	5	33	38	13.2%
	1997	12	70	82	14.6%
	1998	10	72	82	12.2%
	1999	12	95	107	11.2%
	2000	18	87	105	17.1%
	2001	17	100	117	14.5%
	2002	33	295	328	10.1%
	2003	12	131	143	8.4%
	2004	26	443	469	5.5%
	2005	10	144	154	6.5%
	2006	17	491	508	3.3%
	2007	3	168	171	1.8%
	2008	14	563	577	2.4%
	2009	1	38	39	2.6%
ST0004405 Total		223	2,886	3,109	7.2%
ST0004480	1988	8	12	20	40.0%
	1989	11	22	33	33.3%
	1990	14	26	40	35.0%
	1991	20	42	62	32.3%
	1992	19	46	65	29.2%
	1993	23	64	87	26.4%
	1994	38	112	150	25.3%
	1995	24	126	150	16.0%
	1996	48	137	185	25.9%
	1997	68	196	264	25.8%
	1998	89	261	350	25.4%
	1999	103	309	412	25.0%
	2000	78	314	392	19.9%
	2001	99	353	452	21.9%
	2002	109	592	701	15.5%
	2003	53	375	428	12.4%
	2004	73	710	783	9.3%
	2005	46	396	442	10.4%
	2006	44	705	749	5.9%
	2007	14	377	391	3.6%
	2008	25	789	814	3.1%
	2009	9	175	184	4.9%
ST0004480 Total		1,015	6,139	7,154	14.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004541	1988	2	14	16	12.5%
	1989	1	12	13	7.7%
	1990		14	14	0.0%
	1991	4	29	33	12.1%
	1992	4	28	32	12.5%
	1993	8	39	47	17.0%
	1994	3	44	47	6.4%
	1995	6	97	103	5.8%
	1996	18	96	114	15.8%
	1997	16	147	163	9.8%
	1998	23	189	212	10.8%
	1999	27	213	240	11.3%
	2000	21	174	195	10.8%
	2001	33	172	205	16.1%
	2002	60	596	656	9.1%
	2003	22	196	218	10.1%
	2004	35	649	684	5.1%
	2005	5	211	216	2.3%
	2006	25	659	684	3.7%
	2007	5	209	214	2.3%
	2008	13	707	720	1.8%
	2009	2	78	80	2.5%
ST0004541 Total		333	4,573	4,906	6.8%
ST0004592	1988	7	22	29	24.1%
	1989	8	26	34	23.5%
	1990	5	30	35	14.3%
	1991	9	33	42	21.4%
	1992	12	60	72	16.7%
	1993	14	81	95	14.7%
	1994	27	102	129	20.9%
	1995	17	162	179	9.5%
	1996	23	143	166	13.9%
	1997	32	251	283	11.3%
	1998	36	275	311	11.6%
	1999	40	298	338	11.8%
	2000	41	296	337	12.2%
	2001	49	343	392	12.5%
	2002	64	698	762	8.4%
	2003	36	341	377	9.5%
	2004	47	789	836	5.6%
	2005	18	318	336	5.4%
	2006	26	692	718	3.6%
	2007	12	285	297	4.0%
	2008	13	692	705	1.8%
	2009	42	490	532	7.9%
ST0004592 Total		578	6,427	7,005	8.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004615	1988	1	5	6	16.7%
	1989	4	6	10	40.0%
	1990	0	3	3	0.0%
	1991	4	10	14	28.6%
	1992	1	10	11	9.1%
	1993	5	19	24	20.8%
	1994	3	29	32	9.4%
	1995	5	39	44	11.4%
	1996	6	34	40	15.0%
	1997	12	64	76	15.8%
	1998	17	92	109	15.6%
	1999	16	79	95	16.8%
	2000	20	70	90	22.2%
	2001	18	99	117	15.4%
	2002	25	280	305	8.2%
	2003	19	134	153	12.4%
	2004	22	346	368	6.0%
	2005	16	125	141	11.3%
	2006	16	391	407	3.9%
	2007	8	142	150	5.3%
	2008	18	398	416	4.3%
	2009	3	25	28	10.7%
ST0004615 Total		239	2,400	2,639	9.1%
ST0004628	1988	0	6	6	0.0%
	1989	5	8	13	38.5%
	1990	2	13	15	13.3%
	1991	3	20	23	13.0%
	1992	8	11	19	42.1%
	1993	5	29	34	14.7%
	1994	14	44	58	24.1%
	1995	12	64	76	15.8%
	1996	21	79	100	21.0%
	1997	30	132	162	18.5%
	1998	32	166	198	16.2%
	1999	24	178	202	11.9%
	2000	33	174	207	15.9%
	2001	43	230	273	15.8%
	2002	69	528	597	11.6%
	2003	27	243	270	10.0%
	2004	41	676	717	5.7%
	2005	25	266	291	8.6%
	2006	29	706	735	3.9%
	2007	12	260	272	4.4%
	2008	20	755	775	2.6%
	2009	6	152	158	3.8%
ST0004628 Total		461	4,740	5,201	8.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004657	1988	5	7	12	41.7%
	1989	5	18	23	21.7%
	1990	4	16	20	20.0%
	1991	2	15	17	11.8%
	1992	4	14	18	22.2%
	1993	5	28	33	15.2%
	1994	3	31	34	8.8%
	1995	4	45	49	8.2%
	1996	5	59	64	7.8%
	1997	15	80	95	15.8%
	1998	9	86	95	9.5%
	1999	13	111	124	10.5%
	2000	9	85	94	9.6%
	2001	19	109	128	14.8%
	2002	10	176	186	5.4%
	2003	11	70	81	13.6%
	2004	19	264	283	6.7%
	2005	5	74	79	6.3%
	2006	5	213	218	2.3%
	2007	3	60	63	4.8%
	2008	2	198	200	1.0%
	2009	2	21	23	8.7%
ST0004657 Total		159	1,780	1,939	8.2%
ST0004696	1988	5	14	19	26.3%
	1989	7	27	34	20.6%
	1990	6	28	34	17.6%
	1991	7	23	30	23.3%
	1992	8	38	46	17.4%
	1993	5	40	45	11.1%
	1994	9	79	88	10.2%
	1995	6	106	112	5.4%
	1996	23	124	147	15.6%
	1997	27	181	208	13.0%
	1998	31	238	269	11.5%
	1999	41	266	307	13.4%
	2000	52	290	342	15.2%
	2001	62	285	347	17.9%
	2002	83	646	729	11.4%
	2003	38	355	393	9.7%
	2004	73	905	978	7.5%
	2005	21	335	356	5.9%
	2006	31	876	907	3.4%
	2007	13	330	343	3.8%
	2008	12	974	986	1.2%
	2009	0	93	93	0.0%
ST0004696 Total		560	6,253	6,813	8.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004710	1988	5	14	19	26.3%
	1989	1	14	15	6.7%
	1990	7	19	26	26.9%
	1991	1	14	15	6.7%
	1992	5	33	38	13.2%
	1993	4	23	27	14.8%
	1994	4	40	44	9.1%
	1995	9	61	70	12.9%
	1996	0	60	60	0.0%
	1997	5	80	85	5.9%
	1998	12	85	97	12.4%
	1999	12	109	121	9.9%
	2000	6	79	85	7.1%
	2001	10	96	106	9.4%
	2002	15	177	192	7.8%
	2003	3	83	86	3.5%
	2004	7	170	177	4.0%
	2005	4	53	57	7.0%
	2006	2	140	142	1.4%
	2007	0	37	37	0.0%
	2008	0	96	96	0.0%
	2009	0	9	9	0.0%
ST0004710 Total		112	1,492	1,604	7.0%
ST0004713	1988	13	30	43	30.2%
	1989	14	27	41	34.1%
	1990	11	31	42	26.2%
	1991	6	32	38	15.8%
	1992	16	50	66	24.2%
	1993	30	70	100	30.0%
	1994	35	96	131	26.7%
	1995	34	149	183	18.6%
	1996	28	126	154	18.2%
	1997	38	169	207	18.4%
	1998	43	214	257	16.7%
	1999	49	223	272	18.0%
	2000	59	231	290	20.3%
	2001	71	235	306	23.2%
	2002	61	402	463	13.2%
	2003	46	239	285	16.1%
	2004	43	401	444	9.7%
	2005	26	191	217	12.0%
	2006	42	322	364	11.5%
	2007	8	137	145	5.5%
	2008	11	305	316	3.5%
	2009	6	35	41	14.6%
ST0004713 Total		690	3,715	4,405	15.7%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004722	1988	12	43	55	21.8%
	1989	9	53	62	14.5%
	1990	19	48	67	28.4%
	1991	9	63	72	12.5%
	1992	15	66	81	18.5%
	1993	23	110	133	17.3%
	1994	28	164	192	14.6%
	1995	34	242	276	12.3%
	1996	52	226	278	18.7%
	1997	63	311	374	16.8%
	1998	77	455	532	14.5%
	1999	72	548	620	11.6%
	2000	95	476	571	16.6%
	2001	124	564	688	18.0%
	2002	155	1,315	1,470	10.5%
	2003	97	717	814	11.9%
	2004	148	1,740	1,888	7.8%
	2005	57	703	760	7.5%
	2006	76	1,844	1,920	4.0%
	2007	36	772	808	4.5%
	2008	66	2,182	2,248	2.9%
	2009	24	449	473	5.1%
ST0004722 Total		1,291	13,091	14,382	9.0%
ST0004739	1988	1	13	14	7.1%
	1989	7	13	20	35.0%
	1990	5	11	16	31.3%
	1991	0	15	15	0.0%
	1992	6	31	37	16.2%
	1993	10	41	51	19.6%
	1994	10	58	68	14.7%
	1995	18	95	113	15.9%
	1996	18	93	111	16.2%
	1997	26	150	176	14.8%
	1998	33	206	239	13.8%
	1999	35	283	318	11.0%
	2000	40	258	298	13.4%
	2001	52	303	355	14.6%
	2002	58	696	754	7.7%
	2003	31	392	423	7.3%
	2004	57	841	898	6.3%
	2005	30	390	420	7.1%
	2006	31	773	804	3.9%
	2007	13	313	326	4.0%
	2008	15	674	689	2.2%
	2009	6	125	131	4.6%
ST0004739 Total		502	5,774	6,276	8.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004745	1988	3	15	18	16.7%
	1989	3	31	34	8.8%
	1990	6	23	29	20.7%
	1991	3	16	19	15.8%
	1992	6	36	42	14.3%
	1993	9	41	50	18.0%
	1994	8	69	77	10.4%
	1995	11	88	99	11.1%
	1996	13	74	87	14.9%
	1997	27	117	144	18.8%
	1998	27	142	169	16.0%
	1999	16	176	192	8.3%
	2000	25	132	157	15.9%
	2001	24	142	166	14.5%
	2002	45	346	391	11.5%
	2003	10	158	168	6.0%
	2004	35	383	418	8.4%
	2005	16	111	127	12.6%
	2006	5	367	372	1.3%
	2007	6	132	138	4.3%
	2008	8	347	355	2.3%
	2009	1	21	22	4.5%
ST0004745 Total		307	2,967	3,274	9.4%
ST0004750	1988	3	19	22	13.6%
	1989	4	17	21	19.0%
	1990	4	18	22	18.2%
	1991	1	20	21	4.8%
	1992	7	28	35	20.0%
	1993	15	39	54	27.8%
	1994	15	84	99	15.2%
	1995	23	105	128	18.0%
	1996	24	100	124	19.4%
	1997	25	139	164	15.2%
	1998	37	181	218	17.0%
	1999	36	209	245	14.7%
	2000	49	213	262	18.7%
	2001	45	170	215	20.9%
	2002	56	495	551	10.2%
	2003	26	219	245	10.6%
	2004	44	545	589	7.5%
	2005	17	233	250	6.8%
	2006	27	549	576	4.7%
	2007	8	186	194	4.1%
	2008	14	491	505	2.8%
	2009	0	41	41	0.0%
ST0004750 Total		480	4,101	4,581	10.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004764	1988	3	9	12	25.0%
	1989	0	4	4	0.0%
	1990	0	6	6	0.0%
	1991	2	6	8	25.0%
	1992	2	4	6	33.3%
	1993	2	13	15	13.3%
	1994	3	17	20	15.0%
	1995	5	32	37	13.5%
	1996	4	38	42	9.5%
	1997	8	51	59	13.6%
	1998	11	82	93	11.8%
	1999	8	104	112	7.1%
	2000	9	95	104	8.7%
	2001	18	121	139	12.9%
	2002	21	324	345	6.1%
	2003	11	143	154	7.1%
	2004	27	401	428	6.3%
	2005	14	143	157	8.9%
	2006	14	479	493	2.8%
	2007	8	142	150	5.3%
	2008	22	451	473	4.7%
	2009	5	88	93	5.4%
ST0004764 Total		197	2,753	2,950	6.7%
ST0004765	1988	5	6	11	45.5%
	1989	2	6	8	25.0%
	1990	3	10	13	23.1%
	1991	2	8	10	20.0%
	1992	1	9	10	10.0%
	1993	2	20	22	9.1%
	1994	4	31	35	11.4%
	1995	4	47	51	7.8%
	1996	13	88	101	12.9%
	1997	38	107	145	26.2%
	1998	33	108	141	23.4%
	1999	28	144	172	16.3%
	2000	39	158	197	19.8%
	2001	48	132	180	26.7%
	2002	39	315	354	11.0%
	2003	38	178	216	17.6%
	2004	38	387	425	8.9%
	2005	22	173	195	11.3%
	2006	17	374	391	4.3%
	2007	15	184	199	7.5%
	2008	10	367	377	2.7%
	2009	2	56	58	3.4%
ST0004765 Total		403	2,908	3,311	12.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004769	1988	7	17	24	29.2%
	1989	3	22	25	12.0%
	1990	2	15	17	11.8%
	1991	1	26	27	3.7%
	1992	9	22	31	29.0%
	1993	1	31	32	3.1%
	1994	10	55	65	15.4%
	1995	9	68	77	11.7%
	1996	16	51	67	23.9%
	1997	17	110	127	13.4%
	1998	19	116	135	14.1%
	1999	14	124	138	10.1%
	2000	15	98	113	13.3%
	2001	19	132	151	12.6%
	2002	33	338	371	8.9%
	2003	20	142	162	12.3%
	2004	27	403	430	6.3%
	2005	12	101	113	10.6%
	2006	12	360	372	3.2%
	2007	3	105	108	2.8%
	2008	10	400	410	2.4%
	2009	1	25	26	3.8%
ST0004769 Total		260	2,761	3,021	8.6%
ST0004788	1988	8	18	26	30.8%
	1989	2	30	32	6.3%
	1990	13	32	45	28.9%
	1991	24	35	59	40.7%
	1992	20	52	72	27.8%
	1993	33	90	123	26.8%
	1994	30	142	172	17.4%
	1995	38	185	223	17.0%
	1996	61	188	249	24.5%
	1997	83	243	326	25.5%
	1998	122	300	422	28.9%
	1999	110	289	399	27.6%
	2000	126	335	461	27.3%
	2001	128	348	476	26.9%
	2002	96	473	569	16.9%
	2003	69	321	390	17.7%
	2004	67	473	540	12.4%
	2005	35	230	265	13.2%
	2006	28	404	432	6.5%
	2007	7	180	187	3.7%
	2008	15	363	378	4.0%
	2009	6	59	65	9.2%
ST0004788 Total		1,121	4,790	5,911	19.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004817	1988	0	9	9	0.0%
	1989	2	5	7	28.6%
	1990	1	17	18	5.6%
	1991	4	21	25	16.0%
	1992	2	14	16	12.5%
	1993	7	14	21	33.3%
	1994	2	53	55	3.6%
	1995	4	47	51	7.8%
	1996	7	58	65	10.8%
	1997	21	101	122	17.2%
	1998	19	108	127	15.0%
	1999	34	143	177	19.2%
	2000	25	100	125	20.0%
	2001	34	113	147	23.1%
	2002	46	313	359	12.8%
	2003	15	123	138	10.9%
	2004	28	349	377	7.4%
	2005	1	141	142	0.7%
	2006	6	324	330	1.8%
	2007	5	119	124	4.0%
	2008	4	318	322	1.2%
	2009	1	18	19	5.3%
ST0004817 Total		268	2,508	2,776	9.7%
ST0004828	1988	4	19	23	17.4%
	1989	8	30	38	21.1%
	1990	6	28	34	17.6%
	1991	12	42	54	22.2%
	1992	18	58	76	23.7%
	1993	21	86	107	19.6%
	1994	24	133	157	15.3%
	1995	49	197	246	19.9%
	1996	61	196	257	23.7%
	1997	111	274	385	28.8%
	1998	128	332	460	27.8%
	1999	124	375	499	24.8%
	2000	115	386	501	23.0%
	2001	131	343	474	27.6%
	2002	152	657	809	18.8%
	2003	69	378	447	15.4%
	2004	98	655	753	13.0%
	2005	57	339	396	14.4%
	2006	42	655	697	6.0%
	2007	20	263	283	7.1%
	2008	18	543	561	3.2%
	2009	2	47	49	4.1%
ST0004828 Total		1,270	6,036	7,306	17.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004837	1988	7	12	19	36.8%
	1989	7	18	25	28.0%
	1990	5	23	28	17.9%
	1991	6	16	22	27.3%
	1992	13	24	37	35.1%
	1993	13	33	46	28.3%
	1994	13	41	54	24.1%
	1995	21	74	95	22.1%
	1996	16	92	108	14.8%
	1997	23	116	139	16.5%
	1998	35	172	207	16.9%
	1999	38	149	187	20.3%
	2000	38	149	187	20.3%
	2001	42	145	187	22.5%
	2002	51	357	408	12.5%
	2003	22	153	175	12.6%
	2004	46	295	341	13.5%
	2005	12	134	146	8.2%
	2006	15	275	290	5.2%
	2007	5	100	105	4.8%
	2008	2	230	232	0.9%
	2009	0	12	12	0.0%
ST0004837 Total		430	2,620	3,050	14.1%
ST0004839	1988	6	13	19	31.6%
	1989	15	20	35	42.9%
	1990	8	32	40	20.0%
	1991	7	35	42	16.7%
	1992	12	38	50	24.0%
	1993	17	62	79	21.5%
	1994	18	80	98	18.4%
	1995	19	123	142	13.4%
	1996	20	90	110	18.2%
	1997	32	145	177	18.1%
	1998	30	163	193	15.5%
	1999	33	209	242	13.6%
	2000	33	187	220	15.0%
	2001	34	220	254	13.4%
	2002	33	435	468	7.1%
	2003	32	269	301	10.6%
	2004	44	582	626	7.0%
	2005	17	255	272	6.3%
	2006	34	642	676	5.0%
	2007	9	253	262	3.4%
	2008	20	709	729	2.7%
	2009	11	155	166	6.6%
ST0004839 Total		484	4,717	5,201	9.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004843	1988	3	16	19	15.8%
	1989	2	20	22	9.1%
	1990	0	22	22	0.0%
	1991	3	15	18	16.7%
	1992	7	26	33	21.2%
	1993	8	49	57	14.0%
	1994	7	55	62	11.3%
	1995	10	103	113	8.8%
	1996	26	93	119	21.8%
	1997	27	141	168	16.1%
	1998	24	165	189	12.7%
	1999	31	217	248	12.5%
	2000	39	167	206	18.9%
	2001	44	177	221	19.9%
	2002	77	545	622	12.4%
	2003	28	261	289	9.7%
	2004	63	688	751	8.4%
	2005	21	250	271	7.7%
	2006	35	765	800	4.4%
	2007	9	286	295	3.1%
	2008	17	749	766	2.2%
	2009	6	66	72	8.3%
ST0004843 Total		487	4,876	5,363	9.1%
ST0004847	1988	5	11	16	31.3%
	1989	5	21	26	19.2%
	1990	1	15	16	6.3%
	1991	5	17	22	22.7%
	1992	8	38	46	17.4%
	1993	11	48	59	18.6%
	1994	16	64	80	20.0%
	1995	11	87	98	11.2%
	1996	9	85	94	9.6%
	1997	24	147	171	14.0%
	1998	17	171	188	9.0%
	1999	33	207	240	13.8%
	2000	26	164	190	13.7%
	2001	41	200	241	17.0%
	2002	75	512	587	12.8%
	2003	26	236	262	9.9%
	2004	56	675	731	7.7%
	2005	15	211	226	6.6%
	2006	28	642	670	4.2%
	2007	14	160	174	8.0%
	2008	12	607	619	1.9%
	2009	1	30	31	3.2%
ST0004847 Total		439	4,348	4,787	9.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004854	1988	4	23	27	14.8%
	1989	8	31	39	20.5%
	1990	3	37	40	7.5%
	1991	10	52	62	16.1%
	1992	22	56	78	28.2%
	1993	11	93	104	10.6%
	1994	31	128	159	19.5%
	1995	31	204	235	13.2%
	1996	56	213	269	20.8%
	1997	64	304	368	17.4%
	1998	87	380	467	18.6%
	1999	97	445	542	17.9%
	2000	75	382	457	16.4%
	2001	107	448	555	19.3%
	2002	138	1,001	1,139	12.1%
	2003	71	448	519	13.7%
	2004	123	1,251	1,374	9.0%
	2005	37	458	495	7.5%
	2006	78	1,260	1,338	5.8%
	2007	18	390	408	4.4%
	2008	36	1,222	1,258	2.9%
	2009	20	133	153	13.1%
ST0004854 Total		1,127	8,959	10,086	11.2%
ST0004866	1988	1	12	13	7.7%
	1989	3	9	12	25.0%
	1990	2	13	15	13.3%
	1991	10	19	29	34.5%
	1992	9	37	46	19.6%
	1993	18	51	69	26.1%
	1994	9	64	73	12.3%
	1995	23	81	104	22.1%
	1996	40	83	123	32.5%
	1997	43	123	166	25.9%
	1998	50	133	183	27.3%
	1999	58	168	226	25.7%
	2000	67	199	266	25.2%
	2001	61	185	246	24.8%
	2002	61	290	351	17.4%
	2003	22	190	212	10.4%
	2004	37	300	337	11.0%
	2005	8	150	158	5.1%
	2006	18	248	266	6.8%
	2007	8	126	134	6.0%
	2008	15	234	249	6.0%
	2009	1	25	26	3.8%
ST0004866 Total		564	2,740	3,304	17.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004867	1988	8	39	47	17.0%
	1989	14	47	61	23.0%
	1990	17	49	66	25.8%
	1991	20	69	89	22.5%
	1992	24	99	123	19.5%
	1993	35	144	179	19.6%
	1994	51	193	244	20.9%
	1995	61	272	333	18.3%
	1996	94	272	366	25.7%
	1997	119	400	519	22.9%
	1998	123	468	591	20.8%
	1999	130	557	687	18.9%
	2000	157	513	670	23.4%
	2001	132	483	615	21.5%
	2002	165	986	1,151	14.3%
	2003	84	487	571	14.7%
	2004	100	1,136	1,236	8.1%
	2005	51	482	533	9.6%
	2006	57	1,001	1,058	5.4%
	2007	18	413	431	4.2%
	2008	16	995	1,011	1.6%
	2009	3	124	127	2.4%
ST0004867 Total		1,479	9,229	10,708	13.8%
ST0004870	1988	0	2	2	0.0%
	1989	0	9	9	0.0%
	1990	1	6	7	14.3%
	1991	0	8	8	0.0%
	1992	0	14	14	0.0%
	1993	0	18	18	0.0%
	1994	6	24	30	20.0%
	1995	3	34	37	8.1%
	1996	3	28	31	9.7%
	1997	5	49	54	9.3%
	1998	8	47	55	14.5%
	1999	12	66	78	15.4%
	2000	13	56	69	18.8%
	2001	16	81	97	16.5%
	2002	26	206	232	11.2%
	2003	9	94	103	8.7%
	2004	22	259	281	7.8%
	2005	8	84	92	8.7%
	2006	10	298	308	3.2%
	2007	2	79	81	2.5%
	2008	7	313	320	2.2%
	2009	0	16	16	0.0%
ST0004870 Total		151	1,791	1,942	7.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004875	1988	1	5	6	16.7%
	1989	3	11	14	21.4%
	1990	7	16	23	30.4%
	1991	4	12	16	25.0%
	1992	3	25	28	10.7%
	1993	4	35	39	10.3%
	1994	10	37	47	21.3%
	1995	10	55	65	15.4%
	1996	15	47	62	24.2%
	1997	25	89	114	21.9%
	1998	13	89	102	12.7%
	1999	13	89	102	12.7%
	2000	21	85	106	19.8%
	2001	16	81	97	16.5%
	2002	24	164	188	12.8%
	2003	13	84	97	13.4%
	2004	26	190	216	12.0%
	2005	10	104	114	8.8%
	2006	16	222	238	6.7%
	2007	10	120	130	7.7%
	2008	10	253	263	3.8%
	2009	3	82	85	3.5%
ST0004875 Total		257	1,895	2,152	11.9%
ST0004888	1988	1	12	13	7.7%
	1989	3	11	14	21.4%
	1990	2	15	17	11.8%
	1991	7	14	21	33.3%
	1992	5	19	24	20.8%
	1993	6	36	42	14.3%
	1994	25	50	75	33.3%
	1995	10	64	74	13.5%
	1996	15	76	91	16.5%
	1997	21	111	132	15.9%
	1998	36	116	152	23.7%
	1999	45	152	197	22.8%
	2000	32	112	144	22.2%
	2001	28	143	171	16.4%
	2002	34	277	311	10.9%
	2003	31	170	201	15.4%
	2004	36	345	381	9.4%
	2005	13	135	148	8.8%
	2006	20	279	299	6.7%
	2007	4	91	95	4.2%
	2008	9	259	268	3.4%
	2009	0	11	11	0.0%
ST0004888 Total		383	2,498	2,881	13.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005000	1988	1	0	1	100.0%
	1989	0	1	1	0.0%
	1990	1	2	3	33.3%
	1991	1	5	6	16.7%
	1992	1	4	5	20.0%
	1993	0	5	5	0.0%
	1994	1	7	8	12.5%
	1995	1	6	7	14.3%
	1996	2	12	14	14.3%
	1997	6	22	28	21.4%
	1998	6	33	39	15.4%
	1999	8	43	51	15.7%
	2000	8	54	62	12.9%
	2001	12	59	71	16.9%
	2002	10	81	91	11.0%
	2003	6	62	68	8.8%
	2004	11	114	125	8.8%
	2005	3	48	51	5.9%
	2006	3	143	146	2.1%
	2007	2	80	82	2.4%
	2008	4	139	143	2.8%
	2009	0	17	17	0.0%
ST0005000 Total		87	937	1,024	8.5%
ST0005001	1988	0	5	5	0.0%
	1989	3	12	15	20.0%
	1990	1	7	8	12.5%
	1991	2	5	7	28.6%
	1992	3	12	15	20.0%
	1993	4	19	23	17.4%
	1994	7	22	29	24.1%
	1995	5	17	22	22.7%
	1996	5	23	28	17.9%
	1997	6	36	42	14.3%
	1998	9	36	45	20.0%
	1999	3	44	47	6.4%
	2000	4	40	44	9.1%
	2001	5	39	44	11.4%
	2002	7	95	102	6.9%
	2003	7	51	58	12.1%
	2004	5	122	127	3.9%
	2005	2	52	54	3.7%
	2006	2	111	113	1.8%
	2007	3	49	52	5.8%
	2008	2	121	123	1.6%
	2009	1	16	17	5.9%
ST0005001 Total		86	934	1,020	8.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005002	1988	1	2	3	33.3%
	1989	3	2	5	60.0%
	1990	2	4	6	33.3%
	1991	2	2	4	50.0%
	1992	4	10	14	28.6%
	1993	0	6	6	0.0%
	1994	4	11	15	26.7%
	1995	9	19	28	32.1%
	1996	4	10	14	28.6%
	1997	6	12	18	33.3%
	1998	4	11	15	26.7%
	1999	8	24	32	25.0%
	2000	9	19	28	32.1%
	2001	12	27	39	30.8%
	2002	11	51	62	17.7%
	2003	5	23	28	17.9%
	2004	8	36	44	18.2%
	2005	2	33	35	5.7%
	2006	4	31	35	11.4%
	2007	4	24	28	14.3%
	2008	6	42	48	12.5%
	2009	0	7	7	0.0%
ST0005002 Total		108	406	514	21.0%
ST0005003	1988	0	4	4	0.0%
	1989	1	4	5	20.0%
	1990	3	7	10	30.0%
	1991	1	3	4	25.0%
	1992	1	12	13	7.7%
	1993	2	10	12	16.7%
	1994	3	23	26	11.5%
	1995	6	16	22	27.3%
	1996	1	11	12	8.3%
	1997	1	12	13	7.7%
	1998	3	17	20	15.0%
	1999	4	19	23	17.4%
	2000	4	15	19	21.1%
	2001	17	41	58	29.3%
	2002	5	91	96	5.2%
	2003	2	95	97	2.1%
	2004	7	201	208	3.4%
	2005	11	254	265	4.2%
	2006	7	504	511	1.4%
	2007	14	658	672	2.1%
	2008	13	1,134	1,147	1.1%
	2009	18	1,500	1,518	1.2%
ST0005003 Total		124	4,631	4,755	2.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005004	1988	4	4	8	50.0%
	1989	1	4	5	20.0%
	1990	6	7	13	46.2%
	1991	0	2	2	0.0%
	1992	2	6	8	25.0%
	1993	2	15	17	11.8%
	1994	0	16	16	0.0%
	1995	7	32	39	17.9%
	1996	4	29	33	12.1%
	1997	6	61	67	9.0%
	1998	11	86	97	11.3%
	1999	10	78	88	11.4%
	2000	11	85	96	11.5%
	2001	25	90	115	21.7%
	2002	28	287	315	8.9%
	2003	19	126	145	13.1%
	2004	25	428	453	5.5%
	2005	14	140	154	9.1%
	2006	22	440	462	4.8%
	2007	8	155	163	4.9%
	2008	13	609	622	2.1%
	2009	0	39	39	0.0%
ST0005004 Total		218	2,739	2,957	7.4%
ST0005005	1988	6	14	20	30.0%
	1989	6	18	24	25.0%
	1990	4	13	17	23.5%
	1991	7	12	19	36.8%
	1992	7	18	25	28.0%
	1993	11	36	47	23.4%
	1994	6	46	52	11.5%
	1995	7	53	60	11.7%
	1996	20	54	74	27.0%
	1997	27	78	105	25.7%
	1998	21	91	112	18.8%
	1999	21	105	126	16.7%
	2000	23	89	112	20.5%
	2001	37	99	136	27.2%
	2002	37	158	195	19.0%
	2003	24	95	119	20.2%
	2004	24	207	231	10.4%
	2005	11	100	111	9.9%
	2006	17	188	205	8.3%
	2007	1	70	71	1.4%
	2008	4	196	200	2.0%
	2009	2	29	31	6.5%
ST0005005 Total		323	1,769	2,092	15.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005006	1988	4	8	12	33.3%
	1989	8	27	35	22.9%
	1990	7	17	24	29.2%
	1991	2	21	23	8.7%
	1992	4	32	36	11.1%
	1993	8	57	65	12.3%
	1994	12	68	80	15.0%
	1995	13	93	106	12.3%
	1996	25	121	146	17.1%
	1997	22	163	185	11.9%
	1998	42	206	248	16.9%
	1999	33	270	303	10.9%
	2000	38	216	254	15.0%
	2001	47	291	338	13.9%
	2002	70	742	812	8.6%
	2003	45	326	371	12.1%
	2004	68	939	1,007	6.8%
	2005	34	400	434	7.8%
	2006	37	1,038	1,075	3.4%
	2007	11	360	371	3.0%
	2008	21	1,122	1,143	1.8%
	2009	10	89	99	10.1%
ST0005006 Total		561	6,606	7,167	7.8%
ST0005007	1988	0	4	4	0.0%
	1989	4	8	12	33.3%
	1990	0	3	3	0.0%
	1991	6	7	13	46.2%
	1992	2	10	12	16.7%
	1993	2	17	19	10.5%
	1994	3	20	23	13.0%
	1995	6	28	34	17.6%
	1996	6	30	36	16.7%
	1997	8	32	40	20.0%
	1998	7	41	48	14.6%
	1999	11	73	84	13.1%
	2000	6	55	61	9.8%
	2001	9	56	65	13.8%
	2002	14	149	163	8.6%
	2003	7	70	77	9.1%
	2004	9	167	176	5.1%
	2005	5	79	84	6.0%
	2006	12	167	179	6.7%
	2007	4	70	74	5.4%
	2008	2	206	208	1.0%
	2009	0	11	11	0.0%
ST0005007 Total		123	1,303	1,426	8.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005008	1988	2	7	9	22.2%
	1989	0	7	7	0.0%
	1990	3	14	17	17.6%
	1991	2	14	16	12.5%
	1992	6	12	18	33.3%
	1993	2	19	21	9.5%
	1994	2	22	24	8.3%
	1995	5	22	27	18.5%
	1996	3	36	39	7.7%
	1997	10	40	50	20.0%
	1998	9	77	86	10.5%
	1999	4	48	52	7.7%
	2000	6	49	55	10.9%
	2001	16	65	81	19.8%
	2002	32	263	295	10.8%
	2003	12	77	89	13.5%
	2004	15	267	282	5.3%
	2005	3	79	82	3.7%
	2006	12	254	266	4.5%
	2007	8	93	101	7.9%
	2008	8	298	306	2.6%
	2009	7	52	59	11.9%
ST0005008 Total		167	1,815	1,982	8.4%
ST0005009	1988	0	1	1	0.0%
	1989	4	18	22	18.2%
	1990	4	12	16	25.0%
	1991	4	18	22	18.2%
	1992	7	24	31	22.6%
	1993	8	29	37	21.6%
	1994	7	39	46	15.2%
	1995	11	57	68	16.2%
	1996	7	54	61	11.5%
	1997	10	78	88	11.4%
	1998	18	108	126	14.3%
	1999	11	116	127	8.7%
	2000	15	104	119	12.6%
	2001	25	114	139	18.0%
	2002	26	337	363	7.2%
	2003	13	134	147	8.8%
	2004	32	388	420	7.6%
	2005	6	120	126	4.8%
	2006	10	332	342	2.9%
	2007	1	97	98	1.0%
	2008	5	322	327	1.5%
	2009	1	23	24	4.2%
ST0005009 Total		225	2,525	2,750	8.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005010	1988	0	1	1	0.0%
	1989	1	3	4	25.0%
	1990	1	3	4	25.0%
	1991	0	2	2	0.0%
	1992	2	6	8	25.0%
	1993	2	5	7	28.6%
	1994	1	10	11	9.1%
	1995	2	13	15	13.3%
	1996	4	22	26	15.4%
	1997	5	20	25	20.0%
	1998	6	36	42	14.3%
	1999	8	33	41	19.5%
	2000	10	42	52	19.2%
	2001	3	50	53	5.7%
	2002	10	116	126	7.9%
	2003	9	50	59	15.3%
	2004	14	134	148	9.5%
	2005	7	42	49	14.3%
	2006	3	91	94	3.2%
	2007	2	43	45	4.4%
	2008	2	120	122	1.6%
	2009	0	4	4	0.0%
ST0005010 Total		92	846	938	9.8%
	1989	1	3	4	25.0%
	1991	0	1	1	0.0%
	1992	1	2	3	33.3%
	1993	1	3	4	25.0%
	1994	0	2	2	0.0%
	1995	1	4	5	20.0%
	1996	0	6	6	0.0%
	1997	3	9	12	25.0%
	1998	0	4	4	0.0%
	1999	3	6	9	33.3%
	2000	1	10	11	9.1%
	2001	5	18	23	21.7%
	2002	6	20	26	23.1%
	2003	2	7	9	22.2%
	2004	3	28	31	9.7%
	2005	1	12	13	7.7%
	2006	0	18	18	0.0%
	2007	1	12	13	7.7%
	2008	1	34	35	2.9%
	2009	0	4	4	0.0%
ST0005011 Total		30	203	233	12.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005012	1988	1	3	4	25.0%
	1990	0	1	1	0.0%
	1991	0	4	4	0.0%
	1992	0	3	3	0.0%
	1993	1	5	6	16.7%
	1994	3	9	12	25.0%
	1995	2	10	12	16.7%
	1996	0	9	9	0.0%
	1997	3	16	19	15.8%
	1998	2	10	12	16.7%
	1999	4	14	18	22.2%
	2000	4	18	22	18.2%
	2001	4	18	22	18.2%
	2002	7	45	52	13.5%
	2003	5	30	35	14.3%
	2004	7	58	65	10.8%
	2005	1	18	19	5.3%
	2006	5	46	51	9.8%
	2007	0	15	15	0.0%
	2008	1	58	59	1.7%
	2009	0	4	4	0.0%
ST0005012 Total		50	394	444	11.3%
	1989	0	3	3	0.0%
	1990	1	4	5	20.0%
	1991	0	4	4	0.0%
	1993	0	5	5	0.0%
	1994	2	8	10	20.0%
	1995	2	9	11	18.2%
	1996	2	12	14	14.3%
	1997	4	18	22	18.2%
	1998	4	28	32	12.5%
	1999	9	35	44	20.5%
	2000	6	48	54	11.1%
	2001	11	48	59	18.6%
	2002	16	107	123	13.0%
	2003	5	53	58	8.6%
	2004	19	140	159	11.9%
	2005	5	50	55	9.1%
	2006	11	133	144	7.6%
	2007	2	48	50	4.0%
	2008	3	134	137	2.2%
	2009	0	11	11	0.0%
ST0005013 Total		102	898	1,000	10.2%

Table (b) (1) & (2)(i,ii, & v). Quality Assurance			
	Beginnning of Year	Left Program	Added to Program
No. of Inspection stations/lanes operating throughout 2012	228	11	6
Receiving overt performance audits in 2012	228		
Not Receiving overt performance audits in 2012	0		
That have been shut down as a result of overt performance audits	0		

Table (b)(2)(iii, iv) & (3,8,9). Quality Assurance				
No of Inspection stations/lanes operating throughout 2012	All Test Types	OBD Tests	ASM Tests	TSI Tests
Receiving Covert Audits	59	0	15	45
Not Receiving Covert Audits	169	228	213	183
Number of Covert Audits	64	0	15	49
Conducted with vehicle set to fail	0	0	0	0
Conducted with vehicle set to fail any combination of two or more types	N/A	N/A	N/A	N/A
Resulting in a False Pass	0	0	0	0
Resulting in a False Pass for any combination of two or more test types	N/A	N/A	N/A	N/A
Total number of Covert vehicles available for undercover audits in 2012	3	1	1	1
Total number of Covert auditors available for undercover audits in 2012	9			
Total # of Video Surveillance Audits	438	Not Available	Not Available	Not Available

Table (b) (4)(i & ii). Quality Assurance		
	Stations	Inspectors
Suspended as a result of covert audits	0	0
Suspended for other reasons	Not Available	Not Available

Table (b) (5). Quality Assurance	
Certified Testing Inspectors as of 12/31/12	1,067

Table (d) (1)(v). # Of time extensions and exemptions granted to motorists	
Time Extension and Other Exemptions	3,683

Table (d) (3)(i). # and % of subject vehicles that were tested by the initial deadline		
Deadline	# of Vehicles	% of Vehicles
On Due date	25,119	3.13%
Tested Early	459,110	57.25%
1-30 days late	91,800	11.45%
31-60 days late	28,451	3.55%
61-90 days late	16,266	2.03%
91-120 days late	12,650	1.58%
> 120 days late	168,946	21.07%

Figures based on 'Noticed' vehicles/tested volume of 801,977

Table (c) (1,2,3 & 4). Quality Control							
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**	**Added or Closed**	**Audit issues**
ST0000014	Gary Rome Kia	1	2	1			
ST0000020	Cargill Chevrolet Co Inc	1	2	0			
ST0000023	Roberts Chrysler-Dodge	1	2	2			Yes
ST0000034	Bob Valenti Chevrolet - Olds	1	2	0			
ST0000036	Hoffman Auto Group	1	2	0			Yes
ST0000065	Stevens Ford Linc-Merc Inc	1	2	1			
ST0000107	King Olds-Cadillac-GMC	1	3	1	Bench replaced 1/26 Audit 2/7		
ST0000112	Brustolon Buick-Pont-GMC	1	2	1			
ST0000120	Girard Ford	1	2	0			
ST0000125	Candlewood Valley Motors	1	2	1			
ST0000129	Southworths	1	1	1		Closed 6/1/12	
ST0000132	Middletown Toyota Inc	1	3	2			
ST0000171	Oneills Chevrolet Buick Inc	1	2	1	Bench replaced 7/3 Audit 9/11		Yes
ST0000193	M J Sullivan Automotive Corner	1	2	1			
ST0000229	Hartford Toyota Superstore	1	2	0			
ST0000326	Midas of Bloomfield	1	2	2			
ST0000328	Automotive Plus	1	2	0			
ST0000329	Firestone Complete Auto Care	1	2	0			Yes
ST0000359	Laurel Automotive	1	2	1			
ST0000373	Tire King LLC	1	2	1	Bench replaced 4/9 Audit 7/25		
ST0000375	Advanced Auto Body	1	2	0			
ST0000386	Hamelin and Sons Inc	1	2	1			
ST0000412	Arnolds Garage	1	2	1			
ST0000434	Midas Muffler Inc	1	2	0			Yes
ST0000469	Lees Auto Center Inc	1	2	1			
ST0000493	Midas of Farmington	1	2	0			Yes
ST0000516	Hallmark Tire Co Inc	1	2	1			
ST0000520	Farmington Motor Sports Inc	1	2	1			
ST0000525	Firestone Complete Auto Care Inc	1	2	1			
ST0000549	Morande Ford Inc	1	2	1			
ST0000557	Kensington Auto Service LTD	1	2	0			
ST0000581	J and M Motor Sports	1	1	0			Yes
ST0000616	Firestone Complete Auto Care Inc	1	2	1			Yes
ST0000618	Computer Tune and Lube	1	1	0		Closed 10/13/12	
ST0000648	Bolton Motors Inc	1	2	1			

Table (c) (1,2,3 & 4). Quality Control							
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**	**Added or Closed**	**Audit issues**
ST0000697	Firestone Complete Auto Care Inc	1	2	0			
ST0000725	Story Bros Inc	1	2	0			
ST0000776	Anthonys Service Station Inc	1	2	1			
ST0000790	Farm Car Care Center Inc	1	2	1			
ST0000809	Moores Automotive	1	2	0			
ST0000963	Firestone Complete Auto Care Inc	1	2	1			
ST0000969	Meineke Car Center	1	2	0			
ST0000972	Mad Hatter Auto Repair	1	2	0			Yes
ST0000986	Suburban Tire and Auto Service	1	2	1			
ST0000994	Tolland Citgo	1	2	0			
ST0001010	Small Town Auto Repair	1	2	0			Yes
ST0001056	Scatas Auto and Truck Repairs Inc	1	2	0			Yes
ST0001095	Prospect Foreign Car Center Inc	1	2	0			
ST0001193	Herbs Auto Electric Inc	1	2	1	Bench replaced 11/29 Audit Pending 2012		
ST0001216	Wethersfield Automotive LLC	1	2	0			
ST0001220	Midas Auto Service Experts	1	2	2		Closed 3/16/12	
ST0001235	Valvoline Instant Oil Change	1	2	1			Yes
ST0001253	Midas of West Hartford	1	3	1			Yes
ST0001264	Mikes Auto Service	1	2	2	Audit failed 5/16, next DMV audit 9/5		Yes
ST0001267	Mirabelli Automotive LLC	1	2	0			
ST0001270	R and M Auto Service LLC	1	2	0			Yes
ST0001274	West Hill Automotive	1	2	1		Closed 8/31/12	Yes
ST0001284	Modern Tire and Auto Service	1	2	0			
ST0001294	Modern Tire and Auto Service	1	2	0			Yes
ST0001297	Aquas Buenas Auto SLS and Services	1	2	1	Bench replaced 8/8 Audit 10/18		Yes
ST0001299	B and S Automotive Inc	1	2	1			
ST0001363	Midas	1	2	0			
ST0001371	Coxs Service Station	1	1	0			Yes
ST0001377	A and P Auto sales	1	2	0		Closed 11/21/12	

Table (c) (1,2,3 & 4). Quality Control							
Station #	Station Name	Lane number	Initial Gas Audits	Initial Gas Audit Fails	Comments	Added or Closed	Audit issues
ST0001401	Nutmeg Auto Service Inc	1	2	1	Bench replaced 6/4 Audit 6/11		
ST0001423	Midas of Hartford	1	2	1			Yes
ST0001511	T and B Motor Sales and Service Inc	1	2	1			
ST0001519	Raymonds Auto Repair	1	2	1			
ST0001594	Town Hill Auto	1	2	2			
ST0001615	Firestone Expert Tire Center	1	2	0	Bench replaced 8/14 Audit 8/23		
ST0001646	Bobs Auto Inc	1	2	0			
ST0001660	Midas Auto Service	1	2	0			
ST0001662	Meineke Car Care Center	1	2	1			
ST0001679	Montville Auto	1	2	1			
ST0001692	Ledyard Auto LLC	1	3	1	Bench replaced 8/1 Audit 8/13		
ST0001704	Precision Motors Inc	1	2	0			
ST0001725	Nicks Service Center	1	2	1			
ST0001730	Hometown Auto LLC	1	2	0			
ST0001767	Firestone Complete Auto Care Inc	1	2	0			
ST0001790	Corys Auto Care	1	2	1			
ST0001797	Shoreline Service Center LLC	1	2	2			
ST0001799	All Pro Automotive	1	2	1			
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	0			
ST0001889	Gabes Service Station	1	2	0			
ST0001896	A and M Service Station	1	2	1			
ST0001944	Branford Auto Center	1	2	1			
ST0001969	Cheshire Auto Care	1	2	0			
ST0001970	Anderson Tire and Auto Service	1	2	0			
ST0002018	D and R Automotive LLC	1	2	0			
ST0002020	Hammonasset Ford	1	2	1			
ST0002026	Desmonds Auto Sales	1	2	0			
ST0002060	Cromwell Automotive	1	2	0			
ST0002070	Firestone Complete Auto Care	1	2	1			
ST0002120	Greenfield Hill Serv	1	2	2			
ST0002133	Firestone Complete Auto Care Inc	1	2	1			
ST0002141	Fairfield Tire and Auto Center LLC	1	2	0	Bench replaced 1/10 Audit 2/2		Yes

Table (c) (1,2,3 & 4). Quality Control							
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**	**Added or Closed**	**Audit issues**
ST0002149	Meineke	1	3	2	Bench replaced 5/4 Audit 5/4		
ST0002153	Sport Hill Service Station Inc	1	2	1			
ST0002181	Auto Associates Inc	1	2	1			
ST0002233	Cos Central Auto	1	2	0			
ST0002267	Harte Family Motors Inc	1	2	0			
ST0002280	Auto Sales and Service of Durham LLC	1	1	0	Became ST0005010 6/25/12	Closed 6/16/12	
ST0002330	Belltown Motors	1	2	1			Yes
ST0002358	Computer Tune and Lube Inc	1	1	1	Temporarily shut down for a period of 2012		Yes
ST0002365	Midas Auto Service of Middletown	1	2	1			
ST0002373	Personal Auto Care Service Center Inc	1	2	1			
ST0002380	New Image Automotive	1	2	0			
ST0002419	Roberts Service Center Inc	1	2	1			
ST0002467	Meineke Discount Muffler	1	2	2			
ST0002493	Amaral Motors Inc	1	2	1			Yes
ST0002540	J P Automotive LLC	1	2	1			
ST0002560	Tech 1 Automotive LLC	1	2	1			
ST0002573	Oceanside Auto LLC	1	2	0			
ST0002578	Grossman Chevrolet	1	2	1			
ST0002593	Bens Service Center	1	3	1	Bench replaced 2/22 Audit 2/24		
ST0002631	Portland Automotive Inc	1	2	2			
ST0002651	East Coast Car Care	1	2	1			
ST0002652	Falbos Tire and Auto Center Inc	1	3	2	Bench replaced 3/9 Audit 3/9		
ST0002672	AJs Center Service Inc	1	2	0			
ST0002722	Computer Tune and Lube	1	2	0			
ST0002740	Mad Hatter Muffler	1	2	0			
ST0002744	Tire Depot Plus Inc	1	2	2	Bench replaced 11/14 Audit pending 2012		Yes
ST0002822	Frenchys Auto Repair Inc	1	2	2			Yes
ST0002830	Nelsons Automotive Service Center LLC	1	2	1	Bench replaced 7/25 Audit 10/12		Yes
ST0002880	Broadbridge Auto Service Inc	1	3	1			

Table (c) (1,2,3 & 4). Quality Control							
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**	**Added or Closed**	**Audit issues**
ST0002884	Don Schiffers Auto Service Inc	1	2	0			
ST0002915	Midas Auto Service of Westbrook	1	2	0			
ST0002919	Meineke Discount Mufflers	1	3	2			
ST0002955	Nova Automotive	1	2	1			
ST0002964	Swanson Automotive	1	3	1			Yes
ST0002975	Torello Tire Company Inc	1	2	0			
ST0003102	Auto Specialist Inc	1	2	0			
ST0003106	Campbell Motor Sales Inc	1	2	0			
ST0003107	Chucks Garage	1	2	1			
ST0003176	Circle A Automotive Service Inc	1	2	0			
ST0003190	Partyka Chevrolet Inc	1	2	0			
ST0003192	Dougan Automotive LLC	1	2	2			
ST0003225	Tire Doctor	1	2	1			
ST0003253	Quick Lane Tire and Auto Center	1	3	2	Bench replaced 1/19 Audit 1/20		
ST0003292	Joeys Capitol-Wood Service Center	1	2	0			
ST0003432	E and S Automotive Operations LLC	1	3	2			
ST0003437	Monro Muffler Brake	1	2	2			
ST0003449	Boston Ave Auto Getty	1	3	1	Bench replaced 4/17 Audit 4/18		
ST0003458	Knechts Garage Inc	1	2	2			
ST0003475	Firestone Tire and Service Center	1	2	1	Audit on 4/11 only 2 gases and a fail?		Yes
ST0003483	Breezy Point Auto Repairs Inc	1	2	1	Audit re-inspection from 11/7 pending		Yes
ST0003498	Model Garage Inc	1	2	1			
ST0003548	Montambaults Inc	1	2	1			
ST0003587	Pep Boys	1	2	2			
ST0003592	Superior Transmissions Inc	1	2	0			Yes
ST0003662	United Auto Sales and Service Inc	1	2	0			
ST0003732	Litchfield Hills Motorsports LLC	1	2	1			Yes
ST0003739	Bennett Motor Werks	1	2	1			Yes
ST0003746				0			
ST0003759	Litchfield County Marine Auto LLC	1	2	0			
ST0003767	Mezzio Auto Body Repair	1	2	1			
ST0003876	The Quiet Zone	1	2	0			Yes

Table (c) (1,2,3 & 4). Quality Control							
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**	**Added or Closed**	**Audit issues**
ST0003932	Wilson Dodge Nissan	1	1	1		Closed 4/9/12	
ST0003939	Abate Auto Body and Collision	1	1	0			Yes
ST0003943	Bahr Auto Repair	1	2	0			Yes
ST0003976	The Quiet Zone	1	2	0			
ST0003988	Valenti Motors Inc	1	2	2			Yes
ST0003997	Murray Bros Garage Inc	1	2	0			
ST0004004	Belardinelli Tire Comp	1	2	2			
ST0004016	Firestone Tire and Service Center	1	2	1			Yes
ST0004034	A 1 Service Center Inc	1	2	1			
ST0004065	Mohawk West Tire And Auto Center	1	3	1	Bench replaced 8/16 Audit 8/16		
ST0004105	E M Auto Repair LLC	1	2	0			
ST0004107	Federal Towing and Car Center	1	2	0			
ST0004111	Wilton Mobil	1	2	0		Closed 1/10 to 4/19	
ST0004167	Superior Service	1	0	0		Closed 2/28/12	
ST0004170	New Fairfield Automotive Inc	1	2	0			Yes
ST0004191	Darien Auto Center	1	2	0			
ST0004230	Greenwich Shell	1	2	0			
ST0004243	A C Auto Body and Mechanical Svc Inc	1	2	1			Yes
ST0004257	New Canaan Ave Service Mobil Station	1	1	1	Shut down for a period of 2012		Yes
ST0004262	The Briggs Tire Co Inc	1	1	0			Yes
ST0004298	Hank Mays Goodyear	1	3	1	Bench replaced 5/25 Audit 5/30		
ST0004375	Copps Hill Shell Inc	1	3	1	Bench replaced 3/13		
ST0004377	Limestone Service Station Inc	1	2	0			
ST0004390	Westport Auto Repair LLC	1	2	1			
ST0004405	Weston Service Center	1	2	2			
ST0004480	Firestone Tire and Service Center	1	2	0			
ST0004541	Sotires Auto Diagnostic Center	1	2	1			
ST0004592	Avery Brothers Inc	1	2	1			
ST0004615	Firestone Tire Service Center	1	2	1			

Table (c) (1,2,3 & 4). Quality Control							
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**	**Added or Closed**	**Audit issues**
ST0004628	Firestone Tire and Service Center	1	2	1			
ST0004657				0			
ST0004696	Long Ridge Service	1	3	2	Bench replaced 6/22 Audit 6/27		
ST0004710	Middlesex Auto Center	1	2	1			
ST0004713	Milex Auto Repair	1	3	3	Bench replaced 9/11 Audit 9/20		
ST0004722	New England Service Group LLC	1	2	2			
ST0004739	Precision Motor Coach LLC	1	2	1			Yes
ST0004745	R K Rogers LTD Inc	1	2	1			
ST0004750	Sam Wibberley Tire and Auto Service	1	2	0			
ST0004764	Suburban Subaru	1	2	0			
ST0004765	Main Street Muffler and Brake	1	2	2	Bench replaced 8/30 Audit 11/8		Yes
ST0004769	The Quiet Zone Your complete car care center	1	2	0	Audits 2/3 and 3/24		
ST0004788	West High Service Station Inc	1	1	0			Yes
ST0004817	High Tech Auto	1	2	1			
ST0004828	Waterbury Tire and Auto	1	2	1			Yes
ST0004837	Car Tune	1	2	0			
ST0004839	Hank Mays Goodyear	1	1	0			Yes
ST0004843	Toyota of Colchester	1	2	0			
ST0004847	Hebron Quick Lube LLC	1	2	1			
ST0004854	Valvoline Instant Oil Change	1	2	1			Yes
ST0004866	Lee Myles Transmission	1	2	2			
ST0004867	Foxy Fast Lube LLC	1	2	2	Bench replaced 8/13 Audit 8/22		
ST0004870	Middlebury Garage	1	2	1			Yes
ST0004875	Showroom Auto Center	1	2	1			
ST0004888	K Town Automotive LLC	1	2	0			
ST0005000	Firestone Complete Auto Care Inc	1	2	1			
ST0005001	Bundy Motors	1	2	0			
ST0005002	Pep Boys Auto	1	2	1			
ST0005003	CarMax Auto Superstore Inc	1	2	0			Yes
ST0005004	Modern Tire And Auto Service	1	2	1			
ST0005005	Capuano Automotive	1	0	0	Not audited in 2012		Yes

Table (c) (1,2,3 & 4). Quality Control							
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**	**Added or Closed**	**Audit issues**
ST0005006	Economy Oil Change	1	2	1			
ST0005007	Tunxis Street Garage	1	2	0			Yes
ST0005008	Alfano Nissan	1	2	0	No audit Records on file for 2012 year	Added 4/19/12	Yes
ST0005009	Essex Service Center	1	3	3	Was station ST0004657 prior to 5/12/12	Added 5/29/12	
ST0005010	Jims Auto Sales and Service	1	1	0	Was station ST0002280 prior to 6/11/12	Added 6/25/12	
ST0005011	Thompson Auto Care LLC	1	1	0	Opened in 2nd half of 2012	Added 7/26/12	
ST0005012	Beatty Automotive LLC	1	1	0	No audit Records on file for 2012 year	Added 7/24/12	Yes
ST0005013	Valvoline Instant Oil Change	1	1	1	Opened in 2nd half of 2012	Added 9/26/12	
FL0001001	City of Bristol	1	0	0			
FL0001002	Aquarion Water	1	0	0			
FL0001003	Regional Water	1	0	0			
FL0001004	ATT- Middletown	1	0	0			
FL0001005	Stamford PD	1	0	0			
FL0001006	Hunter Ambulance	1	0	0			
FL0001007	New Haven PD	1	0	0			
FL0001008	Cablevison - Bridgeport	1	0	0			
FL0001009	Cablevision - Norwalk	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	1	0	0			
FL0001014	CT DAS - New Haven	1	0	0			
FL0001015	CT DAS - Norwich	1	0	0			
FL0001016	CT - DAS Wethersfield	1	0	0			
FL0001017	City of Waterbury	1	0	0			
FL0001018	CNG	1	0	0			
FL0001019	ATT - Meriden	1	0	0			
FL0001020	ATT - Winsted	1	0	0			
FL0001021	ATT - Waterbury	1	0	0			
FL0001022	ATT - Danbury	1	0	0			
FL0001023	ATT - Stamford	1	0	0			
FL0001024	ATT - Shelton	1	0	0			
FL0001025	ATT - Stratford	1	0	0			
FL0001026	ATT - Norwalk	1	0	0			

Table (c) (1,2,3 & 4). Quality Control							
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**	**Added or Closed**	**Audit issues**
FL0001027	ATT - New Haven	1	0	0			
FL0001028	ATT - No. Branford	1	0	0			
FL0001029	ATT - Waterford	1	0	0			
FL0001030	ATT - No. Windham	1	0	0			
FL0001031	ATT - Enfield	1	0	0			
FL0001032	ATT- Hartford	1	0	0			
		258	451	162			

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

Enforcement Report: (d) (1), (2), & (3) – 2012

(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 2.5 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 98% for 2012.

(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 2012, 162,665 emission late fees were assessed. All of these vehicles ultimately complied or were registered out-of-state.

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

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

(i) 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 2012, 974,518 registration renewals were audited, resulting in 48,759 denials, of which 91.6% later complied. Therefore, the overall compliance rate is 99.6%.